



STUDY CIRCLE

THE WEST INDIES TRANSATLANTIC AND INTER-COLONIAL MAIL SERVICES, 1904–11



The R.M.S.P. Tagus in service on the Transatlantic route 1899 and 1902–15



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BRITISH WEST INDIES STUDY CIRCLE

OBJECTS

- 1 TO promote interest in and the study of the stamps and postal history of the islands that comprise the British West Indies and in addition BERMUDA, BRITISH GUIANA (GUYANA) and BRITISH HONDURAS (BELIZE) and the Postal History and markings of all other Caribbean territories during any period that they were under British administration or control, and those British Post Offices which operated in the Caribbean, and Central or South America.
- 2 TO issue a quarterly BULLETIN containing articles, items of interest and other features.
- 3 TO loan books from the Circle library (home members only). Borrowers bear postage both ways.
- 4 TO publicise 'wants' and furnish opinions on stamp(s) and/or cover(s) for a nominal fee.
- 5 TO encourage, assist or sponsor the authorship and publication of definitive handbooks, monographs or other works of reference appropriate to the aim in paragraph 1 above.

**Opinions expressed in articles in this Bulletin are those of the authors
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OFFICERS & CONTACT DETAILS

Web Site: www.bwisc.org

Founder:	P.T. Saunders, FRPSL
President:	Charles Freeland, FRPSL: Ob Batterieweg 45, CH-4059 Basel, Switzerland Tel. 0041 61 361 1205, e-mail: charles.freeland@hotmail.com
Vice-President:	Simon Goldblatt: 39 Essex Street, London, WC2R 3AT Tel. 0207 222 5828 (H) 0207 832 1132 (W) 0207 353 3978 (F)
Vice-President and Web-Master:	Steve Jarvis, FRPSL: 5 Redbridge Drive, Andover, Hants, SP10 2LF Tel. 01264 358065, e-mail: info@bwisc.org
Chairman:	Peter Ford, FRPSL: Box 665, Ctra. Cabo la Nao (Pla) 124-6, 03730 Javea, Alicante, Spain Tel. 0034 966 472 158, e-mail: peterf@bwisc.org
Secretary:	George Dunbar: 7 Keith Road, Leamington Spa, Warwickshire, CV32 7DP Tel. 01926 315793, e-mail: secretary@bwisc.org
Membership Secretary	Steve Jarvis, FRPSL: – see above
Treasurer:	Ray Stanton: The Old Rectory, Salmonby, Lincs., LN9 6PX Tel. 01507 533742, e-mail: rjstanton@tiscali.co.uk
Editor	Terry Harrison: 7 Braemar Road, Lillington, Leamington Spa, CV32 7EZ Tel. 01926 312176, email: editor@bwisc.org
Librarian:	Ian Jakes: Beaumaris, 4 Rectory Road, Old Church Warsop, Mansfield, Notts, NG20 0RU. Tel. 01623 842095, e-mail: jakeslaw@btinternet.com
Publications Officer:	Peter Ford, FRPSL: – see above
Publications Sales:	David Druett: Pennymead Auctions, 1 Brewerton St. Knaresborough, HG5 8AZ Tel. 01423 865962, e-mail: pennymead@aol.com
Public Relations Officer:	Nigel Chandler, FRPSL: 76 Spencers Road, Horsham, West Sussex, RH12 2JG Tel. 01403 242788, 07801 431054 (M), e-mail: oesypum@aol.com
Committee:	Peter Fernbank, FRPSL, James Podger, FRPSL
Auditor:	John Davis, FCA, FRPSL
North American Representative:	John Seidl: 4324 Granby Way Marietta GA 30062 USA e-mail: john.seidl@gmail.com
Study Group Leaders:	Listed in June 2011 Bulletin and on the Web Site

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SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS & EVENTS

- Saturday 27th April 2013 – AGM and Auction at Grosvenor, 399–401 Strand, London. Viewing from 12 noon, AGM at 1.15pm, followed by the Auction at 2.15pm.
- Saturday and Sunday 5/6 October 2013 – Convention at the Brook Honiley Court Hotel, Meer End Road, Honiley, Warwickshire.

The BWISC Meeting at Stampex on 29 September was well attended with 21 members and one guest enjoying the six informal displays which had been brought along by five members.

Displays were given by the following:–

- Brian Rogers – British Honduras censorship during WW2
- Graham Booth – Imperial Direct 1900–10
- Keith Hanman – Bahamas Postal Stationery
- Paul Farrimond – Jamaica Perfins
- Michael Medlicott – Leeward Island Fee Stamps
- Michael Medlicott – St. Vincent De La Rue from Perkins Bacon plates.

All presentations were well received with a number of points of discussion raised.

Simon Goldblatt attended with a bundle of auction unsold lots which to his immense pleasure were soon gobbled up with only a few remaining.

The good turnout and satisfactory arrangements mean that we will in future probably use the same venue for our autumn meetings in even numbered years (i.e. when there is no autumn convention).

It is my sad duty to inform you of the recent deaths of David Atkinson, and Tim Tweddell.

ROBERT VINCENT SWARBRICK – 9 May 1927 – 29 August 2012, Aged 85 years.

There were four loves in the life of 'Bob' Swarbrick, Jamaican philately, The Royal Marines, his wife and daughter and his terrier cross dog, Izzi.

Bob was born the son of a butcher. As soon as he was old enough he joined The Royal Marines just as the WW2 fighting was over. He married in 1965 and had one child. Tragically for him, his wife died in 1982 aged just 44 years. Eventually he succeeded to his father's butchery business and later carried on business as Grimston Saddlery.

Bob spent much of his life at Grimston, Melton Mowbray, a beautiful and ancient village in the heart of the fox hunting countryside and was a keen horseman.

His love for philately was formed from an early age. On 14 September 1949 he became a life member of The Jamaican Philatelic Society. During the ensuing decades his interest and knowledge of Jamaican philately grew until he became one of the great authorities on his subject. He used to correspond with the great philatelists of his day, including A. F. Aguilar, L. C. C. Nicholson and J. M. Nethersole, better known as 'Dabbler'. He was a very personable and friendly man. I was particularly impressed by his great knowledge of the more obscure aspects of Jamaican philately. I asked him to name the person whom he regarded as the greatest ever Jamaican philatelist. He, without hesitation, surprisingly named G. L. Gunter of the Jamaican Government Railway, Kingston as that man. He reminded me of the Jamaican War Contingent Fund cover, addressed to Gunter, bearing a 'PAID JY 2 15' Jamaican handstamp in conjunction with the signature of William Wilson who originally suggested the creation of the fund (illustrated in British Caribbean Philatelic Journal September 1993 page 101). Bob regarded this cover as being equal in importance and uniqueness to the Lewis Ashenheim cover which was also addressed to Gunter.

He would write to contribute whenever he could add knowledge to any topic under discussion. Examples of Bob's contributions are contained in Jamaican Jottings (BCPJ Vol.28 No.4 whole Number 149 – December 1988) and in Jamaican Jottings (BCPJ Vol.34 No.3 whole Number 172 – September 1994).

Bob wrote articles of his own e.g. 'Two Types of Type T.I (a)?' relating to Jamaican ship letter markings (BCPJ Vol.24 No.2 whole Number 130 – April 1984) and 'Jamaican Modern "TO PAY" Handstamps' (BCPJ Vol.26 No.4 whole Number 141 – December 1986). He also wrote a booklet which is in the BWISC Library entitled 'Jamaican Street Letter Boxes' (2.13.30).

Bob exhibited his collection widely and won awards. Due to unforeseen circumstances, the Swarbrick Collection had to be sold at Cavendish on 29 September 1995. Bob told me his one regret in life was not to be able to exhibit at a BWISC Convention Meeting.

A fortnight before his death, Bob asked me to visit him at home when he donated his Jamaican books to the BWISC Library. I particularly noted a copy of the 'Jamaican Journal' which contained a detailed article concerning aerophilately and flying in Jamaica commencing in 1915! A full list of books donated will be published in the next Bulletin.

Notwithstanding the sale in 1995 of his philatelic collection, Bob's interest in the postal history of the Royal Marines continued up to his death. It was, therefore, fitting that a Royal Marine bugler should play 'The Last Post' as Bob's coffin was laid to rest in the churchyard of St. John the Baptist Church, Grimston, following his funeral service on 11 September 2012. Bob and his philatelic knowledge will be sadly missed, and our condolences go to his family and Izzi, his terrier.

IAN JAKES

BWI**THE DATED CANCELLERS (PART 2)****BY ROY BOND****THE FLEURON CANCELLERS¹**

Following on from my article in the September Bulletin on the dated cancellers, there appears to have been some prevarication as far as the Imperial Packet Agency was concerned as none of the fleuron cancellers appears to have been used prior to 1805, indeed some may have been considerably later, as can be inferred from the Earliest Recorded Dates currently extant (dates taken from the Proud books) for the various colonies of the West Indies, below:-

Antigua	15 August 1808	Barbados	14 February 1812	Bermuda	20 February 1820
Dominica	3 March 1806	Jamaica	21 January 1805	Montserrat	27 September 1836
St. Kitts	14 September 1805	St. Lucia	31 December 1818	St. Vincent	5 September 1805
Tobago	12 April 1805	Trinidad	10 January 1812		

It is difficult to believe that the Travelling Surveyor of Posts would issue a canceller to other Deputy Postmasters whilst the local office in Bridgetown was ignored for some seven years until 1812. I would have thought that these instruments would have all been issued at, or about, the same time, i.e. early 1805. However the mechanics of getting the instruments designed, manufactured and then issued and transmitted to the correct locations would have taken time; furthermore the issue of the instruments to the General Post Offices in the United Kingdom were given priority because of the distinct possibility of invasion. So Barbados had to soldier on with its straight-line mark until early 1812.

As explained in the last Bulletin, one of the *raison d'être*s of the Fleuron Canceller was for the signing off of the Bounty claims from the Royal Navy Captains. However, with no record of their issue from the GPO, then who did cause them to be issued and by what process? Whilst this Bounty system process relied heavily on timing and the dates of issue of various documents and the overall timing of this Act of Parliament, it would be just one aspect of the military requirement for recording timing in communications. This initial purpose would have ceased in late 1815, once Napoleon Bonaparte had surrendered himself to the British Man of War at Le Havre and the war formally ended. The above Act was duly repealed and the whole of the postal service would have been restored to its normal peacetime operations. However commercial and financial institutions had no doubt become used to having the datestamps on their mail, so the practice was maintained thereafter.

The EKDs listed above suggest that the fleuron cancellers would have been manufactured during 1804 and 1805 and issued to each overseas office as they became available from the manufacturer. There would have been one instrument issued to each individual Deputy Postmaster in each Imperial Packet Agency Office, this office being at the main port of the particular colony. In the case of the West Indies, most of the capital towns were in fact the main ports, e.g. Bridgetown in Barbados, Kingstown in St. Vincent, etc. They would also have been issued to those non-British ports where the Imperial Packet Agency had an office. However having said all that, there is absolutely no record of the issuing of the fleuron cancellers in the GPO canceller issuing list, which was not brought into operation for the colonies until 1820.

If, as is most likely the Central Sorting Office approached the Travelling Surveyor of Posts in the Bridgetown Barbados Imperial Packet Agency, the Agency felt that in view of its Imperial title that it should have something extra to raise it above the level of the 'General' post office. So after some discussion the fleuron was agreed to; so as to allow the 'Imperial' Packet Agency to demonstrate its superior position. However it also meant that the fleuron datestamp, in general, took its place in the schedule behind the ordinary UK circular date stamp (CDS), which explains why it took most of two years to get all the fleuron datestamps manufactured.

¹ In a few cases the ERDs or LRDs do not reproduce well, so the illustrations, while accurate in substance, do not always show the dates referred to in the text.

There is no record in the British Postal Museum and Archives, either in the canceller issuing records or in the PMG's Reports or Minutes from 1805 onwards, of any further fleuron type cancellers being issued to any Post Office at a later date. The last one is recorded as having been initially issued, no doubt for commercial reasons as the war had ended, to St. Lucia in 1818.

The only re-issue was the instrument for Kingston, Jamaica in April 1823. I therefore conclude that there was in fact only one instrument ever actually issued to each Deputy Postmaster in each West Indian Imperial Packet Agency office.

THE FLEURON CANCELLER FOR ST VINCENT

With respect to the specific instrument issued to the office on St. Vincent in 1805, the first fleuron canceller was probably issued in July or August 1805, as the earliest sighted usage is 5 September 1805 (Fig. 1). This instrument was the first circular datestamp, which had the name 'ST VINCENTS' in capital letters 5.5mm high in an arc across the top of the instrument, whilst the date was on two lines across the middle in the format of Month then Day (both 3.5mm high) on the upper line, with the Year (with all 4 digits, 3.3mm high) set midway in the lower line. The actual fleuron emblem was in an arc across the bottom of the cancel and nominally measured 24.5mm from point to point (the angle of striking the paper or the pressure used, as well as the level of inking, may all contribute to causing such dimensions to alter slightly, strike by strike).



Fig. 1

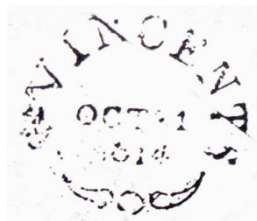


Fig. 2



Fig. 3

This instrument continued in general usage, in this condition, until at least 8 December 1814 with just two exceptions; firstly, I have seen a 'fair' strike dated 10 December 1810, which has only a tiny mark at the bottom, instead of the final 'S'; secondly, a good strike dated 23 February 1814 where there is no part of the final 'S' visible. An example of the regular state is shown in Fig. 2. However by 28 April 1815 (Fig. 3) the final 'S' had disappeared. It re-appeared between 23 January 1819 (Fig. 4) and 27 June 1819 (Fig. 5) and remained until 23 September 1820 (Fig. 6). This final 'S' then disappeared again, never to return, by 30 October 1820 (Fig. 7). This disappearance and re-appearance of the final 'S' is one of the factors that has given rise to speculation that there was at least a second cancelling instrument, but, there is no record of a second instrument ever being supplied to the Colony. If the rubber were in a circular metal surround, and if this metal surround had been knocked and distorted, this damage could have caused the final 'S' to disappear. The reappearance of the 'S' could have been caused by a repair to this metal frame, but if this frame was knocked a second time, it might have just been ignored.



Fig. 4



Fig. 5



Fig. 6

This same instrument continued in regular usage, in this condition, until 4 August 1821 (Fig. 8). However, by 5 September 1821 (Fig. 9) the 'C' in the middle of 'VINCENT' was crushed at the top, as if the instrument had been struck on the edge at that point, either by a physical blow on the instrument or it had been dropped and had struck a hard floor at that position. The distortion of the rubber also had the effect of moving the first 'N' slightly over towards the 'I'. This would seem to

indicate that the whole rubber stamp was in fact mounted inside a circular metal frame, because the distortion remained, instead of going right back to its original shape and spacing, as unsupported rubber would likely have done.



Fig. 7



Fig. 8

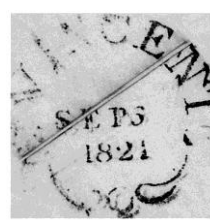


Fig. 9

The canceller then continued in frequent usage, with a somewhat less distinct impression, as would be expected from normal wear, until 21 September 1831 (Fig. 10). by 31 October 1834 the day date slugs ceased to give an impression. Whether this was due to the lack of such slugs, that they simply had not been inserted that particular morning or through fair wear plus distortion is not known, as there appears to be an absence of fleuron cancellations between 21 September 1831 and 31 October 1834. Then by 25 October 1837 the year date slugs also ceased to print. However another letter dated 16 January 1838 (Fig. 11) includes the year date slugs, but not the day date slugs. The next extant letter was written on 16 January 1839 when there appear to be no date slugs whatsoever, though the impression is of poor quality, but certainly by 15 March 1841 (Fig. 12) there were no date slugs at all as this good strike demonstrates.



Fig. 10



Fig. 11

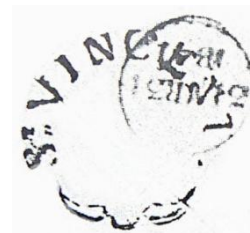


Fig. 12

A minute of the Post Master General's meeting with the Secretary Anthony Todd in 1785, stated that Cancellor Instruments, where they were to be issued, would be issued to the Postmaster of the particular department, as a single instrument, to be signed for by the person in charge. If replacements were required then they would be issued on receipt of a written request, stating the reason for the requirement and indicating what had happened to the previous issued instrument, to render it unusable. There is no record of extra instruments being shipped out, with the exception of a fleuron canceller for Kingston, Jamaica in April 1823, already alluded to. There was no indication on the Cancellor Issuing List of why the instrument was being issued. However the Act of 1805 quoted above for the fleuron cancellers does give a clear indication of one of their purposes – namely to support the bounty hunters of the Royal Navy. The French in particular appear to have taken similar measures in late 1794, when British trading vessels first came under attack, thus necessitating the use of the convoy system, in the Atlantic Ocean and the Mediterranean Sea. Royal Navy ships were used to escort trading vessels, the main disadvantage being that the whole convoy could only travel at the speed of the slowest vessel. Hence some vessels would forego the safety of the convoy and its escorts, on the presumption that they would be able to outrun any French Man-of-War. However it also meant that they were operating un-insured, as the members of the London coffee houses would only insure merchant ships and cargoes whilst they were within a Royal Navy protected convoy.

IN CONCLUSION

The issuing of the **Circular Date Stamps** to the numerous UK local Post Offices in January 1804 and the subsequent issuing of the **Fleuron Date Stamps** to the West Indian colonial Post Offices in 1805 onwards is covered to the point where we can say that there was only one instrument issued to each Post Office, both in the UK and in the West Indies. They were issued in response

to military requirements at the time of the Napoleonic Wars and to also ensure that the taxation on the postage was being collected to help finance these wars. However in respect of the **Straight Line Date Stamps** (the Freeling Cancellers), the records state that only one of these instruments was issued, by order of Francis Freeling to Central Sorting Office (Lombard Street) in autumn 1798, but that this was issued for the prevention of shipping insurance fraud in the West Indies. With respect to the **Dated Horseshoe Stamps**, the only reference is from UK government proceedings pointing to the instruction to the Secretary of State for War and Colonies in early November 1803 to have ALL mails dated forthwith in the West Indian Colonies because of the military requirements for the Royal Navy in that theatre of war. What is lacking, however, is a detailed record of the instructions and activities of the Imperial Packet Agency, especially the actions of the Travelling Surveyor of Posts (Mr Cholmeley Willoughby) based in Bridgetown, Barbados up until its demise in 1845. It was subsequently included as part of the General Post Office in London, with the Deputy Post Masters in the West Indian Colonies then reporting directly to their London masters, in the same manner as the Canadian Deputy Postmasters had done since 1732.

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JOHN & MARK TAYLOR

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THE ROYAL MAIL STEAM PACKET CO. (RMSP)

THE WEST INDIES TRANSATLANTIC AND INTER-COLONIAL MAIL SERVICES, 1904–11.

BY MICHAEL N. OLIVER

Some years ago Simon Goldblatt sent me a copy of a cover (Fig. 1) asking if I could possibly explain it. At the time I could not and from the information in my possession at the time I even suggested the possibility that it may be bogus. At last, albeit very late for which I only have a partial excuse, I can now answer his request. Because the cover falls within a period of changes to RMSP's mail services to the West Indian colonies I have summarised the reasons leading to them and subsequent arrangements. Covers with identifiable dates and markings are very scarce during this period.



Fig. 1

On 30 June 1905 the contract for subsidised mail services between the PMG, London and RMSP terminated except for ships already at sea. Only RMSP submitted tenders for a new 5½ year contract, in October 1904, but each of its three tenders was non-compliant and asked for increases in subsidy. Colonial Governors were sent details confidentially for their opinions since their share towards the subsidy would be increased. The Governor of Barbados passed these to the House of Assembly for debate and their proceedings were published in the local press. RMSP's tender details then became public knowledge. Elder Dempster took advantage of this and submitted a cheaper offer to the PMG who then decided to re-invite tenders on the original terms for return by 31 March 1905. None of the 10 tenders submitted, from four companies, were fully compliant but the one from Elder Dempster was provisionally accepted, subject to no serious objections from the colonies.

The colonies were telegraphed, without any financial details, for their agreement or discontinuance of the service. In the meantime, RMSP submitted a new offer for a 10 year contract at a reduced subsidy and took it upon itself to send a copy direct to each Colonial Government. All were opposed to Elder Dempster replacing RMSP and also to paying any increase towards the subsidy. In this situation the PMG had no option but not to award the contract, thus ending 63 years continuous service to these colonies by RMSP. If Elder Dempster had been awarded the contract, it is questionable whether or not they could have successfully operated given that they had no agents or facilities in the islands to replace those long established by RMSP.

Arrangements were made for West Indies mail to be paid at ½d per letter, packages and parcels by weight, to the first ship sailing from England. However, with RMSP having the only established fortnightly service, both Transatlantic and connecting Inter-colonial, which they continued after expiry of the 1900 contract, they also continued to carry most, if not all the mails.

Elder Dempster commenced a service from Bristol to Jamaica in 1904 which presumably was successful since in 1911 the call at Jamaica by RMSP was excluded from the contract.

The Transatlantic departure from Southampton on 15 February, 1905 on which the three different cruises commenced.

Transatlantic ship passages are in bold type

Port of call	Solent (Tour A4)	7 week (Tour H)	65 day (Tour VIII)	
Southampton (Dep)	15 Feb	15 Feb	15 Feb	
Barbados	27 Feb	27 Feb	27 Feb	
Barbados	27 Feb	27	27	
Trinidad	28 Feb			
Trinidad	1 Mar			
Grenada	2			
St. Lucia	4	28	28	
Martinique	4	28	28	
Dominica	5	1 Mar	1 Mar	
Guadeloupe		1	1	
Montserrat		1	1	
Antigua		2	2	
Nevis		2	2	
St. Kitts		2	2	
St. Thomas		3	3	
St. Thomas		7	7	
St. Kitts		8	8	
Antigua		8	8	
Montserrat		9	9	
Guadeloupe		9	9	
Dominica		9	9	
Martinique				
St. Lucia				
Barbados		11	11	
Barbados		13		
Trinidad		14		20
San Juan	8			
Havana	12			
Vera Cruz	16			
Vera Cruz	20			
Jamaica	25	17		31
Jamaica	30	20		3 Apr
Curacao	2 Apr			
La Guayra	3			
La Guayra	5			
Trinidad	7	24	23	7
Tobago			23	
Grenada			24	
St. Vincent			24	
Barbados	8	25	25	8
Barbados	8	25	13	8
Plymouth	19	5 Apr		19
Southampton (Arr)	20 Apr	6		20
St. Vincent			14	
Grenada			14	
Tobago			15	
Trinidad			15	28
La Guayra			17	

SOLENT Tours A 1,2 & 3 left St. Juan direct to Curacao and called at Puerto Cabello en route to Trinidad and had a return sailing to Jamaica before joining the Transatlantic ship back to Southampton. **SOLENT** Tours it seems did not carry mail.

Table 1

In November 1904 RMSP commenced cruises advertised as **SOLENT**, 7 week and 65 day tours. All three commenced from Southampton on the fortnightly transatlantic sailings. The departure on 15 February 1905 gives all ports of call on the three cruises which maintained the 1900 Inter-colonial services (Table 1). Clearly all three Steamers – **EDEN**, **ESK** & **SOLENT** – must have been employed even though Mike Rego records that only **SOLENT** had cabins. The 1907 PMG contract specified which government and military personnel were to be allocated 1st or 2nd class accommodation and messing. There is no known record of the **EDEN** and **ESK** being taken out of service for conversion. Fig. 2 confirms that **ESK** had cabins and also that the 65 day tour was still operating in 1910. Only Georgetown, British Guiana was not included when it seems that the Trinidad coastal steamer **KENNET** was employed for connections with the Transatlantic service. Until termination of the 1900 contract, homebound departures from Barbados were on alternate Saturdays at 5pm and outbound arrivals the following Mondays at 8am.



Fig. 2

Through the influential West India Committee in London, a contract was made between the Crown Agents and RMSP for re-commencement of Inter colonial services from September 1906 having three months notice of termination by either party. Because the Northern route was only four weekly terminating at St. Kitts, the Crown Agents made a separate agreement with the Government of Dominica to provide a fortnightly service by their coastal steamer **YARE** to connect with the Transatlantic arrivals and departures at Barbados (see Table 2). These had been changed to outbound arrivals and homebound departures on alternate Tuesdays. I do not know when this change took place except that it almost certainly was an RMSP decision during provision of the mail services without a contract.

PROVISIONAL TIME TABLE OF SERVICE TO BE PERFORMED BY S.S. "YARE."						
BRANCH LINE. (Fortnightly.)						
PORT.	ARRIVE.	DEPART.				
Barbados...	...	Tuesday ...	11 Sept.	25 Sept.	9 Oct.	23 Oct.
St. Lucia...	Wednesday	Wednesday	12 "	26 "	10 "	24 "
*Martinique ...	"	"	12 "	26 "	10 "	24 "
Dominica ...	Thursday	...	13 "	27 "	11 "	25 "
Dominica ...	...	Sunday ...	16 Sept.	30 Sept.	14 Oct.	28 Oct.
*Martinique ...	Monday ...	Monday ...	17 "	1 Oct.	15 "	29 "
St. Lucia...	"	"	17 "	1 "	15 "	29 "
Barbados...	Tuesday ...	...	18 "	2 "	16 "	30 "

* At Company's option.



Table 2

Fig. 3, The Yare, Dominica Costal Service, 1901–15.

The first sailing of the **YARE** departed Barbados on Tuesday, 11 September 1906 calling at St. Lucia and at RMSP's option Martinique, arriving in Dominica on the 13th. Whilst initially only contracted until 31 December 1906, it clearly continued until the 1907 contract (see below)

Simon's cover (Fig.1) was sent in the initial period when the sender (Garraway Co?.) had made an interchangeable handstamp that accommodated the name of the Transatlantic ship. At that time it is thought these were the **ATRATO**, **MAGDALENA**, **ORINOCO**, **TAGUS** and **TRENT**. Unfortunately, the date is not clear though it must be either 16 September or December – possibly a first sailing cover. Fig. 4 with a faint RMI was posted before the new agreement commenced and Fig. 5 confirms it continued until the 1907 contract when dated Barbados 28 May 1907, a Tuesday homebound departure.



Fig. 4



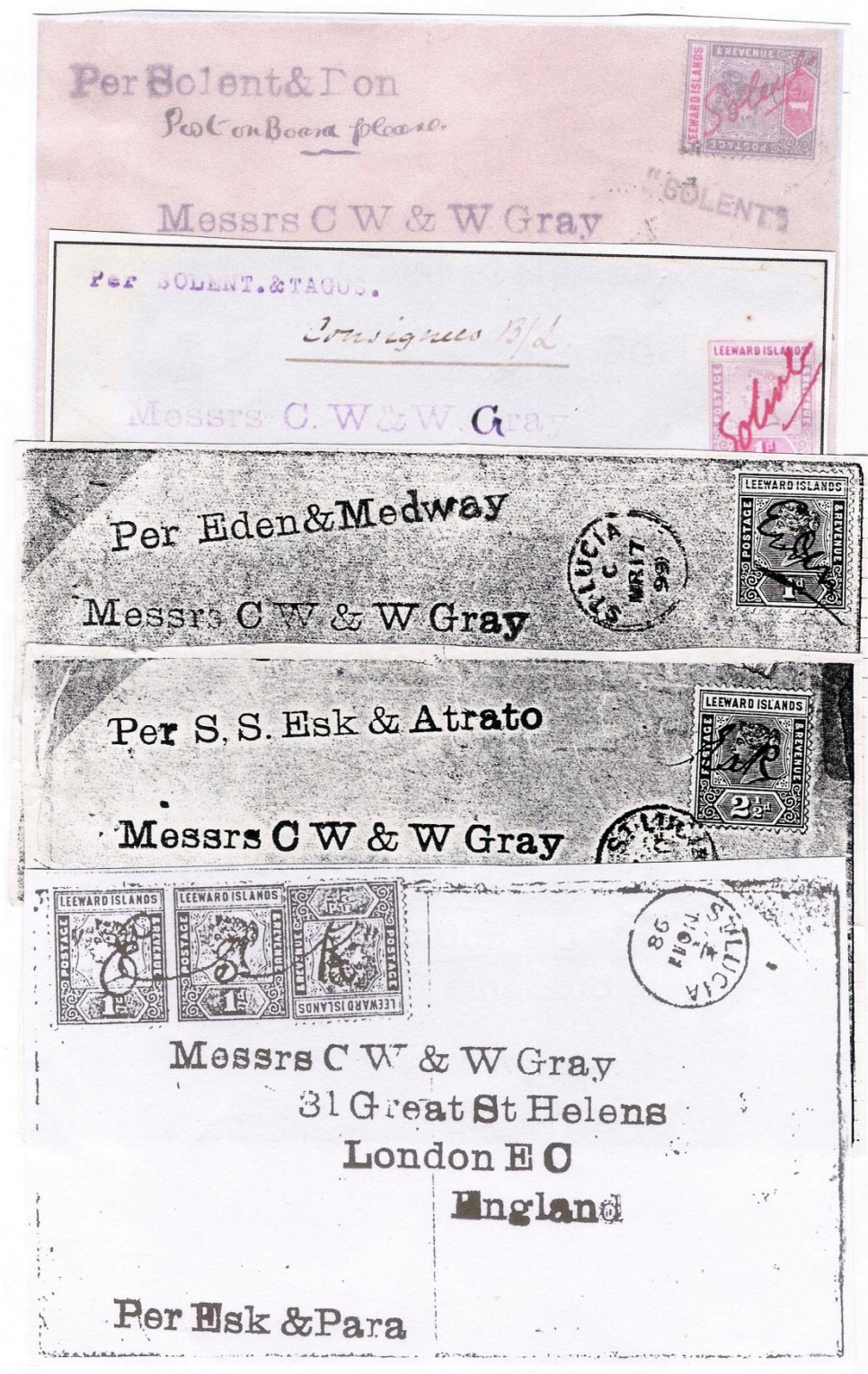
Fig. 5

As Fig. 6 shows, the same sender to the same address had ships' names type written on their mail, – at that time pre-paid mail could be posted on board the tender when the steamer for Barbados called at Dominica between 3 and 4 am.

Also in 1906 the Canadian Government renewed a contract with Pickford & Black for another four years with 12 day departures from St. John, New Brunswick to Demerara commencing 1 July for a subsidy of \$131,400 (£27,000) per annum. The contract excluded calls to any US port and had a proviso that departures could become fortnightly. The two alternate routes were:

St. John	St. John
Halifax	Halifax
Bermuda	Bermuda
St. Kitts	Montserrat
Antigua	St. Lucia
Dominica	St. Vincent
Barbados	Barbados
Trinidad	Trinidad
Demerara	Demerara
Northbound also called at St. Lucia	Northbound also called at Dominica, Antigua and St. Kitts

I have not yet seen an identifiable cover of this service.



Posted by the same sender from Dominica between 1897 – 99.
The ships names all appear to be type-written.

Fig. 6

Further lobbying by the West India Committee resulted in the PMG making a new contract with RMSP for resumption of the fortnightly Transatlantic service, the first sailing from Southampton on 12 June 1907. This contract must have been negotiated (no HMSO published contract is known) presumably because there was no subsidy. Mails were paid as in 1905, when Parliamentary approval was not required.

The rates were:

A - Postal packets (other than parcels)

a – Posted in the United Kingdom

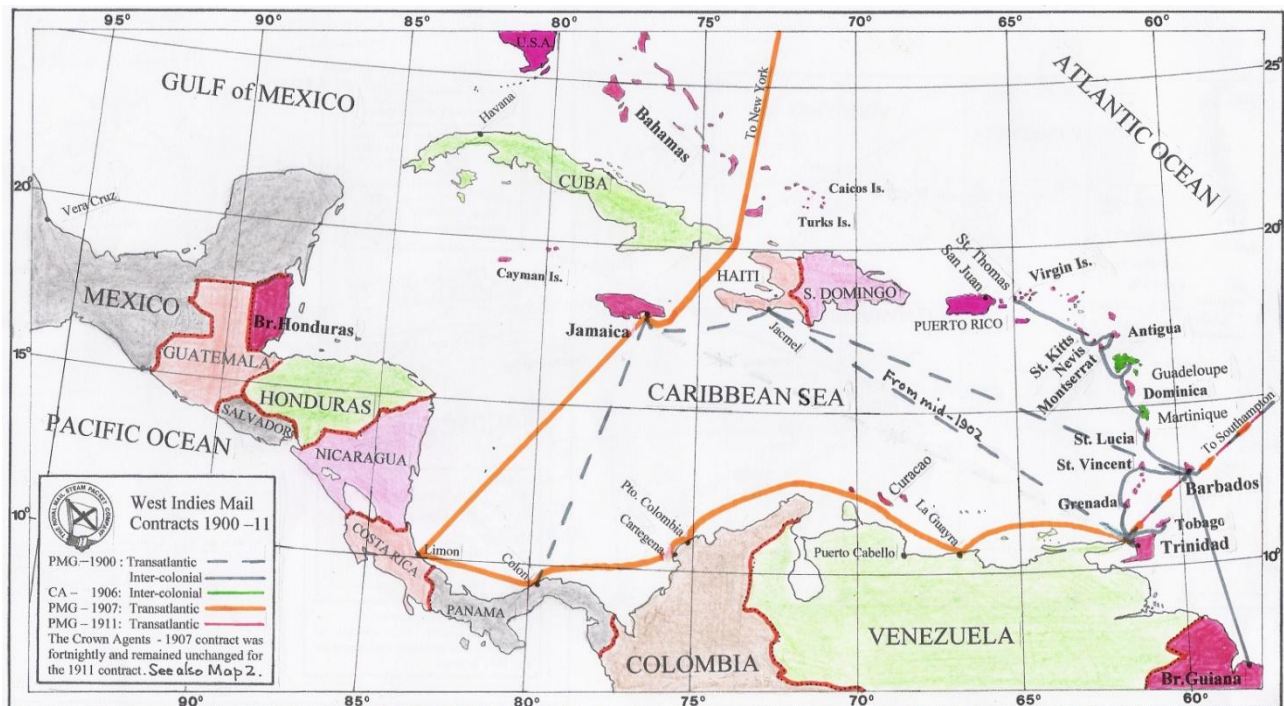
i – Every pound of letters and postcards, the sum of 3s and (sic)

ii – Every pound of other postal packets, the sum of 3d

b – Packets posted outside the United Kingdom, sums equal to those which the PMG may receive from the postal administrations

B Parcels

Weight	Under 500 miles	More than 500 miles
up to 3lbs	2d	4d
3lbs to 7lbs	4d	8d
over 7lbs to 11lbs (max.)	6d	1s



Map 1

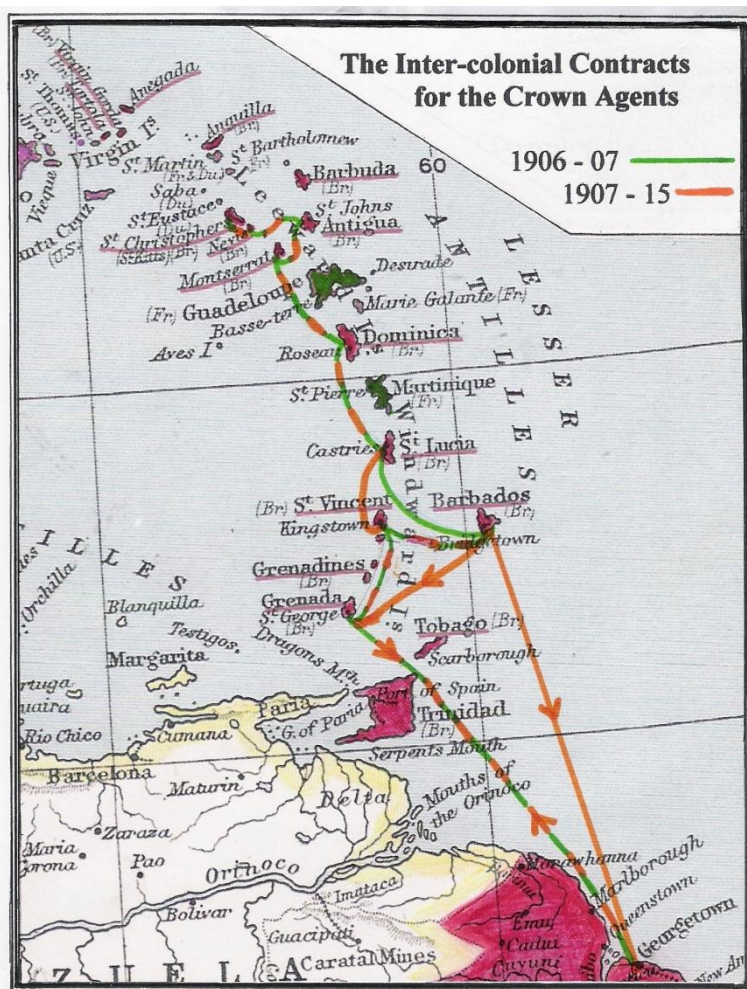
A new 10 year contract with the Crown Agents for the Inter-colonial routes at an annual subsidy of £25,000 commenced in August 1907. It was incorporated into the PMG's Transatlantic service contract in order to ensure connecting services. The Northern route reverted to fortnightly to St. Kitts and the agreement with Dominica employing the **YARE** was terminated.

The Transatlantic route was extended from Trinidad to New York (Map 1) the homebound passage making the same ports of call. Unless RMSP had another ship waiting at New York, it seems that the outbound passage had a very short three day stop at New York before returning to Southampton in 61 days. This would allow nine days for re-furbishment before the next departure and enable RMSP to retain a fleet of 5 transatlantic ships.

Having excluded St. Thomas from the Northern route, RMSP presumably thought that carrying all Colonial mails for the USA direct to New York would be cheaper and quicker than paying other carriers from St. Thomas. The very small amount of mail to and from the Virgin Islands was routed through St. Kitts.

The 1907 Crown Agents contract required RMSP to build two new Inter-colonial steamers for the then two routes:

1. – The Demerara Branch Route: Barbados, Georgetown, Grenada, St. Vincent, Barbados
2. – The Northern Islands Route: Barbados, Grenada, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, Nevis, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados.



Map 2

The new steamers, **BALANTIA** and **BERBICE** came into service in mid-1909. The **BERBICE** commenced as a cruise ship and probably continued so until the 1911 contract. The **BALANTIA** replaced **EDEN** which was wrecked off Martinique on 25 August 1909 on her last regular Northern route mail passage before returning to England for breaking up. I have not yet seen a cover that can be attributed to either of these new steamers. The **ESK** and **SOLENT** continued RMSP's advertised tours which were routed such that all the colonies retained incoming and outgoing mail services connecting with the Transatlantic arrivals and departures at either Barbados or Trinidad. The **SOLENT** in 1909 and **ESK** in late 1910 returned to England for breaking up after nearly 30 years service in these islands. Widely known and recognised by their distinctive elegant profiles and buff funnels, they were an integral part of the lives of the islands through regular contact with each other and the Mother Country, as England was generally called.

Sometime in 1910 RMSP informed the PMG that they were terminating the contract. This was because the rates of payment for the volume of mail carried did not cover their costs. Following a conference of all colonies in Barbados, on 10 November 1910 and pressure from the West Indies Committee, the PMG made a new contract commencing 18 January 1911 from Southampton at an annual subsidy of £63,000 (plus £25,000 from the Crown Agents). This was the last contract but it was not completed due to the outbreak of war in Europe in August 1914. Southampton was closed

to shipping lines and in 1915 **BALANTIA** and **BERBICE** were requisitioned by the Admiralty. The last transatlantic passage was by the **MAGDELENA** sailing from London on 25 August 1915. She was requisitioned by the Admiralty on her outbound passage, returning with a consignment of Trinidadian troops en route to East Africa. A sad end to 73 years of continuous scheduled mail and passenger services between our West Indian colonies and the 'Mother Country'.



Fig. 7 The R.M.S.P. Tagus in service on the Transatlantic route 1899 and 1902–15

Any member who can add to or correct this narrative from covers or other information please contact me. It has been mostly compiled from HMSO copies of contracts. Covers or pieces with ship markings and legible postmark dates are seldom seen.

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SHIPPING LINES CARRYING WEST INDIAN MAIL

BY DAVID WATSON

A list of ships carrying British West Indies mail in the 18th Century can be found in the BWISC Gallery under articles at:–

http://www.bwisc.org/BWI/BWI_Maritime_18th-Century-Mail-Ships_Watson.pdf.

David Watson has now expanded this list to include the shipping lines known to have carried West Indian mail in the 19th and 20th Centuries. This exhaustive list of over 70 shipping lines does not include modern cruise lines as most of their mail is clearly philatelic or adverts for the respective companies.

David would welcome any additions to this list at watson1967@live.co.uk

Bermuda at Stanley Gibbons

1947 Paris UPU Congress Presentation Envelope. An intact example.

BERMUDA POST OFFICE
Souvenir Postage Stamps of Bermuda
Presented to Delegates to the
UNIVERSAL POSTAL CONVENTION
Paris
May, 1947

SG 118d/118de

Via London.

H.H. The Ameer of Bahawalpur,
Sadiq Garh Palace,
Bahawalpur,
PAKISTAN.

VIA AIR MAIL

SG 121da

Airmail to Bahawalpur, Pakistan

Postage Stamps of the World

5th and 6th December 2012

This sale includes over 80 lots of Bermuda featuring Keyplates for both KG V and KG VI with individual items by value, groups and collections.

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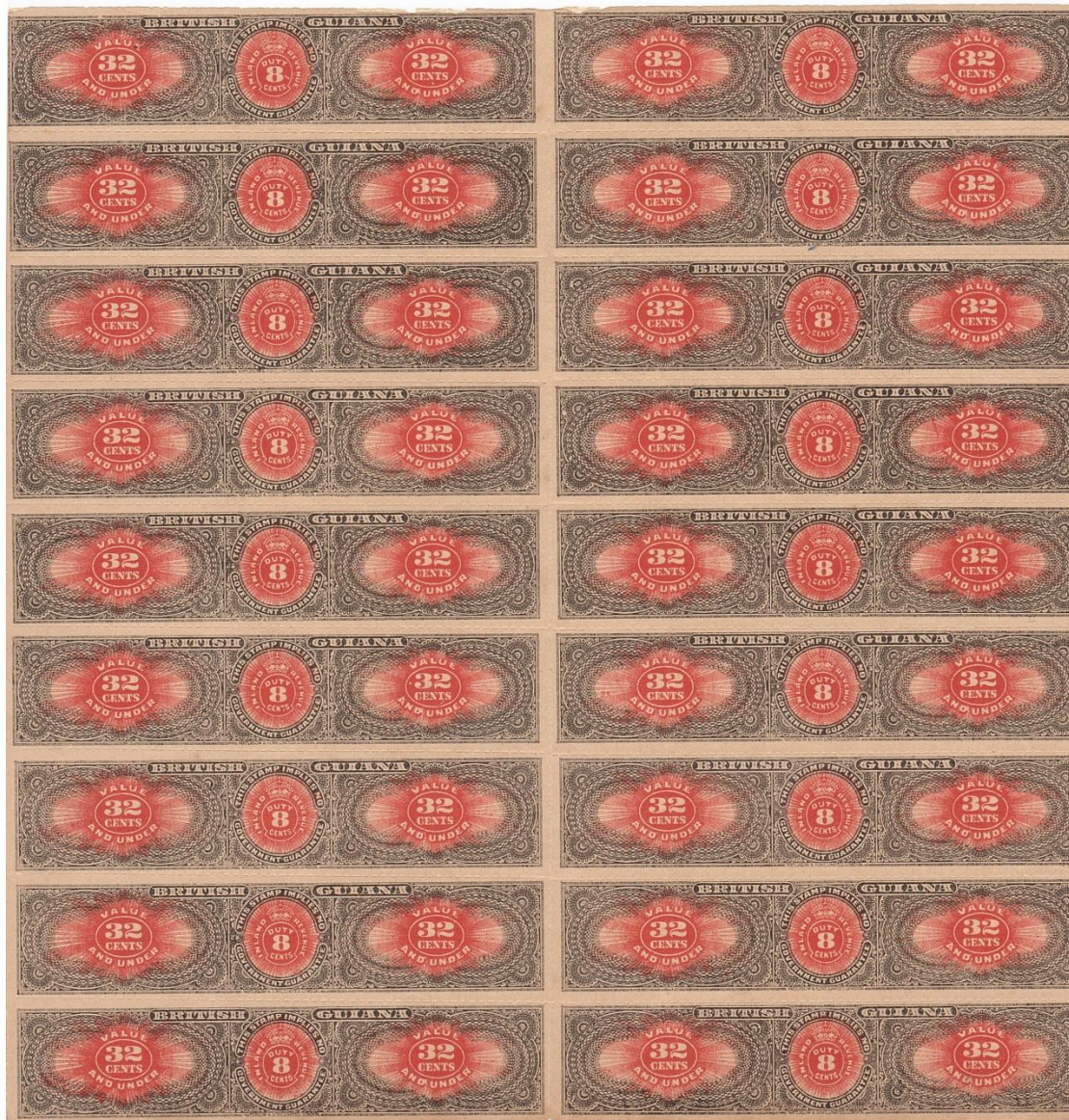
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BRITISH GUIANA

MEDICINE TAX STAMPS

BY CHARLES FREELAND

In Bulletin 232 of March 2012, in response to Michael Medicott's article in the previous December Bulletin 231, I reported the existence of a vertical strip of three of one of the stamps from this elusive issue. To my surprise, the Revenue Society's auction on 19 May offered two lots of these stamps in blocks. One was a block of 16 (2x8) of the 8c on 32c black and red; and the other consisted of two blocks of ten (2x5) of the 8c on 64c black and green, apparently belonging to the same sheet of 20. On enquiry Andrew McClellan, the auctioneer and a specialist revenue collector, told me that his assumption was that a block of 20 would have been a complete sheet, since stamps of similar format (e.g. Northern Rhodesia Excise stamps) are known to have been printed ten rows to the sheet of 20.



Block of 18 of the 8c medicine tax stamps, slightly cropped at sides

Although I failed to obtain this lot, after the sale the vendor offered me the illustrated block of 18 (2x9) of the 8c on 32c. Note the bottom and side margins are imperf and the top margin roulette (as is each row). It seems very probable, but not yet proven, that this is a full sheet less the upper row. So by one of those strange coincidences (actually not so strange if the seller had been following our exchanges) we seem to have found the answer to Michael's question.

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FINE STAMPS AND POSTAL HISTORY FOR COLLECTORS

Allan Leverton

GB:	1937/47 booklet pane SG462AB/463AB	£90
	1948 Royal Silver Wedding FDC	£225
	1969 2s 6d - £1 FDC	£15
B.P.E.	1973 red seahorse M/S	£15
	1979 yellow P.U.C. M/S	£20
Falkland:	1983 M/S ex special issue (in black)	£40
Guyana:	1977 Arts M/S error 'no overprint' see SG footnote	£375
India:	1969 Gandhi SG595/98 FDC	£185
North Borneo:	1943 2c war tax SGJ17 fine used	£425
Sarawak:	1899 5c SG48 sheet of sixty (slight tone)	£300
	1923 1c/10c SG72 block of four £20, block of eight	£40
Sierra Leone:	1964 self adhesive SG285/98 sheets of 30	£60
	1964 self adhesive President Kennedy SG299/312 sheets of 30 (also some ovpt specimen)	£180
S. Rhodesia:	1964 10/- SG104A Tail feather in block of four	£40



A.L.

A.M. LEVERTON

Tel. 0208 998 9363 – Answer Phone available



A.L.

BRITISH HONDURAS

THE BTROs OF BRITISH HONDURAS 1940–47 (PART TWO).

BY DAVID HORRY

Life in post war British Honduras was far from easy. Guatemala was sabre-rattling once more and in 1945 claimed, in the New Constitution, 'Belice' as its 23rd department and with even more emphasis in 1948 when they again threatened invasion and re-issued the 1939 stamp with an airmail overprint (Fig. 27).



Fig. 27

Philatelically there was much renewed activity in late 1946 to early 1947 by Roger Wells. Whether he was in British Honduras then, or at any time, is unknown but there was a thorough audit of the offices by Wells and/or his agent. There was also a lot of activity from one E. H. Wilson, whose covers went to Staten Island, New York, often with high value stamps but no registration. There are also quite a lot of strange envelopes sent locally between remote post offices, possibly by the Postmasters as most of the names are of English derivation. Many of these offices were manned by ex-Army sergeants and policemen and were often found in police stations or schools.

Following the war, the colony's economy again stagnated and unemployment was rife. The *Belize News* of the period notes:–

“The devaluation of the British Honduras dollar on December 31, 1949, by the British Governor here sparked protests in the streets of the old capital, Belize. Previous to the devaluation, the B.H. dollar had been equal in value to the U.S. dollar. After devaluation, the B.H. dollar was worth 70 cents U.S.”

Post WWII, under-used offices began to be closed and some new post offices were required. But with a complete lack of funds, new cancellers were a problem and as in other colonies such as Fiji there was a great shortage of steel for such trivialities as stamp cancellers. The Crown Agents could not help. I believe that it was decided to refurbish the TROs in order to provide a full cancellation service. This refurbishment proceeded in 1948. I contend that because there was so little funding the original 'stocks' were used to create new cancellers – there is no overlap in any of the dates of the refurbished cancellers. If new 'stocks' of bTROs had been available why did Hopkins and Sittee River not get one in 1947 and 1948 respectively? And why did Crooked Tree get its LLTRC in 1951 and not a bTRO? (Fig. 28). I believe the bTROs were no longer available and so they were 'cannibalised'. Even though the type is differently sized and spaced many of the refurbishments have the look and feel of the originals: Maskall is perhaps the best example of this – it certainly fooled Ed Addiss!

The 'Y2LK' problem was also coming to a head – on 31 December 1949 most of the village postmarks of British Honduras would not be able to cope with dates in the 1950s as the cancellers were not provided with 5s in the year columns. I believe that the refurbishment was done by the original manufacturer who I contend was H.W. Blanks of Dallas. It was 'make-do and mend'!

From mid-1951 there was sudden rush of philatelic interest in the refurbished bTROs from Roger Wells of Grimsby U.K., Everard Aguilar of Jamaica, William McFarlan of Downingtown, Penn., the strange Pastor Williams of P.O. Box 170, Belize and Lt. Gale Raymond USAF, Houston, Texas. Is it mere coincidence that President Harry Truman authorized the CIA to effect a Guatemalan *coup d'état*, right next door, in September 1951? Charles Freeland informs me that Raymond had connections with the CIA. Williams' philatelic covers are most odd, using only the 1c definitive (not

even a standard rate for local mail) and variously addressed to J. N. Williams, Mr. J. N. Williams and Pastor J. N. Williams, all on the same local typewriter! Many of his cancels have the years altered in manuscript, rather like the 1946–47 Wells covers. Was Pastor Williams in reality Roger Wells' agent and do the bTROs serve a special purpose for outside parties?

In 1951 Wrigleys decided to buy no more chicle (chewing gum to you and me) from Guatemala, now that petrochemical, synthetic latex could be manufactured and supplies of chewing gum to American troops in Korea could be guaranteed. This left Guatemalan farmers in a parlous state and the Guatemalan Government had to introduce subsidies.

The following 19 refurbished bTRO cancellers, with the new straight-line daters, are generally easier to find than their earlier counterparts, with the real exception of San Estevan. How a rubber canceller is refurbished I don't know, but some of these cancellers are very similar to their predecessors, bar the daters. They are listed in order of appearance.

Bomba bTRO(1a) This was the first bTRO to be refurbished and is found with just the straight line date added, ERD 10 March 1948 on an E. H. Wilson cover using black ink, as per Roberts. Bomba was closed in late 1951 after the school in which the post office was located closed. According to Ted Proud, no other accommodation was available. The refurbished dater element became detached in 1951 and a slightly larger separate dater was used. The LRD is '15 10 51' in purple ink as per Addiss (Fig. 29).

San Estevan bTRO(2) This office doesn't appear to show in any of the activities of Pastor Williams, E. H. Wilson or Gale Raymond in the late forties/early 1950s. Prior to this the office was issued with a sSC (Proud D8) with purple ink, in August 1947, as per Addiss. bTRO(1) was completely refurbished by 6 October 1948, its ORD! This is a very rare cancel. Was perhaps the office then closed? I believe so and the San Estevan sSC was possibly used at Rockstone Pond September 1950 to September 1951. These Proud dates fit well. Was the unwanted bTRO(2) cannibalized for a new cancel at Rockstone Pond perhaps!? Otherwise why doesn't San Estevan show up in the 1951 Wells' audit (Fig. 30)? The office re-emerges with a New Birmingham (Proud D11) in June 1954.

Monkey River bTRO(2) This instrument now has large, bold type and is first noted by Addiss on 9 December 1948 with Roberts showing a day later. The LRD is 23 March 1954 as noted by Ian Matheson (Fig. 31).

Placencia bTRO The office was opened sometime in 1947 according to Addiss and the ERD is found on a commercial cover from Wellsport, 4 November 1948. Many of the Wells and Williams covers of this period suffer from jiggery-pokery with the dates. A Roger Wells cover originally dated simply 5 1950 is then altered by manuscript to July 5 1951. Another strike is added dated 14 October 1951. Was this waiting for the registration canceller to arrive? The LRD is 13 July 1952 reported by Matheson (Fig. 32).

Seine Bight bTRO(2) smaller type than previously. Addiss notes the ERD as 1 March 1949 and the LRD is 7 March 1954 as per Matheson – latterly strikes are fairly smudged (Fig. 33).

Gales Point bTRO(2) refurbishment is first noted by Roberts ERD 12 June 1949 on a commercial cover to Glasgow, when the emboldened type becomes readable again. The LRD 14 March 1954 is as per Matheson (Fig. 34).

Double Head Cabbage bTRO(2) is now spelt in full. The ERD is 17 June 1949 Matheson, with Nigel Roberts extending the LRD to 7 March 1954 on a commercial cover to London (Fig. 35).

Louisville bTRO was opened, according to the date of notice, on 18 October 1949. Ed Addiss gives the ERD as 1 September 1951 and notes the LRD as 10 January 1954 (Fig. 36).

Mullins River bTRO(2) has much larger type than its predecessor. The ERD is 6 November 1949 used to cancel two postage due stamps on an incoming Schreiber cover from Indonesia via New York. The 1952 manuscript came after a hurricane and was at the instigation of Gale Raymond, who was trying to open up communications, according to Ian Matheson. The LRD is a commercial cover to London dated exactly four years later, 6 November 1953 from Roberts (Fig. 37).

Maskall bTRO(2) has much wider set type, not noted by Addiss. The ERD is reported as 19 December 1949 by Matheson. The LRD is 29 May 1952 from Proud. The constant use of black ink has slightly bloated this cancel which is always undated (Fig. 38).

Maskall bTRO(3) I have further discovered that this canceller was refurbished a second time! The ORD 30 September 1953 in black ink, is found on a Higgins, North Shields cover belonging to Nigel Roberts (Fig. 39).

San Pedro bTRO(2) smaller type than the previous canceller, has ERD 30 November 1950 as noted by Addiss. The LRD goes to Matheson 30 November 1953 – another rarely seen item (Fig. 40).

Burrell Boom bTRO(2) which was formerly known as Boom, has ERD 15 December 1950 as per Ted Proud. Wells covers from 13 September 1951 have *m/s* year altering them to 13 September 1952 waiting in vain for a registration etiquette. The LRD is 25 September 1953 noted by Nigel Roberts on a Higgins cover to North Shields (Fig. 41).

Caledonia bTRO(1a) was refurbished and is first noted on 16 May 1951 by Matheson. The LRD is 26 May 1953 as per Addiss – this is a pretty rare cancel (Fig. 42).

Gracie Rock bTRO(1a) was refurbished with ERD 7 June 1951 (Ted Proud). The LRD is 28 September 1953 using black ink on a Higgins cover as per Roberts – this is a rare item (Fig. 43).

Baking Pot bTRO was opened 1 May 1950, but the ERD isn't until 18 June 1951 as per Matheson. Proud notes the LRD as 1 April 1954 (Fig. 44).

Caye Caulker was refurbished after 26 June 1951 and between the ERD 3 September 1951 as per Matheson and its LRD 25 March 1952. Proud notes ERD 16 June 1951 which isn't possible considering the original bTRO's LRD of 26 June 1951. This is very hard to find. (Fig. 45).

Rockstone Pond bTRO opened sometime in 1949. It has ERD 4 September 1951 as per Addiss and LRD 17 March 1953 on a Gale Raymond cover noted by Roberts – the sender's name on the reverse has been carefully removed! Was there any CIA significance here? (Fig. 46).

Roaring Creek bTRO transferred from Banana Bank and opened in 1951. The ERD is 5 September 1951 from Addiss. Ian Matheson reports the LRD as 29 September 1953 (Fig. 47).

Sarteneja bTRO in the far north, opened on 1 November 1951 which is also the ERD as noted by Sherman. The LRD 18 March 1954 noted by Matheson (Fig. 48).



Fig. 28



Fig. 29



Fig. 30



Fig. 31



Fig. 32



Fig. 33



Fig. 34



Fig. 35

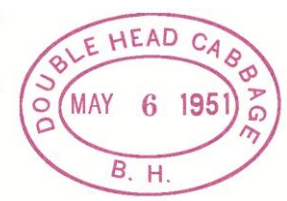


Fig. 36



Fig. 37



Fig. 38



Fig. 39



Fig. 40

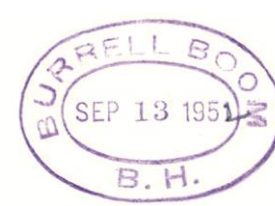


Fig. 41

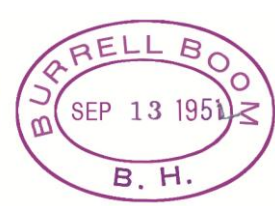




Fig. 42



Fig. 43



Fig. 44



Fig. 45

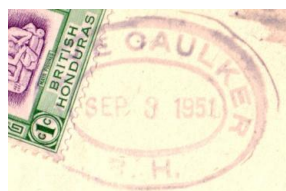


Fig. 46



Fig. 47



Fig. 48



Fig. 49



I feel sure that all of the cancellers extended into the QEII period, although strikes from Caledonia, Caye Caulker, Guinea Grass, Placencia, Rockstone Pond and Stann Creek Valley have not been reported so far. If you can correct this or have ERD and LRD extensions, or any further information, please contact me horry@talk21.com

In May 1954 U.S. Warships began a blockade of Guatemala and on 17 June 1954 a Guatemalan *coup d'état* was the CIA covert operation that deposed President Jacobo Guzmán – a paramilitary invasion by an anti-communist *army of liberation*.

In early 1954 the Crown Agents in London replaced all the villages tired, old, American bTROs with shiny, new, steel New Birmingham (NBs) from the UK and this intriguing era of rubber and purple ink came to an end (Fig. 49).

Due to Hurricanes Janet in 1955 and Hattie in 1961 some new TROs were employed later. I will deal with the other TRDs of British Honduras, of the KGV and QEII periods, in future articles.

My thanks to John Jennison, Nigel Roberts, Ian Matheson, Ray Stanton, Robin Sherman, Ted Proud and Charles Freeland.

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CAYMAN ISLANDS

THE KING EDWARD VII 1908 10s

BY JAMES PODGER

On 8 November 1906, the Cayman Islands Vestry (Legislative Assembly) passed the 'Stamp Duty Law' (Law 9 of 1906). This Law was formally consented to in December 1906 by the Governor of Jamaica. At this period in time, stamp denominations higher than 1s were required for fiscal use and a 5s value was requisitioned to fulfil this need. This was erroneously printed from the 'Postage-Postage' Key Plate. The Commissioner is recorded, in a letter to the Colonial Secretary of Jamaica, dated 29 July 1907, requesting that the inscription on the adhesives be amended to read, 'Postage and Revenue', and that he required two new denominations, 3d and 10s. (Reference 1).

Late in 1907 there was a shortage of low value denominations, leading to the provisional surcharge issues. A requisition was submitted for some more ½d and 1d denominations as well as other values, including the two new values, the 3d and 10s. These were ordered under Requisition No. 74/07 and were printed from the 'Postage-Revenue' Key Plate, correcting the previous error. The ½d and 1d are recorded under Requisition No. 74/07, 20 November 1907, with the other values, including the new 10s, under Requisition No. 74/07, 18 February 1908.

The 10s was obviously required for fiscal usage, as there were no postal rates at this time which would require such a high value adhesive. Examples of the 10s fiscal requirement include, 'Conveyances: Where the purchase money exceeds £20, but does not exceed £100', 'Co. Partnerships: On all articles of, or other agreements to that effect', and 'Mortgages: Where the money exceeds £20, but does not exceed £100'.



Fig. 1

There was only one printing of the 1908 10s and this consisted of 25 sheets, (Reference 2). Each sheet consisted of 2 panes of 60 adhesives, separated by a gutter margin, printed using relief printing on chalk-surfaced watermark Crown CA paper and perforated 14 from Plate Number 1, by De La Rue. For distribution to the Universal Postal Union, 449 adhesives were overprinted 'SPECIMEN', see Fig. 1. Each sheet had four Plate Numbers, located, above Stamp 2 on row 1 and below Stamp 2 on row 10 on the left pane; above Stamp 5 on Row 1 and below Stamp 5 on Row 10 of the right pane. Thus, of the 3000 adhesives printed, only 100 plate number examples are possible, see Fig. 2.



Fig. 2

After reviewing auction catalogue records and in consultation with Charles Freeland, there are only three Plate blocks recorded:

1. The Royal Philatelic Collection. (Reference 3).
2. The Author's collection. See Fig. 3. (Reference 4)
3. John & Mark Taylor's stock, as of October 2008. (Reference 5)

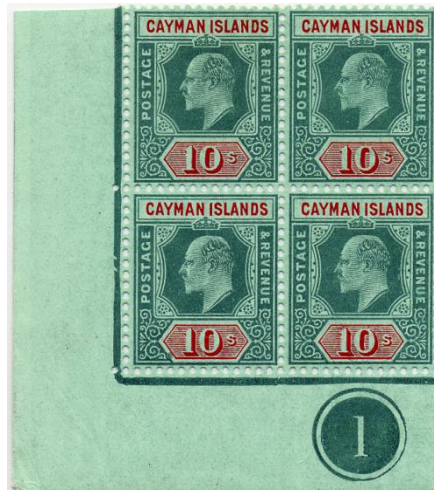


Fig. 3

There is a damaged 'S' flaw, which until now, although known about, has not been formally recorded. The Charles Freeland collection (Reference 6) included an example described as, 'malformed 'S' in 'ISLANDS''. For a further example, see Figs. 4 and 5. This shows, what I would describe as a 'malformed' second 'S' in 'ISLANDS'.



Fig. 4



Figure 5: Enlarged (300%)

Until now, the position of the flaw has remained unidentified, at least in any published reference. The author has a positional copy, which shows the flaw to appear on the left hand pane, Row 1 Stamp 6 (L1/6), see Fig. 6.



Fig. 6

Due to the make-up of the Duty Plate in a 60-set size, this flaw will also appear on Row 1 Stamp 6 (R1/6) of the right hand pane. Therefore a maximum of 50 examples are possible.

In conclusion: This flaw will only be found on the Cayman Islands Postage-Revenue design 10s, and may have crossed over to the three King George V 10s as the Duty Plate might not have been repaired.

I would like to thank Kevin Darcy and Graham Booth for giving me access to their collections; to Charles Freeland for confirming the recorded number of Plate blocks in existence, and for his comments on the printing process; and to Peter Fernbank for his helpful comments.

All illustrations are from the author's collection.

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THE SPAVEN FLAW.

BY MICHAEL N. OLIVER

Whilst illustrated in my book published in 2000, I was not then aware that Mike Spaven had recorded it some five years earlier. I also described the broken tablet frame lines as present on Plate 2. This has been rectified together with acknowledgement that my illustration is now known as the Spaven Flaw in the 2011 Second Edition.

Bulletin 167 (December 1995) includes two articles, one by Mike Spaven and one by Mike Spavin! The sale of his collection by Grosvenor in November 2007 had his name spelt correctly.

Although Spinks recently spelt his name incorrectly in describing the flaw on Cayman Islands stamps I think future researchers will see that as a typographical error. Seven BWI Colonies employed the Universal Postage & Revenue type from which I think all had printings from Plate 1 and should have examples of the flaw.



Stanley Gibbons

Commonwealth Department

St Kitts-Nevis Newly Listed in Part 1 2013



1923 Tercentenary 1d black and bright violet, left marginal, showing prominent constant variety 'Damaged second E' in REVENUE' at right, brilliant unmounted o.g.



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JAMAICA

BOB SWARBRICK

BY STEVE JARVIS

As seen elsewhere in the Bulletin, Bob Swarbrick, one of the all-time greats of Jamaica philately has died following a lengthy fight against illness which failed to dim his enthusiasm for life and our hobby. Bob was the philatelic mentor for my generation of Jamaica collectors and was always generous in imparting his immense knowledge to others.

As well as being a member of the Jamaica Philatelic Society for over 60 years, he is recorded as being a member of BWISC in 1960, only one of five current members from that time.

The Cavendish sale catalogue of 1995 provides a background to his personal and philatelic interests, this and other information, including the funeral address, can be found at: http://www.jamaicaphilately.info/20_Philatelic/201_Philatelists/Swarbrick/Swarbrick.html.

JAMAICA

JAMAICA TELEPHONE COMPANY & UNITED FRUIT COMPANY PERFINS

BY PAUL FARRIMOND

Perfins are stamps perforated with the initials (or insignia) of a company, usually as a security device to deter misuse. Very little has been written about the perfins of Jamaica, or indeed of the British West Indies as a whole, as noted by Goldblatt (1995). This article sets out some details for the two true perfins known for Jamaica: from the Jamaica Telephone Company (JTC) and the United Fruit Company (UFC^o). Some other perforated letters or devices are known, but these will be considered in a separate article. The information presented here has been collated from previous articles and from stamps in the collections of Bill Ashley, Derek Sutcliffe, Paul Wright and myself, augmented by examples seen on various internet sites during 2011/12.

JAMAICA TELEPHONE COMPANY

Stamps perforated with the initials JTC are attributed to the Jamaica Telephone Company, and although I have never seen use on a cover or document to confirm this, there seems little reason to doubt it. Such perfins are quite rare; Foster (1968) noted just a single example known, although Chin (1969) soon added another. Further examples have since been documented, and I have now seen (or seen photos of) 18 stamps with the JTC perfin, in addition to the few noted in the literature.

The JTC perfin is made up of 22 pins (7,7,8), with dimensions of 12.8 × 6.5mm (Fig.1). It most commonly, though not always, reads upright from the front of the stamp, and no examples have been reported with missing pins (although poorly cut perforations are sometimes seen). Examples of the 1½d green pictorial definitive (SG80) always bear more than a single JTC perfin, showing that the perforating machine was set up with several dies to perforate multiples of normal-sized definitive stamps. Indeed, an example of this stamp is known with two complete JTCs and part of the letter J from a third, all in alignment (Fig.1), showing that at least three dies were mounted in line. It is likely that the perfin was applied by a hand-cranked machine with five or ten dies in a row, such as was made by Cummins Perforator Company in the United States.



Fig.1. JTC (Jamaica Telephone Company) perfin and an example of the 1½d green pictorial (SG80) bearing two full sets of initials and part of a third.

The JTC perfin has been recorded on only six different stamps, and from legible postmarks the dates of use are from at least 11 March 1914 to January 1921 (Table 1). All examples appear to bear Kingston cancellations, presumably used on mail from the company's offices in Kingston; no fiscal cancellations have been recorded.

SG	Stamp	Examples
38	½d green Arms	1 seen (dated 26 March 1914)
40	1d red Arms	1 seen
58	1d red GV head	8 seen (dates of 11 March 1914 & 26 March 1914)
61	2½d blue GV head	2 seen + 1 reported previously (Chin, 1969)
74	1½d orange War Stamp (Type 3)	2 seen
80	1½d green Block CA pictorial	4 seen (one dated January 1921); several reported previously (James, 1996; Oxley, 1996)

Table 1. Summary of the JTC perfins seen or reported previously, including dates of use where postmarks are legible.

The Jamaica Telephone Company was incorporated in 1892 in Kingston, operating throughout the island under a non-exclusive license from the Government. In 1925 JTC obtained a 40 year exclusive license to provide telephone services in Kingston and St. Andrew, whilst the Jamaican Post Office operated the All Island Telephone System to cover the rest of Jamaica. It would appear that the company stopped using perfinned stamps at some point in the 1920s, long before they received a franking machine (in 1939; Foster, 1968) which would have done away with the need for postage stamps.

UNITED FRUIT COMPANY

Perfins of this company are much more common, and numerous examples are known on full cover should the attribution of UFCo to the United Fruit Company ever have been in doubt. This perfin had a much longer life, and suffered from wear and tear with the gradual loss of pins in what was clearly a single-die perforator.

The UFCo perfin was made up of 36 pins (12,9,9,6), with overall dimensions of 12.8 × 7.8mm (Fig. 2). It is found in various orientations, impressed from either front or back, apparently randomly. Both small and large-sized stamps bear only a single strike, indicating that the perfin had just a single die.

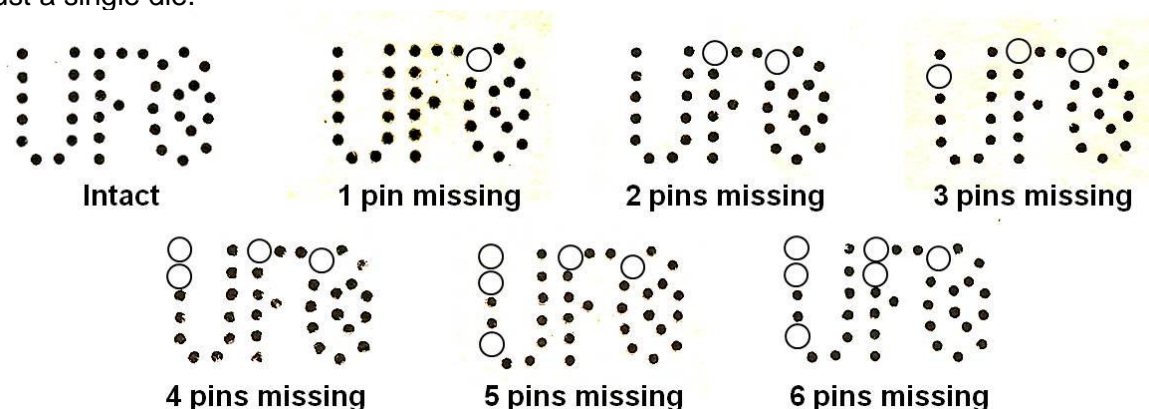


Fig. 2: The various states of the UFCo perfin showing progressive loss of pins through wear and tear.

The most interesting aspect of this perfin is the progressive loss of pins from the die through continuous use for over 30 years (Fig. 2), as noted by previous authors. Some examples of UFCo perfins are found with other perforation holes missing, but these are probably miscut rather than being due to missing pins.

This perfin has been recorded on a very wide range of stamps from the 1912 King George V definitives to the 1953 Coronation and Royal Visit issues, and from the lowest values (½d) to high values (10s; Table 2). Recorded dates of use according to legible postmarks range from 10 February 1919 (on a 1½d War Stamp, SG74) to 11 December 1953 (on a one shilling King George VI definitive, SG130). Table 3 charts the earliest and latest dates that I have been able to record for the various states of the die.

Issued	Stamp issue	Notes
1912-20	King George V Head: 1d, 4d, 6d, 1s	Intact & 1 pin missing
1917	War Stamps (Type 3): 1½d, 3d	Intact (EKD: 10 February 1919)
1919-21	Pictorials (Block CA): 1d, 1½d, 2d, 3d	Intact, 1 pin, 2 pins & 3 pins missing
1921-27	KGV Head (Script CA): ½d, 6d	2 pins & 5 pins missing
1921-29	Pictorials (Script CA): ½d, 1d, 1½d, 2d, 2½d, 3d, 4d, 6d, 1s, 2s, 3s	1 pin, 2 pins, 3 pins & 5 pins missing
1929-32	King George V Head: 1d (both), 1½d, 9d	3 pins, 4 pins & 5 pins missing
1932	Pictorial issue: 2d, 2½d, 6d	3 pins & 5 pins missing
1935	Silver Jubilee: 1d	3 pins missing
1937	Coronation: 1d	3 pins, 4 pins & 5 pins missing
1938-52	King George VI definitives: all except £1	5 pins & 6 pins missing (LKD: 11 Dec. 1953)
1945-46	New Constitution: 1½d, 2d, 3d, 4½d, 2s	5 pins missing
1949	UPU Anniversary: 1½d, 2d, 3d, 6d	6 pins missing
1951	BWI University: 2d, 6d	6 pins missing
1952	Scout Jamboree: 6d	6 pins missing
1953	Coronation: 2d	6 pins missing
1953	Royal Visit: 2d	6 pins missing

Table 2. List of stamp issues and values recorded with the UFCo perfin, and the states of the die known for each issue; EKD = earliest known date; LKD = last known date.

State	Earliest date	Latest date
No pins missing	10 February 1919	1921
1 pin missing	25 August 1921 (Foster)	17 August 1923
2 pins missing	25 August 1921 (Foster)*	1924
3 pins missing	12 January 1926	September 1937
4 pins missing	November 1937	
5 pins missing	February 1938	May 1947
6 pins missing	24 June 1947	11 December 1953

Table 3. Earliest and latest dates (from legible postmarks) for the different states of the die.

This overlaps with the dates of use of the perfin with 1 pin missing, and is considered potentially erroneous.

The United Fruit Company established its Jamaican offices at 40 Harbour Street, Kingston, moving there in 1920 and remaining until the 1950s, thus encompassing most of the period of use of the UFCo perfin device. This building was adjacent to the Myrtle Bank Hotel, which had already been bought by the United Fruit Company a year or two previously. Almost all examples of UFCo perfins with recognisable postmarks were used in Kingston (e.g. Fig. 3), but Foster (1968) notes several examples on a telegram from Myrtle Bank dated 25 August 1921. It is perhaps surprising that no examples of the UFCo perfin have been found postmarked Montego Bay, Port Antonio or Port Morant where the company also had offices. No fiscal cancellations have been recorded on stamps with this perfin.

A Neopost postal franking machine (N54) was introduced by the United Fruit Company around or after 1955 (Foster, 1968), but it would appear that perfined stamps may have been phased out a little earlier than this.

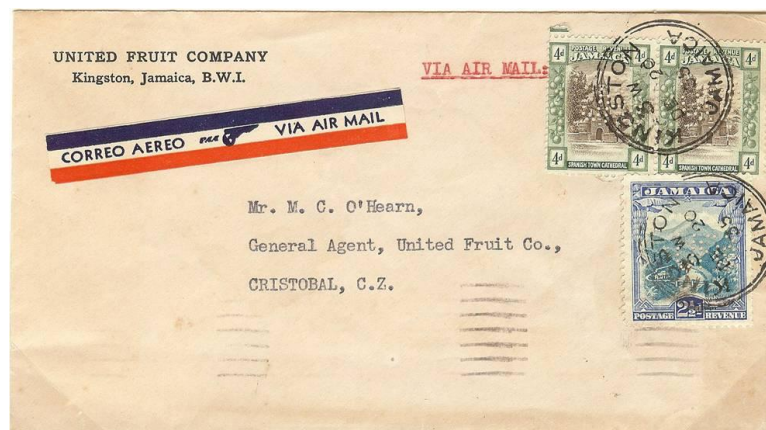


Fig.3: An example of UFC^o perfins with 3 pins missing on a 1935 cover with printed address to the Canal Zone.

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ACKNOWLEDGMENTS

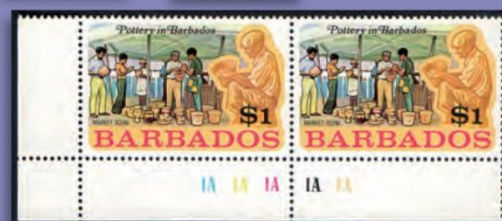
Thanks to Paul Wright for loan of his Jamaica perfins, and to Steve Jarvis and Bill Ashley for scans and information. The Perfin Society (Stephen Steere) provided copies of references to Jamaica perfins in their journal.

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- SG D6ab/CW PD9a 1953 6ct Postage Due marginal block of 8, error 'Crown Missing' from watermark. Scarce, ex Herendeen. VFUM £240
- SG D6ac/CW PD9b 1953 Postage Due 6ct chalky, TR corner block of 6 with 70% St Edward's Crown on top selvage. VFUM £90



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ST. VINCENT

THE 1D RATE FROM ST. VINCENT TO GRENADA & ST. LUCIA 1895–1898

BY CHARLES FREELAND

Before the 1d per half ounce Empire rate was introduced on Christmas day 1898, a standard 2½d per half ounce rate was applied to letters sent to any foreign destination in this time period. This base rate was supplemented by a maritime surcharge of 11/2d for mail exceeding 300 miles, making the more familiar 4d rate. The 2½d 'base rate' had been established for UPU members, effective in 1875 and was adopted by St. Vincent by an Executive Council Ordinance on 12 April 1882 (Pierce, Messenger and Lowe *St. Vincent*, page 167) as a requirement of membership in the UPU. Since the same 2½d rate was maintained for many years, covers franked 2½d, 5d for the double rate and occasionally higher multiples are available, although destinations to some of the smaller islands are still elusive.

On 1 November 1895 a little known rate of 1d rate per ounce was established for mail between three neighbouring islands in the Windward Islands group, Grenada, St. Lucia and St. Vincent (Proud *The Postal History of St. Lucia and St. Vincent*, page 71). Note this rate did not apply for the other Windward Islands, i.e. Barbados or Martinique. This concessionary 1d rate does not appear to have been widely advertised as examples are rarely seen, while several covers are known from this interim three year period franked with the 'old' 2½d rate (Fig. 1, dated 9 April 1896). A 1d printed matter rate was also extant for the same period but PO rules required the contents to be marked on the envelope even though this rule was not always followed.



Fig. 1 St. Vincent to Grenada franked 2½d on 9 April 1896.

The cover in Fig. 2, to the same address but from a different correspondence, was mailed from St. Vincent to Grenada on 13 July 1896, reaching St. Georges Grenada on 15 July. The envelope, franked 1d, bears a Government House St. Vincent imprint on the flap. I have not seen another usage of this 1d rate from St. Vincent, and only one from St. Lucia, dated a few months later on 'No 13 1896, which is in Guy Kilburn's collection (Fig. 3). Although written in a different hand, the address is the same and this envelope also bears a Government House St. Lucia imprint on the flap, demonstrating that at least the Governors and their entourage were aware of the concessionary rate. Thanks to Mrs Boyd for saving these three covers from the rubbish heap.



Fig. 2 St. Vincent to Grenada franked 1d on 13 July 1896.

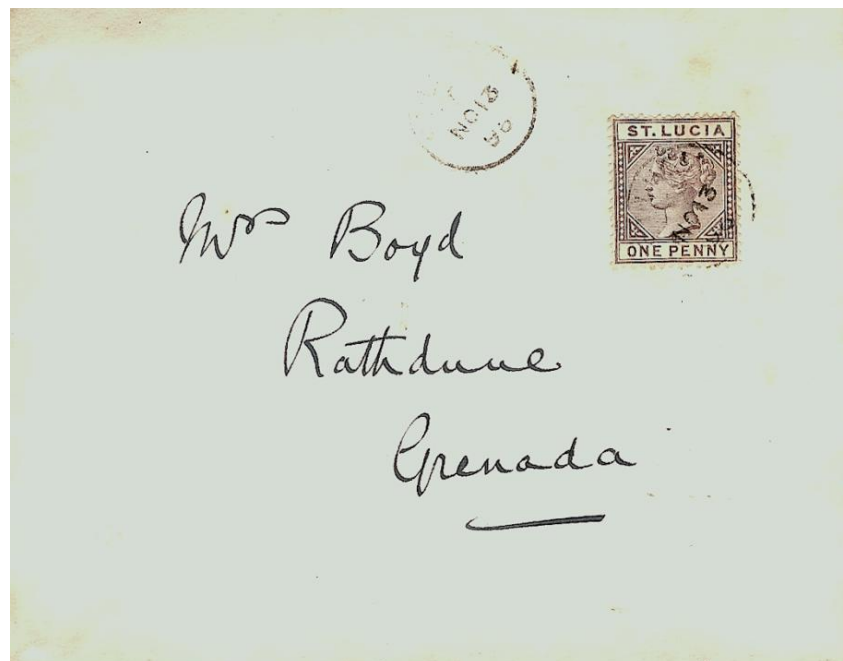


Fig. 3 St. Lucia to Grenada franked 1d on 13 November 1896 (courtesy Guy Kilburn).

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Acknowledgements

Roy Bond, Vincent Duggleby, James P. Gough, Terry Harrison, Guy Kilburn, Tim Pearce and Dan Walker.

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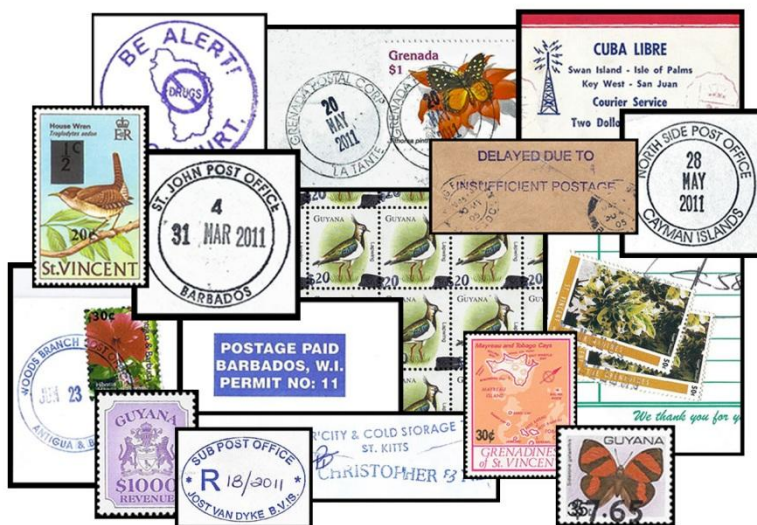
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TRINIDAD

TRINIDAD – ANOTHER DISCOVERY

BY PETER FORD

As has been said on these pages before, several members are assisting the Royal Philatelic Society London to catalogue the De La Rue Collection, images of which were very generously given by Spink (who own the copyright) to the Society and converted to a digital format by our own Steve Jarvis.



One of these helpers is Peter Fernbank who, whilst compiling the catalogue for Bahamas, came across the essay illustrated here. The hand drawing marked 'A' is of a 2½d Trinidad stamp first issued in 1883 and perhaps served as a template for the Bahamas stamp illustrated alongside, marked 'B'.

The annotated notes with this essay read:–

"In a requisition dated 14 November 1887 by the Colonial Secretary, Nassau, 250 sheets each of 60 stamps were ordered printed by the new surface system in a light blue as at 'A', but in other respects like their 1d, save that the words ONE PENNY were to be replaced by "37) 2½d (87", as shewn on 'B'".

Considering that the essay is dated 1887, one wonders why an actual 2½d stamp wasn't used as it had been in use since 1883?

BWI

RETURN TO SENDER LABELS

BY STEVE JARVIS

The June 2012 issue of Gibbons Stamp Monthly contains an interesting article by Douglas Muir. I don't intend repeating the detail here but to just provide a taster, to encourage you to obtain a copy of the article.

You may be familiar with items with labels affixed stating the reason for non-delivery but these are usually addressed to Germany.

However, Douglas Muir has discovered that a small supply of similar sets of labels were sent out in 1887 to 16 British Colonies including: Bahamas, Bermuda, British Guiana, British Honduras, Jamaica, St Lucia and Trinidad.

These labels were in French and English and gave ten different reasons for non-delivery.



Two examples have been discovered on mail from GB, the challenge for us is to discover incoming mail to BWI countries with one of these labels applied.



peter singer



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LEEWARD ISLANDS – NOTES FOR PHILATELISTS

by

Michael Oliver, FRPSL

This is a much revised edition of the original 2000 publication, containing much new information. The important subjects are again covered and there is an additional chapter on Registration Labels and Marks. Michael has updated his priced listing of both the stamps and Postal Stationery. This book is a must for all students of Leeward Islands philately. There are many colour illustrations and this is a handsome hardbacked book with an attractive dust cover.

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AUCTION UPDATE

BY CHARLES FREELAND

Cavendish 19 September (BP 17%)

Denis Charlesworth's relatively small but select Jamaica postal history was a standing room only event. Many of the lots were keenly contested by several room bidders including Hugh Wood and a telephone bidder. Denis should be well pleased with results overall doubling the estimates. BWISC

members were prominent on the day including Graham Booth, Simon Richards, George Dunbar and Steve Jarvis. David Druett and Michael Hamilton viewed but did not attend the sale itself.

Denis's very nice 1708 Dummer Packet letter went for £8k to Wood and the two additional Dummers to the more familiar Charles Long address for £3.8k and £3.4k. The 1730 manuscript Ship Letter went to Wood for £950 against an estimate of £150 (together with Denis's other very early covers) and the lovely 1835 Kingston/Ship Letter mark (Lot 345) for £900 against an estimate of £200. The 1824 Jamaica/Too Late mark (Lot 350) soared to £1.3k against an estimate of £200. A collection of 31 early postcards more than doubled their estimate at £320. One of our members was delighted to acquire the earliest known dated (8 February 1799) two line Freeling mark for the whole BWI that lay undescribed (though illustrated) in lot 358.

Stanley Gibbons 4-5 October (BP 15%)

The Arnhold collection was apparently the property of a Brazilian, hence the painful 5% import tax for buyers resident in Europe. It was a pretty comprehensive collection with its main strength in the classic period and contained many difficult stamps, but the really elusive items often had slight defects. However, demand was strong with few unsolds, perhaps supported by buying-in for Gibbons investment portfolios. All BWI countries were well represented but British Guiana starred with a strong showing of cotton reels and 1862 typeset provisionals, fetching c£60k hammer prices in all. The top lot was an octagonal 8c cotton reel at £10k but for mere mortals a 1882 Baldwin 1c missing its specimen perforation and with a strong offset on the reverse was £360. A pair of the unissued Official 24c ex the Hind block was £2.8k and a plate block of the 1913 96c fetched £130...these plate blocks have a fanatical following on ebay. Elsewhere, the Turks Islands provisionals were a highlight, with top prices of £17k for the unique pair of SG11e and 11f and £10k for a fine example of SG41.

Gibbons now uses the online bidding firm the-saleroom.com, which I assume is free for the auction house but costs successful bidders 3%. The bidding technology worked OK but the sound kept cutting out on the first 800 lots. This meant one had to be extremely fast on the button as one often could not hear the opening bid and as the auctioneer was going fast (250 lots per hour) I missed out on a couple of bids that were knocked down at the opening price. As I have stressed before, the internet is NOT a foolproof mechanism.

Grosvenor 5 October (BP 17%)

This sale was advertised as featuring the Jamaica collection of a Dr Craig, whose failure to benefit from Circle membership undoubtedly cost him. His collection was nearly all stamps, highlighted by an imperf between pair of the 1932 2d, which fetched a healthy £11k hammer price. The other item of note was the 1935 Jubilee booklet at £1.5k. Elsewhere, the choicest lot was a u/m British Guiana GVI 4c vertical pair from the top margin, imperf horizontally, at £18.5. However, there were also a number of good lots elsewhere, including some decent unsolds from the Tony Farmer Leeward Is and several useful Bermuda keyplates. In Bahamas a corner block of the 3/- Columbus with the stop flaw and sheet number 534 was a mere £900, maybe affected by the "faintly toned" description. In the same set, the ½d in a positional block with the accent flaw was a healthy £350.

Other events

The appearance of the Gibbons "Part 1" coincided with Stampex, and this is an edition worth buying as there are substantial changes including many newly listed watermark varieties. We have come to expect steady increases in back of the book material and sought-after varieties and that trend is maintained, but this year saw quite a number of increases in the more elusive specimen sets and in George V across the board. British Guiana was perhaps the outstanding winner in our collecting area, reflecting its extraordinary ebay popularity, but some other countries were also substantially repriced. Note that at least two BWI stamps have been "rationalised" (eg removed), Barbados SG 164 and 167 while British Guiana SG252 has become 240c.

Coming events

The next Gibbons sale on 5–6 December has 80 lots of Bermuda and some useful Cayman Is.

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Revisions to a member's details should be provided to Steve Jarvis, contact details inside front cover.

Membership updates are issued as loose booklet style inserts for the membership booklet. An up-to-date Membership Booklet can be downloaded from www.bwisc.org (please e-mail info@bwisc.org, for access details).

LIBRARIAN'S REPORT**IAN JAKES**

Library lists can be supplied upon application to the Librarian accompanied by an S.A.E. (9" x 6½") – 2nd Class postage for 150 gm rate required. If any member has a book which is not already in the library and which is surplus to requirements, please consider donating it to the library.

WEB-MASTER'S REPORT**STEVE JARVIS**

All editions of the Bulletin are available on our web site. Peter Fernbank has also brought the Index of Bulletins up-to-date (Bulletin #221). An updated listing is now available for download from the web site or printed copy by application to the Web-Master at £3.00 or \$US5.00.

Please view Charles Freeland's regular updates to his Auction Alert under 'Auction/Dealers'.

EDITOR'S REPORT**TERRY HARRISON**

The proposed publication schedule is as follows:

Edition	March 2013	June 2013	September 2013	December 2013
Distribute	Mon 18 Mar	Mon 10 Jun	Mon 2 Sep	Mon 2 Dec
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