

STUDY CIRCLE

PENULTIMATE 1s RATE COVER TO BARBADOS



See Michael Hamilton's article.



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BRITISH WEST INDIES STUDY CIRCLE

OBJECTIVES

- 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 of BWI interest. The BWISC BULLETIN was presented with the ABPS Specialist Society journal Award in 2004.
- 3 TO encourage, assist or sponsor the authorship and publication of definitive handbooks, monographs or other works of reference appropriate to the aims of the Circle. The BWISC has published over 20 books or Study Papers over the last 12 years, some of which have received prestigious awards.
- 4 TO hold an annual auction for the sale of members' material.
Normally, prior to the auction, the BWISC holds its Annual General Meeting.
- 5 TO organise occasional display meetings including a biennial weekend Convention and bourse.
This offers further opportunities for members to buy and sell material.
- 6 TO maintain an internet website where information about Circle activities is publicised and where much other relevant information is posted.
- 7 TO maintain a specialised library from which home members can borrow books.

**Opinions expressed in articles in this Bulletin are those of the authors
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SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS & EVENTS

Change of Date & Venue

Saturday 11 May 2019 AGM & Auction at Spink, 69 Southampton Row, Bloomsbury, London WC1B 4ET. Auction viewing from 11:30am, AGM at 1pm, followed by auction at 2pm finishing at 5:30pm.

Wednesday 29 May to Sunday 2 June Stockholmia 2019

Simon Richards is organising a dinner for any BWISC members who would like to attend on the Thursday 30 May – this will be an informal meal in a local restaurant – He has about ten definites so far and more are welcome, please e-mail him at simon@sidebell.co.uk – cost to be divided amongst the participants on the night, spouses, partners, friends welcome.

Saturday 6 July 2019 Midpex, 10:00 to 4:30 Warwickshire Exhibition Centre, Leamington Spa, CV31 1XN

Saturday/Sunday 5/6 October 2019 BWISC Convention at the Red Lion Hotel, Basingstoke RG21 7LX

Saturday 2 to Saturday 9 May 2020 London 2020, BDC Islington, London, N10 0QH

BWISC AUCTION 2019, NEVIS (PROGRESS) PLATE PROOFS,

Nigel Chandler & Simon Goldblatt

Black plate proofs of the four values in issue 1862–79 each on card. The printing is beautifully clear, the 1d comes from row 4/1 and our plated examples of the 6d and 1s are all used, which hinders comparison. Significantly the 4d does not plate and has a diagonal pen line across it, which suggests strongly to us that this position was re-engraved as a complete fresh entry, and there is a deep vertical scratch on our black 4d in support. We know of no outside evidence to term these progress proofs, but we are excited anyway, (there are traces of touching up on the other three)

The Auction Estimate is £220.

The chances of another opportunity presenting itself in finding the four together for a second time lies most probably between Bob Hope and No Hope.



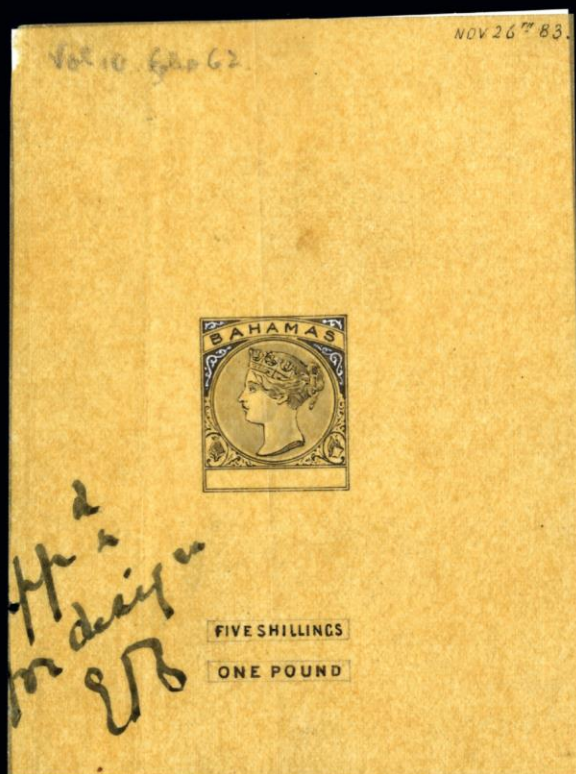
STANLEY GIBBONS

SIGNATURE

The Charles Freeland Collection of Bahamas

The first Bahamas stamp was issued on the 10th June, 1859, having up to that point used British stamps, identifiable by 'A05' cancellations. As one of the most popular West Indies stamp-issuing entities, it has received a great deal of attention from British West Indies Study Circle members over the years, both in terms of specialised articles and the formation of great collections.

Stanley Gibbons is delighted and privileged to offer The Charles Freeland Collection of Bahamas, and invites all members to a Signature Auction launch event and viewing of the collection on March 12th from 6pm at 399 Strand, London. RSVP by emailing signature@stanleygibbons.com



Above is a lot from the coming auction. The 26 November 1883 De La Rue hand-painted Queen's head approved design with extended blank value tablet for duties. This design would be approved for all denominations. (As seen in "RPSL and BWISC, Bahamas – Stamps and Postal History to 1970, 2017, p68.")

The collection features many philatelic rarities as well as scarce and finely-struck Bahamas marks on pre-stamp letters, written in the embers of the age of pirates.

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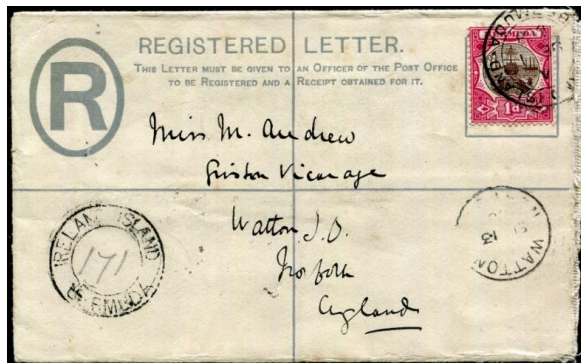


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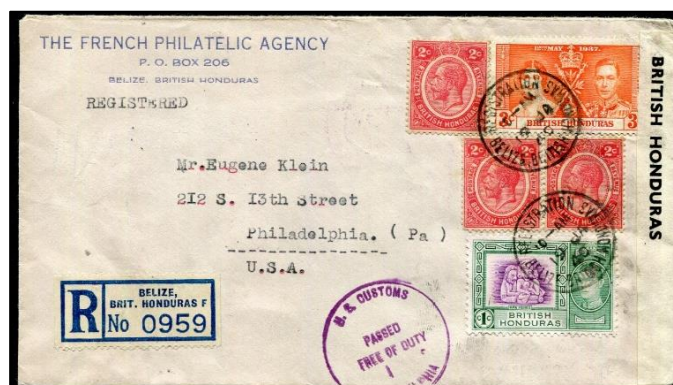
AROUND THE CARIBBEAN 7

BY MICHAEL HAMILTON

BARBADOS: This spectacular cover to Chelston (illustrated Bulletin front cover) with its narrow band use of 14 corner dots GB QV 1d lilacs will be remembered for a while; but it twice misses unforgettable status in that it only has the penultimate 1s rate prior the switch to the 4d U.P.U. rate on 1 September 1881; and the Venetian reds do not have the Cat. £27,000 apiece Orb watermark error.



BERMUDA: It is rare to find both obsolete and contemporary cancels on the same entire. This 2d blue PSRE with added 1d Dock is pmk'd Ireland Island (H7) d/ring dated '1 A/SE1908' and the registration etiquette is made by an upright strike of the re-introduced Ireland Island (H5, used 1896–1900) d/ring appended '171' in pencil. Currently it is the only known example.



BRITISH HONDURAS: The French Philatelic Agency, P.O. Box 206, Belize was just one of numerous aliases used by the prolific stamp forger Raoul de Thuin to circumvent the spotting by the U.S. Post Office of his fraudulent activities to particular persons or firms. De Thuin (born Belgium 1890, died Guayaquil Ecuador 1975) started his philatelic 'work' as early as 1916 leading to a shop in Brussels in 1927. He entered Mexico in 1931 on the run from French and Belgian police who wanted him for forgery. He was expelled from Mexico for setting up a forgery ring and moved to Tegucigalpa, Honduras where he was jailed and expelled in 1936, and then lived in Belize until moving back to Mexico in 1941 where he settled until 1968 when he moved to his wife's home in Guayaquil. He specialised in forging overprints of Central and South American countries, especially Mexico, turning common stamps into rarities. 'The Yucatan Affair' published by The American Philatelic Society illustrates his fabrications on much of the 523 pages. He is quoted as saying that 'I have no conscience at all at having deceived all those foolish people. They are just fanatics who neglect their families for their passion.' His method of sale was to use aliases to send sheets of approvals to collectors, mainly in the USA, which mixed a few genuine common stamps with forgeries of rarer items. Many collectors were duped, and in 1962 a London sale of 498 lots of classic Mexico belonging to Prof. Horner Lizama was cancelled when the sale was revealed to consist mainly of de Thuin fakes. More covers will be required to establish when he actually set up shop in Belize but the illustrated reg. covers sent from the same typewriter (hints of lower red ribbon) posted with genuine stamps are pmk'd Belize 16 January 40 to Guayaquil and 19 January 40 to Philadelphia. De Thuin's printed envelopes, like him, were constantly on the move, he was back in Mexico by December 1941 with sender address of the French Philatelic Agency (the 'The' dropped) and by May 1943 that name had again changed and was now the Free French Philatelic Agency.

ST. CHRISTOPHER: This exceptionally well struck 'A12' on GB QV 4d rose applied at Basseterre (1858-60) stands out like a beacon to remind us that we never see this instrument used on St. Christopher's own stamps issued some 10 years later in 1870. The current earliest recorded use for the vertical 'A12' is 8 June 83 on QV 4d blue cover addressed to the Netherlands.



ST. VINCENT: On DE 8 1866 quarantine of 21 days was ordered due the RMSP hub of St. Thomas being an infected port, and a local vessel, the 'Water Witch', was hired to take passengers off quarantined ships in Kingstown Bay. On 25 December 1866 Richard Linley, the St. Vincent harbourmaster was directed to take passengers from the R.M.S. 'Conway' in quarantine on board the 'Water Witch' to Balliceaux. This may be very significant in determining why use of the only cds with 'SAINT' spelt out in full came to an abrupt end, never to resurface again. It had survived the Kingstown Head Office fire of 29 October 1866 as covers to Paris and St. Lucia (both dated 9 November 1866), and Paris (10 December 1866) are known, and its final use is recorded on a stamps removed cover to C.W. Gray, London (24 December 1866). The next known covers of 9 January 1867, 26 January 1867, 9 February 1867 use the ST. VINCENT cds. It would therefore seem plausible that the last use of 24 December 1866 followed by an unusual event of the following day may have terminated its availability. (Balliceaux, the Cinderella island of the St. Vincent Grenadines is about 320 acres in size, and in 1796 was used as a staging post for the mass deportation of over 5,000 Caribs prior their removal to the island of Ruatan in the Bay of Honduras).



ST. VINCENT: Two types of 'R' are noted on the denominations locally overprinted 'Revenue'. Illustrated are dancing shoes 'R' sheet positioned No. 55 by lower right corner guide-line (and also showing smaller first 'e'), and feet firmly on floor 'R' dated '29/12/85' showing prominent red mark in base of 'V' of "VINCENT (sheet position 16).



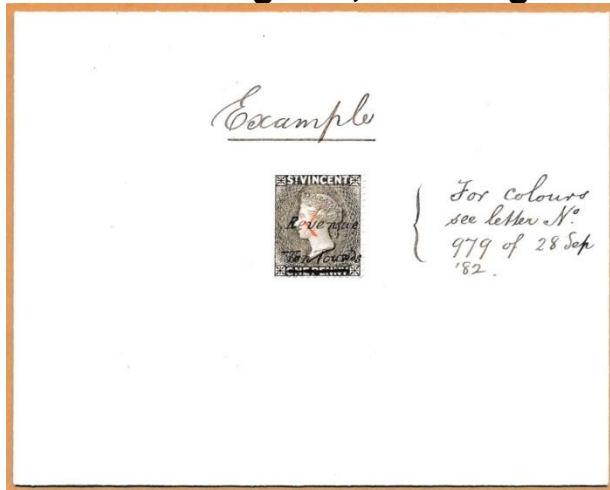
ST. VINCENT: This trio show the Perkins Bacon 1881 QV 1d drab cancelled GB/40c in red at Biabou (as proved by member Wolfgang Fuchs) and a fairly worn GB/40c applied at Kingstown, plus a sensational combination of red GB/40c and very worn black GB/40c (courtesy member Bruce Aitken). The latter is currently the only known example of the two GB/40c (PML.73 and 74) used at different offices appearing on the same stamp.



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St. VINCENT

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BRITISH WEST INDIES OFFERS FROM STOCK

BARBADOS. 1855 (4d) brownish-red in block of six. Very fine mint. Ex Benwell. SG 5.

£500

CAYMANS. 1907 4d brown with 'slotted frame'. Very fine mint. Only 48 possible. Ex Maisel. SG 13.

£350

BARBADOS. 1852/55 (no value) slate-blue in complete sheet of 110. Very fine mint. Superb showpiece. SG 5a.

£1200

GRENADA. 1906 2/- 'SPECIMEN' (Type D9). Very fine mint. The DLR trial for chalky papers. Very rare. SG 74a sp.

£350

BARBADOS. 1869 (4d) dull vermilion vertical strip of three. Very fine mint. Rare multiple. Ex Hurlock. SG 28.

£650

GRENADA. 1892 1d on 6d 'SURCHARGE POSTAGE' in tete-beche pair. Unmounted mint. SG D4a.

£2000

BRITISH GUIANA. 1862 1c black (Perf 12½ - 13) on thin paper in block of four. Unmounted mint. SG 51.

£275

ST. KITTS-NEVIS. 1923 £1 Tercentenary corner Plate example. Very fine used. Exceptional. SG 60.

£1750

BRITISH HONDURAS. 1879 4d Die Proof in black on glazed card. Very fine and rare.

£400

ST. LUCIA. 1857 1d rose-red with neat full strike of the 'A 11' obliterator. Rare in this quality. RPS Cert. SG Z1.

£700

BRITISH HONDURAS. 1888 10c on 4d in complete sheet of thirty. Unmounted mint. Extremely rare. SG 28.

£3500

ST. LUCIA. 1930 1d Due vertical marginal pair, one with missing stop after 'LUCIA'. Very fine unused. SG D1d.

£200

BRITISH HONDURAS. 1922 5c Printers Sample top marginal pair on gummed paper overprinted SPECIMEN (DS1).

£150

TRINIDAD & TOBAGO. 1917 1d 'WAR TAX' inverted pair used with other values on piece. BPA Cert SG 176a.

£375

The above is a selection from my extensive British Commonwealth stock. All items available on approval (subject unsold). Major credit cards accepted. Illustrated lists on request (please advise collecting interests). Wants lists invited.

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BWI

THE ROYAL MAIL STEAM PACKET Co. (1)

BY MICHAEL OLIVER

With the rapid expansion of the railway network and steam locomotion replacing sail on the seas the business community in the new industrialised towns were pressing for improvements in the existing poor services of mail distribution and the transport of goods and passengers both at home and overseas.

In the late 1830s Rowland Hill was progressing his reform of the inland postal services and James MacQueen was advocating regular scheduled mail, passenger and goods maritime services to the West Indies to form part of a world-wide network of routes under the British flag, initially by ships powered by steam and also sail. Both men achieved their aims in 1840. Rowland Hill with the introduction of the 1d post on 6 May and James MacQueen in the formation of the Royal Mail Steam Packet Co. (RMSP) which obtained a Royal Charter in September 1839 and on 20 March 1840 signed the first contract with the Admiralty for mail services to the West Indies.

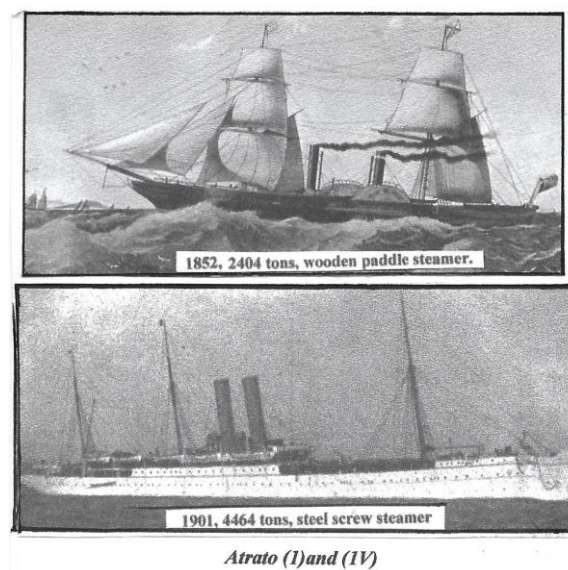
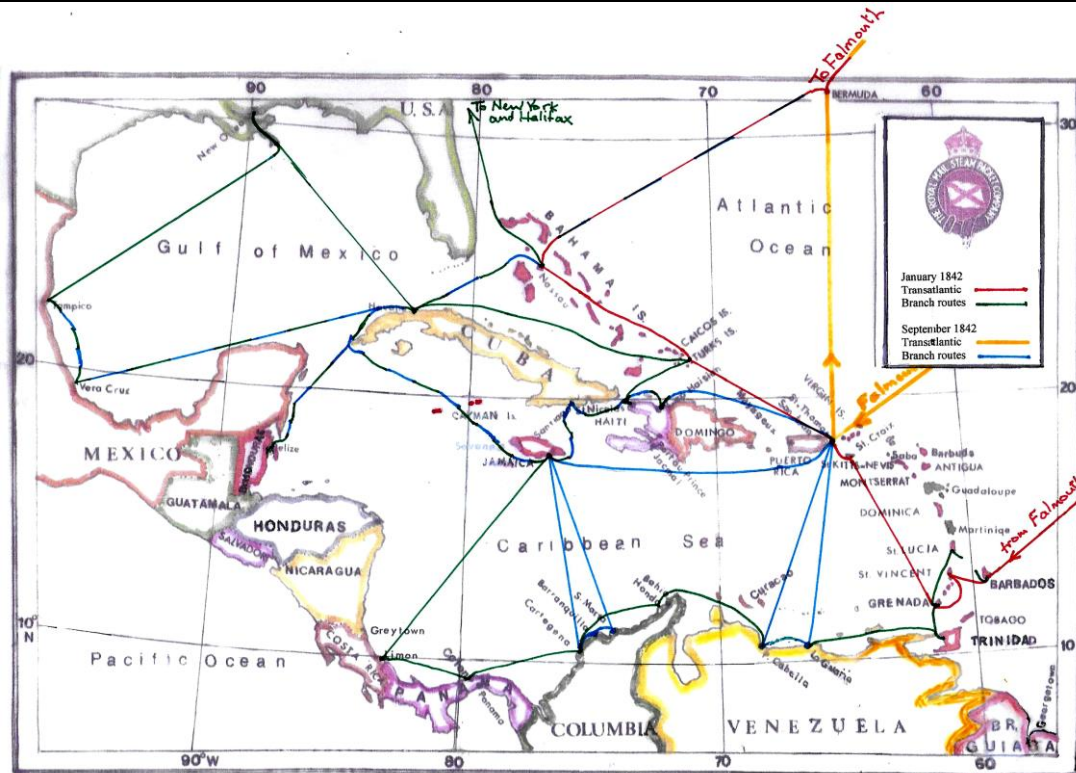


Fig. 1.

MacQueen was born in Crawford, Lanarkshire in 1778 and was managing a family sugar estate in Grenada by the age of 21. During the next 30 years he travelled widely and had visited almost every island and port in the Antilles and Gulf of Mexico (The Spanish Main) and had acquired extensive knowledge of its geography, ports, harbours, weather, sea currents and winds. His proposal to the Government for providing a regular mail service was dependent upon receiving a subsidy. He had strong support from the influential West India Committee, an association of planters and merchants formed in London in 1760. At least six of its members were RMSP directors who negotiated the first contract and obtained what was thought to be an unexpectedly generous subsidy of £240,000p.a. (some £18,000,000 today). However, it included a number of clauses which MacQueen did not like but had to accept. For example, Falmouth was to be the home port when RMSP were developing Southampton, soon to have a direct rail link with London, and that the Admiralty officer on board their ships had full authority over the mails and also the Captain for various situations that may occur. This was regularly employed to RMSP's disadvantage.

The 10 year contract was to provide a twice per month transatlantic service which required the construction of 14 new steam and sail ships and 3 inter-island ships to cover mail services to all British islands and some 15 foreign parts. This was an undertaking far greater than anything previously attempted by a privately financed company. Even so all 17 ships were in service by 1842 at a cost of approximately £800,000. The service commenced with the departure of **Thames** from Falmouth on Monday, 3 January 1842 to Barbados and Havana. The next on 17 January was to Barbados, St. Thomas and Bermuda. Thereafter, both routes departed monthly on the 2nd and 17th except when these days fell on a Sunday the departure was the following day. The average crossing time Falmouth to Barbados was 19 days then.



Map 1.

An early extension was made to New York and Halifax, Nova Scotia increasing the annual mileage to 685,000. The Admiralty was continually amending the contract and in October 1842 RMSP informed it that they could not maintain the present annual mileage profitably. It was reduced by 332,000 miles within the year but operational amendments continued to be made. The main transatlantic and branch routes in 1842 are shown on Map 1. However, in July 1843 the Admiralty relented to maintaining Falmouth and permitted RMSP to move the home port to Southampton with its newly built docks, facilities and railway direct to London. The last sailing from Falmouth was on 2 September by the **Avon**. The following lists summarise the transatlantic and from 1850 also the branch routes under Admiralty control.

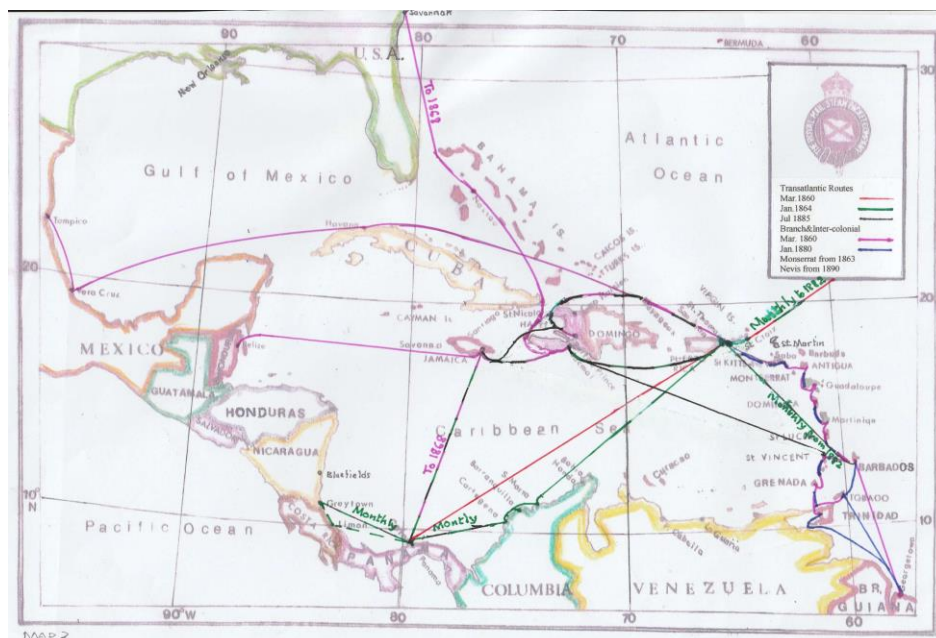
Main Transatlantic Routes:	
July 1843	Falmouth – Barbados – Grenada – Jamaica – St.Thomas – Bermuda – Nassau – Havana – Jamaica – Falmouth.
November 1847	Southampton – Bermuda – (St.Thomas) – Nassau – Havana –New Orleans – Vera Cruz – Tampico and return by the same route.
August 1850	Southampton – St. Thomas – Sta.Marta (outbound only) – Cartagena – Colon – Greytown – and return.
Branch Routes:	
1850	St.Thomas – San Juan – Jacmel – Jamaica – Havana – Belize and return.
Monthly	St.Thomas – San Juan – Jamaica – Vera Cruz – Tampico and return.
	St.Thomas: St.Kitts – Nevis – Montserrat – Antigua – Gualdaloupe – Dominica – Martinique – St Lucia – Barbados – Georgetown and return.
	Barbados – St.Vincent – Grenada – Trinidad – Tobago and return.
Monthly	St.Thomas – Nassau and return.
	Colon – Jamaica – Inagua, Bahamas – Nassau.
1852–53	Savannah, Georgia and return.
1860	St.Thomas – St.Kitts – Antigua – Guadeloupe – Dominica – Martinique – St.Lucia – Barbados – Georgetown and return.
	Barbados – St.Vincent – Grenada – Trinidad – Tobago and return.
Monthly	St.Thomas –San Juan - Havanna – Vera Cruz – Tampico and return (ex. San Juan). Jamaica – Belize and return.
	Colon – Cartagena – St.Martha (out bound only) and return.
	Colon – Greytown – Bluefields, Nicaragua and return.

James MacQueen resigned from RMSP in July 1842 to concentrate on his writing mainly on politics and economics including two books and many of his memoirs to the Royal Geographical Society. He died in London at the age of 92 in 1870.

A new ten year contract was signed in 1850 which included for a monthly service to Rio de Janeiro with a connecting steamer for mail to Montevideo and Buenos Aires at an annual subsidy of £270,000 for the additional mileage of 152,000, commencing on 5 July. It was amended and extended until the Admiralty transferred it to the Postmaster-General, London in 1863. The Panama railway between Colon and Panama City was opened on 27 January 1855 when mail was transferred to connecting ships from Australasia and south-east Asia.

The railway was completed from London via Bristol to Plymouth in 1867. From 9 October the homebound Transatlantic ships commenced docking there at 10pm Wednesday to transfer the mail on to the railway before the ship sailed back to Southampton.

In August 1869 a Travelling Post Office (TPO) was attached to the train at Plymouth to sort West Indies mail for transfer at Bristol onto overnight trains to London and other places west and north for next day delivery.



Map 2.

In 1872 Southampton departures changed to the 3rd of the month sailing direct to St. Thomas and the 17th to Barbados en route to St. Thomas. Although RMSP had extended Charlotte Amalie harbour with dry docking, repair, coaling and victualling services, due to problems with yellow fever and hurricanes it was considering moving the transfer station to Barbados. By this time a number of factors had caused RMSP to review and improve its services. The West Indies & Pacific Steamship Co. with a fleet of 12 steamships was awarded a mail contract sailing from Liverpool to principal ports on the Spanish Main became a serious challenge. Efforts were made to increase passengers and cargo to relieve reliance on the mail subsidy, which was reduced to £86,750p.a. for the 1875 contract when several foreign ports were removed.

In March 1875 RMSP ordered stamps designed and printed by De La Rue denominated 10c, equivalent to 1d, for their conveyance of mail to those and other foreign ports at the rate of 10c per ½oz letter (Fig. 2.). However this system created many problems and the PMG withdrew his approval within a year. Postally used stamps, including manuscript ink cancellations, are rare and the stamp was also forged.

The 1885 contract for which the subsidy was increased to £90,000 p.a., commenced on 1 July with fortnightly departures from Southampton on alternate Thursdays to Barbados, Jacmel, Jamaica and Colon (see Map 3). The transfer station was changed to Barbados although major docking and repair facilities at St. Thomas were retained.

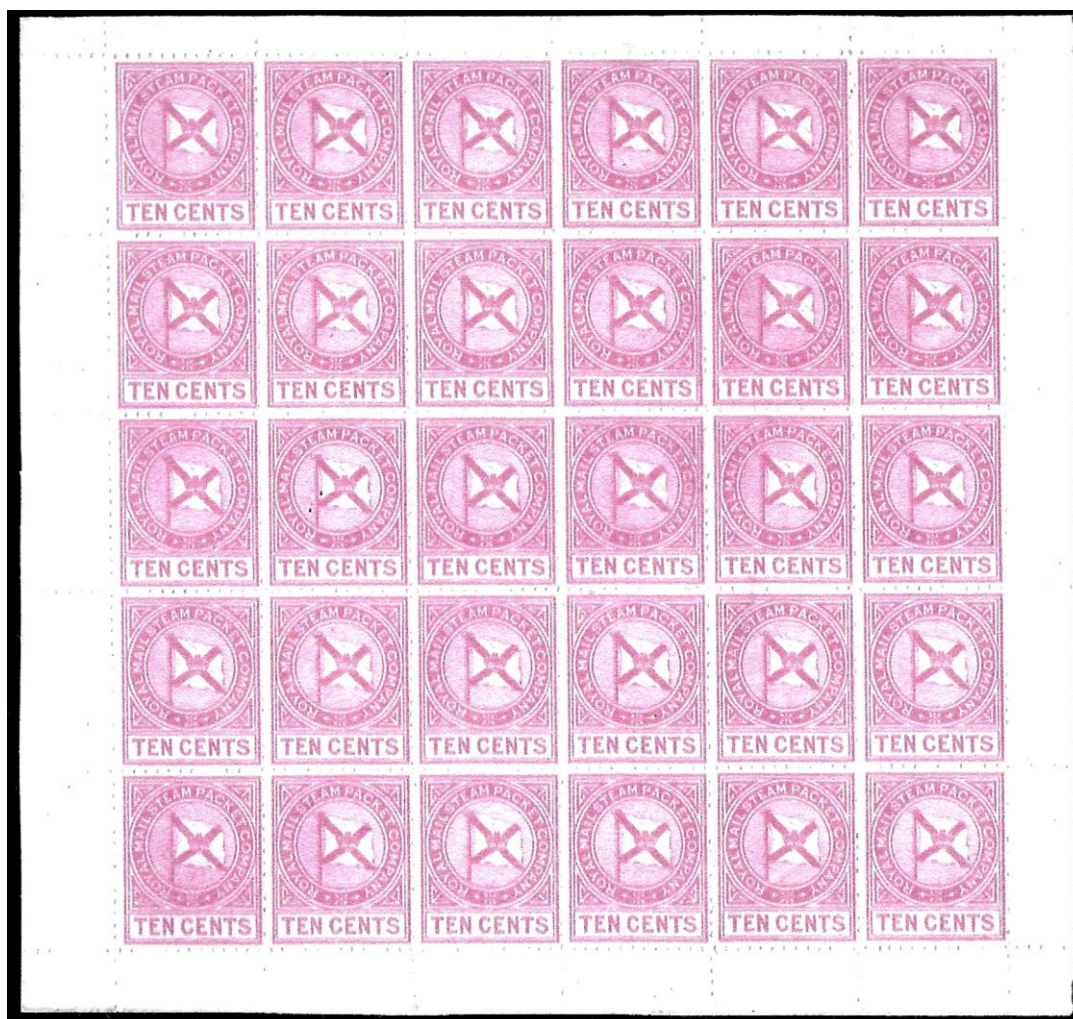


Fig. 2.

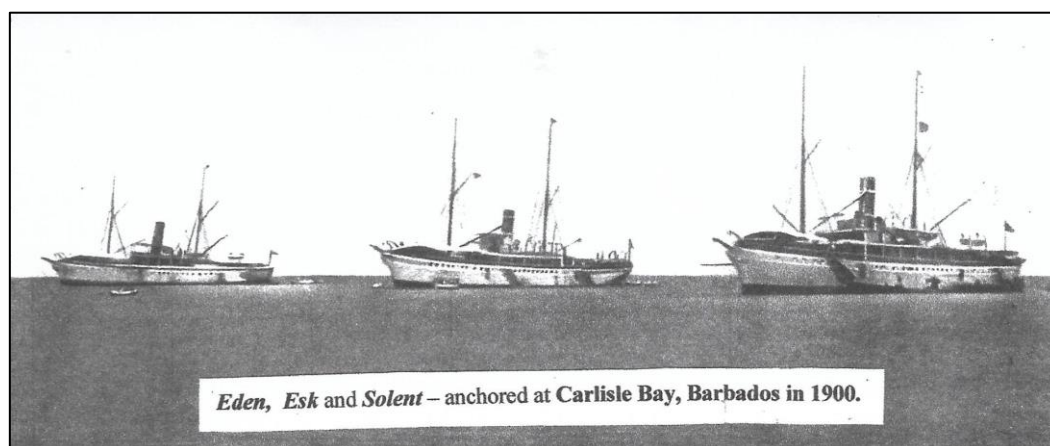


Fig. 3.

The new Inter-colonial steamers **Eden**, **Esk** and **Solent** were based at Barbados, (Fig. 3.) for the transfer of mail, passengers and cargo from the Transatlantic steamer on to them sailing to every Antilles island, excepting Tortola, on these separate routes:

- a – The Northern – to St. Lucia and all islands to St. Thomas.
- b – The Windward Islands – St. Vincent to Trinidad.
- c – Direct to British Guiana.

The steamers returned calling at all islands for mail, passengers and cargo to Barbados early a week on Monday for transfer onto the homebound Transatlantic ship departing 5pm. (From 1 July 1890 to 1907 they docked at Barbados to meet the outbound arriving 8am the following Monday the homebound departing 5pm. Saturday.) The **Orinoco** sailed from Southampton on 2 December 1885 on her maiden voyage. She was RMSP's first ship constructed of steel with triple expansion engines and lit by electric lighting. It was 1891 before the first public electric lighting was installed in London.

Unfortunately, the RMSP schedules and timetables refer only to the day of the week on the PMG's contracts (See Fig. 4). Nowhere have I found a reference to the actual date of the week and hence from the information I have recorded 42 dated covers between 1885 and 1911 when homebound arrival dates given in the Jamaica, Daily Gleaner recorded by John Jordan (see References), state that the fortnightly sequence appears to have changed by one week sometime between 1885 and 1889 when I expect in order to maintain the five ship rotation it would need to have been 3 weeks. Hence my extended TABLE 8.1 will require change, unless the Daily Gleaner did not mention that these arrivals were in fact a week late to the published timetable. Further research or information on covers is needed to resolve this.

Sailing dates from Barbados to Southampton, 1885 - 1915

	1885	1890					1895					1900					1905					1910					1915				
Jan		4 18	3 17	2 16	14 28	6 20	3 17	2 16	14 28	13 27	12 26	11 25	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	15 29	14 28	12 26	11 25	10 24	10 24	15 29	14 28	13 27
Feb		1 15	14 28	13 27	11 25	3 17	14 28	13 27	11 25	10 24	9 23	8 22	6 20	5 19	4 18	3 17	2 16	1 15	14 28	13 27	11 25	10 24	12 26	11 25	9 23	8 22	8 22	7 21	12 26	11 25	10 24
Mar		1 15 29	14 28	12 26	11 25	3 17 31	14 28	12 26	11 25	10 24	9 23	7 21	6 20	5 19	4 18	3 17 31	2 16	1 15	14 28	12 26	11 25	10 24	12 26	10 24	9 23	8 22	8 22	6 20	12 26	11 25	10 24
Apr		12 26	11 25	9 23	8 22	14 28	11 25	9 23	8 22	7 21	6 20	4 18	3 17	2 16	1 15	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	5 19	10 24	9 23	8 22	7 21	
May		10 24	9 23	7 21	13 27	12 26	9 23	7 21	6 20	5 19	4 18	2 16	1 15	14 28	13 27	12 26	11 25	10 24	9 23	7 21	6 20	8 22	7 21	5 19	4 18	3 17	3 17	8 22	7 21	6 20	5 19
June		7 21	6 20	4 18	10 24	9 23	6 20	4 18	3 17	2 16	1 15	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	4 18	3 17	5 19	4 18	2 16	1 15	14 28	14 28	5 19	4 18	3 17	2 16
July		5 19	4 18	2 16	8 22	7 19	4 18	2 16	1 15	14 28	13 27	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	2 16	1 15	3 17	2 16	14 28	13 27	12 26	12 26	3 17	2 16	1 15	14 28
Aug	17 31	2 16 30	1 15 29	13 27	5 19	2 16 30	1 15 29	13 27	12 26	11 25	10 24	8 22	7 21	6 20	5 19	4 18	3 17 31	2 16 29	1 15 30	13 27	12 26	14 28	13 27	11 25	10 24	9 23	9 23	14 28	13 27	12 26	11 25
Sept	14 28	13 27	12 26	10 24	2 16 30	13 27	12 26	10 24	9 23	8 22	7 21	5 19	4 18	3 17	2 16 30	1 15 29	14 28	13 27	12 26	10 24	9 23	11 25	10 24	8 22	7 21	6 20	6 20	11 25	10 24	9 23	8 22
Oct	12 26	11 25	10 24	8 22	14 28	11 25	10 24	8 22	7 21	6 20	5 19	4 18	3 17	2 16	1 15	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	4 18	9 23	8 22	7 21	
Nov	9 23	8 22	7 21	5 19	8 22	7 21	5 19	4 18	3 17	2 16	1 15	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	5 19	4 18	6 20	5 19	3 17	2 16	1 15	1 15	6 20	5 19	4 18	
Dec	7 21	6 20	5 19	3 17	9 23	6 20	5 19	3 17	2 16	1 15	14 28	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	1 15	14 28	13 27	13 27	4 18	18 22	17 31	16 30	

Departures : to 7 July 1890 - Monday
19th July 1890 to 7 Apr 1906 - Saturday

24 Apr 1906 to 10 Jan 1911 - Tuesday
25 Jan 1911 to 22 Sept 1915 - Wednesday

TABLE 8.1

The Transatlantic Route					
Number of days from Southampton					
Port	1880	1885	1890	1907	1911
Southampton Dep	17 th 0	Thurs 0	Wed 0	Wed 0	Wed 0
Barbados Arr	30 th 13	Wed 13	Mon 0	Tues 13	Mon 12
Trinidad Arr	--	--	--	Wed 14	Tues 13
Jamaica Arr	5 th 18	Mon 18	Sat 17	Sat 24	--
New York Arr	--	--	--	Wed 28	--
New York Dep	--	--	--	Sat 31	--
Jamaica Dep	24 th 37	Wed 34	Tues 34	Fri 37	--
Trinidad Dep	--	--	--	Mon 47	Tues 20
Barbados Dep	30 th 43	Mon 39	Sat 38	Tues 48	Wed 21
Plymouth Arr	13 th 57	Sat 51	Wed 49	--	--
Southampton Arr	14 th 58	Sun 52	Thurs 50	Mon 61	Mon 33

Prior to July 1885 departures were on the 3rd and 17th of each month except when they fell on a Sunday, departures were the following day. With months between 28-31 days the stop at Colon varied to retain the homebound timetable. The 1880 contract comprised alternate fortnightly departures with first call at St. Thomas or Barbados. The Transatlantic service ended with departure of Magdalena on 25 August 1915.

Fig. 4.

By 1885 RMSP's scheduled services were very reliable. However, major incidents occurred which must have affected them, for example:

1 – 8 September 1875: **Shannon** on her return passage became stranded on Pedro Bank, a large area of coral reefs below water level some 100 miles S W of Jamaica. After months without success in refloating her everything that could be was removed before she was abandoned. Outbound she had reached St. Thomas in 11 days from Southampton.

2 – 21 January 1876: **Severn** whilst manoeuvring in Colon harbour rammed and sank **Tagus** which, after considerable cost, was refloated and returned to England for major repairs.

3 – 4 August 1881: **Severn** homebound from St. Thomas in mid-atlantic her propeller shaft broke and it took 30 days by sail and tow to reach the Azores.

4 – April 1882: the last accident incurring the loss of passenger lives, 5 plus 12 crew, when **Douro** was hit amidships by a Spanish steamer and sunk off Cape Finisterre.

5 – 29 April 1885: following revolutionary disturbances in Colombia the RMSP offices, stores and cargo sheds at Colon were destroyed by fire, such that only the iron piles of the pier remained.

6 – 29 October 1891: **Moselle** wrecked near Colon in a gale.

7 – 20 November 1901: **Para** homebound from Jacmel, the refrigerated hold with bananas exploded. She made Barbados where mail and passengers were transferred to **Esk** and taken to Azores, then went to St. Thomas for temporary repairs before returning to Southampton where she was sold for breaking up.

8 – 21 November 1906: **Orinoco** collided with a German ship entering Cherbourg harbour and was out of service for some time undergoing repairs at Southampton.

9 – 14 January 1907: Kingston, Jamaica suffered a major earthquake killing over a thousand inhabitants including three RMSP staff. Their offices were severely damaged and subsequently rebuilt in a reinforced concrete structure to become one of the finest commercial buildings in the area.

10 – 6 January 1909: **Trent** was stranded on Salmedina Bank approaching Cartagena. On the 9th **Magdalena** arrived but was unsuccessful in refloating her. On the 16th the **Arno** and **Yare** were also unsuccessful and it was not until 2 April that she was freed and returned to Southampton via Jamaica on 22 May.

Between 1897–1904 all known 20 covers agree with Table 8.1. except that two are one day late. All CDS dates on covers assume postal clerks had set them correctly. Unfortunately, I have found some instances where this was not so.

RMSP at the turn of the century were at the peak of their connection with the British islands. The Transatlantic and Inter-colonial steamers were household names and it was said that islanders could set their clocks by the signal gun fired to announce arrival of the mail, such was their regularity of adherence to the timetable.

F.T.Bullen in his book *'Back to Sunny Seas'* makes the following references to RMSP: *'of all the companies I know who keep what we call 'station boats' employed, the Royal Mail may be congratulated upon having the prettiest and best kept up for passenger service. The Eden, Esk and Solent would be admired anywhere.*

*

*

*

Daylight brought the view of Carlisle Bay, Barbados and a pretty testimony to the punctuality of the Royal Mail ships. For as we steamed majestically up to our buoy, we saw converging upon the anchorage the graceful forms of the Solent, the Esk and the Eden, the three inter-island or 'station' steamships bound inward to meet the mail steamer for home from the northern islands, from Venezuela, from Demerara.....I transported my belongings to the Eden, in readiness for the cruise. I was very agreeably surprised on my boarding this yacht-like ship, to find how commodious she was. Also I was somewhat surprised to find that these station ships were so well manned and officered.....four officers beside the captain, purser and doctor and chief steward, also there were five engineers, or as many as a first-class battleship used to carry when I sailed in them as a correspondent.'

The contract was renewed in 1890 at a reduced subsidy of £85,000 p.a. for five years. Departures from Southampton were 6pm on alternate Wednesdays, departing Barbados homebound 38 days later at 5pm Saturdays and arriving Plymouth 9pm Wednesdays 11 days later. With RMSP the only bidder the contracts of 1895 and 1900 for five years at £80,000p.a. subsidy were awarded to them. The 1900 contract was amended for the route to change to Barbados – Trinidad – Jamaica – Colon (Jacmel excluded) from 9 July 1902 at an additional subsidy of £5000p.a. The 1890 timetable was retained until mid 1906.

In October 1904 again only RMSP submitted tenders for the 1905 contract. Their three, none of which was compliant with the PMG's terms all included an increased subsidy. The Colonial Governors were sent details confidentially for their opinion as their payments towards the subsidy would be increased. The Governor of Barbados passed these to the House of Assembly for their opinion. The local press reported its proceedings and hence RMSP's tender details became public knowledge. Elder Dempster took advantage of this and submitted a cheaper offer to the PMG. In this irregular situation he decided to re-invite tenders on the original terms for return by 31 March 1905. None of the 10 submitted by four different companies was fully compliant but one from Elder Dempster was provisionally accepted subject to no serious objection from the Colonies. They were telegraphed without any financial details for their agreement or discontinuance of the service.

Meantime RMSP took it upon itself to submit a new offer for a ten year contract at a reduced subsidy to the PMG with copies direct to each of the six Colonial Governors. Nothing further appears to have happened regarding this although the two main contributors to the subsidy were strongly in favour and the other colonies very supportive of retaining RMSP but not to any increases in their subsidy payments. In this situation when the Imperial Government paid two-thirds of the subsidy the PMG was left with no option but not to award the contract. Arrangements were made by him for West Indies mail to be paid by weight (Fig. 5.) on the first ship sailing from England. RMSP retained their Transatlantic and Inter-colonial timetable as at June 1905 and consequently the great majority of mail passing through London and Southampton was carried by them.

In 1901 Imperial Direct Mail Services, a subsidiary of Elder Dempster, commenced a fortnightly service on alternate weeks to RMSP from Bristol to Jamaica returning with cargos of bananas and other fruits with a Government subsidy of £40,000 in the first year and £30,000p.a. thereafter. This was of great concern to RMSP when their trade with Jamaica was badly affected, such that it was excluded from their itinerary in 1911.

In 1904 RMSP assigned *Solent* to cruising advertised as SOLENT 7 week or 65 day Tours (see Tables 1 & 2), commencing on the Transatlantic departures from Southampton with transfer to *Solent* at Barbados and then delivering and collecting island mail to transfer to the homebound ship at Barbados or Jamaica.

(To be continued)

PMG's method of payment, 1905 - 11	
(A) In respect of the conveyance by the mail-ships of postal packets (other than parcels):	
(a) If such packets are posted in the United Kingdom:	
(i) For every pound of letters and postcards the sum of three shillings, and	
(ii) For every pound of other postal packets the sum of three pence;	
(b) If such packets are posted outside the United Kingdom:	
Sums equal to those which the Postmaster General may receive from the Postal Administration of any of His Majesty's Possessions or of any Foreign State in respect of such part of the transmission of the said packets as is effected by the Company in pursuance of this Agreement.	
(B) In respect of the conveyance by the mail-ships of parcels--	
(a) If the distance exceeds 500 miles --	
For every parcel weighing not over 3 lbs.	4d.
For every parcel weighing over 3 lbs. but not over 7 lbs.	8d.
For every parcel weighing over 7 lbs. but not over 11 lbs.	1s.
(b) If the distance does not exceed 500 miles --	
For every parcel weighing not over 3 lbs.	2d.
For every parcel weighing over 3 lbs. but not over 7 lbs.	4d.
For every parcel weighing over 7 lbs. but not over 11 lbs.	6d.

Fig. 5.

BARBADOS

PARALLEL LINES ON THE 1925 1s STAMPS

BY PATRICIA CAPILL



Fig. 1.



Fig. 2.



Fig. 3.

I would appreciate some help with regard to two copies of the 1925 1s which I have with unusual black lines. This 1925 issue was the first to combine both postal and revenue uses.

One stamp (Fig. 1.) is fiscally used with a manuscript date and with heavily impressed black lines, 8.5 mm apart. The reverse (Fig. 2.) shows part of a fiscal document or receipt still attached. The black lines have been impressed so heavily that they show up very clearly on the reverse and were therefore applied after the stamp was affixed.

The other stamp, (Fig. 3.) is a MINT example with similar 8.5 mm spaced black lines, but thinner and no impression showing through onto the reverse. These are the only two such examples I've seen – both on 1s stamps.

Has anyone seen similar lines on other denominations or can explain the circumstances surrounding these?

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GRENADA

A BOOK ABOUT GRENADA PHILATELY
(continued from Bulletin 259 p16 – 24)

BY TIM PEARCE

Chapter 5 (part 1): The Chalon Head Issues, second type

As early as May 1866, the Colonial Secretary was writing to Perkins Bacon suggesting that stamps of higher values than the 6d would soon be needed and the firm replied in June suggesting that as the quantities needed would be smaller than the 1d and the 6d, the new values could be printed in plates of 60. They offer the smaller sheets at the same price, 1s9d per 1000, as for the sheets of 120 and reduce their price for those to 1s4d per 1000 accordingly. This correspondence, however, apparently led nowhere, but in 1874, Mitchell, the Colonial Secretary, writes to requisition 'a Revenue Stamp for Receipts and Bills of Exchange to carry out the provisions of the Stamp Act recently passed in this Island. As this Act is intended to continue in force for a limited time the Government do not wish to incur unnecessary expenditure in purchasing separate dies for each description of Stamp, and it is proposed to have different values of Revenue Stamps printed upon one new die which is herewith ordered.....As a shilling postage stamp is also required, if a new steel die is made without the value being stated and the word GRENADA being placed at the bottom, it will serve the purpose of postage as well as Revenue provided they are printed in two different colours; say mauve for postage and yellow or orange for Revenue'. (PB Records pp 220–1)

This provides the background to the production of the 1875 1s mauve. The die consists of the Queen's head, cut down from the earlier issues, in a circle against an engine-turned background Fig. 1. A working die proof exists in which the Queen appears to have only half of her left eyebrow. The completed die proof exists on card and India paper and there are plate proofs on thick unwatermarked paper Fig. 2.



Fig. 1.



Fig. 2.

The details of the order for Revenue stamps will be found in the next chapter, but there is no doubt that the decision to use only one die and to change the values by overprinting did cause Perkins Bacon a good deal of extra work. See check-list and notes at end of this chapter. The 1s value was printed in the suggested mauve on large star watermarked paper and overprinted POSTAGE above the head and ONE SHILLING in dark blue at the bottom between the head and GRENADA Fig. 3. This issue was the first to be sent to Somerset House to be perforated with their gauge 14 comb perforator. It did not seem to give as much trouble in this case as it did in with 1d issue, but double perforations are known, a sign of troubles to come Fig. 4. This is also the first stamp of Grenada to have been overprinted SPECIMEN in large capitals 5mm high across two stamps. The order for these came from the Colonial Secretary, but the decision to spread the overprint over two stamps has never been explained and does not seem to have been used again. Perhaps they thought the more usual overprint, Samuel D8, would not show up well enough as it does not on the 1d and 4d of 1881. It is probable that no unjoined pairs exist of the 200 printed, but the two sheets can be differentiated by the centring of the stamps. Properly matched pairs are rare and it is no surprise that Peter Jaffé should have been the person to find the very closely matched pair shown below Fig. 5.



Fig. 3: 1875 1s unused Fig. 4: double perfs at base Fig. 5: rejoined SPECIMEN pair

Although 500 sheets of this issue were printed on 13 March, 1875, they were not overprinted until 15 May and were sent out to the colony on 28 May, shortly after the SPECIMEN overprint was applied to two sheets. The issue was very fully used and like many of its predecessors unused copies in anything like fine condition are hard to find. The stamp was probably issued in the colony in July and the SPECIMEN overprints were first noted in Alfred Smith & Co's Monthly Circular for September 1875. There are a number of recognised varieties in the overprint, of which the two easiest to find are the typographical error in shilling, printed as SHLLING, Fig. 6, of which there is at least one copy known with the SPEC part of that overprint. The second recognised error is an inverted S in POSTAGE Fig. 7. As so very few multiples exist, the position of these errors on the sheet is unknown. Alongside these is an error brought about by a broken G in Shilling, sometimes described as S in SHILLINS, which is how it appears Fig. 8.



Fig. 6: SHLLING

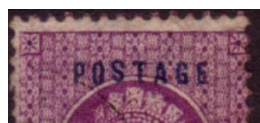


Fig. 7: Inverted S



Fig. 8: SHILLINS

Several much rarer varieties are also recorded. The missing P in POSTAGE was bought by Dr Urwick from the Manus collection in 1933 though it was not recognised then for what it is. It had been in the Ferrary collection sold on 7 November 1923, where it was recognised, but seems after that to have been confused with the better-known OSTAGE error on the 1881 ½d. It was not until the printing block from the Ferrary collection was used for the cover of *The Stamp Lover* for Oct/Nov 1952 that the error on 1s was properly recognised and expertised. (Ref: article by Adrian Hopkins in *The Stamp Lover*, May 1954.). The stamp has subsequently been owned by J.L.Messenger, Joseph Hackmey and Peter Jaffé, three of the most distinguished Grenada philatelists. It sold for £1800 in the Jaffé sale on 4 October, 2006. There is also an instance of a missing O in ONE SHILLING. The copy of this error which was in Cyril Bell's collection appears to show half of the P in POSTAGE and may be the result of foreign matter on the plate masking part of that P and all of the O in ONE. It does not seem to have been a standard variety.



As each overprint plate was set individually by hand for each stamp, there are also minor errors which were identified by Bacon and Napier in 1904. Although they are not normally to be found in standard catalogues, some of them are quite distinct, such as the PO or the ST (see left, Fig. 9.) of POSTAGE too close together or too far apart, and as these re-appear on the ½d issue of 1881, it is possible that the overprint plate for the 1s was adapted for that. The nature of these errors suggests either that the overprint was not sufficiently tightly locked or that en-spaces used to space out the letters were not very effectively proofed.

Two covers from the Duncan correspondence, which spans many years of the early Grenada issues and without which collectors would be left with little to study on cover, illustrate the difference between a letter from St George's to London and one from Grenville, for which an extra 1d had to be added for the inland mail to St George's. (Figs. 10. & 11.)

(To be continued)



Fig. 10. Cover backstamped PO2 DE 09 78, arrived London 30 DE 78



Fig. 11. Cover dated July 9 187(7) from Grenville (D), backstamped PO2 same day, arrived London 30 JY 77

SPINK

The “Coventry” Collection of British Guiana Ship Types 25th April 2019



1858 1c. strip, the top stamp
a substituted transfer



1858 4c. unused marginal pair



1862 1c. rose
Type 11, unused



1875 perf 15 24c.
yellow-green mint pair



1850 12c. black
on blue initialled “E.D.W.”



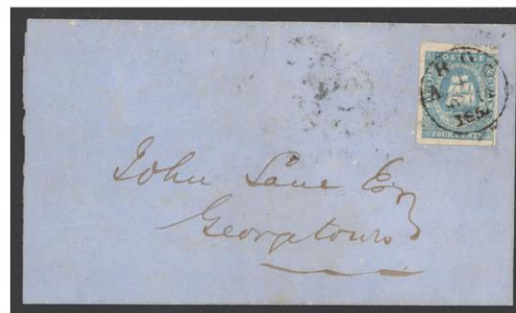
1852 4c. black on deep blue
used on 1853 Demerara entire



1866 cover from George town to Paris



1862 cover from Queenstown to UK bearing perf 12 12c.
with “A3C” datestamp



1857 cover from Henrietta bearing 1853 4c.
with “A4C” datestamp

For more information, please contact

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JAMAICA

THE ENDURING MYTH OF THE TEMPORARY RUBBER DATESTAMPS OF JAMAICA

BY DAVID HORRY

Part III

The beginning of the 20th Century was defined by the death of Queen Victoria on 22 January 1901 at Osborne House, East Cowes. However her son, Edward VII's Coronation was postponed on 26 June 1901 on account of his health. He almost died on the operating table whilst undergoing an abdominal operation – rumours abounded in Jamaica, but he finally came to the throne on 9 August 1901. As no stamps showing the Kings Head appeared, these rumours began to gain ground. Designs were offered up but never came to fruition. (Fig. 1.) Great Britain then signed the Hay-Pauncefote Treaty with the United States, giving Washington far more influence in the political area of the Caribbean Basin. By 1905 the *Stars and Stripes* flew high over Kingston. (Fig. 2.)



Fig. 1. The proposed Edward 2½d for Jamaica c. 1902 (*Spink Shreeve*)



Fig. 2. The American Consulate Kingston, 12 September 1905 Kingston (*ex-Hamilton*)

This centered round the renewed interest in the building of the Panama Canal by the Americans. Jamaica provided as many as 10,000 black workers per annum to the project and a few thousand others to work for the United Fruit Company in Panama and Costa Rica. The reason that Roosevelt & Co valued them so much was their immunity to yellow fever and malaria, which had finally put an end to French efforts, back in 1889 and 1894.

The United Fruit Company's business in Jamaica had been consolidated by the ownership of the railway in 1890. This reverted to the Jamaican Government in 1900 when post boxes were placed at every station for the use of the public. Railways were essential to the UFCo's banana business as in Jamaica the dreadfully maintained roads were most unsuitable for carriage, as they bruised so easily.

The Railway offered a smooth ride for the delicate hands of bananas, brought in from the remote plantations. (Fig. 3.) By 1898 every banana plantation on the island was owned by the Boston Fruit Company, soon to be the UFCo. There were further signs that the Americans, under the ownership of Minor Keith (Fig. 4.) held some sway, as all the Jamaican railway postmarks were manufactured by the Americans.

These railway cancels show a remarkable likeness to the Montgomery Ward cancellers of that period, and the US forces postmarks used in the British Solomon Islands during WWII. They also share with the Jamaican TRDs the use of coloured inks, especially the violet/purple hue. (Fig. 5.) The last day of 1924 saw the demise of the Jamaica Railway Station cancellers 'for reasons of economy', according to a Post office report released in September 1925.

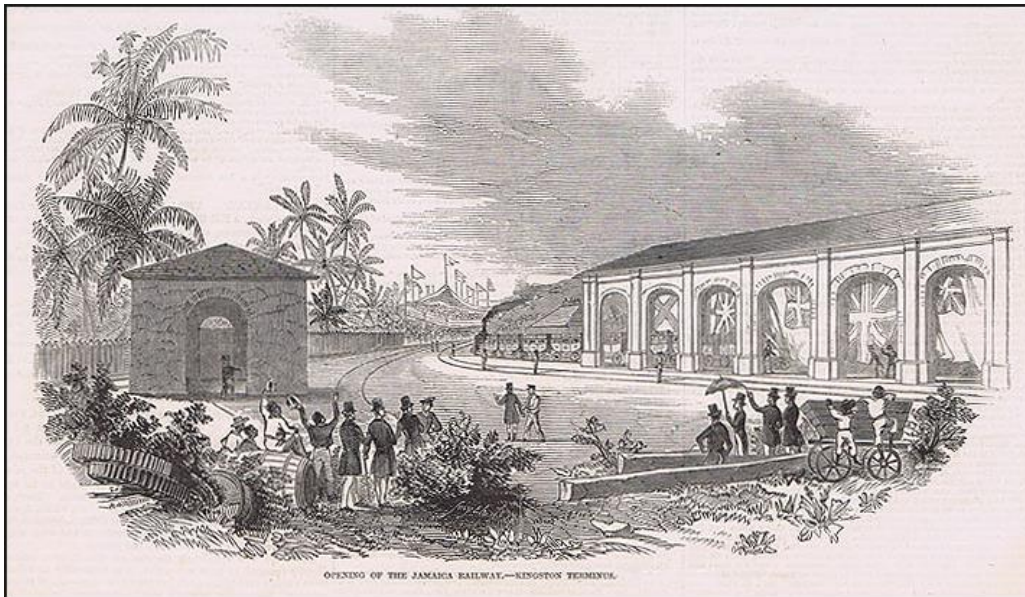


Fig. 3. The Opening of the Kingston Terminus, 1845 (*London Illustrated News*)

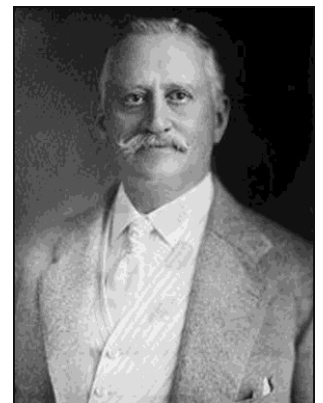


Fig. 4. UFCo President Minor Keith, 1917



Fig. 5. Buff Bay Railway cancel 1924 with similar Montgomery Ward 1914, Heredia - Costa Rica Northern Railway 1955 and Spanish Lookout Br. Honduras 1914 cancels (*Courtesy Ray Stanton and Keith Moh*)

In 1901 the United Fruit Company expanded further by merging with the Elders & Fyffe Shipping Company, under the chairmanship of Jamaica's wealthiest man Alfred Jones. Elders had started life importing bananas from the Canary Islands to Liverpool. The 'Gros Michel' bananas originally came to the West Indies via Martinique: the rival variety, the Cavendish, from the Chatsworth estates of Lord Cavendish, whose stock came from Mauritius.



Fig. 6. Guatemala 1903
10c Opt 1908



Fig. 7. Pedro Plains TRB 1 April 1903
(Courtesy Karl Groeber)



Fig. 8. The unissued Ferry Inn 1840
8d maroon (Courtesy Steve Jarvis)

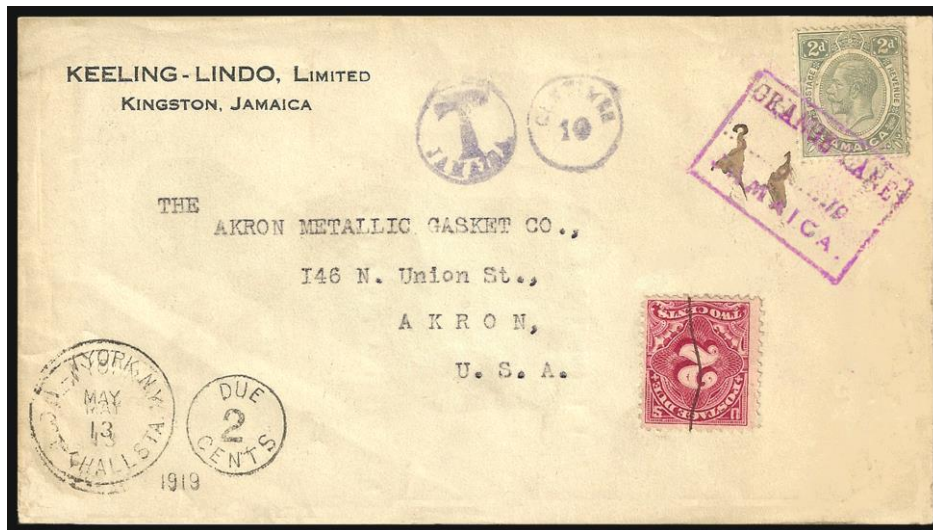


Fig. 9. Grange Lane TRB cover to the Akron Metallic Gasket Ltd. U.S.A., 1919 (Courtesy Andrew Fowles)

By the turn of the century it was United Fruit Company who began to act much like a latter day East India Company, let's say the 'American West India Company'. They took over the postal system of Guatemala – they produced purple postmarks, and in 1903 launched their new service with a beautiful set of *intaglio* postage stamps from Waterlow & Sons in London. (Fig. 6.)

All this wealth led to a new type of state, The *Banana Republic*. This term was coined by American writer O. Henry for Honduras in his book *Cabbages and Kings* (1897): but Panama, Costa Rica and Guatemala were right in there too. The banana was indeed king! With interests in coffee, citrus fruit and several splendid hotels (Myrtle Bank, Titchfield, Chatham, Constant Spring, Treasure Beach (Pedro Plains) and White Sands Beach) (Fig. 7.), plus a new idea - 'Banana Boat' tourism. The Americans certainly had their eye on Jamaica when they set up their new headquarters at The Ferry Inn, at Caymanas, near Spanish Town, with its own railway station at Grange Lane. (Figs. 8. & 9.)

In February 1902 Albert Town used a TRD for just over a year and in May Adelphi Post Office (St. James) gained a new TRB the only one at that time to do so, apart from several of the UFCos aforementioned grand hotels. In 1949 Nicholson noted that the Adelphi postmark had been reported but was only aware of the '598' obliterations on the 1900 Landover stamps. Buckland Edwards stated in 1928 in 'Jamaica - Its postal History' (Stanley Gibbons) that both the Governor Sir Archibald Hemmings and the Postmaster George Pearce, disowned the 'Welsh Bedspread'. This stamp had long been looked for, in fact it should have appeared on 24 May 1889, the birthday of the then Lady Supreme, Queen Victoria, to commemorate the entrance of Jamaica into the circle of the Imperial Penny Post, but it did not see light of day until 1 May 1900, and therefore as a commemorative, was a decided failure.

The Llandoverly stamp was perhaps then the inspiration for the Tasmanian 6d lake, Ditton falls stamp and the rest of the set and not vice-versa as I originally suspected. According to Buckland Edwards vast numbers were used as fiscals on receipts, Customs warrants, telegrams and for postal use in the Cayman Islands.

It is quite noticeable that post-1902 the 'Llandoverlys' are most regularly found in Jamaica postmarked on mails from offices with a direct connection to the United Fruit Company, namely the railways, the hotel post offices and such places as Laughlands (Llandoverly) where they had trial grounds for American citrus fruits such as the Washington seedless navel orange and Littlejohn's ortaniques.

In 1902 disaster struck, when two massive hurricanes decimated the island, twice in the month of August. It was a massive blow to the Jamaican economy as the entire year's banana crop was worthless. Many Jamaican planters headed off for Panama and Costa Rica.

It is perhaps telling that with the UFCo in disarray there were no TRDs released between August 1902 and 1904. In 1903 the Jamaican Arms definitives were released and not as anticipated a fine set of postage stamps in the style of New Zealand's Waterlow issue of 1897. (Fig. 10. & 11.) It is interesting to note that the issued 8d of NZ did not fulfill a postal rate as per the proposed 8d Ferry Inn stamp.

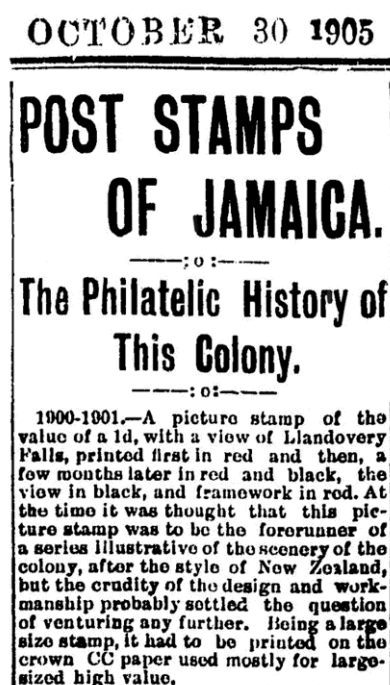


Fig. 10. *The Daily Gleaner*
6 October 1905



Fig. 11. Waterlow's New Zealand
1897 8d indigo-blue



Fig. 12. Race Course sTRB
of piece 1906

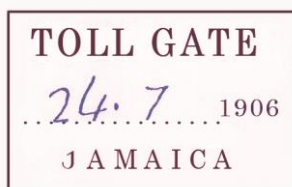


Fig. 13. Toll Gate TRB 1906



Fig. 14. Sir Alfred Jones

In 1905 the Race Course gained a new TRD and a year later Bushy Park (at the Railway Station) Toll Gate were recipients. Only one Toll Gate TRB is recorded dated 16 February 1906 but Proud's illustration shows 24 July 1906; it is still very rare. (Fig. 12.)

On 14 January 1907, just as things were getting back to normal, the Kingston Earthquake (6.5 on the Richter scale) destroyed most of the city. There was huge damage, fire and looting at Spanish Town and much of the island was brought to a standstill. The epicentre was just to the south of Buff Bay, Portland: it is said that Llandoverly Falls became just a trickle and was never the same again. Superstitious Jamaicans thought there was a hex on Llandoverly. Many people died or were injured, including Alfred Jones, whilst staying at the Myrtle Bank Hotel, which collapsed around him. (Fig. 13.) The United Fruit Company's HQ at Ferry Inn was completely gutted by fire, and was described by Everard Aguilar in 1950 as just a blackened shell.

Ten days later the 'Kingston Incident' occurred. It cost Governor Swettenham his position, and badly soured the relationship between Alfred Jones and his American colleagues. I will cover this in the next instalment. In December 1909 Sir Alfred Jones succumbed to the injuries he sustained at the Myrtle Bank Hotel back in January 1907. (Fig. 14.)

(To be continued)

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JAMAICA TRD'S

BY SIMON GOLDBLATT



David Horry's delightful compendium on Jamaica TRD's makes it timely for me to add a further reference. The illustration is of the TRD supplied to GINGER HILL on the first occasion when this minor office was opened, and usage fits comfortably into the period reserved for its discovery by Aguilar under Type 18.

As is my regrettable habit, having recorded its existence, I placed it carefully in a safe place somewhere, from which it is an open question whether it will ever be retrieved.

LEEWARD ISLANDS

EDWARD VII 1902 CROWN CA PRINTINGS

BY PETER FERNBANK

In attempting to allocate a specific printing plate number to a particular printing on the KEVII Imperium style issues we are frequently forced by the absence of direct evidence from archive information and philatelic literature to resort to a deductive process. Where details of the printings made and the plate numbers used for each value of the series are known then it can sometimes be possible to deduce the plate number used per printing, particularly where the number of printings is small (see Note 1).

Such a case occurs with the Leeward Islands 1902 Crown CA printings. The Leeward Islands handbook¹ provides the following information on the only four printings made:-

Wmk. Crown CA Printings 1902 – 04

Regn.	Packed	KP	½d	1d	2d	2½d	3d	6d	1s	2/6	5s
54/02	5 Jul 02	2(a)	499*	2,008*		249*		53*	52*		22*
76/02	5 Sep 02	1	1,110	6,576	280*	1,000	200*	204	208	200*	90
9/03	12 Mar 03	2(a)	200		98		100	100	100		
8/04	9 Mar 04	2(b)	102	103						52	26

KP = Key Plate Number * = Specimens issued. All quantities are sheets of 120

Note:- Plate 2a has the plate number '2' in the top margin only whilst Plate 2b has '2' in the bottom margin only (they are physically different plates). The bracketed '(a)' or '(b)' against the **KP 2** allocations in the above table is my addition.

1902-04 Wmk. Crown CA - Known Plate numbers (not from handbook)

Value	1	2a	2b
½d	●	●	●
1d	●	●	●
2d	●	●	
2½d	●	●	
3d	●	●	
6d	●	●	
1/-	●	●	
2/6	?	?	●
5/-	●	●	●

● – in Royal Collection

● – not in Royal Collection, but known to exist

● – assumed to exist but yet to be confirmed

? – one or other exists, but which is unknown at present.

My thanks to Rod Vousden for confirming whether the Plate 2 examples in the Royal Collection were top or bottom margin examples, i.e. Plate 2a or 2b.

The Leewards' handbook provides no substantiating evidence to confirm the plate number allocations made in the above table for each of the four requisitions (printings) and hence it is assumed they were made by deduction based on information in the tables above. The first three printings have been allocated to Plate 2a, 1 and 2a respectively and this would satisfy the plate number combinations known to exist for each value. The key plate allocated to the March 1904 printing, Plate 2b (plate numbers in bottom margin only), appears virtually certain although, strangely, the ½d value from this plate has yet to be confirmed.

The first suspicions that the plate number sequence stated above for the first three printings might be doubtful arose from two articles in the Bulletin by Peter Brooks. The first² noted that the well known 'dropped R' flaw on the 1s value (top left corner stamp on each pane, SG26a) is also present on Plate 1 (Fig. 1), contrary to the Leewards' handbook which states that it is known only on Plate 2. The article also noted that the 'L' of 'LEEWARD' on the same stamp has a shortened top on the Plate 2 printing but the 'L' is undamaged on that from Plate 1. There were slight differences in the shade and strength of impression between the Plate 1 and 2a printings of the 1s.



Marginal dot positions identify this to Plate 1



Fig. 1. 'L' - normal height on Plate 1

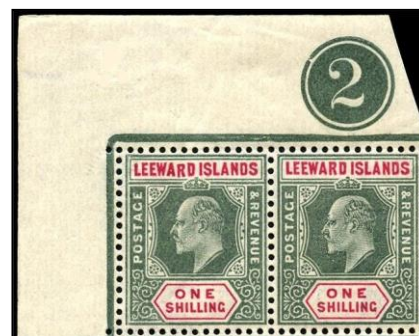


Plate 2a



Fig. 2. 'L' - shortened top on Plate 2a

Peter's second article³ noted that a Specimen of the 1s value with 'dropped R' was in the sale of the Robert de Keyser collection⁴ (see Fig. 1. above). This had the same characteristics as the example from the Plate 1 printing mentioned above and he suggested that since only 6 of the complete set of 9 values was issued for the July 1902 requisition then the Specimens might have emanated from the second printing in September 1902, when all values were finally available. However, I have photocopies of the relevant pages of De La Rue's *Colonial Stamps* book and they clearly show that the issue of Specimens was spread over the first two printings as per the handbook extract above. They also confirm all the printing details as tabulated above (although no mention is made of the plate numbers used).

The 'dropped R' variety without the 'shortened top to L' (from Plate 1) mentioned earlier, together with the existence of this state on Specimens of this value, would suggest that this was an earlier stage than the 'dropped R' variety with 'shortened top to L' (from Plate 2a). This in turn implies that the first Crown CA printing was from Plate 1 and hence the second would be from Plate 2a. This conclusion is further supported by evidence from scans of complete sheets from Plates 1 and 2a of the ½d value that I have. On the right pane of the Plate 2a sheet, R6/1, there is a very prominent duty plate flaw (Fig. 4. – but see also Note 2). This is not on the Plate 1 sheet (Fig. 3.) hence the use of Plate 1 must have preceded that of Plate 2a.



Fig. 3. ½d Plate 1, RP6/1 – 'LE' normal



Fig. 4. ½d Plate 2a, RP6/1 – base of 'LE' distorted

Further substantiating evidence for a revision to the plate usage sequence comes from another example of the ½d value. Peter has a Plate 1 block from the left pane that includes the well known Spaven flaw at Row 1 stamp 3. My scan of a complete sheet from Plate 1 does not feature the Spaven flaw (Fig. 5.) and is obviously from an earlier printing than Peter's (Fig. 6.). These two examples present very strong evidence that there were two separate printings made from Plate 1 on Crown CA paper. Since it has been established that the second printing of the 1902 series was from Plate 2a this further Plate 1 printing of the ½d must be allocated to the third printing, Reqn. 9/03.

The complete plate number usage sequence for the 1902 Crown CA printings thus becomes Plates 1, 2a, 1 and 2b rather than 2a, 1, 2a and 2b as per the handbook, but note that this revised sequence also meets the requirements of the plate numbers used per value table above.



Fig. 5. Spaven flaw not present at R 1/3



Fig. 6. Spaven flaw present at R 1/3

The problem denomination is the 2s6d value, of which there were just two printings. Whilst a number of copies have been seen from Plate 2b (the 1904 printing), examples from the plate used for the September 1902 printing have yet to be identified; the Royal Collection contains only Plate 2b. Any further information please, particularly on the existence of any other plate number than 2b (probably Plate 2a) for the Crown CA 2s6d value, to pferbank@tiscali.co.uk.

I am most grateful to Peter Brooks for his helpful comments and for information and illustrations provided.

Note

1. It has been assumed that where the plate number of one value from a particular requisition has been established then all the other values from that requisition will have been printed from the same plate number. This is true in the vast majority of cases, but very occasionally is not.
2. I was initially puzzled as to why this flaw was on the right pane only, when the ½d duty plate was 60-set and used to overprint both left and right panes. However, Peter Brooks has since pointed out that the duty plate must have been damaged at R6/1 after all the left panes had been overprinted and hence this accurately dates the first occurrence of this flaw.

References

1. *Leeward Islands: Notes for Philatelists*, Second Edition, M. N. Oliver, 2010.
2. *The 'Dropped R' on KEVII 1s*, Peter Brooks, BWISC Bulletin 240, p29, March 2014.
3. *Edward VII 1902 Specimens*, Peter Brooks, BWISC Bulletin 252, p22, March 2017.
4. Victoria Stamp Company, Sale 35, Lot 72, 18 June 2016.

ST CHRISTOPHER

REQUEST FOR INFORMATION

BY JULIAN WALDRON

This request is for information concerning St Christopher SG16 and SG28, the 2½d ultramarine and surcharged 1d on 2½d ultramarine from 1882–90.



Fig. 1. SG16 Row 2/2



Fig. 2. SG16 Row 2/3



Fig. 3. SG28

Complete sheets of SG16 are not impossible to find. The duties on each stamp seem to have noticeable (but not always consistent) variations in the prints of each of the letters and numbers in the '2½ PENNY'. The '2' has variations of width, of slope and of curviness. The 'P' and 'Y' also have variations in the width of lines and the serifs on the uprights.

On one stamp on my sheet, stamp 8 / R2/3, there is an additional mark in the elbow of the 2, shaped somewhat like an hourglass. A scan is given of R2/2 (Fig. 1.) and R2/3 (Fig. 2.) for comparison. Is this mark a constant feature? I have recently acquired a second complete sheet, which has the same mark on the same stamp. I can also identify it on two used singles (A12 cancelled).

It would perhaps be natural to assume that the complete sheets came from later or even the last (remaindered) printing. This was in January 1891. However, the same mark shows up more (or less) clearly on two used copies of the May 1888 overprint SG28 (Fig. 3.). It is also present (albeit underneath the obliteration line) on an SG28 block of 12 (4x3) – but as there are no margins, I can only at this point conclude that it is probably under stamp 8 but possibly stamp 10. If confirmed, this means the mark was likely present in the May 1887 printing, being the last before the SG28 surcharge. This was a sizeable one (20,000 sheets). Its predecessor was also substantial (10,000 sheets).

The mark is most probably a foreign body on the plate, rather than damage, but I would be interested to hear from members who can find the same mark on copies of either SG16 or SG28. Of course, I've yet to find one on cover which would help to date the printing.

References

Kellow & Freeland, *St Christopher*, BWISC Bulletin 241, June 2014 pp25ff.

STEVEN ZIRINSKY

MEMBER PTS, APS, NZSDA, APTA

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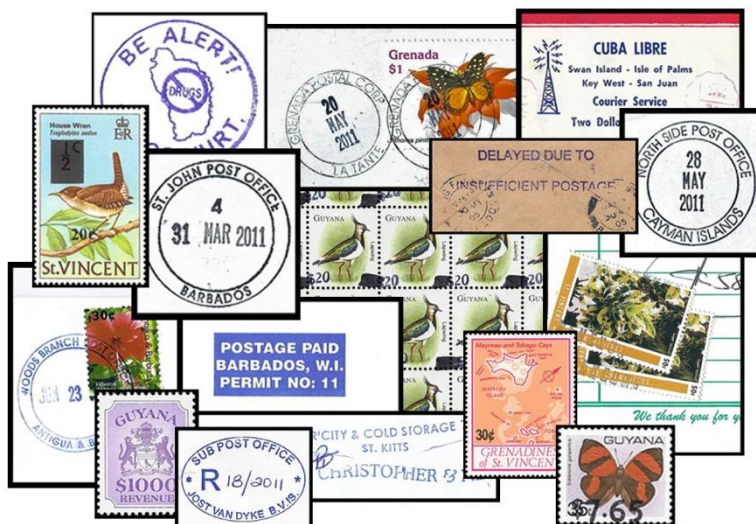
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ST. VINCENT HANDBOOK 1899 – 1965.

AMENDMENTS, CORRECTIONS, ADDITIONS AND FOOTNOTES

BY ROY BOND AND RUSSELL BOYLAN

Continued from Bulletin 259 p34.

Chapter 5. Page 55.

In 'Varieties', add 'and Flaws'

Insert– THE GEORGE V MULTIPLE CA ONE PENNY SCRATCH FLAW. By Vincent Duggleby.

A cursory glance at copies of the St. Vincent Multiple CA 1d red of 1913 will sometimes reveal a pronounced scratch or scratches running across part of the stamp, and the flaw becomes especially apparent when examining the war stamps; both the locally produced and London issues.

The flaw was spotted by researchers and noted in *Stamp Collecting* as early as 1917 (Vol. IX, No 12, p183) and in 1919 Mr. Chas R. Smith, of Leeds, prepared a drawing of the various positions affected in the sheet. Unfortunately *Stamp Collecting* chose not to publish the drawing.

The only other reference I have been able to trace was contained in a BCPSP Journal in November 1963 (Vol. 3, No 6) where Mr. Stanley B. Ineson illustrated an irregular block of 10 stamps and sought further information (which was apparently not forthcoming). In fact if one pencils in the adjacent stamps on each row of Mr. Ineson's piece to make a block of 28 stamps – 4 across and 7 down, the block shows rows 3 to 9 in the sheet, stamps 33–36, 45–48, 57–60, 69–72, 81–84, 93–96 and 105–108.

Having had the opportunity for studying several sheets both with and without the flaw, it is with confidence that the complete pattern of flaws is now illustrated for the first time (see Fig. 1. below), so copies can be positioned. It would appear that the flaws first showed up on the second printing of the 1d value. The original printing on 6 November 1912 (released for circulation 1 January 1913) does not appear to have been damaged, and since the flaw appears on the first locally overprinted war stamp (June 1916), it must have come out before the third printing of the basic 1d stamp on 15 September 1916.

So the second printing is the first one affected, on the 9 January 1915 of 2063 sheets (120 set), which is 247,560 stamps (245,000 being the actual order), all line perforated. The next question to be asked is whether the damage occurred during storage of the plate or during the actual printing process itself. I am inclined to the latter view, because the flaws are considerably scarcer on the un-overprinted stamps, but it is impossible to be sure.

The flaws vary in intensity on the locally overprinted war stamps, but they can be traced with the help of magnification. Where the 'tramlines' occur they are particularly marked.

The next problem is to establish at what date the plate was repaired. A printer who has examined sheets of the London issue war stamps both with and without the flaws has pronounced that the plate was 'stoned' to remove the flaws and the guide marks also underwent this process, except for those in the centre of each side of the sheet. There is also a pronounced mark that was put on the 'stoned' sheet between the bottom two rows of stamps and between stamps 116 and 117. It may be that this was to indicate the extent to which future wear on the plate would be acceptable.

In any event when we look at the schedule of printings we find that the fourth delivery of the ordinary 1d value was not made until after the second local overprint (May 1917), so that particular delivery could not have been used. There are two sections of the fourth printing, 834 sheets on 12 June 1917 and 1667 sheets on 2 July 1917. My view is that the flaws had been stoned out before that date, otherwise they would have been extremely common on the basic stamp.

We are thus left with the London war stamps, of which I have complete sheets both with and without the flaws. In fact it is extremely difficult to verify by shade which printing is which. There are six London printings in all. The first printing of the 26 June 1916 must by definition have the scratched plate, and so must the second printing of the 15 September 1916. This second printing was executed on the same date as the third printing of the basic stamp, the printing used for the second local overprint, issued 15 May 1917.

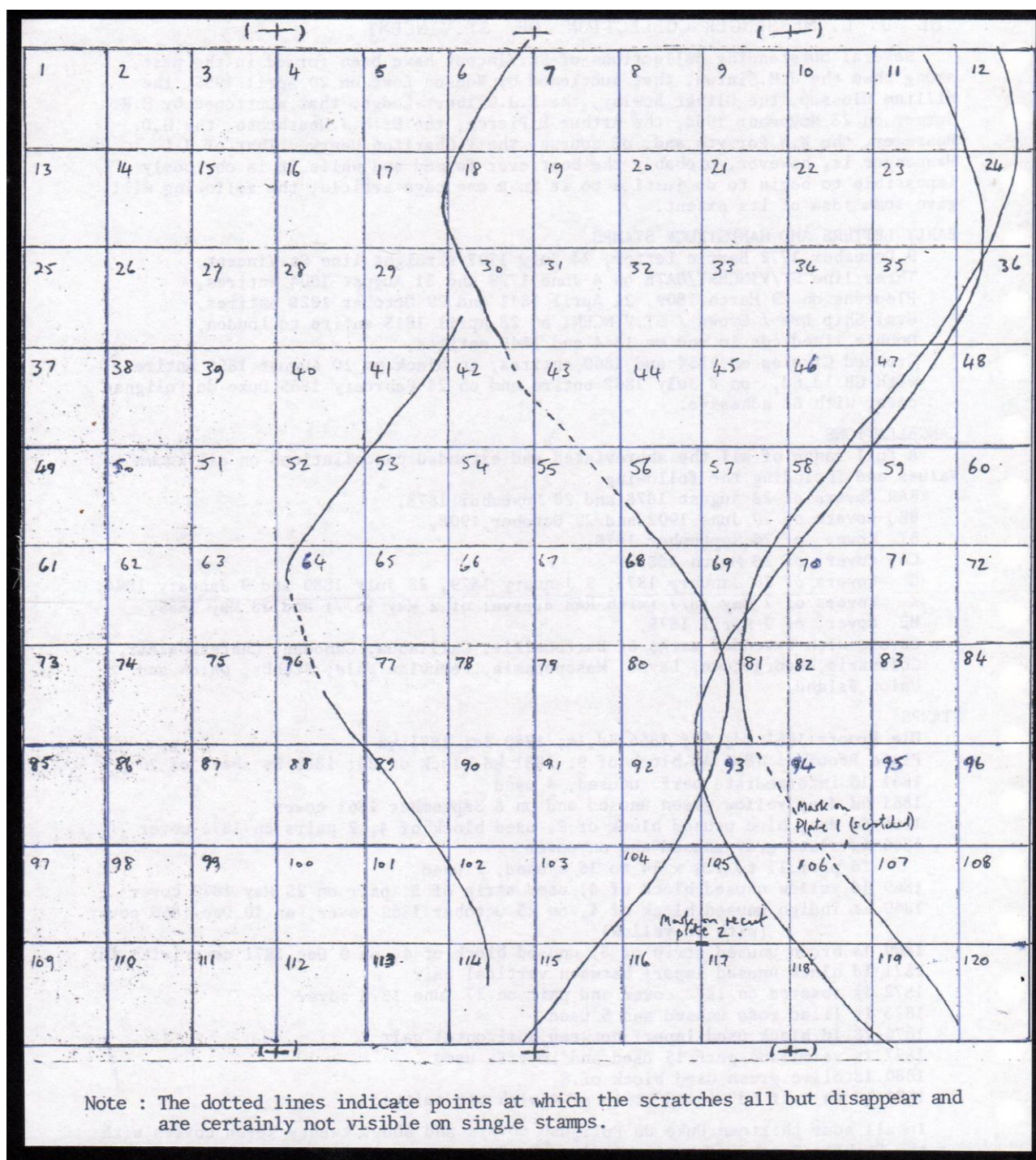


Fig. 1.

Then we come to the three 1917 printings, on 31 January, 2 May and 21 June, where there must be room for debate. The final printing is on the 4 April 1918, and whatever else is the case, this must be the 'stoned' plate. It will be noticed that the 21 June printing comes between the two sections of the fourth printing of the ordinary stamp mentioned above, and I must tentatively conclude that this also is from the 'stoned' plate. So what about the printings of 31 January and 2 May? Evidence from covers has not been forthcoming as yet and even if it was, it would not necessarily prove the stamps had not been carried over from an earlier printing, so the matter must remain obscure for the time being.

To summarise, however, the scratched plate varieties will be found in considerable numbers on the London issue and also on the two local overprints (including the rare third setting). I believe the plate damage happened during the second ordinary stamp printing in January 1915 and was repaired sometime during the first six months of 1917.

The relevant dates are as follows:

6 November 1912	Printing of basic 1d stamp	245,400 stamps
19 January 1915	Printing of basic 1d stamp	247,560 stamps
1 June 1916	Issue of local war stamp	20,000 overprinted
23 June 1916	Printing of London war stamp	49,800 stamps
15 September 1916	Printing of London war stamp	53,760 stamps
15 September 1916	Printing of basic 1d stamp	104,520 stamps
31 January 1917	Printing of London war stamp	46,560 stamps
2 May 1917	Printing of London war stamp	51,240 stamps
15 May 1917	Issue of local war stamp	36,000 overprinted
12 June 1917	Printing of basic 1d stamp	100,080 stamps
21 June 1917	Printing of London war stamp	103,320 stamps
2 July 1917	Printing of basic 1d stamp	200,040 stamps
4 April 1918	Printing of London war stamp	92,400 stamps
26 August 1920	Last printing of basic 1d stamp	92,760 stamps

Chapter 14.

Page 193.

Reference Fig 14.5

'NORTH ATLANTIC SERVICE' was a separate device 66mm x 2.5mm applied in violet ink, which was used specifically on Airmail letters and was probably applied in New York to differentiate from the 'ONWARD BY STEAMER' letters. Actual ERD and LRD are not yet known, but 2 instances seen are 27 Feb 46 & 25 Apr 46.



Page 196. Airmail markings.

In fact further information has now come to hand to the authors:-

Proud/Chin Aleong page 371 shows large 'AIRMAIL' AM3 handstamp with usage duration 2 February 44 to 20 January 52, but this LRD can now be extended to 4 December 54 rated at 40c.



Also Proud/Chin Aleong page 371 reports AM5 handstamp with 'N.Y. AIR STEAMER ONWARD', however the authors can now report a new two line handstamp with 'TO NEW YORK BY AIR AND ONWARD BY STEAMER' (58mm x 18mm), could be classed as AM6, applied multiple times on 23 August 51.



A further recent discovery is a boxed 'BY AIR MAIL' (33mm x 8mm) appearing in concert with Proud/Chin Aleong AM3 on a cover dated 7 March 50.

Any further information would be gratefully received.



Chapter 16.

Page 212. Reference PML page 62. There is no reference to the fact that there was a second printing of the 1d Drab SG39, invoiced 21 Dec 1882 for 120,000, some of which had reversed watermark.

Page 213. Reference PML page 72. Some years ago Peter Jaffé gave a write up on the subject of the SG54 2½d overprint on the 4d Lake-Brown given below-

'This stamp was issued because the milky-Blue issued the previous year had run out. The reason being that yet again the Post Authority had grossly under-estimated the Island's requirements for this value.

Thus it was that the Postal Authority having placed an order on De La Rue, during July, ran out of the 2½d milky-Blue in August. So to tide them over, a quantity of the 4d Lake-Brown stamps were sent to a local printer in Kingstown with the instruction to cancel the existing value and surcharge, in numerals, with 2½d.

There were just 1,500 stamps (50 sheets) issued during the second half of August, which lasted until the next shipment of milky-Blue stamps was released in November.

Examination of a complete sheet of 30 (three rows of ten) and a number of smaller multiples (blocks of nine and four) indicates the use of a single typeset setting for the whole of the small printing of 50 sheets. The 'd' to 'd' space varies little from 20mm; the bars are 24mm apart and tend to bow upwards (rows 1 & 2) or run upwards to the right (row 3). The third row is set slightly to the left. The bars are continuous, square cut, and would, if any sheet were set perfectly on the machine, cancel all value tablets.

An interesting feature of the surcharge is the fraction bar. These are variable in size and shape and seem to have been sheared from a long length of printer's rule, with the result that a number show the ends bent as a result of the cutting process. Nos 7 and 14 show the well-known fraction bar omitted variety. The plating of the surcharge is as follows, concentrating mainly on the shape and position of the fraction bar:

Row 1	1	2mm long, centred left
	2	2.5mm long, central
	3	2.1mm long, central
	4	2.1mm long, thin and centred left
	5	2.1mm long, central
	6	Missing except for trace at left
	7	Missing
	8	2.5mm long, broken in centre
	9	2.1mm long, only ends printed
	10	2.5mm long, centred right
Row 2	11	2.1mm long, centred
	12	2.3mm long, centred right
	13	2.1mm long, sloping up to right, top curve of '2' broken.
	14	Missing
	15	2.1mm long, slightly 'wavy'
	16	2.5mm long, sloping up to right
	17	2.5mm long, thin and 'wavy'
	18	2.6mm long, centred to right, break in large '2' just above foot
	19	2.2mm long, sloping up to right
	20	2.8mm long, centred to right
Row 3	21	2.5mm long, centred to right
	22	2.5mm long, centred to right
	23	2.1mm long, centred to right
	24	2.6mm long, centred to right
	25	3mm long, central
	26	2.5mm long, central
	27	2.6mm long, centred to right, top of small '2' has small break
	28	2.1mm long, centred to left
	29	3mm long, and 'wavy', top of small '2' has small break
	30	2.2mm long, sloping up to right.

The stamps were line perforated 14 and one unused copy is known showing the last vertical row of perforations missing, an unusual occurrence on a De La Rue product.

Covers are not especially rare, but nearly all are philatelic, being overfranked and often late. The bulk of the stamps seem to have moved from the Post Office to Hazell or Proudfoot, just as did many of the 1915 1d on 1s. The Griffith family was also involved in distribution; which seemingly included A. Churchill Emerson, late secretary of the Royal Philatelic Society, London.

How was this 1890 reduction in face value balanced? A write-off of 1,500 1½d (ie £9–7s–6d), or was the 1892 '5 PENCE' on 4d surcharge involved? The reported issue of 5,000 of that stamp is too high for a simple balance (ie £20–16s–8d), and we must assume that the Niger Coast balance system of face value reductions and postally useless face value increases was not the case in St. Vincent. The local revenues never fell into Post Office accounting, being Treasury controlled, as were Post Office stocks before issue.

The 'SPECIMEN' overprints on this stamp are interesting. Both a typeset overprint and a handstamp in the same type are recorded. The large majority of copies are typeset, with multiples very rare, but of the handstamp the Jaffé collection included a block of six and a single. The typeset forme was apparently of 30, with the famous 'SPICEMEN' error occurring once on No 23.'

Page 213. Reference PML page 74. Peter Jaffe also gave a write up on the “5 PENCE” in Purple on the 4d Lake-Brown SG59 now repeated below-

“This provisional stamp was overprinted by a local printer in Kingstown, St Vincent in November, one month before the order for 5d stamps was placed with the Crown Agents. Though issued for only four months there must have been much speculative buying by the philatelic fraternity, because it is not even scarce.

Sheets exist and based on two of these the setting is:

M M M M C C C C U
M M M M C C C C U
C C C C U U U U L

Based on the first downstroke of the 'N' of 'PENCE' where:

M 'N' is under centre of lower curve of '5'
C 'N' is close to immediately below the ball of '5'
U 'N' is under the ball of '5'
L 'N' is under left of ball of '5'.

A minor variety of surcharge is the raised second 'E' of 'PENCE' on Nos 25 and 26 (on one author's sheet and No 3 on the other author's sheet). One sheet exists with surcharge slightly double, one inverted, best seen as double 'EN' on No 11 (belonging to one of the authors), but also on Nos 9 and 20. The watermark interpane vertical lines fall on No 5, or in margin between Nos 5 and 6. One sheet from bottom of lower pane has the horizontal watermark frame line in the centre of the bottom row. The other sheet, from the bottom of the upper pane, shows marginal watermark 'CROWN AGENTS' in the lower margin. As a result of such positioning the watermarks on stamps Nos 1–4, 11–14 and 21–24 are displaced to the left, whilst Nos 5, 15 and 25 show vertical lines. The remaining 15 stamps have watermarks centred vertically. This would also assist in positioning. We conclude that De La Rue provided modest margins at left and right, and secured six sheets of thirty (180 stamps) out of the full sheet of four panes of 60 watermarks each.

The overprint, in Purple ink, includes a pair of ornaments, these are a bunch of dates, which appear over the 'X's in the top corners, and were probably used to set the register of the overprints on the original stamps.'

Page 213. Reference PML page 78. PML state that there were no varieties. The authors have found that there is an error on the overprint- stamp 3, in rows 1 and 2 the 'THREE' is printed as 'THRFE'. However it is not at this time known if this was consistent throughout the whole issue or not.

Appendix B.

Page 243 (see Chapter 7 for details).

Bibliography.

Our express thanks go to-

Vincent Duggleby, Joe Chin Aleong, Terry Harrison and Geof Kellow, for much of the above information.

Articles wanted for future Bulletins
Anything West Indies related considered



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AUCTION REPORT**BY GRAHAM BOOTH**

Grosvenor held their general British Empire sale on 20 November. It included small groups of many islands from the West Indies, predominantly small collections of adhesives. Of note were a used corner plate version of the 1923 St Kitts Centenary £1 which achieved £950 against a top estimate of £600 and an unsevered pair of a 1d on 6d from St. Vincent which was knocked down at £1,200, £500 more than the high estimate. However, the main interest was the 87 lots of Bill Hall's Barbados. This was well lotted and reasonably estimated so that 90% sold, with many items exceeding their high estimate. The total realised was approximately £25,000. Generally, the quality of the adhesives was higher than the postal history with the blocks doing well. The used unsevered pair of ½d on 5 shilling rose, reading upwards, achieved £1,400 against a top estimate of £1,200 (Cat £5,000) and 20 colour trials of the 1892 Seal sold for £1,000 compared to a top estimate of £800.

On the same day Spink sold Brian Brookes collection of Martinique which was something of a disaster, and a marked contrast to the 'Hermione' sale of mainland France which followed. There was only one collector in the room. Only 60% of the 540 lots sold and many went for the reserve of 40% of the low estimate. It is speculation; but based on the evidence of his five sales Brian never sold anything. Many lots were duplicates, or triplicates, or more, so that if over a 40 year career he bought most of the material coming onto the market, in a small, specialised area like Martinique it is no surprise that the residual number of collectors is minute. Of the more important items the cover carried from Baltimore to Martinique by the 'Great Western', doubly forwarded, with a very fine crowned circle from St. Georges, Bermuda achieved 4,000 euros, its low estimate, and probably went to a Bermuda collector. Four out of the five covers from 1852/3 with the first French adhesives sold; but below the low estimate: only one of the three 'Balloon Montes' sold. Most of the early 'Eagle' issue on covers sold; but at very variable prices. Most of the small collections that were spread throughout the sale found new owners at reasonable prices. The cover described as 'The most important franking of Martinique Philately' with a block of 19 Laureated 80 cents rose made 7,000 euros, midway between its top and bottom estimate. Brian's special interest was the Sub Post Offices and a collection like this has not been seen for many years, nevertheless this group was 57% unsold suggesting that in the current market, even with a liberal reserve, many were over-estimated. Paradoxically one of the scarcer items was fiercely fought over – the 1853 cover from Basse Point to Aix franked with 10 and 25 cents Ceres heads made 3,500 euros versus a top estimate of 1,200.

On 4 December Siegel sold a high-quality collection of 487 lots from the British Empire. It was publicised as including the estate of William Negus Castor; but no individual lot was identified as such, so the provenance was uncertain. Except for Long Island there appeared to be no coherent theme except that most lots were scarce and therefore expensive. It was publicised that most lots were being offered without reserves; but nothing sold at \$50 and many lots were unsold, so it was not clear what this meant. There were 89 lots from the West Indies covering most of the colonies of which 69 (75%) sold. The maximum number of lots for any one colony was 13 for Bermuda (a mixture of Proofs for the Tercentenary and used & mint Georgian key plates) so drawing conclusions about the relative popularity of different colonies would be misleading. All 9 of the Bahamas lots sold. A nice 4 cent black on blue used cotton reel from British Guiana made \$2,500, whilst SG10 on cover, used in Demerara, realised \$14,500. A similar example from the infamous 2014 Du Pont sale in which a single buyer bought everything in sight and then died before paying, at the time realised 43,000 euros. A rare example of the Caye local post from British Honduras made \$3,000, but the other two examples of postal history in the sale, a pair of 1878 1d vermilion on cover from Nevis to New York with a high estimate of \$10,000, and a bisected 2d slate blue from Barbados to Trinidad, ex Charlton Henry, with an SG cat. value of £8,500 did not sell. Another high-priced item that failed to find a new home was the mint 6d blue-green from Montserrat with inverted 'S', with an estimate of \$13,000. In contrast, a pair of St Lucia 2d Postage Dues, imperforate between, sold for \$5,000, estimate \$7,500 and a mint 1879 £1 from Tobago made \$3,750 against \$4,500 estimate.

Spink opened the New Year in London with a large (over 2,500 lots) Collectors Sale. The headline attraction was the Ted Proud collection of airmails which sold very well. There was little of interest to the West Indies collector in these lots but that was not true elsewhere. The 23 lots of unsolds from Brian Brookes Antiguan postal history did very well. All but one found a new owner at reasonable prices, considering the quality of the covers and strikes. Many had worthwhile contents which no doubt created the interest. In contrast, of the 17 lots of Bahamas only 7 sold. However, the beautiful 1865 cover to Montreal franked with 4 x perf 12½, 1d carmine lake struck with 'Adv Not Called For' was knocked down for £3,200, well over its high estimate.

A presentable but damaged 1856 black on magenta from British Guiana crept over its low estimate to £2,600, a nice registered 1886 cover from the B.V.I. to New York, franked to pay a triple rate, realised £1,800, and to my surprise a badly creased, but early copy of the 'Lady McLeod' made £18,000, this is the seventh to come onto the market in the last 12 months. For Society members the main interest was in the 43 lots of the Caymans and the 127 lots of Barbados. The former came from a large collection which has been for sale by private treaty for two years without any success and has now been broken up. The lots were priced to sell and 93% sold. The strongest bidding was for the dented frames and colour trials, of which many exceeded their top estimate. Barbados was patchy, particularly the non-adhesive covers. The S.L. Barbadoes with date, of which very few are known only made £650, well below its low estimate; but nevertheless, was the most expensive item in the sale. Conspicuously, all 8 of the expensive items (with top estimates between £800 and £1500) failed to sell. In total 77% sold; but compared to recent sales the results were disappointing.

As expected, there was some fierce bidding for the Barry Friedman collection of St. Vincent and Turks & Caicos. Spink, New York were entrusted with 136 lots of the former and 31 lots of the latter at the end of January. The sale opened with what is believed to be the only extant cover from the French occupation of St Vincent between 1779 and 83, which comfortably exceeded its top estimate of \$1,000 by \$300 and set the pattern for the rest of the sale which was 89% sold. A couple of adhesives did very well with a used, unsevered pair of the 1880 1d on 6d deep blue green achieving \$900, more than twice the top estimate; but the stars of the show were the postal history items. The 1815 oval Ship Letter, one of four known, realised \$2,700, the 1872 1d black on a newspaper addressed to Barbados made \$2,400, the red crowned circle on a GB used abroad, Polignac cover \$5,750, and an 1861 6d yellow-green addressed to London (one of three known) \$3,750. However, these results were exceeded by the Village abbreviated date stamps on cover. Barrouallie (one of three known) achieved \$6,250, four times its top estimate, Biabou \$5,250, Colonaire (one of three known) \$6,250 and Union Estate (one of two known) \$6,000.

The Turks lots were not of the same scarcity but were 84% sold. The very faint two-line Ship Letter on an incoming letter from Stockton, California realised almost twice its top estimate at \$2,300 reflecting its scarcity and unusual design, and an 1893 cover to Baltimore with bisected 4d grey and a ½d on 4d grey made \$4,500. In contrast the 1867 1d black die proof on card did not sell. Elsewhere, the poor strike of the Grenada 1905 Ship Letter (one of three known) did not sell and the 1860 6d lilac on cover to London 'the earliest recorded usage of Jamaican philately' on a dull, damaged cover sold for \$1,100, well below its low estimate. Would the sale have gone equally well if it had been held in the U.K.? It is difficult to say because markets are now so small and specialised, but it does not seem to be the case that sterling-based collectors were put off by its recent decline in value. In my view what would put off owners of B.W.I. material from selling in the U.S is the practice of grouping large quantities of lesser value items in residual lots – in the case of the Turks, 79 items of postal history which realised \$3,000, before the uplift and import duties. This could only appeal to a dealer, or somebody with a starter collection, particularly when a European resident cannot view. I am not arguing that in the cost/income structure faced by the big Auction houses today we should be able to buy individual covers that retail at £20 each; but grouping them in lots valued at £2 to 300 would appeal much more widely.

The 9th Part of Spink's 'Lionheart' sale had a few choice West Indian items, most of which sold well. A mint War Tax marginal block of 4 from the Bahamas with double overprint, one inverted realised £1,800, 50% more than the top estimate, a mint slate-blue and yellow 5s from Jamaica, line perf 14, made £2,000 and an 1881 2½d on 1s, without bar from the Turks, with faults, easily exceeded the low estimate at £3,400. In contrast the 'rare' Cayman War Stamp, SG55, did not sell even though the low estimate was only a third of what these were selling for 5 years ago, the mint block of four ½d on 5s did not sell, and the mint 2½d on 4d only made £700, perhaps a quarter of its historic highs. The supply of what were once trophy items in this Colony now exceeds demand.

From a personal point of view both the Martinique sale and the Barbados sale were a disaster. I couldn't attend either in person. The first was my own fault trying to bid from a strange computer in the States; but the second was undoubtedly that of Spink. They were launching a new platform and there were inevitable hiccups at the beginning of the sale; but after these had been sorted the bidding intervals remained incorrect and I kept on being told to reconfirm my bid, by which time the lot had closed. So, I bought nothing and the lots I wanted went for much less than I would have been willing to pay. I understand I was not alone in this experience. So, the extent to which the relatively poor realisations were the result is unclear. Moral of the story is that though bidding from home is very convenient, things can go wrong, and it is wise to put in a bid on the book for lots that are really of interest. But remember not to bid against yourself!

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