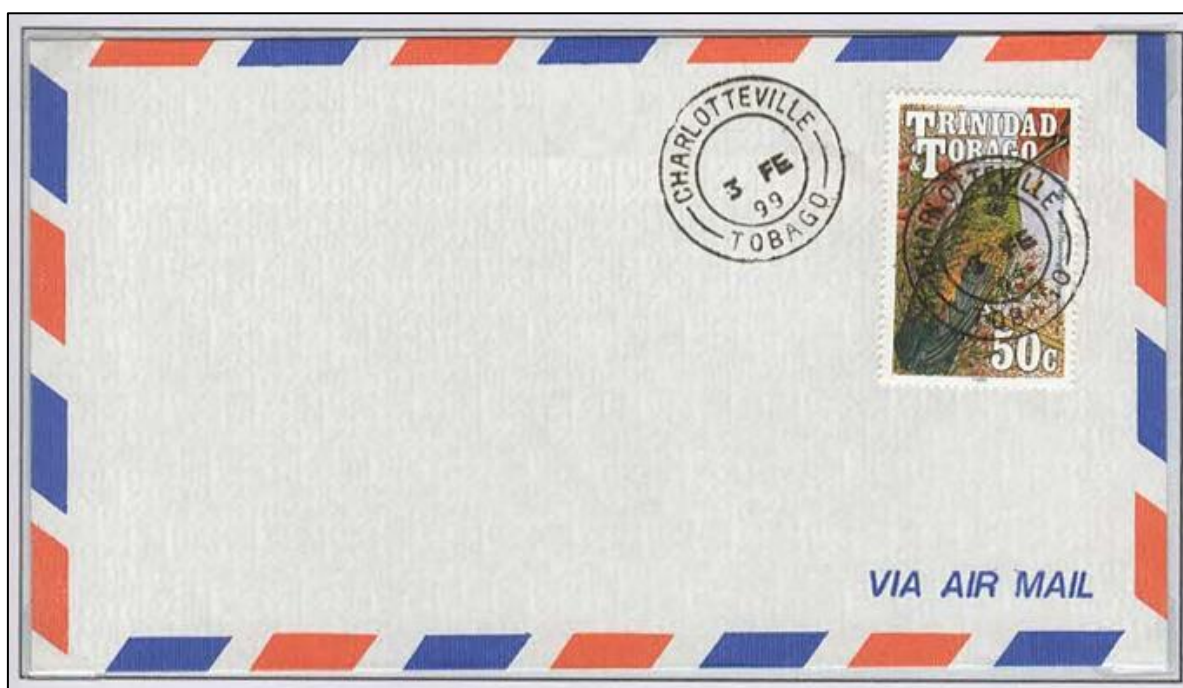




STUDY CIRCLE

TOBAGO POST OFFICES AND AGENCIES



Charlotteville double ring circular datestamp

See Ian Potter's scans of the Post Office.



BULLETIN No. 263 December 2019



Affiliated to the Association of British Philatelic Societies and the American Philatelic Society

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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 West Indies. In addition it should include Bermuda, The Guyanas and Belize, and the interaction with applicable countries on the littoral of the Caribbean Sea.
- 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
and not necessarily those of the BWISC, its Editor or its Officers.**

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SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS & EVENTS

BWISC Convention 2019

A Convention report will appear in the next Bulletin. However, videos and several scans of displays are available on the website at <https://bwisc.org/convention-2019-displays>. If any other exhibitors would like to send scans to me at info@bwisc.org I will include them on the website. Steve Jarvis

Saturday 25 April 2020 Study Circle Auction at Stanley Gibbons, 399 Strand, London, WC2R 0LX

Saturday 2 to Saturday 9 May 2020 London 2020, BDC Islington, London, N10 0QH
 Saturday 2 May, 2pm Study Group AGM at London 2020 followed by member displays.
 Wednesday 6 May, Study Circle table at London 2020 including auction unsolds.

Obituaries

George Dunbar When in 2011, the Study Circle was looking for a new Secretary, the name of George Dunbar came up. Few members had heard of George, but he became our Secretary and it was as though a whirlwind had hit the Circle. He was very proactive in organising our meetings both in the Midlands and in London, always providing name tags for members attending and taking the minutes of the meetings very efficiently. On his own initiative, he also attended various stamp shows ranging from Swindon to Scotland, organising and manning Study Circle tables. Prior to the 2019 AGM, he tendered his resignation citing medical reasons, but it was not until the AGM itself that we realised how serious his condition was. He bore both his cancer and his treatment with great courage and it wasn't until early October that he succumbed. Even towards the end, he told how he had managed to acquire certain lots at auction in pursuit of his collecting interest, Jamaica. His passing leaves us without his enduring enthusiasm and his commitment to the Circle.

Michael Oliver Michael joined the Study Circle in early 1978 professing an interest in the Leeward Islands issues, a subject he pursued throughout the rest of his life, only digressing as a sideline to West Indies Maritime Mails in later years. He soon became expert on his main subject, winning medals at National and International shows. He joined the Royal Philatelic Society in 1985 and was later elected Fellow. The Study Circle published his seminal work, 'The Leeward Islands – Notes for Philatelists' in 2000; this was followed by a second edition in 2011. His contributions to the Bulletin were many and these always struck a chord with fellow Leeward Islands philatelists. He was a regular attendee at the bi-annual Conventions and there is no doubt he, and his contribution to the Circle, will be missed.

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BAHAMAS. 1942 Landfall set perf 'SPECIMEN' (Type D21).
Very fine mint. SG 162s/175s.

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BAHAMAS. 1948 Eleuthera Master Die Proof for frame
In black on card in the issued state (State #10).

£250

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

£450

BRITISH GUIANA. 1935 6c Jubilee dot to left of chapel.
Very fine used with AIR MAIL c.d.s. '4 JU 35'. SG 302g.

£150

CAYMANS. 1907 4d with 'slotted frame'. Very fine mint.
Extremely scarce (only 48 possible). SG 13var.

£300

CAYMANS. 1907 1d on 1d carmine with 'dented frame'.
Very fine mint. Rare (only 40 possible). SG 17a.

£750

CAYMANS. 1907 1d on 5/- used with GEORGETOWN
c.d.s. 'DE 18' with manuscript year '07' inserted. SG 19.

£250

CAYMANS. 1908 3d corner Plate block of eight with
'Spaven' flaw (R.1/3). Unmounted mint. SG 28a.

£350

GRENADA. 1942 6d with 'extra window and broken
handrail'. Very fine mint and rare thus. SG 159ab.

£300

GRENADA. 1943 10/- top marginal block of four.
Very fine mint. Scarce multiple. SG 163b.

£650

ST. KITTS-NEVIS. 1923 £1 Tercentenary. A superb used
corner Plate example. Stunning stamp. BPA Cert. SG 60.

£1700

ST. KITTS-NEVIS. 1943 5/- with 'break in oval at foot'.
Superb used with '27 OC 45' c.d.s. SG 77ad.

£350

ST VINCENT. 1869 4d yellow. Well centred with
fresh colour. Very fine mint. SG 12.

£250

TURKS ISLANDS. 1893 ½d on 4d with separated bar
between '1' and '2'. Very fine mint. Rare stamp. SG 66.

£2500

*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

ITALIAN MAIL STEAMSHIPS TO TRINIDAD AND THE WEST INDIES

BY MICHAEL REGO

The La Veloce steamship company dates from 1865 when Captain Giovanni Lavarello established an auxiliary wooden screw steamer from Genoa to South America. On 24 April 1884 the La Veloce Linea di Navigazione a Vapore was established as a limited company and on 3 September 1884 the **Napoli** (2,009 tons) sailed from Genoa for South America, having obtained the mail contract from Buenos Aires to Italy. Other steamships followed of this line, **Sud Americana (I)** (2,217 tons) and **Europa (I)** (2,236 tons) taking thousands of immigrants from Europe to South America. On 5 December 1893 the **Napoli** was abandoned off the Brazilian coast. The **Sud Americana (I)** sank on 13 September 1888 following a collision off Las Palmas, and the **Europa (I)** was withdrawn and broken up in 1893.

In 1887 a new La Veloce mail, passenger service was established with three recently built sister steamships, they were renamed, **Duchessa di Genova** (4,304 tons), **Duc di Galleria** (4,304 tons) and **Vittoria (I)** (4,304 tons) from the defunct Compania Mexicana Transatlantica de Vera Cruz, which had operated between Mexico and Liverpool. These three ships had begun service by Compania Mexicana in May 1884 from; Vera Cruz – West Indies – Bermuda – Coruna – Liverpool, and soon became unprofitable. So La Veloce acquired the three mail, passenger ships which began their schedule on 19 November 1887, Genoa to South America. **Duchessa di Genova** was transferred in 1901 to the Genoa-New York route, **Duc di Galleria** was broken up in 1906, and **Vittoria (I)** in January 1899 was damaged by fire en-route to Buenos Aires, towed to Genoa and broken up.



The La Veloce Company suffered from the effects of the political and financial troubles of 1889–1891 with both the Argentina and Brazil governments. As a consequence of this downturn in South America, La Veloce began a new venture on 1 January 1894 with four steamships sailing on a new Central America service from Genoa, which called at Marseille, Barcelona, Tenerife, Trinidad, La Guaira and Colon, Panama. The first sailing was by **Rosario** (1,957 tons), followed by **Citta di Genova** (1,936 tons), **Las Palmas** (1,861 tons) and **Rio Janeiro** (1,916 tons), and all were originally built by Wigham Richardson & Co., Walker-on-Tyne, UK. **Rosario**, **Citta di Genova** were sold in 1898, **Rio Janeiro** was sold in 1899, and **Las Palmas** was acquired in 1905 by NGI.

In 1899 La Veloce placed two orders for ships for their Central America service, the first to be delivered was **Centro America** (3,474 tons) followed by **Venezuela (I)** (3,378 tons) with a speed of 14 knots, enabling this duo to provide a monthly mail and passenger service from Italy on the Central American Line. The **Centro America** sailed from Genoa on 5 June 1897, 21 days after being launched, calling at Marseille, Barcelona, Tenerife, Trinidad, La Guaira and Colon. The **Venezuela (I)** sailed on 3 July 1898. In 1908 these two ships were transferred to NGI, **Centro America** being renamed **Solunto** for Genoa to Egypt service. The **Venezuela (I)** did not last long being wrecked on 21 February 1908 en-route to Marseilles.

In 1899 two sister ships were acquired from Furness, Withy, **Halifax City** (2,141 tons) and **St. John City** (2,153 tons), these entered the La Veloce fleet and renamed **Etruria** and **Piemonte (II)**, both were later transferred to the NGI fleet in 1903. The Italian steamer **Piemonte (II)** under charter is recorded on 2 June and 15 August 1903 sailing from New York for Barbados, Trinidad and Surinam. On 23 September 1903 **Piemonte (II)** sailed from New York for Martinique, Guadeloupe, Barbados, Trinidad, Ciudad Bolivar and Surinam. On 15 January 1904 she sailed; New York, Bermuda, Martinique, Guadeloupe, Barbados, Trinidad, Surinam and French Guiana. The following month the route was, New York (25 Feb), Bermuda, Barbados, British Guiana, Dutch Guiana and French Guiana. The Trinidad Agent for NGI in 1903–04 was Ellis, Grell & Co., Port of Spain.

Between 1900 and 1908 La Veloce Central American steamers called 6 times each year at Port of Spain, bringing goods from Mediterranean ports, Tenerife, and calling at St. Lucia and Venezuela. In 1909–1910, 12 steamers called at Trinidad on their outward voyage only, but from 1913–1914 24 steamers per year called on outward and homeward voyages via Trinidad.

LA VELOCE.

NAVIGAZIONE ITALIANA A VAPORE.
CENTRAL AMERICAN LINE.

Regular Monthly Service between Genoa, Trinidad,
 Central and South American Ports.

OUTWARD.
 Leaving Genoa on the first of each month, calling at Marseilles,
 Barcelona, Teneriffe, and arriving at Trinidad on the 17th,
 leaving the same day for La Guayra, Puerto Cabello, Curacao,
 Savanilla, Port Limon, and Colon.

HOMEWARD.
 Colon, Curacao, La Guayra, and Teneriffe, arriving at Genoa on
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A Splendid Line of Steamers with very good accommodation, excellent
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 Telegraphic Address: "VELOCE," Genoa.

1904, *The Book of Trinidad*, Muir, Marshall.

La Veloce

Due to the downturn in business from 1900 to 1903 on the 'Central American Line', the new steamers **Centro America** and **Venezuela** were transferred onto the La Veloce, South America Line service. Then 1908 they transferred to the NGI fleet, who had already acquired La Veloce in 1901

Trinidad Agents, The New Colonial Company Ltd., took over the agency in 1905.

In 1901 La Veloce decided to create an express service between New York and Naples with steamers having a capacity of over 10,000 tons for freight and accommodate about 1000 steerage and 200 cabin passengers. On the 15 March the express steamer **Duchessa di Genova** (4,304 tons) left Genoa calling at Naples on her maiden trip to New York. By 1902 this became a weekly cargo, passenger and mail service, Genoa – Naples – New York. From February 1908, the Genoa – Naples – New York route was conducted by Le Veloce & NGI, the former provided **Europa (II)** (7,870 tons), **Nord America** (4,920 tons), while NGI sailed **Lazio** (7,326 tons), **Sannio** (7,325 tons). The same set-up with these two shipping companies continued to December 1915.

In 1902 the La Veloce fleet although now owned by NGI, kept its regular monthly Central America service between Genoa – Trinidad – Colon. In 1902 **Outward**; steamers would leave Genoa on the first of each month, calling at Marseilles, Barcelona, Tenerife, Trinidad (17th monthly), La Guaira, Puerto Cabello, Curaçao, Savanilla, Port Limon and Colon. **Homeward**; Colon, Curaçao, La Guaira, Tenerife, and Genoa (arriving 18th monthly).

On 6 February 1913, **Citta di Torino** (3,836 tons) of the Le Veloce Line sailed with mails and passengers from Genoa for Marseille, Barcelona, Tenerife, Barbados (16th), Trinidad (17th), La Guaira (18th), Curaçao (20th), Savanilla (22nd), Puerto Limon (25th), and Colon (26th).

The **Savoia** (4,377 tons) took her last voyage to South America beginning in Genoa on 16 May 1914, after which she made two trips to Central America.

After Italy entered the war in May 1915, the **Savoia** became first a troop transport and later a support ship, before being laid-up at Genoa until after the Armistice in November 1918. In 1922 the **Savoia** made two more round trips on the Central American Line, prior to being scrapped the following year.

In 1913 the **Bologna** (4,150 tons) was detailed to the Central American Line service from Genoa to Colon, and in 1919 this service was extended by crossing the recently opened Panama Canal to Valparaiso. The **Europa (II)** (7,870 tons) made two voyages to New York in August 1919, before she joined **Bologna** on the Central America service to Panama Canal and Valparaiso. In 1922 **Europe (II)** was transferred to NGI.

Eventually the La Veloce fleet was run down and the Company was dissolved on 21 September 1924, the three remaining steamships, **Bologna**, **Venezuela (II)** (6,847 tons) and **Vittorio Veneto** (4,595 tons) were transferred into the NGI fleet.

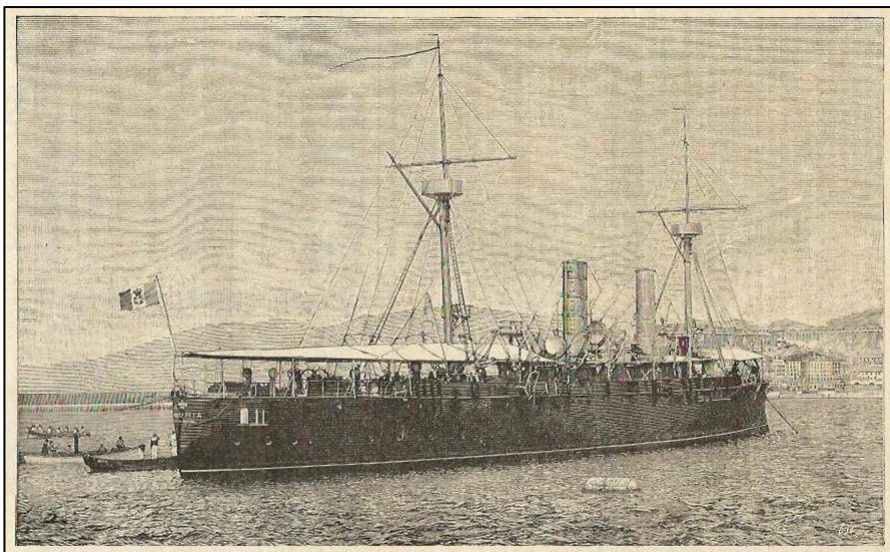
Although La Veloce had been taken over by Navigazione Generale Italiana (NGI) of Genoa in 1901, it was not until 1924 that La Veloce was fully absorbed into the Company. NGI had started in 1881 and operated various shipping line services to USA, Canada, the Mediterranean and Black Sea ports, India and the Far East, and added a service in 1884 to South America.

NGI services; Central America service

1900 (*Trinidad Reviewer*) records steamers sailing **monthly**; Genoa – Barcelona – Tenerife – St. Lucia – Trinidad – La Guaira – Curaçao – Savanilla – Colon, **return** by same route to Trinidad (19th monthly) – St. Lucia – Tenerife – Barcelona – Genoa. The Trinidad Agents were the Trinidad Shipping and Trading Company Ltd., King Street.

In 1901 NGI took control of La Veloce and began a weekly steamer service carrying US mail from New York to Naples and Genoa.

In February 1901 the newly built liner **Liguria** (right) of the NGI, joined forces with La Veloce to maintain this sailing each week. The **Liguria** was the first passenger steamer built in Italy for the New York service, making her maiden trip from Genoa on 13 February, via Naples for New York, return home on 13 March.



It was the first of five steamers built for NGI, and had accommodation for 80 first class cabin passengers, all outside and above deck. The other steamers were **Lombardia**, **Sicilia**, **Sardegna** and **Toscana**, each about 5,600 tons, which formed a weekly service from Genoa to New York.

NAVIGAZIONE GENERALE ITALIANA.

Regular Fortnightly Service between
NEW YORK AND TRINIDAD.

The Steamers have fine accommodation for passengers, and special attention is paid to the "cuisine."

All particulars as to Rates of Freight, Passages, etc., can be had on application to

ELLIS GRELL & CO.,
Agents.

1904, *The Book of Trinidad*, Muir, Marshall.

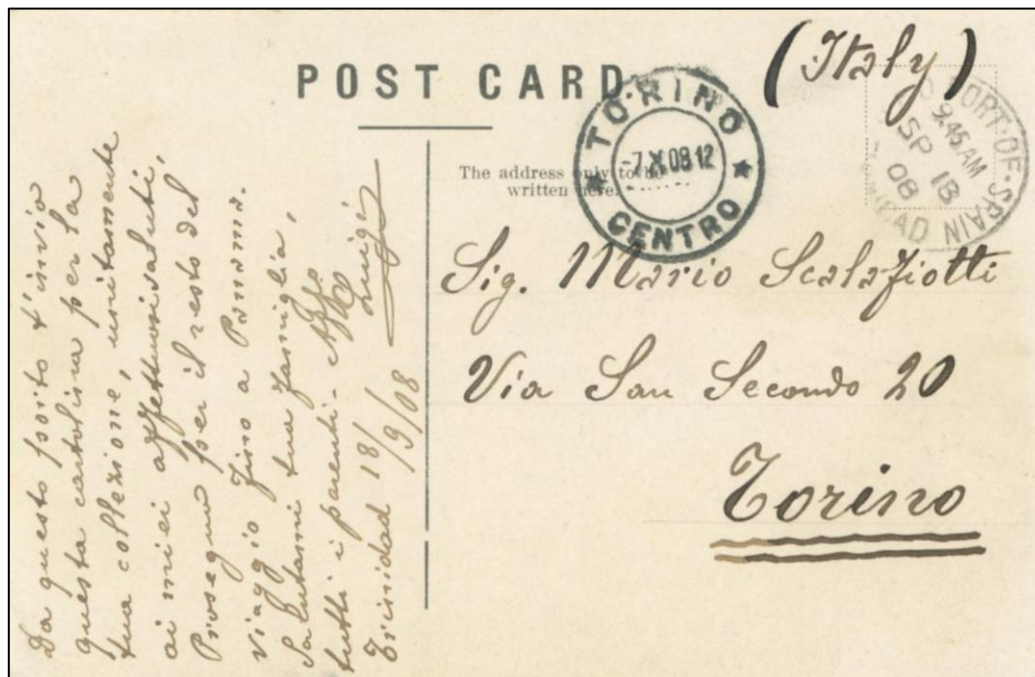
NGI

In 1904 it operated a regular fortnightly service between New York and Trinidad, whose steamers offered fine accommodation for passengers with special attention paid to the cuisine. Trinidad Agents, Ellis Grell & Co.

In 1906 a further expansion of NGI was undertaken with the acquisition of Italia Societa di Navigazione a Vapore, a shipping concern founded in Genoa in 1899.

In 1908 the steamer **Venezuela (I)** (3,379 tons) was transferred from La Veloce to NGI which sailed on the Central America run Genoa, Trinidad, La Guaira, Colon. On 21 February 1909, the **Venezuela (I)** was wrecked at San Giovanni d'Acri en route for Marseilles.

In 1910 NGI purchased a controlling interest in Lloyd Italiano with trading links to North and South America. Also during 1910 Societa Nazionale dei Servizi Marittimi (SNSM) acquired the NGI Mediterranean fleet, which enabled NGI to focus on its remaining fleet of 19 ships in the North and South Atlantic, operating from Genoa, Naples, to North and South America.



18 September 1908, 1d picture post card, Port of Spain to Turin

SOCIETÀ PER COSTRUZIONI NAVALI E MECCANICHE

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Motori a combustione
interna (Ciclo Diesel)

Motori Marini
Reversibili

Motori a testa calda
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Genova - Trinidad - Panama - Callao - Valparaiso

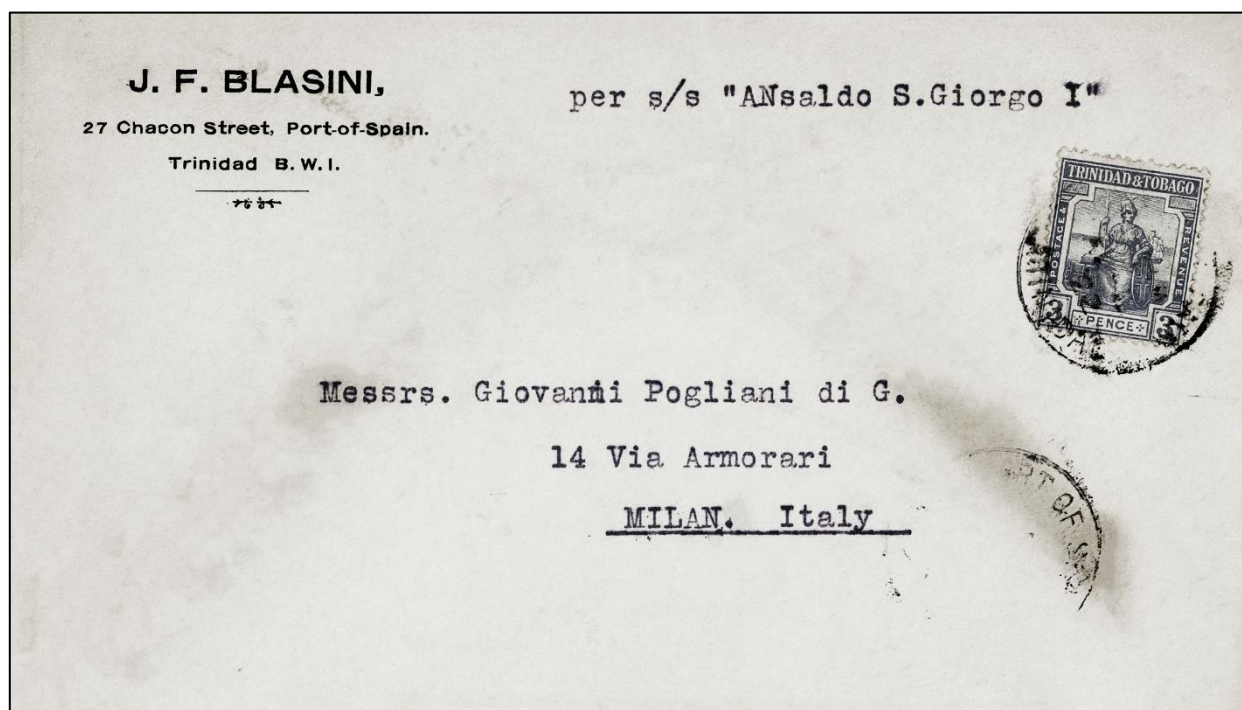
1920 advertisement
publicising the new motor-ship
Ansaldo San Giorgio I,
for the
Società Nazionale di Navigazione
of Genoa.

The route, with her sister-ship,
Ansaldo San Giorgio II,
was from Genoa to Trinidad,
Panama Canal, East Coast of
South America to Valparaiso, the
capitals port in Chile

In 1921 two fleets, Transoceanica Società Italiana di Navigazione with its 11 ships, and the Società Commerciale Italiana were absorbed into NGI.

In 1923 the **Mendoza** (6,847 tons) which had been built in 1904 for Lloyd Italiano (NGI) was renamed **Venezuela (II)** and transferred to La Veloce for the Genoa, Panama Canal, Valparaiso run. In the following year La Veloce was dissolved and the ship reverted back to NGI ownership until 1928 when it was broken up.

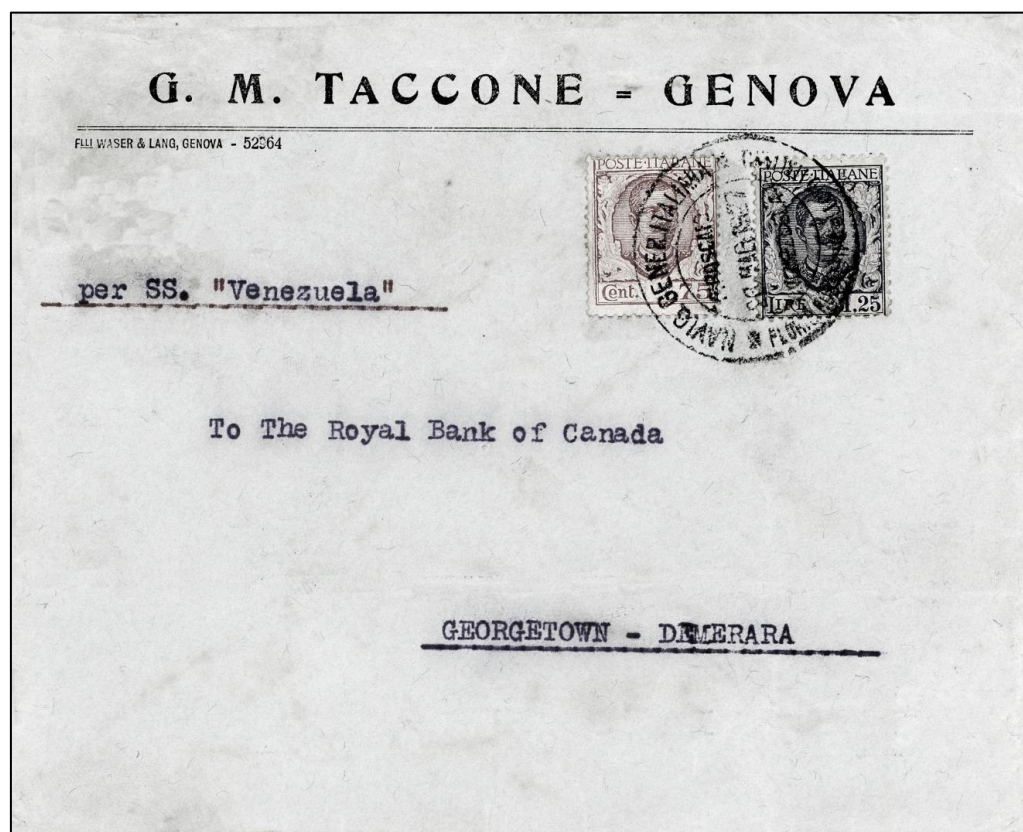
In 1924 NGI's subsidiary shipping company of La Veloce was put into liquidation by NGI.



2 August 1922, 3d letter, Trinidad to Milan, Italy. Per S.S. *Ansaldo San Giorgio I*
Port of Spain (22 Aug), Milan (9 Sep). Transit 18 days. Genoa-South America-Panama-Pacific service.

NGI services; Central America service

1926 (T&T Handbook) sails monthly; Genoa – Marseilles – Barcelona – Tenerife – Barbados – Trinidad (28th monthly) – La Guaira – Curaçao – Puerto Columbia – Port Limon, return by same route to Trinidad (16th following month) – Barbados – Barcelona – Marseilles – Genoa. Trinidad Agents, Alston & Co. Ltd. A line of twin screw passenger steamers ply between the Mediterranean and Central American ports.



26 May 1927, 2L letter with Navigazione Generale Italiana (NGI) cachet of S.S. *Venezuela*
Genoa via Trinidad (8 Jun) to Demerara. Genoa-South America-Panama-Valparaiso service

In September 1925 the Ansaldo Group's bankers went bankrupt, resulting in the collapse of the whole Group, which included the shipbuilding and ship owning business. In December 1925 the shares were taken over by Credito Italiano and a new company was formed, Compagnia Italiana Transatlantica (CITRA).

Compagnia Italiana Transatlantica (CITRA); South America Pacific service

1926 (T&T Handbook) sails monthly; Genoa – Marseilles – Barcelona – Tenerife – Para – Trinidad – Curaçao – Puerto Cabello – Cartagena – Cristobal/Colon – Balboa, Panama – Manta – Guayaquil – Payta – Mellendo – Arica – Balboa – Antofagasta – Valparaiso, returning via same route.

This service is maintained by motor-vessels; **Ansaldo San Giorgio II** (5237 tons), **Ansaldo San Giorgio III** (5620 tons), and two sister cargo-ships built by Ansaldo & Co. in 1924, **Casaregis** (6485 tons), **Caffaro** (6476 tons). The Trinidad Agents were J. Orsini & Hijos. Both vessels were sold in 1937 to Lloyd Triestino, and retained their names. On 12 September 1941 **Caffaro** was bombed and sunk by British aircraft, north-west of Tripoli. On 11 October 1941 **Casaregis** was sunk by British aircraft torpedoes of the Fleet Air Arm.

Completed March 1919, as **Ansaldo San Giorgio I** (5,663 tons) for Societa Nazionale di Navigazione, Genoa. Sold 1928 renamed **Probitas** for SA Industria Armamento, Genoa. 25 September 1943 bombed by airplane, Santi Quaranta, Albania.

Completed in February 1920, **Ansaldo San Giorgio III** for Societa Nazionale di Navigazione, in 1928 renamed **Puritas** to SA industria Armamento, Genoa, 1931 sold and renamed **Picardie** for Leo Ozanne, Marseille, and in December 1932 demolished at Copenhagen.

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AND

Colombo
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(Flotte riunite Cosulich, Lloyd Sabaudo, Navigazione Generale)

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ANONIMA—SEDE IN GENOVA.

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Regular Sailings from Genoa, Marseilles, Barcelona, Cadiz, Funchal (Ev.) to Port-of-Spain, La Guayra, Curacao, Pto. Colombia, Cartagena, Cristobal, C.Z., La Libertad, (Ecuador), Callao, Mollendo, Arica, Iquique, Antofagasta, and Valparaiso.

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PORT-OF-SPAIN, TRINIDAD, B.W.I.

Trinidad & Tobago Year Book, advertisements 1931 and 1935

Navigazione Generale Italiana (NGI); South America Pacific service

1931 (T&T Handbook) sails monthly; Genoa – Marseilles – Barcelona – Cadiz – Funchal – Trinidad – La Guaira – Curaçao – Puerto Colombia – Cartagena – Cristobal – Canal Zone – El Libertad, Ecuador – Callao – Mollendo – Arica – Iquique – Antofagasta – Valparaiso, returning same route





30 October 1932 7½d registered letter, Trinidad to Genoa, Italy
Registration Fee 3d, Letter rate 4½d for 1–2oz.

In 1927 NGI had delivered **Augustus** (32,650 tons) a liner with accommodation for 375 first, 300 second, 300 intermediate and 700 third class passengers. Upon completion she was the largest passenger motorship ever built. Her maiden voyage on 12 November was Genoa, Naples, Buenos Aires, and in the following year moved to the New York, mail and passenger service. At the close of 1929, NGI had reduced its fleet to 7 large passenger ships.

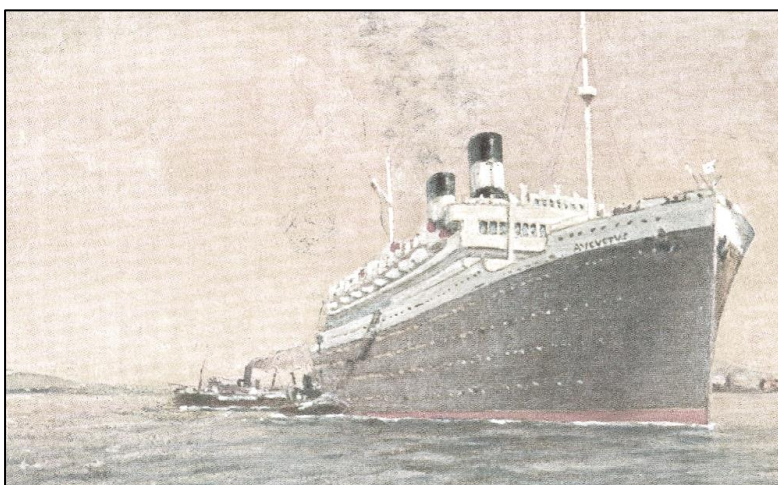
On 1 January 1932, the Italian government encouraged the merger of NGI with their four ships, and Lloyd Sabaudo Navigazione Generale Italiana with its four ships, also Flotte Riunite Cosulich with its two ships, to form an amalgamation of a new company titled the Italian Line (ITALIA). On 2 January 1932 following a refurbishment *Augustus* was transferred to the new Italia Line and began a West Indies cruise on 12 January 1932, from Brooklyn, New York.

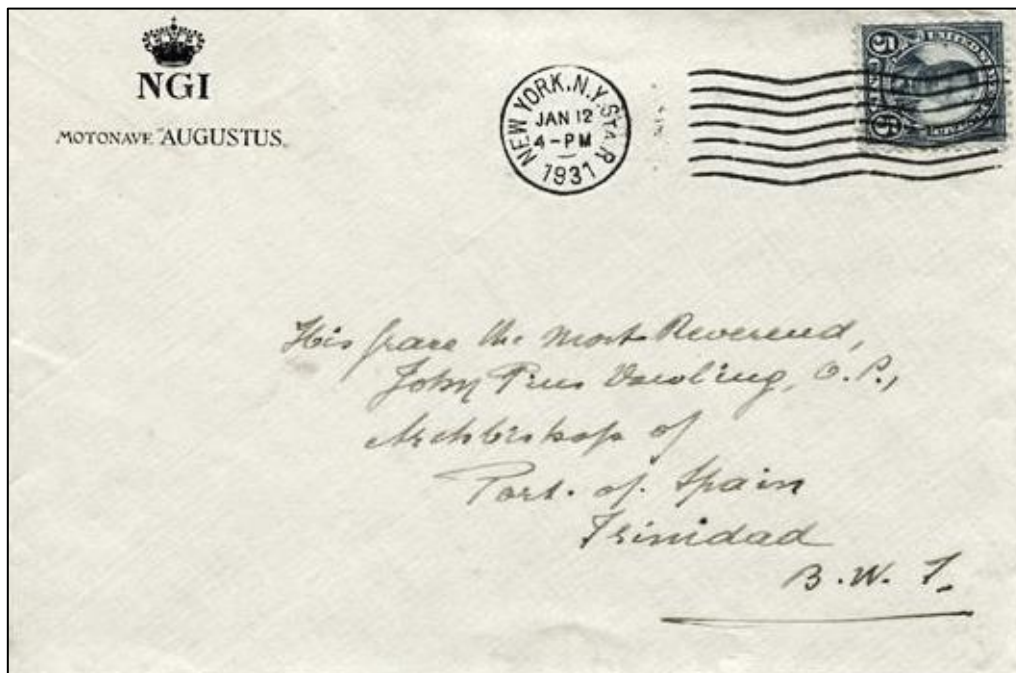
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N.G.I. NAVIGAZIONE GENERALE ITALIANA
 ITALIA AMERICA SHIPPING CORP., General Agents
 1 State Street, N. Y., or Local Steamship Agents





12 January 1931, US5c surface NGI letter, to His Grace the Archbishop of Port of Spain, Trinidad

Societa di Navigazione (ITALIA); South America Pacific service

1935 T&T Handbook; sails regular; Genoa – Marseilles – Barcelona – Cadiz – Funchal – Trinidad – La Guaira – Curaçao – Puerto Colombia – Cartagena – Cristobal – Canal Zone – El Libertad, Ecuador – Callao – Mollendo – Arica – Iquique – Antofagasta – Valparaiso, returning same route, but sometimes do not call at Trinidad on their homeward voyage. The journey from Genoa to Trinidad takes about 14 days, the fares being rather higher than by other steamers.



The NGI motor-ships on this mail and passenger service were two sister-ships; **Orazio** (11,669 tons) and **Virgilio** (11,718 tons). The Trinidad Agents were Salvatori, Scott & Co. Ltd., Marine Square, Port of Spain. The **Orazio** maiden voyage on 22 October 1927 was from Genoa via Panama to Valparaiso, calling at Trinidad en-route. **Virgilio** made her maiden voyage on 26 April 1928 on the same route. The **Colombo** (12,087 tons) made the trio on this schedule in September 1928, and in 1932 all three vessels were controlled and operated by Italia.

In 1932 under the Italia re-organization their ships served North and South America, both east and west coasts. They also operated a cruising service to the Caribbean. The sister ships **Virgilio** and **Orazio** transferred to Italia Flotte Riunite, then in 1937 to Italia Società Anonima, both transfers continued to operate on the same route, Genoa via Trinidad, Panama to Valparaiso.

The **Colombo** also continued the South American route to 1937 when she was transferred to Lloyd Triestino, East African mail service.

On the 10 June 1940 Italy joined forces with German, and the merchant sea links with the West Indies ceased overnight. Her merchant fleet stood at 786 vessels, but by the end of WWII her fleet was reduced to 95 ships.

Not until 1951 did the Italian service to South America get underway to Valparaiso. However Fratelli Grimaldi in 1955 set about services **from**; Genoa – Cannes – Barcelona – Tenerife – Guadeloupe or Martinique – La Guaira – Curaçao or Trinidad, and **another service**; Genoa – Naples – Lisbon – Vigo – Corunna – Madeira – La Guaira – Curaçao and Jamaica.

BARBADOS

THE 1916 1D RED WITH DETACHED 'A' OF 'CA'

BY PATRICIA CAPILL

An unusual variety has recently come to light on a 1916 1d red 'Seal' definitive dated 15 May 1920. (Fig.1). The 'A' bit of the multiple crown 'CA' watermark has detached from the dandy roll, become inverted and lodged up against an adjacent crown bit to the upper left, when viewed from the reverse of the stamp. Figure 2 shows the whole watermark enhanced. Figure 3 shows only the error enhanced.



Fig. 1.

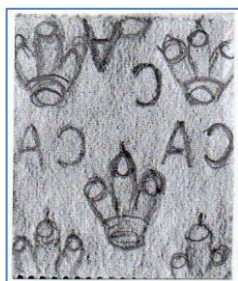


Fig. 2.

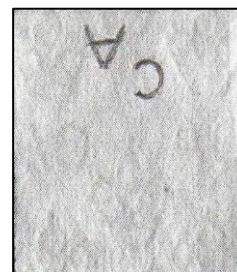


Fig. 3.

I have been able to identify this stamp as being from the sixth and final printing of this denomination, in the deep scarlet shade (correctly described in B & K's Commonwealth Five Reigns catalogue). This printing was invoiced in September and October 1919, according to Bayley's 'Stamps of Barbados' handbook.

The General Information section in the front of Stanley Gibbons' Part 1 catalogue states that it is likely there were at least two dandy rolls for each Crown Agents watermark in use at any time, with a reserve roll being employed when the normal one was withdrawn for maintenance or repair. It goes on to say that it is possible most of these varieties (missing 'A' of 'CA') occurred in the reserve roll as they have only been found on certain issues and that the Multiple Crown CA watermark experienced such problems during the early 1920s. This 1919 stamp is therefore a forerunner to the fully 'missing A of CA' variety and a very early example of this kind of variety.

THE 1920-21 VICTORY ISSUE

BY MICHAEL MEDLICOTT

Past columns of the Bulletin have entertained correspondence on the Plate Numbers in the left selvedge of the low values of the beautiful Barbados Victory issue. At the recent BWISC Convention in Basingstoke (October 2019), Michael Hamilton offered for sale complete sheets of both Plate 1:1 and Plate 2:2 of the Farthing duty. His sheets, not all of which were sold, unlocked a further unresolved issue.

The stamps, laid out in 60-set (12x5) sheets, are surrounded by double 'Jubilee' lines on all four sides printed in the colour of the Duty Plate. When guillotined, the selvedges were left in varying depths, so that part of the Plate Number was sometimes cut off. Some Plate Numbers are single digit ('1' or '2'), some are double digit ('1:1' or '2:2') the latter being spread either side of the left-hand 'Jubilee' lines.

Sir John Wilson's massive work on the Royal Collection (NOTE 1) is not strictly accurate on the subject, listing only the four duties to Twopence as Plate 1 and the Farthing and both watermarks of the Penny also as Plate 2.

To my knowledge so far, the following exist :-

Farthing	Plate 1:1	Plate 2:2	Twopence	Plate 1
Halfpenny	(not yet seen by me)		Twopence-halfpenny	Plate 1
One Penny (MCA)	Plate 1:1.	Plate 2*	Threepence.	Plate 1
One Penny (SCA)	Plate 2*			

*possibly 2:2 (the outer 2 guillotined?).

The Plate numbers appear in the left selvedge above the guide marks alongside Stamp 3/1. There are no Plate Numbers in the other three selvedges – until the appearance of Michael's sheets a fact that was not recorded. Reports of further details of Plate Number markings, especially on duties from Fourpence to Three Shillings, would be most welcome.

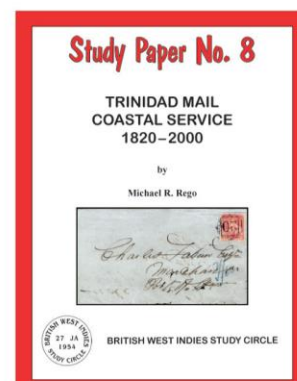
NOTE 1: 'The Royal Philatelic Collection' by Sir John Wilson Bt. Pub. Dropmore Press, 1952.

Study Paper No. 8

TRINIDAD MAIL COASTAL SERVICE 1820–2000

by Michael R. Rego

This Study Paper traces the history of the mail service via the steamers that plied the coastal waters of Trinidad and Tobago from the early 19th century. There is much information on the vessels that sailed on these routes with tables of timings, lists of prices for various items sent by mail as well as many images of contemporaneous paintings of the ships and their ports of call. Any collector interested could not find a better reference book.

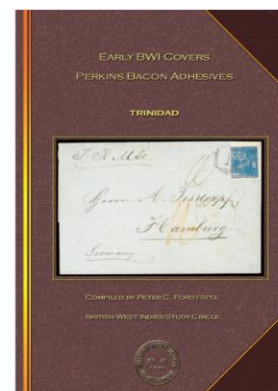


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EARLY BWI COVERS PERKINS BACON ADHESIVES TRINIDAD

Compiled by Peter C. Ford FRPSL

For many years, there has been a listing of early Trinidad covers on the BWISC website; this book is an extension of that listing but now separating them into areas of destination. There have been many additions to the original listing and the book contains many high quality illustrations. This should be of great help to both dealers and collectors when researching the provenance of any particular cover.



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Both of these books (and others) are available from the Pennymead Books (pennymead.com)



BRITISH WEST INDIES STUDY CIRCLE

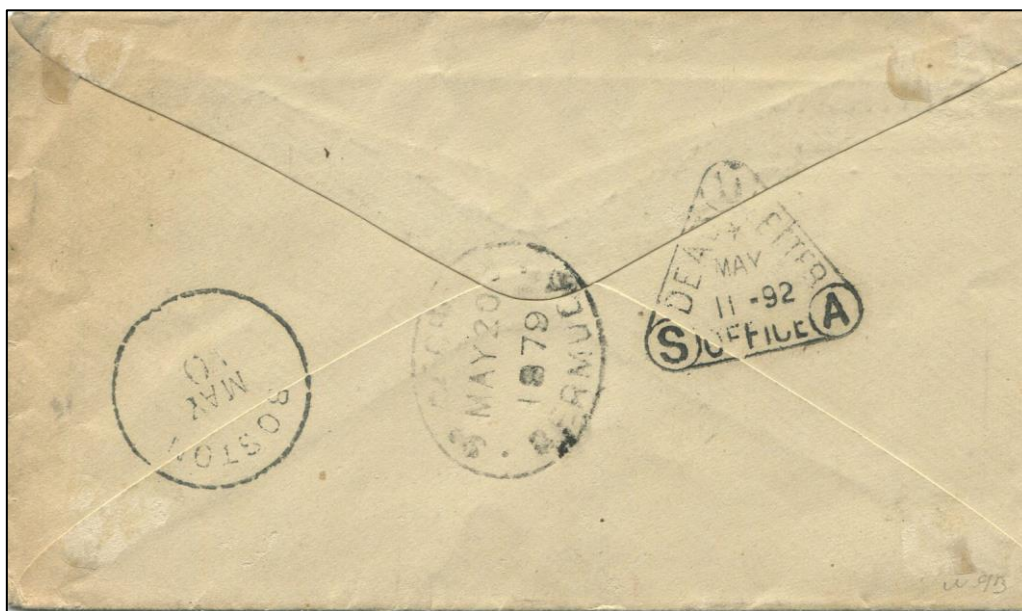
BERMUDA

LATE USE OF ST. GEORGES OVAL DATESTAMP

BY DAVID DRUETT



Back in 1892 the owner of P.D. Slocum & Co in Massachusetts wrote a letter to his son who was serving as 1st Mate on the Brig V.H. Hill captained by Cap. Sylvia who he believed would be arriving in Bermuda. The letter must have arrived in early April as it was delivered to the American Consulate where it received a 4 line handstamp in red, 'Remained at American Consulate until 23 April. Not called for.' On this date it was re-posted at St. Georges receiving a circular datestamp.



What is intriguing is that on the back is an oval 'ST. GEORGES BERMUDA MAY 20 1879' datestamp (type H3) together with two U.S. postal markings. This datestamp is recorded by Ludington as being in use from 1872 to 31 May 1879 which to some extent explains the date error as possibly the type for this datestamp had been lost and so the date could not be changed. The fact that the St. Georges Post Office accepted this letter after it had been delivered to the American Consulate for return to the States is a little unusual and so to some extent explains the unusual use of this datestamp.

BRITISH GUIANA

A 'NEW' FLAW ON THE FIRST SURFACED-PRINTED ISSUE

BY MICHAEL MEDLICOTT

The detection and recording of previously unrecorded flaws is one of the philatelic student's joys. To find one that has lain apparently unrecognized since 1876 is treasure trove indeed, the more so as the editors of Stanley Gibbons Part I have indicated that they will consider listing it.

The flaw in question concerns a frame break in the upper right corner of the British Guiana 1876 Ship issue, on paper watermarked Crown CC, the first to be printed by De La Rue, and it is quite as conspicuous as the 'detached triangle' or 'Thompson' flaw, found on Queen's Head key plate stamps of Antigua, Nevis, St Lucia and others, see Figure 1.



Figure 1.



Figure 2.

The frame break flaw is confined to key Plate 1 and does not recur on key Plate 2. Plate 1 produced all nine values from 1 cent to 96 cents, and the stamps were surface printed from a key forme of 60 multiples and duty forme of 60 multiples on paper watermarked Crown CC.

Plate 2 (which lacks the flaws) was a new keyplate of 120 multiples, and produced only seven values from 1 cent to 24 cents, excluding the 48 and 96 cents values, printed on paper watermarked Crown CA.

The flaw was first detected (by me at least) some 20 years ago on a Bill of Lading bearing a CC 12 cents (SG131); the Bill, an unusually handsome one produced in America, was for 1,174 Bags Centrifugal Sugar in the Schooner *Ella M. Watts*, Oliver Stevens, Master, lying in the Demerary River and bound for Philadelphia. In the intervening years a diligent search has unearthed examples of the flaw on several values of Plate 1. Hugh Jefferies of Stanley Gibbons has also noted the flaw on the 1 cent.

Until now, positioning the flaw has eluded me. The Bartica sale at Spink in September 2019, however, included (lot 114) a positional mint block of nine of the 2 cents (ex-Foxley), three rows of three to the right margin; the legend in the selvage 'CROWN COLONIES' positions the block as Rows 3, 4, and 5. The flaw occurs in the top left stamp at Position 3 / 4, the fourth stamp from the left in Row 3.

For ease of reference, listed below are the stamps by SG number which have so far been found to display the flaw. It is possible that the break in frame was detected and repaired at De La Rue some time after dispatch of the initial consignments. Townsend & Howe (Note 1) were uncertain as to quantities produced (see page 85); "The first consignment of stamps manufactured by De La Rue was shipped via *Tasmanian* on 7 March 1876, and arrived at Georgetown on 3 April..... The shipment comprised nine duties... The quantities of this first delivery were: 1 cent 121,000, 2 cents 120,000, 4 cents 29,280, and 30,000 each of the remaining six duties. From time to time substantial quantities of the lower duties up to twelve cents were supplied on Crown CC paper. Of the 24 cents there were three consignments invoiced, totalling 98,280 stamps, but of the 48 cents and 96 cents there is on record only the original Day Book entry of 26 February for 30,000 of each duty".

Possible numbers of the flaw are therefore incalculable if it persisted unrepaired throughout the production life of the stamps; it is, however, scarce enough to suggest that it was repaired before too many consignments were shipped to the Colony.

Examination of large numbers of Key Plate 1 (cc Watermark) stamps has identified the flaw on the following stamps:-

Duty	S.G.No.	M.	U.
1 cent	126		*
2 cents	127	*	*
4 cents	128 08	*	*
6 cents	142		*
12 cents	131 155	*	*
24 cents	157	*	

Six of the nine duties are positively identified; the 8, 48 and 96 cents duties will also certainly be found with the flaw. Reports to the Editor of any flaws will be most welcome.

Note 1: W. A. Townsend and F. G. Howe 'The Postage Stamps and Postal History of British Guiana' The Royal Philatelic Society London. 1970.



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GRENADA

A BOOK ABOUT GRENADA PHILATELY

(continued from Bulletin 262 p9 – 12)

BY TIM PEARCE

Chapter 7 The Provisional issues 1883–1891

In 1883, the consistent tendency of the Grenada Post Office to make use of provisional overprints, which lasts well into the second half of the 20th century, begins with what became the most successfully forged of all Grenada stamps, possibly because the real issue is a somewhat crude job. The authorities seemed to be unable to assess the public need for stamps until it was too late to order a new consignment.

The 1d green of 1881 seems to have run out by the end of 1882 and although a new set of definitives, printed by De La Rue, was due shortly, they did not arrive until February 1883. In January, the Post Office resorted to handstamping the word 'POSTAGE' in bold capitals across the centre of the 1d Revenue of 1881.



These pairs, dated by postmark in January 1883, show that the overprint was a handstamp. The left pair with the raised 'E' also shows that the handstamp was not well-locked.



They also created a new ½d stamp on the same 1d revenue with two upright diagonal 'POSTAGE' overprints of the same dimensions as the 1d provisional. In the example, left, it is the 'S' which is poorly locked, and this may account for the rare occurrence on the 1d stamp of an inverted 'S', which the printers may have corrected but without rejecting the already handstamped items.

When that lettering proved to be too large, they tried the same tête-bêche with a smaller type. How much this new ½d stamp was either needed or used is doubtful.

Unsevered pairs are easier to find than genuine used severed examples and it seems hard to believe that the ½p mauve of 1881 had run out since so many large unused multiples and even sheets survive.



These two unsevered used pairs also used in January 1883 show the correct orientation, but the lettering is now tête-bêche. The left stamp shows that it was still difficult to get the overprint neatly on to the stamps.

The forgeries of the first 1883 POSTAGE overprint and problems of identification will be dealt with later. Used copies are often cancelled with the 'GPO A GRENADA' cancel in blue. Examples cancelled with parish postmarks should not always be trusted as there are known forgery of the 'A' cancel of St. John's/Gouyave and 'D' cancel of St. Andrews/Grenville. Varieties noted include 'POSTAGE' inverted, 'POSTAGE' double and inverted 'S' in 'POSTAGE', and all these have been forged. The issue exists on both upright and sideways watermark.

At this time also, the well-known manuscript Postage added in black and red started to appear. These are very fully documented in the Shreves sale catalogue of Dan Walker's collection on 27 June 2003, but it should be noted that in an important article about the Stamps of Grenada, in Stamp Review, November 1937, the distinguished philatelic writers L.N. and M. Williams wrote:

“Apart from the overprints, some stamps exist with Postage written across them in red or black ink, but as their use was unauthorised it would seem that a postal clerk or someone connected with the Post Office prepared the stamps, possibly with a philatelic end in view.”

The known Postage manuscript stamps all derive from the parish Post Offices of St. John's, 'A', St. Patrick's, 'C' and St. Andrew's, 'D' and although the St. George's postmaster is known to have stated that the Grenada Post Office had not authorised these manuscript provisionals, it is not difficult to conclude that the parish postal clerk, perhaps frustrated by the failure of promised new 1d stamps to arrive, may have resorted to this casual method without official authorisation and as the letters so franked would have been local, they may not have passed through St. George's. The surviving cover, which Walker notes to be the earliest surviving inland cover known, was franked in St. John's to be delivered to St. Patrick's. These cancels are of extreme rarity and do not appear to have been issued with a philatelic purpose. They are of considerable interest and great rarity. We hope to reprint an updated version of Dan Walker's article in the printed book

The De La Rue 1d of 1883 ran out in 1886, which led to another rash of local overprints, though these do seem to have had much fuller use than the first group. The numbers overprinted are unknown. Three of the Revenue 1d issues were used: the 1875 1½d and 1s on large star paper and the 1878 4d on small star paper. The Revenue sheets of 120 were divided in half and the overprint set for five rows of twelve. The 1½d was overprinted in October 1886 with the '1' placed vertically beneath the 'd'. and 'POSTAGE' printed across the bottom of the stamp often obliterating the Revenue value. The figures are just over 8mm tall and are 2.4mm above 'POSTAGE' which is 16.5mm long including the stop. The overprint is known inverted and doubled and the typographical errors on the Revenue stamps are also found here. The next to be overprinted was the 1878 4d in November 1886. There seem to have been fewer printing errors in this case, though the 'F OUR' Revenue error can be found.



Oct 1886 1d on 1½d Nov 1886 1d on 4d Dec 1886 1d on 1s
(Note: the 1d on the top pair of the 4d and the bottom pair of the 1/- are 3.6mm above postage)

There is, however, an unrecognised standard variety where the figures are in some rows 2.7 to 2.8mm above the word 'POSTAGE' and in other rows 3.6 to 3.7mm above 'POSTAGE'. This was first noticed by the great Grenada collector L. J. Gilbert-Lodge, who owned a half sheet of the overprint on the 1875 1s which occurred in December 1886. There the top row and bottom two rows' figures are 2.7mm above 'POSTAGE', while the second and third rows figures are 3.6mm above 'POSTAGE'. This must have come about as the printers found they had to stretch out the overprint vertically with lines of lead to fit it on to each stamp, but it is puzzling that the wider vertical spacing does not seem to be found in the overprint on the 1½d. One might expect that overprint therefore to be displaced vertically, but this does not seem to be the case. The same variable spacing occurs in the overprint on the 4d. As a result, two fifths of these issues should have the wider space. The Gilbert Lodge half-sheet shows the wide space between 'ONE' and 'SHILLING' on the last two stamps of the bottom row and the 'SHILLNG' Revenue error is also found with the overprint. The 1d on 1½d and on 1s are known bisected on cover and indeed in 1888 and 1889, the Grenada authorities needed emergency supplies of the 4d and ½d values.



This somewhat striking philatelic cover of 7 July 1888 has been adduced as evidence for the shortage of 4d stamps and that may well be so, but the sender seems to have retained a store of the 1881 1/2d. Furthermore he apparently selected the 1881 1/2ds not only to show the two basic shades, but also two of the identifiable plate varieties. Furthermore, the 4d overprint was certainly available, at least in St. John's, 'A', by 31 March 1888.

The 1d shortage had been covered by the arrival early in 1887 of the redesigned Postage & Revenue 1d in the key-plate format, (see cover above) but once again the Post Office seems to have underestimated the need for the 4d and 1/2d. This time, the 2s Revenue issued in 1882 on small star paper was called into action. There are two settings of the overprint. In the first the 4d is 4mm above 'POSTAGE' and in the second it is 5mm above postage. Unlike the 1d overprints with variable spacing, this does not seem to be a case where the differently spaced versions occur on the same half sheet, though it is a little hard to explain why the new setting was called for. The 4d is 4mm tall and 7mm long including the stop and 'POSTAGE', this time with no stop, is 15 3/4mm long. On the first setting there is a notable variety of an upright instead of italic 'd'. Sefi says this is the sixth stamp from the left in the bottom row. The wide spacing between 'TWO' and 'SHILLINGS' is also found and may be the fourth stamp of the top row of a half sheet or the third stamp of the bottom row. The position of the inverted first 'S' in 'SHILLINGS' is not known.



1888 4d on 2s, 4mm space

upright 'd'

5mm space, wide space
between 'TWO' and 'SHILLINGS' bottom left

The De La Rue 1/2d seems to have run out towards the end of 1889. The overprint is in three lines, 'HALF' 9 1/2mm long, 2mm above 'PENNY' 12mm long, 3mm above 'POSTAGE' with no stop 15 1/2mm long. The overprint is known doubled and the wide space between 'TWO' and 'SHILLINGS' as well as the inverted first 'S' in 'SHILLINGS', see left, are also found. It is unusually difficult to find this issue with a parish cancel, so perhaps it was chiefly at the GPO that the value ran out just before Christmas. The overprint did not always fall on the centre of the stamp so variants showing 'PENNY POSTAGE' or even 'HALF' below 'POSTAGE' are possible.

The last two provisionals to be printed on the Chalon Head Revenues occurred in December 1890 and January 1891. This time it was the 1887 Postage & Revenue 1d which had run out, so first of all they overprinted the provisional 1d Revenue of 1887, using the 10mm tall figure version. This was overprinted with a single straight line 'POSTAGE' of 15 1/2mm across the top of the stamp and a much smaller 'AND' 5mm long and just over 1mm tall 6mm below it. This was not always well centred above the existing word 'REVENUE' and the 'AND' may be found touching 'REVENUE' or 10mm above it. In Walker's collection was a philatelic cover addressed to R. V. Sherring, as many are, which shows this provisional with the 'AND' 10mm above the 'REVENUE' and with 'POSTAGE' handstamped in and barely 2mm above it.

Sefi illustrates two sheets of 60, one with the surcharge inverted, (Plates I & II) and the variable position on the provisional Revenue can be seen. The inverted plate is rather surprising as inverted overprints of the provisional Revenue of 1884 are not recorded. A pane of this issue is printed in the sale catalogue of Cyril Bell's collection at Spink on 21 and 22 October 2004, Lot 3141, where the wide space between 'TWO' and 'SHILLINGS' (1/4) and the inverted first 'S' in 'SHILLINGS' (2/7) are also found.



1890 Dec 1d on 2s

1891 Jan 1d on 2s
missing stop right

wide space lower left

This issue, however, is particularly difficult to find used in 1890 and used copies often seem to have come off philatelic covers posted in the mid–90s. It may be conjectured that the final version, printed on the 1881 2s Revenue, may have come about because of the difficulty of printing on the provisional Revenue successfully. This last version is a much smarter stamp. 'POSTAGE AND REVENUE' are printed in three lines above 1d. 'POSTAGE' 15mm long, 2½mm above 'AND' 5mm long, 1½mm above 'REVENUE' 17½mm long, barely 2mm above '1d'. 4mm tall, but the stop of the '1d' was omitted on the eighth stamp of row three, an error which somewhat surprisingly re-appeared in the next provisional on the De La Rue 8d even though the plate must have been completely reconstructed for that issue.

This sequence of provisionals which began in 1883 concludes in 1891 with the 1d on 8d and the 2½d on 8d of the De La Rue issue and these are dealt with in the next chapter.

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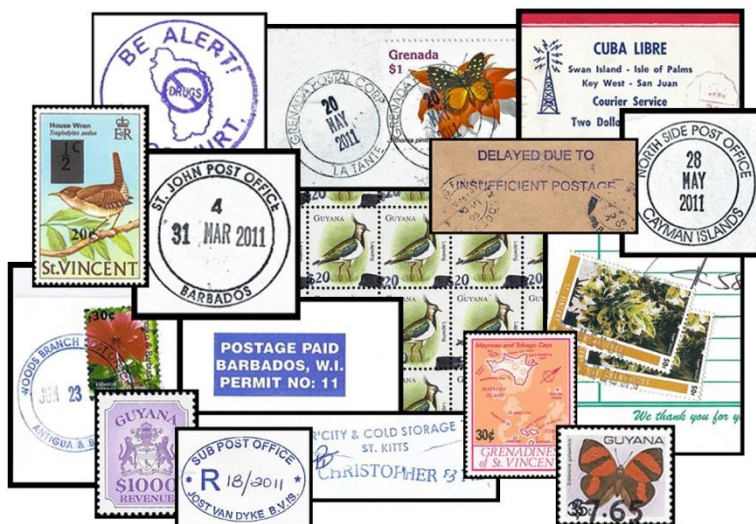
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2019 UPDATE

BY ROY BOND AND RUSSELL BOYLAN

Chapter 4: 1907-11 Coat of Arms Issue.

Page 48: Checklist

Perforations are shown as being 14 comb or line, however the single printing of the 6d without the dot beneath the 'd', listed by Stanley Gibbons as SG100 was perforated both comb and line in that single printing, one of the authors having a block of this 6d with line perforations as shown.



Page 50: Checklist

Perforations are referred to as being 14 comb with a statement that 'line perfs have not been seen..'. One of the authors has now in his possession the 3d value in an upper right marginal block of 6 in line perf. Since the UPU specimen is line perf, it is believed that the first consignment of 9,900 stamps were line perf with the second printing of 26,400 stamps being comb perf.



Chapter 7: King George Definitives

Page 81, 1938–47 Table of Plate numbers.

SG150 One of the authors has now identified a further 1d plate/vignette number with a CTO block x 4 numbered 2/2



Page 82–83 Printings:

In a number of denominations the authors refer to July 1945 printings as does Potter & Shelton. However the authors note that the **Consignment Table** presented pp242–43 for ½d, 1d, 1½d, 2½d, 3d, 6d, 1s, 2s, 5s and £1 show shipping date as 20 September 1945. This being the case the authors believe that the references to July 1945 printing should now be read as October 1945 which would have been the earliest date that the consignment could have been issued considering shipping times.

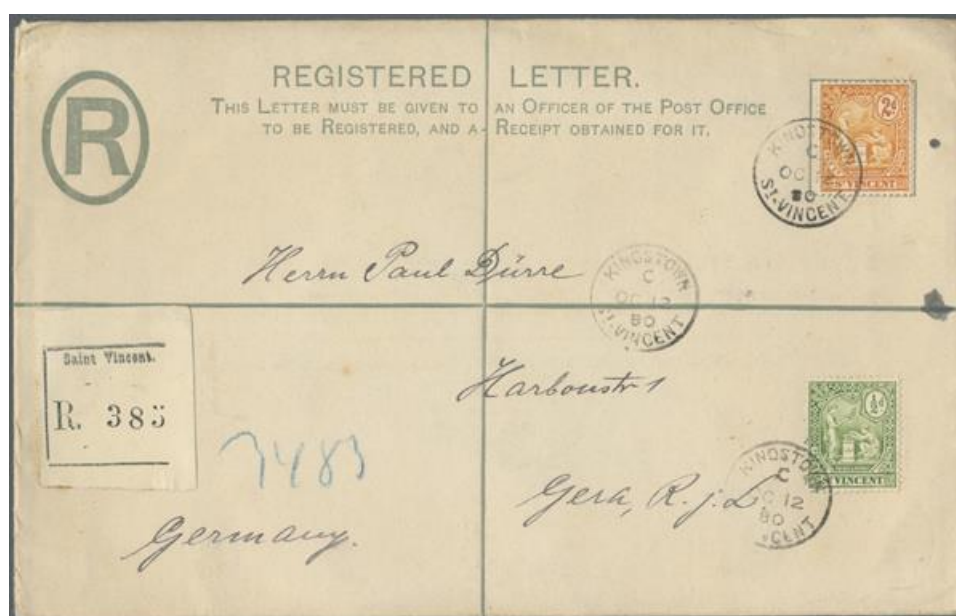
The printing consignment prior to this was 23 Aug 1944, which coincided with the September 1944 issue.

Page 82 KGV1 2½d reprint 1947: States 'There was a reprint of this stamp 19 January 1947.....' but in checking the **Consignment Table**, it shows SG153a printing 'dispatched 11 Sep 1946'. If correct then why wasn't it issued until 19 January 1947? Because there were still copies from the previous printing still in stock at the Crown Agents Bureau, much enlarged by large numbers returned from some of the dealers, who purchased stamps from the Bureau on a sale-or return basis!

Page 87 Plate Numbers table: There appears to be a typographical error here as this table shows four rows of SG165 2c listed as 'black & green', which should read 'blue and lake brown' as shown in the Check List table further down the page.

Section 10.4 Registered Envelopes**Page 129: 1902 Envelopes**

The authors can report on a further used copy of the H2 size dated 12 Oct 1908 uprated with 2d orange (SG96 & ½d green SG94) commercially used from KINGSTON (inverted year plug in pmk.) with black/white reg. label 'Saint Vincent' to Gera/Germany with London transit mark (2.11.) and arrival pmk. (3.11.) on reverse.

**PICTURE POSTCARD 20 MAY 1902**

This picture postcard was written on board the SS Assaye, when it was approaching the island of St. Vincent on 20 May 1902, by a N. Cornel to a personal friend on the island of Guernsey in the Channel Islands.

The ship SS Assaye was built in 1899 at Caird's shipyard in Greenock, it had a gross tonnage of just 7376 tons, a capacity to carry between 1,000 and 1,100 passengers with rather modest comfort, at a maximum speed of 16 knots. Whilst P. & O. were the owners it spent most of its life as a troop transport ship, initially in the Second Boer War then again in both the First and Second World Wars. It also had a military hospital capability with up to 40 beds on board.



It was used to transport troops of the British Army out to the second Boer War in South Africa from early 1901 until the end of the hostilities in June 1902. This specific voyage started on 2 May 1902 when the ship left Castletown, the military harbour just to the west of Capetown, with a cargo of several Boer leaders, including de Rey and Schleepers, who were to be shipped to St. Helena as internees for the rest of the hostilities (in fact they were only on St. Helena for about 3 months as a peace treaty was signed between the Boers and the British on 31 May 1902 at Veeringing). The ship arrived at St. Helena on 10 May 1902, unloaded the internees and was to sail back to Great Britain the following day, however a message arrived to order the Captain to divert the ship (the military records for the Boer War, from whence the above information comes, does not mention where it was to be diverted to). However, if the ship was about to land at St. Vincent on the evening of 20 May, then with its speed restriction of a cruising speed of about 12 to 14 knots, i.e. about 300 miles per 24 hours, it is approximately 2,700 miles from St. Helena to St. Vincent therefore it would take about 9 days. So SS Assaye was obviously diverted to St. Vincent to arrive about 13 days after the eruption of Soufriere, where some 320 survivors/refugees were taken on board to take them to Great Britain. It is reported that some 1,680 people out of a total population of some 2,700 lost their lives to the eruption, but approximately 700 people remained on the island.

This card appears to have been sent by a Mrs. N. Cornel, as she has the children with her and indeed the whole tenor of the letter is such as to display the words of a lady rather than a man. The question arises however, did Mrs. N. Cornel board the ship at Castletown or St. Helena? Further research is required on that point, but the name Cornel is known in South Africa as being a shortening or anglicising of the Dutch name Cornelius, but there were very few instances where Boer civilians were shipped out, so she may well have come from St. Helena. On arrival at Kingstown, St. Vincent it would have been found that the postal system had been severely disrupted by the effects of the volcanic eruption (it has been recorded that the postal system did not return to normal until late in June that year), so the card was kept on board the SS Assaye until it finally docked in London on 31 May 1902, where the GB stamp was added and it was cancelled by the Overseas Branch of the GPO and bagged up for the sea trip to Guernsey.

The message written on the reverse reads :-

"SS Assaye
20-5-02

Hope to reach St. Vincent this evening, have had a splendid voyage so far. Children well and happy. Thank you very much for your kind thoughts of us, everything was most acceptable on the boat, Love to you all.

Yrs affectely.

N. Cornel"

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TRINIDAD

TRINIDAD OBLITERATOR TYPE 0.6, No.37

BY MICHAEL REGO & BRUCE WALKER

Bruce Walker has kindly allowed me to record, on his behalf, the Trinidad Obliterator No.37 in violet ink, from Type 0.6 series of cancels. I have several of Type 0.6 but have none of No.37, nor have I seen No.37 before in this series.



SG115, 1896 issue



SG117, 1896 issue

As collectors of these early Trinidad obliterations know, Post Office No.37 is not associated with a known office, the number prior to this, No.36 is recorded used at Carenage, while No.38 has been associated with Matelot.

For a match both No.37 strikes look identical, but measurements do vary a little, which is not surprising when a spirit-based ink and a water-based ink have been used.

The study has been based on the Numerals 1 to 37, and all other knowledge or data has been added to these numbers, rather than an office seeking a number. So the starting point has been the numbers.

On 1 January 1891 the inland letter rate was 1d per ½oz, while the GB and Empire was made 2½d per ½oz, so both values above fit the current letter rates at the time.

The following list records official notices and not postmark dates, which I hope may throw some new light on two of the missing Obliterator numbers. Although this seems unlikely, as solid proof needs to come from printed records or notated covers. For me the location of No.37 seems to be Cap-de-Ville or Icacos. I have stopped this listing at the late 1890s, so to focus on No.37 and No.38.

Office	Opened	Oblit. No.	Office Notes
Port of Spain	14 Aug 1851	1	
San Fernando	14 Aug 1851	2	
St. Joseph	14 Aug 1851	3	
San Juan	14 Aug 1851	4	
Santa Cruz	14 Aug 1851	5	
Arouca	14 Aug 1851	6	
Arima	14 Aug 1851 1 Aug 1891	7	PO established. PO re-sited from 51 Queen St., to 42 Guanapo St.
Turure	14 Aug 1851	8	Last mention in PO Notice 23 Jul 1863.
Turure	14 Aug 1851	8	Last mention in PO Notice 23 Jul 1863.
Manzanilla	14 Aug 1851 31 Mar 1888	9	PO established. Re-sited from police station to Catechist house.
Mayaro	14 Aug 1851 1 Sep 1891	10	PO established. PO re-sited from Warden's Office to private house.
Nariva Blanchisseuse (1), Toco Tunapuna	14 Aug 1851 Late in 1851 16 Oct 1878	11	Site probably not put into service. Irregular service 1861-1866. Later closed. Receiving House at Streatham Lodge Railway Station

Office	Opened	Oblit. No.	Office Notes
Carenage (1) Blanchisseuse (2)	14 Aug 1851 8 Feb 1888	12	PO established. Closed after 1861. Previously No.11. PO 8 Feb 1888 new weekly service.
Diego Martin	14 Aug 1851 12 Nov 1860	13	PO established. PO re-sited from police station to Ward school house.
Monos (1) Moruga	14 Aug 1851 1 Jun 1867 2 Dec 1895	14	Listed with Chacachacare in Dec 1875, yearly cost £25. Gulf Steamer via San Fernando. PO opened at the Rest House.
Chacachacare St. Mary's or Tacarigua Belmont	14 Aug 1851 1 Mar 1860 3 Apr 1888 1 Sep 1891	15	Listed Dec 1875, see above. Receiving House sited in school house. Listed June 1867. Foot letter messenger to work to Caura twice a week. PO established opposite Anglican church.
Chaguanas	14 Aug 1851 20 Feb 1861	16	PO established. PO re-sited from police station to private residence.
Couva	14 Aug 1851 16 Jan 1880	17	PO established. PO moved to railway station. 23 Jun 1881 railway killed 3 people.
Savanna Grande Princes Town	14 Aug 1851 18 Feb 1880	18	PO established. Name changed to Princes Town.
Oropouche	14 Aug 1851 8 Feb 1888	19	Located at police station. Re-site from police station to private house.
Le Brea	14 Aug 1851	20	PO established.
Cedros	14 Aug 1851 8 Feb 1888	21	PO established. Re-sited from police station to private shop.
<i>Location not known</i> Claxton Bay	Circa 1852 1 Apr 1881	22	- PO opened sited at railway station
Cedros Steamer	18 Mar 1853	23	Port of Spain to Cedros, via Couva, San Fernando, La Brea.
Irois Prison	1 Jun 1855*	-	Prison Established, *without post office. Cedros Steamer took mails and convicts from Nov 1858-1871.
Dabadie	1 Mar 1860 30 Apr 1886	-	Receiving House for stamped letters only, in private house. PO site at schoolmaster's house. Then on 1 Sep 1886 re-sited to railway station.
St. Madelaine	26 May 1876	24	On 8 Feb 1888 re-site from police station to a private shop.
<i>Not known</i>	-	25	-
Erin	17 Apr 1882	26	Mails received three times a week.
Monos (2)	17 Apr 1882	27	Previously No.14. PO re-opened.
Mucurapo	1 Jan 1859 24 Aug 1880 31 Mar 1888	28	Letter box sited at local police station. PO opened at local police station. PO re-sited from police station to private house.
<i>Not known</i>	-	29	-
Carapichaima	16 Jan 1880 16 Jun 1888 1 Feb 1889	30	PO opened at railway station. Tender for erecting new post office. PO re-sited from the railway station.
Caroni	16 Jan 1880 16 Jun 1888 1 Feb 1889	31	PO opened at railway station. Tender for erecting new post office. PO re-sited from the railway station.
St. Ann's	24 Aug 1880 15 Jul 1891	32	PO opened sited at police station. PO re-sited from police station to wardens office.
Maraval	1 Mar 1860 24 Aug 1880	33	Receiving House sited in school house. PO opened sited at police station.
Cunupia	24 Aug 1880	34	Known No.43 in error for No.34. PO sited at railway station
California	1 Apr 1881	35	PO opened sited at railway station.

Office	Opened	Oblit. No.	Office Notes
Carenage (2)	18 Feb 1880 1 Mar 1880	36	PO confirmed to stay at the police station. Previously No.12. Mails now twice a week from Port of Spain.
<i>Location not known</i>	-	37	Found on loose stamps, black and violet inks.
<i>Location not known</i>	-	38	Found on loose stamps, black ink.
Cap-de-Ville	17 Apr 1882 9 Oct 1891	-	Gulf Mail steamer from San Fernando calls at Cap de Ville. PO opened, and mail for Guapo.
Icacos	22 Mar 1884 11 Jan 1886 2 Aug 1887	-	Mail tender response for Icacos; seen as too expensive. 11 Jan 1886 the Gulf steamer service did not list Icacos. 2 Aug 1877 Icacos was added to the list.
Williamsville	2 Jun 1886	-	Sub PO site at railway station.
Tumpuna	1 Feb 1887	-	PO sited in shop, re-sited to private house.
Chatham	24 May 1887	-	PO established sited in private house.
Laventille	1 Nov 1887		PO opened sited next to police station.
Caura	3 Apr 1888	-	Bi-weekly mail by foot messenger from St. Mary's PO.
Sangre Grande	1 Nov 1891		PO opened at private house.
Matelot	1893	-	Coastal steamer service calls at Matelot
Sans Souci	1893	-	Coastal steamer calls at Sans Souci.
Matura	May 1893		Sub PO opened.
Rose Hill	12 Jul 1897		Sub PO opened.

Source; BWISC Bulletin No.218 Ed Barrow, No.223 Ed Barrow, Simon Goldblatt, Michael Medlicott, No.224 Ed Barrow. BWISC and BCPSPG 'Trinidad A Philatelic History to 1913', Sir John Marriott FRPSL, Michael Medlicott FRPSL, Reuben Ramkissoon FRPSL. The Postal History of Trinidad & Tobago, Joe Chin Aleong, Edward Proud.

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TRINIDAD & TOBAGO

TOBAGO POST OFFICES

(continued from Bulletin 262 p30 – 31)

BY IAN POTTER

TOBAGO POST OFFICES & AGENCIES

Charlotteville Post Office



Post Office—1948



Post Office—1967



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TOBAGO POST OFFICES & AGENCIES

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Same Circular Date Stamp but dated "14APR48 A"



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AUCTION REPORT**BY GRAHAM BOOTH**

It is normal for there to be a deluge of auctions after Stampex; but this year, in sympathy with the weather, it was a raging torrent. On 17 September Spink held their second sale of high quality British Guiana material in 6 months though not quite as good quality as the 'Coventry' sale in February. It was sold under the title of 'Bartica', though the consensus of opinion was that most of the material came from Richard Maisel's large gold medal collection. After several items were sold post sale the total realised was £270,000 with 92% sold. This was the first sale to be held in the Royal's new home at 15 Abchurch Lane. For commuters it is probably more convenient than in Bloomsbury and the auction room is a more pleasant place; but was it worth lugging all the auction paraphernalia to Abchurch Lane and tying up the service of up to a dozen employees when the total result was an audience of two collectors - myself and Richard Foden - and one dealer? The highlight of the sale was of course the rare 4d black on blue provisional from 1856, initialled 'EDW' with a catalogue value of £150,000 (SG27). After very spirited bidding it was sold for £66,000 - over £80,000 with the add-ons. In addition, there were 6 examples of the 4 cent black on magenta with the prime example being unused which sold for £26,000 to a telephone buyer, £1,000 more than the top estimate. An example on cover (ex Caspary) did not sell at £10,000, which perhaps is not surprising as it only made £7,500 in the Van Buren sale in 2017. The other three lots from that sale, which were mint blocks from the 1866 perf. 10 set, sold for similar amounts as they achieved then, though the auctioneer's commissions would have resulted in a large loss. Many of the other lots came from Charles Freeland's sale in 2014. All five of the individual die proofs for the 1876 De La Rue issue failed to sell but were bought at lower prices after the sale. Although there were exceptions with a handful of lots doing better, the majority realised prices that were 10–15% worse than in 2014. The unique 4 cent die proof for the 1860 issue (ex the Earl of Crawford) which included the value tablets for the rest of the set, only realised £8,000 against £11,000 when Charles sold it. The die proofs for the 1913 script set did even worse. Not many covers were lotted individually, but the superb 1879 cover from Mariabba to the East Coast, franked with a pair of 6 cent brown with vertical and horizontal bars was knocked down at £1,800, the same price as 5 years earlier.

Stanley Gibbons sold James Podger's Cayman collection in one of their new Signature auctions on 24 September. They held it in the evening with advertised drinks and nibbles beforehand, with the result that there were 12 active punters in the room, most of them members of the Society. James has been a very active buyer over the years and initially I had fears that the sale would suffer as a result of his absence; but in the end there were about 60 successful buyers (way more than I expected) and a total percentage sold of just under 80%, a tribute to Gibbon's reach and James' material. Subsequently, with private sales, everything went, with the total exceeding £120,000. Many of these now appear on the Bloxham website with prices substantially above the estimates in the sale, so if you want any of them you should have bid in the sale.

The other potential problem was that prices have fallen significantly since their peak in the Booth/Byl sale of 2012, and this was the first big, one country sale since then. Had Gibbons got the pricing right? Two of the most expensive lots (a mint corner pair of the 2½d on 4d with a low estimate of £2,000 and a used piece containing the same provisional with a low estimate of £1,800) did not sell, a mint ½d on 5s with a dented frame made £1,700 when a very similar item 7 years earlier had realised £2,400. Die proofs were well off previous highs. The Queen Victoria master die which has been as high as £4,000 only made £1,400, although that was £300 more than its top estimate. The black 1d die proof for the postal stationery did not sell. On the other hand a pair of green Jamaica ½d's with a part strike of Georgetown Type 1 realised £650 versus £500 in 2012 and the strip of 4 used of the same stamp cancelled by Type 3a sold for £1,000, the same price as it achieved in the Byl sale. A sheet from the Madagascar Archive made £1,200, £400 less than in that sale. Seven different Imperium colour trials achieved results that varied from minus 55% to plus 80% compared to 2012; but in total were much more expensive than when sold as a single lot a few years ago. Zissler covers franked with multiples of the Victorian adhesives and the Type 16 War Stamp continued to fall in price. In contrast Glover and Spaven flaws were very strong, probably because the Spaven flaw has recently been given catalogue status. The best result in the sale was a mint Spaven flaw on the 1908 10s green and red on green paper which made £1,200, against a top estimate of £700 and a price achieved in 2012 of £300. Nevertheless, the mint bi-coloured 5s with a dented frame only made £1,900 against a low estimate of £2,300 and the used version of the same stamp did not sell at £2,200. Most individually lotted covers sold; but at very variable prices.

The top price in the sale was a nice cover, franked correctly and entirely, with the ½d on 1d Provisional to Manchester at £2,300; but this was £500 less than a very similar cover to Switzerland achieved in the Byl sale. The two covers franked with the same provisional mixed with definitives did not sell. When measured against these kinds of variable results Gibbons' estimates were as good as could be expected. The only real generalisation one can draw is that routine sets of stamps and the common covers from the thirties and forties are way off their highs, certainly by 30% perhaps by as much as 50%. Quality and value ruled, and nobody was prepared to pay much more than £2,000, however rare the item.

In comparison Gibbons had a couple of scarce to rare items in their general sale on 1 October. A front from Dominica to France in 1874 at the 1s.0½d rate, with the ½d represented by a 1d bisect made £6,500 against a top estimate of £1,700. This appears to me to be an awful lot to pay, even if it is one of only two known, for what is a very unattractive cover. Finally, an 1861 cover from St. Vincent to Nova Scotia with five penny reds, cancelled A10 (ex Jaffé and one of seven known franked by SG 1) realised £2,600 against a top estimate of £1,500.

Spink in their Collector's sale on 23 and 24 October had another version of the British Guiana 4d black on blue provisional (not quite the same quality as the one in the Bartica sale) which sold for £30,000, less than half the price of the Bartica version, after lacklustre bidding – two of the nine versions known within a month of one another! Which was the better bargain? Who knows! They also had a copy of the black on magenta, with the scarce initials of E.T.E.D. which made £6,000 and pricewise probably slotted in correctly with those sold in the Bartica sale. Elsewhere Bermuda keyplates continued to be soft. Of the 23 lots on offer, 7 were unsold and 11 went at figures below the low estimate. There was also a small collection of Cayman Islands which mostly sold. These included two rarities, the mint 1d on 5s surcharge doubled (the only other copies known being a pair and a block of 4) which made £7,300, against catalogue of £22,000, and a copy of an inverted surcharge on the 1d on 4d which realised £850, substantially less than when last on the market. Spink's estimate of 20 copies known is considerably in excess of the real number – only two and a bit sheets were surcharged. There was yet another Lady Mcleod, a presentable example, which did not sell at £10,000

Heinrich Kohler auctioned the second part of the Hogensborg postal history collection of the Danish West Indies on 25 September, which in quality terms was every bit the equal of the first. For those who might have had difficulty getting on line, as I did, the instructions in the catalogue are slightly misleading. The only platform you can bid on live is their own (heinrich-koehler.de) and the other online platforms mentioned are only for absentee bids sent to the book. As expected, 85% of the lots were hammered down on the day with many lots exceeding the estimate by five or six times. Amongst the early pre-adhesive covers a beautiful 1773 letter to Copenhagen made €1,400 against an estimate of €500 and the second earliest recorded local letter, not quite so attractive, made €2,400, eight times its estimate. The St. Croix fleuron of 1811 reached €2,400 whilst a very nice strike of the much more common St. Thomas fleuron did not sell at €800. Understandably the early adhesives on cover were very strong. An 1856 cover to Copenhagen with a strip of three x 3 cents carmine with Copenhagen gum realised €36,000 versus an estimate of €10,000. Even the pair of 4 cents ultramarine with a single 3 cents, on a cover with the address panel cut out, made 9,000. Realisations for the 1873 bi-coloured issue were obviously lower. Nevertheless a 1 cent (4th printing) paying a printed matter rate to Puerto Rico realised €1,700 against an estimate of €200 and a 3 cent (2nd Printing) on a cover to St. Croix after the post office burned down, with the only emergency postmark known, made €2,800 compared to an estimate of €1,000. Mixed frankings were strong throughout, whilst the two complete parcel cards from 1907 and 1911 made €4,400 and €6,500 respectively, with the two Avis de Reception cards at €1,100 and €1,200. A single 10 cents HAPAG adhesive on cover to Puerto Plata achieved €3,400 and a cover from Puerto Rico to Martinique via St. Thomas in 1867 with a strip of three Napoleon 20 centimes adhesives made €2,000.

To look forward, we have Charles Freeland's Montserrat at Victoria in New York on 23 November and the sale of Ed Grabowski's huge collection of French colonies handled by Spink on 13 & 14 November. Amongst the 2,700 covers on offer there is bound to be material of interest to West Indies collectors.

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EDITOR'S REPORT**TERRY HARRISON**

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