

## CONVENTION 2019



**Report inside.**



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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

**Saturday 25 April 2020** Study Circle Auction at Stanley Gibbons, 399 Strand, London, WC2R 0LX  
Viewing from 11:00, Auction commences at 13:30

**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.

**Saturday 17 October** Study Circle meeting 1:00 to 4:00 at the Royal Philatelic Society London, 15 Abchurch Lane, London, EC4N 7BW

### CHAIRMAN'S MESSAGE

As I write this, we still have not found a secretary nor an editor to replace Terry when he retires next year. So, if there is even a remote chance that you might be interested please let Steve, Terry or myself know. Having a discussion does not imply a commitment; however, Bill Gibb has agreed to take over part of the Secretary's role, that of dealing with the organisation of our meetings and Conventions. We are very grateful to him.

In connection with this, London 2020 is now on the horizon. The programme for the first Saturday, 2 May, is available elsewhere in the magazine. Please do come. Not only is it the biggest and best general philatelic meeting in the UK over the last 10 years; but we have committed to organising two events of our own. The AGM will be followed by an opportunity to show some of your stuff. There are at present no limits though depending on the number of volunteers we may have to impose one. However, I would not plan on showing 100 sheets. There will also be an opportunity to buy our publications and unsolds from the Auction. Secondly, we have arranged a dinner for the evening. We have to commit ourselves in advance and it is difficult to estimate demand, so please do support your Society. If you want to show material it makes it easier for us if you could let Bill know in advance (His email address is bill.gibb@hotmail.co.uk). This does not prevent you from deciding to bring something on the day.

**BWISC CONVENTION 2019****BY STEVE JARVIS AND GRAHAM BOOTH**

The biennial Convention was held at the Red Lion Hotel, Basingstoke over the weekend of 5/6 October. Basingstoke was chosen to see whether a venue in the south-east (which has the highest concentration of members) and with good train links, would attract more attendees. Although some new faces were seen, the overall attendance was similar to previous years at just under 40 on each day. We took over the main public room for the displays and a separate room for the bourse. The rooms were only 20 metres apart, which was very convenient. Both areas were a comfortable size for our needs, all-in-all the hotel provided a good environment at a competitive price.

The Convention officially opened at 10 am but the dealers were, as usual, open for business earlier. Chris Rainey, David Druett and Michael Hamilton plus Simon Goldblatt, with Anne Pike on the club table and Peter Ford looking after publication sales. The room was never a scrum but there seemed to be brisk business being conducted.

At 11:30 Graham Booth welcomed everyone and introduced the first formal display by Simon Richards on Dominica. This was a 192-page extract from his display to the RPSL earlier in the year. Simon focussed on the classic and De La Rue issues but concluded with something entirely new – Registration labels.

A video of Simon's display has been placed on YouTube <https://youtu.be/y43V3VnjMz8> with a link from our website, together with his RPSL handout. James Podger, who gave the vote of thanks, pointed out the highlights as: the superb quality and colours of the Victorian stamps; wonderful postal history demonstrating routes and rates; excellent postal fiscals. The Roseau by the sea issue was Gold-medal standard on its own, with die proofs, colour trials, essay work; The twin medallion issue that followed was similarly comprehensive.

After the buffet lunch mini-displays were given by various members (see foot of report for list). The afternoon concluded with the experts' table manned by Simon Goldblatt and Michael Hamilton. Only two items were presented for opinion:

- A Barbados bisect with bootheel cancellation
- A Turks ¼d

Richard Stupples brought along his microscope so that we could all see the items being discussed. However, we feel that in future, we should ask for items to be submitted in advance to enable more research to be carried out.

The evening dinner was attended by 30 members and partners, most people thought the meal and service was very good. Graham Booth concluded the meeting with a short speech remembering those that had died during the year, in particular, George Dunbar who passed away earlier in the week. He emphasized the need for new volunteers to come forward to spread the work-load. As well as the Secretarial role, we would be seeking a new Editor in 2021. On a lighter note, Graham announced the winner of the Collett Award for the contribution of articles in the Bulletin, this was awarded to Michael Hamilton whose breadth of knowledge that he shared through his 'Around the Caribbean' deserved the accolade.

Malcolm Lacey arrived early Sunday morning, to reinvigorate the bourse and it was noticeable how all the other dealers pounced on his stock as soon as he opened for business.

Ray Stanton provided the main entertainment for the morning with a superb display entitled Caribbean Postmark Odyssey, to show the progression of obliterations and datestamps across most of the West Indian countries. He started with pre-stamp markings, firstly unpaid letters but then discussed the introduction of paid markings, initially in Jamaica and also, strangely, in St Kitts. Ray highlighted two covers, one from Jamaica and the other, from Trinidad to the USA (which had to be pre-paid) carried by RMSP to St Thomas, but whereas the Jamaica letter had a Paid datestamp, Trinidad had no such datestamp and the prepayment was a manuscript endorsement.



Later on, some countries had crown-paid handstamps. After the introduction of GB adhesives, in several colonies, obliterator handstamps were used, and Ray showed examples from: Jamaica, Antigua, British Guiana, Bahamas, Belize, Dominica, etc. These obl iterators continued in use after the Colonies issued their own adhesives but there were conflicting opinions regarding whether the one for British Guiana was the same instrument. The Bahamas was an interesting example of use, particularly Inagua island, which used a '27' obliterator. British Honduras/Belize obl iterators were also heavily featured followed by the introduction of datestamps and TRDs. Usage of different postmark instruments and styles in St Kitts, Nevis and the Virgin Islands were also highlighted. Covers from Tobago, Turks, Grenada.

British Guiana village datestamps were explained, followed by Trinidad. The penultimate section covered Jamaica, from pre-stamp through to the end of the 19th century showing the gradual phasing out of obl iterators from 1880. Obl iterators on postal stationery were not necessary, and so you find some town datestamps on stationery that are not found on adhesives. The last frame showed some forgeries, including those by Madame Joseph. The vote of thanks was given by Steve Jarvis.

A video is available on the BWISC website

After lunch, more informal displays.

A number of our members contributed to the Displays:

- Graham Booth: Cayman Islands, Merren & Johnson correspondence.
- Richard Capon : Worldwide farthing adhesives and a plating study of the Bermuda "Caravel" issue.
- Kevin Darcy: Cayman Islands Rural Post.
- David Druett: BWI Formula Cards.
- Vincent Duggleby: St. Vincent plating study of the 1d on 2½d.
- Paul Farrimond: Jamaica 1891–1910.
- Peter Fernbank: Bahamas KGV.
- Peter Ford: British Guiana Postal Stationery.
- Paul Hancock: Jamaica Obl iterators.
- Ian Jakes: Trinidad : Red Cross stamps.
- Michael Medlicott: Private Ship Letter stamps.
- Dennis Mitton: Bermuda 1920–23.
- Mike Rego: British Guiana.
- Simon Richards: Dominica Village marks.
- Richard Stuples; Barbados pre adhesive marks and the 1d blue.
- Paul Wright: Jamaica George V booklets.

(Apologies if we missed anyone).

Those which included a short commentary are also available on YouTube, together with some scans of the exhibits – see <https://bwisc.org/convention-2019-displays>.



The Bourse



The President addressing members

**BRITISH WEST INDIES OFFERS FROM STOCK**

**BAHAMAS.** 1938 ½d green with elongated 'E' (R.9/6).  
Very fine used with KNOWLES'S c.d.s. SG 149a.

**£150**

**BARBADOS.** 1857 (½d) yellow-green with huge margins.  
Light numeral '1' cancel. Magnificent! Ex Jaffe. SG 1,

**£250**

**BARBADOS.** 1876 6d watermark Crown to right of CC  
In block of four. Very fine mint. SG 79w.

**£450**

**BRITISH GUIANA.** 1861 1c rose (Type 11 : Pos# 16).  
Very fine used with part c.d.s. Rare. SG 117.

**£850**

**CAYMANS.** 1889 1d with GRAND CAYMAN/POST OFFICE  
obliterator in purple (Type Z1). Scarce. RPS Cert. SG Z2.

**£450**

**CAYMANS.** 1903 1d carmine with 'slotted frame' (R.1/4).  
Very fine used. SG 4var

**£250**

**GRENADA.** 1892 1d on 6d 'SUCHARGE POSTAGE' in  
strip of three. Unmounted mint. Exceptional. SG D4.

**£350**

**JAMAICA.** 1916 1½d 'WAR STAMP' pair, one with  
'R' inserted by hand (R.1/10). Very fine mint. SG 71e.

**£900**

**JAMAICA.** 1919 1½d green with 'C' of 'CA' missing  
from watermark. Very fine used LATIUM c.d.s. SG 80b.

**£250**

**LEEWARDS.** 1943 5/- with damaged value tablet in the  
retouched state. Very fine mint. SG 112b (CW 11bb).

**£550**

**ST. LUCIA.** 1904 3d with 'damaged frame and crown'.  
Very fine mint. Unrecorded by Gibbons. SG 70var.

**£175**

**TURKS ISLANDS.** 1881 '½' on 1/- dull lilac (Type 4)  
without bar. Very fine mint. SG 12a.

**£325**

**TURKS ISLANDS.** 1881 '2½' on 6d black (Type 18).  
Very fine used. BPA Cert. SG 28.

**£300**

**TURKS ISLANDS.** 1881 '4' on 1d dull red (Type 28).  
Very fine used. SG 48.

**£300**

*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.*

**MARK HARVEY****P O BOX 205, LINDFORD, HANTS, GU35 5DU, UNITED KINGDOM****Tel/Fax: 01420 472672****Intl: (+44) 1420 472672****e-mail: [mark@lindford.org](mailto:mark@lindford.org)****JOHN & MARK TAYLOR****ANTIGUA**

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## BAHAMAS

### 1s GREEN PERF. 14

BY CHRIS HARMAN

Having been the author of the Chalon chapters in the joint RPSL / BWISC publication *Bahamas – Stamps and Postal Stationery to 1970* ('Bahamas'), I have continued taking a greater interest in the stamps of Bahamas, including those beyond the Chalon head period, and have recently come across a couple of items that I think are worthy of recording.

#### 1s Green Perf. 14 – Wmk. Crown CA

Page 63 of Bahamas offers the suggestion that the November 1881 delivery of the 1s green was the first to be printed on the new Crown CA paper. The purchase of a new Crown CA dandy roll had been suggested to the Crown Agents by De La Rue in a letter dated 22 March 1881. The new dandy roll was larger than the previous Crown CC one and could make four standard sized sheets of paper at the same time. The invoice for it is dated 29 June 1881. It is possible that the 22 November 1881 deliveries of the 1d and 4d Chalon head values may have been on this paper (or maybe the delivery was on papers with mixed watermarks) but no dated examples have been seen to date to prove this fact. However, the 1s value has been seen with dates that confirm that the 22 November 1881 delivery included at least some stamps on the new paper.

The Bradbury Collection at the Royal Philatelic Society London contains a 1s green cancelled 'MR 1 82' and I have recently acquired one with the date 'FE 23? 82'. This firmly anchors the Crown CA paper to the 22 November 1881 delivery.

#### 1s Green Perf. 14 – Cancelled with '27' Out-Island obliteration

I commented on Page 42 of Bahamas that '*The '27' obliteration is invariably found on the 1d value*'. This comment was not challenged by those who reviewed the relevant chapter but now needs to be reconsidered. I have recently bought a copy of the 1s green (wmk. Crown CC) with a clear obliteration of the narrow type '27'.

The two stamps are illustrated here.



## BRITISH HONDURAS

### REQUEST FOR INFORMATION

BY ROD KANTOR

For some years now I've been collecting British Honduras covers over a period that roughly equates to the KGV era and, at the same time, I've been looking for postal history information for that period. While I have been reasonably successful with collecting I have had no luck finding out much about the transport modes and routes out of the country during that time. Proud does provide information on rates but covers exist outside the rates shown in that book.

If anyone has any suggestions as to where I might get information on:

- the outbound routes.
- the means / airlines by which the mail would have been carried.
- surface routes, where they would have been applicable.
- the frequency of the services that mail would have been taken from British Honduras to many countries which, in addition to the 'expected' destinations of USA, UK and Canada, include Australia, Bermuda, Brazil, Chile, Curacao, Cuba, Czechoslovakia, El Salvador, Jamaica, Malaya, Northern Rhodesia, Panama, Sierra Leone, St. Kitts and Uruguay.

I would be very grateful if you would let me know via the editor.



## GRENADA

### A BOOK ABOUT GRENADA PHILATELY

(continued from Bulletin 263 p18 – 21)

BY TIM PEARCE

### Chapter 8 The Keyplate issue of 1883, 1884, 1887 and 1891, Part 1

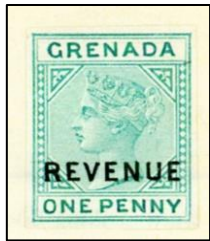


Fig. 1.

After members of the Leeward Islands joined the General Postal Union on 1 July 1879, the Uniform Colonial keyplate design began life in Antigua, the British Virgin Islands, Montserrat and Nevis, which also used this design in mauve for its revenues, as did Natal in lilac in 1882. Cyprus and Turks Island issued the design in 1881 and St. Lucia in 1883. The head, known as 'Diadem VI' had been engraved by Joubert de la Ferté and first used for the stamps of Bermuda in 1865. All these issues included a frame and Grenada may well have followed in the same way, as a De La Rue Revenue essay, of 15 September 1881 suggests.

This consists of an undenominated proof of the head and frame with 'GRENADA' and 'ONE PENNY' hand-painted in green, and REVENUE overprint hand-painted in black. There was also a hand drawn essay, based on the 1879 design of Mauritius, but De La Rue eventually decided on the tête-bêche format as it could be produced more economically, and the firm was trying to lure the contract for Grenada stamps away from Perkins Bacon.



Fig. 2.

The eventual issue in Grenada differs from all the uniform keyplate issues in that only the head plate is framed. The main portion of the Grenada design consists of the 1879 Leeward Islands Die I keyplate with the top and bottom labels cut away and substituted at the top with 'GRENADA POSTAGE' and at the bottom with the value in words except the 2½d which is inscribed 2½ PENCE. On 23 December 1881, De La Rue submitted their first essay for surface printed stamps of Grenada to the Crown Agents. It took the form of a tête-bêche block, preserved in the firm's archives, of twelve impressions printed in purple from a small plate.

Each stamp is overprinted CANCELLED. This block is illustrated on Plate 24 (before p 257) in the De La Rue History.

This essay simply has Grenada at the top, and a single example of the same essay, Fig. 2, overprinted 'SPECIMEN' was attached to a letter to the Crown Agents from Grenada dated 21 November 1882. Other singles are known printed in lilac and rose with a smaller 'SPECIMEN' overprint. Another uncanceled block, Fig. 3, marked Spec in manuscript, has 'GRENADA POSTAGE' at the top as on the issued stamps. Both of these blocks are initialled by the same hand, possibly 'PNS'.



Fig. 3.



A single 'CANCELLED' example in carmine also exists.



Fig. 4.

On 8 September, 1885, the Crown Agents asked for a report on the cost of unifying Postage and Revenue stamps for Grenada. This led to a proposed new die (*De La Rue History*, Plate 26.8) but in fact the current system was continued with new strips for 'POSTAGE & REVENUE' at the top.



Fig. 6.

The first UPU Specimen overprint, Fig 6., was applied to the 1887 1d issue tête-bêche vertically, but the overprint was not adjusted to the tête-bêche arrangement and so the overprint reads from bottom to top on the upright watermark and the opposite way round on the inverted watermark. Imperforate colour trials, with plate numbers, are known of some values of the issued stamps and trials partly in watercolour by their artists. An alternative design prepared by De La Rue is shown on Plate 24 of the *De La Rue History*.

In 1881, De La Rue had prepared a Trial colour presentation sheet of the essays in ultramarine, carmine and mauve and examples of cancelled stamps treated with benzine and oxalic acid, to show that any attempt to restore used stamps and re-use them would fail. The sheet is initialled 'PNS' and dated '22.12.81'.

The same De La Rue official, 'PNS', also initialled two sets of proofs, Fig. 4, for the Revenue issue. One set shows the 1d lilac 'GRENADA POSTAGE' overprinted 'REVENUE' in different colours to show the denomination. This scheme must have been rejected and the second set shows the version actually issued with 'GRENADA REVENUE' and with the country and denomination printed mostly in the different colours of the previous overprints. It appears that the colours did not show well against the lilac of the head and in any case either method would require two operations to print.

Examples of 'SPECIMEN' printed in black diagonally (Samuel GR2) from bottom left to top right are known on the ½d, 4d and 1887 1d.



Fig. 5.

In the *De La Rue History*, Easton quotes the comment of the printers that the Grenada stamps "are somewhat crude in appearance on account of the inscription not being enclosed within tablet lines".

The proposed design was formally accepted by the Colony on 26 September 1882. The issue was surface-printed on white wove paper, watermarked Crown CA, comb perforated 14, with white or yellowish gum.

## 1883 (Postage)

(Bacon's colours)		(Sefi's)	(Regent Cat.)	(Charlton's)
½d dull green	Feb	dull green	green	green
1d rose	Feb	rose	rose	rose (SG carmine)
2½ d ultramarine	May	ultramarine	blue	blue
4d slate-grey	May	greyish slate	slate	slate
6d mauve	May	mauve	lilac	mauve
8d grey-brown	Feb	grey-brown	bistre	grey-brown
1s lilac	April	pale violet	mauve	violet

## 1887

1d carmine-rose	Jan	carmine-rose	rose	(SG carmine)
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## 1884 (Revenue)

1d	lilac and carmine
2d	lilac and blue
3d	lilac and green
4d	lilac and black
6d	lilac and lilac
9d	lilac and brown
1s	green and red
2s	green and blue
5s	green and black
10s	green and brown
£1	green and orange

The stamps of this issue were engraved by De La Rue from watermarked sheets of 240, divided into four panes of sixty stamps arranged in ten horizontal rows. The stamps of each alternate row are inverted, thus forming a series of vertical tête-bêche pairs. Fig 7.



Fig. 7.

## Quantities

Value	First printing	Last printing	Sheets of 80	Total	Notes
½d	Jan 1883	Sep 1896	9,483	568990	11 printings
1d	Jan 1883	Dec 1885	2,250	153000	3 printings
2½d	Jan 1883	Dec 1894	7,572	454360	8 printings
4d	Jan 1883	Sep 1888	2,034	122040	2 printings
6d	Jan 1883		1,012	60720	Not reprinted
8d	Jan 1883	Nov 1892	1,104	66240	1891 surcharges on first printing
1s	Jan 1883		100	6000	Not reprinted
1d P&R	Dec 1886	Nov 1895	18,226	1,093,560	+400 specimens

The first printing of the 8d value apparently had little use and was used for 1d and 2½d provisionals in 1891, and then used up for the second issue of Surcharge Postage in 1892, which obliged the colony to order another printing of the 8d in November.

The ½d, 1d and 8d were first described in the *Philatelic Record* of March 1883, the 1s in May and the other three in *Alfred Smith and Co's Monthly Circular* of June 1883.

The 1d value ran out in October 1886. It was replaced by surcharging the Perkins Bacon fiscal stamps and a new order was sent out in January 1887. In this issue the inscription at the top has been altered to 'GRENADA POSTAGE & REVENUE' printed in two lines. De La Rue anticipated this order as an essay of 1885 with the inscription 'GRENADA POSTAGE AND REVENUE' in a horseshoe arc round the queen's head also exists, but no order from Grenada was received at that time. Another bi-colour essay, dated October 1886, hand drawn in lilac and red, was probably the response to the eventual order, though the final version was printed in the same way as the 1883 issue and in one colour.

The Plate number is 1 for all values and is in the same position on all sheets. The number is upright both at the top and at the bottom of the sheet. At the top it is above Positions 2 and 5, and at the bottom below Positions 56 and 59. Charlton claims that slight variations in the shape of the figures and the circles mean that the Plate numbers can themselves be plated, but this has been disputed.

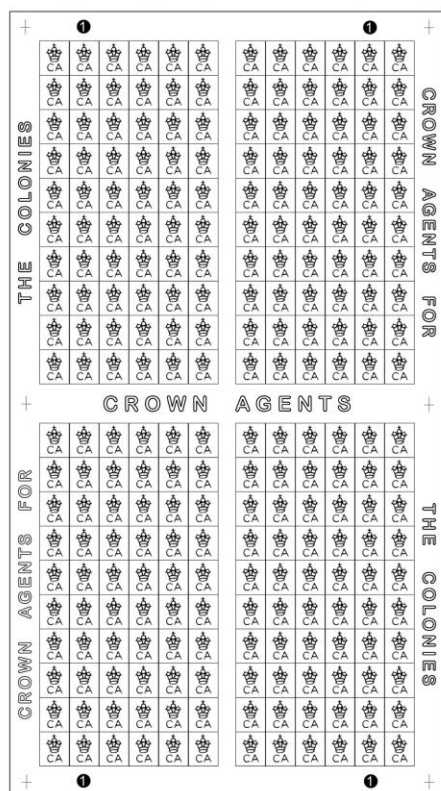


Fig. 8.

The selvage watermarks on each sheet of 240 show 'CROWN AGENTS' in double line sans serif capitals 12mm high across the middle of the sheet and 'CROWN AGENTS FOR THE COLONIES' in similar capitals 7mm high, reading up the side margin at the left and down at the right. Fig. 8. There are no letters at the top and bottom of the sheet. This enables the position of a single pane in the whole sheet to be identified.

The reason for the unusual tête-bêche arrangement, only used in one other instance, the 1887 1d revenue of Montserrat, appears to have been a matter of economics in the period when De La Rue were trying to wrench the work away from Perkins Bacon. The similar keyplate issues of other West Indian colonies required two operations, whereas the Grenada issue required only one. Furthermore, in 1883, the postal and revenue accounts were kept separately and it was necessary to issue separate stamps for the two purposes. In order to achieve the desired economy the Die I head plate was moulded separately and could be used for all issues. Then strips were created for 'GRENADA POSTAGE' upright and inverted and similar strips for the values. The head moulds and the strips could then be locked into the forme as required. For each postal value, only the five value strips of each value needed to be changed. For the revenue issue, strips of 'GRENADA REVENUE' replaced 'GRENADA POSTAGE'. These stamps were bicoloured, so did still require two operations, but the principle was the same.



The 1d – 9d Revenue stamps were sent out in 1884 and the higher values from 1s to £1 in 1887. Tête-bêche pairs are hard to find and the issue was occasionally used for postage but probably by complaisance.

In fact, De La Rue tried to employ this method for other colonies and trials exist for St. Lucia, and St. Vincent, but were not accepted. In 1887, the Grenada revenue and postage accounts were amalgamated and so the new 1d value could achieve further economy by including the word Revenue in the design. This necessitated a two-line inscription above the stamp for which the firm appears to have made a 60 lead duty plate made from a die and printed in two impressions. They increased their charge to 1s.4d per hundred explaining that *“the upper part of the stamp would entail a different treatment than that which we adopt for the present postage stamps.”*

There are no recorded perforation varieties on this issue and only some small and inconsistent variety in shades. One of the virtues of these surface printed stamps put forward by De La Rue was that they were printed in fugitive inks and so could not easily be cleaned for re-use as was possible with recess printed stamps. The colours were accordingly not strong and were subject to fading, so a range of shades from bright to pale in each case can be observed, which may be due to small changes in the concentration of the ink but equally to fading, and probably accounts for the variations of colour given in different lists from 1902 to 1955.

### **A Request to all BWI Postmark Collectors**

While preparing an account of the early post offices of Grenada, we have come across a problem with the St. George's postmarks from 1889 – 1912, as recorded by Ted Proud. (*Images not to size.*)



If any collector has examples of Proud's D9, please send me scans if possible, or any cancels dated from 1889. You will note that the cancel above has a full 'T' for Saint and no apostrophe after the second 'e' of 'Georges'. The earliest copy I have is from 1890 and is in blue. (*See right below*) It is 24mm diameter. The C code is upright and there is an apostrophe. The smaller postmark, D10, is 21mm in diameter.



To the left is the Madam Joseph forgery #199, noted by Proud, which does have the C code on its face, but also an abbreviated small 'T' in 'ST'. On my other examples, the 'C' code seems to go on its face from 1894 – 95 and upright again in 1896 and after. All these copies have an abbreviated 'T' and an apostrophe. I have another apparent forgery at 25mm diameter, with abbreviated 'T' and apostrophe, but no code. The same postmark with 'A' code was used for Registered letters. Any help will be gratefully acknowledged.

Tim Pearce [timothy770@btinternet.com](mailto:timothy770@btinternet.com)



**GRENADA 1934 ESSAYS****BY SIR GEOFFREY PALMER**

On 5 May 2019 Hansons Auctioneers of Stafford had a lovely sale of essays done by Leonard Douglas Fryer of Waterlow & Sons Ltd., and sold by his daughter.

There were several that appealed to me and illustrated below are the GV Grenada 1934 ½d green, 1d black & red and the 5s black and violet



33 Leonard Douglas Fryer (British, 1891-1965), British Empire - Grenada - King George V - 1934 Definitive issue: Bicoloured Essays: ½d green (Great Anse Beach); 1d black and red (Grand Etang); 5s black and violet (Badge of the Colony). ½d adopted; 1d adopted for 1½d; 5s adopted (3)  
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Other countries represented for BWI collectors were Antigua, Bahamas, Barbados, Cayman Islands, Dominica, Jamaica and St. Lucia.



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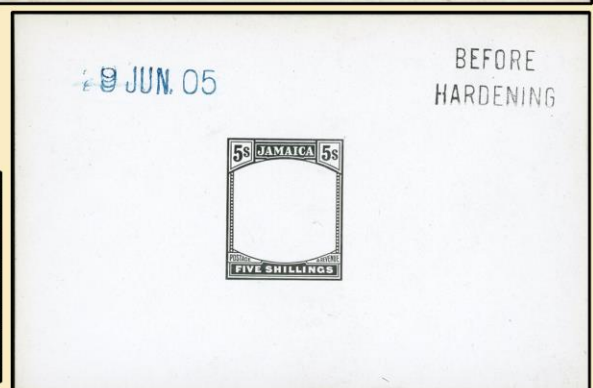
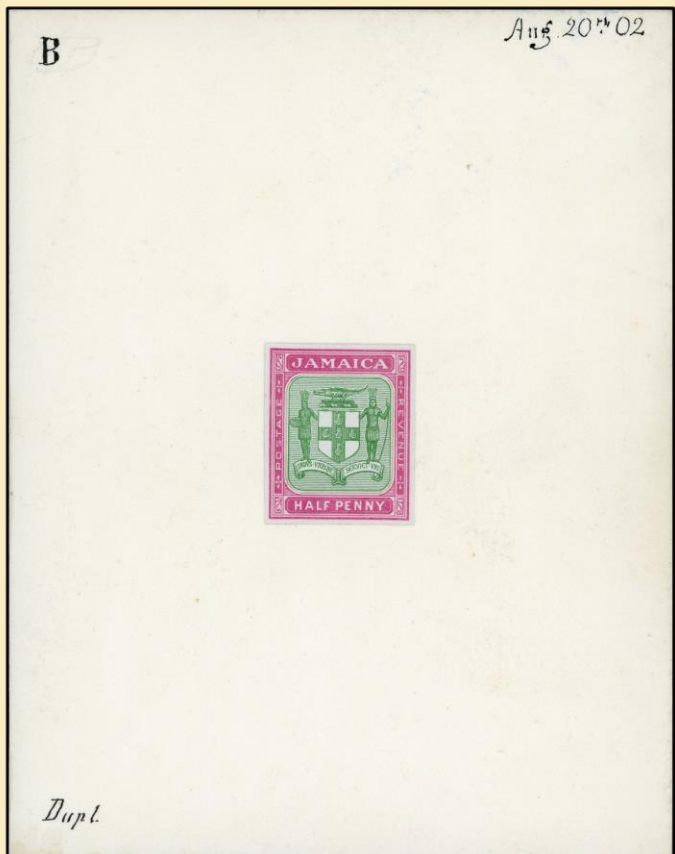
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## JAMAICA

### AIRMAIL RATES FROM JAMAICA PART 1. TO THE USA UP TO 1948

BY STEVE JARVIS

This series of articles explains the development of some airmail rates from Jamaica. The first one covers letter rates to the USA up to 1948, to be followed by Canada, the UK and mainland Europe.

The first commercial flight with mail from Jamaica occurred on 10 December 1930. Caribbean Airways undertook the first flight, which was a token gesture (it had to be a British/Jamaican Company) but for the rest of the decade Pan Am carried the mails as part of the FAM5/FAM6 route.

Until 1948 many individual rates existed for countries/small regions but in 1948 rates were simplified, with standard rates for five global regions (but with some variation within the British West Indies).

Initially, rates consisted of two elements: the surface rate; and a supplement for carriage by air. The surface rate was per ounce but the airmail rate was per ½oz, therefore, there were no simple pro-rata for weight steps. This continued until 1937 (1938 for some destinations) when pro-rata rates were introduced for ½d oz weight steps. In this period, to non-Empire destinations, the first ounce was 2½d but subsequent ounces were at 1½d.

Sources for the information are: Jamaica Post Office Guides; Jamaica Government Gazettes; Jamaica Gleaner newspaper. Extracts from these primary sources can be found on my Encyclopaedia of Jamaican Philately website – <http://jamaicaphilately.info/>

#### 10 DECEMBER 1930

- ½oz @ 0s.9d =  
6½d air + 2½d surface
- 1oz @ 1s.3½d =  
6½d x 2 air + 2½d surface
- 1½ oz @ 1s.11½d =  
6½d x 3 air + 2½d & 1½d surface
- 2 oz @ 2s6d =  
6½d x 4 air + 2½d & 1½d surface



11 Dec 1930 Jamaica(Kingston)–USA(Miami)–USA(New Jersey)

#### 1 JANUARY 1932

The Jamaica Postmaster explained that the increase was due to the exchange rate dropping to £1=\$4.84 but this was only temporary!

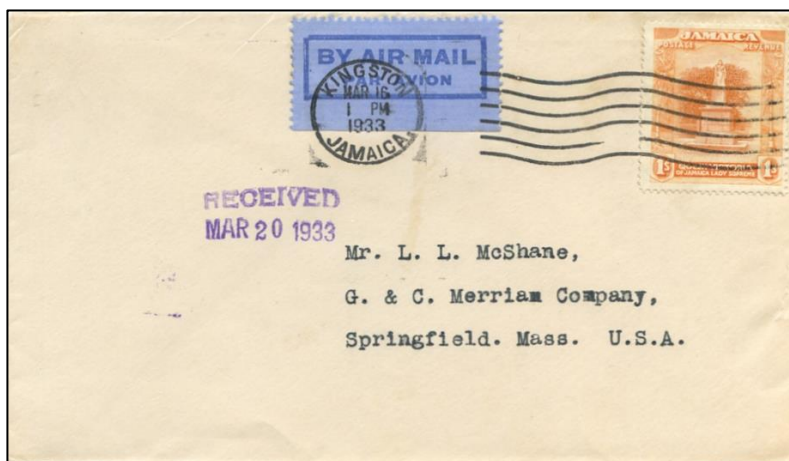
- ½oz @ 0s,10d =  
7½d air + 2½d surface
- 1oz @ 1s.5½d =  
7½d x 2 air + 2½d surface
- 1½ oz @ 2s.2½d =  
7½d x 3 air + 2½d & 1½d surface
- 2 oz @ 2s.10d =  
7½d x 4 air + 2½d & 1½d surface



23 Jan 1933 Jamaica(Kingston) –USA(Chicago)

**1 MARCH 1933**

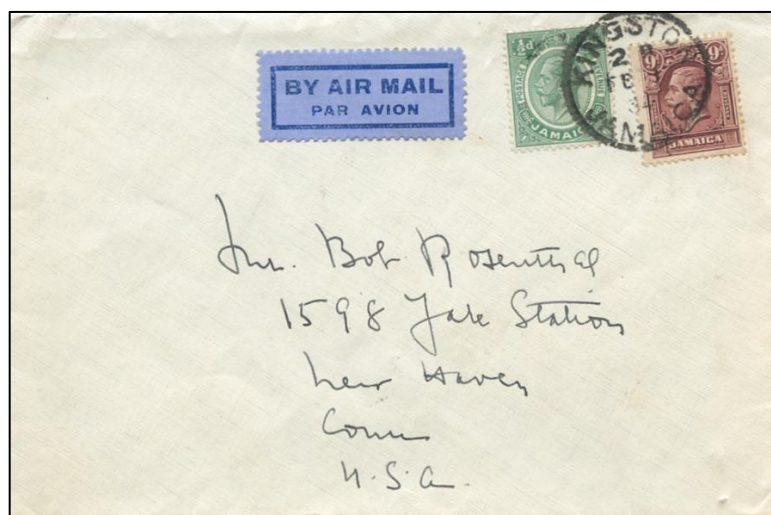
- ½oz @ 1s.0d =  
9½d air + 2½d surface
- 1oz @ 1s.9½d =  
9½d x 2 air + 2½d surface
- 1½ oz @ 2s.8½d =  
9½d x 3 air + 2½d & 1½d surface
- 2 oz @ 3s.6d =  
9½d x 4 air + 2½d & 1½d surface



16 Mar 1933Jamaica(Kingston) –USA(Springfield)

**18 DECEMBER 1933**

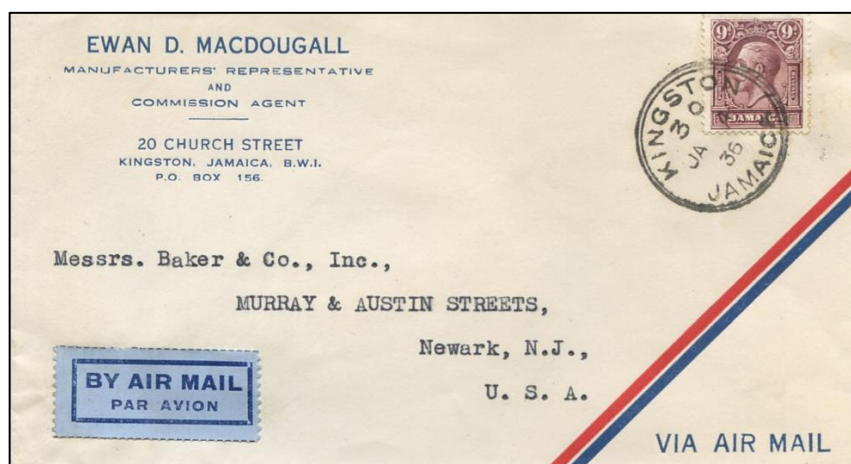
- ½oz @ 0s.9½d =  
7d air + 2½d surface
- 1oz @ 1s.4½d =  
7d x 2 air + 2½d surface
- 1½ oz @ 2s.1d =  
7d x 3 air + 2½d & 1½d surface
- 2 oz @ 2s.8d =  
7d x 4 air + 2½d & 1½d surface



1 Feb 1934Jamaica(Kingston) –USA(Connecticut)

**22 OCTOBER 1934**

- ½oz @ 0s.9d =  
6½d air + 2½d surface
- 1oz @ 1s.3½d =  
6½d x 2 air + 2½d surface
- 1½ oz @ 1s.11½d =  
6½d x 3 air + 2½d & 1½d surface
- 2 oz @ 2s.6d =  
6½d x 4 air + 2½d & 1½d surface



4 Jan 1936Jamaica(Kingston) –USA(Newark)



**15 JANUARY 1937**

- ½oz @ 0s.9d =  
6½d air + 2½d surface
- 1oz @ 1s.5d =  
6½d x 2 air + 2½d & 1½ surface
- 1½ oz @ 2s.1d =  
6½d x 3 air + 2½d & 1½d x 2 surface
- 2oz @ 2s.9d=  
6½d x 4 air + 2½d & 1½d x 3 surface

Note that, although the ½oz rate was unchanged, the weight step rates now seem to apply a surface rate in ½oz steps, rather than previously 1 oz.

**1 JANUARY 1938**

- ½oz @ 0s.7½d =  
5d air + 2½d surface
- Weight steps pro-rata



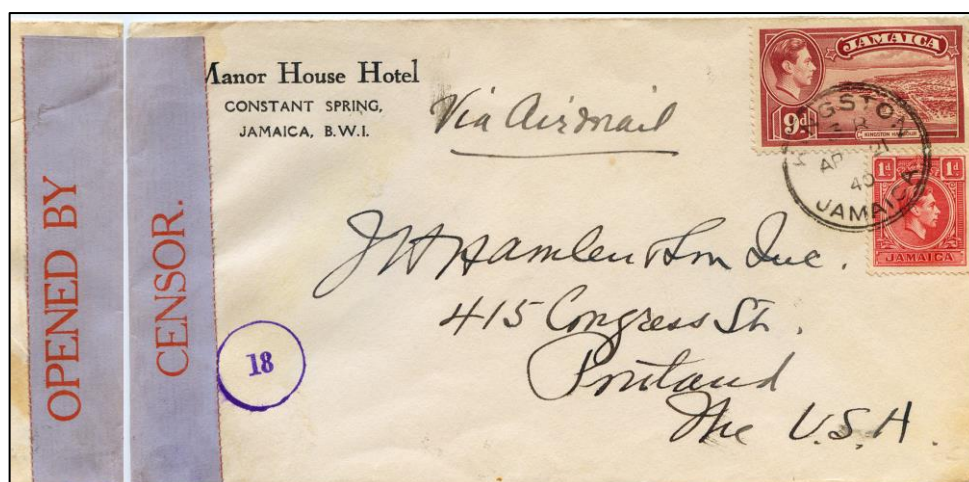
3 Feb 1939Jamaica(Kingston) –USA(Detroit)

**1 APRIL 1939**

Registration rate increased to 3d.

**16 OCTOBER 1939**

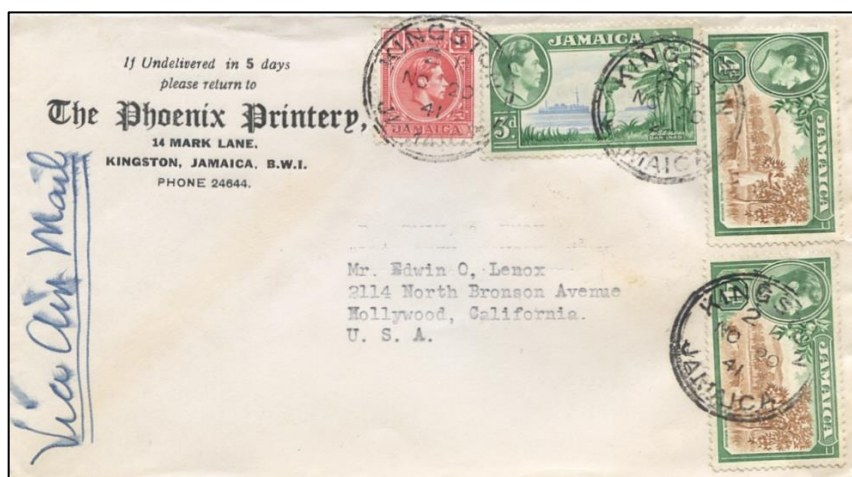
- ½oz @ 0s.10d
- Weight steps pro-rata



21 Apr 1940Jamaica(Kingston) –USA

**5 MAY 1941**

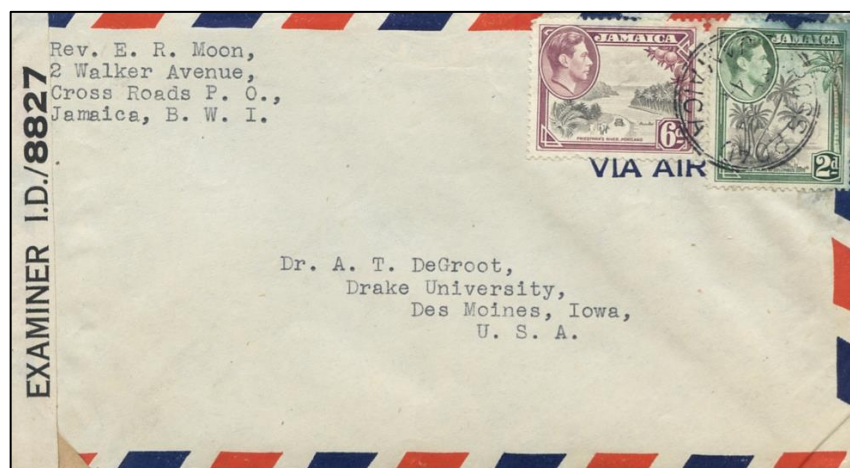
- ½oz @ 1s.0d
- Weight steps pro-rata



20 Nov 1941 Jamaica(Kingston) –USA(California)

**15 SEPTEMBER 1943**

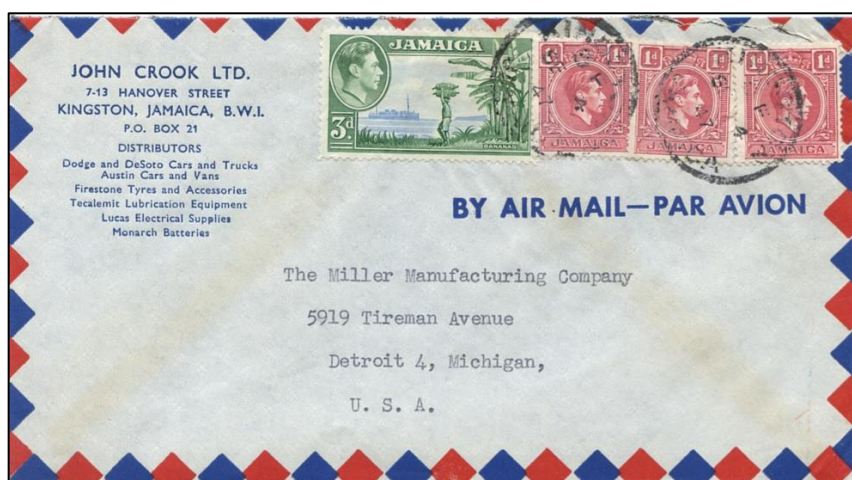
- ½oz @ 0s.8d
- Weight steps pro-rata



4 Feb 1944 Jamaica(CrossRoads) –USA(Iowa)

**16 JUNE 1947**

- ½oz @ 0s.6d
- Weight steps pro-rata



4 Sep 1947 Jamaica(Kingston) –USA(Detroit)

**HORRY'S ARTICLES CONCERNING JAMAICA TEMPORARY RUBBER DATESTAMPS****BY STEVE JARVIS**

Over the last year David Horry has published a series of articles concerning the early (pre WW1) Jamaica TRDs and on other subjects. Whilst they are an interesting read and do contain some interesting philatelic information, they also contain inaccurate statements and opinions presented as facts.

This article looks at only a very few of the assertions in Horry's articles, ones where it is possible to examine the quoted sources or the given reasoning. There are other bald assertions where we are offered neither sources nor reasoning. This makes them difficult to disprove, but in context with other inaccuracies makes them all suspicious.

The contents of the TRD articles are diverse and sometimes repeat earlier assertions and consequently have been quite difficult to dissect and investigate, so let me commence with an easy example that clearly illustrates the problem.

In the *British Caribbean Philatelic Journal* of January 2019, Horry authored an article entitled "Apartheid in the Jamaica posts following World War II". This article asserted that the 'Kingston North West' post office was a euphemism for 'Kingston Non-Whites' and was a "blacks only" counter at the northwest entrance of the main GPO in King Street. Further, Montego Bay 2 was probably a similar situation within Montego Bay 1. However, the Jamaica Post Office Guides of 1967 and 1977 list Kingston North-West as a postal agency in the corporate district of Kingston at address 136d Orange Street – this is just over 1 km from the main PO. As far as Montego Bay is concerned, these two offices are about 2 km apart and are shown as such on Google maps with a good picture of Montego Bay 2. Some parts of the article are interesting and factual but by presenting this other fiction as fact, means that none of the information can be assumed to be accurate.

Returning to the TRD articles, it is difficult to know where to begin! (Quotes from Horry's articles are in italics).

Let's start with the involvement of the security services opening POs & using TRDs:

- *A Postal Agency could be opened at the behest of the security services. The provision of building, postmaster/postmistress and all else came via the Agent – hence Postal Agency.*
  - The term 'Postal Agency' wasn't used until about 1940; they were 'District' POs at the time (the Aguilar handbook gives a definition of agencies as "small sub-stations in remote districts without telecommunications apparatus, affording facilities at certain hours of the day"). The term 'agency' was used because it was acting as the agent of the GPO.
  - The 19th century Blue Books for Jamaica give details of Postmaster appointments, PO salary and any other offices held (including military) with payments. None of the offices cited by Horry have entries indicating anything unusual.
- *On December 6, 1897, two German warships, the [SMS Charlotte](#) and the [SMS Stein](#), anchored in the harbour of Port-au-Prince. That very week Hector's River, the only Jamaican port facing Haiti, opened a PO with a TRB.*
  - In fact, Hector's River opened two weeks earlier and is 200 to 300 miles from Haiti. Port Antonio, a major port, also overlooks the Jamaica-Cuba-Haiti channel and to suggest Hector's River was used by the security services for monitoring activity is stretching credibility.
- *To a collector of the later KGV and KGVII TRDs it is noticeable that this canceller is not used on the stamps themselves; the existing obliterator (A80) is used for that purpose. The TRD is therefore giving extra information to the sorters making it very easy to separate from the rest of the mails.*
  - It had been standard practice since 1858 to cancel the adhesive with an obliterator and place the datestamp containing the town name elsewhere on the cover. The UPU frowned on the use of numeral obl iterators and insisted that they be phased out. Therefore, until obl iterators were discontinued a town/datestamp was required (either a cds or a TRD) on the cover in addition to the postmark on the adhesive.

Horry also discusses several specific offices:

- *Only Devon PO and Anchovy PO were announced in The Daily Gleaner by the GPO. Why the other post offices were not noted remains unclear.*
  - Not true, I have found the other announcements in the Gleaner, except Glengoffe (because January to August 1882 issues of the Gleaner are missing from the online archive). They were all announced in the Jamaica PO annual reports.
- *Laughlands (Why a 'village' completely devoid of population was used is notable.) [Sept issue] Laughlands is a bizarre place to set up a post office, it has such a tiny population [Dec issue]*
  - The Jamaica Handbook and other contemporary sources show that the fruit industry was developing in this area.
  - The 1891 Island Business Directory for Post Office Address, Laughlands shows 11 Planters / Pen keepers using this PO address.
- *Alligator Pond: Recent research shows that Crown Agents supplied the TRDs, such as Alligator Pond, where contact with British Guiana was ongoing.*
  - No evidence has been presented to show that the Crown Agents supplied TRDs in the 1890s. We know from Nethersole that Vendryes supplied the Type 8. There is no mention, seen so far, in the CA Requisition/Correspondence books.
  - The town and office is itself not out of the ordinary, just developing like many other places on the island.
    - The Jamaica PO announced the opening on 10 July 1890 and two TRDs are known (one used 27 August 1890 to January 1892 in purple and another 18 March 1892 to 6 May 1892 in black). The steel cds is known from July 1892.
    - SA Shaw was the postmaster appointed 7 July 1890 and he stayed in post until at least 1898. According to the 1891 Island Business Directory, he was a member of the Manchester Parochial Board and lived at Wharfinger, Watson's Hill (7 miles from Alligator Pond).
    - Alligator Pond was the port of call for 'coastals' taking produce-principally pimento of Southwest Manchester and Southeast St. Elizabeth, and Shaw was the local contact point for carriage of goods.
- Other Offices
  - Horry's articles do contain useful philatelic information but the value is diminished by his non-philatelic assertions presented as facts. There is no evidence that the opening and closing of these post offices was not just a response to normal circumstances. Life in 19th century Jamaica should not be judged by GB standards.

TRD Material and Inks Used

- *So, the early 'TDs' were made of metal and not rubber! This is borne out by the fact that they all appear to have used black ink and therefore they should now be re-designated as TMDs and not TRDs? The Nethersole information was confirmed by Nicholson on page 68 of the Aguilar book. He suggests that in 1881 soft metal instruments may have existed for Anchovy, Cross Keys, Glengoffe, Laughlands and Oracabessa.*
  - The ink colour (black or purple) does not explicitly determine whether a metal or rubber handstamp was used. Some TRDs are known in both black and purple ink. The Jamaica PO learnt that most black ink corrodes and distorts rubber and similar materials, whereas steel or brass handstamps can survive use with black ink.
  - The first two types are only known in black ink but Type 3 (introduced in 1890) is in purple; other types introduced during the 1890s vary between purple and black ink. From 1901 purple ink is the norm but exceptions exist (Type 12, 16 and others are known in both black and purple).
  - This is not what was stated by Nicholson. The article does not mention these offices using soft-metal instruments at all. It says: "These [1881 to date] are all made (locally) of a hard substance like rubber. The late George A. Goubalt once told Mr Nethersole that he assisted Mr Vendryes in casting some of the Type 8 examples in metal; and indeed the clarity of some examples of this type in existence on piece or entire long after the authentic data of opening, by comparison with the rapid deterioration in a rubber stamp after a period of brief use, would seem to bear out Mr Goubault's assertion". The TRD Type 8 (an oblong mark) was issued to about 48 offices in the period 1894 to 1899.



Who Made the TRDs?

- *TRD proofs in 1938 (Long Road) and 1946 (Paul Mountain) clearly show they were struck on Crown Agents cartridge. A 1949 cover links the Crown Agents to the Jamaica Agricultural Society. Thus, it can now be clearly established that it was the United Fruit Company who, with the Crown Agents blessing, were issuing the TRDs and not GPO Kingston.*
- *They were originally made by Philippe Vendryes and later by George Goubalt. It is interesting to note that senior officers of the Jamaica Philatelic Society, Herbert Cooke and Geoffrey C. Gunter, were in the employ of the United Fruit Company (The Purchaser) and The Jamaica Government Railway (Chief Accountant) respectively.*
- *L. C. C. Nicholson in his 1938 monograph credits Messrs. Frank Godden with kindly lending the TRD dies. These were in fact from George Crawford Odom who used the pseudonym Frank Godden Junior and lived in Jamaica from 1921 until his death in 1959 at Montego Bay. He was a Crown Agent working to Sir Harry Luke.*
  - *Horry seems to have a low threshold for evidence being conclusive (clearly established). The circumstances relating to later TRDs are likely to be different from early TRDs. (Their later proliferation may well have had a commercial motivation organised by Aguilar?).*
  - *All we know, according to Nethersole, reported by Nicholson, is that "The late George A. Goubault once told Mr Nethersole that he assisted Mr Vendryes... in casting some of the Type 8 examples in metal". We have no knowledge of whether Vendryes was involved in any others.*
  - *The 1938 monograph does not credit Godden with lending the TRD dies. Aguilar/Nethersole in 1949 does so (including the Type 8, which we know was Vendryes – so, the credit is nothing to do with the original manufacture). Nicholson's 1938 monograph (which includes the dies) clearly states (p3) that the early TRDs were "all made (locally) of a hard substance like rubber". i.e. these 'dies' in the monograph were facsimiles used for the publication. Nicholson also credits Postmaster Sullivan with conceiving the idea of issuing TRDs.*

September 2019 Article Relating to Port Morant

- *Most of the following information is gleaned from The Daily Gleaner, which are somewhat more forthcoming than the official Post Office Gazettes and Blue Books.*
  - *The Gleaner does provide useful information, but it must be remembered that a newspaper never lets accuracy get in the way of a good story and that letters and editorials can often just be gossip.*
  - *If one reads the full article quoted by Horry (see link below) it actually provides a response from the Colonial Secretary that corrects an extract cited as support for his assertion in Horry's article.*  
[http://jamaicaphilately.info/wpcontent/uploads/PostOffices/PortMorant/19080305\\_GleanerArticleTranscription.pdf](http://jamaicaphilately.info/wpcontent/uploads/PostOffices/PortMorant/19080305_GleanerArticleTranscription.pdf)
- *The general drift of my recent articles on the TRDs of Jamaica has been that Kingston GPO was not fully in control of the Postal Services of Jamaica.*  
*The whole situation can be summed up by events at Port Morant in 1908, after the disastrous earthquake of 1907. On Tuesday 5 March 1908, The Gleaner ran a long report entitled 'Postal Needs' which highlighted problems suffered by the Post Office at Port Morant. (Fig. 1). The problem was 'the other Post Office' over the Bay at the wharf at Bowden. According to the report, this office rendered itself, 'largely independent of the postal and telegraph service.' (Fig. 2) This was indeed the part of the port used exclusively by the Boston Fruit Company, which was owned by Andrew W. Preston and nine others – their President was Captain Lorenzo Dow Baker.*
  - *At this time the PO at the wharf at Bowden did not exist; it was destroyed by hurricane in 1903 and was not rebuilt at that location*
  - *The 'independence' is referring to the fact that the fruit company could use a telephone rather than needing to send everything by post/telegraph. In the Gleaner article the Colonial Secretary says "the telephone line now connecting Bowden and Port Morant belongs to the Government" (correcting the correspondent's statement that it was UFCo).*
  - *I have not seen any evidence that the fruit companies had a direct influence over the running of the Post Office. As a major commercial operation on the Island it would be very odd if the PO did not try to be helpful and try to receive increased revenue. The Post Office Annual Reports are all on my EJP website (<http://jamaicaphilately.info/>) and include statements of income and expenditure. There is no indication of external influence of the kind asserted by Horry.*

- *Between May and July 1908 a TRD for Port Morant was issued: (Fig. 7) exactly at which location this was used is unclear but it was surely for the interregnum at Phillipsfield?*
  - Bowden continued at the Phillipsfield location for many years; the office in Port Morant opened 24 Apr 1908.
  - The Bowden office was rented by the PO from the Fruit Company at £24pa (initial contract 10 years from 1906) – this sort of arrangement was not uncommon. (The PO accounts for that year state that £1,349 was paid for PO rentals). There is no evidence that the Fruit Company had anything to do with the new office at Port Morant.
  - The reason for the use of TRD at Port Morant in 1923 is unknown; the obvious reason is that the Postmaster lost the cds or it was damaged.

### Conclusion

The eminent Jamaica philatelists of the early 20th century (some of whom lived on the island) all concurred that the early TRDs were produced locally as a temporary measure, whilst awaiting the supply of the steel cds from the UK. I see no reason why this simple explanation is not correct.

Horry's articles contain a mixture of fact and fiction and it is difficult to ascertain which are true, as many of his statements are not backed up with sources and so are difficult to verify. Where he has quoted sources and I have cross-checked, it turns out that often the source stated in his article does not say what Horry has said it did.

In the past, Horry has undertaken excellent philatelic research but unfortunately, I believe these articles from Horry are 'Fake News' and in their current form have no place in a journal that wants to preserve its reputation for giving factual information.

### **ALFRED JONES AND ELDERS & FYFFES**

**BY GRAHAM BOOTH**

In 1900 Alfred Jones was at the peak of his power as Chairman and principal shareholder in Elder Dempster, the Liverpool based shipping business. Starting at the bottom he learned every aspect of the trade, which had a virtual monopoly of West African shipping, besides banking, gold mining and many other commercial interests. Amongst the latter were a small business importing cotton from Jamaica and a somewhat bigger business importing bananas from the Canaries.

In 1898 at the request of Joseph Chamberlin, the Colonial Secretary, Jones sent Richard Stockley, the manager of the banana business to see what could be done to counter the growing influence of the United Fruit Co in Jamaica. Stockley brought back a very unfavourable report and Jones declined to become involved. A year later, having been turned down by an alternative source, Chamberlin approached Jones again, and in return for a subsidy of £40,000 in the first year and £30,000 per year for another nine years, plus the offer of a knighthood, Jones accepted. Imperial West Indies Direct was formed to provide a regular fortnightly service for goods and passengers returning with a load of bananas. This did not go very well and frequently the crop of bananas arrived spoiled.

Eventually Stockley decided that the steamers had to be purpose-built and had to go out from Avonmouth in ballast. Jones was absolutely opposed to the idea; but eventually Elder's banana business was spun off as a partnership with Fyffe Hudson, another importer of bananas from the Canaries. However, in the West Indies this was not much more than a start-up business and Stockley approached U.F.C. to guarantee a supply of bananas. As a result, U.F.C. bought a 45% share in Elders & Fyffes (not a merger as stated by Horry in his article) and the company bought three purpose-built steamers for the trade. Imperial Direct continued to run to Jamaica until after 10 years it was only too happy not to renew the contract. It is believed that despite the subsidy the operation lost a total of £400,000 over the period.

Jones died in 1909 as stated by Horry; but not from injuries sustained in the Jamaica earthquake. He caught a chill and died of a heart attack at his home in Liverpool. Indeed, contrary to Horry's story that he was in the Myrtle Bank Hotel when it collapsed around him, he was in the Mico Building attending the West Indian Agricultural Conference and was not injured.

He then made the facilities of the "*Port Kingston*" available to help in the rescue effort. Jones was never a resident of Jamaica; but he probably would have been its richest man if he had been; but the statement is made to infer that Jones had much more interest and influence in Jamaica than he actually had. The Jamaica episode was a blip in a career that was devoted to West Africa. Above everything else, Jones was a dedicated Imperialist and was never without some scheme for the advancement of the British Empire. It is ridiculous to infer, as Horry has done, that he had American friends with whom he worked against the interests of the Jamaican government.

The basis of this article is the official history of the Elders & Fyffes Group Ltd. It was written in response to the series of articles by David Horry, both in the Bulletin and the Journal, the magazine of our sister society in America. As Steve Jarvis and Paul Wright have made clear in the accompanying article Horry is quite wrong on many other details. For somebody whose research is so slipshod one must treat the thrust of his argument and the conclusion of his articles as suspect.

## MONTSERRAT

### REGISTRATION LABEL

BY PETER TRIBE

Further to the cover picture on Bulletin 251, Dec 2016, I recently came across another example of this previously unrecorded type of registration label. This was used on a first day cover 'Ap 22, 58'. This example would appear to come from the top left corner of a page of labels and the number 0491 might indicate that the labels were printed in sheets of 70.





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## ST. CHRISTOPHER

### UNMARKED CANCELLERS 1874–83

BY JULIAN WALDRON

This article covers the period 1874–83 in St. Christopher during which a variety of cancellation methods were used, including the well-known 'APMY' canceller. Although this is a well-trodden field, I would like to propose a couple of new interpretations, notably for APMY.

When stamps were first issued in St. Christopher, they were cancelled with a circular datestamp (cds) applied directly to the stamp. However, in the early to mid-1870s the Basseterre post office started to use two cancellers, a circular datestamp (cds) generally stamped off to the side of the affixed stamps and a canceller applied over the stamps themselves. The canceller had no specific markings to indicate date or year, an unmarked canceller. The reason for the change is not clear.

This new system lasted about a decade and there are numerous extant covers with the combination of an unmarked canceller and a cds. But other cancelling methods were used in parallel, there are multiple examples throughout this period where a cds is used directly on a stamp. In 1883 covers are found using both an A12 canceller (possibly sent out earlier but not used) and a cds and this becomes the default cancellation method thereafter. Why all these different methods of cancellation (excepting those instances which can be explained as being philatelically inspired) were used cannot easily be explained.

### Five types of canceller

I propose to distinguish between five different types of canceller over the period – referenced as T1 to T5 in the rest of this article:

- T1 A single circle with 3 horizontal bars of different lengths
- T2 A single circle with a single horizontal bar
- T3 A single circle with a bar of four discernible letters – the so-called 'APMY' type
- T4 A single circle canceller with 'ST. KITTS' on the inside top of the single circle
- T5 A canceller with multiple short vertical bars and no circle

Types T1 to T4 figure in both Proud's *Postal History of the Leeward Islands* and Oliver's *Notes for Philatelists* but with different interpretations. My T5 is not referenced by either, perhaps because it was considered contrived.

Set out in Fig. 1. below are the five types with the corresponding reference in Proud and Oliver where applicable.

	T1	T2	T3	T4	T5
					
Diameter (mm)	23	23	23	21	n/a
Proud Type	n/a	K3 State 1	K3 State 2	n/a	n/a
Oliver Type	n/a	S19b	S19b	S19c	n/a

Fig. 1.

## Type T1

T1 is scarce. It consists of three bars of different lengths in a single circle. The short top bar is like a blob and has the dimension of a single letter; the middle line is around 10.5–11mm long; the third line is around 6–7mm long. Proud and Oliver do not identify this canceller separately.

There are two possible sub-stages, one when the bars are definitely blobs and (an earlier?) one where it is possible to consider the short first bar is an 'A'. I also have an example where the bars are definitely not letters but the ink is much less clogged. If the 'A' is accepted (and given that the diameters are the same), this canceller could be an adapted version of an earlier cds, notably the 'PAID' cds Oliver S18. In my examples, there are possible markings both on the inside and the outside of the circle (see the scan in Table A).

This three-line canceller can be found on a de Bernardy cover to London dated 26 March 1875 shown in Fig. 2. below (two stamps cancelled with T1 and a St. Kitts cds with no code just off to the left). However, I cannot find it on cover elsewhere at this point.



Fig. 2.

## Type T2

T2 is similar to T1 but the top and bottom bars have disappeared. It is very common. However, the date of first appearance is not clear. Oliver and Proud both give the same earliest known date (EKD) of 31 March 1874 and probably refer to an example on a copy of the Nevis newspaper 'The Liberal'. However, it is far from clear from scans of the cancellation that an unmarked canceller is used, there are traces of wording around the edge and potentially of a number in the middle of the single circle. If this dateable cancellation is not retained as an EKD, the next earliest appears to be (i) a cover from Montserrat via St. Kitts to Barbados dated 13 July 1876, (ii) a cover to London dated 25 May 1876 in both cases therefore post-dating the 1875 cover with T1 pictured above. (I am grateful to Michael Hamilton for information on these two.)

Oliver does not give a last known date (LKD) for this canceller which he considered morphed into T3/APMY (see below). Proud gives an LKD of 26 March 1877 (probably Brookes/Spink lot 235). However, a mourning cover dated 14 March 1878 (Brookes/Spink lot 236) also uses this canceller (in the 1963 auction of this cover it is wrongly marked as from 1874).



Like T1, T2 is not stable: a quite well-structured shape can be identified on some stamps (off cover so not dateable) whereas the majority of the cancellations show a long, flattened oval of clogged ink. The most logical explanation consists of a set of bars that started out as roughly square type, and which wore down and became clogged with ink over time. As the only requirement was for an unmarked canceller, there was no motivation for the postmaster to replace or renew until the bar became so worn as to be unusable at some point.

The single bar is about 11mm in length and the circle is 23mm in diameter: taking a modified EKD of 1876, we can conclude that it is a simplified version of T1.

### **Type T3 – 'APMY'**

The T3/APMY canceller has given rise to much speculative correspondence in the Bulletin (to which this article adds!). Depending on the writer, we have had 'AWJY', 'APMY', 'ARMY', 'AMJY' and 'YPYPY'. Initially, it was felt that there should be some meaning to the letters - ARMY would imply some official usage. Others speculated that it was the initials of a local official. However, this theory has been disproved: in response to an enquiry in 1949, the then postmaster responded that he had been told by a previous postmaster that the canceller was simply an A followed by a row of blank bars. Even this is confusing as there are clearly four readable letters in many examples.

The circle is the same diameter as both T1 and T2, 23mm, and it is reasonable to conclude that it is a further adaptation as (although the evidence is slim) T3 does not seem to overlap T2. T3's EKD according to Proud is 26 April 1879 but there is at least one cover from 1878 to Halifax dated November. Oliver and Proud have the same LKD, 25 February 1883, but there is a later cover with T3 dated 11 April 1883 (Brookes/Spink lot 391). This is a fine cover, one of the few with a village cancellation: its 1d Magenta SG12 has a manuscript cancel and the 4d blue SG17 required to take it overseas has the T3/APMY canceller.

### **Are T1, T2 and T3 made from the same canceller?**

Within this foggy story, there are some clear points to be made:

- At some point, the postmaster changed his method of cancellation, needed an unmarked canceller and made one using materials at hand.
- This canceller was renewed on more than one occasion (reflecting the high level of postal traffic through Basseterre in the late 1870s).
- There is no meaning to the letters used in the 'T3/APMY' canceller.

With the above in mind, I would like to advance the following conclusions:

- T1, T2 and T3 do not overlap each other in time and follow-on from each other.
- They are probably one and the same handstamp: the diameter of their outer circle is 23mm; the length of the main bar in each is around 11mm.
- So, at one point in 1875/6, the postmaster simplified the T1 canceller, removing the poor slugs of type at the top and bottom, to make T2.
- In 1878 or so, the postmaster replaced the central bar with the 'APMY' letters.
- These cancellers could be a re-use of the 'PAID' cds Oliver S18 (such a conclusion requires the conclusion that they are steel not rubber cancellers – cf Oliver p147).

Alternatively, if a dated example of T2 exists from 1874, then we would have to conclude that there were two 23mm handstamps in existence at the same time or that the postmaster was constantly changing the pattern on the handstamp.



## A new proposal for reading APMY

There are always four letters in the 'T3/APMY' canceller. The easiest way to read the letters is as two 'month' codes of two letters each, hence the attraction of 'APMY' as being the code letters for April and May. It is important to note again that there is no guide as to which way up the canceller should be read. The 'MY' is generally quite clear but has also been read 'AW' the other way up. The 'AP' is less clear and can also be read 'JY' the other way up, hence the canceller being read as either 'APMY' or 'AWJY', in neither case conclusively.

Perhaps it is easiest to read the 'MY' as it is most evident – as 'MY' – and the 'AP' as it is most evident – as 'JY'. In that case, it would simply mean that the month codes are opposite ways up; whichever way up the canceller is struck, there is one month the right way up and the second the wrong way up. Below in Fig. 3. are two cancels, 'AWJY' and 'APMY'.

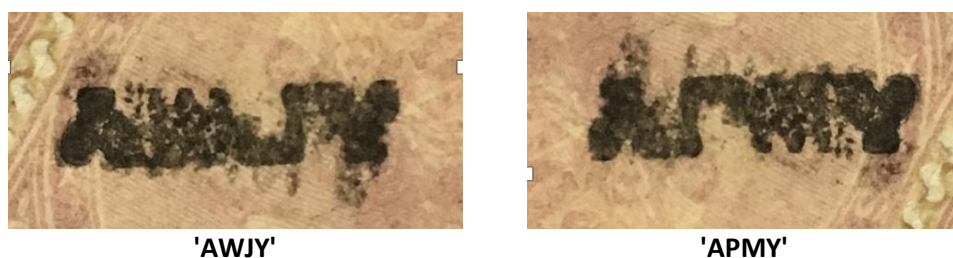


Fig. 3.

They are of course one and the same cancellation, on a (probably philatelic) pair of faded SG6 and a bisected SG6 on a small piece to make a 2½d franking.

To coin a phrase, here is one I made earlier, Fig. 4. is from an early Nottingham handstamp recently acquired which came with good quality type, but I think it looks about right!

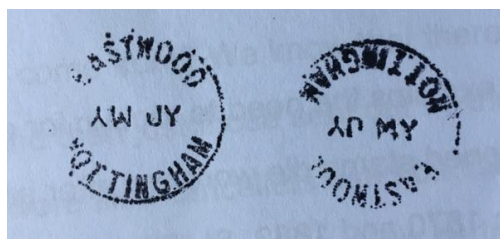


Fig. 4.

## Type T4

T4 is a single circle with 'St. Kitts' around the inside of its upper rim but with no other cancelling information. The diameter of my example T4 is around 21mm, so not the same as T1/T2/T3 (I should note that Oliver gives the diameter as 23mm). It is found quite often on normal loose stamps which suggests it was also a bona fide canceller. On cover it is rarer and some of the uses are questionable: T4 was certainly being used during February/March 1883 to cancel bisected stamps but it will be argued below that some of the covers with bisects produced at this time were contrived so it cannot be ruled out that this canceller was used on 'special' occasions by the postmaster. The diameter of T4 implies that it was adapted from one of a number of previous cancellers, with the code, day/month and year slugs all removed.

## Type T5

Finally, T5 is not common. It seems to have been made very simply, the form can be recreated just by stamping the butt end of a single piece of type. On my example there are probably four bars and certainly no less than three.

It appears on dateable stamps only in early 1883 and then (to my knowledge) only on the vertically bisected 1d Magenta SG12 in use during a period of ½d shortage at this time (see below). The Brookes collection had four examples of the 1d Dull Magenta bisected (three vertical, one diagonal bisect). One is on a cover to Dominica, three are on postcards. The Dominica cover has a single bisected stamp and is marked book post. The postcards are all uprated to make up the overseas rate of 1½d. The T5 canceller is found on the cover and one postcard; of the others, one vertical bisect is cancelled using the undated single circle, my type T4, the other (with the diagonal bisect) is cancelled with a cds. It is worth noting that Gibbons only records the stamp bisected diagonally.

The two covers cancelled with T5 are dated:

- 15 February 1883, to Dominica (Brookes/Spink lot 284).
- 12 March 1883, to Essex (Brookes/Spink lot 286).

The bisect was used during a period of shortage of the ½d dull green SG11 in February and March 1883. This stamp was first invoiced on 19 May 1882 and then again on 9 February 1883 – a very large quantity of 41,260 (twice the size of any other printing). If invoiced on that date, the stamps are likely to have been available for use a couple of weeks later. Taking the EKD of 15 February and LKD of 12 March just from the two covers, it is reasonable to conclude that the T5 canceller was used only during that period of ½d shortage.

### **February to March 1883, a creative period at the Basseterre post office**

However, it should be noted that the real origin of these bisects (notably the vertical ones) can be doubted (I am particularly grateful to Simon Goldblatt for his comments here). Two, dated 24 February and 12 March, are to Leytonstone in Essex and are written in the same hand. The Dominica cover to Roseau is to a C.R. Lauder. I am no handwriting expert but it appears also to be by the same hand. I am informed that on the reverse reverse of one is the message 'Please do with this card as requested in my letter of 24th February...'. The Roseau cover is a wrapper but it is not possible to say if there were ever any contents. The handwriting on the diagonal bisect postcard is different, but the addressee is the same, Lauder: a C.R. Lauder is recorded in Dominica in 1888 possibly Charles Robertson Lauder who emigrated from Dominica to Australia in 1890. Lauder is the recipient of a number of (philatelic?) letters with bisects from around the Leeward Islands throughout the 1880s. Last, the Tapling collection has a piece dated 25 February 1883 with a bisect, a 1d and a 2½d cancelled with two strikes of T4 plus a cds, the piece is very pristine and there is no sign of an address or other markings which one might expect to see on a normal envelope.

Clearly, the period from February to March 1883 was a special one at the post office on St. Christopher. However, even allowing for a shortage of ½d stamps, it seems likely that the Postmaster and his wife (the enterprising Mr. and Mrs. Pearce) were busily affixing bisected stamps to order. In order to hide their tracks or promote greater rarity, they used undated (T4) or newly-fabricated (T5) cancellers.

### **Summary and conclusions**

Starting in 1874 and continuing until the new A12 canceller finally came into regular use in 1883 the postmaster changed the way of cancelling at least some letters and used a combination of a cds and an unmarked canceller, initially with three bars, then one and then month codes (Fig. 5. gives revised EKD/LKD on this basis).

The postmaster did not want the form of the canceller to have any significance and so used slugs of type which was very worn. Even when renewing this type to make T3, he used two worn month codes for May and July inserted opposite ways up. The canceller is possibly, but not certainly, adapted from the previous 'PAID' cds.

We know that there were other cancellers used in the island's post offices than those officially sent out by the GPO in London, some of them apparently only on rare occasions such as Oliver 19d. Cancellers used on fiscal stamps could also have been adapted and handstamps for wax seals also existed (including one inscribed with 'St. Kitts Post Office' used in the 1890s and later). It is necessary to conclude that the postmaster was creative with materials to hand when he needed to renew. He used T4 as an alternative dumb canceller and T5 most probably to be creative.

	T1	T2	T3	T4	T5
<b>Proud/Oliver EKD*</b>	n/a	31/03/73	26/04/79	25/02/05	n/a
<b>Proud/Oliver LKD*</b>	n/a	26/03/77	25/02/83	n/a	n/a
<b>Proposed EKD</b>	26/08/75	13/07/76	23/10/78	24/02/83	15/02/83
Based on:	<i>De Bernardy cover to London (Brookes/Spink lot 230)</i>	<i>Cover from Montserrat to Barbados via St Kitts</i>	<i>Cover to Halifax, NS (Brookes/Spink lot 253)</i>	<i>Doubtful: postcard to Essex (Brookes/Spink lot 287)</i>	<i>Book post cover to Dominica</i>
<b>Proposed LKD</b>	n/a	14/03/78	11/04/83	n/a	12/03/83
Based on:		<i>Mourning cover to USA (Brookes/Spink lot 236)</i>	<i>Cover to Demerara (Brookes/Spink lot 391)</i>		<i>Cover to Essex (Brookes/Spink lot 286)</i>
* This is the earlier or later date of the two sources					

Fig. 5.

The reason why the postmaster changed the cancellation protocols in 1874 remains elusive. It cannot be to replace a lost canceller because prior to this date (and subsequently), the postmaster was content on many occasions to use a cds only. Perhaps there is guidance or a pattern to be drawn from the practices in the other West Indies islands over this period but I have not been able to identify any at this point.

The author would welcome any additional data either to confirm or contradict the conclusions set out and which shed light on the reasons for the changes in cancellation practice in St. Christopher during this period. In particular, can members point me to covers in the 1874–1876 period which show either the three bar (T1) or single bar (T2) to prove out the EKD/LKDs on these.

#### References:

M.N. Oliver – The Leeward Islands Notes for Philatelists Second Edition, Winchester, Sarsen Press, 2011

E.B. Proud – The Postal History of the Leeward Islands, East Sussex, 2005

BWISC Bulletins – various but notably Bulletin 10 pp35ff and Bulletin 118 pp62ff

The Brian Brookes Collection of St. Kitts-Nevis, Spink London, Auction 18013, 23 January 2018

## ST. VINCENT HANDBOOK 1899 – 1965.

### CORRECTION TO THE DECEMBER ISSUE OF THE BULLETIN

BY ROY BOND

On page 24 in issue 263 a picture of a size H Registered Envelope was mistakenly quoted as a size H2.

Malcolm Lacy informs me that Edward VII H2 envelopes were not printed as there was a surfeit of the Victorian envelopes left when the Queen died, so no more H2 envelopes were printed until George V reign.

My sincerest apology for this piece of misinformation and my thanks to Malcolm for providing the feedback.



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## TURKS ISLANDS

### AN INTERESTING TURKS ISLANDS COVER

BY TONY WALKER

Before I get to the cover, some personal observations:

I was delighted to see Andy Hearn's article in the September 2019 Bulletin on the Turks Islands 1881 Provisionals. As a relative newcomer to Turks & Caicos Is. philately I have been disappointed by the lack of articles and research available to newcomers, and would like to put on record my thanks to Peter McCann and Chris Harman who have been extremely helpful.

I have John Challis's book and Proud's book, and am in the process of downloading any Turks & Caicos Is. articles which have appeared in the Bulletin over the years – an excellent facility on the website by the way. Interestingly I seem to have come across one or two items not listed in the SG Commonwealth catalogue, although my copy is dated 2013! I say *interestingly* because as a newcomer I hesitate to put my head above the parapets, but maybe I'll send them through to the Bulletin in due course.

### THE COVER



Fig. 1. (front)

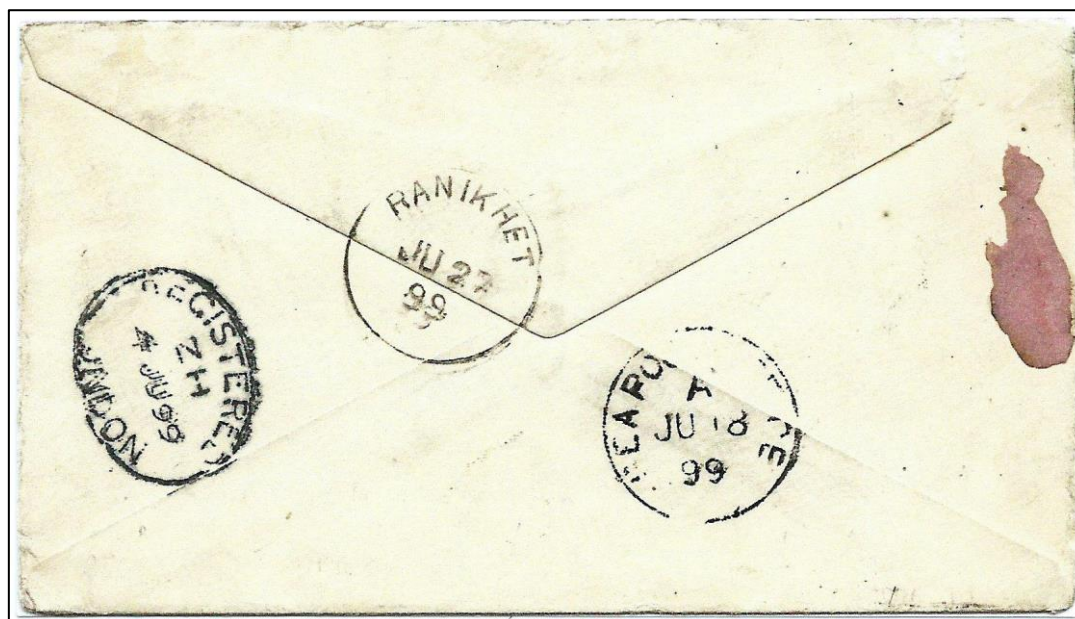
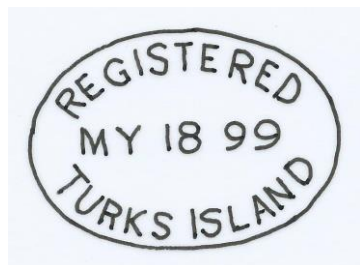


Fig. 2. (reverse)



As can be seen from the illustration above, the postal stationery envelope was registered and posted from Turks Island on 18 May 1899, addressed to a Capt. E. T. Taylor of the Cheshire Regiment in Ranikhet, British India. It is almost certainly a genuine commercial cover, the 4d cost made up of a 2d registration charge plus a further 2d for a 1oz weight. (1d per ½oz.), these being the postage rates when the Empire Penny Post was introduced on 25 December 1898.

There are a number of cancellations and marks on the cover:



REGISTERED oval cancel from TURKS ISLAND dated MY 18 99 – on front



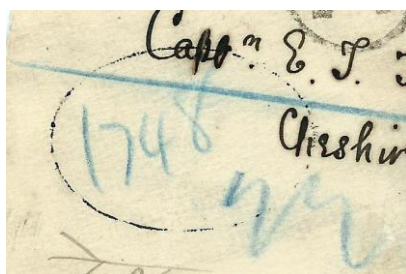
REGISTERED oval receiving cancel in LIVERPOOL dated 3 JU 99 - on front



REGISTERED ZH oval receiving cancel at LONDON dated 4 JU 99 – on front



Single ring SEAPOST OFFICE A cancel dated JU 18 99 – front and reverse



Large blank oval with **1748** in blue crayon – on front



Single ring arrival cancel at RANIKHET dated JU 27 99 – on reverse

When I rather naively wrote up this cover for a RPSL Northeast Region members display in London, I completely overlooked the large 'empty' oval on the front cover, with the blue crayon **1748** inside, and I am hugely indebted to Clifford Gregory RPSL (from Kent) who was also at the meeting for coming to my rescue. Indeed Cliff subsequently gave me a great deal of information about the cover, which I am happy to repeat here.

He wrote :

Your cover started its journey from Turks Island, almost certainly with mail from other West Indian countries, and went via Liverpool and thence by rail to London, to France via Calais and then to Brindisi where on 12 June it was put on P&O Steamer *SS Clyde* and taken via the Suez Canal to Aden, arriving on 15 June and thence to Bombay arriving 23 June. Data for the vessel I have taken from Vol. 1 of R. Kirk's *British Maritime History*.



*outward* 1899

SHIP	.INDEX.	BRINDISI	.ADEN	.BOMBAY
CARTHAGE .	.23		.29	. 3. 6.99.
SUTLEJ .	.29 +		. 5	.10. 6.99.
CALEDONIA .	. 4		.11	.15. 6.99.
CLYDE .	.12 +		.15	.23. 6.99.
PENINSULAR.	.18		.26	. 1. 7.99.
SUTLEJ .	.26 +		. 3	. 8. 7.99.
EGYPT .	. 3		. 9	.14. 7.99.

Fig. 3. extract from Kirk's *British Maritime History*

Your 1899 cover is an ideal example to show why there is a registration number in a blank oval. For mail from the west of Aden - Great Britain, Europe and Egypt *et al* - the only mail service to India was via the Sea Post Office (SPO) with P&O steamers. At this time mail was all delivered to Bombay. The sole purpose of the SPO was to sort and bag the mail so that it could be forwarded quickly to its destination on arrival at Bombay. The large blank oval struck around the **1748** was to distinguish it from any others. On the journey from Bombay to Aden other mails were carried and sometimes accepted, but they did not have major below decks sorting commitment – it must have been a terrible job.

Do not be concerned that the date on the SPO postmark 'JU 18 99' on your cover does not exactly match the date in the book. The date stayed the same throughout the journey and did not always reflect that of any particular time in the journey. The 'A' on the circular SPO mark shows that Set A was the set of sorters that handled your cover – there were initially six sets, A to F but by 1899 D, E, and F were no longer in use.

As well as the **1748** in an oval your cover has three numbers, 6 in black and 5 and 22 in blue crayon, all of which are probably registration numbers. An important function of registration numbers is for tracing lost or damaged registered covers. A lot of mail passing through Aden had several registration numbers written upon them, usually but not always in blue crayon, and it originated from a variety of countries. The oval identifies the number as having been applied by the SPO. I already have SPO ovals from Barbados, Guatemala, British Levant, Zanzibar, Germany, France, Belgium, Mauritius, Egypt, Persia, Turkey, Russia and Seychelles some routed to India through Great Britain.

The oval was applied to all the incoming registered mail on inward mail to India or, like your cover, routed through GB to India. Incidentally, ovals not applied by the SPO can be found on other registered mail to India, mainly from the east.

Cliff noted the absence of any transit marks between Turks Island and Liverpool, which I had mentioned when discussing the cover with Peter McCann on an earlier occasion. Normally this would be either New York or Halifax in Nova Scotia. I believe Peter and Chris Harman also discussed this, with inconclusive results, though I am open to correction! Cliff reckons the absence of transit marks could be because it was bagged in with others marked to the same destination, thereby avoiding a lot of time-consuming sorting of individual letters.

The question arises as to what ship / shipping lines served Turks Island at this time. Edward Proud in his *The Postal History of the Cayman Islands and Turks and Caicos Islands* says up to 1898 Messrs Pickford and Black's steamers from Halifax and the Clyde Line steamers from New York continued to serve Turks Island on a monthly or tri-weekly basis respectively. However the New York service did not sail at scheduled times. Mails which just missed the monthly Halifax sailing were sent to New York and would usually arrive several days earlier than they would have done if they had waited for the next Halifax sailing. The New York route to the United Kingdom was by far the most popular.

So, if you have any of those blank ovals, you know who to get in touch with !

**AUCTION REPORT****BY GRAHAM BOOTH**

Victoria Stamp Co. held its only sale of the year in New York on 23 November. As per usual the lots were very well described and valued realistically. There were perhaps many more lots of small groups than there once was; but this reflects the realities of the market and is far preferable to the practice of other large American houses who tend to group anything with an estimated value of \$200 or below into large lots of up to 100 covers, which can only be of interest to dealers. Although the weakness of the pound makes the hammer price expensive the buyer's premium is only 15% and there is no VAT. The sale featured the John Cooper collection of the George V Silver Jubilee and, as throughout the auction, included territories outside the West Indies. Just concentrating on the Caribbean there were plus or minus 500 covers and well over 500 used stamps in 121 lots. There were no huge prices, the highest priced lot being a 1s Bermuda with kite and vertical log, on cover to the U.K., which was knocked down for \$550; but of the lots on offer 108 were sold, a 90% success rate.

Other featured collections were Duane Larson's Jamaica, Charles Freeland's Montserrat, and sprinkled across the auction Barry Friedman's B.W.I. In total about 75% of the 1,300 lots came from the West Indies. This gave an opportunity of roughly assessing the relative popularity of the different islands. Excluding those for whom there were only a limited number of lots, St. Kitts including St. Christopher came top of the pile with 96% sold. Then came Antigua (83%), St Lucia (74%), Jamaica (72%), Grenada (70%), Barbados and Montserrat (68%), Dominica (65%), the Virgin Islands (60%) and propping up the list the Cayman Islands with (53%), which is perhaps no surprise as the sale came on the heels of James Podger's very successful sale in Gibbons. Paradoxically, the third highest price achieved in the sale for a single item (\$2,750) went to a 2½d on 4d provisional from the Caymans, compared to a Scott value of \$3,500 and an estimate of \$1,400. Other generalised observations one might make were that covers with adhesives were much stronger than those that predate 1858, and that collectors were not prepared to pay high prices for covers addressed to the likes of Roger Wells, however scarce the office of origin. Nevertheless the highest price achieved in the sale went to a 1799 pre-adhesive cover with a 3-line Mt/SERRAT/date which realised \$8,500 against an estimate of \$5,000. Other than the pre-stamp the remainder of Charles' collection was heavy on stamps rather than postal history, with proofs and colour trials becoming more prominent as the sale progressed. Imperf colour trials of the ½d denomination on De La Rue Appendix sheets were knocked down at \$3,500 against an estimate of \$2,500 whilst a 1932 Tercentenary die proof in ultramarine realised its estimate of \$2,000. Earlier a mint 1884 4d blue achieved \$650, over its estimate; but well off its catalogue value of \$2,100.

There were very few items in the Jamaica group which justified an individual lotting. Of those that did, a superb 1822 Commercial Rooms mark on a Swanage Ship letter made \$650, almost three times its estimate: another inferior one did not sell, whilst a 1901 essay of the 1d bi-coloured Falls from the De La Rue archive, ex Swarbrick, made \$1,900 against an estimate of \$1,200. Possibly the most vigorous fight of the afternoon was over the Grenada postal stationery. The 1882 1d light blue on buff postal card to Port of Spain, the only properly used example, ex. Messenger, Hackmey and Walker, went for \$1,700 against estimate of \$750, the 1887 2d blue wrapper uprated with a 1d, sent registered book post to the U.K, \$1,000 against estimate of \$300, and the 1889 3d grey-blue on cream registration envelope to the Channel Islands with a 4d on 2s provisional, \$600 against estimate of \$350.

In contrast to the success of Antigua in the Victoria sale Grosvenor had a small collection (14) of quality items on 29 November which included 6 four figure items. To my surprise, only 2 sold – none of the expensive items found a new home. Following my comments on the sale of the British Guiana 1856 Provisionals in Spink in my last report in which an example of the 4 cents black on blue made £66,000, two more small collections have come on to the market. Siegel featured small numbers of quality West Indian items throughout their sale in New York on 10 December. The British Guiana included an 1850 4 cent black on yellow cotton reel which sold for \$4,500 against catalogue of £24,000, a very fine example of the 1856 four cent black on magenta, used, for \$7,500 (cat £25,000 and £8,000 in the Spink sale) and a badly creased but mint version of the same stamp, of which it is believed only seven examples are known, for \$11,000 (cat £100,000 and £26,000 in the Bartica sale). Cavendish then had a poor version of the same stamp, used, that realised £1,800 and a black on indigo 12 cents cotton reel (cat £13,000) which was knocked down for £1,000, together with an 1852 4 cents black on deep blue which achieved £1,300 (cat £12,000). I didn't view any of these; but the message appears to be that quality rules to an almost alarming extent, and that those of us who have less deep pockets could be tempted into paying too much for scarce but inferior material.

In November Spink sold the Grabowski collection of postal history. This was one of the great collections; but expectations were not high. My friends who collect France tell me the collecting malaise there is every bit as bad as here. In contrast, the Brian Moorhouse collection of Central and South America, which was even more distinguished, sold by Corinphila, was an enormous success. If you wanted to add to your collection of Cuba or Haiti it would probably have cost more than you anticipated. For the most part the Grabowski lots consisted of covers franked by adhesives designed by Alphee Dubois which were first issued to the Colonies in 1882 and used until well into the Twentieth Century, but never in Metropolitan France. I only followed three territories which might have been of interest to our members – French Guiana, Guadeloupe and Martinique. Of these the most successful was French Guiana which had 29 lots with 73% sold, the highlight being a registered, insured cover from Les Roches in 1898, the only recorded example with a military datestamp, which achieved 1,600€. Martinique was much softer with only 57% of 61 lots sold, and those lots that did sell were mainly at the low estimate, or below. The only sign of strength was in the lots that consisted of small groupings, suggesting that the individual lots were too expensive; but might sell presented in a different way.

Guadeloupe was different, by far the biggest group (190 lots in total) and contained pre adhesive covers as well as those franked with Eagle adhesives, Napoleon and Ceres heads and Type Sage as well as the Dubois. The most successful portion was the pre adhesives with 31 lots – 74% sold. A red 'Pointe a Pitre/ Guadeloupe' mark on a 1787 cover to Bordeaux made 1,000€, another from 1788 with a 'POINTE A PITRE' mark and a convex 'COLONIES PAR NANTES' made 500€, whilst a cover from 1812 addressed to Lancaster with a nice St. Thomas fleuron on the front realised 700€. However, the balance was only 38% sold, with some areas such as military mail being almost completely unsold. Even the village marks, which were so strong in the Brookes Martinique sale, languished in the dust, the only strong runner being St. Barthelemy. The section that was outside the main thrust of the total sale, the covers franked with adhesives other than the Dubois, was particularly weak. Maybe collectors had decided in advance that these were leftovers and expensive for what they were. I am told that the Asian section of the sale was particularly strong (no surprise there), that as a result the total sale grossed a figure around the combined low estimates, and that after sales have been reasonably strong.

Spink also sold the Ian Matheson collection of British Honduras on 29 January as part of their Collector's Series. At the last minute the venue was switched from the Royal to Southampton Row. Whether this was responsible for the total audience being one agent and one collector (me) is not clear; but if this trend persists the costs involved could mean that live auctions become a thing of the past. There were 166 lots, with a prominence of proofs and specimens that did not venture past the turn of the Nineteenth Century. In total 68% were sold on the day. There were 13 successful internet bidders with some spirited bidding between them. As the book was not very strong bidding was often laborious, starting well below the low estimate and finishing well above the high estimate. The highlight was the early postal history, which is scarce from Belize, especially with interesting content. All 13 lots sold, many of them above their high estimate. There are not many colonies where a 1789 Liverpool Ship letter could sell for £1,000, including the uplift. In contrast incoming mail and mail ex. Guatemala sent through Belize were very mixed. Later postal history was also mixed. Anything associated with the name Aikman did not sell, and again collectors were not prepared to spend big money on damaged items, however scarce e.g. the attractive 1872 cover to New Orleans franked with 4 x 1d blues from the first issue, one with a badly damaged corner, with a low estimate of £6,000 which was withdrawn at £4,800. On the philatelic side bidders appeared to be filling gaps in their collections. Only one of the 4 lots of plate proofs of the 1872 issue sold whereas all 7 lots of the specimen stamps of the 1877 issue sold to the same internet bidder and 5 of the 8 lots of colour trials for the keyplate issue went to the same book bidder. Not many colonies can beat British Honduras for the variety of its surcharges. From the 1888 issue a 3c on 3d chocolate, used, went for £2,400, well over its top estimate, a mint 2c on 6d rose with curved foot, £2,100 against £1,600 and the same stamp mint with surcharge doubled £900 against £800. The latter two went to the same telephone bidder who scooped up several of the better items. The keyplate issue was the most successful overall with strong provenance, Tucker, Hart, Foxley, Baillie, Sussex and Richards. Of the 40 lots 35 sold, the proofs doing particularly well.

The following day Spink sold an outstanding version of the mint Cayman 1d on 5s with the surcharge doubled for £7,500, having sold a mint ½d on 5s from the Lionheart collection for £2,000 the previous day. Also included in this sale was a fine mint version of the 1852 British Guiana 1 cent black on magenta for £2,600 (see above) and the scarce 1920 mint Jamaican 1s with frame inverted which exceeded its low estimate at £16,000.



Some of Hugh Wood's collections are being offered in the Spring. Corinphila have his British Post Offices Abroad which will be sold in two parts, the first being available to view at London 2020 for sale at the end of May. Spink will sell his general Commonwealth collection, on 18 March. This will exclude Jamaica, which I understand may be retained by the family. However, Steve Jarvis is selling a large part of his Jamaica collection, retaining the postal history. This will be sold by Cavendish on 3 March. In addition, Feldman will feature the Tatiana collection of St. Vincent, on 1 April, – over 300 lots, specialising in large multiples, many ex. Jaffe. Viewing is at the Strand Stamp Fair on 13 March. Finally, Heinrich Koehler will sell the large 'Besancon' collection of BWI, spread over three sales with viewing for the first at London 2020. So, we have some exciting material to look forward to, and some interesting questions. This is an unusually large amount of BWI material to be sold in Europe in a short space of time. Does it reflect a changing of the guard? Is it something to do with BREXIT? Or is it just coincidence? And finally, does the market have the capacity to absorb it?

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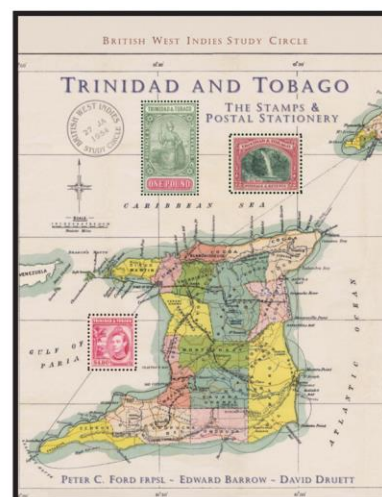
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