

STUDY CIRCLE



SEE GERHARD LANG-VALCHS ARTICLE ON ANTIGUA FORGERIES



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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.

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SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS & EVENTS

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

19 to 26 February 2022 Rescheduled London International exhibition, BDC Islington, London, N10 0QH

Congratulations to Simon Richards on being awarded the Tilleard Medal by the Royal Philatelic Society London for the best 1pm display of any aspect of philately, given at an ordinary meeting of the Society for his Dominica presented on 14 February 2019.

Letters to the Editor,

Sir,
I should like to begin with an apology to David Horry. In the last issue I said that Sir Alfred Jones was not in the Myrtle Bank Hotel when it collapsed, as previously stated by him. My source for this was a contemporary newspaper account which said he was in the Mico Building. I have since been shown another contemporary newspaper account from the ex-Lord Mayor of Liverpool reporting how he saw Jones appearing from the ruins. Of the two conflicting accounts it would appear that the second article has the greater appearance of veracity.

David has spent a great deal of time researching the history of George Odom, Frank Godden, Barrington Smith and Hedley Adams Mobbs, his grandfather, creating an interesting story, mainly published in our sister magazine, the Journal. I have no reason to disbelieve the details he provided of an undercover surveillance operation in Jamaica during World War II and immediately afterwards; but I was not convinced by his argument that the Crown Agents were used as involuntary conspirators, and would need more evidence to be persuaded. So, I am even more reluctant to believe it, 40 years earlier in peace time, when communications were difficult and subject to long delays, especially as Colonial Office policy was to counter American influence, not encourage it. The Crown Agents were then and for many years later, an office based in London that was independent of the Colonial Office, which had a monopoly of providing the goods and services required in all the British Colonies, which could not be sourced locally. We are all familiar with its role in providing stamps and cancellers.

If David had restricted himself to an article on the undue influence that United Fruit exercised in the Caribbean (it was not known as the 'Octopus' for nothing) I would have had no problem; but when he says 'the United Fruit Company who, with the Crown Agents blessing, were issuing the TRDs' and 'it was indeed the Crown Agents who encouraged them, mainly for financial purposes' I have to disagree. However, he also says, referring to his previous articles, that in the 1940s 'Frank Godden was a **Crown Agent** (my emphasis) working to Sir Harry Luke'. Luke at the time had retired from the Colonial Office and was the senior officer responsible for the activities of the British Council throughout the Caribbean, so it may well have been the case that they were running an underground surveillance operation. If he means by his description of Godden that he was an agent of the crown (the British Government) and I misunderstood him to mean an employee of the London 'Crown Agents', I apologise, especially if this also applies to the earlier description of the Crown Agent's activities; but my confusion was not helped by him using the phrase in the conventional sense when he says elsewhere 'TRD proofs clearly show they were struck on Crown Agent's cartridge'. If he really believes that the London 'Crown Agents' had representatives in Jamaica who influenced U.F.C. in the way he describes, contrary to British Government policy, would he please supply concrete evidence.

Sincerely, Graham Booth

Sir,
Thank-you for forwarding to me the note issued to you from our President, Graham Booth. Graham's apology is gratefully received. I did have more than just *The Gleaner* source, but also A. H. Milne's biography, *Sir Alfred Lewis Jones, K. C. M. G. – a story of energy and success*, Henry Young & Sons, 1914 and *Sir Alfred Lewis Jones – Shipping Entrepreneur par Excellence*, Peter N. Davis, Europa Publications 1978, in which Neil McKendrick alludes to the reasons why the Mico was mistakenly mentioned.

I am hopeful that going forward we will always be able to present differing opinions and look forward to contributing further to both the *Bulletin* and to further publications with Peter Ford *et al*.

I have further sent Graham much evidence of the Crown Agents operations in Jamaica.

With regard to the lengthy article by Steve Jarvis attacking some of my conclusions in the last issue it is obvious we disagree on many things. Racial segregation was endemic in parts of Jamaica immediately after the war. Postmaster Lt Colonel Joseph Green tried to change the situation in post offices from 1956; but it still lingers on. In 2015 I was personally refused service in Free Hill Post Office, St Mary because I was white. With regard to Laughlands we obviously have different views as to the density of population that justifies a Post Office; but even today the area is virtually deserted. It is hard to imagine the state of mind amongst the authorities when two German battleships appeared in what had previously been regarded as an Anglo-American lake. I could enlarge, but there are many things in the Jamaica of that time that are still not fully understood, and if I may, I will stick to my story.

Sincerely, David Horry

Sir,
David has indeed sent me additional evidence of the activities of "Agents of the Crown" as I prefer to call them, to avoid confusion. However, he has sent me no additional information, other than that which he has already published, about the involvement of the London Crown Agents. He has not attempted to clarify the difference. Although an entity which was independent of the Colonial Office, ultimately it reported to the Colonial Secretary and therefore was an integral part of government. Consequently, I think we must assume, until David can show uncontroversial and substantial evidence to the contrary, that they played no part in the surveillance operation he so interestingly describes.

Sincerely, Graham Booth

Further correspondence on this subject is closed.

Editor

ANTIGUA

THE ANTIGUA FORGERIES OF PLACIDO RAMON DE TORRES TRACING A SPANISH FORGER'S FOOTPRINTS

BY GERHARD LANG-VALCHS

Introduction

Plácido Ramón de Torres (1847– ca.1918) is a little known Spanish forger. He grew up in Italy where he discovered his passion for stamps and learned the office of a lithographic engraver. His talent and passion attracted the attention of E. C. Usigli, editor, and one of the first Italian stamp dealers. Torres started his career as his apprentice at Florence, in the early 1860s making stamp illustrations for one of the most famous European stamp dealers, Jean-Baptiste Moens and his magazine.¹ Usigli built up a wide distribution net for those new products, but after delivering the copies to the clients, both made 'private copies' and put them into stamp packages.

In the early 1870s Torres continued as Usigli's partner, stamp dealer and manager of a stationery shop at Livorno/Leghorn. In those years he published the first Italian stamp magazine, *La Posta Mondiale*, and a stamp catalogue. Finally, after separating from his patron, he had to leave Italy and returned to Spain in 1874, where he became established at Barcelona and continued as an independent dealer, engraver and forger.²

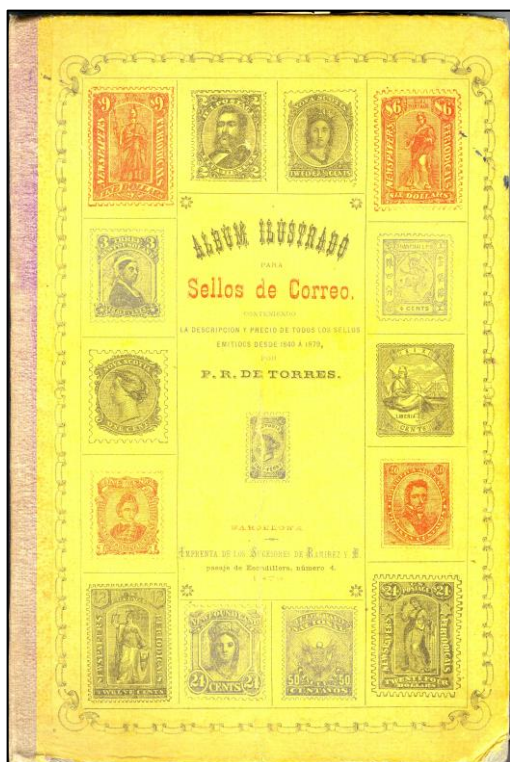


La Posta Mondiale

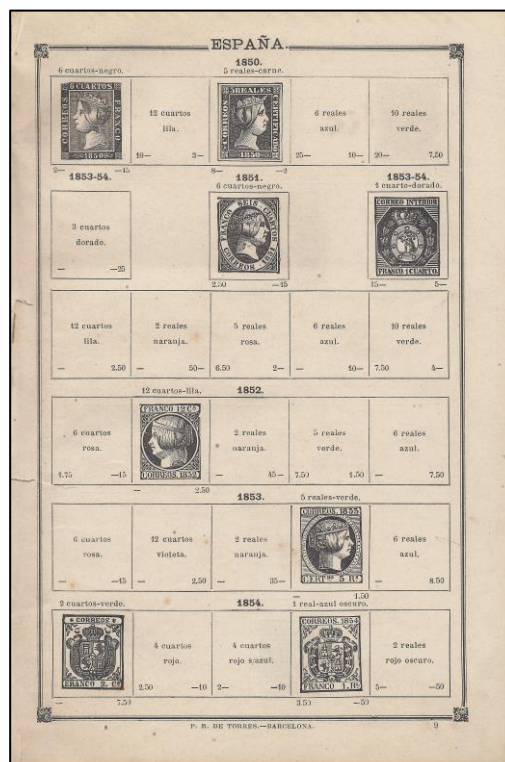


Torres catalogue

In Spain Torres is remembered as the publisher of the first really modern and handy album in 1879, where all the illustrations appear in the positions where the stamps are supposed to be fixed. Most of his illustrations had been furnished years ago to European and even American editors of catalogues and philatelic journals.³ As its text is written in Spanish this album is hardly known outside the Iberian Peninsula. The arrests, trials and convictions for forgery or swindle at Bremen (Germany, 1886/89) or Saint Louis (USA, 1892) or his implication in the production and sale of the so-called Melilla-bogus issues (1893/94) remains in the memory of the philatelic community in other parts of the world.



Torres Album front page



Torres Album inner page

The Antigua issues



Genuine Antigua stamps

The second issue of the Antigua stamps consists of four perforated values, in use from 1879 until 1903. In 1886 the red-brown 2½d and the lilac 4d were replaced by blue and brown samples. At least three different types of forgeries of these stamps can be found on the internet.⁴ None of the forgers has yet been clearly identified. The Spiro brothers and Allan Taylor are under suspicion. In view of the fact that we have no list of the stamps counterfeited by the Boston dealer, except for the Confederate States locals and provisionals, it seems hazardous to blame Taylor for some of these forgeries without any further evidence.



Torres forgeries

Maury catalogue illustration

The author of the above depicted forged stamps is in my opinion Plácido Ramón de Torres. A look at the reproduction of the Queen's bust shows a clearly different image of the face and all parts from that on the genuine stamp, sufficiently clear to state, that it is a forgery.

This difference is common to all the above depicted not genuine samples. But in order to prove the Torres origin of them, we have to proceed to a more detailed analysis and comparison considering as well the last sample(s) of the row. We have to exclude the possibility that we are dealing with distinct handdrawn, copies that would inevitably show certain defects or differences.⁵

The originally 16 rhombs of the lateral adornments sum now 18 at the right side and they are at both sides badly achieved, resembling irregularly aligned and distributed, deformed raindrops. All samples show the same number of background lines: 53 at the left and 54 at the right side of the bust. The front part of the coronet is represented by a stroke touching the first background line.

The number and disposition of the hair strands, the number and disposition of the shading lines at the neck and the face, the details of the coronet and the ornaments in the spandrels, none of those elements show a strange or different form on the not genuine samples. The line that delimits nose and forehead, not existing on the genuine, is twice broken, first where the coronet touches the forehead and a bit below and at the height of the eyelid. The almost total lack of differences and the coincidence even in their minute details reveal their common origin from the same lithographic stone.

The analysis has shown that these samples are not only forged, but that they are identical copies of the same stone as the illustration of the Maury and Stanley Gibbons catalogues.⁶ The question of where Maury and Stanley Gibbons got the illustrations for their publications has been explained and demonstrated in earlier publications.⁷ We can add Scott as one of the most important American editors and stamp dealers to the list of Torres clients as the figures taken from his catalogue, not expressly mentioned in the comparing analysis, clearly show.⁸

The above Antigua issue was not the first that had attracted the attention of our Spanish forger. Years before he had made an illustration of the 1p value of the first series for various of his clients.⁹



illustration
Stamp Collectors
Magazine



Front page stamp,
See *Le Collectiounneur de
Timbres-Poste*



illustration
Torres Album



Front page
*Le Collectiounneur
de Timbres-Poste*

The Parisian editor Arthur Maury placed it, together with other four stamp illustrations, also made by Torres, on the front page of his monthly philatelic review between 1864 and 1873.¹⁰ And maybe the 6d illustration from the Maury catalogue is another example of the Torres made forgeries, that would complete the first series, although I could not find yet a corresponding forged sample.



Maury catalogue illustration



Ireland bogus issue



Brunei bogus issue

The isle of Antigua, however, is not the only territory Torres endowed with his particular Queen Victoria design. We find the same central design with a changed inscription on some other stamps, allegedly issued in Ireland and Brunei. As the first official issues of those countries date from the first decades of the 20th century, we must qualify them as fantasy stamps. What has been said in the comparative analysis about the forgeries of the second Antigua issue has to be applied equally to that bogus, confirming its Spanish origin. It is quite possible that there even exist other values and colours and it is possible that this article will contribute to the discovery of until now unidentified samples of other countries.

Some general considerations

The main stress of this article is on the colonial design issues of the 1880s. Being key-type issues, all originals are taken from the same type, that means they are identical copies except for the inscription and value labels. Not so the Torres forgeries. The Spaniard obviously had problems with copying from one stone to another. Transferring the central motive to another stone, he would have only been able to use one original portrait of Queen Victoria for all other illustrations. He had tried some tricky techniques like cutting off and replacing the part of a transfer copy where the value or the year of issue was indicated, but he did not really succeed. That is why we can find dozens of different designs of the Queen on his illustrations in the Moens or other catalogues, when the original was one only type.



illustration Stanley-Gibbons catalogue



illustration Maury catalogue (1870)

As the trick failed, he tried to apply another one, slightly adapted to the lithographic engraving, erasing the value or the inscription replacing them with another one without touching the rest of the design. But that could be done only three or four times and the results show that the printing quality had suffered.

There are two other questions, of interest for the collectors. How can we be sure, that the forgeries we are presenting, are really from Torres and not from others like Taylor as some experts suppose? And how can we in general detect and identify Torres forgeries?

The stamps whose counterfeits we are presenting, were issued after the publication of Torres *Álbum* in 1879. So we can't draw on his own publication. But as Torres furnished nearly all philatelic magazine and catalogue editors with his illustrations, we have to consult those publications, because they are a sort of manual to detect his forgeries.

Another necessity is how to detect his fakes. One of his 'jokes' can often give us a first hint. Torres sometimes deliberately changed the design of the stamp he copied, adding or omitting elements. On our Queen Victoria issues with very scarce inscription, the possibilities were really limited. Therefore on some samples adding a final dot was nearly the only option.

Not only did Torres often make copies in the correct colours, but also printed in black and white or other odd colours. He also had problems making reasonably well achieved, but never matching perforations, therefore we can find a lot of originally perforated stamps in an imperforate Torres version.

The illustrations we now use for comparison were taken from the French Maury catalogue. Arthur Maury, a renowned Parisian stamp dealer, was one of the important early clients of Torres. His catalogues and albums used the Torres illustrations until the 1940s, because they gave at that time a better contrast than the photos taken from the originals used by most of the editors for the 20th century issues. Nearly all the samples are also depicted in earlier editions of other European catalogues.¹¹

I would like to hear from any Nevis collectors who might have forgeries to dispose of.

Notes:

1. Gerhard Lang-Valchs [GLV]: *Los grabadores de Jean-Baptiste Moens*, Eco Filatélico y Numismático, Sept. 2017, p.30-32 (1st part) and Oct. 2017, p. 25–27 (2nd part).
2. A first insight in the Italian part of his life gives the article *Il conte Giulio Cesare Bonsai accusato di frode*, Qui Filatelia, n° 85, Sept. 2016, p. 8–12.
3. GLV: *The Early Scott Catalogues and Their Illustrations. Discovering a Spanish Forger's Footprints*, Collectors Club Philatelist, n° 96, Nov.–Dec. 2016, p. 205–210.
4. www.stampforgeriesoftheworld, Antigua [27.01.2017;17.00] and the *Klaseboer Catalogue*, CD-ROM.
5. For the timescale we are focusing on we can exclude the use of photographic techniques and procedures during the copying and printing process. We have, however, to take in account that there may exist minor defects due to the peculiarities of lithographic copying and printing.
6. Arthur Maury: *Catalogue descriptif illustré ...*, Paris 1912, p. 23; *Stanley Gibbons Price Catalogue of Stamps..* [SG], 1882, Appendix, figure 5.
7. GLV: *Early British Stamp Experts and Spanish Forgeries*, The London Philatelist, April 2017, vol.106, no.1444, p.132–138.
8. *Scott's Standard Catalogues. Postage & Revenue* [Scott], 53rd edition, New York 1892, p.50, fig 413.
9. *Stamp Collector's Review*, 1863, p.36; *Le Collectionneur de Timbres-poste*, first years' front pages.
10. As the reviews referred to are all downloadable at the Crawford Library and/or the French site [http://www.rpsl.org.uk/gpl/crawford/crawford.asp] [http://memoires.timbrologie.online.fr/] it seems to be justified not to present each and every image referred to, because the critical reader can easily verify the accuracy of the assertions.
11. J. B. Moens: *Catalogue prix-courant...*, Bruxelles 1892, planche 121, 3364; pl.1123, 3444; pl.191, 5480. SG, pl. 42, 1277, pl. 43, 1314, pl. 90, 2737. *The Lincoln Stamp Album*, London 1900, p. 79, 81.

The first article in this series, on St. Vincent forgeries, was published in Bulletin 258, September 2018. Further articles to follow in due course. Editor.

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.

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ANTIGUA

THE EARLIEST USE OF GB STAMPS

BY JOHN JORDAN

I recently acquired a cover (Fig. 1) that establishes a new date for the earliest use of GB stamps in Antigua. It is franked with a GB 6d, cancelled by the 'A02' obliterator of St. John's and backstamped with an Antigua Type PH cds dated 13 July 1858. This is now the earliest date for the use of GB stamps and also for the 'A02' obliterator.

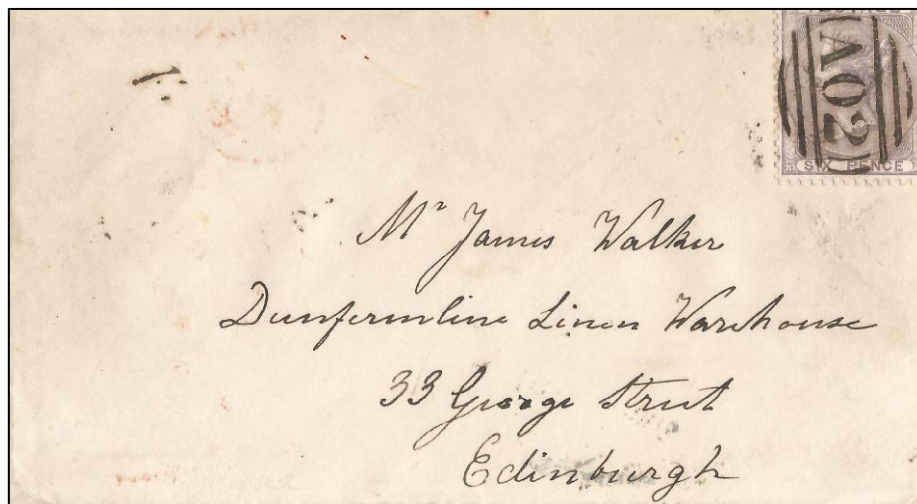


Fig. 1.

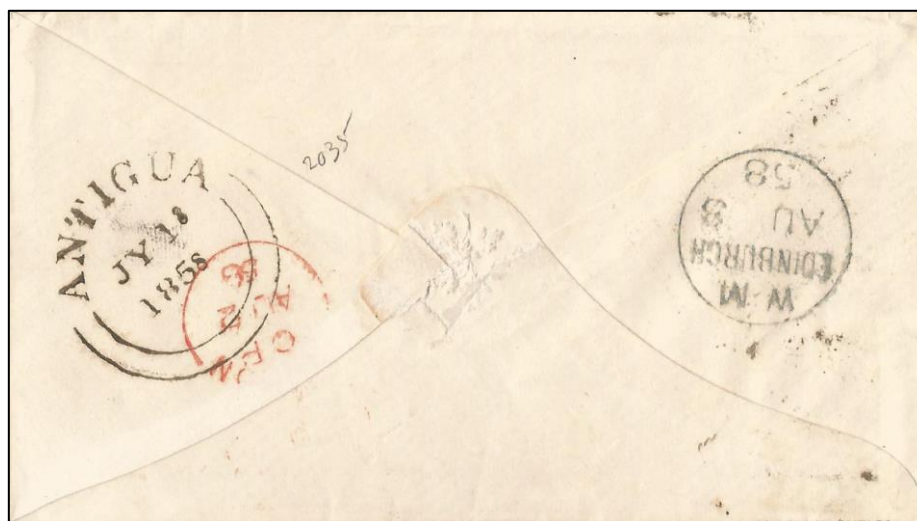


Fig. 2.

In 1857, pre-payment of postage became compulsory. The only West Indies POs with their own adhesive stamps were Barbados, British Guiana and Trinidad. The introduction of GB stamps elsewhere was an option. The GPO London, concerned with forgery, initially restricted their use to Gibraltar, Malta and Constantinople. That proved successful and the privilege was now extended. On 16 April 1858 the GPO notified West Indies postmasters that GB stamps could be used '*in payment of the Packet postage of Letters and Newspapers*'.

The 'A02' obliterator was despatched to St. John's on 17 April 1858 to cancel the new GB stamps. The 'Antigua' book (2016) lists the earliest use of the 'A02' as 28 July 1858, corresponding to the second Packet sailing in July. The new cover is dated 13 July 1858, so was carried on the first sailing. Its reverse (Fig. 2) bears a London cds dated '2 AU 58', indicating the RMSP *Parana*, which left St. Thomas on 17 July and arrived at Southampton on 1 August. Its feeder vessel, RMSP *Conway*, had left Barbados on 12 July, called at St. John's on 14 July and reached St. Thomas on 15 July.

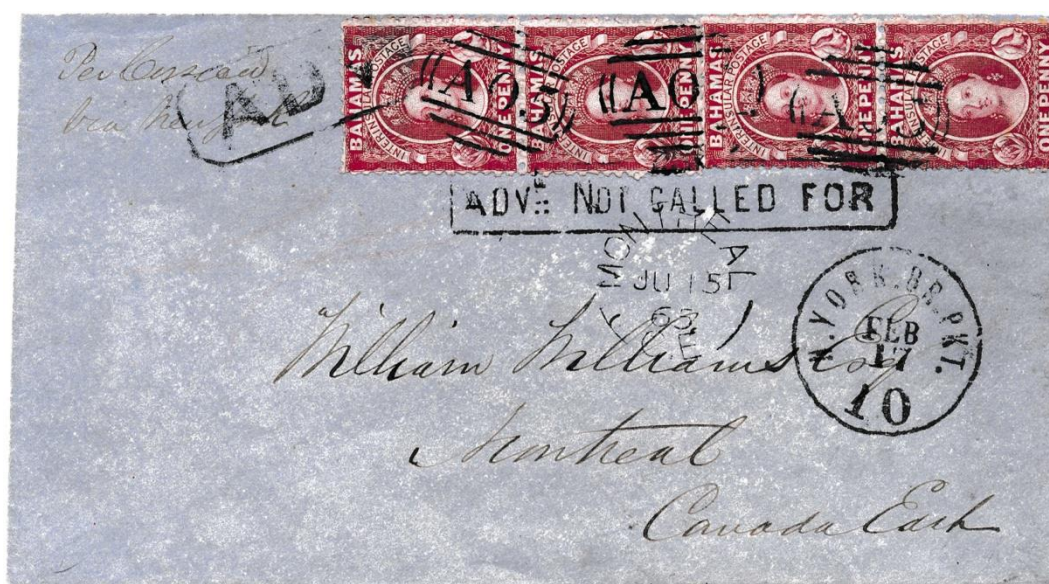
The Antigua cds uses two date fonts that are clearly not originals. Type PH was by then an old instrument, well past its sell-by date. Contemporary strikes demonstrate the frequent substitution of odd date plugs for worn-out or lost originals. Particularly notable here are the tiny fonts used for the second '8' and for the '3'.

Earlier dates could still exist. The 'A02' should have arrived at St. John's by early May 1858, so covers from May or June are possible. Did any survive? It's worthwhile checking your own collection or records. The significance of this cover escaped notice for over 160 years. The sales material that accompanied the cover shows that not long ago it was in Gibbon's stock, so even they missed it!

JOHN & MARK TAYLOR

BAHAMAS

1865 envelope to Canada, Per Cunard via New York with
2 vertical pairs 1863 CC perf. 12 1/2 1d. Carmine lake. canc AO5
'Adv.. Not Called For'.



One of the most spectacular Bahamas covers ex Staircase April 1999 p.r. £5296.

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BRITISH HONDURAS

MAIL ROUTES, KGV I ERA

BY MICHAEL REGO

Following a request by Rod Kantor for some information on the Mail routes from British Honduras, to various parts of the globe in the period of KGV I, I offer some data that might be of use.

In the late 1920s external communications were provided by a weekly mail and passenger service with New Orleans or Mobile, and a monthly schedule from New York and New Orleans via British Honduras calling southbound only, by mail steamers of the United Fruit Company (UFC). Additionally they were occasional sailings to New York and New Orleans by the ships of the Munson Line. By 1933 the steamships between Belize and New Orleans were weekly via Puerto Barrios, and about once every three weeks via Cuba and Jamaica, and approximately once a month a direct mail ship of the UFC would make the connection.

The Canadian Government Merchant Marine (CGMM), forerunner of the Lady Liners in the Caribbean, conducted a service between Montreal or Halifax via Bermuda, Bahamas and Jamaica every three weeks. In the period 1927–1939 the Canadian National Steamships (CNS) scheduled a fortnightly link for passengers, mail and cargo; Kingston – Belize – Kingston in two to three days. The Harrison Line of ships called at Belize operating a four-weekly service from Liverpool. The latter sailings were subject to variation in date and the voyage to Belize covered a period of five to six weeks, the steamers proceeding from Liverpool to the West Indies, with calls at the Spanish Main and Central American ports, making Belize their last port of call. On occasions this line contracted with the British Post Office to carry parcels. The same Line ran an occasional steamer to carry mahogany to London.

Mails from London reached Belize via New York and New Orleans or Mobile in about 15 days. In addition to this route there was a good passenger connection between Great Britain and the Colony by the steamers of the Elders & Fyffes Line to Kingston, Jamaica, and thence by a steamer of the CGMM to Belize.

A tri-weekly Air Mail service between the United States and the Canal Zone with a Belize overnight stop, was inaugurated by Colonel Lindbergh on behalf of Pan American Airways (PAA) on 4 February 1929, and towards the end of the year a passenger service was added. By 1931 a weekly PAA Air Mail link northward through Mexico to Miami and southward through Central America to Panama was established. PAA then went on to dominate the passenger airlines for the next 50 years.

1930s

During 1935–37 the UFCo offered a weekly Mail and passenger service from New Orleans calling at Belize – Tele – Puerto Barrios and return via same route. The schedule was performed by steamships *Metapan*, *Sixaola*, *Tivives*, and *Santa Marta*. In 1938–29, the route became a fortnightly call from New Orleans – Santiago de Cuba – Kingston – Belize – Puerto Barrios, and return.

In January 1935 the Air Mail letter routes to Europe, Middle East, Fast East and Australasia were divided into two categories; 'To UK by steamer and onward by Air', or 'To New York by Air, steamer to UK and onward by Air'. These two choices were applied to four postal groups each with its individual air mail fee (1) Palestine, Egypt, Sudan, Iraq, Syria, Transjordan, Persia, (2) India, Ceylon, Kenya, Uganda, Tanganyika, Zanzibar, Nyasaland, Northern and Southern Rhodesia, South Africa, Mauritius, Hong Kong, Straits Settlements, Malay States, (3) Australia, New Zealand, Dutch East Indies, and (4) Europe.

In November 1937 the Trans-Pacific air service gave two options to post a letter (a) 'By air to San Francisco then steamer to destination', or (b) 'Direct to destination'. These two choices were placed into three postal groups (1) Hong Kong, Burma, Malay Straits Settlements, India, Australia and New Zealand, (2) Hawaii, Guam, Philippine Islands, China, Indo China, Japan, Macao, and (3) Siam, Dutch East Indies.

The latter part of 1936 saw an Air Mail link from Belize and Honduras and Guatemala as well as other southern ports linked up by aircraft of the Central American Airline Company (TACA).

Generally mail for Europe, Africa, the East and Australia would be sent via London for routing, rates and customs checks.

1940s

The steamer pier at Commerce Bight, about 38 miles from Belize, was destroyed by the hurricane of 1941, this had a grave effect on external large ships calling at Belize. Ten years later the reconstruction was still in consideration, while ocean going steamers anchored in the Bight to load fruit, chiefly citrus.

An Airport for the Colony was constructed nine miles to the west of Belize in 1943 and 1944. The airfield was officially named 'Stanley Field' after Colonial Oliver Stanley, who at the time was the Secretary of State for the Colonies he opened the terminal building in January 1945. Daily Air Mail flights were operated by TACA in 1946, travelling northbound calling at Havana, Cuba and on to Miami, the southbound aircraft flew to Guatemala and other Central American republics. British West India Airways (BWIA) maintained a weekly service Belize to Kingston, Jamaica.

Additionally, a Mexican aircraft company, Transportes Aeroes Mexicanos SA (TAMSA) operated a Mail and passenger service between Merida and Yucantan Peninsula, from where a connection to New Orleans was available.

In 1946 arrivals of civil aircraft numbered 1,027, with a tonnage of 8,857.

In 1948 the coastal villages in the Southern District were served by a twice-weekly sailing from Belize of a small motor vessel, which once a week connected with the port of Puerto Cortes in Honduras, to deliver and collect much of the surface foreign mails of the Colony. Regular mail services were similarly maintained to the Northern Districts settlements.

Ships of the United Fruit Co transported provisions, and mail every two or three weeks from New Orleans, but the passenger service which operated before the war was not resumed. Small schooners provided a regular weekly service between Belize and Tampa, Florida. Ships from the UK began a call at monthly intervals, and there was a fortnightly sailing between Jamaica and British Honduras.

Four regular steamship lines operated in 1948, as follows:

Line	Destination	Schedule
United Fruit Co	New Orleans	monthly
T&J Harrison	Liverpool and London	monthly
KNSM	Europe to Cristobal, Puerto Cortez, Puerto Barrios	monthly
Cayman Island Shipping (CIA)	Kingston, Jamaica	fortnightly

Note: Of the shipping lines above only the S.S. *Caymania* of the Cayman Islands Shipping Co took passengers. Passengers proceeding to the USA and places beyond had to travel by air. There was still a frequent communication with the Colony's neighbours. No mail contract was entered into by any of the shipping lines at this time.

Following Guatemala closing her border TACA had to suspend international flights. In consequence there were no scheduled direct flights to the USA. Later, TACA suspended all services and it was not until 15 November 1948 that flights resumed. They currently operated a trice weekly service to San Pedro Sula employing Lockheed 14s.

BWIA, formerly British International Airways, maintained a weekly service to and from Kingston, Jamaica. The direct trans-Caribbean sea flight from Kingston to Belize and back every Friday, operated a Lockheed Lodestar (14 passengers) and Vickers Viking (28 passengers) twin-engine aeroplanes. This service at Kingston connected with the BWIA Caribbean network and the British South American Airways (BSAA) European and South American services.

Transportes Aero Mexicano SA (TAMSA) operated a bi-weekly scheduled passenger and mail service between Belize, Chetumal and Merida which a connecting plane calls at New Orleans. They have in 1948 an Avro-Anson (8 passengers) twin engine aircraft, being replaced with DC3 (21 passengers). This service at Merinda links into PAA international system.

1950s

In 1950 the airlines operating a scheduled service in the Colony were; BWIA, Servicio Aero de Honduras SA (SAHSA), TACA, TAMSA, CIA.

BWIA maintained a twice-weekly service on the Belize–Kingston route until November when the flight was reduced to one a week. TACA Honduras continued to operate a thrice-weekly service on the Belize–San Pedro–Sula–Tegucigalpa route, while SAHSA another airline registered in the Republic of Honduras ran a twice-weekly service on the same route with DC3s. This service was provisionally suspended in July. TAMSA continued their twice-weekly service to Chetumal and Merida using DC3s. CIA, a newcomer, operated a weekly Catalina service to Grand Cayman with onward flights to Tampa, Florida. TACA International Airlines had resumed their trunk service to the USA through the New Orleans gateway, and were operating a weekly service on the New Orleans–Belize–Salvador route with DC4 equipment. This service marked the bridging of the gap which existed since the company suspended operations in 1948.

	1949	1950
Passengers	3,514	3,571
Mails (pounds)	11,350	13,102
Freight (pounds)	109,391	250,037

In 1951 there was still no regular passenger service operating, other than that offered by Cayman Island Shipping, between Kingston – Belize. The lack of a deep-water port was a serious handicap to the Colony's sea communications. However, the Jamaica Producer Company commenced regular calls every three weeks at Stann Creek to take on shipments of bananas destined for the UK. Their ships had very limited passenger accommodation.

In 1952 a small motor vessel, the *Heron*, ran a twice-weekly service from Belize every Tuesday and Saturday, to Punta Gorda, extending one of the trips to Puerto Cortes, Honduras to discharge and pick up foreign and British mails. The vessel carried most of the internal mails to and from points along the colony's southern coast which included much of the colony's overseas surface mail.

Line	Route	Schedule
BWIA British West Indian Airways	Kingston–Belize, return	weekly
TACA International Airlines	New Orleans–Belize–San Salvador via Guatemala	weekly
TACA de Honduras	San Pedro Sula–Belize	bi-weekly
BCA British Colonial Airlines	Belize–Chetumal	tri-weekly

Before the war the Colony was served by a number of International sea services which included passenger vessels from European, British and American shipping lines, in addition there was a shuttle service between Belize and Kingston, to link up with services to Canada and the UK. The US operated the United Fruit Company, Caribbean Line, Guatemala Line, Three Bays Line, and others. By the mid 1950s none of these services had been restored.

Source;

Airmails of Trinidad & Tobago, R. G. Wike, 1999, BWISG

Brief Sketch of British Honduras, A. H. Anderson, 1948, British Government Publication

Colonial Annual Reports of British Honduras, 1921 to 1954, HM Stationery Office

GRENADA

A BOOK ABOUT GRENADA PHILATELY
(continued from Bulletin 264 p8 – 12)

BY TIM PEARCE

Chapter 8 The Keyplate issue of 1883, 1884, 1887 and 1891, Part 2

The method of production of the 1883 issue threw up a huge number of minor varieties, many of which are perhaps only of interest to the plating enthusiast. These have been exhaustively recorded by Russell Jones in the 1963 BWISC Bulletins 110–116 and his research, combined with that of Dan Walker in the British Caribbean Philatelic Journal of December 1978, does confirm that the issue was printed in panes of 60 and that the value and postage strips could be inserted either way up, which accounts for some of the difficulties in identifying the position of any variety. The fly-speck errors on the head plate, which are consistent, can help towards this.

Some varieties are, nevertheless, clearly observable and collectable.



Fig. 1.



Fig. 2.

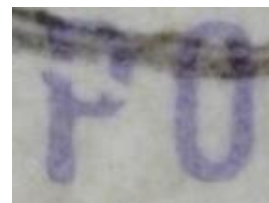


Fig. 3.

1. On all values, except apparently the 6d, which was only printed once, and the second 1d with the altered design, the 'P' in postage has a diagonal cut across the loop of the 'P'. Figs. 1–3. This is normally on position 6/3 with inverted watermark, but can be found with watermark upright, suggesting that the strips were not always put in the frame consistently. It is slightly surprising that it does appear on the 1s, which was also only printed once, so the damage presumably occurred after the 6ds had been printed but before the 1s.

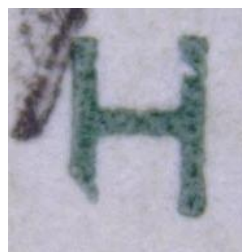


Fig. 4.

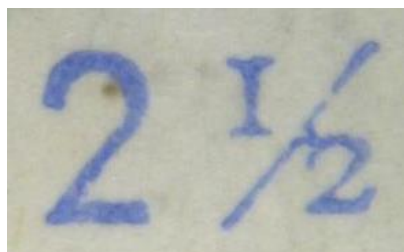


Fig. 5.

2. On the 1/2d value, Position 8/6, the left leg of the 'H' is cut off diagonally below the crossbar. A similar flaw appears at Position 1/1 on late printings of the 1/2d. Fig. 4.

3. On the 2 1/2d value, there are unplaced examples of the '2' of the '1/2d' attached to the cross-bar by a small sort of arrowhead. These are always on watermark upright Fig. 5.

4. On position 6/4, there are missing portions of the bottom frame line, which became more pronounced with wear. This variety may also occur in other positions. On later printings of the 1/2d there are also missing portions of the bottom frame line. Fig. 6.

5. On the 8d value, an example can be found of defective letters of 'GRENADA POSTAGE'. Gilbert Lodge placed this as Position 10/1 on the upper left pane. Fig. 7.

6. And there is also a variety at Positions 2/1 & 2 with the top of the 'EIGHT PENCE' shaved. Fig. 8.



Fig. 6.

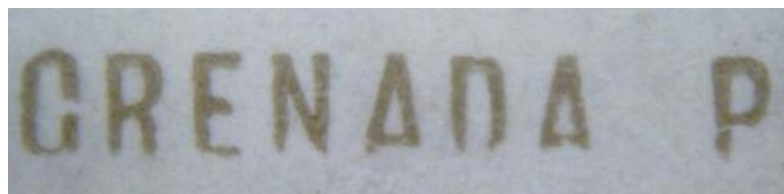


Fig. 7.

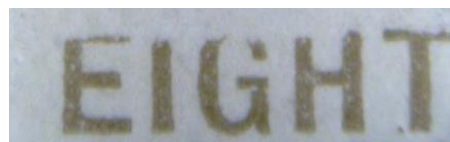


Fig. 8.

7. On the later printings of the ½d, 2½d and the second 1d, there is a striking cut across the diamonds on Position 6/1. This is between the ninth and tenth diamond from the top on the left when the stamp is viewed singly and upright from the front. It is on the inverted watermark and so is at the left of the pane when viewed whole. It is definitely on a lower right pane, but not on all such panes. On the 1887 1d, it is known on an upper left pane and on a lower right pane, which tends to confirm that the issue was printed in panes of sixty. The flaw has been seen on the 2½d value, but not in a positional block. It has also been noted on the 5s Revenue.

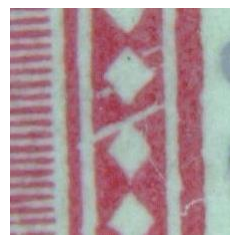


Fig. 9.

8. In addition, there is another flaw on the '½d' on the stamp immediately below Position 6/1, i.e. Position 7/1, which suggests on-going damage in this region, see the additional extra scratches above, Fig. 9. In surface printing it is the edges of the forme that are always subject to accidents especially with long use as in this case.

9. Although there are fewer flaws on the 6d than on all the other values, a frame break on the right-hand side has been seen, but this is not confirmed as a standard variety. It is on upright watermark, but the position is unknown. Fig. 10.



Fig. 10.



Fig. 11.

10. On the 1887 1d lower right pane, there are two positions, 2/6 and 6/6, inverted watermark, with the leg of the 'P' in postage broken off. This variety does not appear on the upper left pane. Fig. 11.

Two provisionals were made from this issue in 1891. The decision must have been taken to use up the sheets of 8ds which were still at the Post Office, pending the arrival of new stocks of 1ds and 2½ds from De La Rue. The 1d provisional was issued in January 1891 and the 2½d provisional was issued in December 1891. Both have certain features of interest.

They were printed locally and for the 1d overprint the selvedge was removed before the printing took place, so it is impossible to know which panes they were printed on. At first the 1d surcharge was made with the same setting as for the issue on the Perkins Bacon fiscals, printed at the same time and because of the tête-bêche formation of the 8d sheets, the surcharge appeared inverted on alternate rows. This variety is very rare. The overprint is also wrongly positioned in some cases, and so the mistake was probably noticed and corrected quite early (Lot 340 in Dan Walker's sale). Another variety, which does also appear on the Chalon head issue, is the defective or missing stop normally at Position 35.



Fig. 12. 1d on 8d grey-brown, January 1891

Because of the method of production of these stamps, the sheets were sometimes loaded upside down and this error appears on the sixth row with inverted watermark at Position 35 but also on the fifth row with upright watermark at Position 26. In the block, Fig. 12, there is a broken foot to the '1', which is position 26 with upright watermark and Position 33 with inverted watermark. In the latter case it will be on the stamp with the diagonal cut in the 'P' of 'POSTAGE' (see Fig. 1. above).

The 2½d provisional was printed with the selvedge attached. The printers used two types of the '½'. One has an oblique serif to the '1' and an open top to the '2', Fig. 13, while the other has a straight serif to the '1' and a curled top to the '2', Fig. 14. These were applied to each horizontal half of the sheet. The complete sheet sold in Dan Walker's collection shows that the open type '2' was used for the Rows 1–5 and the curled type '2' for Rows 6–10. Thus, a tête-bêche pair from Rows 5 and 6 will show both types, Fig. 15. As with the 1d overprint, the local printers also loaded some sheets upside down so that the types of '2' are reversed.



Fig. 13. Specimen with open top '2' in '½'



Fig. 14. Specimen with curled top '2' in '½' above and curled '2' below



Fig. 15. Tête-bêche pair with open '2' in '½'



Fig. 16.

Rather oddly, a vertical strip of three exists which shows the open '2' at the top and bottom and the curled '2' in the middle. This does not seem possible from the surviving sheet. In addition to this oddity, a good many varieties of misplaced overprint are known on this issue including some which show the tête-bêche overprint on a single stamp. There is a defective stop similar to the one on the 1d overprint, but it is now on Position 36.

The half in Row 2/1 has not been locked into the forme level so shows part of the lead base under the fraction. Charlton gives different positions for these two varieties, 23 and 54 suggesting that he saw a sheet printed in the reverse pattern and notes that this is probable. Fig. 16.

GRENADA UNRECORDED SLOGAN?**BY MALCOLM LACEY**

The cover illustrated below, dated April 1, 1959, shows a partial strike of a three line slogan:

' VACATION,
IN LOVELY GRENADA,

The third line is unclear but probably reads 'Isle in the Caribbean'.



This slogan is apparently unrecorded. I would be interested to know if any member can provide further information. Please respond via the Editor.

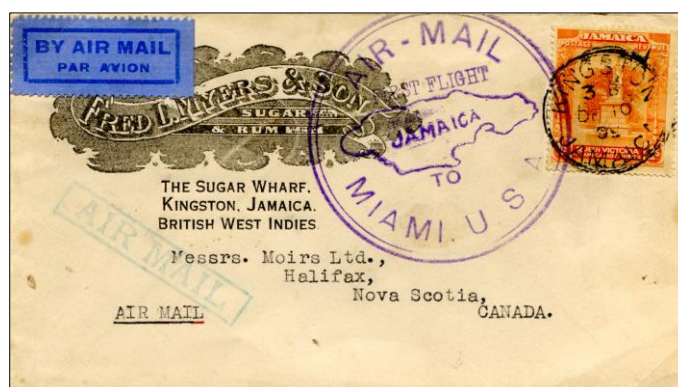
JAMAICA**AIRMAIL RATES FROM JAMAICA PART 2. TO CANADA UP TO 1948****BY STEVE JARVIS**

The first part of this article covered the rates to the USA, this second part extends the service into Canada. Being an Empire country the surface rate in this period was the first ounce was 1½d with subsequent ounces at 1d.

At this time Newfoundland was not part of Canada and some rates were different

10 DECEMBER 1930

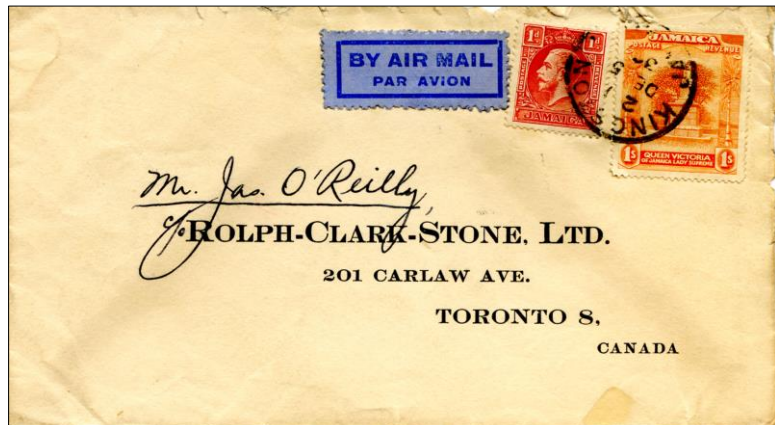
- ½oz @ 1s0d =
10½d air + 1½d surface
- 1oz @ 1s10½d =
10½d x2 air + 1½d surface
- 1½ oz @ 2s10d =
10½dx3 air + 1½d&1d surface
- 2 oz @ 3s8½d =
10½dx4 air + 1½d&1d surface



11 Dec 1930 Jamaica(Kingston)–USA(Miami)-Canada(NovaScotia)

1 JANUARY 1932

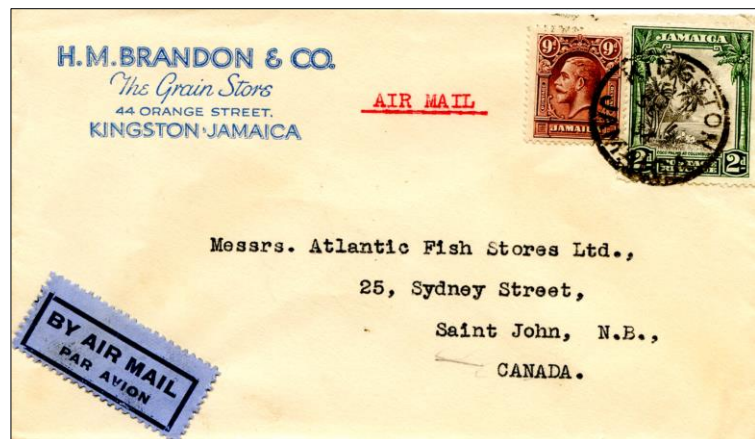
- ½oz @ 1s1d =
11½d air + 1½d surface
- 1oz @ 2s0½d =
11½d x2 air + 1½d surface
- 1½ oz @ 3s1d =
11½dx3 air + 1½d&1d surface
- 2 oz @ 4s0½d =
11½dx4 air + 1½d&1d surface



5 Dec 1932 Jamaica(Kingston)–Canada(Toronto)

18 DECEMBER 1933

- ½oz @ 11d =
9½d air + 1½d surface
- 1oz @ 1s8½d =
9½d x2 air + 1½d surface
- 1½ oz @ 2s7d =
9½dx3 air + 1½d&1d surface
- 2 oz @ 3s4½d =
9½dx4 air + 1½d&1d surface



4 Sep 1934 Jamaica(Kingston) –Canada(NewBrunswick)

22 OCTOBER 1934

- ½oz @ 8d =
6½d air + 1½d surface
- 1oz @ 1s2½d =
6½d x2 air + 1½d surface
- 1½ oz @ 1s10d =
6½dx3 air + 1½d&1d surface
- 2 oz @ 2s4½d =
6½dx4 air + 1½d&1d surface



17 Dec 1937 Jamaica (St. Anns Bay) –Canada

15 JANUARY 1937

- ½oz @ 8d =
6½d air + 1½d surface
- Weight steps pro-rata

No change to ½oz rate but weight steps now pro-rata per ½oz.

1 JANUARY 1938

- ½oz @ 6½d
- Weight steps pro-rata



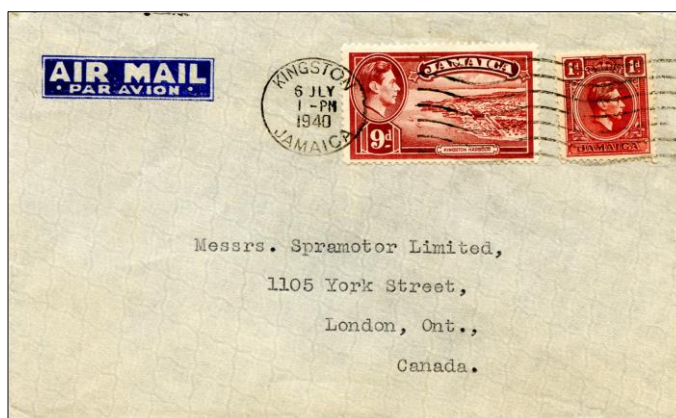
21 Feb 1938 Jamaica (Malvern) –Canada (Toronto)

1 APRIL 1938

Registration rate increased to 3d.

16 OCTOBER 1939

- ½oz @ 10d
- Weight steps pro-rata



6 Jul 1940 Jamaica (Kingston) –Canada (London)

5 MAY 1941

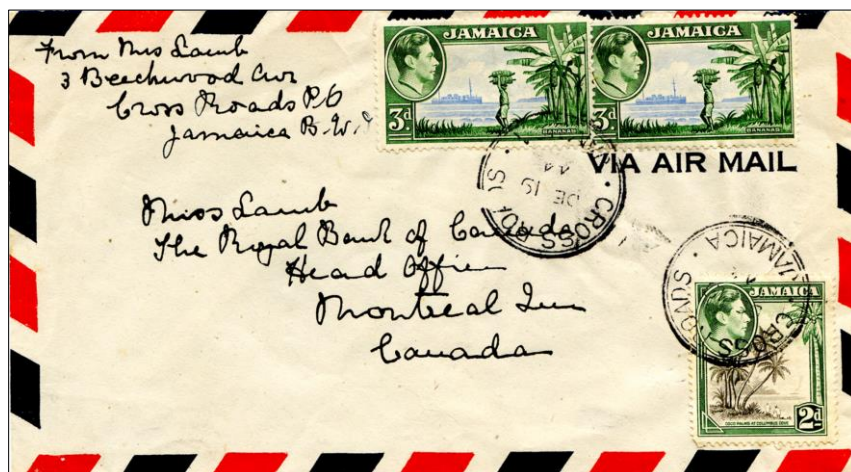
- ½oz @ 1s0d
- Weight steps pro-rata



20 Jun 1941 Jamaica (Kingston) –Canada (Montreal)

15 SEPTEMBER 1943

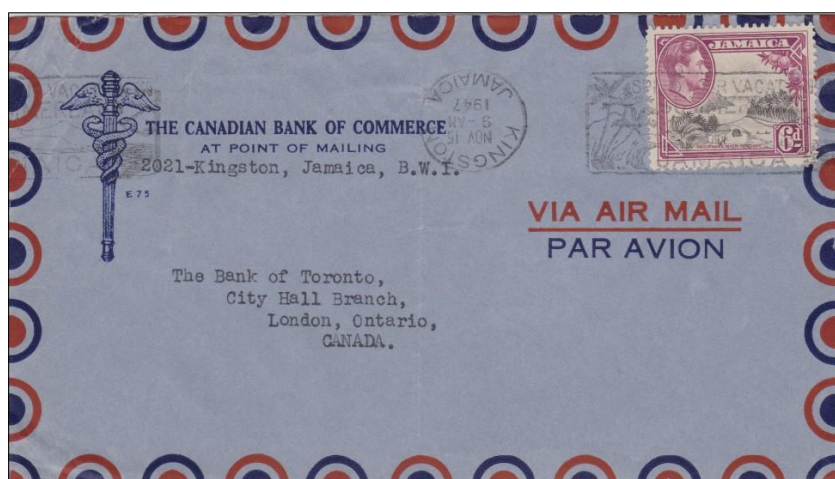
- ½oz @ 8d
- Weight steps pro-rata



19 Dec 1944 Jamaica (CrossRoads) –Canada (Montreal)

16 JUNE 1947

- ½oz @ 6d
- Weight steps pro-rata



15 Nov 1947 Jamaica (Kingston) –Canada (London)

LEEWARD ISLANDS**STAMPS WANTED****BY SIR GEOFFREY PALMER**

I am looking for the following GV plate numbers, 1912 – 22 set:

- 5s plate 11
- 2s6d plate 16
- 6d plate 28

Please reply to Sir Geoffrey Palmer, Carlton Curlieu Hall, Leics, LE8 0PH

ST. LUCIA

A FRESH LOOK AT SG9 AND 10 OF ST. LUCIA

BY SIMON GOLDBLATT



SG9



SG10



SG8

Our annual auction usually prompts an article from me on something in the sale that I think worthy of attention. The choice this year belongs to St. Lucia SG 9–10, and as this commentary probes a little deeper than my usual pot-boiler, I add my occasional health warning that I am not a researcher. I do not have the inclination, the application or the talent to plough through archives and sort the relevant from the immaterial. Instead I skim through what others have written in quest of a new perspective.

It is unclear to me when or why these two stamps achieved SG catalogue status. The layout of SG Imperials is informative. An edition revised to 1884 confirms that their existence was unknown at that date, pre-war editions do not include them, and my SG catalogues from the '40s' and '50s' are buried in boxes. When these two stamps burst on the scene they were placed chronologically to follow the issues of the 1860s. A catalogue no earlier than 2003 reveals that these stamps were first recorded in 1885 and adds 'they may have been prepared in 1876.'

I had got no further than the date 1876 when I realised that post-war philately had been working in exactly the wrong direction. Nobody had asked the right question – why was the surcharge needed?

Once asked, the answer is plain and obvious. The post office was about to run out of ½d stamps because an expected shipment was running late, and might not arrive in time.

Our maritime cognoscenti can now scurry away to look up the identity of the carrier, the cause of the delay and the actual date and, I expect, time of the vessel's arrival, because we can now identify the shipment that was awaited. Look with me, please, at SG 23–24. These surcharges contain the very first issue of the ½d stamp in St. Lucia for the reason that St. Lucia had joined the UPU. That event was in a period of transition. The Perkins Bacon era was now over. A fresh supply of the two values surcharged had to be obtained in the right colours and, following the 1881 printing and overprinting by Perkins Bacon in London of the two extra values required by a new UPU member, there was to be a change of printer to De la Rue.

Dear fellow philatelists, the delayed consignment was of SG 31–33 which must have arrived in the nick of time by 6 July 1883. By then we can confidently deduce that emergency type-setting had been carried out to enable:

- a pre-paid supply of ½d on 6d stamps to be issued and sold forthwith, and,
- an emergency supply of the 6d value to be printed at once, if so required on any pane of the right size which was either surplus to requirements, or in sufficient supply.

I stick my neck out at this point to propose that.

- the 6d value was selected for surcharging because the green colour was correct for a ½d stamp issued by a UPU member;
- the operation used up all that was left of the obsolete 6d green.

The above proposals were all very well, but I now have to speculate. Why was a six pence overprint prepared for a 6d value, when no actual assignment of the 6d reached Castries again until 1885? My preferred answer is that some bright spark, monitoring the position as part of management overview said, 'Well, now we've run out of spare 6d stamps, what happens then? We'd better be ready to print an emergency issue of this too.'

If the manager was senior enough, it would probably have been more sensible to comply than to argue and make the manager look a fool; there was a fairly economical expedient. It would only be necessary to prepare a forme for two rows of six. The first impression on the pane would show whether the overprint was set up correctly and registering acceptably. The next four impressions would produce a complete sheet of 60 – ample to keep things going if more were needed. Meanwhile, if there was error in the first two rows it could be corrected on the spot.

This speculation would take care of two things, as it happens. If there was misalignment (which we can see in the Circle's own lot 547) this need only appear in one row. Moreover there need only have been one example of the 'six pence' error. (Sabotage? Freudian Slip? Humorist? It matters not.)

This completes my analysis and it is time for conclusions. What have we learned about the two surcharges?

SG 9 The emergency printing was fully justified. The threat that Castries would run out of the ½d value was real and imminent. Castries had chosen a relative remedy which would contain the problem for the few days over which containment might be necessary. This goes well beyond 'prepared for use' status and the stamps were probably lying in the back of the post office, ready to be brought out for immediate sale when the last SG 23 in stock was sold. A decision to list these stamps side by side with the stamps on ordinary sale is one that I find well within the compass of editorial direction for catalogue purposes.

SG 10 The position here is much more marginal. We have established that there was no need for the overprint, but the two surcharges were dealt with together, as part of the same emergency. I conclude that editorial discretion extends to giving the 6d/4d catalogue listing and status as well, but there would surely be no need to prepare more than a single completely surcharged pair.

May I now draw attention back to what I have just written. We have become able to deduce probable issued quantities for both stamps. ('We' for the Circle, not 'I' for me.) For the ½d surcharge, the calculation would be made from averaging issue quantities and usage of the 6d emerald to estimate the number in stock when the residue was withdrawn from sale. Do you suppose that any of the examples one finds were actually sneaked across the GPO counter for sale? No comment.

As for the 6d/4d – one pane needed, one processed. Number surcharged, 60 with full listed status. My conclusion over-reaches 'in for a penny, in for a pound.' It becomes 'in for a penny, in for a thousand pounds.' Q.E.D.

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ST. VINCENT

SHIPPING INFORMATION

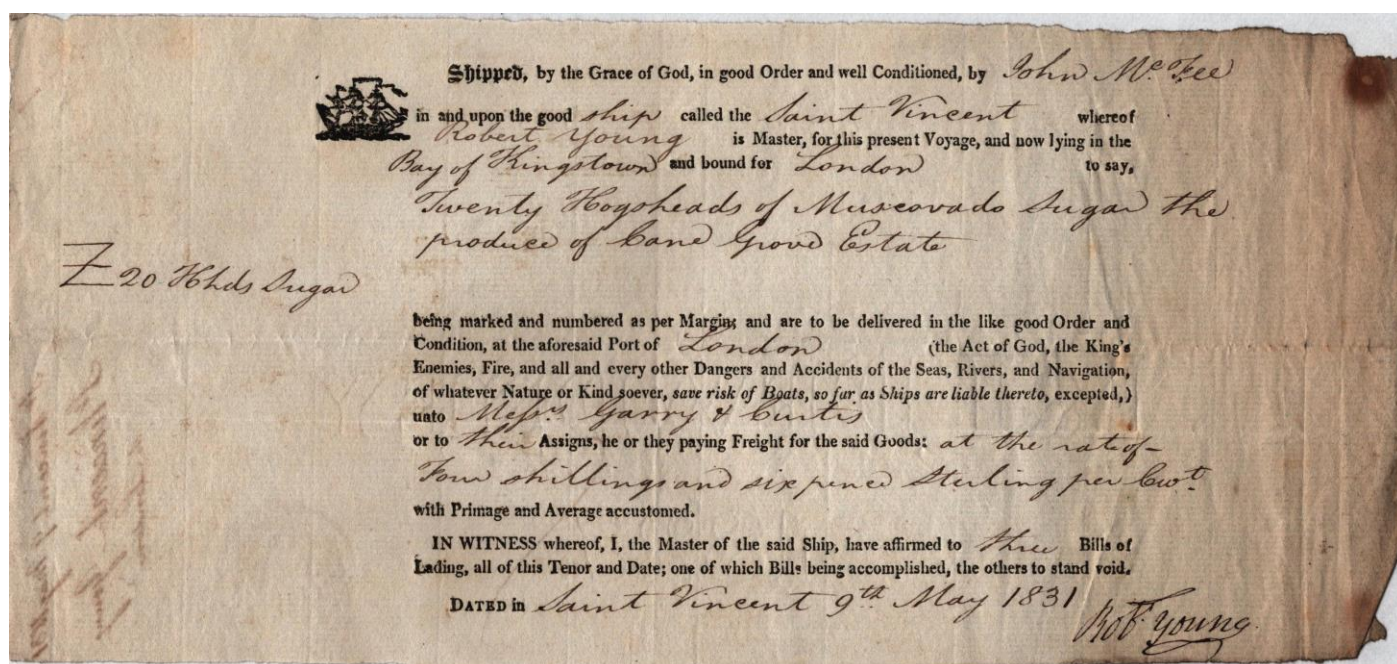
BY TERRY HARRISON

The following items may be of interest to Study Circle members.

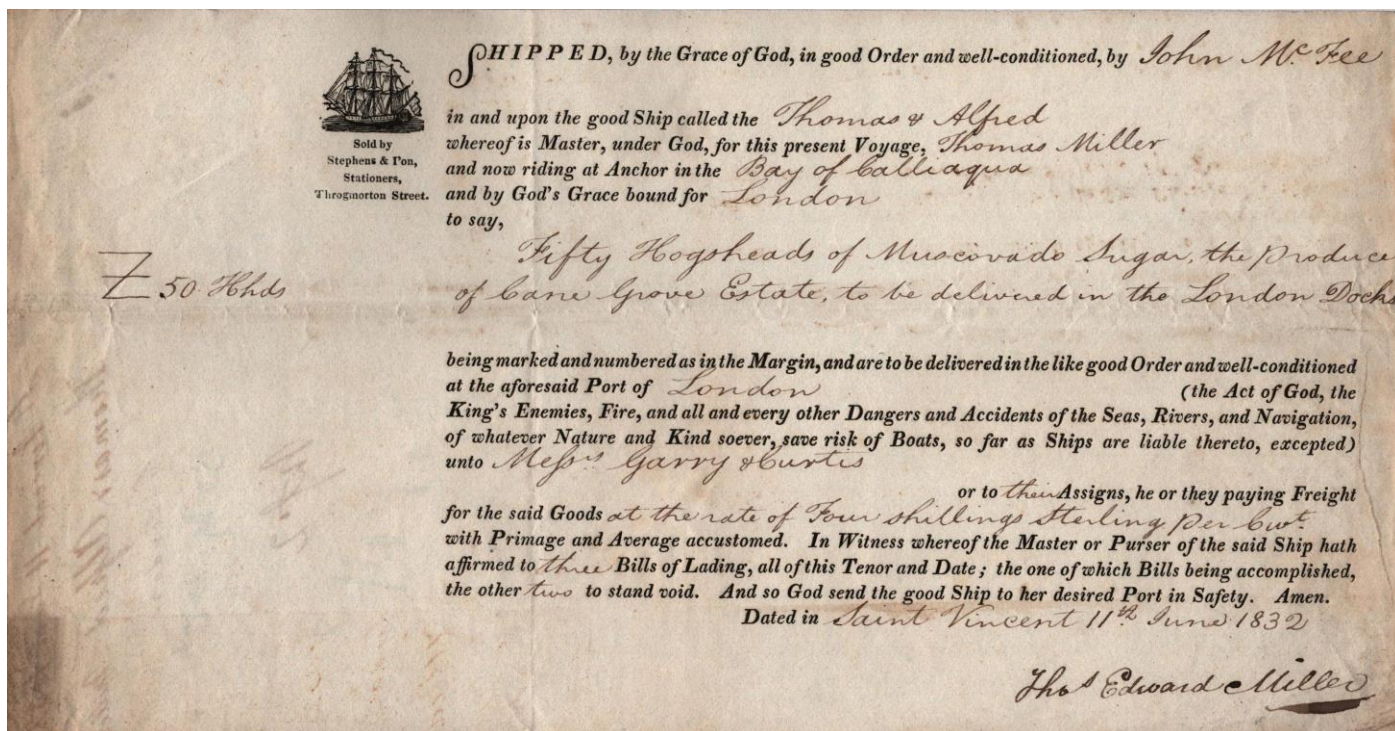
A 1794 map of St. Vincent from 'The History of the West Indies' by Bryan Edwards published in the 1790s, purchased at auction, came complete with the chapter on St. Vincent and its Dependencies. The last page of the chapter shows an account of shipping for the year 1787.

Whither Bound.	SHIPPING.			CUT SUGAR.	RUM.	MELASSES.	COFFEE.	COTTON.	CACAO.	Miscellaneous Articles, as Hides, Dying Woods, &c.	Total, according to the Current Prices in London.
	Nº	Tons.	Men.	Cwt. qrs. lbs.	Gallons.	Gallons.	Cwt. qrs. lbs.	lbs.	Cwt. qrs. lbs.	Value.	
To Great Britain	30	6,086	463	64,449 1 27	15,766	9,656	632 1 5	760,380	99 2 24	£. s. d. 2,570 7 6	£. s. d. 175,571 9 6
American States	21	2,587	174	579 — —	51,300	—	2 — —	1,500	43 2 —	16 — —	9,019 1 8
Foreign W. Indies	71	3,963	332	—	21,200	—	—	—	—	5 3 6	1,860 3 6
	122	12,636	969	65,028 1 27	88,266	9,656	634 1 5	761,880	143 — 24	2,591 11 —	186,450 14 8

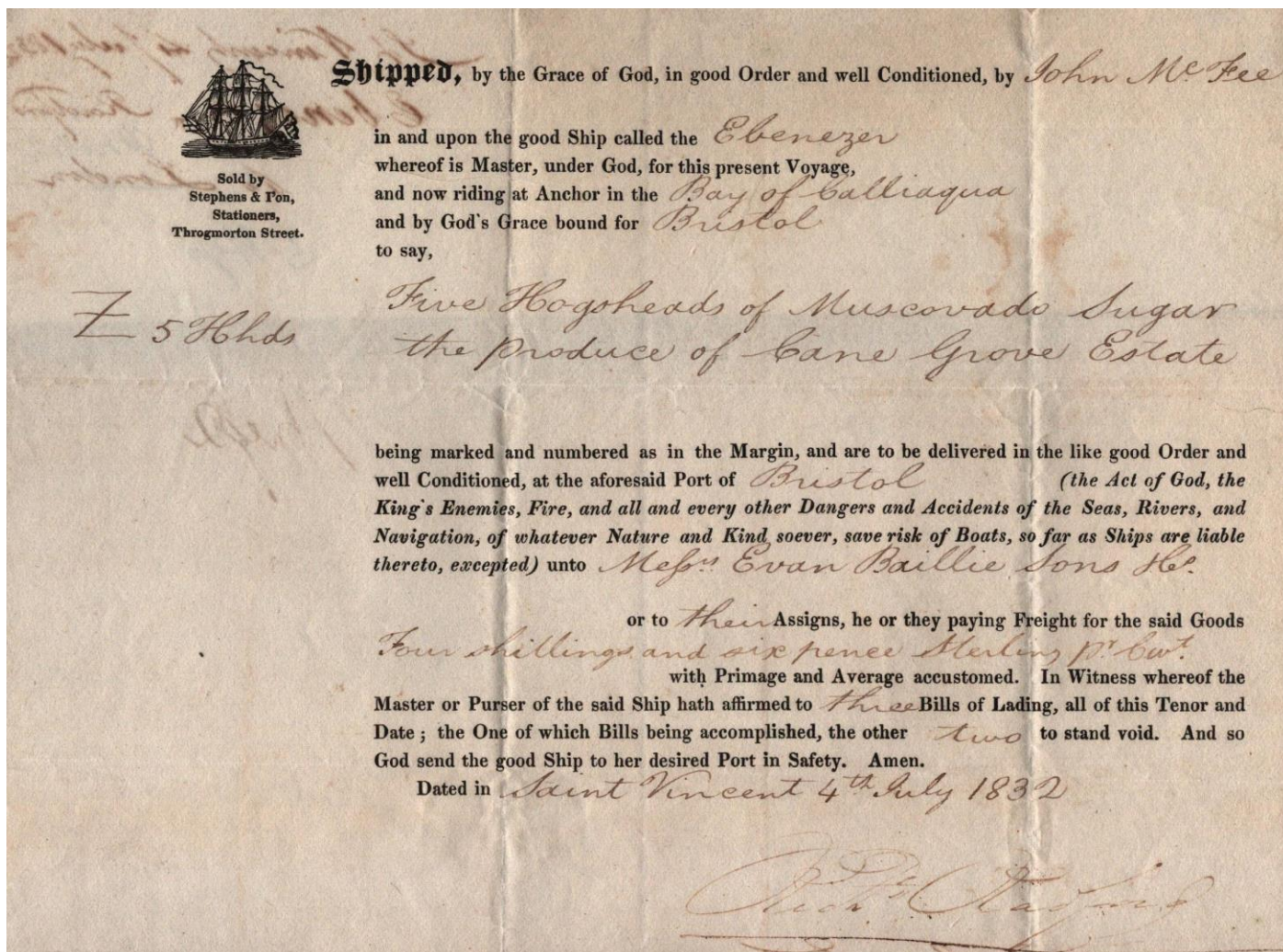
A purchase at another auction included 27 bills of lading relating to the Cane Grove Sugar Estate owned by James Wilson and managed by John McFee and the following items from the 1830s relate to shipments from and to St. Vincent:




20 Hogsheads muscovado sugar shipped to London on the ship Saint Vincent, May 1831.



50 Hogsheads muscovado sugar shipped to London on the ship Thomas & Alfred, June 1832.



5 Hogsheads muscovado sugar shipped to Bristol on the ship Ebenezer, July 1832.

 Sold by Stephens & Pons, Stationers, Throgmorton Street.

Shipped, by the Grace of God, in good Order and well Conditioned, by *John M. Fee*

in and upon the good Ship called the *Grant* whereof is Master, under God, for this present Voyage, *Edward Sayers* and now riding at Anchor in the *Bay of Kingstown* and by God's Grace bound for *London* to say,

Eighty Hogsheads of Muscovado Sugar

F. 1280

also a Box addressed to *Messrs Garry & Curtis* containing an old mill gudgeon —


4 new mill gudgeons best malleable Iron of Graham Northway

being marked and numbered as in the Margin, and are to be delivered in the like good Order and well Conditioned, at the aforesaid Port of *London* (the Act of God, the King's Enemies, Fire, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation, of whatever Nature and Kind soever, save risk of Boats, so far as Ships are liable thereto, excepted) unto *Messrs Garry & Curtis* or to their Assigns, he or they paying Freight for the said Goods at *Four shillings and six pence Sterling per cwt.* with Primage and Average accustomed. In Witness whereof the Master or Purser of the said Ship hath affirmed to *three* Bills of Lading, all of this Tenor and Date; the One of which Bills being accomplished, the other *two* to stand void. And so God send the good Ship to her desired Port in Safety. Amen.

Dated in *Saint Vincent 21st March 1833*

Edward Sayers

80 Hogsheads muscovado sugar and a box containing an old mill gudgeon shipped to London on the ship Grant, March 1833.

 Sold by Stephens & Pons, Stationers, Throgmorton Street.

SHIPPED, by the Grace of God, in good Order and well-conditioned, by *Garry & Curtis*

in and upon the good Ship called the *Thomas & Alfred* whereof is Master, under God, for this present Voyage, *Barley* and now riding at Anchor in the *River Thames* and by God's Grace bound for *St. Vincent* to say,

Two Cast Iron Leaches weighing 613¹/₂ —

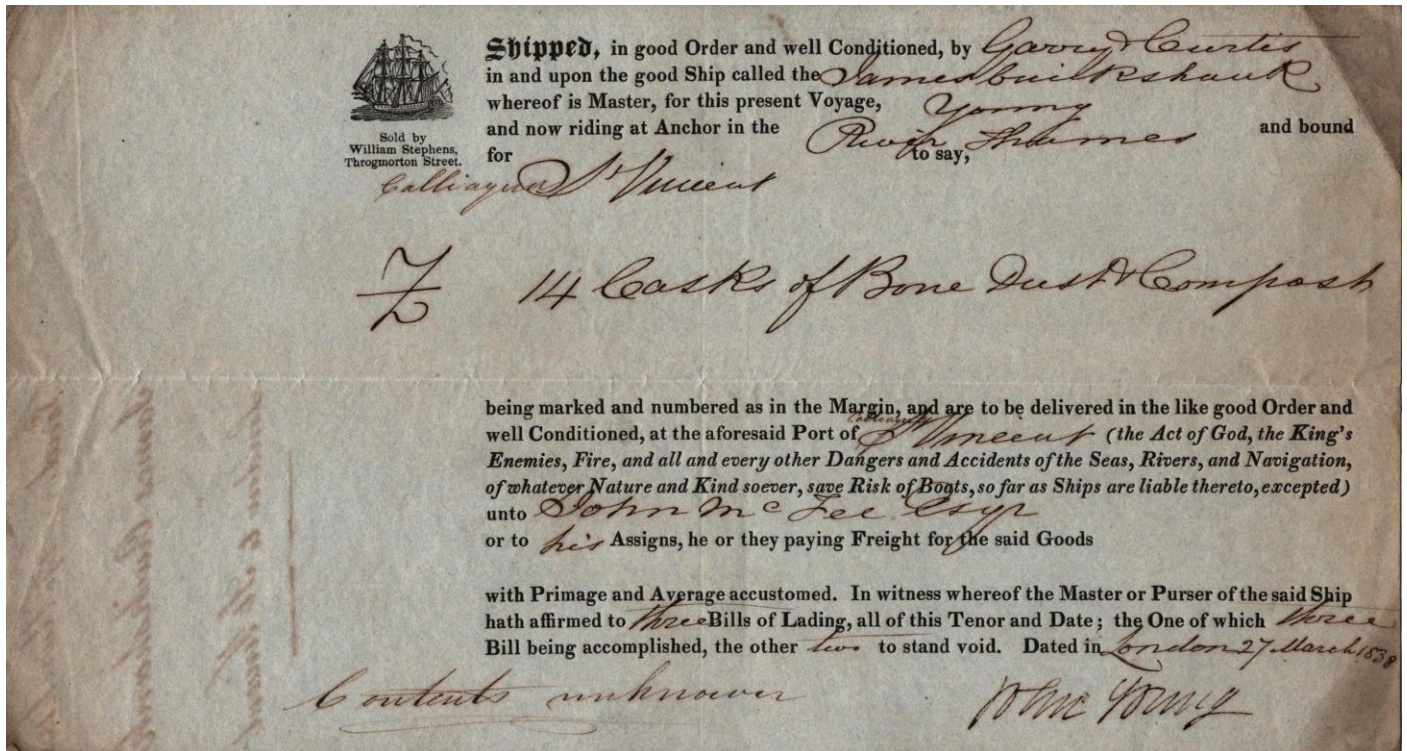
F. 81/2

being marked and numbered as in the Margin, and are to be delivered in the like good Order and well-conditioned at the aforesaid Port of *St. Vincent* (the Act of God, the King's Enemies, Fire, and all and every other Dangers and Accidents of the Seas, Rivers, and Navigation, of whatever Nature and Kind soever, save risk of Boats, so far as Ships are liable thereto, excepted) unto *John M. Fee Esq* or to his Assigns, he or they paying Freight for the said Goods with Primage and Average accustomed. In Witness whereof the Master or Purser of the said Ship hath affirmed to *three* Bills of Lading, all of this Tenor and Date; the one of which Bills being accomplished, the other *two* to stand void. And so God send the good Ship to her desired Port in Safety. Amen.

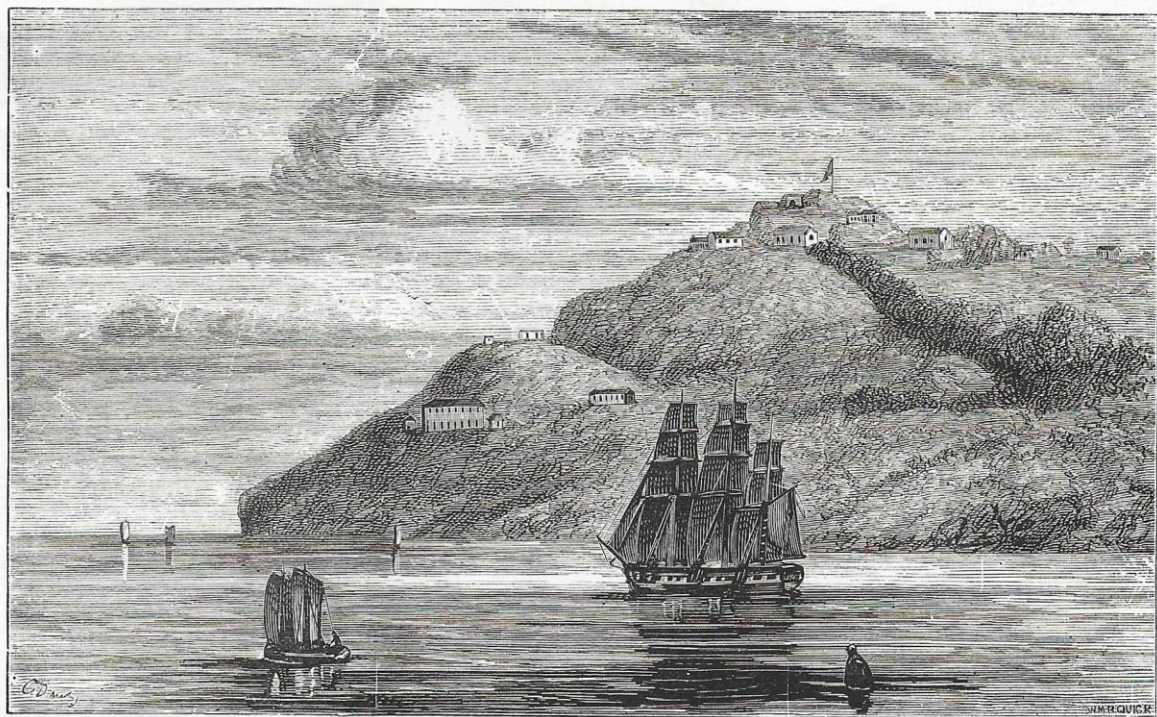
Dated in *London 1 Jan'y 1835*

Barley

Two cast iron leaches shipped to St. Vincent on the ship Thomas & Alfred, January 1835



4 casks of bone dust and compost shipped to St. Vincent on the ship James Cruickshank, March 1838.



Pl. 102.

VINCENT, ST.—FORT CHARLOTTE.—From an Original Sketch.

W. M. R. QUICK

Fort Charlotte from Kingstown Bay

Small woodcut from an original sketch by W. M. R. Quick, London circa 1880

TOBAGO

A CURRENT LOOK AT TOBAGO'S POST OFFICES

BY EDWARD BARROW

Ian Potter's Tobago article, spread across Bulletin No. 262 and 263, came as a pleasant surprise. It seems we have been independently treading similar paths around Tobago. For many years now, I have visited Tobago regularly and whilst there did what postal historians do, visit post offices, collect specimen strikes of date cancels and send mail to myself. While doing this I have witnessed the transition of Tobago's post offices from a stable well-established network of 34 offices and agencies to a much smaller collection of what are, in effect, receiving offices, with only three full-service offices remaining.

This transition started in 1999 when the management of the postal system was privatised and TTPost came into being. To cut costs and modernise the service, the terms of employment of postal agents were changed, making it much less lucrative to run a postal agency. At the same time TTPost pushed to implement universal delivery. Letter boxes sprouted like mushrooms on front lawns, and need for small offices to act as receiving offices all but disappeared. Over time this combination of financial squeeze and a precipitous fall in mail volume, forced the closure of many offices. In some cases local shops took over, but with time these also closed. At the last count only two offices run by TTPost remain, Scarborough and Bon Accord. The rest are franchises, one with expanded service (Mason Hall), and five with limited services (Bethel, Charlotteville, Goodwood, Glamorgan and Plymouth).

I should clarify that 'limited services' is a broad term which can mean the office is merely a receiving office for people who live outside a delivery route, and that there are often no stamps for sale or outgoing mail services. As far as I know there are two delivery centres, one at Scarborough and one in Roxborough. The latter seems to be having an identity crisis as it is still known as the Speyside Delivery Centre. Perhaps the move to Roxborough was temporary and there are plans to return to Speyside. A further delivery centre is listed in Castara, not seen by me.



Fig. 1. Des Vignes Road Postal Agency circa 2000



Fig. 2. L'Anse Fourmi TTPost Datestamp

Some established agencies like Des Vignes Road struggled on after TTPost came into being. The post mistress there had an appreciation for nice clean cancellations that she had gleaned from none other than resident royal photographer, Norman Parkinson. On one visit she recounted that he would insist that his mail was hand cancelled with a 'nice chop'. There must have been a trace of philately in his DNA as he even used a Tobago post office as a setting for his fashion photography. In Fig. 3 Parlatuvier Post Office is the setting, the little girl peeking out of the window holding a bunch of flowers is a nice touch. His residence was near Des Vignes Road, as was his pig farm, a project born out of a very English form of deprivation: not been able to get a decent sausage. This pressing need fuelled his locally made culinary creation, the Parkinson Banger – served at The Ritz and on Concorde flights and humorously promoted as the world's first supersonic sausage!



Fig. 3. A Norman Parkinson fashion image taken at Parlatuvier PO



Fig. 4. View over Charlotteville towards L'AnseFourmi from Flagstaff Hill where there was a US Military Observation station in WW2

For the visiting postal historian making the run past Des Vignes Road and up the North Side Road to its end at L'Anse Fourmi was a sign of dedication. Its French name sounds more appealing than the English translation 'The Bay of Ants'. It used to lie at the end of the North Side Road, but in 2007 the road was extended to join the Windward Road in Charlotteville making it possible to drive completely around Tobago.

With the change in management at the post office came a radical change in cancelling devices, the old steel datestamps were quickly faded out and new less durable rubber cancels ushered in. Keeping up with these has been a challenge. Cancels quickly fell apart and were replaced with different types. Some agencies closed and reopened elsewhere in the same village but with different devices. Occasionally when visiting agencies you come across interesting anomalies. In the case of Les Coteaux, the agency was part of a shop operated by someone who lived in a different village and who kept irregular opening hours. At one time when I visited, the frustrated villagers had complained to TTPost about not being able to get their mail, so a solution was fashioned by operating a makeshift Travelling Post Office out of the back of a van. A 'Temporary' cancel was used on mail at this time.

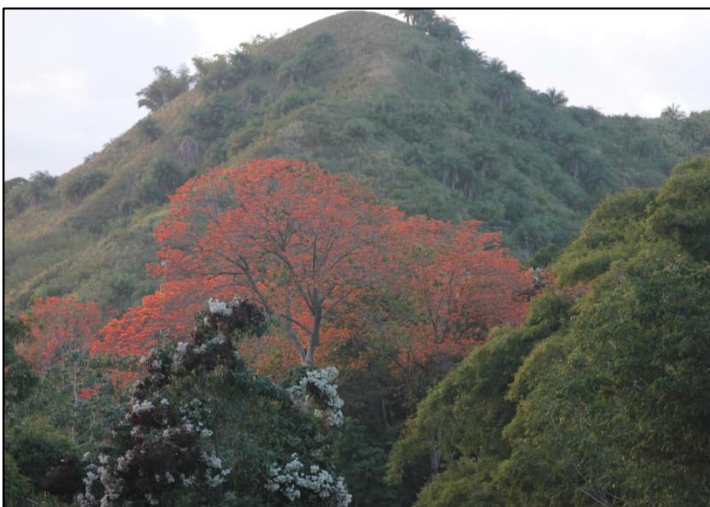


Fig. 5. The Hills of Les Coteaux, with Immortelle Trees in Bloom

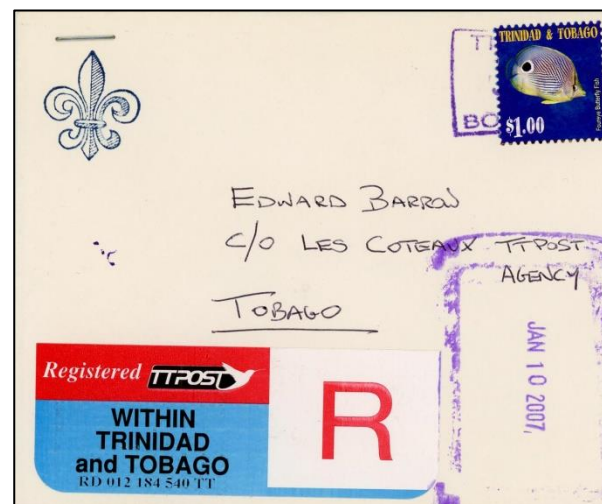


Fig. 6. The Cancel with No Name, (Les Coteaux had fallen off)

I tried to make my self-addressed covers interesting by sending them from a remote local post office for pick up at a different remote post office. Two examples in Fig. 7 and 8 give the idea: the first was sent via local registered mail from Matelot in Trinidad, to Canaan in Tobago. The second was sent from Belle Garden in Tobago, to Brasso Seco in Trinidad.

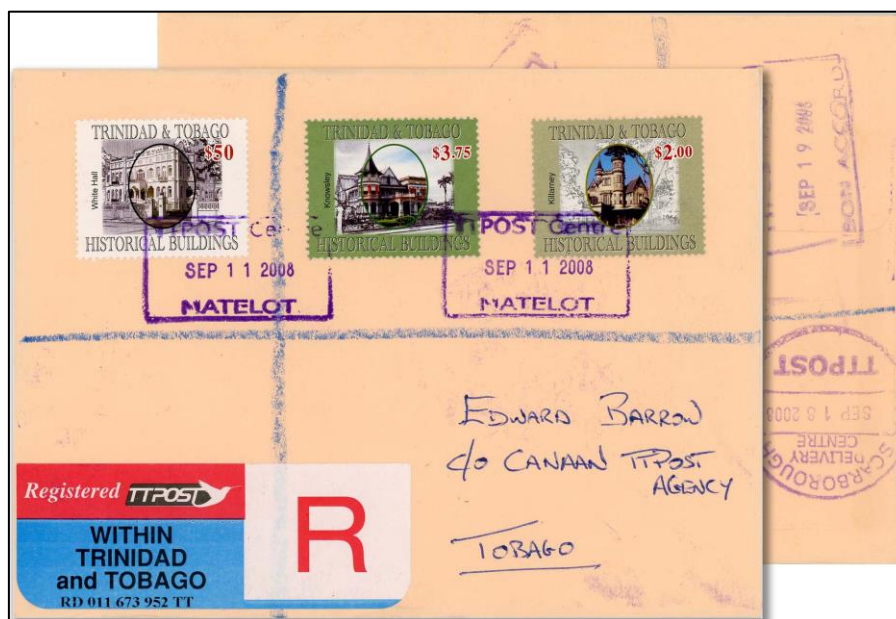


Fig. 7. Self Addressed Registered Mail from Matelot, Trinidad to Bon Accord, Tobago

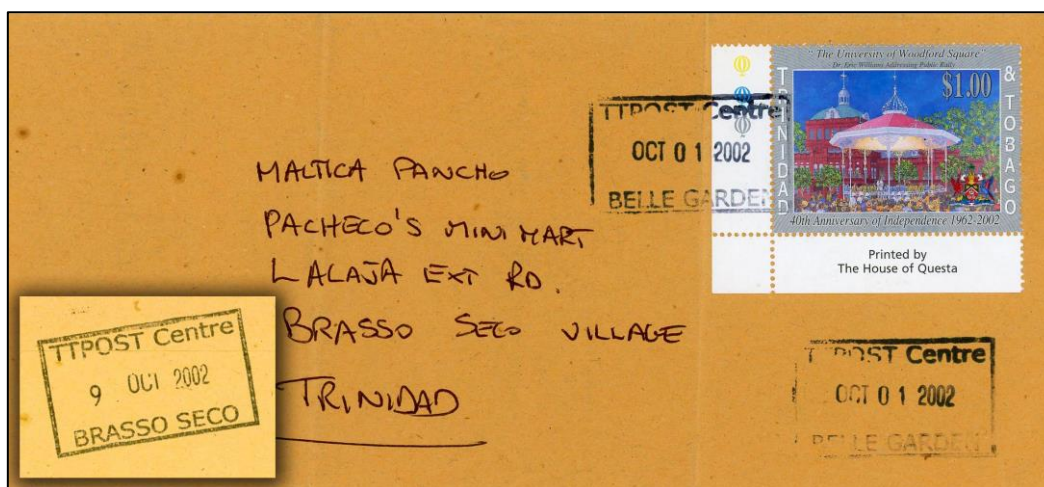


Fig. 8. Philatelic Mail from Belle Garden, Tobago to Brasso Seco, Trinidad
(arrival datestamp shown as inset)

Occasionally my mail would show up ahead of me, and this would cause local confusion. Typically in these small communities everyone is known and so when a strange name shows up on the roll call, who they are is a question that needs answering. The envelope in Fig. 9 is one such letter. As the notes on the front attest, my piece of mail was sent on a local journey around neighbouring postal agencies and enquiries made at local hotels and guest houses to see if I could be found. After exhaustive inquiries were made the envelope was placed in the safe at the Speyside Delivery Office awaiting further attention. When I visited the delivery office, before I could open my mouth the lady in charge asked ; 'Are you Mister Barrow?'. No one should question the diligence of the Tobago postal workers!



Fig. 9. Mail detailing the efforts made to reunite it with its owner

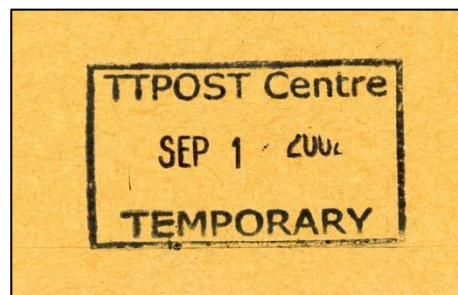


Fig. 10. 'Temporary' Datestamp

In 2018 to commemorate the 75th Anniversary of the Philatelic Society of Trinidad & Tobago, a series of stamps were issued, and the \$2 value featured the much loved Plymouth Post Office and its retired date stamp. The building is no longer used as a post office or agency but houses another government agency. The current Plymouth Postal Agency operates as a minor part of a grocery shop in the town, not as picturesque, but still worthy of a visit when collecting the current postmarks of Tobago.



Fig. 11. \$2 Commemorative featuring the old Plymouth PO

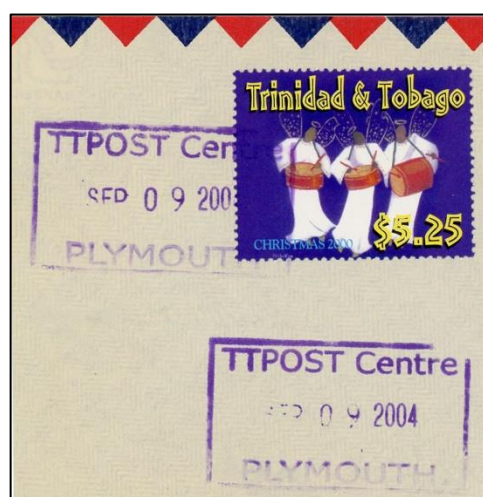


Fig. 12. A More Recent Plymouth Datestamp


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VIRGIN ISLANDS

THE HONOURABLE WALTER CHARLES FISHLOCK

BY MALCOLM LACEY

The document illustrated on the following page conferring on Walter Fishlock the position of acting Commissioner of the Presidency of the Virgin Islands during the absence on leave of His Honour T.L.E. Clarke, MD, CM may be of interest to Study Circle members.

1917 Document Honourable Walter Charles Fishlock Commissioner of Virgin Islands.

Walter Fishlock was a gardener at Kew at the end of the 19th century. In 1902, he went out to the British Virgin Islands as an agricultural instructor at the experimental station on Tortola. During his time in BVI he was instrumental in introducing various crops to the islands, but he also took part in plant collecting expeditions, sending back specimens to Kew. Among them was a specimen of *Senna polyphylla* var. *neglecta*. This plant was not rediscovered until a Kew expedition in 2004 and was collected in flower for the first time on a subsequent expedition.

Obituary (Published in the Kew Guild Journal)

W. C. Fishlock 707. Members of the Guild will be sorry to learn of the death of Mr. Walter Charles Fishlock which took place at his residence on Sunday, 20th December, 1959, at the age of 84. Born on the 14th October, 1875, at Bathford, near Bath. Mr. Fishlock served in private gardens before becoming a Student Gardener at Kew in 1898. In the following spring he rescued a man from drowning in the pond in front of the Palm House. After completing his training Mr. Fishlock went to work in Hyde Park, subsequently obtaining a post in the West Indies. From 1902 until 1920 he served under Sir Daniel Morris in the Imperial Department of Tropical Agriculture, being stationed chiefly in the Virgin Islands. In 1920 he became Senior Curator in the Department of Agriculture in the Gold Coast where he continued until his retirement in 1932. On returning to this country he took up residence near Reading and for over 21 years was Hon. Secretary of the Reading and District Natural History Society and later became President of the Society for some four years. A very quiet and likeable personality, Mr. Fishlock was an ardent supporter of the Kew Guild, and very regular in his attendance at the annual functions. We express to his wife our deepest sympathy in her sad loss. W.M. Campbell.

Mr. A. Osborne also has some interesting memories of the late Mr. W. C. Fishlock — "Fishlock was at Kew when I entered in April, 1899. We worked together in the Ferneries. The thing I remember so well about Fishlock is his gallant feat in jumping into the pond and rescuing a visitor who attempted suicide opposite the Palm House, when on his way back to work from lunch with C. G. Girdham, another Kewite. It caused quite a sensation at the time with headings in the press. I was present outside the library when Sir William Thiselton-Dyer presented the Certificates awarded by the Royal Humane Society."

Thomas Alexander Vans Best
Acting Governor.

By His Excellency THOMAS ALEXANDER VANS BEST,
Esquire, Companion of the Most Distinguished
Order of Saint Michael and Saint George, Acting
Governor and Commander-in-Chief of the Colony
of the Leeward Islands.

To The Honourable WALTER CHARLES FISHLOCK

I DO, by this my Commission, under my hand and the Public Seal of the
Colony of the Leeward Islands

appoint you the said WALTER CHARLES FISHLOCK

during the pleasure of His Majesty the King, to ~~be~~ act as Commissioner of
the Presidency of the Virgin Islands, during the absence on
leave of His Honour T.L.E. Clarke, M.D., C.M.,
with all the rights, privileges, and advantages to the said Office belonging
or appertaining.

GIVEN at Government House, Antigua, this *Seventeenth*
day of *May* in the year of our Lord
One thousand nine hundred and *Seventeen*.

BY HIS EXCELLENCY'S COMMAND,

Walter Charles Fishlock
Acting Colonial Secretary.

Commission appointing

The Honourable Walter Charles Fishlock
to ~~be~~ act as Commissioner of the Presidency of the
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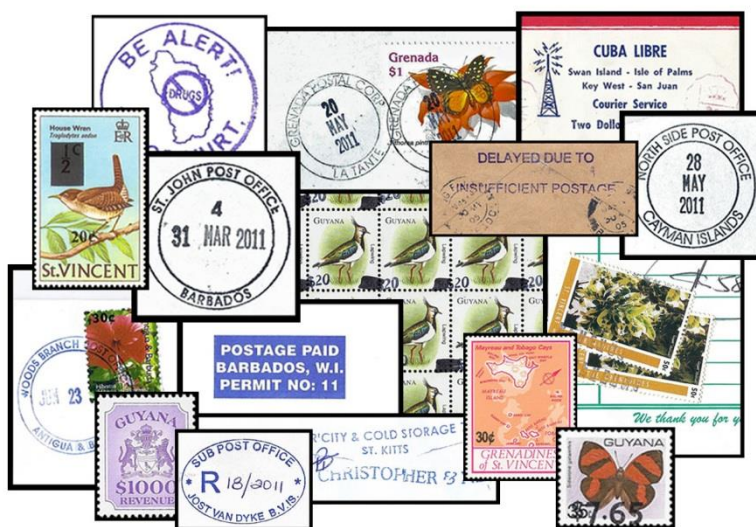
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AUCTION REPORT APRIL 2020

BY GRAHAM BOOTH

Cavendish sold Steve Jarvis's Jamaican adhesives on 4 March. I have to say I do not like the direction their catalogue is going. Compared to their competitors there is little white space, lot descriptions can only be described as cramped and not easy to read, there are relatively few illustrations and the catalogue does not even include their terms and conditions. Having said all that, these deficiencies are remedied on-line. And it may be that they are just leading the pack to the day when, apart from the most prestigious collections, there will be no hard copy catalogues. They have also abandoned the practice of having a high and low estimate. There is now only one figure, which in effect is a low estimate with bids that are below 66% unacceptable. However, I am an old fogey, and it cannot be denied that they did a great job with Steve's collection – a grand total of £39,000, hammer price, with only one lot of the 77 unsold. And it wasn't that the lots were sold at prices that just squeezed over the estimate. Success was registered across the board. Competition was stiff and many lots were sold at 2, 3, and 4 times estimate, particularly the die proofs. The 2d, 4d, 6d and 1s from the 1860 issue all fetched four figures, and 3 different versions of the aborted Abolition of Slavery issue, overprinted 'Specimen', made £1,300 against estimate of £400. Jamaica is one of the easier colonies viewed from the perspective of availability; but that doesn't affect the results when there is still a significant body of collectors bidding.

Gibbons in their general sale on the same day had a nice little group of Bahamas. All 12 lots sold, including 3 proofs of the 1861 4d Chalon head, ex Ludington, Vestey and Freeland. The scarcest, a die-proof in black on India paper made £1,100 against a top estimate of £800. The 5 lots of Jamaica postal history as a group did not do well, the exception being an 1851 packet letter to St. Vincent (a scarce destination) struck with 'MORE TO PAY', which more than doubled its top estimate at £580. The Leeward Islands 1938 £1 unmounted mint with wmk. sideways was knocked down for £2,400 against a top estimate of £2,200, whilst in Nevis three litho, imperf sheets of 12 of the 1871 set, all sold, the best performance coming from the 4d orange yellow on un-gummed wove paper, which achieved £1,300.

Argyll Etkin did not have a great deal of interest for the West Indies collector on 6 March. There were no better than average examples of crowned circles from Antigua, Bahamas, Dominica and Tobago. The best of them, from the Bahamas, just exceeded its top estimate at £380. Elsewhere, an 1802 entire from the Codrington correspondence in Antigua, with a two-line datestamp which sported a small '2', exceeded the top estimate at £270.

Grosvenor, a week before, had a little more for our society members, the main feature being 20 lots of Bermuda. The ¼d on 1s from 1901 with the 'F' inserted by hand, one of 8 examples known, made £4,000 and the 1902 Dry Dock colour trial in grey and sepia, £950. Overall the group was disappointing with only 50% sold, though it was no surprise when a nice Crowned Circle; but with filing notes on the obverse that shrieked at you, was priced at a low estimate of £1,000. In contrast a small group of 5 from the B.V.I. was 100% sold, the outstanding item being a mint pair of green pennies from 1879 with the first 'S' in 'ISLANDS' missing, which was knocked down at £820. In Grenada a mint block of four of the 1938 10s (S.G. 163c) did not sell at a low estimate of £1,200; but in St. Kitts a 1920 mint block of four of the 2s purple and blue on blue, multi crown CA reversed, made £550.

Spink sold the first of Hugh Wood's collections, his British Commonwealth, on 18 March. Contrary to my report last time they will sell his Jamaica later in the year. It was not a comfortable time to hold an auction and because of the virus I did not attend in person. Contrary to some people's expectations it was a huge success for the West Indies. There was no particular theme to the collection, other than an assortment of high quality material that took Hugh's fancy, no revenues or airmail or used adhesives, and most colonies were represented by less than 20 lots, so it would be misleading to draw very strong conclusions; but as a whole the West Indian group had a success rate in the 90% range. Perhaps the weakest was the Bahamas, both in percentage sold and in prices realised. Of the 12 lots bought at the Freeland sale a year ago 10 failed to achieve the same hammer price, the Silver Jubilee die proofs spectacularly so. Nevertheless, it was the biggest colony by far with 67 lots, and still was 85% sold. In contrast, St. Christopher/St. Kitts was very strong with 40 lots, 100 % sold, and some very strong prices. Of the 21 lots bought at Brian Brookes sale two years ago, 18 equalled or beat their hammer price in that sale, though I think this may say more about the total quantity and duplication in the Brookes sale than the shift in the market since then.

Nevertheless, the entire, ex Martinique, with an S/L. 'St. Kitts' was hammered down at £1,300 (Brookes price £900) the registered letter to Horsham with six 'one penny' surcharged on 6d made £1,400 against Brookes £650, the imperf Coronation set, perforated 'SPECIMEN', made £3,000 and the Silver Wedding 5s perforated 'SPECIMEN', made £2,500 compared to their respective prices in the Brookes sale of \$2,100 and £1,500. Generally, Specimens and George VI material did very well across the sale.

The fine selection of Tobago Provisionals which were bought from the Vestey collection, sold well. The vertical pair of 2½d surcharged with '½ penny', with the surcharge omitted on one adhesive (only six pairs are known) surpassed its top estimate at £8,500 (with the extras £10,200), a block of eight of the orange-brown '½ penny' on 6d was knocked down at £2,200 (top estimate £800) but the block of eight '2½ pence' on 4d grey, surcharge double, just exceeded its low estimate at £8,500. In Trinidad the 1896 set in mint blocks of four realised £1,100, four hundred more than the top estimate and the 1891 set of five surcharged 9d for the Duke of York's visit, a thousand more than the top estimate at £2,600. Nevertheless, the scarce cover to Baltimore in 1859 with a strip of four of the litho issue of the 1d grey (ex Marriott) did not sell. In my view it was overpriced with a low estimate of £15,000., despite the rarity of the cover. The adhesives were fixed upside down and the strikes of the two handstamps very weak, affecting its appearance. Another strong area was the Leeward Islands. A 1921 Multi Crown CA key plate collection destroyed its top estimate, realising £5,000 whilst the equivalent Multi Script collection made £3,800. All seven lots of the Virgin Isles sold but at lacklustre prices. In Montserrat the beautiful 1804 horseshoe only made £3,200, a long way from what it would have brought 10 years ago. In Barbados the 57 versions of the 1892 imperforate colour trials on the 3d value and the 1d die proof of the 1906 Tercentenary failed to sell. But, overall, a very good result for Spink, which just got in under the bar before the lockdown of London. The total value realised, including non-West Indies items, was almost £500,000.

As a result of the virus all the big European sales which I promised in the last issue have been postponed. Some less prestigious sales are going ahead as post bid or online only sales, as indeed is our own auction, though of course I would not put that in the same class. Spink is the only 'live' house that has made no attempt to postpone its planned schedule; but is holding them 'Behind Closed Doors' i.e. a live auction on its own internet platform with a 'book' and an auctioneer on the rostrum. According to Olivier Stocker in the most recent addition of the 'Insider', in future 'Online Auctions will dominate..... The technology will take over the process of bidding, the auctioneer will have to be more of an entertainer than an increment machine!' The first of their sales under the new conditions was a 'Collectors Series' sale on 15 April. It did not contain much of interest for our members other than 29 lots of the Badge of Barbados from the thirties and forties. There was some interest on the net but almost no competition, with only 48% sold – most at the opening bid. The single item of real scarcity was the 1938 blue booklet with 'Advocate Co Ltd' advert on the front which exceeded its low estimate at £550. It is too early to know whether punters were being careful, or indeed, whether the need for cash will generate additional sales.

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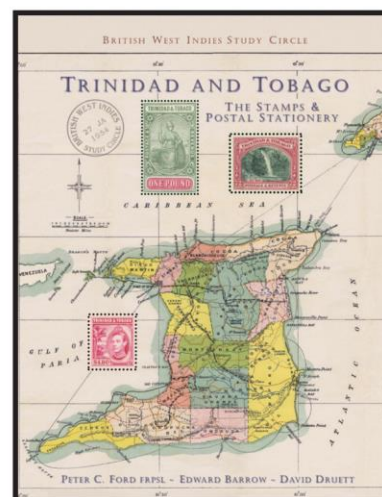
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