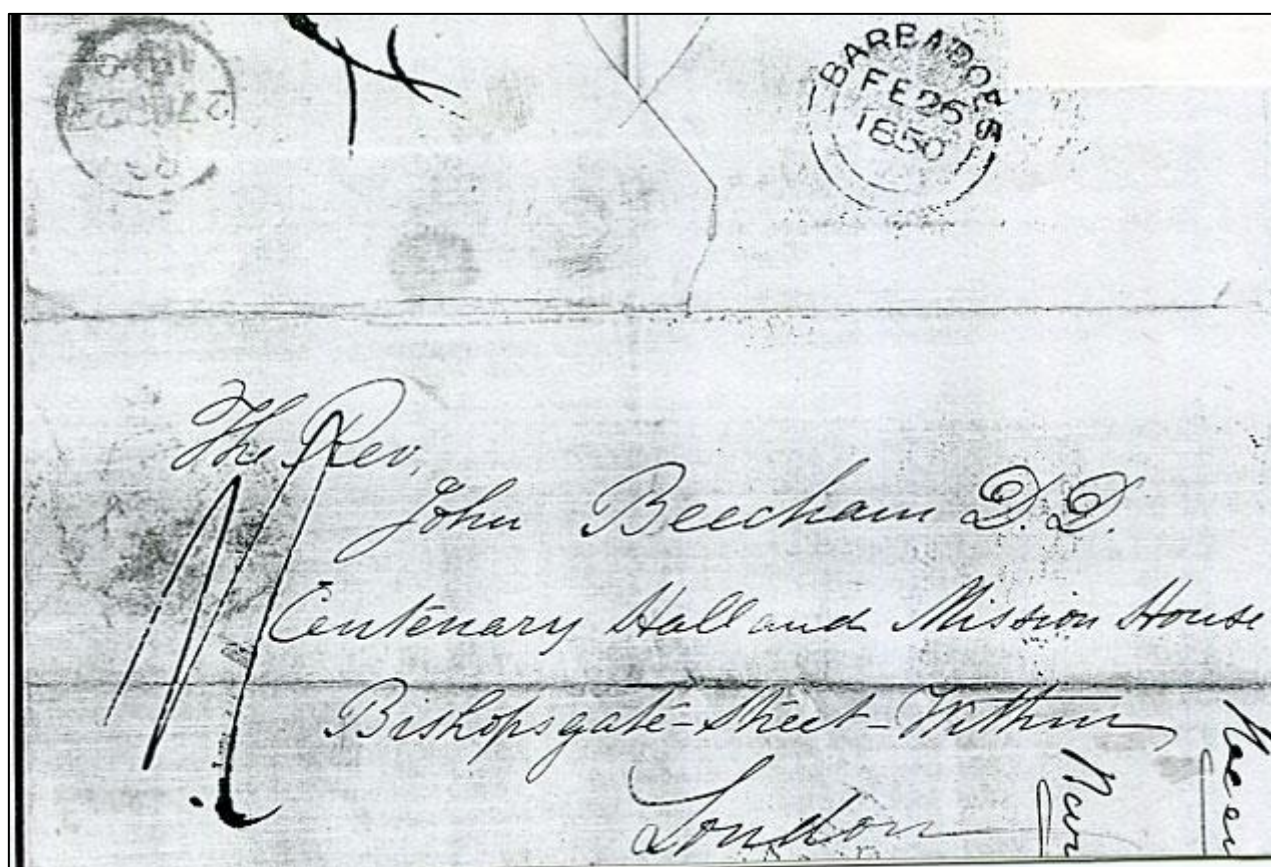


STUDY CIRCLE



SEE NOTES ON THE BARBADOS DOUBLE ARC CANCELLER BY RICHARD STUPPLES



BULLETIN No. 268 March 2021



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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
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IN THIS ISSUE		Page
Programme of Events, Information & Letters		3
De La Rue repair service reconsidered	Peter Fernbank	4
Book Review, Crises in the Cayman Islands Post Office by Graham Booth FRPSL	Bill Gibb	4
Book Review, King Edward VII Imperium Key Plates by Peter Fernbank FRPSL, Jeff and John Blinco	Peter Brooks	6
Antigua, The earliest use of GB stamps – resolved	John Jordan	7
Bahamas, Place names	Ernst Schlunegger	8
Barbados, The 1916 Badge Re-issued Reminders, 1921–25.	Patricia Capill	12
Bermuda, Patriotic Labels	Ian Jakes	14
British Guiana, KGV Plate Numbers	Peter Ford	19
Jamaica, Airmail Rates From Jamaica Part 3. To the UK up to 1948	Steve Jarvis	20
St. Christopher, 1d Dull Magenta, the final sheet of SG12	Simon Goldblatt	26
St. Vincent, Handbook 1899 – 1965. 2020 Update	Roy Bond and Russell Boylan	30
St. Vincent, Five Pence on 6d of 1893	Keith Moh	33
Trinidad & Tobago, Two Trinidad & Tobago Discoveries	Edward Barrow	35
Auction update	Graham Booth	37
Membership, Web-Master's & Editor's Reports		39

SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS & EVENTS

Saturday 24 April 2021 (Provisional date) Committee meeting at 11:30am followed by the AGM at 2:30pm. To be held at the Royal Philatelic Society London, 15 Abchurch Lane, London, EC4N 7BW.

Saturday 22 May 2021 (Provisional date) Study Circle Auction viewing from 11:30am the auction starting at 1:00pm. To be held 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

MESSAGE FROM THE CHAIRMAN

At this time in our lives good news is at a premium so I am delighted to be able to tell you that we have solved the problem of finding a replacement as secretary for George Dunbar whose premature death still leaves a great sense of loss. We have divided the role into three parts. In future Bill Gibb will be responsible for organising all our Meetings and Conventions. Paul Hancock will be our Membership Secretary and Richard Stupples will assume the role of Secretary responsible for everything the other two appointments do not cover. I am immensely grateful to all three.

On the other hand, we have had no volunteer to replace Terry Harrison as Editor. The last edition he will be responsible for will be the one after this. So, I appeal to you once again to have a look at your existing commitments and see if you could volunteer. As I have said before a degree of technical ability is necessary; but help and support will be provided. If we cannot find a volunteer the Committee will have to consider drastic changes, ranging from abandoning publication of the magazine, the least likely, to employing a professional editor, which would have consequences for our financial position and a knock-on effect on subscriptions.

In December I had hoped that we would return to normal by the Spring but as I write this in early January there must be a question mark over this. We have arranged for a live Committee Meeting at the Royal on Saturday 24 April at 11:30am to be followed by the AGM at 2:30pm. If Covid prevents this from happening the same two events will take place as Zoom meetings. We have also arranged for the Auction to take place at the same venue on Saturday 22 May with viewing from 11:30am and the auction starting at 1:00pm. If it cannot take place live it will be converted to a mail only auction. The rules and the preference given to early bidders are explained in the Catalogue distributed along with this edition of the Bulletin. Please monitor the website for up-to-date information on these events.

DE LA RUE REPAIR SERVICE RECONSIDERED**BY PETER FERNBANK**

Simon Goldblatt's admission in his article in the last Bulletin that he knows nothing about how printers operate was unfortunately confirmed by his 'revelation' of how De La Rue repaired their printing plates.

There is some confusion in his initial suggestion that '*... DLR ... have created plates for surface printing from original plates for recess-printing*'. This is patently not true. The making of surface printing plates involved the striking of multiple lead blocks ('leads') from the master die. These were assembled together in a chase (a cast iron tray with a surrounding lip) in the required format for the plate. A thin copper shell was then deposited on the surface of these assembled leads by electrotyping. The shell was carefully separated from the leads, the side in contact with the leads forming the surface of the plate. A backing of printer's metal¹ was added to give the plate rigidity. Once the plate had been completed the leads were destroyed (to be subsequently melted down). In De La Rue's own words "*... the plates are made by striking any required number of lead matrices, from which the necessary electrotype plates are obtained, the leads being melted down as useless.*"²

Hence repairing a single position on a plate was not as simple as just replacing a lead. For minor repairs it may have been possible to repair the surface of the plate in the affected area but for more serious damage to the plate it would be necessary to cut out the stamp subject affected. One of the spare leads (or possibly several) would then have had a copper shell electrotyped on to it and it was this shell (together with suitable backing) which was used to replace the damaged subject on the plate (it was soldered into position). Not quite as simple as changing a tyre; more akin to changing the water pump!

As an addendum, the striking of individual leads for each subject on the plate was confined to surface printing plates. The many cut-down pieces from the *Striking Book* that exist stating the number of leads struck (e.g. 60 leads + 6 extra) are all for surface printing plates. For the making of De La Rue's recess printing plates (until the late 1920s) the process was slightly different. A steel plate was initially made containing rolled-in impressions for the required number of subjects. A sheet of lead was then placed over the plate and the two were then inserted into a high-pressure hydraulic press and compressed together. The lead sheet now contained an impression from the complete plate, which was then electrotyped to produce a copper surfaced working plate. But again, the lead sheet was subsequently destroyed.³

References

1. Printer's metal was an amalgam of lead, tin and antimony.
2. Easton, John, *The De La Rue History of British Postage Stamps*, Faber and Faber 1958, p.569.
3. Ibid, pp.586-7.

BOOK REVIEW**BY BILL GIBB****CRISES IN THE CAYMAN ISLANDS POST OFFICE BY GRAHAM BOOTH FRPSL, ISBN: 978-1-908710-08-6**

This book benefits from having an author who was resident in the Cayman Islands and took the opportunity to carry out in-depth research both in the Islands and in Jamaica, reinforced by further research in the National Archives at Kew. Certain matters in the history of these islands are obscured by the mists of time, but erudite research by the author provides, as far as can be, logical and credible, answers to many of these questions

Postal History currently leans ever more towards Social Philately and the inclusion of other strands of History, such as social, political, economic, commercial and administrative, illustrates the struggles of an indigent and poorly-resourced territory on the outer fringes of the British Empire.

The author displays, as is to be expected, a comprehensive knowledge of the Cayman Islands generally, and an encyclopedic knowledge of the philately and postal history of the islands, supported by a fine range of illustrations. Beyond Postal History, this book describes the local scandals and peccadillos, which emerged from an administration which was often less than efficient, and perhaps leaning towards the criminal on occasion. As a dependency of Jamaica, there was often little support from that quarter, and often disinterest.

This book is essential for any collector of the Cayman Islands and should be in the library of any serious collector with interests in the British Caribbean area. Beyond this, anyone interested in British Colonial history will find this an eye-opening and fascinating read,

Available from The Stuart Rossiter Trust (www.rositertrust.com) price £30 plus p&p

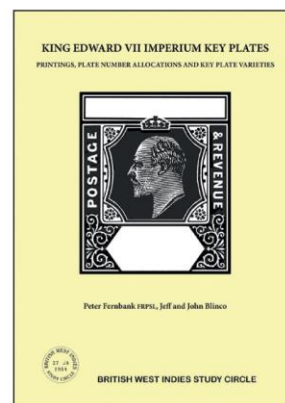
KING EDWARD VII IMPERIUM KEYPLATES

Printings, Plate Number Allocations and Key Plate Varieties

by

Peter Fernbank FRPSL, Jeff and John Blinco

This work provides a study of the Imperium style key plate issues within the 16 colonies that employed this design. The formats of the key plates are determined and a detailed plating study of Key Plate 1 is provided, a rare example of such a study on a surface printing plate, whilst the 'Spaven' and 'Missing Frame' flaws are examined in depth. Philately has long misunderstood the format of Key Plate 2 and its true size and format is revealed. A study is made of the damage sustained to the marginal areas of the plates, particularly the marginal rules, which can assist in determining the date of printing of certain marginal examples. Individual colony sections list all printings for each colony and the use of ordinary or chalk-surfaced paper is recorded for all printings. The basis on which the plate number allocated to each printing has been deduced is given. Additional information has been derived from the De La Rue and Crown Agents records, together with that from philatelic literature, and any exceptional events noted.



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LEEWARDS. 1926 2/- watermark inverted. Very fine used. Rare (listed but unpriced by Gibbons). SG 74aw. **£500**

MONTERRAT. 1884 4d with near full strike 'PLYMOUTH-TO-BRISTOL' T.P.O. for 'AP 11 84'. Scarce thus. SG 11. **£175**

NEVIS. 1883 ½d with 'top left triangle detached'. Very fine mint. Exceptionally fresh. SG 25a. **£275**

ST. VINCENT. 1866 4d deep blue. Well centred with fresh colour. Very fine mint. Ex Messenger. SG 6. **£225**

ST. VINCENT. 1888 6d violet in block of twelve. Very fine mint. A showpiece multiple. BPA Cert. SG 52. **£2750**

TRINIDAD. 1905 2d Due with watermark inverted. Very fine used PORT OF SPAIN c.d.s. SG D11w. **£225**

TURKS ISLANDS. 1893 ½d on 4d with separated bar between '1' and '2'. Very fine mint. BPA Cert. SG 66. **£2250**

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BOOK REVIEW**BY PETER BROOKS****KING EDWARD VII IMPERIUM KEY PLATES BY PETER FERNBANK FRPSL, JEFF AND JOHN BLINCO****ISBN: 978-1-907481-48-2**

We have grown to expect a high standard in BWISC publications and this book continues that tradition. It is excellent in every way. The illustrations are first class. The text is detailed and comprehensive but readily understood. It is a book that will be valued by all collectors of the stamps of King Edward VII and may well persuade others to turn their attention to the stamps of this reign.

The apparent current increase in interest in philately is something we can be grateful for although sad that it has needed a virus to promote it. However recent auction results and reports from dealers suggest it is a surprising consequence of the pandemic. The stamps of King Edward VII have shared in this renewal of interest as recent auction realisations confirm.

The first chapter of this book gives an overview of the philatelic aspects of its subject which is the King Edward VII Imperium key plate issues. It is comparatively short but comprehensive. Next there is a section on the individual stamps followed by details of the issues of each of the 16 administrations that used this key plate, seven of which are in the British West Indies group. Then there are useful appendices on the SPECIMEN overprints and the universal colour scheme.

The varieties of the stamps of this reign printed from the universal key plate and the individual duty plates for each colony have always been popular. Now the 'damaged frame and crown' flaw first publicised by Mike Spaven and found on the stamps of most colonies covered in the book has aroused much interest and deserves the whole chapter given to it. It brings back special memories for your reviewer as I used to enjoy sessions with Mike and Harold Green, both much missed.

Another flaw that is given a section to itself is the 'missing frame' variety at LP9/4. There is a rather lengthy account of the technical origin of this flaw. Perhaps the same could have been done for the Spaven flaw as features of this stamp such as the thin frame line seen unlikely to be the result of damage or wear to the plate.

Some may feel that the Plate 1 key plate flaws illustrated take fly specking to the extreme but many collectors will value a way of plating single stamps and fixing the position of multiples. Some may wonder at the absence of any comparable treatment of Plates 2a and 2b but it is probable there are fewer flaws on these plates because they were used much less than Plate 1. However we are given a comprehensive account of the three key plates, their different formats and their use throughout the reign. It should be emphasised that duty plate varieties, with very few exceptions, do not come within the scope of this book although details are given of the duty plates employed for each colony with illustrations of proofs of these in some.

The third appendix gives a list of the printings of all the stamps used by the different colonies in date order which is a useful supplement to the lists of printings by value and then by date order in the chapters for each colony.

I have heard the key plate stamps described as boring. No-one has done more to dispel this notion than Peter Fernbank with his many contributions to the BWISC Bulletin and other journals and especially with his books on the King George V key plates. As usual his meticulous research is clearly evident. Now Peter, in co-operation with the brothers Jeff and John Blinco whose research has obviously been considerable, has produced another outstanding publication which adds to the view that here is a subject of philatelic importance. The authors and Peter Ford who oversaw the production are to be congratulated on a book worthy of a place on any collector's bookshelf.

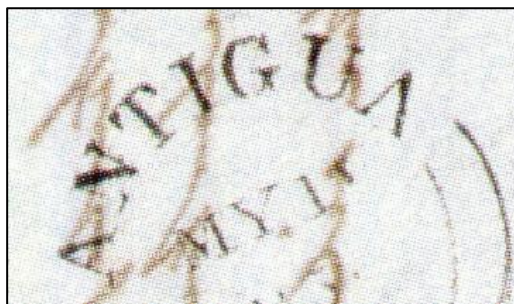
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ANTIGUA

THE EARLIEST USE OF GB STAMPS – RESOLVED

BY JOHN JORDAN

The date of the first use of GB stamps in Antigua is now definitively confirmed. In the December Bulletin, I noted that 13–14 May 1858 were the earliest conceivable dates and that a cover might turn up some day to confirm it. That prompted Michael Hamilton to search his amazing text file of early covers, and there it was, in Grosvenor's November 2003 auction.



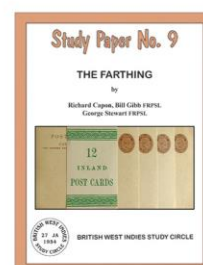
Like the 28 May 1858 cover described in my December article, this one is part of the Jefferson correspondence. However, it was early enough to catch the first RMSP feeder sailing of the month which called at Antigua on 14 May. The new cover is illustrated here, with an enlargement of the Antigua cds. It suffers the usual curse of nearly illegible substitute fonts, and the date could be read as 13 or 14. Either is appropriate. London sent the 'A02' obliterator to St. John's on 17 April 1858, so it probably arrived in early May. There was no earlier sailing in May so this cover provides the definitive EKD for G.B. stamps and for the 'A02'. The cover has a Whitehaven receiver dated 31 May 1858, spot on for the 30 May arrival at Southampton of the RMSP *La Plata* which left St. Thomas on 17 May.

STUDY PAPER NO. 9. THE FARTHING

by

Richard Capon, Bill Gibb FRPSL
and George Stewart FRPSL

The humble farthing, which not that many people will remember, was the cost of posting Printed Papers locally in some colonies of the Empire. Most were in the West Indies. This book catalogues all of these stamps and shows some very uncommon uses. The coverage extends outside the West Indies to Malta in particular and also to Fiji. There are instances where farthing stamps/labels were used as revenues in Australia, South Africa and diverse places, such as Heligoland. There are listed examples of the farthing labels used in the Highland Railways of Scotland. Places where farthing stamps were used are all covered and as a special treat there is an appendix showing some rare uses from the Ronald Rong Gold Medal Collection.



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BAHAMAS

PLACE NAMES

BY ERNST SCHLUNEGGER

For many tourists the Bahamas are an interesting destination, combined with beach holidays and sailing trips. The stamp collector enjoys nice postage stamps. In 1995 I published an article in the Schweizerische Briefmarken-Zeitung in connection with the 500th anniversary of the discovery of America by Christopher Columbus. Of particular interest to me, however, are the place names, the meaning of which I tried to find out.

Four groups can be identified according to their origin: Native names, Spanish names, Early Colonial names and Late Colonial names. In 1995 I was able to list more than 120 post offices, this number has been greatly reduced. An up-to-date list can be found on the Internet:

https://www.bahamaslocal.com/category/1492/10/default/2/Post_Offices.html

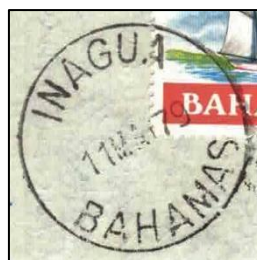


At this point, however, I would like to point out only a few particularly interesting place names. Some of them are self-explanatory for instance Farmers Cay, Green Turtle, Harbour Is., but then we may consider some more groups:

a) Arawak names

The place names from the Arawak language are difficult to interpret: Bimini, Bahama, Abaco, Guanahani, Inagua. But many of these names have been replaced by new ones: Cigateo became Eleuthera, Yucayo became Caicos, Abacoa became Andros.

Mayaguana is the only Bahamian island that still bears its original Arawak name, which is said to refer to a specific species of iguana found nowhere else in the world. The island was a favoured base for pirates before residents began migrating from nearby Turks and Caicos in 1812. The same meaning is found in Bitter Guana Cay, also known as Iguana Island.



b) Spanish names

Many of the Spanish names have also been replaced, some of them only appear on old maps and are of no importance for our consideration. Columbus found a pearl oyster on his arrival at Long Cay, which is why he gave this island the name Isla de la Fortuna.

c) Colonial names

These are English names, some of which are easily accessible; they refer, among other things, to people, animals and plants. Below are a few examples:

Man-o-War Cay: During the American War of Independence, many loyalists left the country and went to the Bahamas, the nearest Crown Territory. Man-o-War was one of the first settlements in 1798. In 1820 Benjamin Albury, a shipwrecked sailor, met his future wife. It is uncertain whether the place name was used in this way to designate a ship, but shipbuilding was of great importance here.

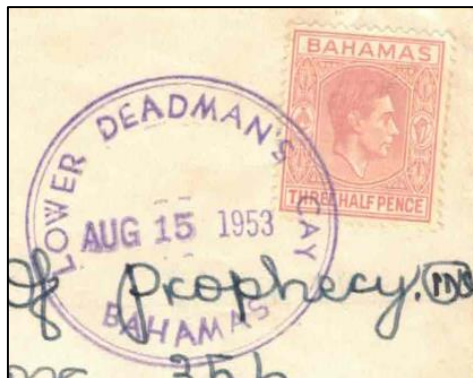


Dunmore Town: During the American War of Independence, the English-loyal Governor of Virginia fled to the Bahamas and settled on Harbour Island. He then received the title of Lord Dunmore.

Rum Cay: This is where a West Indiaman shipwrecked a West Indian driver loaded with rum. So there is no connection with the cultivation of sugarcane.

Andros: is reminiscent of Sir Edward Andros, who commanded the British occupation of Barbados in 1672.

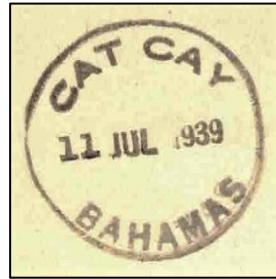
Deadman's Cay: This is a nautical term, a wooden pile or cement block used to fortify or anchor a ship. So there is no connection to a dead person.



Cedar Harbour: refers to the Bermuda juniper, *Juniperus bermudiana*, Cupressaceae, a species endemic to the Bermuda Islands.

Lignum Vitae Cay: There is also a botanical explanation here. It is the guaiac tree, *Guaiacum officinalis* or *G. sanctus*. It is the national flower of the Bahamas, once an important export product because of the hardness of its wood. Lignum vitae = wood of life, once used in the treatment of syphilis.

Mastic Point: The name comes from a Latin or ancient Greek word mastic. It is the resin of a shrub, *Pistacia lentiscus*. Obviously there were or are shrubs of this kind here.



Cat Cay: This word is indeed an animal, but not the well-known pet, but a fish.

Eleuthera: recalls the 'Company of Adventurers for the Plantation of the Islands of Eleuthera' (formerly Bahama).

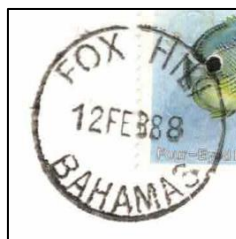
Bluff: (on Andros) was probably once Morgan's Bluff. Bluff is the name of a steep coast, and it was here that the privateer Sir Henry Morgan observed the Spanish galleons.

Pirates Well (Mayaguana): This is where privateers once stayed and dug a well.

James Cistern: This place name is also linked to a spring, which was once found hereby a settler named James Frischwasser.



Simms: (Long Island) was named after Walter Sims, the son of a plantation owner who was pushed over a steep cliff by someone and died in 1853.



Tarpum Bay: In the past this place was called Glenelg after a Secretary of State for the Colonies. It was renamed after the occurrence of a bony fish that grows to 2.5 metres in length, the Tarpun, Megal.

Fox Hill: One of the oldest Bahamian villages. The township's name is derived from Samuel Fox, an enslaved African who was freed and granted 23.5 acres of land at Creek Village in 1801.

Knowles: A family name, going back to James Knowles, 1723–1806.

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BARBADOS

THE 1916 BADGE RE-ISSUED REMAINDERS, 1921–25.

BY PATRICIA CAPILL

Bayley, on page 119 of *The Stamps of Barbados*, refers to the re-issue in May 1921 of the ¼d, ½d, 2½d, 4d and 6d remainders of the 1916 large Badge stamps. The whole 1916 issue was withdrawn from sale on 9 September 1920 to make way for the Victory issue, which had already been delayed five months.

Bayley goes on to state that such was the great demand for the Victory stamps that a reprint of the 1d was ordered and remainders of five of the 1916 large Badge stamps were re-issued to fill the shortages. These remainders, along with the Victory issue, were expected to last until the end of March 1922 when the proposed small Badge definitive issue was due for release. However, in November 1921 when several denominations ran out, the Post Office was forced to release the small Badge issue earlier than planned, on 21 November 1921. In March 1924 the 3d, 4d and 3s Victory stamps were still available but only the 3s remained by November 1924. Bayley states that these 3s Victory remainders, along with other obsolete stamps were destroyed in 1925.



Fig. 1

How long did each of these 1916 re-issued remainders last on sale? The 1916 ½d green is the only one of the five re-issued denominations that appears to have been on sale in significant quantities and available for several years. Dated single copies I have are: 1923, June 1923, December 1923, August 1924 and March 1925 (Fig. 1). The shades of these stamps show the remainders came from a mixture of the printings. Illustrated are three covers where the ½d re-issue has been used in conjunction with the 1921–4 small Badge stamps. These are dated: July 1924 to British Guiana (Fig. 2), August 1924 to Hungary (Fig. 3) and April 1925 to Germany (Fig. 4). I have also seen a ½d in conjunction with a 4d Victory on a cover to France dated April 1924. The existence of all these examples indicates that the ½d at least was still on sale into 1925.



Fig. 2



Fig. 3



Fig. 4

With regard to the four other re-issued denominations, I have one example of the 2½d dated 22 February 1924 on cover paying the foreign letter rate to Germany, which doesn't appear to be a philatelic usage. As yet, I have not come across any usages of the ¼d, 4d and 6d after May 1921. The 4d and 6d would have been used mostly on parcels. Two copies of the ¼d could have been used in the same way as the ½d, but the latest date I have found so far is November 1920, six months before the May 1921 re-issue date. An occasional late date could be explained as an intentional 'philatelic' usage or the usage of some older stamps someone still had on hand, so several examples would be needed after May 1921 to be sure of re-issued status. These four re-issued denominations could well have been released in small quantities and/or exhausted early on, making dated examples much harder to find.

So, to conclude, at this point it appears that the 1916 ½d was the one denomination of the five re-issued remainders that was on sale in considerable quantity and for the longest time, being found mainly on mail in combination with the ½d and 1d 1921–4 small Badge stamps. Stocks of all five denominations were either exhausted or – according to Bayley – destroyed in 1925, making way for the medium sized Badge series which was issued on 1 April 1925.

BERMUDA

PATRIOTIC LABELS

BY IAN JAKES

I acquired a collection of Bermuda Patriotic Labels about 50 years ago. It is only recently that I have started to look closely at these labels. I considered that a good starting point would be *'The Post Office, Postal Markings and Adhesive Stamps of Bermuda'* by M.H. Ludington which is the bible for Bermuda philately. There is no mention of these labels in this book. I then looked at Ludington's *'Supplement to Bermuda'*. No mention of these labels there either! Quick scans of the indices for the BWISC Bulletin and British Caribbean Philatelic Journal revealed nothing to assist me with this article. I will therefore start from scratch and invite members to comment and add to my research.



Fig. 1

Here is a full sheet of these labels (ex-Mosbaugh) (Fig. 1). The sheet (which is 'Printing F' – see below) consists of 24 labels, 4 labels wide and 6 labels deep. Each label shows a beach scene, with a blue sea and green land. The word 'BERMUDA' is in red on a blackish background. There is a red cross. The labels are perforated 12 both horizontally and vertically. I have six different printings of these labels in my collection (not necessarily shown in the correct printing order) as follows:–

PRINTING A: grey-blue sea, dull yellowish green land, rose-red 'BERMUDA' and cross, grey-black background.

PRINTING B: azure sea, dull yellowish green land, rose-red 'BERMUDA' and cross, grey-black background.

PRINTING C: azure sea, green land, rose-red 'BERMUDA' and cross, grey-black background.

PRINTING D: dull blue sea, deep dull green land, rose-red 'BERMUDA' and cross, grey-black background.

PRINTING E: dull blue sea, blackish green land, rose-red BERMUDA and cross, grey-black background.

PRINTING F: dull blue sea, dull green land, rose-red BERMUDA and cross, grey-black background.

The colours are based on Stanley Gibbons Stamp Colour Key. Only the blue and green ink colours differ. This suggests six different printings. Other printings may exist.



Fig. 2

Fig. 2 shows an uncensored registered airmail envelope from St. George's, Bermuda to Maidstone, Kent postmarked 22 May 1941 with two 1s and one 3d stamp paying the correct postage. A 'Printing A' Bermuda Patriotic Label seals a very crumpled envelope. On balance this uncanceled label has not been added to the cover later to increase its value. A more pristine cover would be used for this purpose. The typewriting on the reverse which mirrors the typewriting on the front of the cover has been offset to accommodate the label.



Fig. 3 shows the other five printings.

Fig. 4 shows Mr. R.C. Mosbaugh's handwritten plating notes for the full sheet of these labels. Mosbaugh was a philatelic writer of catalogues including the Mosbaugh Red Cross Catalogue.

The Bermuda Red Cross Label is usually seen as a single label. Pairs and larger blocks as shown in Fig. 5 are quite scarce. Using Mosbaugh's plating notes (especially the broken frame above 'A' in 'BERMUDA') it is possible to identify the labels in the pair as being labels 13 and 14 on the sheet. Using Mosbaugh's plating notes (especially the broken frame line on label 7 it is possible to identify the block of four as being labels 7, 8, 11 and 12 on the sheet. The pair and the block of four are both 'Printing D'. Mosbaugh's printing notes are of the full sheet which is 'Printing F'. This suggests that 'Printing D' and 'Printing F' have probably been printed using the same printing plate. It is possible that all six printings which I have identified have all been printed using the same printing plate.

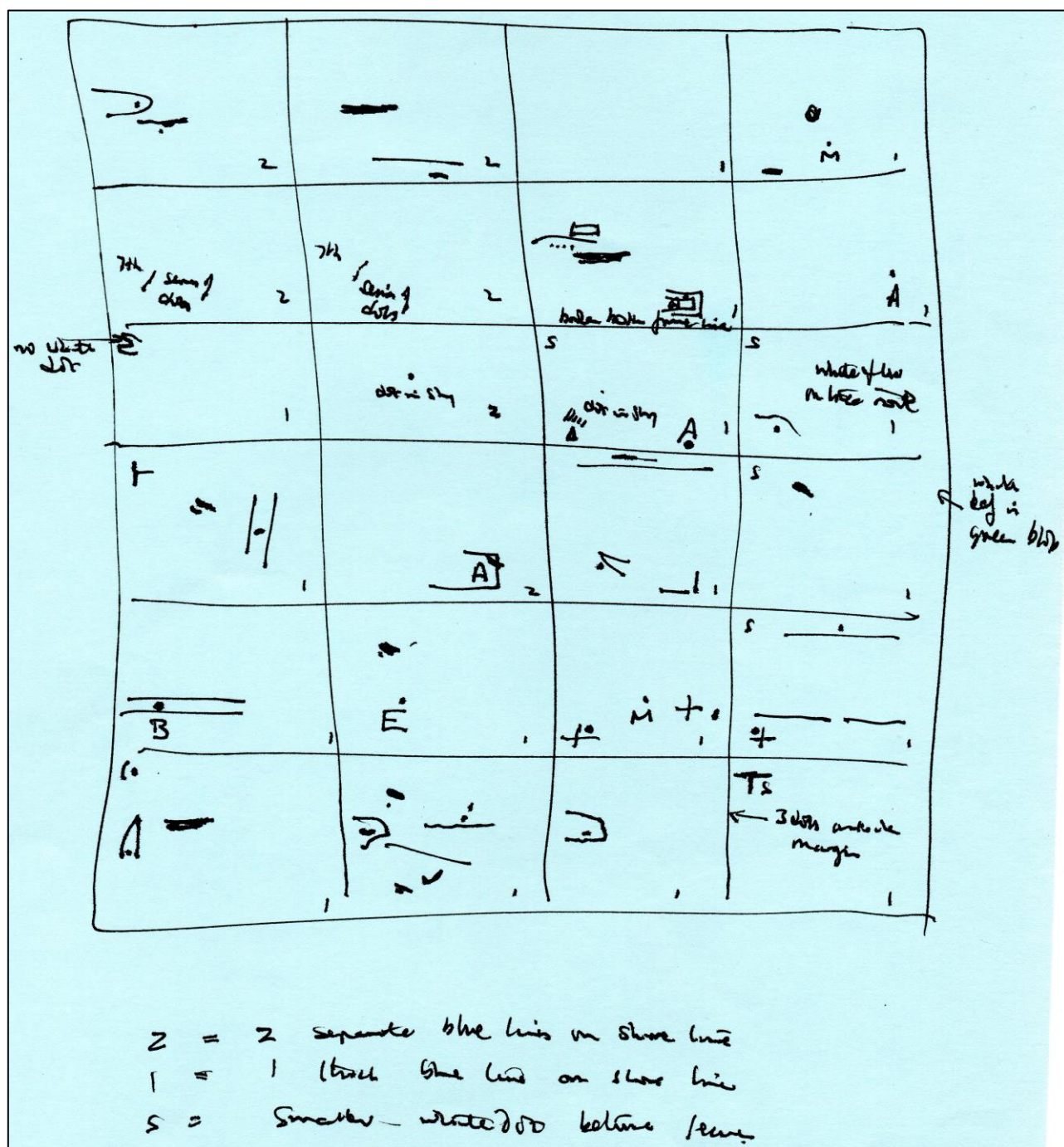


Fig. 4

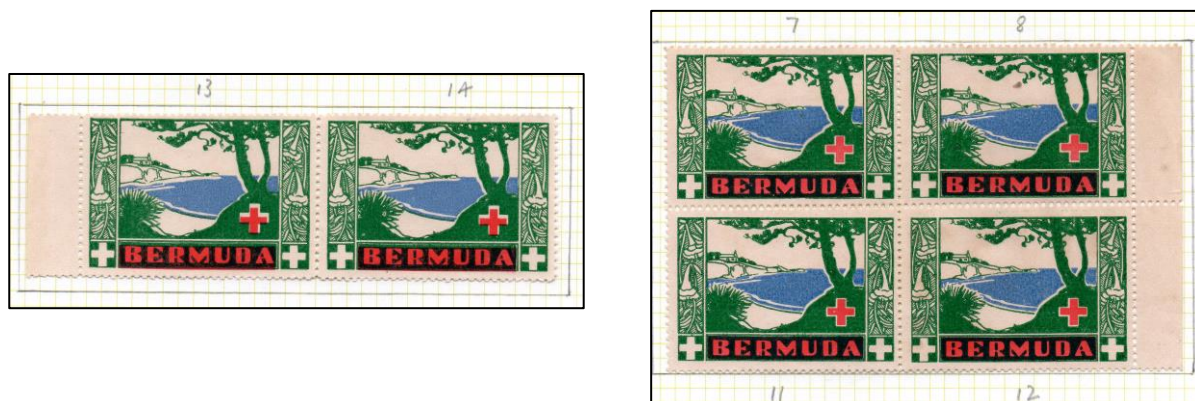


Fig. 5

I will end with the postmarks on my covers. The stamp dealer, long since deceased, was a Red Cross specialist. He advised me that the Bermuda Patriotic Label was first issued in 1941 by the Bermuda Red Cross Society to raise funds for the Red Cross during wartime. The earliest postmark in my collection is one dated 22 May 1941, being the one shown in Fig. 2 and where I have concluded that the cover has not been tampered with.



Fig. 6

The second earliest cover in my collection (Fig. 6) is one from Hamilton, Bermuda to Port of Spain, Trinidad bearing a postmark dated 16 July 1941 with a clear Aquarium slogan cancel and bearing a 'Printing D' Bermuda Patriotic Label. As in Fig. 2 the label sealing the envelope has not been cancelled. The cover states that it is a 'First Day Cover'. This suggests that the 'Printing D' label was first issued on 16 July 1941 and that this was the date when the Bermuda Red Cross Society charity commenced its charitable business. I have concluded that this cover purports to be something that it is not. It has been doctored with a view to increasing its value. The words 'First Day Cover' have been added later to a pristine cover with an attractive postmark because the words 'First Day Cover' have been written over the postmark. Fig. 2 suggests that the Bermuda Red Cross Society commenced its charitable business earlier than 16 July 1941. I suspect that the 'Printing D' label was first issued much later (see below). I suspect that this 'Printing D' label has been removed from another cover to 'improve' this cover. Excess gum can be seen round the edge of the label. These Bermuda Patriotic Labels were all gummed on the reverse (unlike some other charity labels which needed to be stuck down with glue).

The third postmark in my collection is a censored cover from Hamilton, Bermuda to New York (Fig. 7) where both the 3d postage stamp and the 'Printing C' patriotic label are tied with the Hamilton, Bermuda M6 date stamp of 14 June 1943 and the Aquarium slogan. This cover must be a genuine cover!

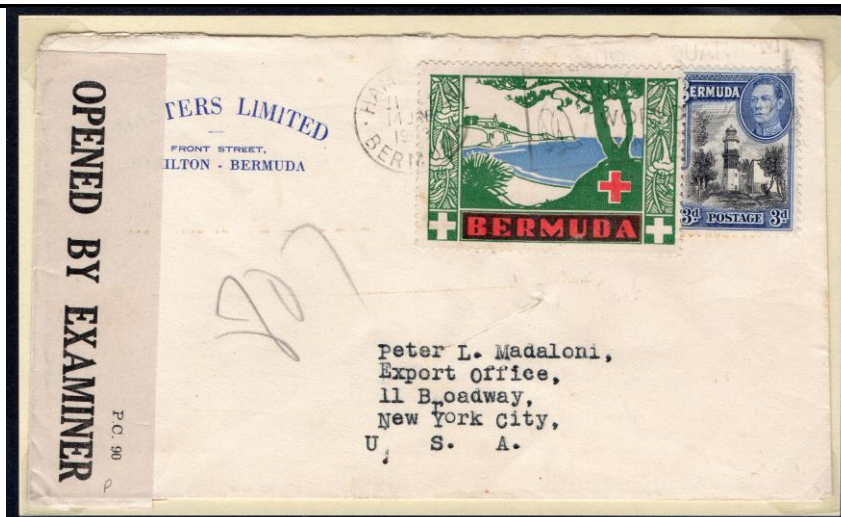


Fig. 7

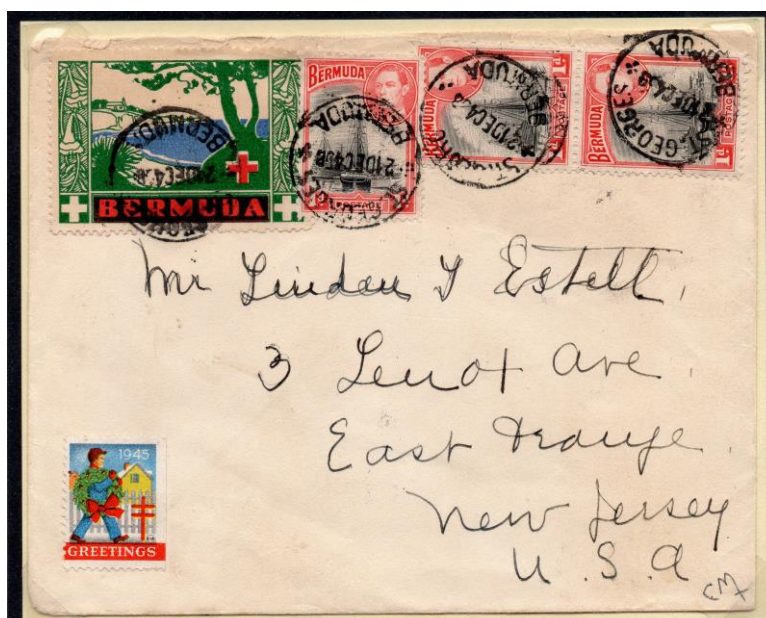


Fig. 8

My final postmark, which must also be genuine, is on a cover from St. George's, Bermuda to New Jersey and dated 21 December 1945 (Fig. 8). The cover bears two patriotic labels (both 'Printing D'), the one on the front of the cover being tied with the postmarks and the other on the rear being used as a letter seal. Note also the 1945 Christmas label.

BRITISH GUIANA

KGV PLATE NUMBERS

BY PETER FORD

In the early years of the 20th Century, many countries within the British Empire had their stamps printed by De La Rue who had developed an economical system of key and duty plate production. Some colonies opted for the Universal Key Plate design while others went their own way and called for a design specifically geared to their own colony. Normally sheets were printed containing 120 stamps in two panes, side by side, with plate numbers above and below the second and penultimate columns.

Initially the 1913 King George V definitives of British Guiana were printed from a plate of two panes of 60 (120-set). The printer De La Rue decided in 1917 that the numbers of the 2 cents ordered were so large, that it would be economically beneficial to print the 2 cents in sheets of 240. To accomplish this a new 120-set key plate was made (Plate 2); by the way, there is no record of any charge being made to the Colony for this plate. They then took the original key plate (Plate 1) and excised the bottom margin and clamped Plate 2 below it with a spacing piece in between. As a result, in the unlikely event that one ever obtained a complete sheet of 240, one would find two plate plugs numbered '1' in the top margin and two numbered '2' in the bottom margin.

It would seem that all of the other values continued to be printed in sheets of 120. Whether there was any logic as to whether these were printed using Plate 1 or Plate 2 is not known. But obviously now, after Plate 1 had been thus vandalised, any Plate 1 120-set printing would only have plate plugs in the top margin and similarly Plate 2 printings only in the bottom. Townsend and Howe state categorically that Plate 1 numbers can only be found in the top margin and Plate 2 in the bottom. What about those sheets of 120 printed before the decision to print the 2 cents in sheets of 240? For instance, there were some four printings of the 1 cent prior to the introduction of Plate 2, totalling 26,201 sheets; there were two other printings, in November 1914 and November 1916, but these were all made into rolls. Also there were five printings of the 5 cents blue with 2,360 sheets printed, which is where the pair in Fig. 1 comes from. Are there any other plate blocks/pairs known with the plate number '1' in the bottom margin?



Fig. 1



Fig. 2



Fig. 3



Fig. 4

The other point is that after 1917, were all the 120-set printings made from Plate 2 or was the decision as to which plate to use just left to the operator on the day? I had been in some doubt whether we would ever see a top corner marginal piece without a plate number. This would, of course, indicate that it had come from Plate 2. Until that is Richard Maisel and I wrote an article for *The London Philatelist* when Richard produced a corner marginal block of 4 of the 12 cents without the plate number (Fig. 2).

There is another strange feature of these issues. Compared to other contemporary issues from the Caribbean there are very few examples of pieces showing the vertical gutter between the panes, nor many showing the horizontal gutter above or below the top two and the bottom two panes in a sheet of 240 of the 2 cents. The De La Rue Collection show a 2 cents block of 4 from Plate 1 with the gutter below on Page 234 (Fig. 3) and a 6 cents block of 4 from the left pane showing the interpanneau gutter on Page 233 (Fig. 4). Why are these so scarce?

Obviously there are going to be more examples of Plate 1 found in the top margin than in the bottom, but Plate 2 of course will only ever be found in bottom margin. However, these issues do give rise to some imponderable questions.

JAMAICA

AIRMAIL RATES FROM JAMAICA PART 3. TO THE UK UP TO 1948

BY STEVE JARVIS

Until 1939 mail destined for Europe was flown to New York and then carried by ship across the Atlantic, but just before the war an 'all air service' was introduced (still via New York). So, from mid-1939 to 31 July 1948 there were two air mail rates: either a cheaper rate by air to New York and sea to London; or by air mail service for the whole route.

Inevitably, the war upset the communications routes, and new players entered the market post war. Naturally, initially, the Empire surface rate to the UK applied with the first ounce at 1½d, subsequent ounces at 1d.

10 DECEMBER 1930

Air to New York, then sea

- ½oz @ 8d =
6½d air + 1½d surface.
- 1oz @ 1s 2½d =
6½d x 2 air + 1½d surface
- 1½oz @ 1s10d =
6½d x 3 air + 1½d & 1d surface
- 2oz @ 2s 4½d =
6½d x 4 air + 1½d & 1d surface

½oz rate cover to LCC Nicholson, the foremost Jamaica postal history philatelist of that time.



11 Dec 1930 Jamaica (Kingston) –USA (Miami) –UK(London)

It is also important to understand registration rates: 2d until 1 April 1939 and 3d thereafter (for the period being discussed here).

Rated 10d - the single rate of
8d plus 2d registration



11 Dec 1930 Jamaica (Kingston) –USA (Miami) –UK (London)

1 JANUARY 1932

Air to New York, then sea

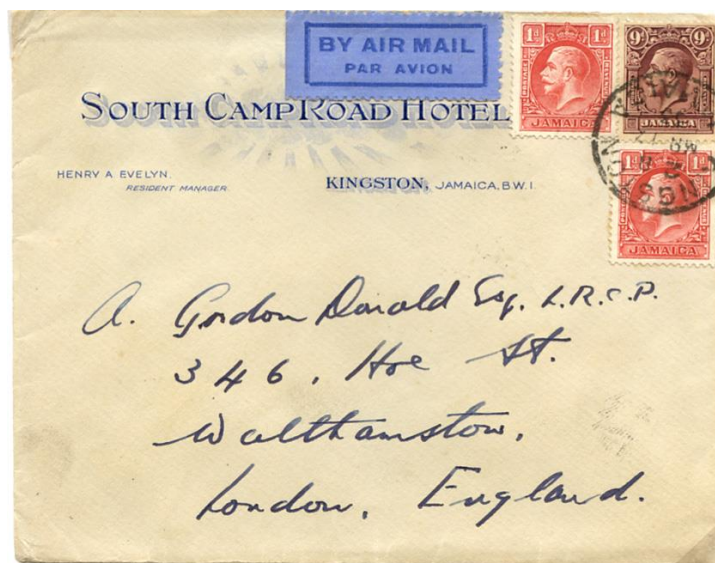
- ½oz @ 9d =
7½d air + 1½d surface
- 1oz @ 1s 4½d =
7½d x 2 air + 1½d surface
- 1½oz @ 2s1d =
7½d x 3 air + 1½d & 1d surface
- 2oz @ 2s 8½d =
7½d x 4 air + 1½d & 1d surface



1 Mar 1932 Jamaica(Kingston) –UK (Warrington)

1 MARCH 1933Air to New York, then sea

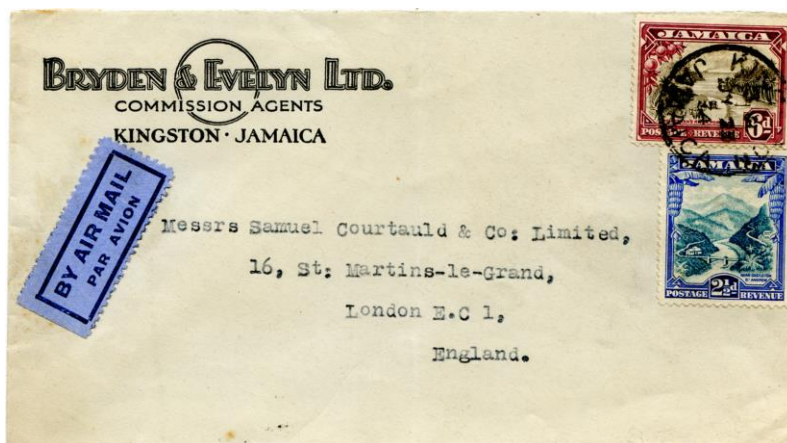
- ½oz @ 11d =
9½d air + 1½d surface
- 1oz @ 1s 8½d =
9½d x 2air + 1½d surface
- 1½oz @ 2s 7d =
9½d x 3 air + 1½d & 1d surface
- 2oz @ 3s 4½d =
9½d x 4 air + 1½d & 1d surface



17 Mar 1933 Jamaica (Kingston) –UK (London)

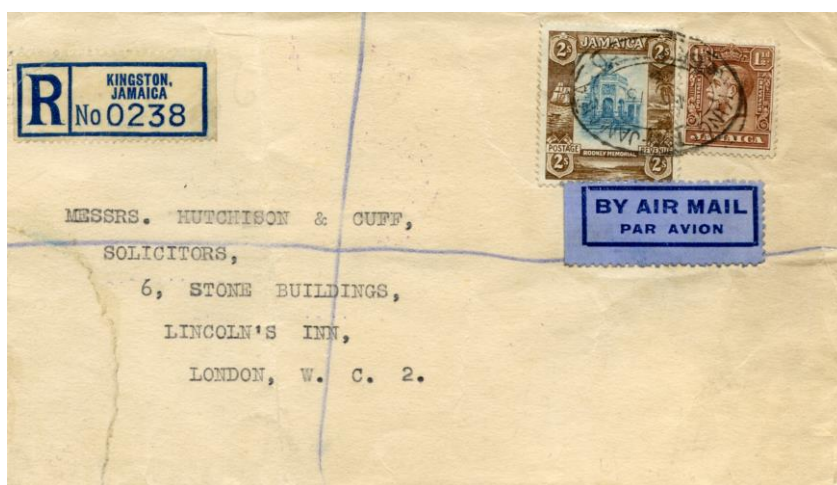
18 DECEMBER 1933Air to New York, then sea

- ½oz @ 8½d =
7d air + 1½d surface
- 1oz @ 1s 3½d =
7d x 2 air + 1½d surface



15 May 1934 Jamaica (Kingston) –UK (London)

- 1½oz @: 1s 11½d =
7d x 3 air + 1½d & 1d surface
- 2oz @ 2s 6½d =
7d x 4 air + 1½d & 1d surface



1½oz rate cover plus
registration at 2d

25 Jul 1934 Jamaica (Kingston) –UK (London)

22 OCTOBER 1934Air to New York, then sea

- ½oz @ 8d =
6½d air + 1½d surface
- 1oz @ 1s 2½d =
6½d x 2 air + 1½d surface
- 1½oz @ 1s 10d +
6½d x 3 air + 1½d & 1d surface
- 2oz @ 2s 4½d +
6½d x 4 air + 1½d & 1d surface



23 Jan 1935 Jamaica (Montego Bay) –UK (London)

28 APRIL 1936

The Jamaica Post Office introduced a special all-air rate of 2s 2d including the Trans-Atlantic leg flown by the Hindenburg Zeppelin.



6 May 1936 Jamaica (Kingston) –UK (London)

15 JANUARY 1937

Rates now pro-rata without the surface/air split.

Air to New York, then sea

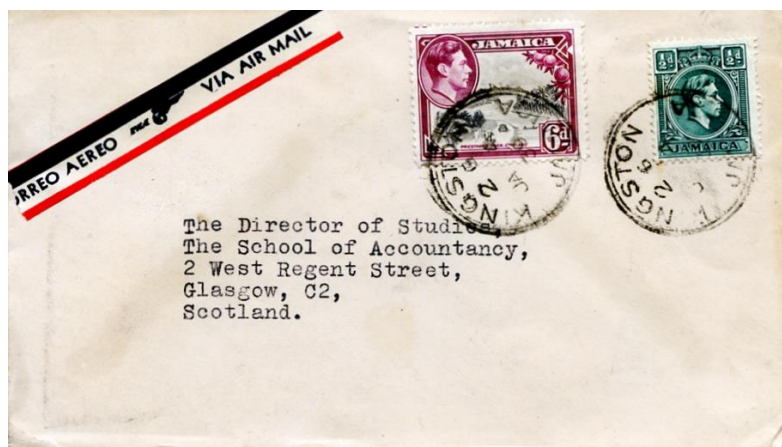
- ½oz @ 8d
- 1oz @ 1s 4d
- 1½oz @ 2s 0d
- 2oz @ 2s 8d



10 Apr 1937 Jamaica (Kingston) –UK

1 JANUARY 1938Air to New York, then sea

- ½oz @ 6½d
- Weight steps pro-rata



4 Jan 1939 Jamaica (Kingston) –UK

30 MAY 1939

Note: The registration rate had increased to 3d from 1 April 1939.

Air to New York, then sea

- ½oz @ 6½d (no change)

All-Air via New York

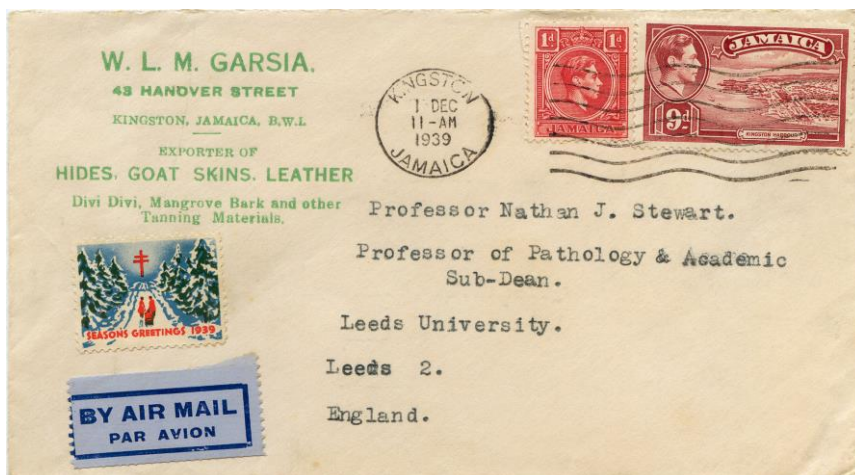
- ½oz @ 2s
- Weight steps pro-rata



1 Jun 1939 Jamaica (Kingston) –UK

1939–1945 WAR-TIME SERVICESSee the *Encyclopaedia of Jamaican Philately Volume 8* for an explanation of war-time services.**16 OCTOBER 1939**Air to New York, then sea

- ½oz @ 10d



1 Dec 1939 Jamaica (Kingston) –UK (Leeds)

All-Air via New York

- ½oz @ 2s 2d



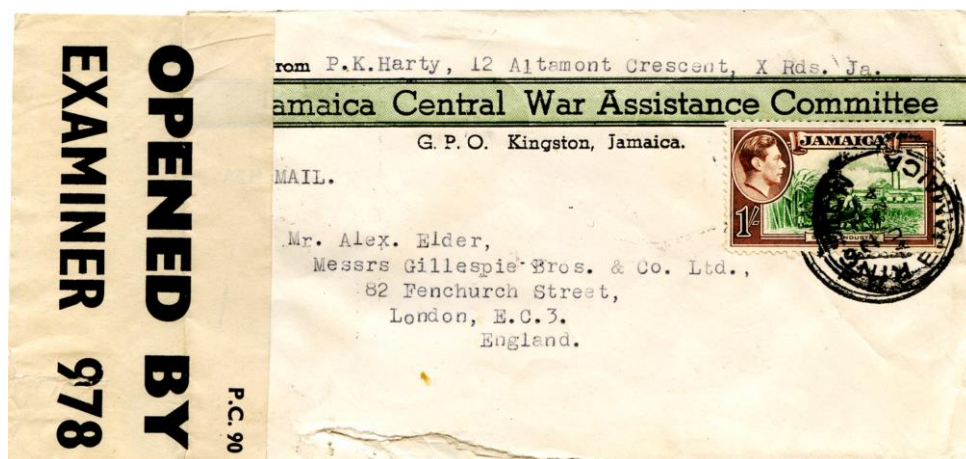
24 Aug 194? Jamaica (Kingston) –UK (London)

5 MAY 1941Air to NY, then sea

- ½oz @ 1s

All-air

- ½oz @ 2s 2d
(no change)



23 Jun 1941 Jamaica (OchoRios) –UK (London)

15 SEP 1943Air to New York, then sea

- ½oz @ 8d

All-air

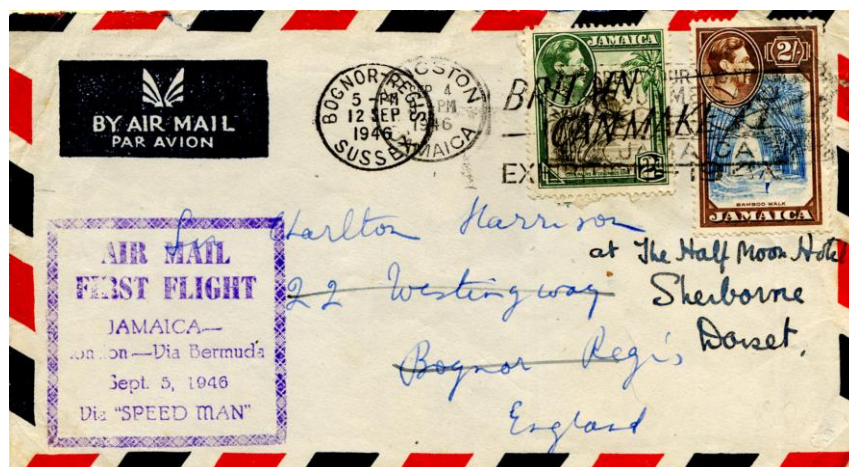
- No change



31 Mar 1944 Jamaica (Kingston) –UK (Glasgow)

5 SEPTEMBER 1946

No change to rates
but British South
American Airways
service introduced
via Bermuda.



5 Sep 1946 Jamaica (Kingston) –Bermuda –Azores –UK (London)

16 JUNE 1947

Air to New York, then sea

- ½oz @ 6d



18 May 1948 Jamaica (Kingston) –UK (Enfield)

All-Air via New York

- ½oz @ 1s 3d



17 ??? 1948 Jamaica (Morant Bay) –UK (London)

1 AUGUST 1948

The Air to New York and then by sea service was terminated.

ST. CHRISTOPHER

1D DULL MAGENTA, THE FINAL SHEET OF SG12

BY SIMON GOLDBLATT



Until I saw Corinphila's Besançon sale catalogue of 8 September 2020, I had taken only routine interest in St. Christopher SG12. There is in my relevant album the routine page for the CA issues of St. Kitts unused, another for the used, and I had never even noticed previously that all St. Christopher sheets were printed in 20s. So it was interesting to see a full mint sheet and the top two rows of another, each in fine condition. I checked for the 'ONE' variety – not there at Row 2/1. Not listed by SG either. Clearly no unused example around, it would have been found by now.

So, apart from noting that my own unused copy of SG12 is so pale in colour it should be thrown or given away (but knowing me, it won't be) that seemed to be that. Coronavirus was settling in for its winter spike, of which autumn would form a tragic part, auctions would be taking place behind closed doors, and Stamp Fairs were working their way down through famine to zero.

I don't seek sympathy. There are plenty of stamps of others to sort through and make discoveries for their owners, plenty of my own neglected hoard in which to find goodies of my own, and still one or two Fairs to be found that were able to hold on to a venue and a date. Two of these were even productive, and the Christmas break left me with a quantity to sort. Thus it was that I found myself staring after Xmas at a used example of SG12.

Not just a used example, a dated used example. This is where the specialist has the edge. It doesn't take long for a novice to learn that pen cancels require attention. The uninformed average collector thinks only, pen and ink, used fiscally, no value, don't bother. The busy trader has no time to spare for sidelines, and even when pricing up leaves space, sometimes in cases where price uplift is irrelevant.

I thought I was seeing things. A village date on St. Kitts is always a bonus, not usually a big one. On SG12, a stamp in fairly short supply used, here mind mint, the bonus has to be substantial. It adds something to one's collection, value becomes unimportant. Here my antennae were vibrating — could this possibly be what I think it is? When one reaches a final decade in two figures, eyes and ears are not to be trusted. This stamp needed to be blown up in size. At last, blown up it was. There, staring at me in image, the 'ONE' variety.

The origin of the variety has never been in doubt. Something very heavy dropped down on to the duty plate and damaged it. And here were the signs of the damage.

The 1d dull magenta was printed in 1882 Easton and de Worms had shown me earlier in 2020 that this was a very significant year, marking the final stages of the transition from Perkins Bacon to De la Rue. These two indispensable publications and SG will show the reader that the 1882 printing was required to provide St. Kitts with 1d and 2½d stamps in UPU-compliant colours. Magenta was not a new colour, so why was a magenta shade being printed?

Existing literature doesn't explain. My answer has to speculate. It was a try-on. The dull magenta has quite a lot of red in it, and is not all that far off the targeted rose-red shade — probably closer to a true rose-red than to a true magenta, which was the 1d shade to be superseded. Maybe DLR thought that they could use up some supplies that would otherwise go to waste, and they apparently got away with it, to the extent that SG12 and 13 were delivered as part of the whole consignment, and no complaint is recorded as being made.

We have a different route to pursue. When the heavy object, which I think of as a clanger, hit theer....duty plate, printing had to stop, the setting had to be dismantled, and the duty plate examined to see what was wrong. The print run was urgently needed — and it would have been costly in time and overheads to stop and allow time for a new duty plate to be made. Only a small job, but still perhaps a 3 or 4 day interruption. The expedient adopted would have been to hammer the duty plate flat.

When the expedient was adopted, the result was considered passable. It was a compromise. The duty plate was structurally weakened and in later use the variety was in place, and the plate erratic in performance in the later stages of its life (printing for Revenue purposes and in the carmine shades of SG13. So it limped a little before Leeward issues took over.

Filling in further gaps, I postulate the following:—

- After dismantling and cleaning up the hammered duty plate, there would be no point in continuing to print in magenta, which would have required another round of refurbishment for a colour to be used which contravened the purpose of the 1d printing, because it was not red.
- Had further magenta stamps been printed, smallness of supply would be less noticeable,
- and with 1 in 20 the variety, more examples of the 'ONE' damage in magenta would have been used or collected.
- Even the time taken up in a second switch of colour would have made for added production costs.

This leaves as the conclusion that the sheet of 20 being printed when the clanger dropped was the final sheet to be produced in full magenta. Within the final sheet, at Row 2/1 was the single example of 'ONE' damaged. It is not just variety. It is the variety itself.

I don't know of another similar case in stamp history and this might be the only example of its kind of a stamp, sold for use across the counter, used and posted, able from inspection alone to prove itself a one-off instance of a one-off.

We all know that one can point to stamps of which only one is believed to survive and massive value can be achieved for some of them. The stamp for which a listing slot of SG12b already exists (if no reason is found for denying listing) is not in that category. Yet one can easily categorise it. From birth it is a hyper-rarity. Even if another in that category could be identified, this stamp, surely, because of its instant birth right, would be called the rarest of the hyper-rarities.

If you want a semi-sibling check your own example of SG12.

Is there a white line just below eye level? Row 2/2 – 5 were once up for grabs.

In only one respect is the experience not unparalleled. Things recurrently happen to me – by accident.

So where was the hyper-rarity used? My guess is Anguilla, but that's another story.

POSTAL HISTORY

I have chosen Postal History as my immediate topic because there has been plenty of reason to consider the historical significance of items and accumulations passing into and through my hands in 2020, and I believe it is time to share my thoughts with members. If I sound provocative in places, this is intentional. I believe that all true collectors should ask themselves why they collect what they do buy, acquire, or choose to keep. There is a place for every whim and taste in philately, and there are many activities that would not get off the ground as postal history; but give plenty of scope for philatelic wisdom and entertainment. Thus, if I look for and require a threshold of relevant content and context in any item or assembly before these deserve the title of postal history, I am applying academic standards and not denying individual choices.

Let's look at some examples..

- A collector produces an item to be posted, and the post office declines to handle it Q. Does this qualify as postal history?
 - A. Very probably yes, if it is a reasoned refusal; but distinguish this from a case where the time has simply expired for posting on a particular day – or staff shortage.
- Q. Should one consider any over-franked to be philatelic?
 - A. No. There may be any number of reasons for overpaying postage, and any item that isn't plainly philatelic may benefit from investigation.

In one extreme example, a registered cover which would have been sufficiently franked to travel anywhere in the world for the 4d paid in stamps was overpaid by ½d for delivery locally by someone who could have handed the cover to the known addressee. It emerged that it was proof of delivery to addressee that mattered and the extra ½d was paid for a seldom-used little-known service to be found within postal regulations.

- Q. How important is rating?
 - A. Opinions vary, and the importance can be over-estimated. A cover may be double-rated for excess weight, because of something enclosed. Would that add to significance? Judgments are made on a case by case basis. Different routes often entail differential costs, or differential journey times. Speaking generally a query over the significance of over-franking will provide clues in the routing and timing and in any case will be unlikely to attain an adequate threshold of significance in the absence of a pointer on the markings of a cover.
- Q. Surely if one assembles a quantity of related covers with a wide variety of ratings and markings, that constitutes postal history in itself.
 - A. In my personal opinion the accolade of postal history significance is earned by what the owner can bring out from the way in which the collection is arranged and written up. Quantity is not enough in itself unless there are features within the collection which rise above the ordinary. Look for cheap acquisitions by all means (this is a usual aspect of buying in quantity) but it is the knowledge and experience of the individual collector that will make a collection stand out as significant.
- Q. How important is condition and appearance?
 - A. Fine condition and visual impact have a huge influence on value, and people may, as purchasers, pass over items of high historical importance which do not have enough presentability. I might ask, what is the allure of crash mail? This would earn me withering looks from the collector of mail from a wreckage.
- Q. So what can you see and gather from inspection is of supreme significance?
 - A. Far from it. Look at the watermark enthusiast. You often can't see a rare watermark variety, which is the joy of the owner's heart. And this brings out the point that the very word 'variety' has high collector appeal, even when the subject is a single stamp, unused at that (or for preference) whose underlying philatelic merits have to be taken as read and explained, rather than and inspected.
- Q. How important is rarity?
 - A. I am discussing postal history significance rather than availability. Rarity alone is not determinant of importance, value or collectability. Let me take from my own holding examples of two items that may easily be one-off. I will cite from Bahamas a cds of the KE7 era that reads 'Crooked Islands', and from Turks (relatively close by) a QV ½/1d surcharge that cannot presently be reconciled with any SG linked variant.
Both these items are the product of an original item of equipment. The cds was supplied as an original steel instrument for permanent use. The surcharge was an original insert into the plate that printed it. On evaluation, the significance of the surcharge has to be low. The diversity of these surcharges is considerable and complex. One more or one less will not arouse much passion. We are dealing with a low value both as an unsurcharged stamp, and as surcharged. It is not one of the elite 2½ surcharges, very few of which are economically (or reliably) available in an area where treacherous forgeries exist. My surcharge is unusual of course. Less than 10% of the issued surcharges were ever used. Crooked Island on the other hand will ring bells with the postal historian, as the West Indian packet station from 1840 for packet mail coming in or out of the Caribbean. So an item of otherwise medium interest as a location, becomes a postmark of real significance on its one-off history, before the name was changed to Colonel Hill.
- Q. How do I assess by your standards whether I have a postal history collection of your level of significance?
 - A. How much work have you put into it to make it so? If the collection reflects your own personality and experience, if you are a collector with common sense and the discrimination to sort wheat from chaff, you should be getting there. If you only follow fashion, and regard yourself as an investor you may well have become history yourself, and should choose another route for philatelic enjoyment. 'Investment' is self-defeating. The gap in overall cost between buying and selling is far too big.

Further Commentary

If I have jolted some of your ideas in my comments on what represents postal history, don't let that upset you. Philately is, for most of us, a leisure activity and few of us expect to make money from what we do with our leisure. So, whether you are minded to review and revise your mode of collecting, or you are determined to become more postal-history-aware, lower your sights to the extent of not looking to make money from philately; but to get the best value you can from what you do spend, you will enjoy your philately more, and get more leisure value from it.

I will recount here an anecdote from the life of a great postal historian, Peter Jaffé, whose friendship I enjoyed for many years. He was a stockbroker in Britain, met and married an Australian (herself duly recognised and honoured down under) and followed her from Caston St., the home of British printing, where they first laid eyes on one another, to become a stockbroker in Oz.

Peter once burst out to me, 'You know, Simon, they say a good stockbroker will get through (short pause) all his client's money (shorter pause) in 25 years (longer pause) (at double speed) a bad one will do it in half the time.'

You could often say the same between a high-powered stamp dealer and a regular client. I have my own niche area as a collector and, were I to exploit it, might even make money out of stamps – but I try hard not to do so, by not looking for maximum return. A top-level dealer, seeing me apply closure to Standard Imperial whose contents were used, and whose empty spaces were very limited, said to me 'You've enjoying putting this together, Simon, but I don't suppose you've made any money out of it.' I replied, 'Well I don't pay your prices to everyone, you know. I do balance things out.' In practice I would have got back more than I'd spent, but only because of the uplift in prices. Well if you are canny and careful, you will be able to do that as well, but I shall add this caution. If there are ten of you who presently consider yourselves postal historians and who, on reading my admittedly unconventional approach to collecting (and running an auction, come to that) grit your teeth and determine to become the sort of postal historian that I would classify as real, the chances are that one in five of you will succeed. And the successful two may not even be Scottish, though that would give a built-in advantage.

I have these observations still to add; if we look at likely destinations the specific ones, for arrival or transit, are likely to be for mail coming into the UK, London, Edinburgh, Glasgow, and with mail of any foreign character, New York. If these cities feature, it takes something very special in the character of the item to earn any brownie points. If we are talking generic destination, it would be Germany, which was by far the most frequent destination among foreign countries. You will meet from time to time descriptions of somewhere in Germany as an unusual destination. Ignore them. Any such assertion will derive its viability from the point of origin or the routing.

Let us close with a few tips, aphorisms, or disclaimers.

- My script above deals almost exclusively with the QV to KG5 era. There are genuine, and valuable, areas of postal history in the time of KG6 and even QEII. I just don't care to be involved. You may,
- Learn to recognise what you do not recognise. It is there that treasure is capable of being found.
- If someone else got there first, go somewhere else.
- Thoughts and recommendations of others will be out of date when they reach you.
- Nobody knows it all. Often the best value comes from the best dealers.
- Beware of those bringing gifts; freebies have to be paid for.
- Why take things at 'face value' when so much sells as 'postage'?
- You don't have to smell a rat, just remember there may be one there.
- Be wary as a buyer, generous as a seller. Bread cast on the waters does return.

A very happy philately to you all.

ST. VINCENT HANDBOOK 1899 – 1965.

2020 UPDATE

BY ROY BOND AND RUSSELL BOYLAN

Chapter 10: Section 10.4.

Page 129: Registered Envelopes

In respect of the 1938 envelopes (p131) the authors had reported that both the G and H2 sizes were hard to find used commercially. We can report on two recently discovered G size covers:

- 1) Dated 16 February 1939 from Kingstown to Bridgetown, Barbados. Uprated with 1½d Scarlet & Green definitive paying 1 ounce letter rate to Windward Islands. Adhesive has been placed over the printed 'FEE PAID' instead of the top right corner. Envelope is marked 'Called at Office' in red manuscript. Very early use of this envelope as they had only been ordered 1 October 1938. The address appears to be to 'Messrs W S Mansor'? Although it is hard to decipher the handwriting.

In the Postal Stationery section for Registered Envelopes (p131) the text reads as follows:–

'The registered envelopes were printed in two sizes, and both are hard to find commercially used. The smaller size corresponds to De La Rue's G, but both the horizontal and vertical sides are fractionally larger (Fig. 10.4.7). The larger size is 230 x 102mm, about 4mm longer than the De La Rue H2 size, but much the same height. 33,000 examples were ordered from De La Rue on 1 October 1938.'

I interpret this to relate only to the H2 size, or, is this the order for both? If so, then is it 33,000 of each envelope, or total for both. If both then that begs the question as to how many of each were produced.

The reason for posing this is I have noted a 1938 PPRE size G on Chris Rainey's site as below (Fig. 1). Sent to Ohio, USA and uprated by 4d paying 2 ounce letter rate (2½d for first oz plus 1½d for additional oz). Dated **3 October 1938**. This of course is only 2 days after the order was placed, if indeed it does apply to both sizes. I think therefore that the two are from separate consignments and that The 'G' size may have an earlier order and dispatch date.

Do we have any way of checking this and whether there are Bradbury Wilkinson records that can be checked? Are the BW records available online somewhere at all?

In addition I have found a 1949 6c PPRE on David Morrison's web site. Addressed Kingstown to Philadelphia, USA airmail and dated 21 October 1952. Uprated with 2 x 10c + 24c definitives and paying 44c for 1 ounce letter (2 x 22c) per ½oz).

David also has another 1938 PPRE cover, dated 12 April 1939, so not sure how we report this. I will probably acquire both of these as they are excellent additions to the postal history exhibit I am building.



Fig. 1



Fig. 2

Appendix A: The Brigands War

Page 221–231.

The following is an update to 'APPENDIX A – THE BRIGANDS WAR'. Whilst this is not really a philatelic matter, it does bring closure to this particular Appendix, by bringing the history of the Black Caribs up to the 21st Century.

At the end of this war the remaining Black Caribs were all shipped to Balliceaux, a small, inhospitable island in the grenadines, where the last 3,500 Carib men, women and children, from a pre-war population estimated at nearly 9,000, were all kept until Thursday 9 March 1797, by which date the island population had been reduced by disease, thought to be possibly Typhus, but probably Yellow Fever, to a mere 2,248, on that day the remainder were all loaded onto HMS Experiment and a flotilla of 9 smaller transports and they took their last look at the green mountains of Youroumayn (the Carib name for St. Vincent). One of the transports, the Prince William Henry, was later captured by the Spanish and taken to Trujillo, but was then taken back by the British, with the Caribs still on board and completed the journey to Rattan a week or so after the others.

They were taken to Rattan Island off the coast of Honduras, but they only remained there for a few months and then collectively moved out to the east coast of the mainland into Nicaragua. Here they actually prospered for several years to the extent that they outstripped their environment and had to expand into Honduras, Guatemala and British Honduras, now Belize, where they still keep themselves as a separate nation, maintaining their own language and customs, just as they had on St. Vincent, and called themselves the Garifuna. They have continued to expand over the last 200 years in this region to a population of about 1.5 million and still class themselves as a proud independent nation with their own history, customs, language and society.

However after the American Civil War there was a great shortage of workers for the large industrial cities of the northern states, especially Chicago, Detroit and of course New York. So in the 1870s and 1880s large numbers of the Garifuna moved to these cities from Central America, for work. Yet to this day they still maintain their own culture, language, history and society in these cities and still celebrate their halcyon days past on the island of St. Vincent, with annual festivals and gatherings. The populations now are about 750,000 in Chicago and 750,000 in New York with about 500,000 in Detroit, totalling approximately 2 million in the USA.

So, in spite of the efforts of the British, they have prospered to a total population of over 3.5 million souls, who still maintain the ancient traditions and culture of the Caribbean natives going back to the 10th and 11th centuries. Indeed back in 1963 a group of the Garifuna from Chicago went back to St. Vincent and there had made and erected a statue to Chattoyer on Sion Hill, where he was killed in battle by Major Leith in 1796.

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ST. VINCENT

FIVE PENCE ON 6D OF 1893

BY KEITH MOH

The first printing of the St. Vincent 5d on 6d stamp was invoiced on March 1893 and was followed by five subsequent printings over the next three years. The stamps were printed in sheets of six rows and ten columns with the 'FIVE PENCE' overprint forme electrotyped from a type setting.



Figure 1

The overprint of the first stamp in the fifth row (stamp 41) has the distinction of having a short 'F' in 'FIVE' and is listed in Gibbons as SG60c. Figure 1 is a positional block of four with the top left stamp showing this variety. Stamp 41 is also the only stamp that has a number of marks on the Queen's neck, possibly the result of plate corrosion. Figure 2 shows an enlargement of the Queen's head and neck with pointers to the five most prominent marks. These marks also appear less prominently on Stamp 41 of the six pence issue of 1891.

The great collection of Peter Jaffé had a study of Stamp 41 which included a single stamp with the neck marks but with a full 'F'. Jaffé identified this stamp as 'State 1 – FIVE with perfect F' and noted that the 'F' flaw must have occurred very early in the printing process because this stamp was the only example he had seen. This stamp is shown in Figure 3.

The great collection of Peter Jaffé had a study of Stamp 41 which included a single stamp with the neck marks but with a full 'F'. Jaffé identified this stamp as 'State 1 – FIVE with perfect F' and noted that the 'F' flaw must have occurred very early in the printing process because this stamp was the only example he had seen. This stamp is shown in Figure 3.

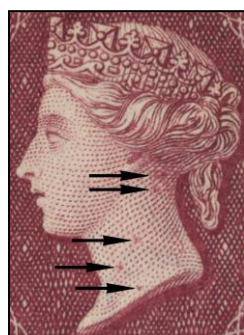


Figure 2



Figure 3

A search for examples of Stamp 41 with a perfect 'F' resulted in the UPU specimen shown in Figure 4. Assuming that specimens were created from the first printing, this find would seem to affirm Jaffé's assertion that the overprint forme did not have a short 'F' early in the printing process.



Figure 4



Figure 5



Figure 6

Bulletin Editor Terry Harrison has several examples of Stamp 41 with a perfect 'F'. Two of his examples appear in Figures 5 and 6. The stamp in Figure 5 is the lake shade which is identified in Appendix F of PML, as the fifth printing invoiced on 28 March 1895 while the stamp in Figure 6 is the deep lake shade identified as the second or sixth printing and invoiced on 18 August 1893 and 9 July 1896 respectively.

For further study, I would like to hear from St. Vincent collectors who have examples of SG60 Position 41 with a perfect 'F', including specimens. *UPU Specimen Stamps 1878 – 1961* by James Bendon states that 730 specimens were required in 1893 and PML states that 750 specimens were produced. Consequently, a maximum of 12 specimen stamps from position 41 should exist. Jpeg scans of relevant material would be greatly appreciated. I can be reached at keithemoh@gmail.com.

References

- 1) St. Vincent 1789 – 1897; The Peter Jaffé Exhibit (copy)
- 2) Pierce, A.D., Messenger, J.L. & Lowe, Robson: *St. Vincent*. Robson Lowe Ltd., 1971 (PML)
- 3) Bendon, James: *UPU Specimen Stamps 1878 – 1961*. Oxford Book Projects, 2015

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TRINIDAD & TOBAGO

TWO TRINIDAD & TOBAGO DISCOVERIES

BY EDWARD BARROW

1916 Red Cross overprint (SG 175) with the date offset 2mm to the right



The 'Shifted Date' variety in a pair

To be fair this is not a new discovery but a re-discovery of a variety that has been hiding in plain sight. I have seen old certificates that mention this as an established variety, but for some reason it missed being catalogued and so has faded into obscurity. There is a similar variety of the 1915 Red Cross overprint which is catalogued (SG 174a), but here it is the cross that is offset, not the date.

The 1916 one is somewhat difficult to spot. This is probably the result of the greater distance between the date and the cross; our eyes need references to spot relative anomalies. Our brain also process vertical and horizontal information differently. To illustrate this point, if the sheet is viewed on its side, the offset date stands out more – at least to my eyes.

The variety is found at Row 4, Column 1 and appears to be constant.



The 'Shifted Date' stands out more when rotated 90 degrees

3c 1935 Definitive (SG 232) with an 'A' missing from the watermark



There are a few of these 'missing letter' watermark varieties in the Gibbons catalogue. As far as I know this is the first one of the Trinidad & Tobago 1935 definitive series, but there are two recorded for the 1938 KGV1 definitive series. The watermark variety is clearly visible in this example.

STEVEN ZIRINSKY

MEMBER PTS, APS, NZSDA, APTA

Stamps - Revenues - Postal History - Commercial Mail

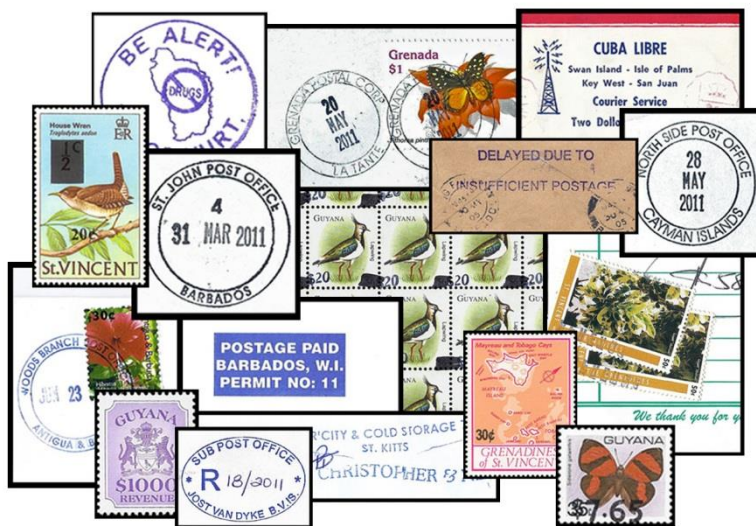
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AUCTION REPORT WINTER 2020/21**BY GRAHAM BOOTH**

On 19 November Spink sold what they described with some justification as 'The World's finest collection of Jamaica' formed by Hugh Wood under the pseudonym 'Dubois'. This was only Part 1, a similar second part covering all periods in the Colony will follow next year. Much of it has been off the market for a very long time. Glassco in 1969, Cameron in 1974, Surtees in 1976, Sissons in 1982, Swarbrick in 1995 as well as Mahfood in 2011 and Dewavrin in 2014 featured amongst the provenance. Combining this with the fact that Jamaica probably has the biggest collecting community in the Society led me to expect some fireworks; but the sale got off to a very slow start and your dedicated reporter endured more than 6 hours at the computer without a break. The combination of having live bidding on both Spink Live and Stamp Auction Network made for very slow progress, and we had hardly completed 150 lots in the first two hours. It was slow too, in that the first two extreme rarities failed to sell – the 1655 letter from an officer in Cromwell's army and the vivid James Wale letter which is a first-hand account of the destruction of Port Royal. Both were very toned; and were probably over-estimated; but of great historical significance. Including these two there were seven lots estimated in five figures, of which four did not sell. The pair of the 2½d from the 1932 pictorial issue, used in Port Maria, imperf between, was downgraded by a sale notice revealing some small repairs. The majority of these high value lots were sold at the reserve price subsequent to the sale. The major achievement, late in the sale, was the corner pair, frame inverted, of the 1s from the 1921 pictorial issue, ex Charlton Henry, which was knocked down for £55,000; (almost £70,000 with the extras) but as far as I could see this was the only lot bought by the successful bidder so I suspect he was not a Jamaica specialist. Overall, 78% of the 541 lots were sold, which was rather less than I expected. But as there was no live bidding in the room and presumably little opportunity to view, this was a reasonably good result. There were 40 or more successful bidders on Spink Live. Combining this with successful bidders on the book, on the telephone and on S.A.N. there must have been something like 60 successful bidders, some of them new to Spink, which is extremely good news for Jamaica collectors for the future.

Nevertheless there were some extremely odd results and some very soft prices compared to historical highs. A price comparison for 21 items previously sold from the Swarbrick, Mahfood, Hemmings and Dewavrin Sales, heavily weighted in favour of pre-adhesive postal history, which was kindly made available to me by a Society member made firm conclusions on price movements difficult. Compared to every previous auction some prices were up, some down. Nevertheless, it is possible to generalise that prices were up a bit compared to 1995, that they reached a peak with Mahfood's sale in 2011 and have declined since. The essays for the 1870 Watermark Crown set, half the quality group of essays and die proofs for the Llandovery Falls issue, the photographic essays for the 1919 pictorial issue, and the Bradbury Wilkinson essays for the 1932 pictorial issue either did not sell or sold well below the low estimate. Some sold after the sale; but proofs and essays are not flavour of the month at the moment. Two of the unique items from the 2011 sale suffered significant losses. The mint vertical pair of the red and blue version of the Llandovery Falls, imperf between, which realised £21,000 then, was knocked down for £16,000 on this occasion, and the Red Cross cover addressed to Gunter at the Jamaican Government Railway which realised £3,500 in Mahfood only managed £1,400. But I suspect the size of these losses overstates the general movement in prices over the last 10 years.

I was surprised that the large blocks of pineapple watermark did not sell, particularly the complete pane of 1s which was bought at £36,000. In contrast the covers franked with the same issue did well. The 1868 cover to British Honduras with a pair of 3d green achieved 4 times its top estimate at £500 and the beautiful 1866 cover from Montego Bay to Saxony almost four times at £11,000. The Alligator Pond TRD from 1892 sold for £500 but well off its historical highs. The same was true of the cover from the mailbag lost in the Houghton River in 1890. Of the 88 lots in the GB used abroad section only 67% were sold. There is little point in quoting prices from the Glassco sale in 1969; but perhaps worth mentioning that from a total group on cover of about the same size it was 100% sold. The 1858 cover to Holborn with eighteen 6d lilacs beat its high estimate of £4,000 and the 1858 cover from Lilliput to Mincing Lane with six 1d reds, which was not much more than a front almost doubled its top estimate at £1,100. The similar quality cover from Grange Hill to the same address franked with the scarce 1s, also doubled its top estimate at £2,500. But that was the end of the fireworks. The 1859, three colour quadruple rate cover from Savannah La Mar to Kingston was withdrawn at £6,500 and most of the rest either did not sell or sold at around the low estimate. Maybe there were too many 6d lilacs, Maybe the specialist collectors had spent a lot of money in the sale of Hugh's non-West Indian covers through Corinphila, but this is pointless speculation.

We saw some very contested bidding for the straight-line marks on early letters, helped by one telephone bidder spending almost £20,000 on the early postal history. The two Dummer packet letters sold for shy of £4,000. The 1784 cover with the best 6th type 'JAMAICA' I have ever seen realised £700, and just to prove that I don't know what I am talking about when I said modern collectors value quality over scarcity, the grotty 1790 cover with the only known version of the 7th type, on the obverse, exceeded this at £750. The early transit letters, mainly with beautiful marks from South America, sold very well, the later versions with a 'JAMAICA TRANSIT' mark not so well, and expensive incoming mail not at all well, with the exception being an 1868 cover from South Australia with 4 x 6d adhesives, which almost doubled its high estimate at £5,800. All in all not as encouraging a result as the earlier West Indies sales this year. Perhaps the supply of goodies has been so great that collectors are running out of funds, or are they waiting for part two? The Jamaica market was definitely distorted during the period that Hugh put his collection together. This auction suggests, at least in some segments, that it still has not found its proper price level.

On 30 November Cavendish sold the David Williams collection of St. Vincent. Not a big collection, only 50 lots, so I expected it to have a tough time considering how much St. Vincent material has come onto the market in the last 12 months. To my surprise, and indicative of the strength in the St. Vincent market, it did reasonably well. All 10 of the postal history lots sold at good prices and the collection as a whole was 88% sold with a total realisation (hammer price) of just under £8,000. There were no expensive individual lots amongst the stamps, lesser items were frequently grouped together, and prices were much softer than for the postal history. Perhaps the biggest surprise was the collection of over 120 early postcards which only realised £380 against estimate of £500.

Feldman had a big collection of British Commonwealth (750 Lots) in their sale on 4 December. Other colonies like Ascension, Gibraltar and St Helena predominated. However, there were 64 lots of Bermuda, mainly King George V and King George VI keyplates, 16 lots of Jamaica, mainly rather poor strikes of town marks on cover, which although reasonably estimated largely failed to sell, 21 lots of Grenada, mainly King George VI adhesives, which did not do much better and 24 lots of St. Vincent, exclusively stamps, which were 70% unsold. For a change, the best performer was Bermuda which was 77% sold. The multiplicity of varieties in the keyplates makes tracking prices extremely complicated unless you are a dedicated specialist, which I am not. Prices were way off their historical highs and catalogue values; but it seemed to me that the level achieved was not bad (the £ still only bought 1.10 euros) and did not represent a further decline. A used Silver Jubilee corner block of four with the kite and horizontal log variety made £600, a 1924 GV 10s green and red corner single on piece, cancelled in St. David's, £650; a GVI mint, corner marginal block of 12s6d grey and yellow on ordinary paper £1,000. Pride of place went to the 1s3d from the 1962 Architectural series with inverted watermark, believed to be the only one known, which made £2,600, well over the top estimate. In their Rarities sale the Thies Crowned Circle in red from Bermuda estimated at €50–60,000 failed to sell; but the hand-painted essay of the Cayman Victorian keyplate, which when it was owned by myself was given a bad certificate by the Royal, which was acknowledged by the Auction House, sold for €3,200. Conclude what you like from that!

Schuyler Rumsey included a small collection of British Commonwealth (119 lots) in their sale of 14 December, which included some choice West Indian items. Rumour has it that they originated in the UK. Because of Covid it was advertised as having no bidding in the room, although agents may have been allowed at the last minute. I thought the estimates were high even when the decline in the dollar over the last few months was taken into account – 1.34 at the time of writing. This was substantiated by the sale in which although most things sold, many lots went at the reserve with only one bidder, and may have been bought in. Of the seven Antigua postal history items five had estimates in dollars, two were estimated in sterling with a dollar equivalent alongside, converted at 1–29. Six out of the seven apparently sold, all below the low estimate. In total, less than a handful sold at, or above, the low estimate. Probably the strongest area was Bermuda. An 1873 6d dull mauve on cover to Halifax paying the postal rate and the late fee made \$800, a pair of used 1874 3d on 1s green made \$1,600, a registered letter to Yarmouth, Nova Scotia from 1886 franked with 2 x ½d stone and 2 x 2d blue made \$3,000, and the first PSC franked ½d from Somerset Bridge was knocked down for \$1,500. Elsewhere, a pair of grey-blue pennies, perf 14, from St. James in Trinidad on a cover to New York made \$1,600, a 1d PSC from Grenada (H&G 3) upgraded with a ½d deep mauve realised \$2,300, and a Polignac cover from St. Vincent with 4 x 1d rough perf 14–16 and 2 x 6d green, all cancelled 'A10', was knocked down for \$4,500. It was not an easy auction to follow, especially at 10 o'clock at night; but I do not think it gave an accurate picture of the current market, except that Bermuda is probably stronger in the US than it is here.

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EDITOR'S REPORT**TERRY HARRISON**

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