



**STUDY CIRCLE**



**SEE ATLANTIC AND WEST INDIAN LINE – A HISTORY FROM 1883 BY MIKE REGO**



**BULLETIN No. 270 September 2021**



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

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## **BRITISH WEST INDIES STUDY CIRCLE**

### **OBJECTIVES**

- 1 TO promote interest in and the study of the stamps and postal history of the islands that comprise the West Indies. In addition, it should include Bermuda, The Guyanas and Belize, and the interaction with applicable countries on the littoral of the Caribbean Sea.
- 2 TO issue a quarterly BULLETIN containing articles, items of interest and other features of BWI interest. The BWISC BULLETIN was presented with the ABPS Specialist Society journal Award in 2004.
- 3 TO encourage, assist or sponsor the authorship and publication of definitive handbooks, monographs or other works of reference appropriate to the aims of the Circle. The BWISC has published over 20 books or Study Papers over the last 12 years, some of which have received prestigious awards.
- 4 TO hold an annual auction for the sale of members' material.  
Normally, prior to the auction, the BWISC holds its Annual General Meeting.
- 5 TO organise occasional display meetings including a biennial weekend Convention and bourse.  
This offers further opportunities for members to buy and sell material.
- 6 TO maintain an internet website where information about Circle activities is publicised and where much other relevant information is posted.
- 7 TO maintain a specialised library from which home members can borrow books.

**Opinions expressed in articles in this Bulletin are those of the authors  
and not necessarily those of the BWISC, its Editor or its Officers.**

### **OFFICERS & CONTACT DETAILS**

**Web Site: [www.bwisc.org](http://www.bwisc.org)**

Founder:	<b>P.T. Saunders FRPSL</b>
President:	<b>Graham Booth FRPSL:</b> 30/31 Augusta House, 66 Marine Parade, Worthing, W. Sussex, BN11 3PY Tel. 01903 821842, e-mail: <a href="mailto:president@bwisc.org">president@bwisc.org</a>
Vice-President:	<b>Simon Goldblatt:</b> 81 Chancery Lane, London, WC2A 1DD Tel. 0208 686 1696 (H) 0207 832 1132 (W) 0207 353 3978 (F)
Chairman:	<b>Graham Booth FRPSL:</b> — see above
Vice-Chairman and Web-Master:	<b>Steve Jarvis FRPSL:</b> 5 Redbridge Drive, Andover, Hants, SP10 2LF Tel. 01264 358065, e-mail: <a href="mailto:info@bwisc.org">info@bwisc.org</a>
Secretary:	<b>Richard Stupples:</b> — email: <a href="mailto:bwiscsecretary@bwisc.org">bwiscsecretary@bwisc.org</a>
Membership Secretary:	<b>Paul Hancock:</b> — email: <a href="mailto:membership@bwisc.org">membership@bwisc.org</a>
Treasurer:	<b>Ray Stanton:</b> The Old Rectory, Salmonby, Lincs., LN9 6PX Tel. 01507 533742, e-mail: <a href="mailto:ray.stanton114@gmail.com">ray.stanton114@gmail.com</a>
Editor:	<b>Darryl Fuller:</b> PO Box 267, George Town TAS 7253, Australia Tel. +61 417 672 543, email: <a href="mailto:editor@bwisc.org">editor@bwisc.org</a>
Librarian:	<b>Ian Jakes:</b> Beaumaris, 4 Rectory Road, Old Church Warsop, Mansfield, Notts, NG20 0RU. Tel. 01623 842095, e-mail: <a href="mailto:jakeslaw@btinternet.com">jakeslaw@btinternet.com</a>
Publications Officer:	<b>Peter Ford FRPSL:</b> Box 665, Ctra. Cabo la Nao – Plá 116, Loc 4, 03730 Javea, Alicante, Spain Tel. 0034 966 472 158, e-mail: <a href="mailto:peterf@bwisc.org">peterf@bwisc.org</a>
Publications Sales:	<b>David Druett:</b> Pennymead Auctions, 1 Brewerton St. Knaresborough, HG5 8AZ Tel. 01423 865962, e-mail: <a href="mailto:pennymead@aol.com">pennymead@aol.com</a>
Meetings Secretary:	<b>Bill Gibb FRPSL:</b> Tel. 01832 731520, e-mail: <a href="mailto:bill.gibb@hotmail.co.uk">bill.gibb@hotmail.co.uk</a>
Committee:	<b>Nigel Chandler FRPSL, Peter Fernbank FRPSL, James Podger FRPSL, Simon Richards FRPSL, John Jordan and Geoff Richards.</b>
Auditor:	<b>John Davis FCA, FRPSL</b>
North American Representative:	<b>John Seidl:</b> 4324 Granby Way Marietta GA 30062 USA e-mail: <a href="mailto:john.seidl@gmail.com">john.seidl@gmail.com</a>
Study Group Leaders:	Listed in June 2011 Bulletin and on the Web Site

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## SOCIETY PROGRAMME OF EVENTS & INFORMATION

### MEETINGS & EVENTS

**Saturday/Sunday 2/3 October 2021** BWISC Convention at the Red Lion Hotel, Basingstoke RG21 7LX.

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

## MESSAGE FROM THE CHAIRMAN

We had a successful AGM and Auction at the Royal's new premises during which there was no problem conforming to the covid rules and regulations. The audience was small compared to our usual standards but for those that were there, we were a bit like a herd of elderly cows, kicking their heels when they were let out to pasture for the first time after a winter under cover.

Our next event will be the Convention in Basingstoke on 1, 2 and 3 of October. The main display on Saturday will be Terry Harrison's gold medal award of St Vincent. Simon Greenwood will show us his British Guiana on Sunday. There is a minor change to the administration in that we have decided that the lunches provided by the hotel are too expensive for what they were willing to provide, and we will leave members to make their own arrangements. Those of you who have already sent a cheque to Ray will be reimbursed.

The success of this event will obviously be down to the members who attend. There will be plenty of opportunity to show your stuff, whether in a standing display with no commentary or in a spoken display. Do not be put off by the idea that it is only for knowledgeable specialists. I would hope we might even see some Elizabethan material or something from the foreign West Indies.

As I write this there are no covid rules, only recommendations. For a brief time in my youth I was interested in horses, or maybe the girls that went with them; but I remember the advice that if you fall off get straight back on. I feel that the same advice is applicable to the pandemic. We have to learn how to live with it and so we should take this chance to re-establish our normal lives. Obviously, the situation may have changed again by October; but we will keep you up to date via the website and, if necessary, a direct communication.

### EDITORIAL

**BY DARRYL FULLER**

Welcome to my first issue as the new editor and I felt it best to introduce myself as I live on the other side of the world to many of you. Some of the members will know me, some know of me, but many will not. I have been a stamp collector for over 57 years and now live at the top of Tasmania overlooking Bass Strait. However, I was born in Western Australia and have lived in Melbourne, Canberra and even Norfolk Island for a year. I started collecting the stamps of the Leeward Islands during the boom years of the 1970s when Australian stamps became unaffordable to a teenager. I quickly moved onto the postal stationery and took my collection to large gold internationally, something I never dreamed was possible. My other collecting interests are the Development of Commercial Aviation in the Caribbean (all islands not just the West Indies), Jusqu'à airmail markings of the world, Israel revenues (a long story) and have just started Israeli aerogrammes. I am an FIP qualified postal stationery judge, on the executive of the FIP Revenue

Commission, and was on the Australian Philatelic Federation executive for almost 18 years. I am a member of a number of societies around the world including the British Caribbean Philatelic Study Group.

In terms of editorship, I was the editor of *Capital Philately*, the journal of the Philatelic Society of Canberra for many years. I am currently editor of the *Australian Aerophilatelist* and *APF News*, the latter being the bulletin for the Australian Philatelic Federation. I took over editorship of both these journals when the editors died suddenly. As the editor, I do not plan to make any great changes to the look of the Bulletin, with one exception. I would prefer to not continue the tradition of putting articles in alphabetical order. This reduces my flexibility and I must admit I prefer to start the Bulletin with the longer articles and use smaller ones and advertising as fillers where appropriate. This is not to say that smaller articles are of any lesser importance. The Bulletin has a long and proud history of research articles, and new information. However, its emphasis has long been on older areas of philately. I would like to add to this by having more (relevant) articles on the issues of Queen Elizabeth. Consider that 65 years before I started collecting stamps was the late Victorian era. However, 65 years ago from today are the early years of Queen Elizabeth. There has been a lot of philately in the last 69 years and it is important for those who lived it, to record it, because we all know how difficult research can be without information recorded at the time. This is particularly true of postal history.

Finally, in terms of what I do as editor is to make the Bulletin conform largely to style, consistency (as in references etc), correct typos, grammar and small errors. I do not rewrite articles. If I think there is an error in an article, then I will go back to the author to check. Given that the articles are the view of the author I think it is important for their own style of writing to shine through. Articles may include conjecture, which is the right of the author to do so but should be based on sound reasoning. If individuals disagree with what is written then I would expect to publish a written reply refuting (politely) the information, while providing supporting facts. Others can then decide on the merit, based on the arguments.

I would also like to thank Terry Harrison for his work as editor and I hope I can keep this journal as a high-quality journal that members want to read, but this will require your input so please start writing. This issue has fewer articles than I would like, mostly due to the significant number of full-page advertisements.

## HELP WANTED – CANADIAN FORCES MAIL WWII

Dean Mario of Canada has sought help from members of the BWISC in relation to mail to and from members of the Canadian Armed Forces in the Bahamas, Bermuda and British Guiana during the Second World War. He would appreciate scans of relevant material which can be sent to him by mail or email.

Dean W. Mario  
PO Box 342, MPO  
Saskatoon, SK  
Canada S7K 3L3

[Northcote1885@yahoo.ca](mailto:Northcote1885@yahoo.ca)



## LETTER TO THE EDITOR

**GRAHAM BOOTH**

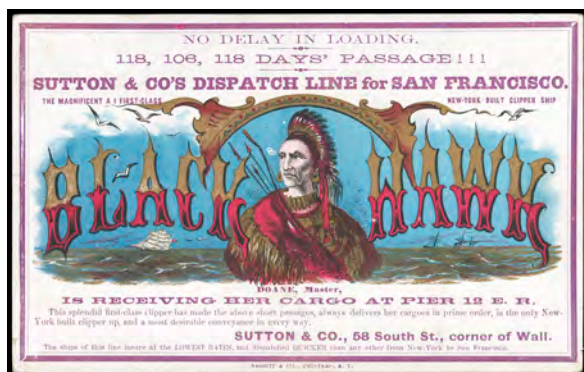
In response to Tony Williams article on the “Seminole” I suspect that the illustration is not that of a poster but of a ‘Clipper Card’. These were originally produced as advertising for clippers rounding the Horn in response to the California Gold Rush. They are extremely attractive and strongly competed for in the United States. The last specialist sale I am aware of was by Schuyler Rumsey in June 2020. I doubt very much that *Seminole* ever went to the Turks; but she was wrecked in Yuma Bay off the Dominican Republic in 1886, so she might have done.

The *Seminole* of the Clyde Mallory Line is another matter. There is a reasonable amount of information on the net included in ‘The Ships List’ and it is apparent that the Line’s schedule did not stop at Florida but that it extended its operations into the northern part of the West Indies, so it may have gone to the Turks. But again, like the Cayman Islands, the volume of traffic in 1909 makes it unlikely.

More likely, and it is only my opinion, is that it was posted on board, by a passenger who had originated in the Turks and transferred to the vessel somewhere else, such as St Thomas. Had it been loaded at the Turks it would have gone on the *Alpha* or one of the other vessels of the Pickford and Black Line, which had a direct service via Bermuda to Halifax, Nova Scotia and then overland to Pictou. If so, the use of a Turks adhesive was against regulations, as indeed was the cancellation by the Ship’s cachet. But then this was 1909 and the beginning of a period in which the Paquebot regulations were frequently ignored.



In response to Terry Harrison's query about the red Packet Letter mark. It is now widely believed that in the 1830s London held duplicates of the outport markings and when called upon to use them struck them in red. There are always exceptions, but it is probable that Terry's letter was bagged through to London and was not processed in Falmouth.



Two Clipper card images courtesy of Schuyler Rumsey Auction No. 92 of 8–11 June 2020.

## WANTED

St. Kitts Nevis KGV 1938–50 issue blocks and varieties for specialist collector. Please send details.

## FOR SALE ON MY WEBSITE

Currently breaking large collection of Jamaica obliterations also a large collection of Bermuda stamps and covers and a collection of St. Vincent postcards.

[www.Pennymead.com](http://www.Pennymead.com)

Tel 01423 865962

E Mail [pennymead@aol.com](mailto:pennymead@aol.com)

## BRITISH WEST INDIES OFFERS FROM STOCK

BAHAMAS. 1920 ½d Peace imperforate colour trial in green on MCA sideways watermarked paper. £350	GRENADA. 1888 4d on 2/- block of sixteen, one with 'wide space'. Very fine mint. Ex Hackmey. SG 41/41b. £550
BARBADOS. 1875 6d chrome yellow with watermark Crown to right of CC. Very fine mint. SG 70w. £475	LEEWARDIS. 1942 (2nd) 10/- used on piece with ST JOHNS c.d.s. 'JU 26 44'. The earliest recorded date. SG 113a. £400
B. GUIANA. 1862 2c with wrong ornament (Type 15) at lower left. Fine used with 'A03' obliterator. SG 121c. £550	MONTERRAT. 1883 (Perf 12) 1d pair, one with inverted 'S'. Very fine mint. Extremely rare on this printing. SG 6a. £1400
B. GUIANA. 1876 24c with watermark inverted, neatly cancelled by 'A03' duplex. SG 132w. £350	ST. KITTS-NEVIS. 1922 2/- 'SPECIMEN' overprint double. Unmounted mint. SG 47asa. £450
B. HONDURAS. 1865 1/- 'SPECIMEN' (Type D5) in black. Very fine mint and rare in this quality. BPA Cert. SG 4sp. £300	ST. LUCIA. 1930 2d Due pair, one 'missing stop' and one wrong fount 'No'. Very fine unused. SG D2b/2d. £750
CAYMANS. 1890 ½d 'OFFICIAL' with GRAND CAYMAN/POST OFFICE oval d.s in purple. Rare. BPA Cert. SG Z14. £850	TRINIDAD. 1859 6d yellow-green (Pin Perf 12½) with perfs on all sides and neat numeral '2'. Exceptional. SG 35. £225
GRENADA. 1881 2½d imperforate pair, one with no stop after 'PENNY'. Very fine mint. Rare. SG 22a(c). £850	TRINIDAD. 1883/94 'SPECIMEN' set of 6. Fine mint. A rare set with just 100 distributed by UPU. SG 106s/112s. £450

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

### MARK HARVEY

P O BOX 205, LINDFORD, HANTS, GU35 5DU, UNITED KINGDOM

Tel: 01420 472672

Intl: (+44) 1420 472672

e-mail: [mark@surreystamps.com](mailto:mark@surreystamps.com)

## ATLANTIC & WEST INDIAN LINE

### A HISTORY FROM 1883

BY MIKE REGO

Jeremiah Leaycraft was the son of Jeremiah and Jane Wood. Jeremiah the elder was a shipping and commission merchant based in Quebec together with three other partners who formed the trustees of the firm 'Quebec and Halifax Steam Navigation Company' recorded in June 1832. Jeremiah junior founded Scott, Leaycraft & Co in Jamaica around 1841, and later he took his maritime and transport skills moving to New York in 1854.

In 1883 a steamship line was started from Brooklyn, for service to the West Indies and Demerara, with the grand title Atlantic & West Indian Line, the Brooklyn Owner Agents, being, Leaycraft & Co.

The **Barracouta** was built in 1883 by James and George Thomson, Clydebank, Yard Number 196, Official Number 87185, launched 18 September 1883, of 1,659 gross tons, fitted out for both passengers and cargo.

The first owner was Leaycraft & Co., London, who operated the Atlantic & West Indian Line from New York. In 1890 the vessel was sold to the China SS Co, and in 1900 was acquired by the Pacific Mail SS Co, Honolulu. By 1919 she operated for the Coastwise SS & Barge Co., Vancouver, her working life ended in 1930 — scuttled as a breakwater in north arm of the Fraser River.

The steamship **SS Barracouta** (Fig. 1) was first registered under the American flag at New York, of 1,082 gross tons, and would sail every 4 to 6 weeks calling at various West Indies island en route, carrying Mails and passengers to and from New York with a US Post Office contract agreement. The firm was in direct competition with the Quebec & Gulf Post Steamship Company (Quebec Line), which operated at this time three British vessels on their service, namely, **Muriel**, **Bermuda** and **Flamborough**, which ran 6 months on a weekly schedule, and 6 months on a semi-monthly system.



Fig. 1 **Barracouta** of the Atlantic & West India Line

### **Barracouta** of the Atlantic & West India Line

The **Barracouta** was associated for many years with Capt. Evans and Capt. Hubbard, and they were the Masters throughout most of the 1880s. The **Barracouta** was described as a long, narrow graceful steel steamer, with two masts, and an orange-yellow chimney, which moved steadily between New York and through the West Indies to Demerara. As the steamer's time was a short port of call at some of the smaller islands, a signal shot would be fired, to mark her arrival in the roadstead, some two miles distance from the island, where a variety of small steamers or rowing boats would take passengers and their luggage to the harbour.

A passenger on the **Barracouta** recorded, "*While en route to the Windward Islands a single steamer, acknowledge our route which replied to our white and red light by throwing up red, white, and red balls, indicating the steamer of the Lamport and Holt Line from Rio to New York. The aim of the ship while in the West Indies was to make port in the morning and leave on an evening, travelling at night, which include ports of call at St. Kitts, Antigua, Martinique and Barbados. While on the island of St. Kitts a guide told of torrents of water falling on the capital in 1880 which ploughed out the main street six feet deep, undermining houses,*

*and drowning many of the inhabitants.” A monument at the cemetery with inscription reads “Sacred to the Memory of those who perished in the Flood in Basse Terre, St. Christopher on 12th January 1880, and commemorate of that awful visitation in which 231 persons lost their lives, of whom 101 are buried here.”*

The following voyages have been plotted from 1883 recording the **Barracouta** movements, from Brooklyn to the West Indies and Demerara and back, under which she is recorded as a sail ship of 2,152 gross tons, on a US Register of foreign vessels.

**Barracouta**, Capt. Evans, New York 22 December 1883, for Windward Is., Demerara 5 January 1884, Trinidad 8 Jan, Grenada 9 Jan, Barbados 10 Jan, Martinique 11 Jan, St. Kitts 12 Jan, New York 18 Jan, 37 days, with passengers and mails.

**Barracouta**, Capt. Evans, New York 26 January 1884, Windward Is, Demerara 7 Feb, Trinidad 9 Feb, Grenada 11 Feb, Barbados 12 Feb, St. Lucia 13 Feb, Montserrat 14 Feb, St. Kitts 15 Feb, New York 21 Feb, 26 days, with passengers and mails, to Leaycraft & Co.

**Barracouta**, Capt. Evans, New York 27 February 1884, Windward Is., Demerara 11 Mar, Trinidad 16 Mar, Grenada 17 Mar, Barbados 18 Mar, Martinique 20 Mar, St. Kitts 27 Mar, New York 3 Apr, 35 days, with passengers, mails, to Leaycraft & Co.

**Barracouta**, Capt. Evans, New York 9 April 1884, Windward Is., Demerara 26 Apr, Trinidad 28 Apr, Grenada 29 Apr, Barbados 30 Apr, St. Lucia 1 May, Martinique 2 May, Nevis 6 May, St. Kitts 9 May, New York 16 May, 37 days, with passengers and mails.

**Barracouta**, New York 21 May 1884, Windward Is., Demerara 2 Jun, Trinidad 6 Jun, Grenada 7 Jun, Barbados 8 Jun, St. Lucia 9 Jun, Martinique 9 Jun, Antigua 14 Jun, St. Kitts 17 Jun, New York 24 Jun, with 31 passengers and mails.

**Barracouta**, Capt. Evans, New York 2 July 1884, Windward Is., Demerara 15 Jul, Trinidad 17 Jul, Grenada 22 Jul, Martinique 25 Jul, St. Kitts 27 Jul, New York 31 Jul, 29 days, passengers and mails.

**Barracouta**, New York 6 August 1884, Windward Is., Demerara 22 Aug, via Bahama Islands, New York 11 Sep, 36 days, passengers, mails.

**Barracouta**, New York 16 September 1884, Windward Is., Demerara 1 Oct, Trinidad 5 Oct, Barbados 7 Oct, Martinique 8 Oct, Antigua 9 Oct, St. Kitts 10 Oct, New York 17 Oct, 31 days, passengers, mails, to Leaycraft & Co.

**Barracouta**, Capt. Evans, New York 24 October 1884, Windward Is., Grenada 14 Nov, Trinidad 15 Nov, Demerara 16 Nov, Barbados 17 Nov, Martinique 18 Nov, St. Lucia 20 Nov, Nevis 21 Nov, St. Kitts 22 Nov, New York 28 Nov, 34 days, passengers and mail.

**Barracouta**, New York 3 December 1884, Windward Is., Demerara 22 Dec, Barbados 23 Dec, Martinique 24 Dec, Antigua 25 Dec, St. Kitts 27 Dec, New York 3 Jan 1885, 31 days, with sugar, passengers, mail. Arrived at the Bar 8.15am.

**Barracouta**, Capt. Evans, New York 9 January 1885, Windward Is., Grenada 23 Jan, Trinidad 24 Jan, December 31 Jan, Barbados 2 Feb, Martinique 2 Feb, Antigua 3 Feb, St. Kitts 3 Feb, New York 10 Feb, 32 days, passengers and mails.

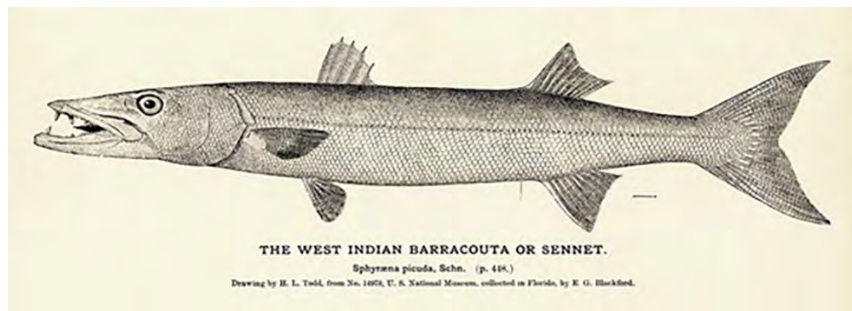
**Barracouta**, Evans, New York 18 February 1885, Windward Is., Grenada 3 Mar, Trinidad 5 Mar, Demerara 10 Mar, Barbados 12 Mar, St. Lucia 16 Mar, Martinique 16 Mar, Montserrat 16 Mar, St. Kitts 19 Mar, Antigua 20 Mar, New York 27 Mar, 37 days, passengers and mails. Arrived at the Bar 7.40am.

**Barracouta**, Evans, New York 2 April 1885, Windward Is., Demerara 17 Apr, Trinidad 21 Apr, Grenada 22 Apr, Barbados 23 Apr, St. Lucia 24 Apr, Antigua 27 Apr, Montserrat 28 Apr, Nevis 29 Apr, St. Kitts 1 May, New York 7 May, 35 days, passengers, mails, arrived at the Bar 1.00pm.

**Barracouta**, New York 13 May 1885, Windward Is., Demerara 26 May, Trinidad 29 May, Barbados 31 May, Martinique 1 Jun, St. Kitts 3 Jun, New York 13 Jun, 31 days, with passengers, mails, arrived at the Bar 3.00pm.

**Barracouta**, Evans, New York 23 June 1885, Windward Is., New York (25 Jul) to be confirmed.

**Barracouta**, Evans, New York 31 July 1885, Windward Is., Demerara 18 Aug, Trinidad 19 Aug, Grenada 20 Aug, Barbados 21 Aug, Martinique 22 Aug, Antigua 26 Aug, St. Kitts 27 Jun, New York 2 Sep, 33 days, passengers and mails, arrived at the Bar 9.35am.



**Barracouta**, Evans, New York 8 September 1885, Windward Is., Grenada 21 Sep, Trinidad 26 Sep, Demerara 29 Sep, Barbados 30 Sep, Martinique 1 Oct, Montserrat 2 Oct, Antigua 2 Oct, St. Kitts 3 Oct, New York 9 Oct, 31 days, with passengers and mails, arrived at the Bar 3.45pm.

**Barracouta**, Evans, New York 16 October 1885, Windward Is., Demerara 5 Nov, Barbados 7 Nov, Progreso, Mexico 21 Nov, New York 28 Nov, 43 days, with passengers and mails, arrived at the Bar 1.10pm.

**Barracouta**, New York 5 Dec 1885, Windward Is., Trinidad 18 Dec, Demerara 25 Dec, Barbados 26 Dec, Martinique 27 Dec, Antigua 28 Dec, St. Kitts 29 Dec, St. Croix 30 Dec, New York 5 Jan 1886, 31 days, passengers and mail, arrived at the Bar 10.30am.

**Barracouta**, Evans, New York, 13 January 1886, Windward Is., Trinidad 27 Jan, Demerara 4 Feb, Barbados 6 Feb, St. Lucia 7 Feb, Martinique 8 Feb, Dominica 8 Feb, Montserrat 9 Feb, Antigua 10 Feb, St. Kitts 10 Feb, New York 17 Feb, 35 days, passengers and mail, arrived at the Bar 11.30 am, for Leaycraft & Co.

**Barracouta**, Evans, New York 25 February 1886, Windward Is., Grenada 11 Mar, Trinidad 13 Mar, Demerara 15 Mar, Barbados 20 Mar, Martinique 21 Mar, Antigua 22 Mar, St. Kitts 24 Mar, New York 2 Apr, 36 days, passengers and mails, at the Bar 7.15am.

**Barracouta**, Evans, New York 22 April 1886, Windward Is., Trinidad, Venezuela, Curacao, Demerara 9 May, Trinidad 11 May, Grenada 13 May, Barbados 14 May, Martinique 16 May, Antigua 18 May, St. Kitts 22 May, St. Croix 23 May, New York 29 May, 37 days, passengers and mails for Leaycraft, & Co. Arrived at the Bar 7.00am.

**Barracouta**, New York 4 June 1886, Windward Is., Trinidad, Venezuela, Curaçao, Demerara 22 Jun, Trinidad 24 Jun, Grenada 24 Jun, Barbados 28 Jun, St. Lucia 29 Jun, Martinique 30 Jun, Antigua 3 Jul, Nevis 6 Jul, St. Kitts 6 Jul, St. Croix 8 Jul, New York 15 Jul, 41 days, passengers and mail, to Leaycraft & Co., Brooklyn.

**Barracouta**, Capt. Evans, New York 24 July 1886, Windward Is., Barbados, Grenada, Trinidad, Demerara 14 Aug, Grenada 18 Aug, St. Vincent 21 Aug, Barbados 23 Aug, St. Lucia 24 Aug, Montserrat 26 Aug, Antigua 27 Aug, St. Kitts 28, St. Croix 29 Aug, New York 4 Sep, 42 days, passengers and mail, arrived at the Bar 5.00pm.

**Barracouta**, New York 15 September 1886, Windward Is., Santa Cruz, St. Thomas, Demerara 5 Oct, Barbados 6 Oct, Trinidad 8 Oct, Martinique 12 Oct, Antigua 15 Oct, St. Kitts 16 Oct, New York 23 Oct, 39 days, passengers and mails, arrived at the Bar 9.00am.

**Barracouta**, Capt. Bernpohl, New York 1 November 1886, St. Croix, St. Thomas, Windward Is., Demerara 20 Nov, Barbados 22 Nov, Martinique 23 Nov, Antigua 24 Nov, St. Kitts 26 Nov, New York 3 Dec, 32 days, with 12 passengers and mails, to Leaycraft & Co, arrived at the Bar, 8.00am.

**Barracouta**, Capt. Hubbard, New York 10 December 1886, Windward Is., Demerara 29 Dec, Barbados 31 Dec, Martinique 1 Jan, St. Kitts 2 Jan, St. Croix 4 Jan, New York 11 Jan, 32 days, with 7 passengers and mails, arrived at the Bar 5.30am.

An additional vessel, the **Amicitia** a Norway steamer, was placed on charter to the Atlantic & West India Line, and is recorded on several West Indies trips carrying Mail from late 1886 to the Leeward Is., Windward Is., Jamaica and Cuba, under Capt. Reimes.

**Amicitia**, Capt. Reimers, New York 8 December 1886, St. Thomas, Antigua, Grenada, St. Vincent, Kingston 30 Dec, St. Ann's Bay 1 January 1887, New York 10 Jan, 33 days, with merchandise, mails to Leaycraft & Co, arrive at the Bar 9.00pm.

**Amicitia** Capt. Reimers, New York 15 January 1887, Windward Is., Barbados,



**Amicitia**, Reimes, New York (?) 1887, Kingston 24 Mar, Black River 25 Mar, St. Ann's Bay 27 Mar, New York 3 April 1887, with fruit for H. Dumois, arrived at the Bar 5.00pm.

**Amicitia**, Reimers, New York 15 May 1887, Baracoa Cuba, for H. Dumois.

**Barracouta**, Capt. Hubbard, New York 18 January 1887, Windward Is., Barbados, Grenada, Trinidad, Demerara 3 Feb, Trinidad 6 Feb, Grenada, Barbados 7 Feb, St. Croix 13 Feb, New York 20 Feb, 33 days, with mail, to A. E. Outerbridge & Co.

**Barracouta**, Capt. Hubbard, New York 27 February 1887, Windward Is., Barbados, Grenada, Trinidad, Demerara, Trinidad, Grenada 15 Mar, Barbados, New York, 3 Apr, 35 days. While at Grenada on 15 March the steamer was recorded with 60 passengers in transit to Trinidad and Demerara.

**Barracouta**, New York 9 April 1887, St. Croix, St. Thomas, Windward Is, Barbados, Grenada, Trinidad, Demerara 23 Apr, Trinidad 25 Apr, Grenada 26 Apr, Tobago 27 Apr, Barbados 28 Apr, Martinique 29 Apr, Montserrat 30 Apr, Antigua 2 May, Nevis 6 May, St. Kitts 6 May, Ct. Croix 8 May, New York 14 May, 35 days, passengers, mails, to Leaycraft & Co., at the Bar 4.00pm.

**Barracouta**, Capt. Hubbard, New York 20 May 1887, Windward Is., Demerara 5 Jun, Tobago 6 Jun, Trinidad 7 Jun, Grenada 8 Jun, Barbados 9 Jun, St. Lucia 10 Jun, Martinique 11 Jun, Antigua 15 Jun, Nevis 16 Jun, St. Kitts 17 Jun, St. Croix 18 Jun, New York 24 Jun, 35 days, 8 passengers, mails, to Leaycraft & Co., arrived at the Bar 2.30pm.

**Barracouta**, Capt. Hubbard, New York 2 July 1887, St. Croix, St. Thomas, Windward Is., Barbados, Grenada, Trinidad, Demerara 16 Jul, Trinidad 18 Jul, Grenada 19 Jul, Barbados 20 Jul, St. Lucia 22 Jul, Martinique 23 Jul, Antigua 26 Jul, Montserrat 27 Jul, St. Kitts 28 Jul, St. Croix 29 Jul, New York 4 Aug, 33 days, 24 passengers, mails, to Leaycraft & Co, arrived at the Bar 1.30pm.

**Barracouta**, New York 13 August 1887, Windward Is., Barbados, Grenada, Trinidad, Demerara, Trinidad, Grenada 31 Aug, Barbados 1 Sep, Martinique 2 Sep, Montserrat 4 Sep, Antigua 5 Sep, St. Kitts 5 Sep, St. Croix 7 Sep, New York 13 Sep, 30 days, with 14 passengers, mails, arrived at the Bar 1.30am.

**Barracouta**, Capt. Hubbard, New York 1 October 1887, Windward Is., Barbados, Grenada 13 Oct, Trinidad, Demerara 21 Oct, Barbados 23 Oct, Martinique 23 Oct, Montserrat 25 Oct, Antigua 25 Oct, St. Kitts 25 Oct, St. Croix 26 Oct, New York 2 Nov, 32 days, passengers, mails, arrived at the Bar 3.30pm, to Leaycraft & Co., Brooklyn.

*New York Tribune, Dec 13 1887*

**PRICE THREE CENTS.**

**SAVED IN THE NICK OF TIME.**

**EIGHT MEN TAKEN OFF A SINKING SHIP.**

**CAPTAIN HUBBARD, OF THE BARRACOUTA, RESCUES THE CREW OF THE HENRIETTA.**

Captain Hubbard, of the West India Mail Steamship Company's steamer *Barracouta*, has been remarkably successful in rescuing victims of shipwreck. He has many medals from humane societies here and abroad for what he has done. While second officer of the National Line steamship the *Greece* he commanded the boats that took off over 200 passengers from the *France*, of the French Line, which went down in mid-ocean about a dozen years ago. Since then he has saved the crews of five other smaller craft, the last of these being Captain John I. Hammett and six men, who were taken off from the sinking schooner *Henrietta* on Saturday and brought into this port on the *Barracouta* yesterday.

The *Henrietta*, which was about 115 tons burden, belonged to Esenhour & Co., of Lunenburg, Nova Scotia. She sailed from Anguilla, West Indies, on December 1, with a cargo of salt. During the first night out a terrific gale struck her. A heavy sea arose which she rode but poorly on account of her heavy cargo. The reefed fore-sail was split and shortly afterward the stern trussel was torn to shreds. As the storm increased and the craft became more unmanageable, the captain ordered the men to throw over some of the salt. They broke through the cabin bulkhead to reach the hold and threw over-board twenty tons of cargo. This helped things a little for a time, but with daylight came still heavier waves and fiercer gales. A leak was sprung, the rudder was carried away, and after throwing out a drag and finding he could do nothing else the captain let the schooner run right before the wind under a closely reefed main sail.

**STEADY WORK AT THE PUMPS.**

Things began to look desperate. The men toiled at the pumps night and day until the fourth evening, when the weather began to moderate. This afforded little relief, however, as the leak was so bad that it was easy to see the ship would go down if they stopped work at the pumps. Exhausted as they were the men kept on pumping while the captain fired signals of distress from a both quarters. For six days they drifted in this way, catching a glimpse of but a single ship which was too far distant to see their signals.

On last Friday evening, however, the *Barracouta*, on her way here from St. Croix, hove in sight. It was about 10 o'clock and Captain Hubbard himself happened to be on the bridge. Noticing a bright light flashing up and going out again on his port bow he made for it. The sea and wind was so high when he came within hailing distance that it seemed dangerous to launch a boat. But on hearing the schooner's condition he called for volunteers to go to the rescue. Every officer and man came forward. Chief Officer Williams and four stalwart fellows were selected. The moon which had been under the clouds up to that time came out and by this light and by skilful management the boat reached the schooner, took off four of the exhausted crew and brought them to the *Barracouta*.

A second trip was made for Captain Hammett, the other two sailors and such baggage as could be secured. "They were a badly used up lot of men," said Captain Hubbard, as he talked about the affair in his cosy little cabin last night, "and I don't think they could have stuck it out much longer."

"No," broke in Captain Hammett, whose weather-beaten face still showed traces of the rough experience he had on the sinking schooner, "I don't think we could either. We were simply fighting for life during those ten days, and that made us desperate. One has no idea what he can do till he is placed in that position. Just I tell you when we struck that steamer's deck we all felt as though we had just been lifted out of the grave. It's the first craft I ever had to leave under such circumstances."

The schooner was last seen in latitude 21° 26' and longitude 67° 12'. She did not sink while in sight of our steamer. Her loss is nearly covered by insurance. Her crew will be sent on to Nova Scotia to-day by the British Consul.

**ALL SHIP'S REPORT ROUGH WEATHER.**

Nearly every one of the thirty-five steamers and sailing vessels that arrived here yesterday had a rough experience at sea. The large steamships, except the *Napier*, which suffered considerably, were not much affected, but some of the smaller craft had hard work to get into port. The sailing ship *Don Juan*, which sailed from Philadelphia for Rouen on December 1, encountered a terrific gale while in the Gulf stream. She began to leak so badly that the crew in alarm came aft and told Captain Loris that they would not go further toward France. The captain put about and by keeping all hands at the pumps succeeded in reaching this port, where a survey of the vessel will be made.

The U. S. Brig, of St. John, New Brunswick, had a rough voyage also. During a gale that struck her near the Banks E. of Grand, the carpenter of the ship fell from the top-sail yard and the main-mast was struck.

**Fig. 2** The Captain of the *Barracouta* saves 8 sailors from the *Henrietta*.

**Barracouta**, New York 9 November 1887, Windward Is., Barbados, Grenada 21 Nov, Trinidad, Demerara, St. Kitts 3 Dec, New York 12 Dec, 33 days, passengers and mails, arrived at the Bar 1.15pm, to Leaycraft & Co. (refer Fig. 2).

**Barracouta**, Capt. Hubbard, New York 17 December 1887, Windward Is., Barbados, Grenada 28 Dec, Trinidad 31 Dec, Demerara 1 Jan 1888, Barbados 7 Jan, St. Vincent 8 Jan, Antigua 10 Jan, St. Kitts 11 Jan, St. Croix 13 Jan, New York 23 Jan, 37 days, with passengers and mails, arrived at the Bar 7.00am.

**Barracouta**, New York 28 Jan 1888, Windward Is., Barbados 9 Feb, Grenada 11 Feb, Trinidad 13 Feb, Montserrat 16 Feb, Antigua 20 Feb, St. Kitts 22 Feb, St. Croix 23 Feb, New York 1 Mar, 32 days, with 33 passengers, mails, to Leaycraft & Co, arrived at the Bar 5.00am.

**Barracouta**, New York 7 March 1888, Windward Is., Barbados, Grenada, Trinidad, Demerara, Trinidad 23 Mar, Tobago 24 Mar, Barbados 25 Mar, St. Vincent 26 Mar, Guadeloupe 27 Mar, Montserrat 28 Mar, Antigua 29 Mar, St. Kitts 4 Apr, St. Croix 5 Apr, 28 days?, with 47 passengers and mail, to Leaycraft & Co. Arrived at the Bar 12.10am.

**Barracouta**, New York 19 April 1888, for Barbados, St. Vincent 1 May, Grenada 2 May, Trinidad 3 May, Tobago 4 May, Barbados 5 May, Antigua 9 May, St. Kitts 13 May, St. Croix 14 May, New York 21 May, 32 days, pass, mail to Leaycraft & Co, arrived at the Bar 3.00pm.

**Barracouta** Capt. Hubbard, New York 31 May 1888, Windward Is., Grenada 14 Jun, Tobago 16 Jun, Guadeloupe 19 Jun, Antigua 21 Jun, St. Kitts 26 Jun, St. Croix 28 Jun, New York 4 Jul, 34 days, pass, mail, at the Bar 5.30pm.

**Barracouta**, New York 11 July 1888, Windward Is., St. Croix 3 Aug, New York 14 Aug, 34 days.

**Barracouta**, New York 19 August 1888, Windward Is., New York (probably postponed)

**Barracouta**, New York 25 August 1888, Barbados, New York (must be postponed)

**Barracouta** New York 28 August 1888, Windward Is., Trinidad 15 Sep, Barbados 18 Sep, St. Lucia 19 Sep, Guadeloupe 20 Sep, Martinique 21 Sep, Antigua 22 Sep, St. Kitts 24 Sep, St. Croix 26 Sep, New York 3 Oct, 36 days, passengers, mails, crossed the Bar at 6.00 am to Leaycraft & Co.

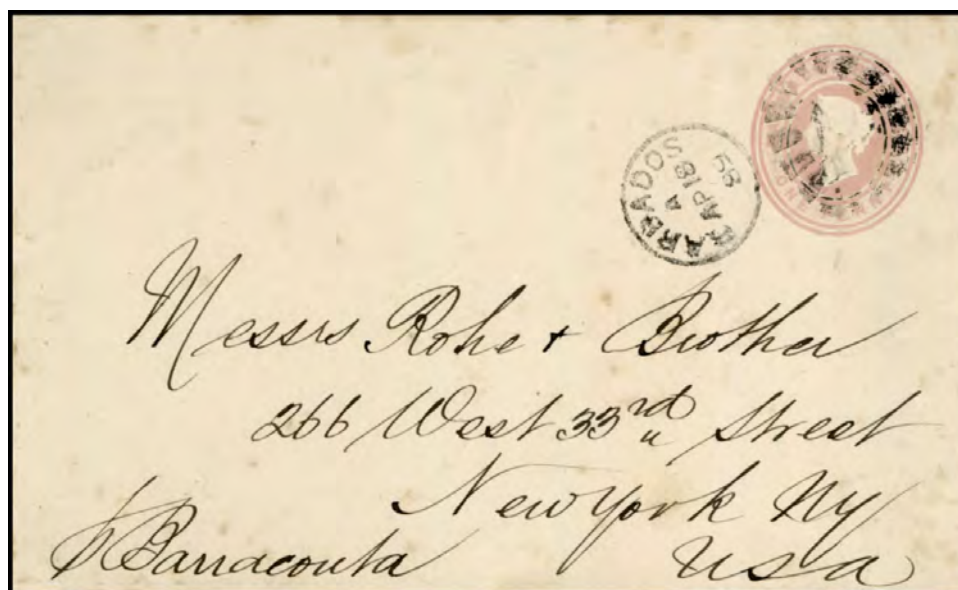
**Barracouta** New York 9 October 1888, Windward Is., Boston, New York 17 Nov, 39 days, in ballast to Leaycraft & Co.

**Barracouta** New York 21 November 1888, Barbados 12 Dec, New York 28 Dec, 37 days.

**Barracouta**, Capt. Hubbard sailed from New York on 5 January 1889, calling at Trinidad 22 Jan, Dominica 26 Jan, Barbados 28 Jan, St. Vincent 29 Jan, Antigua 31 Jan, St. Kitts 3 Feb, St. Croix 4 Feb, New York 11 Feb, 37 days, with pass and mails, at the Bar 2.00 am.

**Barracouta**, New York 17 February 1889 for the Windward Islands, recorded calling at; Grenada 5 Mar, Trinidad 6 Mar, Tobago 7 Mar, Demerara 11 Mar, St. Lucia 14 Mar, St. Kitts 20 Mar, St. Croix 21 Mar, New York 27 March, 38 days, for Leaycraft & Co., with passengers, mails and cargo (Refer Fig. 4).

**Barracouta**, Tuesday, 2 April 1889, sailed from Brooklyn, Mails closed at 1.00 pm and she sailed at 3.30 pm. On her homeward sailing she called at St. Croix 20 Apr and terminal New York, 7 May, 35 days (refer Fig. 3).



**Fig. 3** Barbados 1d stationery envelope, 18 April 1889 to New York, carried *P. Barracouta*.

**Barracouta**, New York, Wed 15 May 1889, Windward Is., Martinique 28 May, Tobago 31 May, Grenada 1 Jun, Barbados 2 Jun, St. Lucia 6 Jun, Montserrat 10 Jun, Antigua 11 Jun, St. Kitts 14 Jun, St. Croix 14 Jun, New York 22 Jun, 38 days, with passengers, mails to Leaycraft & Co., Brooklyn, at the Bar 8.00am.

**Barracouta**, Capt. Hubbard, New York, Sat 29 June 1889, with mails closing 10.00 am, sailing 12 noon, Windward Is. Homeward by Grenada 16 Jul, Tobago 18 Jul, Barbados 19 Jul, St. Vincent 22 Jul, St. Lucia 23 Jul, Antigua 27 Jul, St. Kitts 30 Jul, St. Croix 31 Jul, New York 7 Aug, 39 days, with passengers and mails, at the Bar 8.15am.

**Barracouta**, Capt. Hubbard, Mails close 9.00, sail 11.30 am, New York, Wed 14 August 1889 for the Windward Islands, Barbados 13 Sep, Antigua 15 Sep, St. Kitts 19 Sep, St. Croix 19 Sep, New York 26 Sep, 43 days, with passengers and mails, to Leaycraft & Co. **This appears to be the last sailing for Atlantic & West Indian Line.**



#### ROBBED AT DEMERARA. Experience of Passengers on Board the Barracouta.

The steamship *Barracouta*, from the West Indian ports, arrived at Kelsey's Store last evening with a cargo consisting largely of sugar, seventy passengers and a tremendous amount of indignation among those passengers. When the vessel reached Quarantine yesterday Inspector Byrnes, of New York, was notified that several of the passengers complained of having been robbed, and two of his men were detailed on the case. When the vessel reached Kelsey's last evening the New York *Hawkeham* had found nothing, but they notified the police of the Fifteenth Precinct Sergeant Cullen, Detectives Daly and Stoddard, and Boundsman Toole boarded the ship. At that time the steward and all the passengers had left, and of course they could do nothing. Their investigation, however, showed that the robbery had taken place at Demerara, where the vessel lay for two days. The Demerara police were notified, and searched the ship without result. The stolen articles were trifling pieces of jewelry, and were taken presumably through the open port light. Detective Stoddard said that as far as he could learn \$50 or \$60 would cover the entire loss.

Manager Wigg, of the Atlantic and West Indian line, to which the ship belonged, said he had made the round trip, and he believed the articles were stolen at Demerara and didn't amount to much, but the company had taken every step possible to protect the passengers.

Brooklyn Daily Eagle, 29 Mar 1889

Fig. 4 *Barracouta* robbery.

#### **Barracouta Mail Sailing New York to West Indies, 1884**

New York	St. Croix	St. Thomas	St. Kitts	Nevis	Antigua	Montserrat	Martinique	Dominica	St. Lucia	Barbados	Grenada	Tobago	Trinidad	Demerara
22 Dec 1883 18 Jan 1884	Out home		12 Jan				11 Jan			10 Jan	9 Jan		8 Jan	5 Jan
26 Jan 21 Feb	Out home		15 Feb				14 Feb		13 Feb	12 Feb	11 Feb		9 Feb	7 Feb
27 Feb 3 Apr			27 Mar				20 Mar			18 Mar	17 Mar		16 Mar	11 Mar
9 Apr 16 May			9 May	6 May			2 May		1 May	30 Apr	29 Apr		28 Apr	26 Apr
21 May 24 Jun			17 Jun		14 Jun		9 Jun		9 Jun	8 Jun	7 Jun		6 Jun	2 Jun
2 Jul 1884 31 Jul			27 Jul				25 Jul				22 Jul		17 Jul	15 Jul
6 Aug 11 Sep (1)														22 Aug
16 Sep 17 Oct			10 Oct		9 Oct		8 Oct			7 Oct			5 Oct	1 Oct
24 Oct 28 Nov			22 Nov	21 Nov			18 Nov		20 Nov	17 Nov	14 Nov		15 Nov	16 Nov
3 Dec 3 Jan 1885, 31 days			27 Dec		25 Dec		24 Dec			23 Dec				22 Dec

(1) homeward via the Bahamas Islands, round trip 36 days.

#### **Barracouta Mail Sailing New York to West Indies, 1885**

New York	St. Croix	St. Thomas	St. Kitts	Nevis	Antigua	Montserrat	Martinique	Dominica	St. Lucia	Barbados	Grenada	Tobago	Trinidad	Demerara
9 Jan 1885 10 Feb, 32days			3 Feb		3 Feb		2 Feb			2 Feb	23 Jan		24 Jan	31 Jan'85
18 Feb 27 Mar, 37days			19 Mar		20 Mar	16 Mar	16 Mar		16 Mar	12 Mar	3 Mar		5 Mar	10 Mar
2 Apr 7 May, 35days			1 May	29 Apr			28 Apr		24 Apr	23 Apr	22 Apr		21 Apr	17 Apr
13 May 13 Jun, 31days			3 Jun				1 Jun			31 May			29 May	26 May
23 Jun, probable 25 Jul, probable														
31 Jul 2 Sep, 33 days			27 Aug		26 Aug		22 Aug			21 Aug	20 Aug		19 Aug	18 Aug
8 Sep 9 Oct, 31 days			3 Oct		2 Oct	2 Oct	1 Oct			3- Sep	21 Sep		26 Sep	29 Sep
16 Oct 28 Nov, 43 days	(1)	21 Nov								7 Nov				5 Nov
5 Dec 5 Jan 1886, 31days	30 Dec		29 Dec		28 Dec		27 Dec			26 Dec			18 Dec	25 Dec

(1) homeward from St. Thomas to Progreso, Mexico for New York.

**Barracouta Mail Sailing New York to West Indies, 1886**

New York	St. Croix	St. Thomas	St. Kitts	Nevis	Antigua	Montserrat	Martinique	Dominica	St. Lucia	Barbados	Grenada	Tobago	Trinidad	Demerara
13 Jan 1886 17 Feb, 35 days			10 Feb		10 Feb	9 Feb	8 Feb	8 Feb	7 Feb	6 Feb			27 Jan	4 Feb
25 Feb 2 Apr, 36 days			24 Mar		22 Mar		21 Mar			20 Mar	11 Mar		13 Mar	15 Mar
22 Apr 29 May, 37 days	23 May		22 May		18 May		16 May			14 May	13 May		11 May	9 May
4 Jun 15 Jul, 41 days	8 Jul			6 Jul	3 Jul		30 Jun		29 Jun	28 Jun	24 Jun		24 Jun	22 Jun
Jul probable Aug probable														
15 Sep 23 Oct, 39 days			16 Oct		15 Oct					6 Oct			8 Oct	5 Oct
1 Nov 3 Dec, 32 days			26 Nov		24 Nov		23 Nov			22 Nov				20 Nov
10 Dec 11 Jan, 32 days	4 Jan		2 Jan				1 Jan			31 Dec				29 Dec

**Barracouta Mail Sailing New York to West Indies, 1887**

New York	St. Croix	St. Thomas	St. Kitts	Nevis	Antigua	Montserrat	Martinique	Dominica	St. Lucia	Barbados	Grenada	Tobago	Trinidad	Demerara
15 Jan 1887 20 Feb, 33 days	13 Feb									7 Feb			6 Feb	3 Feb
27 Feb 3 Apr, 35 days											15 Mar			
9 Apr 14 May, 35 days	8 May		6 May	6 May	2 May	30 Apr	29 Apr			28 Apr	26 Apr	27 Apr	25 Apr	23 Apr
20 May 24 Jun, 35 days	18 Jun		17 Jun	16 Jun	15 Jun		11 Jun		10 Jun	9 Jun	8 Jun	6 Jun	7 Jun	5 Jun
2 Jul 1887 4 Aug, 33 days	29 Jul		28 Jul		26 Jul	27 Jul	23 Jul		22 Jul	20 Jul	19 Jul		18 Jul	16 Jul
13 Aug 13 Sep, 30 days	7 Sep		5 Sep		5 Sep	4 Sep	2 Sep			1 Sep	31 Aug			
1 Oct 2 Nov, 32 days	26 Oct		25 Oct		25 Oct	25 Oct	23 Oct			23 Oct	13 Oct			21 Oct
9 Nov 12 Dec, 33 days			3 Dec								21 Nov			
17 Dec 23 Jan, 37 days	13 Jan		11 Jan		10 Jan					7 Jan	28 Dec		31 Dec	1 Jan'88

**Barracouta Mail Sailings New York to West Indies, 1888**

New York	St. Croix	St. Thomas	St. Kitts	Nevis	Antigua	Montserrat	Martinique	Dominica	St. Lucia	Barbados	Grenada	Tobago	Trinidad	Demerara
28 Jan 1888 1 Mar, 32 days	23 Feb		22 Feb		20 Feb	16 Feb				9 Feb	11 Feb		13 Feb	
7 Mar 11 Apr, 35 days	5 Apr		4 Apr		29 Mar	28 Mar				25 Mar		24 Mar	23 Mar	
19 Apr 21 May, 32 days	14 May		13 May		9 May					5 May	2 May	4 May	3 May	
31 May 4 Jul, 34 days	28 Jun		26 Jun		21 Jun						14 Jun	16 Jun		
11 Jul 1888 14 Aug, 34 days	3 Aug													
28 Aug 3 Oct, 36 days	26 Sep		24 Sep		22 Sep		21 Sep		19 Sep	18 Sep			15 Sep	
9 Oct 17 Nov, 39 days														
21 Nov 12 Dec, 37 days														



**Barracouta Mail Sailings New York to West Indies, 1889**

New York	St. Croix	St. Thomas	St. Kitts	Nevis	Antigua	Montserrat	Martinique	Dominica	St. Lucia	Barbados	Grenada	Tobago	Trinidad	Demerara
5 Jan 1889 11 Feb, 37 days	4 Feb		3 Feb		31 Jan			26 Jan	STV 29 Jan	28 Jan			22 Jan	
17 Feb 27 Mar, 38 days	21 Mar		20 Mar						14 Mar		5 Mar	7 Mar	6 Mar	11 Mar
2 Apr 7 May, 35 days	20 Apr													
15 May 22 Jun, 38 days	14 Jun		14 Jun		11 Jun	10 Jun	28 May		6 Jun	2 Jun	1 Jun	31 May		
29 Jun 7 Aug, 39 days	31 Jul		30 Jul		27 Jul			STV 22 Jul	23 Jul	19 Jul	16 Jul	18 Jul		
14 Aug 1889 (1) 26 Sep, 43 days	19 Sep		19 Sep		15 Sep					13 Sep				

(1) This appears to be the last sailing recorded of the Barracouta on the New York to West Indies and Demerara run.

**ST LUCIA****ST LUCIA STATEHOOD STAMPS AND AEROGRAMMES****BY WAYNE MENUZ**

(The following article was originally published in 'Postal Stationery' Vol.62 No.3, WN #432, the journal of the United Postal Stationery Society, Inc. (UPSS), the largest worldwide society for collectors of worldwide postal stationery. Information is available at [www.upss.org](http://www.upss.org). Comments can be sent to [upss-ed@pacbell.net](mailto:upss-ed@pacbell.net).)

St. Lucia, an island of 238 square miles in the Caribbean Sea, had a population about 10,000 in the 1960s. In 1967, it became one of the six independent members of the British Federation of the West Indies, with internal self-government. It transitioned to an independent state within the British Commonwealth of Nations on February 22, 1979.

The country had issued aerograms in the standard British format, with its own portrait version of Queen Elizabeth II for the indicia. They were in 6 cent blue, and 15 cent red denominations, each printed in the standard type of blue text, on blue paper.

In the December 1967 issue of *The Air Mail Entire Truth*, the house newssheet of LAVA, the New York philatelic company owned by Artur Lewandowski, the following article appeared:

**Sour Grapes from St Lucia**

*A three-man team speaking for the catalogue committee of an aero-philatelic society (without being authorized by the other members) has condemned aerogrammes which are 'NOT AVAILABLE TO THE PUBLIC UNDER CONDITIONS ASSURING THEIR WIDE DISTRIBUTION TO ALL WHO WANT THEM FOR A REASONABLE LENGTH OF TIME.'*

*To the newcomer, it sounds like a marvellous [sic.] idea but it will shock the old-timer especially when it has been made by people who do know better. Thousands of collectors send away to foreign Post Offices for new stamps or FDCs and receive them without difficulty. Almost all foreign postal administrations have recognized postage stamps a major source of income and will treat collectors with all courtesy possible. THERE ARE ENTIRELY DIFFERENT STANDARDS FOR POSTAL STATIONERY which is NOT intended for sale to collectors and does not enjoy a favourable treatment. It is amazing to have collectors and dealers alike expect to obtain it under the same conditions as postage stamps. It is widely distributed in certain countries only. While tremendous quantities are commercially used and lost to collectors, a maximum of 400 copies of each aerogramme is imported by the handful of dealers there are. As soon as*





*these are sold, there are no more. They are extremely unpopular with Spanish speaking countries. Hardly any of them issued aerogrammes and the ones which did, have them on sale at a few Post Offices only. It seems to be a foregone conclusion that, if it is not sold to the public, it is 'controlled' by a sinister syndicate. Postmasters of many countries are ignorant and hostile against postal stationery which, to them, is a nuisance to store and to ship. Sales are small and postmasters usually are unaware of new issues or changes in design. When it comes to watermarks, the postmaster who will supply is not yet born. Time and again we have ordered aerogrammes we have seen commercially used and had our money returned with a note that the aerogrammes could not be had. Dishonesty of postmasters plays another role. Aversion is such that we received, in many instances, postage stamps instead of aerogrammes. The postmaster did not understand what we were talking about.*

*These conditions are not restricted to the so-called 'primitive' countries. Special directives had to be sent to postmasters in our good old United States to convince them that the 5¢ Sipex souvenir sheets were good for postage and not beer bottle labels. There have been similar instances before.*

*Let's take a close look at the hundreds of aerogrammes the purists term unfit to list. Official, military and specimen aerogrammes have never been available to the public. The Portuguese military aerogrammes are not even sold. None of the major errors had a wide distribution. All these will be excluded if the 'majority-of-three' would have its way.*

*The British stamped-to-order aerogrammes have been condemned by all the 'experts' in circulation ever since they were issued. The late F. W. Kessler has been attacked from all sides for having listed them. They are, in fact, available to anybody who wants them, per single copy, not over the P. O. counter but through the Bureau. We received the true story from a British collector and have reprinted it in this newsletter to be read by anybody who cares. Since there is no wide distribution due to the limited interest, the powers-to-be have turned their noses on them.*

*The St. Lucia Statehood aerogrammes have created a storm among the purists. The stamps have been controlled by a New York wholesaler very similar to the ones issued by many countries and distributed through agencies which fact does not seem to have an ill effect on their desirability. Seven values of the Statehood overprints are still on sale in St. Lucia, at face value, to anybody who sends the money.*

*The aerogrammes have neither been mentioned by the philatelic press nor by the St. Lucia Post Office which is the usual procedure.*

*Hardly any country announces new issues of postal stationery, the very reason why dozens of issues are lost to collectors. Many of them become known years after issue. These, of course, violate the policy laid down by the self-styled committee 'NOT AVAILABLE TO THE PUBLIC AND NOT WIDELY DISTRIBUTED.'*

*The joke is on one of the gentlemen whose name appears among the triumvirate. He has been THE FIRST ONE to negotiate the purchase of those 'undesirable' aerogrammes with the New York wholesaler. Since it could not be concluded due to the unsatisfactory offer submitted, the 'committee' clamped down on them. There is not the slightest doubt that the aerogrammes would have been perfectly legitimate once they would be in the hands of the (unsuccessful) bidder.*

*The St. Lucia Government publicly regretted the circumstances surrounding the Statehood issues and once again returned to the Crown Agents for their postal requirements. The watch dog committee of the American Philatelic Society lifted the black blot assigned to the issue. Our 'majority-of-three' is well aware of these facts but has applied a severe censorship that will hurt a hobby which has grown continually during the last few years. Petty jealousy has no room in a field that needs every hand in order to prosper. Much more active co-operation by anyone concerned is needed, not only by the very few doing it for the sheer love of labor.*

### **OUR OWN POLICY STATEMENT**

*The coming supplement to Kessler's catalogues contains any and all aerogrammes with the exception of those franked by adhesive stamps, giving all the facts of controversial issues. We believe in the freedom of the press and of the reader. Collectors are entitled to know all the facts in order to form their own opinion about the merits of the issue. Censorship is detrimental to the hobby which will not survive if editors and publishers cater to their own whims. Collecting of aerogrammes has grown into one of the finest hobbies but information is still sadly lacking.*

This long editorial screed didn't mention 'the society' by name, but its target source was the American Air Mail Society's *The Airpost Journal*, Vol. 48, #12, of September 1967:

**THE RECENT ST. LUCIA AEROGRAM****A Policy Statement**

*The regular issue of 6c and 15c St. Lucia aerogrammes have been overprinted 'STATEHOOD'. Mr. E. Moshi, a New York wholesaler, made arrangements with the new government to have certain stamps and aerogrammes overprinted. Inasmuch as this note deals only with the aerogrammes, we will not touch on the stamps (there has been enough in the philatelic press about them already). The aerogrammes were turned over to Mr. Moshi by the government under the term of his contract, controlled solely by him, and sold by him to certain dealers at a high price. They were not sold over the counter at the post office at any time, nor could they have been bought from the St. Lucia postmaster; he did not have any.*

*Therefore, the Board of Editors of the A.A.M.S. will not list these or any other aerogrammes falling into the same category, under the rule; 'Not available to the public under conditions assuring their wide distribution to all who want them for a reasonable length of time'.*

*For the Catalogue Committee:*

*L. B. Gatchell*

*Walter R. Guthrie*

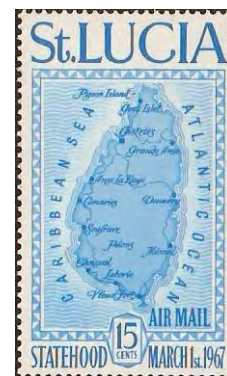
*Richard L. Singley*

L. Bart Gatchell was the journal's editor, and the other two committee members were prominent aerogram dealers. They were condemning aerograms overprinted in 1967 to commemorate statehood for St. Lucia. If the St. Lucia aerograms had been authorised by the government, but a savvy merchant immediately purchased the entire printing at the post office window, the LAVA editorial has merit. We shall explore the whole enterprise and come to a conclusion in this article.

When St. Lucia achieved statehood on March 1, 1967, it was using the Crown Agents to handle its postage stamps and stationery, where the agency would negotiate the design and printing of each issue and handle philatelic orders. It followed a conservative issuance policy. However, the post office was approached by Ezzet Mosden, who offered to provide stamps to commemorate St. Lucia's statehood on short notice. The resulting contract stipulated that Mosden would:

1. Design and have printed, a special 15 cent airmail stamp (the rate to the USA).
2. Overprint defined quantities of the current definitive stamps.
3. Purchase a large quantity of the above stamps, at 15% discount, for philatelic sales by his company.
4. Bear all costs related to the contract.

The airmail stamp, Scott catalogue number C1 (Fig. 1), was printed using the photogravure process, by Harrison and Sons, Ltd. of London, in a quantity of 500,000. Featuring a map of the island, it was St. Lucia's first airmail adhesive. Harrison also made overprinting plates to be applied to the definitive adhesives already in St. Lucia, and also supplied the red ink. These were sent to The Art Printery company, in St. Lucia's capital city of Castries. The St. Lucia post office provided the stamps. The following table shows the values and quantities, followed by representative examples (Fig. 2).



**Fig. 1**

Scott	SG	Value	Qty.	Scott	SG	Value	Qty.
--	--	1¢	300,000	220	234	12¢	50,000
215	229	2¢	50,000	221	235	15¢	20,000
--	--	4¢	50,000	222	236	25¢	20,000
216	230	5¢	100,000	223	237	35¢	20,000
217	231	6¢	100,000	224	238	50¢	20,000
218	232	8¢	50,000	225	239	\$1.00	25,000
219	233	10¢	50,000	--	--	\$2.50	8,000

(Ed: SG numbers for convenience.)

They were issued 7 March 1967. There are three stamps in the table that have no Scott catalogue numbers. The reason for two omissions is that Mosden kept the whole production of the 1¢ and \$2.50 overprinted stamps for himself directly from the printer, paying St. Lucia the contracted 85% of face for them. Thus, these two values were not available at the post office in St. Lucia. Why Scott omits the 4¢ is not known. Mosden also purchased large quantities of a few other stamps with lower printing numbers, causing artificial shortages. He offered his stamps to the philatelic trade at prices many multiples of face value.



**Fig. 2** Representative examples of the St Lucia Statehood stamps. The 1c, 2c, 4c, 5c & 6c are the small Queen's head design.

(Ed: Note Stanley Gibbons similarly only mentions the 1c and \$2.50 values in a footnote and does not mention the 4c at all.)

Until about the mid-1960s, worldwide, a relatively conservative approach to stamp issues had been the norm for other than Iron Curtain countries. With the emergence of many new countries as colonialism gradually faded, many smaller entities saw, or were led to believe, that philatelic production would be a financial windfall. The Arab 'Sand Dune' countries, and many small island countries jumped on the bandwagon. But, the avalanche of new issues was a shock to most dealers and collectors, at first. The St. Lucia Statehood issues came under great criticism and scorn in the philatelic press (with headlines like 'St. Lucia Blots its Copybook' and 'St. Lucia's Shame'), and the government decided to re-employ the Crown Agents for its stamp issues.

Because the 1¢ and \$2.50 were not available from the post office, even though authorised for overprinting, they were widely considered to not be bona-fide stamps. However, Mosden had mailed a quantity of covers using these stamps, to himself, or to A. D. Kroo (a collector in Switzerland), no doubt through complacent, bribed, and/or disinterested, postal clerks. The head of the Crown Agents' Security Printing Division, Mr. E. D. Stacey, flew to St. Lucia in April. Following an investigation, the Crown Agents issued a statement on June 26, 1967, stating it was authorized by the government of St. Lucia to announce that *'the Ministry of Communications and Works has instructed franking of the high and low overprints from May 10<sup>th</sup>'*. The two stamps were placed on sale, unannounced, at only the GPO in Castries, likely only for one day, and probably just one sheet of each, to legitimize them. The Minister may have felt the belated need to try to make things right with the philatelic fraternity, especially dealers who would otherwise be holding worthless labels rather than legitimate postage stamps to sell. The question of the status of covers mailed by Mosden before May 10 was not addressed.

But it turns out, this aspect of Mr. Mosden's market manipulation was just the tip of the iceberg. Before we continue with the dreary tale, which also includes those aerograms stoutly defended by LAVA, it is worthwhile to examine Ezzet Mosden's business history as it relates to philately.

Ezzet Moshi was born in Baghdad, Iraq in 1924 to Jewish parents, who emigrated Israel. Ezzet studied for a bachelor's degree in English but quit before graduating. An avid stamp collector, he became acquainted with Michael Stephen in neighbouring Beirut, Lebanon. Stephen was a dealer, and also a prolific forger of stamps, especially overprints and surcharges. By using his own local printer, and with exclusive contracts to make and sell new issues for many of the emerging independent Middle Eastern countries, Stephen flooded the market with philatelic 'wallpaper', including purpose-made errors, fakes, "proofs" and so forth. Moshi, who was fluent in English, Hebrew and Arabic, emigrated to England, where he opened a shop at 161 Strand, London, handling much of Stephen's material. In 1954, he and Major S. Denfield published the first edition of *The Mosden Israel Catalogue*, the title derived from the last names of the two editors, MOS+DEN. Moshi emigrated to New York City in 1959, and when he became a naturalised American citizen on April 22, 1965,



and had his name changed to Mosden (Fig. 3). At the time, he still had a business interest in the *Mosden Stamp Shop Ltd.* in London and owned the *Haiti Philatelic Agency (N.Y.) Inc.* (which handled all new issue stamps for that country). Ezzet established the *Middle East Stamp Co. Inc.* of NYC, on January 1, 1966, with himself as president, and his brother Fuad as vice president.

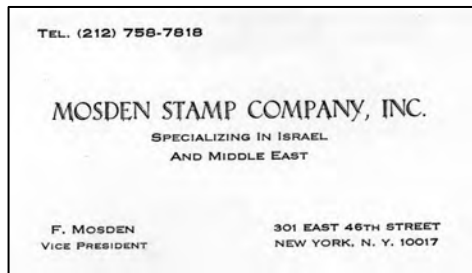


Fig.4 F. Mosden business card

The NYC corporate name was changed to *Mosden Stamp Company, Inc.* on April 29, 1970 (Fuad's business card is shown in Fig. 4). The company was eventually dissolved December 24, 1991. In 1968, Ezzet formed the *Philippine Philatelic Agency Inc.*, and one of its ads is reproduced below (Fig. 5).



Fig. 3 Ezzet Mosden



Fig. 5

Antonio Raquiza, Philippine Secretary of Public Works, Transportation and Communications, while visiting New York City in April 1968, was introduced to Ezzet Mosden, who proposed to print (at his own expense) and sell Philippine stamps to the philatelic market. In return, he would be granted exclusive rights to handle the printing and sale of these stamps. A middleman company, Parco International, was formed, and Raquiza signed a contract that made Parco the exclusive philatelic agency to print, promote, and sell postage stamps of the Republic of the Philippines, anywhere except within the Philippines, for five years, with a commission of twenty percent of sales. The deal was kept secret. Secretary Raquiza returned home and learned the Philippine Postmaster General was opposed to the whole idea and would not abide by the signed contract, as it was not legal.

In the meantime, Mosden had already formed the Philippine Philatelic Agency, Inc., prepared designs for two sets of stamps, and commissioned two London firms, Harrison and Sons Ltd., and Format International Security Printers. A set of stamps for the 1968 Mexico City Olympics, and another for the International Civil and Human Rights Year (with five different designs of the Kennedy family) were printed. The stamps included imperforates, as well as high-denomination souvenir sheets that added 'space' for anticipated appeal to collectors. Examples are shown below (Fig. 6).



Fig. 6 Philippines' stamps produced by Mosden.

When it learned of the impending release of the stamps, the Philippines' collecting community, and the public at large, strenuously objected. Philippines President Ferdinand Marcos ordered Secretary Raquiza to not release any stamps, nor to accept them for postage, on the grounds the contract was not legitimate. Mosden sued the country for breach of contract, asking for payment of his costs, but the case never went to trial. Mosden recouped his costs by selling these labels to gullible stamp collectors worldwide, and later had some overprinted 'S N V' to add more varieties to the mix.

Ezzet moved to Las Vegas, Nevada in 1974, operating as the *Mosden Stamp Co. (LV) Inc.*, while his brother

Fuad Mosden operated the NYC company, as well as the *Mosden Trading Company* in Williston Park, Long Island, New York. Ezzet died in Las Vegas 2 May 1996, at age 71.

The St. Lucia statehood event was 1 March 1967, but Mosden was unable to complete the overprinting operation on time, so only some overprinted stamps were released, and those were seven days late. Covers appeared with postmarks before March 7, using one of three cancellers that Mosden designed and retroactively applied himself.

He had full control of the overprinting, done at The Art Printery, a small operation which was not equipped for security printing. Mosden had to rush everything, as he kept buying more and more stamps from the post office, exceeding his original \$100,000 agreement with the Minister of Communications. He also had delays in securing the additional \$30,000 funding needed for these additional stamps, which he managed to buy at the post office on March 4, having gained belated approval from the Minister to do so, even though he was already four days late for the event.

The collecting world, and the officials in St. Lucia, were taken by surprise when they learned the airmail stamp was also being offered by Mosden as an imperforate, as well as a miniature sheet, (Fig. 7) which also included a space theme. Both types had been secretly ordered by him from Harrisons, and were never available from the post office, though Mosden devised a commemorative folder with all three varieties of the stamp, cancelled with a postmark he created.

That shock was mild compared to the discovery that he had the printer use black ink to overprint unknown quantities of 1¢ and 4¢, and 300 (reportedly) \$2.50 stamps. Creating new overprinting plates, necessitated because the stamps' dimensions were different than those originally specified, Mosden had the printer also overprint 2¢, 4¢ and 16¢ postage dues, many made with deliberate 'errors', such as inverted, or double with one inverted. Another new plate overprinted the existing UNESCO 25¢ stamp, in black and also in blue. Examples are shown below (Fig. 8).



Fig. 7



Fig. 8 Additional St Lucia Statehood overprints.

The number of registered letters from St. Lucia mailed in 1967 between March 7 and March 11 exceeded 500, a phenomenal number for the small island, and virtually all were by mailed by Mosden. Below (Fig. 9) is one with the clandestinely printed \$2.50 in black, sent to his collaborator Kroo. It has a Merkur Expert Committee 'genuine' certificate of 13 March 1980. It did travel through the mails, but it is bogus, undetected by the receiving countries.



Fig. 9

Mosden offered the black \$2.50 to wholesale dealers in England for £60 each, 170 times face value. The reaction took two tracks. Some dealers bought the stamps for retail sale, but many refused to carry them.



The ads below, taken from contemporary magazines, are examples of their reactions. Today, Scott limits its listing as noted in the table shown earlier, while Stanley Gibbons and Michel list everything, including the bogus items (*Ed: Note that SG list them as footnotes but priced. However, the original 4c value is not listed.*)

**ST. LUCIA STATEHOOD OVERPRINTS**

**UNESCO, BLUE OVERPRINT**  
(total 9,850, only 9,200 available, mint)  
PRICE 70/-

**UNESCO, BLACK OVERPRINT**  
(total 2,395; only 2,100 available, mint)  
PRICE £7.10

**DEFINITIVE \$2.50 BLACK OVERPRINT**  
(total 300, only 268 available, mint)  
PRICE £90

**STATEHOOD MAP**  
One value perf., one value imperf., one miniature sheet (total sheet printing 10,000)  
UNIT PRICE 70/-

All are available from our Stand No. 7 at "STAMPEX"

**CAMBERLEY STAMP CENTRE**  
101b London Road, Camberley, Surrey  
(Camberley 1906)

**ST. LUCIA STATEHOOD**

This controversial issue is official so far as Government Decree is concerned but, of course, has been arranged by an Agency. Our opinions concerning these agencies are well known. However, we still appreciate that many clients require their countries complete irrespective of the source of issue, and we would, therefore, confirm that we are holding temporarily a limited stock of all the issues so far overprinted for the St. Lucia Statehood.

We indicate below not only printing details, but also quantities. All are offered subject unsold and to price increase without notification. At present we are only able to offer the definitive Statehood issue red overprint complete and the commemorative 15c. in the complete units of perf., imperf. and miniature sheet.

	Quantity	Printed	Price
Definitive, red overprint, complete .. .. .	13	8,000	£8
15c. commemorative .. .	3	10,000	70/-
\$2.50 definitive, black overprint .. .. .	1	300	£90
UNESCO, blue overprint ..	1	9,850	70/-
UNESCO, black overprint	1	2,395	£7.10

**H. SINCLAIR-BROWN**  
52 FENWICK ST. LIVERPOOL 2

**ST. LUCIA**  
"STATEHOOD OVPT."

From information so far available we will not be handling the \$2.50 black overprint and UNESCO 25c.

**B & K**

**BRIDGER & KAY LTD.** (Estd. 1897)

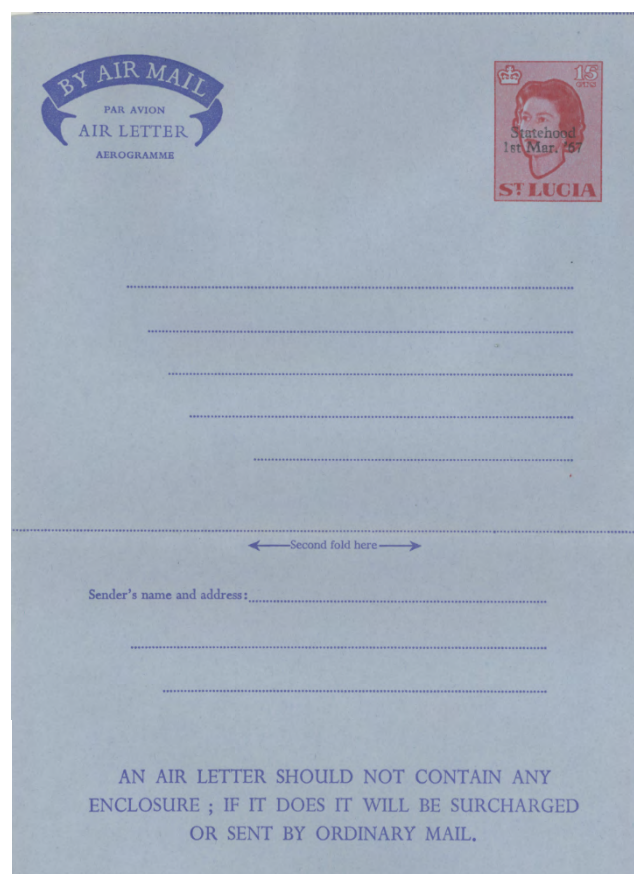
**86 STRAND, LONDON, W.C.2**

Cables: "BRIDKAY, LONDON" Tel.: TEM 2316 (24-hour service)

While the big money was to be made with adhesive stamps, Mosden's continuing dealings with Michael Stephen of Beirut, showed there was some demand for postal stationery too. He therefore purchased 1,000 each of the then-current 6¢ and 15¢ aerograms at the post office when he was buying the supplementary stamps, and had the printer use a cliché, taken from the new plate for the postage due stamps, to overprint **Statehood / 1st Mar. '67** in red on the 6¢ and in black on the 15¢, Fig. 10.



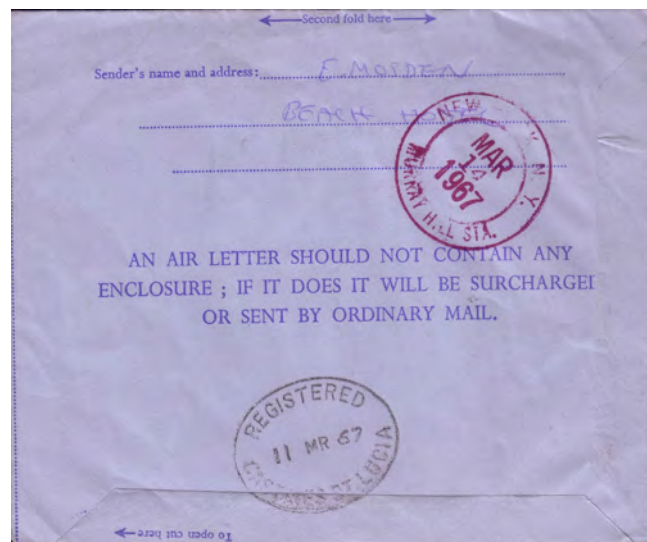
**Fig. 10**  
St Lucia  
Statehood  
aerogrammes



Though these aerograms were never authorised, nor on sale at any post office in St. Lucia, Mosden did include some in his 'legitimatising' mailings, as shown in Fig. 11. As a bonus, this example has two copies of the bogus 1¢ stamp overprinted in black. The item does pay the correct rate of 15¢ airmail plus 25¢ registration. It is highly likely the accommodating postal official(s) were suitably rewarded for looking the other way.



Fig. 11



The following letter, handwritten inside the aerogram shown in Figure 12, is quite revealing. It is addressed to Walter Guthrie (Fig. 13), the prominent aerogram new issue dealer, and, it might be noted, one of the signers of the Air Mail Society letter that opened this article.

15 March 67

Dear Mr. Guthrie,

I am sorry I did not have time to deal with your letters of 3<sup>rd</sup> and 17<sup>th</sup> January, as I was on important business in St. Lucia and I am happy to say I was lucky to have been able to purchase most of the overprinted airletters of St. Lucia.

There were only 1000 of 6c and 1000 of 15c of overprinted airletters made for the memorial occasion of statehood and can offer you the exclusive sale of 850 mint pairs (6c + 15c) airletters plus 100 F.D.C. at 1200 dollars all, or if you like to buy what you need only, I offer you at 3.00 per set mint and 3.50 with F.D.C. cancellation. I got a copy of the printer's certificate, confirming that the total issue was 1000 only. If interested please reply to my New York address either 52 Marcus Ave, New Hyde Park, L.I., NY or 120 East 34<sup>th</sup> Str. NY as I hope to be back home in a few day's time.

I got a parcel from Beirut with the airletters I ordered I believe contains all what you ordered in your letter of 3<sup>rd</sup> January and will send them to you on my return also the airletters requested in your letter of 17 July

Yours sincerely

E. Mosden



Fig. 13

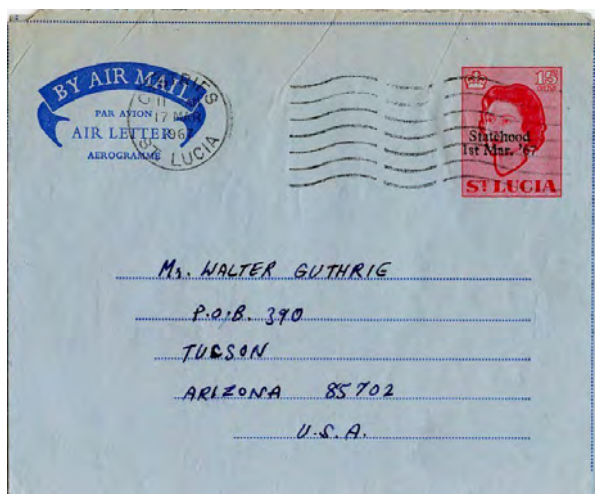


Fig. 12

As an aside, the Beirut airletters referenced in his message were certainly the sometimes genuine, but mostly fake and bogus items, being churned out by Michael Stephen.

Based on this offer, Guthrie took the action that resulted in the condemnation notice in *The Airpost Journal* of September 1967. Meanwhile, the following notice appeared in the magazine *Stamp Collecting*, in its issue of 2 June 1967:

#### St. Lucia "Statehood" Aerograms

The current St. Lucia aerogrammes are reported by LAVA, of New York, with a 'Statehood/1st Mar. '67' overprint in dull red on the 7c. blue impressed stamp and in black on the 15c. red stamp. The report adds that 1,000 of each value were sold in the normal way by the post office.

In the next issue of the magazine was the following innocuous ad (Fig. 14):



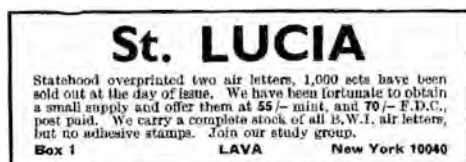


Fig. 14

Artur Lewandowski of LAVA had obviously received a letter similar to that sent to Guthrie, after the latter's rejection of Mosden's offer, and Lewandowski purchased the aerograms. He was a relatively honest dealer, though rather obsessive and compulsive about anything to do with airmails in general, and aerograms in particular. I suspect Mosden told Lewandowski (remember, both were living in New York City at the time) that he had, in fact, purchased the whole

supply from the post office on the day of issue. Certainly, the LAVA screed opening this article suggests that scenario, though it uses a rather poor argument: MY material (the aerograms) has a history no worse than YOUR (greatly tainted) material (the speculative postage stamps).

The 100 aerograms of each value, noted in the Mosden letter to Guthrie with a 'F.D.C. cancellation' had no connection with the St. Lucia post office, as Mosden made the devices and cancelled the items himself, Fig. 15, another Michael Stephen specialty for the fakes and bogus items he created, and emulated by Mosden.

The statehood aerograms, the black stamp overprints, the overprints on the postage dues and on the UNESCO stamps, were never legitimate for use in St. Lucia, not being afforded a retroactive blessing from the post office as some of the red overprints were. They are all bogus, and although covers with them did travel through the international mails, all originated by Mosden and were accepted in St. Lucia by his connivance with duped, or more likely, compensated officials.

The whole, sordid story, unfortunately, does not end yet.

Sometime in early 1970, perhaps earlier, Mosden created another series of overprints. Though there is no conclusive proof, it seems he used the facilities of his friend in Beirut, Michael Stephen, as the crudeness of the work is indicative of that operation. Below (Fig. 16) is an enlargement of one example (at left) with an example printed with the genuine Harrison plate (at right), though in the bogus black version since it is easier to compare the overprints.



Fig. 15



Fig. 16

In the new overprint the first word is too wide, the word March is abbreviated, and it omits '19' of 1967. One can see at a glance it was not made with the original type. The cover of the August 1970 issue of LAVA's newsletter *The Air Mail Entire Truth* has the headline '**SENSATIONAL DISCOVERIES**', and it pictures the items shown in Figure 5 with the caption '**ST. LUCIA STATEHOOD 1967 BLACK TRIAL OVERPRINTS**. 19 mm, Nos. 6c and 7c [Ed: his assignment of future Kessler's catalogue numbers] 6¢ and 15¢. Less than 10 pairs exist.'



Fig. 17

Consistent with his mode of operation, Mosden also supplied these new products with a 'FDC' (Fig. 18).



Fig. 18

Since he touted these items as ‘trial prints’ (i.e. essays), his story would unravel if he supplied them in great quantity, so the LAVA statement of only 10 pairs might be true, as they are seldom seen today. LAVA never mentioned them with the FDCs and may not have known about their existence. Mosden may have been visiting St. Lucia with some of these latest bogus items and asked (or ‘compensated’) a clerk to backdate and cancel some, as the FDC cancellations seem to have been made with a genuine device.

The LAVA newsletter contained articles, aerogram titbits, and retail offers of new issues as well as older items, plus some in a separate ‘IN SHORT SUPPLY’ segment. While the ‘regular’ St. Lucia aerograms were offered, the ‘Trial Overprints’ never were. Perhaps his subscription customers took them all.

The treatment of the Statehood aerograms in various catalogues is interesting. The first printing is listed in the Kessler Catalogue, 1968 supplement (Volume III), including sub-numbers for the FDC. That is unsurprising, as that volume was edited by Lewandowski. The listing was copied a few years later by Ed Fladung for the H&G catalogue, where the two are also listed. They are also included in *Katalog der Aerogramme von Mittle-und Südamerika 1990* [Aerogram Catalog of Middle and South America 1990], as well as in the *Neuer Ganzsachen-Katalog, Karibische Inseln 2010* [New Postal Stationery Catalogue, Caribbean Islands 2010], and repeated verbatim in the NGK’s *Aerogramme Amerika 2014* [American Aerograms 2014]. In the latter, they are each quoted at €40 mint and €75 used, with a footnote that 1,000 each were printed. No catalogue has listed or mentioned the second ‘Trial Overprint’ issue.

Ezzet Mosden, like many con men, was a self-promoter. Not long after the Crown Agents were re-appointed in St. Lucia, and he no longer was the agent, he was quoted in the British magazine *The Philatelic Exporter* that the St. Lucia post office netted \$100,000 revenue from the Statehood issue, though he didn’t mention how much he netted. He stated the original plans were to have a \$500,000 per year stamp program for St. Lucia, a rather phenomenal amount for a country with a population of only 99,000 at the time. Alas for Mosden, but fortunately for philately, his plans never came to fruition, at least for that small island country. Until his death in 1991, he continued to operate in the shady world of fakes, bogus, and ‘contrived’ issues. After his death, his stock, which contained large quantities of those issues, was sold at auction. Unfortunately, the fakes and bogus items were not identified, and so they were scattered into the philatelic world. His material appears regularly today on eBay and Delcampe websites, and in the stocks of most dealers.

## Conclusions

While some of the adhesive stamps were legitimate, albeit speculative issues of St. Lucia, none of the overprinted aerograms were authorised or ever sold by the post office, and are therefore bogus issues, whether mint, FDC, or ‘used’ in the international mails.

## Acknowledgements

This article could not have been written without the generous assistance provided by Dr. Philippe Seguin of Canada, and Alister Kinnon of Great Britain, primarily with scans and photocopies. Also, thanks to Guy Kilburn of California, a St. Lucia specialist (see his article in PS #385 of July–Aug 2012) for providing the links to the above gentlemen and inspiration for this project. All help was greatly appreciated.

## ST. CHRISTOPHER

### VILLAGE MANUSCRIPTS AND SG24b

BY JULIAN WALDRON

Simon Goldblatt’s article in Bulletin 268 made the intriguing attribution of his manuscript cancellation to Anguilla, rather than to a sub-post-office on St Christopher. Whatever the rights and wrongs of that hypothesis, it confirms the complexity of matching handwriting to one of the four sub-post-offices (Cayon, Dieppe Bay, Old Road and Sandy Point) operating on the island from at least the early 1870s, even before considering how the known postal service on Anguilla functioned. The handwriting on earlier dated stamps demonstrates the requirement for the early sub-postmasters to have mastered the art of copperplate – whereas in later years there is definitely more variety of quality in the way stamps were over-written – perhaps reflecting an increase in quantity and the need for speed.

It is worth remembering that we do not know who the sub-postmasters were, nor if there was one permanently appointed to each office, let alone how often they changed (Basseterre postmaster W.P.Pearce had a long reign, but would sub-postmasters have lasted 20 or 30 years in office, or moved on every 3 or 5 or 7 years?). It is often instructive to group by handwriting angle – top left to bottom right or bottom left to top right etc. – but this approach ignores the fact (as evidenced by extant covers) that stamps were often affixed horizontally to their envelope.

Rather than focus on the usefulness of manuscript dates to aspects of St Christopher stamps, such as printing shades, this article focuses on the information that can be gleaned from matching up the dates and the handwriting, before considering one of St Christopher's rarities – SG24b. I would like to state at the outset that I am no handwriting expert.

As more manuscript-cancelled stamps come to light, examples from the same date are more prevalent. In the following case (1 November 1882), given the differences in writing and use of dashes vs slashes, we can affirm with some certainty that, 1) the stamps were cancelled by two different hands, and therefore, 2) almost certainly at different village offices (Fig. 1 – and I acknowledge the poor scan).



Fig. 1

In the cases below, however, we find two stamps cancelled on the same day and in the same hand – the sub-postmaster was kept busy on both 12 August 1885 (Fig 2.) and 4 July 1883 (Fig 3.). Considering Fig 3, one asks why the second stamp needed the A12 cancellation whereas the first did not (international vs local destination?). The A12 cancellation is an early one – the EKD is about a month before.



Fig. 2



Fig. 3

Here are three examples from 22 October 1883 – all very different (Fig 4). (note that It is rare to find a manuscript cancel setting out the month in words: that example could be fiscal but there is no particular evidence to that effect).



Fig. 4

Other than illustrating that behind our fascination with stamps were real people with a job to do in each of the villages, how else can we use this information? I believe there is an application to SG24b, the One Penny on



6d surcharge double. The SG24 surcharge was used during a shortage of 1d stamps during summer 1886, with excess stocks of the 1879 Crown CC 6d Green being surcharged locally. A small number were overprinted double. The strong offset of the double overprint has led to the tentative conclusion that not all the stamps on the sheet of 20 received the double surcharge. Even so, the general wisdom is also that there were no more than one or two sheets of this stamp (so 20 to 40 examples in total) and that these were issued to one village post office – as all the extant examples are cancelled by manuscript (except one in the Royal Collection apparently cancelled with a violet handstamp which I have not seen). The cancellation dates for the double surcharge run from 21 July to 3 August, around three weeks (the single surcharge runs from 12 June).

However, consider the following examples, which are obviously cancelled by three different hands (Fig. 5). There is a stamp in Michael Medlicott's BWISC display with a fourth hand which he attributes to Dieppe Bay.



Fig. 5

By contrast, the stamps below were cancelled by the same person, one on SG24b dated 28 July and two dated 29 July 1886 – one SG24b and one SG24. The existence of two different stamps cancelled the same day by the same hand either confirms that not all the sheet was double surcharged or is evidence of the date on which the stocks of SG24b ran out at this particular village office.



Fig. 6

So we have four different hands cancelling stamps over a short period in 1886 and it is logical to conclude that there were several sheets with the double overprint, widely and certainly distributed more than one village. To conclude otherwise means believing that three or four different sub-postmasters were active in one village over a period of 10 or so days.

St Christopher was using around 30,000 1d stamps a year during this period. It is quite impossible to know how many were used in villages and we know that ½d stamps were also distributed (including the SG23 bisect) and there is no evidence that any other duties were so issued. However, even if we limit the quantity to 10% of the total – so around 3,000 per year – this still implies for the four villages (for the present purposes, I exclude Anguilla) – 700/800 per year per village or two/three a day (and we saw earlier that there are at least three examples of more than one stamp dated the same day from the same village). SG24 was used over a 6-week period: applying the same calculation approach, this means demand in four villages for 80 to 100 stamps – 4 to 5 sheets – each, of which maybe half had examples of the double overprint. The evidence of the SG24b stamps themselves (two stamps a day for 15 days in 3 or 4 villages) is equivalent to 5 to 6 sheets of 20 stamps or more if not all the stamps on the set were overprinted – so 50 to 100 examples in total.

None of this is to call into question the rarity of SG24b of which there are, in any case, few surviving examples (the inverted surcharge SG24a is rarer still and is unlisted used). I would conclude that there was significantly more traffic through the villages than is occasionally thought. The village cancellations are excellent source material for many aspects of St Christopher philately, even more so if only we could have access to an expert graphologist!

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P.O. Box 37324, London N1 - 2YQ

**JAMAICA****THE UPU AND EARLY JAMAICAN PICTURE POSTCARDS****BY DINGLE SMITH****Part 1: The Universal Post Union, Gough (2019)**

Tom Giraldi and I published an article in 2020 entitled 'An Introduction to Early Jamaican Picture Postcards' in the *British Caribbean Philatelic Study Group Journal* (1). This outlined the background to picture postcards prior to the introduction of divided fronts in about 1906. This was written before the two-volume study by Gough entitled *The Postal History of the Universal Postal Union: The Postal Card Worldwide 1869-1974* (2) was available. This outstanding 2-volume study of 935 pages with over 800 coloured illustrations provides new challenges for collectors of postal cards and picture postcards sent between UPU member nations and the treatment of such items to and from non-members nations. The focus is on postal cards, i.e. those issued with impressed stamps by official postal bodies but also includes cards from private producers who later published picture postcards. Gough also provides similar information for reply paid postal cards and letter cards. The study is an essential reference to fully understand the postal history of such material.

The account below aims to illustrate the effects of the UPU regulations upon the development of the postal cards especially those of Jamaica. Part 2 discusses the production of early Jamaican picture postcards. Others might wish to provide similar accounts for other British West Indian (BWI) Colonies. Gough provides the background and impetus for this to become a recognised field of postal history.

**The Background to the UPU**

The GUP/UPU was the first international treaty to which governments, sometimes colonial, formally agreed to become members. The inaugural 22 members were dominantly European nations with the addition of the USA. The numbers rapidly increased and by 1900 virtually all major nations were members. In 1947 the UPU became a special agency of the United Nations and for postal matters all UN members subscribe to the UPU. The UPU's record of international co-operation is unique in that it has survived world wars, international economic crises and epidemics and will celebrate its 150<sup>th</sup> anniversary in 2024.



The first Congress was held in Berne in 1874, at that time the organisation was called the General Postal Union. This was changed to the Universal Post Union at the Paris Congress in 1878 to highlight the aim to be inclusive of all postal authorities worldwide. Gough does not include information on the use of specimen material sent to the UPU which for postage stamps is comprehensively described in Bendon (3) with postal stationery listings available on [www.upss.org/upuspecimens](http://www.upss.org/upuspecimens).

Gough describes and illustrates the evolution and interpretation of the regulations governing the postal use of all forms post cards between member and non-member nations. Congresses were held every few years – there were 17 meetings between 1874 and 1974. On occasion postal voting was used to modify the decisions between Congress meetings. In part, the length of Gough's monumental study is due to the complexity of the responses stemming from distribution of the UPU Articles. He stresses that much of the difficulty was because the Articles circulated after each formal meeting only listed changes to earlier regulations. Among the many noteworthy features of Gough's study are the listing of the dates that members adopted the UPU Articles and how they dealt with the problem posed by incoming mail from member and non-member nations that did not follow the UPU regulations. Sometimes such non-conforming items of mail were returned to sender or attracted additional charges, on other occasions they were delivered without comment or charge. Other complications arose from multi-lateral and bi-lateral agreements between UPU members and on occasion with non-UPU nations. An example is the special arrangements for British Empire Colonies, many of which were not admitted to full UPU membership until a much later date, e.g. the Australasian Colonies in 1891.

### Congress Decisions 1874-1891

The evolution of postcards, both postal cards and those printed by private producers are summarised below. At the initial meeting at Berne many of the inaugural members had already issued postal cards, most of which were restricted to use within the country of origin. The Congress agreed to accept postal cards as a valid class of mail. Such cards were to be pre-paid and the charge included the cost of the card. The postal rate to members nations was set at half of the letter rate, transmission to and from non-members cards would be charged at the letter rate. Privately produced cards were limited to domestic use. The front of the card would be restricted to the address, the impressed stamp and if appropriate to post office instructional markings. The only exception was that some members permitted a label with the return address to be affixed to the front of the card. No limits were given to the size of the card or the material on which it was printed. Later the UPU defined the size limit and forbade the use of vellum, leather and wood and other unusual materials that were occasionally used by private producers for 'novelty' picture post cards.

At the next meeting in 1876, also held in Berne, the name of the organisation was formally changed to the 'Universal Postal Union' and discussion focussed on the conditions that would apply to new members. Jamaica and other British West Indian Colonies were admitted as members. Jamaica formally joining on 1 April 1877. Gough (pp. 319–324) reproduces detailed instructions sent by the GPO in London to Jamaica that give details linked to its membership. The provision of the postal cards for international transmission was also discussed. New members were not required to provide such a service, this is often referred to as the 'India Exemption'. However, Jamaica issued locally produced ½d and 1d postal cards for internal use and 3d

cards at the overseas rate to UPU members to coincide with its date of membership on 1 April 1877. Other BWI colonies were less prompt. Fig. 1 illustrates a ½d local rate card posted before the official date of issue. Oddly, Jamaica is thought to have been the only UPU member not to allow the addition of postage stamps to the lower rate internal cards to meet the overseas charge of 3d.

At the 1878 Paris Congress it was agreed that all members were required to issue postal cards for foreign destinations. The system of charges was also changed and all previous agreements such as the India Exemption clause were withdrawn. The postal charges were a Base Rate for destinations transported overland or that involved sea voyages of less than 300 nautical miles. Other destinations included a Maritime Surcharge. It is of note that some BWI Colonies issued postal cards for sea journeys of less than 300 nautical miles although these did not include Jamaica. The new rates took effect on 1 April 1879.



**Fig.1** Locally printed provisional postal cards officially issued 1 April 1877, date Jamaica became a UPU member. This ½d local rate card is dated 22 March 1877, the only known example prior to issue date.

At the same Congress the indicium 'Union Postale Universelle' in French was to be added to the address side of all cards posted by members to foreign destinations. The addition of the indicium in the member's native language was optional. The date on which this was to take effect was also 1 April 1879. Many nations did not meet this deadline, in part because they wished to use up existing stocks. Gough (pp. 384–388) helpfully gives a table of the rates charged (i.e. Basic or Maritime) and the date at which cards that included the UPU indicium were first issued. Jamaica met the deadline, but the overprinted indicium was in English and the new overprinted 1½d rate was given in words and not as figures, both disregarding UPU regulations (Fig. 2). The maximum acceptable size for postal cards regardless of rate was set

at 140 x 90mm, the addition of postage stamps was limited to the address side of the card and it was prohibited to affix any additional items to the cards apart from a return address label on the front.

Compliance with the 1878 Congress requirement regarding the additional printed information of the fronts of postal cards was poor. The next Congress at Lisbon in 1885 restated these as:

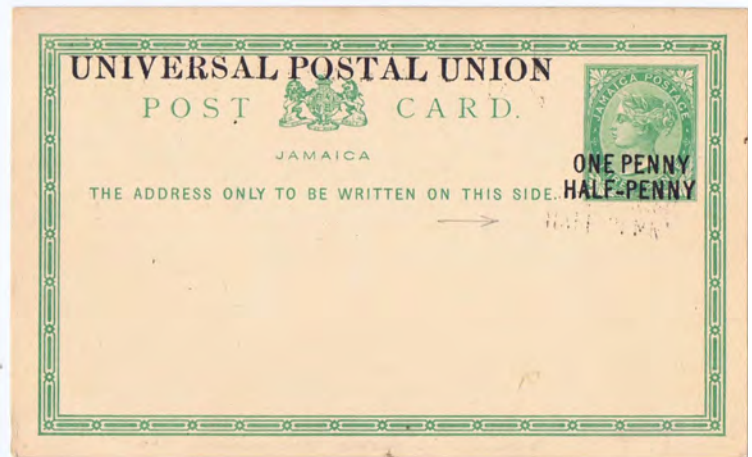
- Carte Postale
- Name of Country in French and Local Language
- Union Postale Universelle
- (Côté réservé a l'adresse)

The name of the country apart, the French wording could be replaced by the language of the issuing nation. For Jamaica the wording on the 1½d postal card issued in 16 June 1883 fulfilled these requirements with the addition of the Royal Coat of Arms. This style remained in use until the last issue of a postal card at the foreign rate in 1940. It was also used (without the Coat of Arms) on some privately produced Jamaican picture post cards for at least the following 30 years. The UPU approved wording is found on most postal cards issued during this period by other BWI colonies, likely because they were mostly designed and printed by De La Rue in London on instructions from the Crown Agents.

The term 'Carte Postale' may appear superfluous, but it was restricted to the Postcard Class of mail. It was a UPU requirement that if the card was used at the cheaper 'Printed Matter' rate the words 'Carte Postal' or its equivalent were crossed out and replaced with 'Printed Matter' in manuscript. 'Côté réservé a l'adresse' in French was regarded by non-French speaking members as inappropriate and was normally replaced by 'This side reserved for the address' by most English-speaking nations.

The next Congress in Vienna in 1891 was overshadowed by the announcement by Great Britain that it intended to eliminate many of the UPU surcharges, notably the maritime surcharge to provide lower British Empire charges for letters and post cards. The new rate for post cards to be introduced was 1d on 1 October 1891. Jamaica was unique among UPU members that it had already announced a 1d post card rate to take effect on 1 January 1890, although this did not apply to mail to Great Britain and other destinations transported under mail contracts to the British Post Office. Not all members of the British Empire lowered the charge for outgoing post cards in October 1891 to match the reductions on incoming mail from Great Britain. Gough (p. 769) provides a table listing the dates when the reduced rate, i.e. with the maritime surcharge removed, was introduced for the BWI colonies. These vary between July 1892 and December 1898. For Jamaica the date was 1 June 1893. The removal of the maritime surcharges and the lowering of postal rates represent major changes to UPU policy. However, other UPU member nations soon followed the pattern and the volume of international post card mail increased substantially.

The Vienna Articles also reminded members that the UPU indicium and associated headings were '*...as far as possible only to be added to postal cards circulated within the UPU*'. There was also a reminder that dated handstamps were only to be applied to the front of the card in order not to obliterate the message on the reverse.



**Fig. 2** Post card rate to overseas UPU members reduced to 1½d on 1 April 1879. Card overprinted with the new rate and UPU heading.

## The Washington Congress 1897 – The Coming of Picture Post Cards

Gough's study is concerned with the UPU regulations governing the postal use of post cards both those issued by national postal authorities and those authorised for use by private producers. Picture postcards receive only sparse comment but the summary above provides the background to such issues as defining size, type of material, postal charges etc. Several countries including UPU members had issued illustrated postal cards generally known as 'View Cards' but interest in the production of privately produced picture cards only commenced after the Vienna Congress in 1891. At the time of the next Congress, held in Washington in mid-1897, the picture post card craze was well-established worldwide although there is no specific mention of picture postcards in the UPU Articles for the meeting. It is pertinent to note that Gough in a footnote reports that the British Post office provided data for the year 1896–7 on the number of postcards handled. The total number exceeded 300 million and of these 44% were privately produced and it can safely be assumed that many of these were privately printed picture postcards.

The UPU regulations prior to the Washington Congress were that privately produced cards were valid for internal transmission and acceptance at the post card rate only if they were approved by the country of origin and only if they had the heading 'carte postale'. However, many UPU members did not at the time allow the use of privately produced cards for internal use. The Washington Congress agreed that the use of such cards was to be extended although in some cases this would be delayed as it involved government approval. This applied to the USA which prohibited the use of privately produced unstamped cards at the 1 cent rate. The US Congress passed 'The Private Mailing Card Act' on 19 May 1898 and privately produced cards were required to contain the words 'Private Mailing Card, Authorized by the Act of Congress May 1898'. This was later modified so that only the words 'Private Mailing Card' were required, official post cards retained the words 'Postal card'. Examples are shown in Fig. 3a and Fig. 3b.



**<Fig. 3a** USA card permitting the use of privately produced post cards acknowledging Act of Congress legislation.



**Fig. 3b** Modifies heading to Private Mailing Card. >

Post Office regulations in Great Britain posed a separate problem. This was because private producers were only permitted to issue cards up to a maximum of 115 x 89mm, which corresponded to the officially produced 'Court Cards' available for domestic use. Dagnall's authoritative study of British post cards notes that in early 1898 pressure from the 'picture printing trade, the London Chamber of Commerce and Raphael Tuck and Sons [an established British card producer]' requested the Postmaster-General to increase the size to 140 x 89mm, see Dagnall (pp. 82–84) (4). This was the standard size widely used throughout Europe and elsewhere. Such a change would not only allow the use of larger illustrations but uniformity in size would appeal to picture postcard collectors. The Post Office agreed to the change and the larger size cards were first issued on 1 November 1898. Tuck and Sons responded immediately with picture postcards at the new size. Both changes are reflected in the picture postcards available in Jamaica and these are illustrated in Part 2.

Other changes at Washington were minor but included the use of engravings or advertisements on the front of the card provided they did not interfere with the space for stamps or other postal markings. It was stressed that postal cards should include the heading 'Carte Postale' or its equivalent, but this was not obligatory for privately produced cards.

## The Rome Congress 1906 – Divided Backs

The next and last major change in the format of post cards was the introduction of 'divided fronts', incorrectly referred to as 'divided backs' by most picture postcard collectors. This innovation was announced by the British Post Office in early 1902 in response to a suggestion of Frederick Hartman, a German producer of picture postcards for the British market. It allowed the right-hand side of the front as well as the back to be used by the sender for a message or illustration. Although initially confined to inland use the cards were an immediate success, especially with picture postcard enthusiasts. Prior to this change the illustrations were often in the form of small vignettes on the reverse of the card to leave space for a short-written message.



Other UPU members speedily adopted divided front cards for inland usage. Gustafson (5) notes New Zealand, France, Canada, Switzerland and Portugal as users in 1903. The acceptance of such cards sent to foreign destinations is complex and involved numerous of bi-lateral and multi-lateral agreements. Gustafson and Gough list the dates at which many of these agreements came into force. France in 1904 proposed that the wider acceptance should be discussed at the next UPU Congress to be held in Rome. Gough comments that it was surprising that the matter was not put to a postal vote. Many of the early divided front cards include printed instructions to indicate countries willing to accept such cards at the post card rate. These only give an approximate date as many picture postcards were posted long after their date of printing.

By the time of the Rome Congress in April–May 1906 the use of divided front post cards was widespread and its acceptance by the UPU is given in Article XVI.2 which reads:

*“The address of the recipient as well as indications relating to the postal service (registered, advice of delivery etc.) must likewise appear on the face, of which the right-hand half at least is reserved for these indications. The sender may use the back and the left-hand half of the face”.*

One of the few UPU members not to have accepted incoming divided front cards was the USA. Following the Rome meeting on 29 June 1906 the US Post office accepted such cards and shortly after approved their use by the American public.

The Rome Congress also agreed that the UPU Indicum, the name of the issuing country in French and ‘Côté réservé à l’adresse’ were no longer requirements for postal cards. For privately produced cards the only remaining rules related to size and material. Other changes were minor but included the use of engravings or advertisements on the front of the card provided they did not interfere with the space for stamps or other postal markings. For the first time a minimum size of 100 x 70mm, was agreed. It was stressed that postal cards should include the heading ‘Carte Postale’ or its equivalent for privately produced cards. It was also agreed that postage stamps could be added to the back of post cards, this was mainly used by continental European picture postcard enthusiasts and less so by most English-speaking nations.

### **The Denouement of Postal Cards 1920–1974**

This is the title of the final chapter of Gough’s UPU postal card publication. The post-1906 Rome Congress period heralded the widespread adoption of divided front post cards which added to the universal popularity in the collecting and exchange of picture postcards. For the purposes of this account, it marks the end the ‘early period’ of picture postcards. The next UPU Congress in Madrid was delayed until 1920 by the upheaval of World War 1 and at a time of worldwide inflation. The latter led to major problems in setting international postage rates.

Gough describes the decisions agreed by members at the nine Congresses held between Madrid and 1920 and Lausanne 1974. Changes are minor such as the increase in the maximum size of cards from 140 x 90 mm to 150 x 105mm at Stockholm 1924 and to 150 x 107mm at Vienna 1964. The topic of air mail rates for postcards was first raised at London 1929 and the Tokyo 1969 Congress left unchanged the requirement for ‘Carte Postale’ to be used on member issued cards.

Sadly, the Lausanne Congress of 1974 staged largely to celebrate the centennial of the founding of the GPU/UPU in 1874 marked the demise of the Postal Class of mail. Article 19.2 states:

*“Exceptionally, member countries which have abolished postal cards as a separate category of letter post in their internal service may apply to international service postal cards the [same] charge [as] for letters”.*

Thus, the UPU’s sponsorship of the class or ‘Postal Cards’ ended at Lausanne 1974.

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The highlight of the last three months has to be the marathon, represented by the week of sales at Corinphila at the beginning of June. Obviously, much of it had no interest to our members, but the first three days did. We kicked off with the Everaldo Santos collection of South American Maritime Postal History - a repeat Large Gold Medal collection. As one would expect from a collection of this quality prices were high; but I detected a further strengthening of the market beyond this. I mentioned in my review of the Frantz sale of Private Ship Letters of the World that my personal highlight was a provisional cover from the La Guayra to St Thomas Paquete, with a superb circular cachet which sold for 2,800 Chf. On this occasion a cover with a decidedly inferior strike achieved 4,200 Chf and a 2 reales yellow with zig zag roulette, of admittedly better quality, doubled the price achieved in the Frantz sale at 7,500 Chf. I was out bid. for of an ordinary Liverpool spoon on a 1d red paying a printed paper rate to Brazil, admittedly carried on the last voyage of the *Great Western*, at five times the starting price (1,000 Chf if it had arrived in my post box). An imperf 1d red with the balance paid in cash to British Guiana was knocked down for 9,500 Chf (four times the starting price) advertised as the earliest stamped cover to South America, but as Michael Hamilton has since pointed out, is not the first. Scarce material from South America has always been expensive and if you are accustomed to paying £20-40,000 for a 'Bulls Eye' cover (Brazil's first stamps) these prices may not seem excessive.

How do I deal with the second Besançon sale of over 1,000 lots, all of which were probably of interest to our readers. The short answer is I can't, especially as the sale lasted from 8am in the morning British time to 8pm, and I had to take some short breaks. It had more philatelic items than postal history compared to its predecessor. Almost every colony was represented, and most had a sufficient number of lots to justify some form of statistical analysis. Almost every colony was over 90% sold. The worst performing territories were the Caymans, Montserrat, and Trinidad. but that was because of softer prices not the quantity sold. For instance, a 1907 provisional cover from Grand Cayman franked with 6 x ½d on 5s, which might have brought £6,000 ten years ago went for only 3,400 Chf. Apart from these areas, prices continue to strengthen. There is no sign of the market being satiated, but within it there is no doubt that the basic sets and specimens did not do well. Die proofs which recently looked a little soft did spectacularly well. The Ormond Hill cancelled to order did not, for a second time.

Individual items that caught my eye included an 1881 registered cover from Nassau to Nova Scotia franked with six versions of the Inter-insular Postage 1d which realised 2,000 Chf, twice its starting price; a die proof for the 6d rose Britannia from Barbados, ex Hurlock and Hackmey which sold for 4,000 Chf, almost four times its starting price, and a used yellow-green ½d, pin-perf 14, from 1860, with the same provenance, that reached 11,000 Chf. Probably the biggest surprise of the sale, certainly the highest and possibly the craziest price achieved, was the 42,000 Chf bid for the 1878 provisional, surcharged by "West India Press" on an unsevered, unused, horizontal pair of 1d on 5s, with straight serif. In British Guiana an unused vertical pair of the 1938 four cents, imperf horizontally, realised 27,000 Chf. Also from British Guiana, a 1906 De la Rue appendix sheet in two halves reached 4,200 Chf. This paled into insignificance when compared to the 1883 sheet from the same colony at 7,000 Chf; the Nevis sheet from 1883 at 11,000 Chf; and the 1882 sheet from St Lucia at 10,500 Chf; and even more so to the 1883 Jamaica sheet from the Spink sale at £12,000. In contrast the St Vincent sheet from 1882, equally scarce, only managed 2,000 Chf.

From Dominica the used 1877 'One Penny' on 6d green, ex Charlton Henry, made 14,000 Chf. In Grenada, the only known example of the 1d green from 1875 with wmk. large star, line perf 15, was knocked down for 14,500 Chf. In St Christopher a mint block of 16 of the "4d" on 6d green destroyed its starting price of 250 by reaching 1,400 Chf; a similar block of "One Penny" on 2½d ultramarine reached 3,400 Chf. In the Turks a block of 30 of the "½d" on 1d from 1881 sold for 4,200 Chf, over twice its starting price; and finally, a block of sixteen 1d "War Tax" from the same colony which included a pair without the overprint brought in 2,200 Chf. Amongst the covers a nice copy of the Lady McLeod adhesive but with a large tear down the front of the envelope made 16,000 Chf. A tatty 1858 cover from St Lucia to Bordeaux franked with GB 1d and 6d made 5,500 Chf. The Polignac covers from St Vincent did not attract a great deal of competition (there have been far too many of these for sale in the last 18 months). The 1866 crown circle cover to Denmark with a superb Government seal on the flap, described as unique, made 3,600Chf, when I thought it might make more.

The second tranche of the Hugh Wood's British Post Offices abroad, which was exclusively postal history, raised some interesting speculations as to what scarcity is and how do you value it. There were two entires from the "Dear Dolly" collection of half a dozen letters from Grand Sable in St Vincent from a doctor to his wife in Florida in 1772. All have chatty, interesting contents. Both were backstamped in Charles Town; but made their way to destination in diverse ways. One, which was included in the West Indies selection of the sale, was unsold at 2,500 Chf, The other, which if anything was in a worse state of repair, was included in

the North American section of the sale, was backstamped in Jamaica, had a scarce mark from Pensacola and carried a scarce domestic rate, was knocked down at 40,000 Chf. I can see that there is a difference; but the magnitude of that difference is just ludicrous. On a smaller scale, a consignee letter from Belize to Scotland franked with a creased 6d lilac sold for 2,600 Chf, another from Tobago to London realised only 440 Chf, whilst a third cover from Grenada to London franked with a strip of four, did not sell at 1,000 Chf. There have always been differences in the popularity of different colonies, but as the number of collectors grows smaller these differences become exaggerated.

In total, the sale had 101 lots from the Caribbean, a strong book and what I would consider to be strong starting prices (reserves). On the whole the non-British islands were stronger than the British Colonies – 85% sold versus 70% sold, and produced one of the highest priced lots - 20,000 Chf for an 1875 cover from St Thomas to Puerto Plata in the Dominican Republic, carried initially by a HAPAG steamer to San Juan paid for by a HAPAG 10 cents adhesive, and then by RMSP which was paid for by a 4d GB vermilion. The Bahamas newspaper, and the Nevis packet letter from 1800 did not sell, despite having their starting price severely cut from last time. A handful of other items, which suffered the same fate, did sell, in the main at the lower starting price or thereabouts. In contrast the 1873 cover from Mayaguez to Caracas with 4 penny reds which was withdrawn at 900 Chf last time out was knocked down for 2,500 Chf, and two examples of the 4d sage green from Haiti to St Thomas cost well over 1,000 Chf after all the trimmings, when they sold for not much more than half that in the UK 18 months ago. There were always exceptions – a messy cover to New South Wales from 1858 with a three-colour franking from St Christopher at 10,500 Chf and a 1/1d cover with a crowned circle from Tortola to Liverpool at 23,000. Chf.

Grosvenor held its Empire auction on 16 June. They appear to have taken the view that the audience, whether online or in the room, does not want to sit there for extended periods and are committed to getting through the sale as fast as they can. The main attraction from our members perspective was the 87 lots of Barbados, most, if not all of which, originated from Richard Stupples. Overall, it was 73% sold but this figure hides a difference in performance between postal history and philately. The 26 covers were 88% sold, the highlights being an 1858 cover to the UK paying a 1 oz rate with two versions of SG 11 which went for £500, well over the top estimate, and a 2d greyish slate bisect from 1854 paying a printed paper rate to Bermuda which was knocked down for £5,500. In contrast, the fifty lots of adhesives were only 68% sold, the highlights being a mint block of twelve of ½d deep green (SG 2) for £600 and a complete sheet of SG 5a from the Perkins Bacon remainders which fetched £900.

Gibbons had an All-world sale on 13–14 July. As this includes what used to be their Collection and Ranges sale it is difficult to evaluate quality without viewing. But there seemed to be a good medium-sized collection of British Guiana which included 45 lots of adhesives, which were 82% sold. Included was a used copy of the 1853 four cents blue (SG 19a) which sold for £320; an 1856 four cents black on magenta, on cover; but hinged in place, cancelled A3 in Williamstown which exceeded the top estimate at £7,500; another black on rose, off cover initialled “L.D.W.” which was a tad more expensive at £8,000; a vertical strip of three of the Typeset 1c black on rose at £1,700, well above the price achieved in the Besancon sale of 1,600 Chf; and a single five cents black on blue paper from the same issue at £1,800. Postal history from British Guiana is very variable in quality and the small group of covers was not as successful.

Spink held the second part of Hugh Wood’s Jamaica on 14 July. This was another marathon session – 685 lots in eight hours without a comfort break or lunch stop. In part, this was because of the use of Stamp Auction Network as well as their own platform, which, as I have reported previously, slows things down; but mainly because Spink are still committed to the old-fashioned, more leisurely virtues of working the room, creating competition and endeavouring to extract the maximum bids from their audience, even though they are not present in the room. The sale broke down into three constituent parts. One hundred and seventy-seven lots of postal history which were 86% sold, one hundred and ten lots of Great Britain used abroad which were 73% sold and 395 lots of stamps and stamped covers which were 82% sold. Bidding on the postal history was very strong. We opened with three Dummer packet covers each of which went for between £4,500 and £5,800, which represented a substantial uplift on what they sold for ten years ago. One telephone bidder hoovered up almost half the available lots without much concern for quality. I could almost see the ghost of Hugh at the other end of the phoneline with his hand up, not to be taken down until he had won. Another bidder, online, was much more selective buying top-quality straight-line village marks – Salt Gut at £3,500, Lucea at £3,200, Blue Mountain at £1,200, the beautiful Dry Harbour at £4,000, St Anne’s Bay at £1,500, plus the best version of the Commercial Rooms (CR1) that I have ever seen at £3,000 and the distinctive St Annes Bay Ship Letter at £3,600.

The GB used abroad section was as listless as it was in Part 1. Bidding was desultory with little competition and many lots sold at the starting price or below the low estimate. I can only speculate that for most specialist

GB Used Abroad collectors, for whom the world is their oyster, there are much more interesting things for them to spend their money on than an endless parade of 4ds and 6ds from Jamaica, distinguished only by the A number with which they have been cancelled. Combining the two sales there were almost two hundred lots, and of course, many more covers exist that were not owned by Hugh. Despite this, the section was not without its highlights, for instance an 1859 cover to Bremen with four x 1d, two x 6d and a 4d cancelled "A01" which sold to a Stamp Auction Network bidder for £1,700, midway between the top and bottom estimates.

In some ways the very size of Jamaica is a problem Unless you have very deep pockets you cannot afford to collect the colony to a high level in all its aspects. So, in the remainder of the sale, although a couple of paddle numbers appeared throughout; more characteristically a specialist appeared for a particular section, fought for a handful of lots and then disappeared. One buyer bought most of the large blocks of the early adhesives. An online bidder bought all four of the beautiful unadopted essays for the Crown CC set, the 1887 essays, and the De la Rue Appendix sheet for the Crown CA watermark. This did very well, selling for £12,000 – £2,000 above the top estimate. Another buyer obtained most of the essays and die proofs from the Arms issue, most at prices well above the top estimate – the highlight being the re-drawn ½d and 1d from 1905 which realised £2,700. Issued stamps and specimens, as usual did not do too well, the exceptions being the Abolition of Slavery from the Madagascar archive at £1,800, the Silver Jubilee issue from an unknown Receiving Authority which exceed the top estimate at £1,400 and a small collection of three Postal Fiscals which sold for almost 4 times the top estimate at £750. Results for the "Big Beasts" of the sale were very mixed. The used 1/-, with frame inverted, from the 1921 pictorial set was withdrawn at £11,000, (one had sold in the Besancon sale at 16,000 Chf) as was the 6d Abolition of Slavery that was never issued at £22,000. In contrast the block of four mint 2d's from the 1932 pictorial issue, imperforate horizontally between the vertical pairs, (ex Dale Lichtenstein) sold for £19,000, just below the top estimate (in comparison only a pair of the same variety sold for 20,000 Chf in Besancon); and the only known copy of the used ½d from the 1938 set with watermark sideways (ex Graham Cooper) reached £6,500.

In theory the Major Kent correspondence to the Far East should do much better than it did but there are just too many covers, and Hugh had most, if not all of them. At the back end of the sale a master composite essay of the Edward VII telegraph stamp quadrupled its top estimate at £2,000, the small collection of T.R.D.s sold well, as did expensive incoming covers. The 1867 cover from Canada paying the 23 cents rate via St Thomas made £3,000; the 1876 cover from Cuba franked with a 20 centavos "Babyface" together with 2d and 4d Jamaican adhesives reached £5,200, well over the top estimate; the 1861 cover from Nova Scotia to Mile End Gulley, franked with two x 8½ cents green, £3,500. In contrast the 1863 cover from New Zealand with two 6d bistre adhesives was withdrawn at £8,000. In the small collection of Elizabethan lots, the beautiful group of composite unadopted essays sold for £6,000, and after a long fight between two online bidders the vertical strip of the 1s National Stadium with light brown omitted was knocked down for £5,200, twice the high estimate.

There is no doubt that the market continues to strengthen, although it continues to be very imperfect. The auction houses are quite clear that lockdown has brought a substantial increase in new and returning collectors, especially online. I have no doubt that this is true, but I also have some reservations. Though nobody will confirm it, I smell the whiff of the return of philately as an alternative investment, especially when the owners of Gibbons can find eight and a half million dollars to buy the one cent magenta from British Guiana, and justify the decision by referencing the growing trends of "Partial ownership" and "Digital collecting." We have been here before – in the Channel Isles!

Spink will sell the Phil Macmurdie collection of Bahamas later in the year. In the autumn, Feldman will sell the John du Pont collection of British Guiana, which was previously sold to a buyer who paid extremely high prices and then died before he paid for the purchase. The collection has since been added to and will sell under the title "Imperium." There will be a third Besançon sale next year.

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