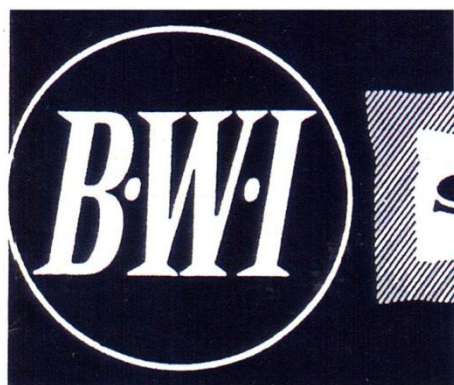




STUDY CIRCLE

JAMAICA 1861 – OVERLAND VIA MARSEILLES BY STEVE JARVIS



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BRITISH WEST INDIES STUDY CIRCLE

OBJECTS

- 1 TO promote interest in and the study of the stamps and postal history of the islands that comprise the British West Indies and in addition BERMUDA, BRITISH GUIANA (GUYANA) and BRITISH HONDURAS (BELIZE) and the Postal History and markings of all other Caribbean territories during any period that they were under British administration or control, and those British Post Offices which operated in the Caribbean, and Central or South America.
- 2 TO issue a quarterly BULLETIN containing articles, items of interest and other features.
- 3 TO loan books from the Circle library (home members only). Borrowers bear postage both ways.
- 4 TO publicise 'wants' and furnish opinions on stamp(s) and/or cover(s) for a nominal fee.
- 5 TO encourage, assist or sponsor the authorship and publication of definitive handbooks, monographs or other works of reference appropriate to the aim in paragraph 1 above.

**Opinions expressed in articles in this Bulletin are those of the authors
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IN THIS ISSUE		Page
Programme Of Events & Information		3
Steve Jarvis An appreciation	Charles Freeland	3
BWI – The Dated Cancellers	Roy Bond	4
British Honduras the BTRO's 1940 – 1947 (Part 1)	David Horry	11
Jamaica 1861 - Overland via Marseilles	Steve Jarvis	20
Oh! Ah! St. Kitts	Simon Goldblatt	21
St. Lucia's "Lion Brand" Postal Stationery	Guy Kilburn and Wayne Menuz	22
Trinidad – New Essays, Proofs and Specimens unearthed	Peter Ford	26
Trinidad – Michel Jean Cazabon	Michael Rego	31
The De La Rue Collection	Charles Freeland	35
Request for Information...	Terry Suthers	35
Auction Update	Charles Freeland	37
Guidelines for Contributors		38
Membership & Library		39

SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS

- Saturday 29 September 2012 from 2 to 4pm – BWISC meeting to be held at Autumn Stampex
Members are invited to bring along informal displays.
- Saturday and Sunday 5/6 October 2013 – Convention at the Honiley Court Hotel, Honiley.

STEVE JARVIS AN APPRECIATION

BY CHARLES FREELAND

The June Bulletin was the last one to be edited by Steve Jarvis after ten years in the post. Terry Harrison rashly volunteered to succeed Steve during the April AGM and this September Bulletin is the first under his editorship. Thankfully, Steve has agreed to remain as webmaster and as the manager of our membership list that is posted on our most informative website.

When Steve volunteered to become our Bulletin editor ten years ago, our 'interim' editor, Peter Ford, who was also our publications officer at the time, heaved a sigh of relief to have the editorial burden removed. But few of us realised that we had acquired an editor who quickly became a master of the art, to such a degree that he has now been appointed assistant editor of the UK's premier philatelic publication, the London Philatelist, and will take over the editorship during current editor Frank Walton's impending term as President of the Royal. A side benefit was to free up Peter for the terrific work he has done as our Chairman and Publications Officer.

Steve instituted one immediate change, an increase in the number of pages from 32 to 36 or often 40, confident that if the cupboard was bare he could replenish it with all sorts of Jamaica filler. Fortunately for the non-Jamaica collectors this rarely proved to be necessary. Shortly afterwards, coinciding with our Silver Jubilee Bulletin 200 in 2004, Steve introduced colour and a year later Sarsen became our printer, bringing a dramatic improvement in its visual impact and an incentive for more members to write up their research.

If you compare the first Bulletin that Steve edited in June 2002 and what we now have the difference is quite startling. It is not only the far more modern appearance, but the range of authors and the content of the articles has in my view improved dramatically, while we now have more interaction and a wider diversity of authorship, regularly 15 – 20 names in one Bulletin. It was

no surprise to me that the Bulletin deservedly won the ABPS award a few years ago for the best specialist society journal.

So many thanks, Steve, for your ten years of excellent service and our thanks, too, to Terry Harrison for stepping up to the plate. I feel confident he will carry on the good work. Please all of us support Terry by sending him a stream of articles as the editor's cupboard he is inheriting is relatively bare and without your help Steve's inheritance will be wasted.

Postscript: as part of his RPS duties, where he is now the Chairman of the IT Committee, Steve has been instrumental in the development of the 'Global Philatelic Library' website, a major philatelic data base of philatelic research that provides a gateway to many specialist data sources, including our own Bulletin archive. For this and other IT work for the RPS, he was recently awarded the Royal Philatelic Society of London Medal, a rarely accorded honour. Many congratulations, Steve.

STOP PRESS

We are delighted to announce that George Dunbar has volunteered to succeed Peter Fernbank as our Hon. Secretary.

The official handover is set for 1 September 2012

Peter Ford

BWI

THE DATED CANCELLERS

BY ROY BOND

Over the last century there has been some confusion as to the history attached to the issuing and purpose of the various dated cancellers, be it Circular Date Stamps in the UK, Straight Line, Horseshoe and in particular, the Fleuron Cancellers, in the colonies. The purpose of this research is, in Part 1, to clarify that history, by means of a detailed investigation into the issue of cancellers from the General Post Office and the Imperial Packet Agency (based in Bridgetown, Barbados and, in Part 2 to follow in a later Bulletin), to examine in depth the sequence of the St. Vincent fleurons. To that end I have assembled impressions of the St. Vincent fleuron cancellers from British West Indies Study Circle and British Caribbean Philatelic Study Group members around the world, for which I here give my deepest thanks to all who have supplied so many valuable pictures and impressions. I also acknowledge the British Postal Museum and Archive staff for giving me frequent access to the invaluable stock of information in Freeling House at Mount Pleasant in London.

THE BACKGROUND

The story of cancellers bearing dates really started with a letter to the Postmasters-General (PMGs) in October 1798 when the underwriters of Lloyds Coffee House in London wrote requesting that the date and time be put on every letter as it was put into the postal system. The reason they gave was that there had been an instance on 8 February of that year when a ship had been lost at sea in the Caribbean. The owners had not mentioned the fact to their (Lloyds underwriters) Agent, when they met him on the 1 March, but had subsequently claimed that the ship and cargo had in fact been insured with Lloyds underwriters, based upon a subsequent letter. This letter, the Lloyds underwriters believed, had in fact been posted after the ship had foundered,

but as it was duly dated as being posted on the date that the ship set sail, they paid up the claim in full. However, they had the feeling that they had been defrauded of the money.

As a result of this the underwriters jointly wrote to the PMGs on 5 October 1798 with their request. Francis Freeling, the Secretary to the PMGs, wrote back to say that it was not possible to add the time of day, but that the existing straight line cancellers used by the colonies in the West Indies could be replaced with similar instruments, but with the date added, which would be struck on each and every letter as it was entered into the Postal System. The Lloyds underwriters agreed that this would be of great benefit to the prevention of any such frauds in the future. So Freeling made such a recommendation to the PMGs at the time and they agreed to such a change being made.

Moreover the whole concept of dating mails became a military necessity during the wars with France, between 1793 and 1815. Without any form of electronic communication many military orders, reports, messages and acknowledgements had to be sent by mail, which was thought to be more secure than using specified messengers or couriers. With differing orders being sent to military commanders in the field it was essential to know in what sequence these orders were given, so that the field commander could be sure that he was obeying the latest order, rather than a previous order, which had since been countermanded. The only means of transporting such messages in a cost effective, secure manner was via the Royal Mails, be it the General Post Office or the Imperial Packet Agency and the Sailing Packets, hence the instruction in autumn 1803 to the PMGs and on to the Secretary of the General Post Office and the Travelling Surveyor of Posts of the Imperial Packet Agency to have all mails dated, urgently and with immediate effect.

Dating the letters was also important to the UK Government because one of the sources of revenue to the Government was profit from the postage service (estimated to amount to over £14 million between 1793 and 1815). Indeed, in 1799, 1801, 1805 and 1812 the Government put the price of postage up to raise money to help the UK economy. The need for a reasonably accurate indication as to how much money was added to the Treasury from the charges on postage provided a further incentive to maintain a record of letters and parcels being posted at each local post office.

DATED STRAIGHT LINE CANCELLERS



Fig. 1 Entire from Barbice with Barbados transit mark of "Dec 31 1800"

Thus it was that Francis Freeling issued a letter to the Central Sorting Office in November 1798 ordering new dated straight line instruments to be manufactured and issued to the Deputy Postmasters in the West Indies (these instruments are sometimes referred to as "Freeling Cancellers"), this was duly implemented by the Central Sorting Office, but there does not appear to have been any letter sent from the PMGs themselves as a directive to the Travelling Surveyor of Posts of the Imperial Packet Agency. In addition, Freeling had no authority to issue such instruments or to request or require that such instruments should be used. What ought to have happened is that Freeling should, having had the instruments manufactured, gone back to the

PMGs and requested them to issue a directive to the Travelling Surveyor of Posts (Mr. Cholmeley Willoughby) of the Imperial Packet Agency (founded by Cromwell in 1653 and then given Royal Charter by King Charles II in 1663), who was based in Bridgetown Barbados, to have him instruct his Deputy Postmasters in the various post offices in the West Indies to use these instruments as a matter of course. However this did not happen, with the result that the Deputy Postmasters used these new instruments at their discretion, rather than as a directed matter of course. The result was that some Postmasters used the instruments diligently (e.g. Antigua and Virgin Islands), whilst other Deputy Postmasters used them either haphazardly or hardly at all (e.g. St. Vincent with about ten known and Barbados, with only four known). There may even have been a feeling of resentment, in some cases, at being instructed by someone outside the Agency, instead of by the Travelling Surveyor of Posts, their own management.

THE REASON FOR THE ISSUE OF CIRCULAR DATED CANCELLERS IN THE UK

The issuing of Dated Cancellers to the post offices throughout the entire United Kingdom including England, Scotland, Wales and the whole of Ireland, as well as the Horseshoe and Fleuron Cancellers to the Post Offices and Imperial Packet Agencies throughout the Colonies, was brought about due to the War with France. It was the security of the Realm of the United Kingdom, which made such instruments imperative to the Royal Mail postal system.

Although the later part of this article concentrates on the Fleuron Cancellers, the issuing of Dated Cancellers was actually rather more imperative, as it was the islands of the United Kingdom of Great Britain itself that were under direct threat of invasion from France and Spain at this time.

There has been speculation as to the number of cancellers that were actually issued to the Postmasters in the UK as well as the Colonies and Imperial Packet Agencies by the General Post Office in London. The British Postal Museum and Archive has on record (POST 55) that just one Canceller was shipped at a time to each specific Post Office in the UK and a Fleuron to each Deputy Postmaster throughout the Colonies. Furthermore, if a replacement instrument was needed, then a formal request had to be made to the Secretary, Francis Freeling, in writing, giving reasons for the need for replacement (in fact after 1820 only one such fleuron type instrument was ever issued, and that was to Kingston Jamaica in April 1823).

The story of the fleuron cancellers started with an instruction in a letter, during Henry Addington's Administration, from the Secretary of State for War and Colonies Lord Hobart on 4 October 1803. This stated that "*As part of the State of Emergency, the postal services were all to be put on a military footing*" and instructed the PMGs to take their Directions from the Secretary of State for War and Colonies (i.e. Lord Hobart himself) and to work closely with, and liaise with the Military "for the better liaison between H M Government, Army and Navy for the defence of the Realm, due to the imminent invasion from France and Spain".

So it was in this climate of imminent invasion that on 5 November 1803 Lord Hanly wrote a very strong five page letter of complaint to the PMGs, stating that a "crucial letter" relevant to the defence of the Realm had arrived that day at his residence in Hampstead, from the Admiralty in London, which should have been received on 2 November or at the very latest on the morning of 3 November, its delay having been directly responsible for a 48 hour delay in the putting to sea of the Royal Navy fleets out of both Portsmouth and Plymouth. Further he demanded that the PMGs take swift and effective action to remedy the matter of postal delays, which were putting the country at risk militarily, in addition to the public at large. He also wanted to know their plan of action and its timing.

Later that same day, Lord Hanly raised the matter in the "Chamber" i.e. the House of Lords, where it was debated in a rather heated manner, the upshot being that the "Chamber" made an urgent request to the Secretary of State for War and Colonies (Lord Hobart) to have the matter resolved with all expedition, for both the Military and also the General Public.

On 6 November 1803 *The Times* led with a damning story on the possible impact that postal delays could cause to both the security and the prosperity of the Realm. It then put out a challenge to the General Post Office to come up with a quick and permanent solution to these failings in its timeliness.

On 8 November 1803 Francis Freeling, in his capacity as Secretary to the PMGs, wrote to Lord Hanly, copying the PMGs, assuring him that he (Freeling) had a solution to the matter; namely that Circular Dated Stamps would be issued forthwith to ALL General Post Offices in the United Kingdom and that each stamp would be uniquely numbered and named with the District Post Office and would include the date that the letter or package was received into that Office; further that this would be done as a matter of great urgency and made the direct and personal responsibility of the local Postmaster and that any failure to comply would be severely censured and action taken immediately. Freeling also stated in his letter that the injunction would come into universal effect at the end of the following month (December 1803), in other words it would be effective as of 1 January 1804.

On 10 November 1803 the PMGs forwarded their copy to Henry Addington (Prime Minister and First Lord of the Treasury) indicating their agreement with Freeling's plan and stating that the Central Sorting Office was to put the matter in hand immediately. However, there is no letter on record requesting that the Travelling Surveyor of Posts in charge of the Imperial Packet Agency offices in the West Indies was to do likewise. This is very puzzling in view of the fact that the West Indies were also very much in a state of war; after all, the British had only recently recaptured St. Vincent, St. Lucia and various other areas and islands from the French, and had even lost the control of Martinique and Guadeloupe, as part of the Peace Treaty with Napoleon. Yet there is no such imperative letter to the Imperial Packet Agency who also reported directly to the PMGs in parallel with the General Post Office. However Lord Hobart, as Secretary of State for War and Colonies, had direct authority over the Travelling Surveyor of Posts in Bridgetown and so would have instructed him accordingly. His likely response was the manufacture and distribution of the Horseshoe Dated Cancellers. However there must have, subsequently, been a means of getting the fleuron cancellers manufactured in the UK and issued to the Deputy Postmasters, via the Head Office in Bridgetown Barbados, because the PMGs had agreed that the injunction for the date stamping of all mails was to come into effect as of 1 January 1804. It appears that the possibly locally made Horseshoe Cancellers were used as a temporary solution to this instruction.

On 12 November 1803 Francis Freeling acknowledged receipt of the PMGs letter of agreement and forwarded it along with his own letter of instruction to the Central Sorting Office. So the Circular Date Stamps came into use during January 1804 in the vast majority of UK Post Offices and by the end of February 1804 they were in universal use in the UK.

DATED HORSESHOE CANCELLERS



Fig. 2 Demerara horseshoe dated "Jun 3 1810"

The Horseshoe Dated Cancellers used in Montserrat, Trinidad and Demerara in British Guiana were issued in early 1804, by the Travelling Surveyor of Posts at the same time as the GPO issue

of the numbered Circular Datestamps in the UK. This was in response to an instruction from Lord Hobart (Secretary of State for War and Colonies) *“to have all mails from the Colonies in the West Indies date all mails, to eliminate confusion, for the military under General Abercrombie”*. The Earliest Recorded Dates are as follows:–

Montserrat 23 January 1804
Trinidad 20 February 1804
Demerara 9 July 1805

Each of these horseshoes is scarce and the Montserrat and Trinidad command four figures or more. It is surprising that there are not many more instances of these horseshoe cancellers in evidence, as the Travelling Surveyor of Posts would have had these issued to all the major post offices at the very least, on the instruction of Lord Hobart.

THE “BOUNTY” ACT AS AN ADDITIONAL REASON FOR DATED CANCELLERS

When William Pitt became Prime Minister again on 18 May 1804 he pushed through an Act of Parliament, passed on 3 October 1804 and given Royal Assent on 27 June 1805, which was designed to better motivate the officers and men of the Royal Navy to go on the attack at every possible opportunity by entitling them to share bounty related to the value of the vessels captured. Remember that since 1797 (during William Pitt’s first administration), the officers and crews of any Royal Navy ships had been permitted to stop all neutral shipping in UK Home Waters (English Channel, North Sea and Irish Sea) and seize any merchantmen who were engaged in French military operations, i.e. in supplying military equipment or supplies, irrespective of the ship’s nationality. The ships seized could be sold back to the foreign owners on payment of ransom, along with a written undertaking not to deliver the cargo to the French, the monies so collected being used to help finance the war.

Pitt (in his capacity as First Lord of the Treasury) was always looking for ways and means of making money for the British Treasury, as it was broke from 1793 onwards. The National Debt was then £280 million, and the Government’s Revenue only £15 million per annum. Hence the instruction to the Bank of England in 1798 to stop issuing Gold and issue paper £1 and £5 notes instead. The primary reason for the “Bounty” Act was brought about by the simple fact that the Royal Navy most certainly ruled the seas, but Britain, including its allies Austria, Prussia and Russia, had no armies capable of holding Napoleon and his French army of over a million men under arms, to account. Indeed, in spite of the £20 million that Britain had paid to Austria and Russia for their armies in the second alliance, totalling about 430,000 men, Napoleon demolished them in less than 10 hours on 2 December 1805 at the Battle of Austerlitz near Vienna. This meant that there was a total stalemate, as Napoleon had also an Armée Grande Bretagne of over 250,000 men camped outside Boulogne, just waiting for the transport to move them across the English Channel to invade England. Fortunately, the Royal Navy never allowed that transport for an invasion to materialise, leaving this huge army sitting idle for most of three years, much to Napoleon’s frustration.

Pitt’s Act of 3 October 1804 defined itself as *“An Act for the encouragement of seamen, and for the better and more effectually manning His Majesty’s Navy during the present war”*.

The Act granted to officers and crews of all vessels under the control of His Majesty’s Lords of the Admiralty the right to wage war on all ships and vessels flying the French, Spanish and Italian and Ligurian States flags, be they warships, mail ships or freight vessels. The incentive came from the paying of “Bounty” to all members of the crew of a British Naval vessel, which was a monetary reward, varying with level of rank and involvement, paid to the individual by The Lords of the Admiralty. The total amount was based upon the value of the enemy ship or vessel captured, by value. In this context, it meant the value to Britain, so a large man of war would be rated according to its displacement, its overall length, the number of officers and crew which were captured along with the ship, and the number and size of its guns. If it was a trading vessel it would be rated by its

displacement, the number of officers and crew manning her, the value of the ship and, most importantly, the value of its cargo. For a large man of war a captain of a British vessel could collect up to a £1,000 (in 1805, a large fortune), whilst the average able seaman could collect up to £20, which might in today's figures appear paltry. However at this time one could buy a freehold cottage with the land it stood on for £25, almost anywhere in England, and with that you became a landowner and claimed the franchise to vote for your MP. In short you were considered a "man of substance" – not bad for the capture of one enemy ship.

However, as with any Act of Parliament, there were lots of "ifs" and "buts". One of the biggest "buts" was that the Captain of the British vessel had to register his claim for bounty, through a Letter of Marque, which had to be registered with His Britannic Majesty's Government within a mere 15 calendar days. How could this be achieved if the "Prize" had been captured beyond 14 days sailing time from England? The answer was that Agents would be used to log the claim within the 15 calendar days. This had to include a full list of all the persons entitled to a share of that Bounty, not only the officers and crew of the Admiralty vessel that had taken the "prize", but also any soldiers on board, and the Master and crew of any merchantman who assisted in the capture, by whatever means. As the normal conveyance of goods by sea used the convoy system, one if not several merchantmen could well be involved, in which case the Master and crew of any such vessel would be entitled to a share of the Bounty.

The actual process was as follows. The Agent would be a solicitor operating as an Agent for the Treasury of The Royal Hospital for Seamen at Greenwich (not the Admiralty, strange to say). He would forward the Letter of Marque and the full list of persons entitled to Bounty to the Admiralty Court, in London, which had to be done within two calendar days. The Admiralty Court would pronounce their verdict on whether Bounty should be paid or not and the total value of that Bounty, and that is all they would do. Once the verdict had been reached they would forward The Letter of Marque, duly authorised, along with the list to the Treasury of The Royal Hospital Greenwich. This body would promulgate the decision and list with the actual sums to be paid to each and every person entitled to a share by placing an advert in the *London Gazette*, within 24 hours. The persons on the list had 30 calendar days to make a claim in writing to any Agent of The Royal Hospital Greenwich. If there was a delay they had to submit in writing their reasons for the delay and it had to be duly countersigned by their Master or Captain (as described in a letter from Thomas Goodwin in Barbados to Mr. Wilson in St. Vincent dated 26 March 1806). The claimants would then be expected to confirm by checking with the *London Gazette* and then write out a Bill on the Treasury of The Royal Hospital Greenwich. If anyone failed to make their claim in time, and did not have a signature from their Master or Captain, then they did not get paid out but the money stayed with the Treasury of The Royal Hospital Greenwich. So over the next few years The Royal Hospital Greenwich made quite a lot of money for the benefit of retired or pensioned off seamen of the Royal Navy. The Admiralty would then either use the captured warships for their own purposes or, if they were non-military vessels, sell the vessel back for ransom to the owners or masters if they were non-military vessels. Either way it helped to finance the Bounty system, so neither the Treasury nor the Admiralty were out of pocket.

So the reasoning for the requirement of mail services was that it was, at that stage in human development, the most cost effective means of moving information around in ever increasing quantities, due to the politico military situation prevailing throughout Europe and its colonies and North America, in a timely manner, between an ever increasingly literate population. It also allowed total anonymity to sender and source, thus making message interception practically impossible, but the timeliness of that information was an urgent prerequisite, for everyone in business, not just the military, so it was that datestamping came to the fore. Couriers and specific horse mounted deliveries were not anonymous and so could comparatively easily be waylaid and the security of the information contained therein lost. At this date, the only place in the world, which used a secure, effective courier service was the City of London (the financial square mile), between all types of finance houses. Hence the Admiralty chose to send a message to one of its Sea Lords, in Hampstead, less than 10 miles away, by post, rather than use a messenger or courier.

To be continued.



featuring

WEST INDIES SINGLE ITEMS AND COLLECTIONS



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BRITISH HONDURAS

THE bTROs OF BRITISH HONDURAS 1940 – 47 (PART ONE)

BY DAVID HORRY

Were it not for Roger Wells the Grimsby architect and markophilist many of the TRDs of British Honduras might have gone unrecorded. His covers were considered ‘philatelic’ by some postal historians. According to John Jennison who was fellow member of the Grimsby and District Philatelic Society,

“A lot of the members felt this was not serious collecting and there were a lot of serious stamp collectors at that time in the society. There was zero interest in the covers as postal history was an unheard of collecting area at that time. We all were more interested in his mint block of four of the one pound Silver Wedding, which was subject to some speculation at that time. I remember that he was well known in the society for arranging the stamping of his covers in far-off places, and he received quite a bit of leg pulling about it. Even then postal history was not a popular subject and I can never remember seeing him displaying anything during my time in the society.”

In late 1939 and early 1940 Roger Wells organised an audit of the village postmarks of British Honduras. Most of these were Temporary Rubber Circles: they were Agstat SC (Agricultural Station, Stann Creek), Banana Bank, Benque Viejo, Boom, Caledonia, Caye Caulker, Commerce Bight, Double Head Cabbage, Gales Point, Gracie Rock, Guinea Grass, Pomona, Stann Creek, San Estevan, San Pedro, Seine Bight and 20 Miles Stann Creek – which makes 17 in all.

Wells also organized one envelope from each office to H. W. Blanks, Columbia, Louisiana, USA and another to Roger Wells c/o H. W. Blanks etc – which suggests that Wells was in Louisiana in 1940. Ian Matheson and Nigel Roberts show that ‘Blanks’ covers are evident for eight offices Agstat, Benque Viejo, Boom, Caledonia, Double Head Cabbage, Gracie Rock, Pomona and Stann Creek Valley (Fig. 1).



Fig. 1 Benque Viejo Wells cover to H.W. Blanks, Columbia La., 1940.

It is not beyond the bounds of possibility that ‘Blanks’ were also sent by Wells from a further seven offices – Caye Caulker, Commerce Bight, Gales Point, Guinea Grass, Monkey River, Mullins River and San Estevan, which haven’t shown up, as yet.

All these covers fetch prices well over five hundred dollars these days. This audit also contains one very strange item – on piece as noted by Nigel Roberts – a Northern River small Single Circle (sSC) dated 12 November 1939. This canceller, which had been held at Maskall Bank, hadn’t been used since October 1927 according to Ted Proud. Whosoever confected this was a dedicated back-of-the-drawer postmark collector – Roger Wells mayhap? (Fig. 2).



Fig. 2 Northern River sSC, 1939!

In May 1940 there is evidence that envelopes bearing the newly manufactured bTROs were each sent to Roger Wells again c/o H. W. Blanks, Columbia, Louisiana, USA, strangely with no street number, street name nor district, which I later discern to be Caldwell (Fig. 3).



Fig. 3 Stann Creek Wells cover to H.W. Blanks, Columbia, La., 1940.

The name Blanks isn't that common in the Southern United States – Blanks opened an engraving company in Dallas, Texas, 1940, according to Goliath Marketing. Was Wells involved in ordering the 21 new bTROs (TDOs as per Addiss) for the post offices of British Honduras from H. W. Blanks? Why were these obviously American manufactured bTROs used in a British Colony which under normal circumstances would be arranged by the Crown Agents, back in the UK? Under whose authority were these made? It might just be connected to the important chicle trade (chewing gum) between Guatemala and the USA. Guatemala supplied 25% of the American market and due to high Guatemalan taxation much of it was smuggled through Belize. British Honduras supplied a further 2% itself. Mexico supplied the rest but the sapodilla trees, from where the chicle came, were being systematically over-harvested with a huge loss in production. In 1944 supplies ran very short and Wrigleys of Chicago stopped selling their Juicy Fruit and Spearmint gums to the American public in order to guarantee enough supplies for the US forces at the D-Day landings! Things got back to normal after the war when Wrigleys and other American chewing gum manufacturers began to invest in petroleum-based gums.

It is my contention that Wells was somehow involved with the manufacture of the new bTROs, with H. W. Blanks. No wonder he collected so many covers – these may have been his babies! What

was the Grimsby based architect's interest in British Honduras? As one of the few markophilists of the period he certainly had a motive (Fig. 4).

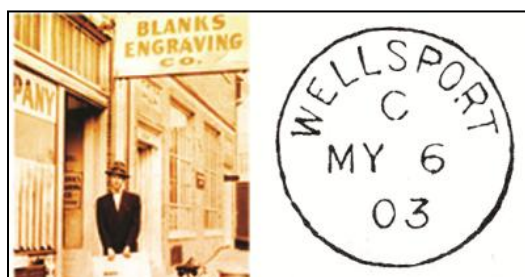


Fig. 4 Connections? Blanks Engravers – Dallas, Texas, late forties and Wellsport sSC D2 Proud.

Was he perhaps related to D. S. Wells, once of Tennessee, mahogany baron and the founder of Wellsport, a town in the southern Toledo District whose post office closed back in 1913? Whether Wells was involved or not the manufacture and distribution of the bTROs appears to have been very well organized for such a small and remote colony and apparently without the involvement of the Crown Agents.

The bTROs were made of rubber and were originally supplied with a water-based purple ink; at Caledonia and Maskall these cancellers were latterly used with an oil-based black ink which quickly distorted the rubber. They were set in an extended Helvetica type face; Double Head Cabbage, Mullins River River and Stann Creek Valley used Helvetica condensed and Monkey River an extra-condensed face. They all originally measured 1 inch by 1½ inches. I have now redrawn all the bTRO postmarks, using computer overlay, to guarantee their accuracy.

The bTROs were made in early 1940 but they are fixed to run only for just ten years until 31 December 1949, as there was no rotating 5 in the first year column! This I have christened the 'Y2LK' problem and it meant that to accommodate dates in the 1950s these cancellers had to be refurbished sometime in the late forties.

This happened to most of the cancellers but not quite all with Barranco, Guinea Grass and Stann Creek Valley missing out. The full refurbishments will be shown in the second part of this article as well as the new offices with bTROs. I would argue that the physical similarity of all the original bTROs means they were made in one batch in the early spring of 1940. Several of these offices strikes are simply not noted from May 1940 because of the dearth of mails. Some of these flimsy offices were decimated by the hurricane of 1941 and two more in 1945.

"I regret to state that there have been two recent hurricanes in British Honduras. The first struck Belize on 31st August 1945. It caused five deaths, and serious damage to agricultural crops. A further severe hurricane struck the southern part of the Colony on 4th October 1945. It destroyed some 80% of the town of Punta Gorda and caused extensive damage to agricultural crops and to property, though I am glad to say that only one death was caused." George Hall MP, Hansard. Courtney Cade in his 1949 H.M.S.O. Post office listing fails to mention any offices open in the southern Toledo District which would include Punta Gorda, Monkey River and Barranco. The list was compiled shortly after the war.

Gale Raymond further explains the scarcity of the bTROs in Volume 8 No 1 of the *British Caribbean Philatelic Journal*. Under the guidance of the Postmaster and Salvation Army officer of Pomona, Albert E. Moffett, "schoolchildren in the colony were encouraged to collect cancelled stamps – which were sold in bulk to a stamp dealer in Fort Lauderdale, Florida. However, the dealer objected strongly to any stamp with rubberstamp cancels, as he could not market 'fiscally-used' stamps to collectors. Accordingly, these were weeded out and discarded."

Finally, in September 1939, as Britain declared war on Germany, 'The Banana Republic' of Guatemala, assembled its troops on the border and threatened to invade British Honduras.

American diplomats at the time jokingly referred to the colony as – British Eastern Guatemala! The Guatemalans even issued a stamp on 9 September 1939, just six days after Britain's declaration of war on Nazi Germany – showing 'Belice' as part of Guatemala! Belicose indeed! (Fig. 5).



Fig. 5 Guatemala SG 297a 5c definitive 1 October 1936 and SG 405 5c 9 September, 1939!

There are 21 bTRO1s recorded in alphabetical order:-

Agstat SC bTRO (Melinda Agricultural Station, Stann Creek). Only two covers bearing this cancel are presently recorded one from Sherman the other from Freeland, but there may well be more as they were made up by Roger Wells 17 February 1947: he tended to do envelopes in batches of ten! Colonial Postmaster J.C.P. Bowen confirms in a letter dated 14 April 1951 to William F. McFarlan of Downington, Penn. that this postal facility was closed in August 1950 (Fig. 6).

All Pines bTRO This office was reopened in 1925 and used a sSC* until 1934. No TRD is recorded in the late thirties and had there been one it should have shown up in Wells 1939 audit. The bTRO is first recorded by Ed Addiss 6 November 1945, but with a population of just 57 persons in 1921, it is hardly surprising that so few are known! This rare item was last used 27 January 1947 by Wells. The office closed and was probably moved to Hopkins in February 1947 and then to Sittee River in July 1948 (Fig. 7).

Banana Bank bTRO Another rare item in a village that was mainly inhabited by illiterate Ketchi Indians with a total population of 250 in 1921. Ian Matheson has extended its ERD to 28 May 1940 and LRD to 7 May 1948 (Fig. 8).

Barranco bTRO A recent BCPJ auction featured a new cover to the Atlas Printing Company dated 9 November 1943, my bid \$350 failed to nail it! Now Ian Matheson has a cover with ERD 28 May 1940 beating the Addiss/Proud ERD by some 7 years. A 16 December 1946 Wells cover has been carefully altered to 1947 using a separate slug from the day type face. I believe this was done by Wells' agent who may well have been one Pastor Williams – Mr. Wells liked his covers registered and I think the cover was left to gain a registration cancellation which wasn't forthcoming at the time, nor subsequently in 1947. It was around in 1940 and 1943 and resurfaces in early 1953 so it could well have gone missing during the 1945 hurricanes. Where was the Punta Gordon Birmingham (Proud D6) used 2 April 1947 – 15 December 1947 – might it have been at Barranco? The bTRO's LRD is Matheson's 21 November 1953. This canceller was never refurbished for a straight-line date. (Fig. 9).

Benque Viejo bTRO Ted Proud's ERD 12 October 1940 is misreported and should be 2 December 1940 as per Addiss. Nigel Roberts confirms the LRD as 27 March 1947 (Fig. 10). Quite a bit of mail emanated from the Guatemalan Consulate in Benque Viejo to the U.S.A. From 30 May 1947 onward this post office used the Benque Viejo sSC.

Bomba bTRO(1) This was only noted on Wells covers dated 4 February 1947 (now the LRD), but Ian Matheson now gives us an ERD 17 January 1947 also using black ink – Bomba's population in 1921 was 279 (Fig. 11).

Boom bTRO(1) Rarely seen, the ERD as per a Fitzgerald cover was 8 July 1941 but is now improved to 25 June 1941 courtesy of Ian Matheson. The Roger Wells covers dated 25 January

1946 have been altered to 1947, as per Barranco. I believe there was no registration available at Boom in 1946; with nothing forthcoming these covers were registered at Belize in 1947. Similar activity is noted on later Williams covers in 1951. Nigel Roberts has a Williams cover with LRD 6 April without year, in black and very clogged; this is most likely to be 1950 when the 'YL2K' problem (*q.v.*) arose (Fig. 12).

Caledonia bTRO(1) This is a very rare item indeed. With just 65 residents in 1921 this is another very under used instrument. Robin Sherman notes the ORD as 4 February 1947 in oily black ink on a Wells cover and again there should be a few more Wells covers around (Fig. 13).

Caye Caulker bTRO(1) Nigel Roberts shows the ERD 12 May 1940 on a pair of Coronation stamps (very Wellsian). Addiss notes a 29 December 1950 strike in black ink on an Aguilar cover. The LRD is on a Wells cover dated 26 June with no year, on a University pair – the registration etiquette was added later in August 1951 in manuscript, as per Matheson. This canceller is found in horribly scratchy condition (Fig. 14).

Commerce Bight might have had a bTRO but nothing has ever shown. If there is a Wells 'Blanks' cover from this office then perhaps this shows that one was probably intended but the hurricane of 29 September 1941 leaves us with this mystery.

Double Hd. Cabbage bTRO(1) The ERD for this is 11 September 1940 with the 11 inverted and a slightly serifed year element. The LRD 15 September 1948 is on a Fitzgerald cover to New York, as per Matheson (Fig. 15).

Gales Point bTRO(1) This difficult office doesn't show up until 4 August 1948 with the date inverted. Often the date is entirely missing. Matheson gives LRD as 2 June 1952 and Proud 21 June 1952 but these J. N. Williams strikes have *m/s* year and are actually set 1942 my guess it was actually 1949 – with the clock wound back – then sent in 1952! The canceller was refurbished before 12 June 1949 the ERD of bTRO(1a) (*q.v.*). Thus it looks like the *bona fide* LRD is also 4 August 1948. (Fig. 16).

Gracie Rock bTRO(1) The ORD 27 January 1947, in blue ink according to Ed Addiss on yet another series of Wells covers, with the actual date apparently missing! But with a population of just 186 persons and illiteracy rife, no wonder (Fig. 17).

Guinea Grass bTRO(1) This village had a population of 284 however, the canceller doesn't show until 26 June 1951, with the year applied separately! Latterly the date appears to be in a single line after the use of the Guinea Grass Mail Bag Seal 3 June 1952 by Williams which may indicate that the bTRO was unavailable but presence of the single line dater with the MBS makes it doubtful that this bTRO was refurbished. Careful observance of two later strikes shows that in fact the year element is still separate, as it found at different heights, so like Barranco, it probably wasn't refurbished. Nigel Roberts shows the LRD to be 2 February 1953 on a Gregory cover sent to Baking Pot (Fig. 18).

Maskall bTRO(1) With just 160 inhabitants in 1921, Maskall comes to life on 1 February 1947 as per Addiss. Proud's ERD 24 November 1946 is incorrect as this relates to another Wells cover dated 24 November 1947 as per Roberts. After this most of the strikes, which have close-set type, are all found undated. All strikes are in black ink and the rubber has ballooned up a bit due to this oil based ink. The LRD is universally noted as 23 April 1948. However, Ed Addiss did not spot that there are three distinct cancellers! The second having wider spaced type and the third more like this one but slightly tighter set and with a straight-line dater (*q.v.*) (Fig. 19).

Monkey River bTRO(1) The ERD for this canceller with its tiny, elongated type is March 1941 as per Addiss. Proud also notes 8 May 1941 – there are just a few known and is noted in both purple and black ink. The LRD is 20 July 1947 as Addiss. The population was a mere 124 in 1921 (Fig. 20).

Mullins River bTRO(1) Population 1921 – 348. The ERD is 1 May 1940 as per Addiss and the LRD 5 October 1949. Strikes that apparently read 1947 are actually 1941 with manuscript alteration. This might suggest that the canceller was jammed on 1941 in which case the instrument hadn't been used for some years or perhaps, less intriguingly, the 7 element was simply kaputt (Fig. 21).

Pomona bTRO The ERD is 21 May 1940 as per Roberts and the LRD is 17 January 1947 – this cancel is rare. The office closed sometime later in 1947 (Fig. 22).

San Estevan bTRO(1) The ERD is 12 June 1940 and was last noted LRD 5 June 1947 by Matheson, with manuscript year although the year was type on 25 July 1945. The population of San Estevan was somewhat larger, 550 in 1921. The post office received a SSC which it began using with purple ink 12 August 1947 and is also noted by Proud on the following day but not again until 1950. In the meantime a new bTRO was issued with a straight line ORD 6 October 1948 (*q.v.*) (Fig. 23).

San Pedro bTRO(1) Nigel Roberts has improved on the Addiss / Proud ERD 23 January 1947 by over three years to 18 October 1943. This cancel has larger type than its replacement (*q.v.*). The LRD is 2 June 1947 Addiss. The population was 515 in 1921 – this is a pretty rare cancel (Fig. 24).

Seine Bight bTRO(1) The ERD for this remote spot is 20 June 1940 as per Proud. Nigel Roberts has an envelope to Dumfries from a Scottish lumberjack dated 20 May 1943 and the LRD is noted by Ed Addiss 15 May 1947. This canceller has larger type than its replacement (Fig. 25).

Stann Creek Valley bTRO ERD 22 May 1940 is shown by Roberts with the day slugs inverted. Robert S. Gordon appears to have done an audit of the British Honduras offices in 1944 but I have seen very few of these. His date for this office is 11 December 1944 courtesy of Ian Matheson. LRD 11 June 1952 as per Addiss – this bTRO appears to have escaped refurbishment and fifties strikes simply omit the year element (Fig. 26).

After WWII under-used offices began to close but new post offices were required. However, with a complete lack of funds, new cancellers were a problem and as in such other colonies such as Fiji there was a great shortage of steel, back in the UK, for such trivialities as stamp daters. The Crown Agents could not help as they had a two year waiting list. I believe that it was decided to refurbish the existing TROs in order to provide a full cancellation service and more of that in Part Two in the next issue.

My thanks to John Jennison, Nigel Roberts, Ian Matheson, Ray Stanton, Robin Sherman, Charles Freeland and Ted Proud.



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10



Fig. 11



Fig. 12



Fig. 13



Fig. 14



Fig. 15



Fig. 16



Fig. 17



Fig. 18



Fig. 19



Fig. 20

Fig. 19



Fig. 21



Fig. 23



Fig. 22



Fig. 24



Fig. 25



Fig. 26



A note regarding the nomenclature:

bTRO a British Honduras Temporary Rubber Oval found in one state only at any given post office.

bTRO(1) is exactly the same except it has subsequent varieties.

bTRO(1a) as above but has a slight refurbishment.

bTRO(2) as above but with a major and easily discernable change - usually larger or smaller type.

bTRO(3) a further discernable change (only noted for MASKALL)

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JAMAICA**1861 – OVERLAND VIA MARSEILLES****BY STEVE JARVIS**

This part wrapper recently purchased on Ebay has created a puzzle for myself, Paul Wright and Ray Stanton.

The aspect that caught our eyes was the 'Overland via Marseilles' together with a single 1d Jamaica adhesive cancelled A32 (Buff Bay).

What was the 1d Jamaica rate?

- The inland book post rate was reduced from 1d to ½d in 1861.
- The newspaper rate to the UK was 1d.
- A soldier's letter could have been rated at 1d.
- The inland rate from Buff Bay to Kingston was 4d, a 1d rate only applied within the same town.
- Had some adhesives been cut-off?

Upon receipt of the item a closer examination was possible.

- The paper does appear to be a wrapper, cut in half under the address name, so well away from the adhesive.
- The message is written in French.

The date on the red postmark appears to be 3 Mar 1861.

I contacted a specialist in Anglo-French mail, Paul Watkins, to elicit as much information as possible:

"The red cds is a French entry mark - the top line reads PAYS ÉTR[ANGER] and the bottom AMB (TPO) - from a railway line radiating from Marseille, given the routing endorsement. I can't read the cds on the back - likely to be another TPO - that might give you a clue about the direction of travel in France.

The '8' is a French charge mark - 8 décimes (8d sterling) - it is being charged at the basic letter rate between France & Jamaica (1857-65) which was the same for paid or unpaid mail carried by French paquebot. The Jamaica 1d stamp might only have been used for the internal postage element - carriage from the PO of mailing to the port. The only 1d rates into France from the UK at this time were printed matter / sample rates - this was under specific agreements which I do not think would have extended to British colonies. It's an unusual routing for a West Indies item - normally using west coast ports such as Bordeaux - but it's deliberately routed via Marseille - perhaps for a cheaper postage rate. If it had come in on a British ship, it would have cost double".

This seems to support that it was carried by French paquebot but perhaps landed at a West coast port and then overland via Marseilles?

I have seen 1870s letters to 'foreign' destinations with a 1d due to the Jamaica PO.

Did this also apply via French Paquebot and is this an early example?

Any facts or opinions gratefully received.

OH! AH! ST. KITTS**BY SIMON GOLDBLATT**

Saturday in the countryside – the second Stamp Fair of the day, and only a modest harvest from these two. Still there's plenty of shopping time left to return to the nearby market town, where there used to be a stamp shop, not visited in years. Would you care to keep me company?

Spirits rise. There is still a shop for collectors in the same location; despite diversification – into coins, model cars, toy soldiers, postcards and the like – they still sell stamps. What is more, at a mention of early West Indies, the dealer does not flinch.

So we go through boxes of stockcards, and every so often a card is left aside for possible purchase. After all, it is a collector's responsibility to help keep the stamp trade in being. Where would we all be without it?

There is a warm atmosphere now, on each side of the counter, and out come the counter books, one by one. Just the second of these was St. Kitts, and two pen-cancelled 1d stamps have the front page more of this anon.

It is a careful lengthy trawl, at the end of which a half-dozen or so single stamps lie on the counter alongside the small pile of stockcards. Here are snatches of the dialogue, the single stamps arrayed to face the seller.

Self: "These, these and these catalogue £2-3; but these two (indicating the St. Kitts pair) you had better look up."

Dealer: "They are only pen-cancelled."

Self: "Yes, but I sometimes treat them as normal."

The catalogue is not resorted to, and we turn to agree prices for the stockcards. It is a friendly chat, no pressure on either side. A total is reached.

Dealer, pointing to the single stamps: "And I'll throw these in"

Self: "You know, in this (St. Kitts) territory, pen-cancels often mean usage in one of the villages."

Dealer: "Is that so? I thought these came off documents."

Self: "Well, one of them could be allocated to a specific village."

Dealer: "Never mind – it's your knowledge, and your good fortune."

What delightful olde worlde courtesy. We part on excellent terms.

I need not keep you further in suspense. There is an illustration anyway. Though one of our two St. Kitts selections is just an 'ordinary' perf. 14 1d CC, dated 1/10/82 – a date at which it might even have been CA, for they quite often are – the other raises the stakes. It reads:–

"22/12/73 / O. R. /"

and, if this were not enough, it is in the richest magenta shade that I can recollect seeing, amongst many, many examples of the perf 12½ 1d.

Interestingly, the handwriting does not match any of my other anonymous dated cancellations. I am tempted to suggest that the usual incumbent has taken a brief holiday over the Christmas season, leaving the job to a locum, who thought it appropriate, for once, to identify OLD ROAD.



Perhaps you still want icing on the cake. The stamp has an inverted watermark – But I'm sorry, I prefer the picture side. Oh! Ah! St. Kitts.

St. Lucia's "Lion Brand" Postal Stationery

BY GUY KILBURN AND WAYNE MENUZ

The 'Lion Brand' postal stationery registered envelopes issued by St. Lucia, probably in 1940, seem to be the odd couple among colonial postal stationery. To our knowledge there is no other similar issue from any colony. De La Rue Company, the printer of St. Lucia's earlier and succeeding envelopes, was bombed in December 1940 during the German Blitz and it was once thought that this was the reason for the Lion Brand issue, but the company says it quickly moved its operations to another site and was able to fulfill all of its contractual obligations by using offset lithography. We have recorded one of these envelopes clearly dated 13 April 1940, which is five months before the Blitz began on 7 September 1940, suggesting that the production of the Lion Brand issue was unrelated to the bombing, but perhaps was related to the war. The reason for Lion Brand having the contract to print these items only for St. Lucia remains a mystery, and in 1949 De La Rue resumed printing the envelopes.

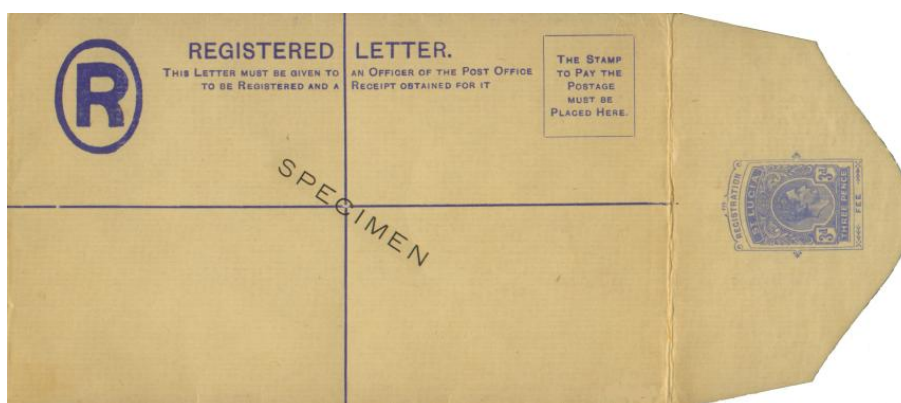


Fig. 1. The G size registration envelope.

"Who was Lion Brand?" you ask. They had a long history in the UK and overseas. The company was originally started in 1804 by John Dickinson of Apsley, Hertfordshire, and Lion Brand became a company logo in 1910. In 1850 the company began mechanically producing ready-made envelopes that were pre-gummed. Over time, branches of the firm were formed in 13 colonies and commonwealth countries but in 1966 it became part of the Dickinson Robinson Group, supplying stationery and packaging materials. In 1990 DRG sold off the paper mills and in 1999 Spicers Ltd. bought their stationery division. Paper products from John Dickinson, which might be familiar to readers, include Croxley and Basildon Bond.



Fig. 2. The manufacturer's name embossed under the flap.

Lion Brand produced two registered envelopes for St. Lucia and they are Higgins and Gage numbers C6 and C6a, the first (Fig. 1) measuring 159 mm x 95 mm (the standard G size) and the second 101 mm x 228 mm (the standard H2 size). They bear the image of GVI on the flap and are rated 3d. Both are made from heavy Manila paper and under the upper left portion of the flap bear the embossed logo, 'GIRDER UNTEARABLE MANILLA' / LION BRAND / BRITISH MAKE. In the midst of this is a small shield showing a lion rampant (Fig. 2).

The major departures from the De La Rue registered envelopes of the time are the absence of the interior gauze mesh that helped to strengthen those earlier issues, much different paper, and sizes that vary from the traditional 'G' and 'H' sizes listed by Higgins and Gage. Close comparison and examination of the 1938 St. Lucia DLR envelopes and the Lion Brand reveals somewhat different

printing processes. The DLR were printed on unfolded paper and later folded to create the envelope, while the Lion Brand were folded first and then the text and blue lines applied.

Perhaps most intriguing is the fact that the small size envelope comes with two printings. The authors debated whether or not there were two printings or two settings, but the evidence, we believe, supports the two printings theory, each printing being easily identifiable. We have given the two printings the thrilling names of Type I and Type II.

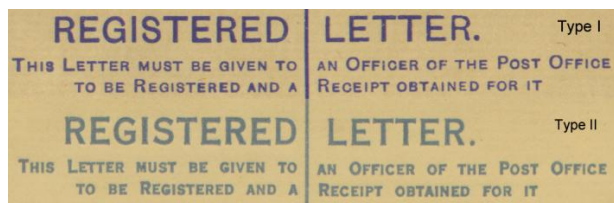


Fig. 3. The two printings of the text of the G size envelope. Fig. 4. The Lion Brand R (left) and the De La Rue (right).

Type I is characterized by the presence of a vertical serif on the letter 'G' in the word 'REGISTERED', and a tightly curved 'S' in the same word. Type II shows no serif on the 'G' and the 'S' is more open. A side-by-side comparison shows the differences quite clearly and also makes apparent the subtle differences in the fonts and relative spacing of the small print text in the second and third lines (Fig. 3). The colour of Type II is a greenish blue, whereas Type I is a dark ultramarine. We have seen only three of the large size envelopes – one used (28 January 1947), and two unused – and all are Type I.

The "R" in an oval in the upper left corner on the front of the envelopes is noticeably smaller than on the De La Rue issues and has much shorter legs (Fig. 4). It is interesting that the R is the same on both Type I and Type II envelopes.

Several small envelopes with specimen overprints have been examined and all of those have the Type I setting of the text. The specimen overprint is very different from those found on the De La Rue issues (Fig. 5). It seems that specimen overprints of the large envelope do not exist.

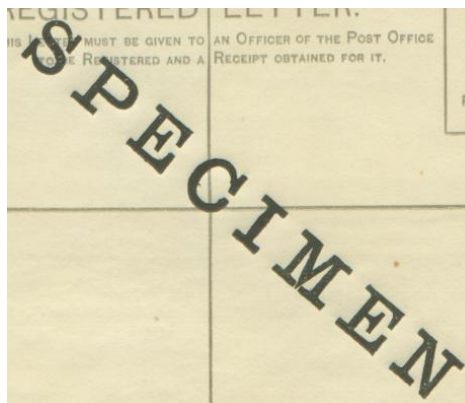
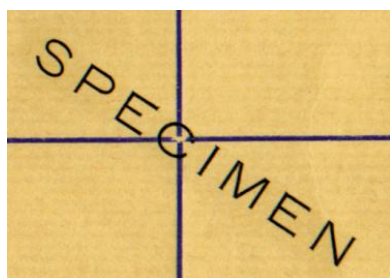


Fig 5. The Lion Brand Specimen (left) and the De La Rue Specimen (right).

We can only speculate as to why there were two printings. Perhaps the number of envelopes ordered changed and a second set of envelopes was run to meet the new requirement. It is clear, however, that the usage of the two overlaps, so it is likely that both printings arrived in St. Lucia at the same time. The only sure way to check this theory is to access the printing records of De La Rue, which might record their deliveries of registered envelopes to St. Lucia, including a delivery in 1940.

Still unresolved is the question of whether or not Dickinson/Lion Brand were acting as security printers. Did they have possession of the 3d indicium die and print it on the envelopes or was it kept by DLR who could have printed the indicium on envelopes made for them by Lion Brand? The latter seems more likely when the requirements of being a security printer are considered. We can see no differences between the indicium on the 1938 DLR issue and that on the 1940 Lion Brand (Fig. 6). Enquiries have been made to Spicers and to a museum on the site of the John Dickinson mill, but neither has been able to assist with an answer to the questions.



Fig. 6. The Lion Brand die (left) and the De La Rue die (right).

Commercially used postal stationery registered envelopes from St. Lucia are hard to come by and the Lions are no exception, in fact they are quite scarce, with the large size being rare in both used and unused form.



Fig. 7. Type I registered envelope used 13 June 1942



Fig. 8. Type II registered envelope used 16 April 1945.

The small quantity of used examples shows no pattern in their dates of use as to whether one type was issued before the other, but the Type II seems more common. For the small G size we record two of Type I and nine of Type II. We record a single used example of the larger H2 size.

The authors welcome any additional information and dates of use from readers.

G Size Type I	13 April 1940, 13 June 1942
G Size Type II	5 April 1941, 15 May 1941, 4 June 1941, 20 June 1941, 27 June 1941
	18 March 1943, 4 March 1944, 16 April 1945, 11 January 1947
H2 Size Type I	28 January 1947

We want to thank Hap Pattiz and Charles Freeland, FRPSL, for their contributions to this article.

Wayne Menz is Vice-President of the United Postal Stationery Society

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by

Michael Oliver, FRPSL

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FINE STAMPS AND POSTAL HISTORY FOR COLLECTORS

Allan Leverton

Bermuda:	1903 Q.V. 6d, 1/- superb mint unmounted blocks of eight	£225
	1903 Q.V. 1/- block of ten	£120
	1910/34 CW. G1-G10B (62 range) mint	£285
	1950 provisional – wrappers ¼d, ¾d ovpt C.T.O. each	£35
Br. Solomon:	1939 ½d-6d F.D.C. to Fiji	£30
Burma:	1899/1950 Postal History 50 items (some tatty) not mounted	£750
GB:	1971 3p faces omitted SG887c	£285
Grenada:	1938 10/- marginal block of four (mint)	£175
	(other 10/- marginal blocks in stock)	
India:	1948 Gandhi – 1½A – on piece	£300
	1953 Korea K1/K12 cover	£60
Jaipur:	1911 the min/sheets SG 21/27, Scott 11/15 ½A various shades	
	selection (green/yellow – olive) each	£2
	as above ½ A blue each	£3
Malta:	1965 QEII 1s 3d imperf plate block of six (unique)	£3750
Tr. Da Cunha:	1957/60 Booklets SG SB1/3	£385
Zanzibar:	Q.V. ovpts on India-a range of fake ovpts ex-legal case early 1920s	Phone



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TRINIDAD

NEW ESSAYS, PROOFS AND SPECIMENS UNEARTHED

BY PETER FORD

In the late 1970s/early 1980s, De La Rue's records were sold at auction in a series of sales through Robson Lowe. Collectors of the time jumped at the opportunity to purchase this material, all of it rare, some of it, in the real sense of the word, unique. Many of these items have appeared at auction sales in the intervening years; some will, one imagines, be in the collections of some of our members. However, before it was dispersed a record of it was made by Spink on 35mm colour film. They very generously lent these films to the Royal Philatelic Society London (RPSL) who arranged for them to be digitised. This was a mammoth task there being a total of around 3,000 pages, in which our Vice President Steve Jarvis played a leading part.

The RPSL have now made these images available on their website. In order to make them more meaningful, members of the Royal have been asked to provide descriptions of the various items within the collection. Your Chairman was tasked to look at the collection of Trinidad material and catalogue it. Fortunately this amounted to only 36 pages! The early material consisted of the designs originally made by Perkins Bacon and these are followed by the surface printed designs from the De La Rue stable. Having published a book on Trinidad in 2010, *Trinidad – A Philatelic History to 1913* by Marriott, Medlicott and Ramkissoo (TPH), I thought that there would be no better description of these items than we had in this book. Essays and proof material from the first issue of 1883–94 seemed to be fairly straightforward; however, when it came to the issue of 1896, that of the seated Britannia, there appeared to be an item or two that had been omitted from the book, perhaps because they were sold privately by Robson Lowe and did not find their way into the auctions held in Bermuda on 27 January 1978 or 15 February 1979 when the bulk of De La Rue's Trinidad archive material was offered. It is my intention, in this article, to describe these missing items.

Before doing so, one must realise that the original copies were made on 35mm colour slides and no doubt when digitised there inevitably had to be some denigration of the quality of the images. They are not what one would normally have hoped for. Also, some of the items are fairly large and your Editor may well have to either crop or reduce the size of the images for inclusion in the Bulletin, which he will have done with great sensitivity.

ESSAYS & COLOUR TRIALS

The first essay listed in TPH (page 87), is that of a 4d handpainted essay, very similar to the adopted design. This item is in the De La Rue Collection and adjacent to it is another essay, this time of the proposed 10s design which was not adopted (Fig. 1). The paper is marked with a letter 'B.' In a similar fashion to the 4d essay and dated in a similar style as well, 'Juli 1st. 95'.

The final paragraph of page 85 of TPH mentions '*rough designs (no copies found)*'; where did those rough designs end up? It would be a great discovery should they ever be found.

The two designs referred to in that paragraph that were submitted on 29 July are illustrated in the book (PLATES 19 & 20). The photographic essays mentioned on the following page submitted on 28 October are also listed and illustrated on PLATE 20, as are the designs for the duty tablets.

The De La Rue Collection has a startling number of essays and colour trials of the 1898 400th Anniversary of the Discovery of Trinidad commemorative stamp. TPH identifies some essays and illustrates two of them on PLATE 21. The Collection contains four essays annotated 'A', 'B', 'AA' and 'BB'. The one marked 'BB' in the De La Rue Collection differs from the one illustrated in the book insofar as the handwriting at the foot approving the design is not the same (Fig. 2). The collection contains no less than 55 colour trials, the chosen one rather tersely marked 'Approved' initialled and dated '1/6/98'.



Fig. 1

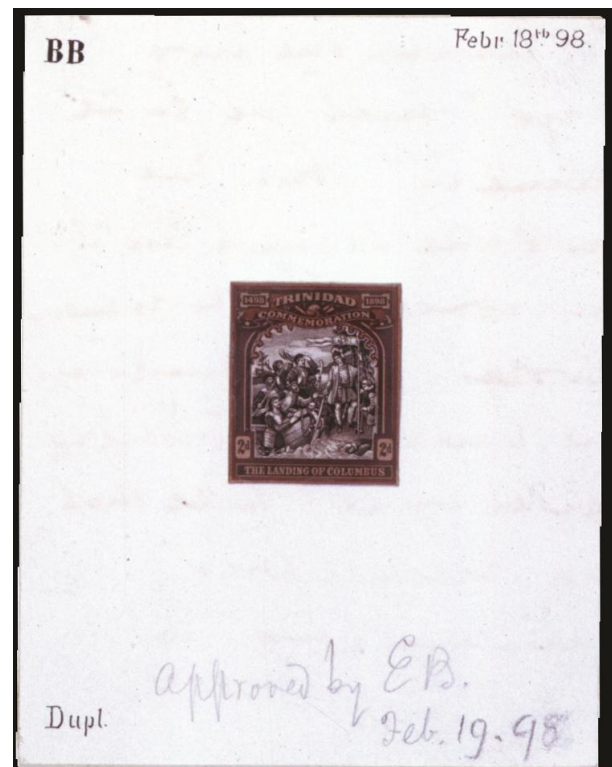


Fig. 2

DIE PROOFS



Fig. 3



Fig. 4

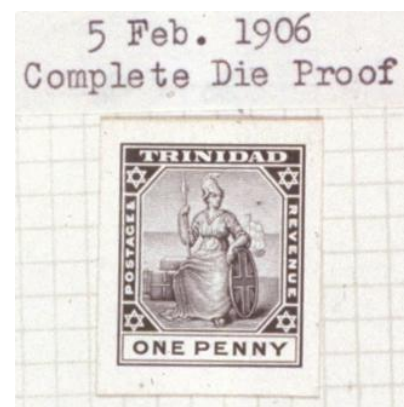


Fig. 5

The list of Die proofs of the seated Britannia design in TPH is fairly comprehensive but the De La Rue Collection reveals some items which are either missing or rather poorly described therein. The first in the book describes proofs of both formats, the low and the high value with uncleared surrounds. The Collection has these mounted together with a date above, 6 November 1895 for the high value design and 26 November 1895 for the low. The Before Striking proof of the low value illustrated in TPH is there, as is the high value proof. Missing from the TPH list though is a die proof of the high value design with a blank value tablet and dated in manuscript beneath '1.2.96' (Fig. 3). There is also a similar die proof with a black value tablet of the low value design without any date on the proof itself but with a typewritten date above it on the page, 7 February

1896 (Fig. 4). There is also a complete die proof of the 1d, undated on the proof itself, but with a date above it, 5 February 1906 (Fig. 5).

When Trinidad was required to issue stamps with the value in Arabic numerals in 1909 a new design was submitted. Unlisted in TPH are two proofs, the first of the ½d vignette design dated in manuscript 'July 20. 1909' and initialled 'EAR' (Evelyn Andros de la Rue) (Fig. 6). Another one missing is a complete die proof of the 1d design dated 'Jun 2. 1909' and indecipherably initialled, however it is not 'EAR' (Fig. 7).

Moving on to the Postal Stationery, there is in the collection a proof of the stamp design intended for the 1½d postal stationery card which had been adopted from the Dominica definitive of the period; the proof is marked in manuscript 'Thick electro from/Dominica Post/steel die – altered/for Trinidad/Post cards' (Fig. 8). This is a very similar proof to one used for the first Tobago issue. Rather strangely, the date given on the page in the collection is 1880, whereas the date of issue of this style of postal stationery card is usually reckoned to be August 1879.



Fig. 6



Fig. 7



Fig. 8

SPECIMENS



Fig. 9



Fig. 10

The book lists the file specimens fairly comprehensively (on, for example, page 58); however, the De La Rue Collection has three other examples which are marked 'SPECIMEN' in purple (Fig. 9). Specimens overprinted in purple are not unknown. The ½d grey-green (SG 126) and 1s black and blue on yellow (SG 130) seem to be handstamped as the print is somewhat less than crisp, whereas the other 1s example, in purple and blue on golden yellow (SG 142), seems to be more clear indicating that possibly it was machine-printed 'SPECIMEN'. This would seem to agree with the designations for De La Rue Sample Proofs given in Samuel, DS3 for the 1d and the first 1s, and DS1 for the second 1s. However, Samuel makes no mention of any examples in purple. That these specimens appear in the De La Rue Collection indicates that they were not for UPU distribution and were for the company's own use as samples of their work.

The book gives a fairly complete list of the specimens of the 'FEE' and 'FREE FEE' stamps; however, there is just one missing, the 1d lilac and vermillion (F4) which is overprinted 'SPECIMEN' in purple (Fig. 10). The remaining ones in the Collection are listed in the book but some are not illustrated. For completeness, illustrations of those from the De La Rue Collection are included in this article.

1. 3d lilac Postage Due overprinted 'FEE' and dated in manuscript 'May 9, 89' on page 163 (Fig. 11)
2. 1s green and red overprinted 'FREE FEE' and annotated in manuscript 'Sep 188' on page 178 (Fig. 12)
3. 5s violet overprint 'FREE FEE' and similarly annotated in manuscript 'Sep 1888' on page 178 (Fig. 13)



Fig. 11



Fig. 12



Fig. 13

CONCLUSION

Despite the best efforts of all authors to present a complete listing of items in their research, there inevitably are going to be some missing. Hopefully this article will serve to add to the information on the subject. If any member has any further items, please contact me. I should add that at present the RPS catalogue can only be accessed by RPS members, although it is available to members of some other societies as part of an initiative to create a global philatelic database.

REFERENCES

1. Marriott, Sir John, Medlicott, Michael and Ramkissoon, Reuben,
Trinidad – A Philatelic History to 1913, BWISC, 2010.
2. Samuel, Marcus, *Specimen Stamps of the Crown Colonies 1857 – 1948*,
The Royal Philatelic Society London, 1976.
3. Robson Lowe auction catalogues for 13 April 1976, 27 January 1978 and 15 February 1979.

Figs. 1 to 13 reproduced by kind permission of The Royal Philatelic Society London.

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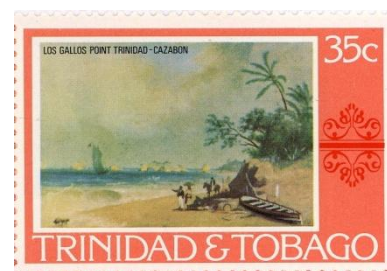
MICHEL JEAN CAZABON

BY MICHAEL REGO



Los Gallos, Icacos Bay, 1857

Artist, **Michel Jean Cazabon (1813-1888)** was born on 20 September 1813 at the Corynth Estate, on the outskirts of San Fernando in North Naparima. His French parents, owners of a sugar plantation, were "free coloured" immigrants from Martinique, who came to Trinidad following the Cedula of population of 1783.



Los Gallos, Icacos Bay, 1857

He was the youngest of four children. In 1826, at the age of 13, **Cazabon** went to school at St. Edmund's College in Ware, England, returning to Trinidad in 1830.



Corbeaux Town, near Port of Spain

In about 1837 he sailed for Paris to study medicine, but quickly gave up these studies and started as an art student under *Paul de la Roche*, realising his ambition to become a painter. His parent's wealth supported his pursuits and those of his family for many years to come in an enviable life-style and only later in life did he find it necessary to earn a living from his paintings.

He travelled extensively in France and Italy painting the landscape. His work was shown at the Salon du Louvre in 1839 and every year from 1843 to 1847. His philosophy and style follow closely that of the contemporary French landscape artists. In 1843 he married a French woman, *Louise Rosalie Trolard*. His first daughter, *Rose Alexandrine*, was born in Paris in 1844, followed by the birth of his only son, *Louis Michel*, who had a mental illness and was to remain in the family background until his death in 1910. Their third child was *Jeanna Anna Camilla*, born 1852.



Corbeaux Town, near Port of Spain, ca. 1857



Old view from present Hilton site

In 1848 **Cazabon** returned to Trinidad, leaving his wife and children in Paris. He took residence at 58 George Street, Port of Spain, and in his studio he advertised his services to "paint landscapes and sites of the island". He quickly received a commission to paint two watercolour pictures, and then in the later part of the year, *Sir James Lamont* commissioned several scenes of Trinidad together with a painting of the steamer "*Venezuela*", the vessel on which he and his nephew had travelled on an expedition in 1847. Another patron was *William Hardin Burnley*, a wealthy American-Trinidad planter, who commissioned several Trinidad scenes.

In 1849 **Cazabon** moved to a house at 9 Edward Street, Port of Spain, a property that he was able to purchase and that he lived in until his death in late-1888. He returned to Paris in 1851 to publish a series of 18 lithographs, titled, "Views of Trinidad, 1851". After the birth of his second daughter in Paris in 1852, he returned with his family to Trinidad.



Rain Clouds over Cedros, ca. 1851

Cazabon soon became popular as a society painter, not only with his paintings of Trinidad scenery, but also with his portraits of the planters and merchants of Port of Spain and their families. He taught art at Queen's Royal College and at St. Mary's College and in other schools, and he provided illustrations of local events for English newspapers. He was included in the circle of friends of the governors, including *Lord Harris*, recording many of his social functions and excursions. In 1857 he published a second series of 18 lithographs of local scenes, "Album of Trinidad".

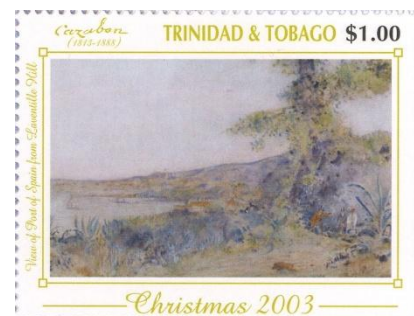
In 1860 **Cazabon** published, with the photographer Hartmann, a series of 16 lithographs titled "Album of Demerara", and in that same year contributed one of the scenes in "Album Martiniquais", published by Hartmann and the lithographer, Eugene Ciceri.

Cazabon's greatness was recording life and events of the various islands and he became an important West Indian artist.



Trinidad landscape

In 1862, **Cazabon** moved with his family to Rue Longchamps, Saint Pierre in Martinique. He hoped that Saint Pierre, described then as the Paris of the New World, would offer a metropolitan spirit that Trinidad lacked. Finding much the same attitudes prevailing, he returned to Trinidad about 1870 and attempted to pick up the threads of his former life. Never to regain his social standing, he began to drink to dull his disillusionment. Hawking his paintings around Port of Spain, he became known only as a drunken, though gentle, old eccentric. In 1885, his wife, *Louise*, died, aged 64.



View of Port of Spain from Laventille Hill, ca. 1857



View of Diego Martin from Fort George, ca. 1857

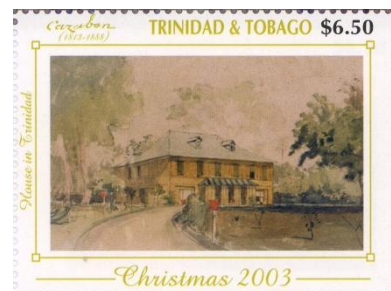
On 20 November 1888 whilst working at his easel, he died of a heart attack, and the following day he was buried in Lapeyrouse Cemetery, Port of Spain.

Cazabon preferred to describe himself as a 'landscape painter', but in Trinidad, away from the metropolitan influences and stimuli, he embraced the everyday, often mundane, forms of artistic expression - teacher, illustrator, portrait painter. His paintings therefore, leave a clear picture of the many aspects of life in Trinidad through much of the nineteenth century.

The two stamps to the right form a miniature sheet that was issued in Christmas 2003, together with five other stamps as shown above. The other four **Cazabon** painting stamps were part of a miniature sheet definitive-set issued in 1976.



River at St. Ann's



House in Trinidad

Source; (i) The Art Society of Trinidad & Tobago. (ii) Trinidad National Museum and Art Gallery. (iii) Wikipedia website. (iv) Paria Publishing Company. (v) Stanley Gibbons British Commonwealth Stamp Catalogue, Vol.2 J-Z.

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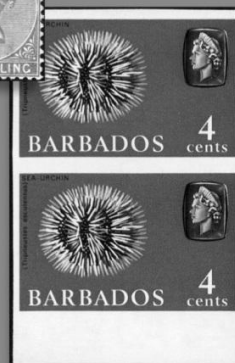
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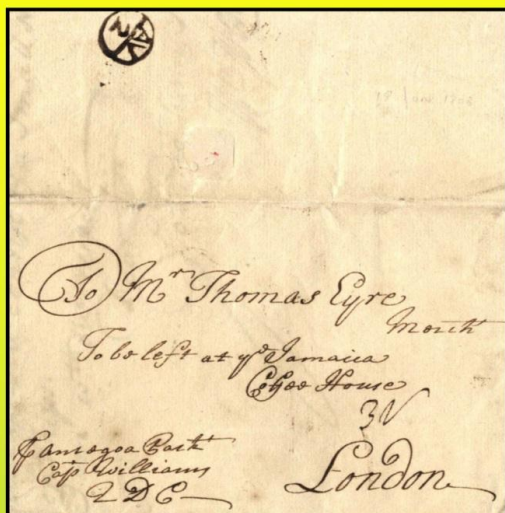
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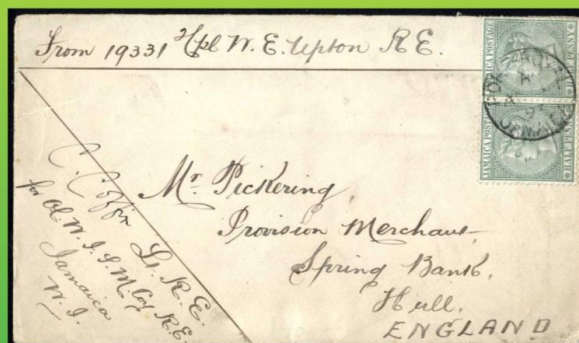
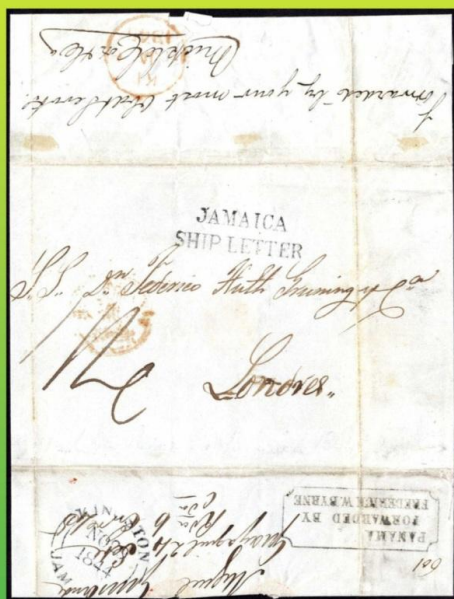




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THE DE LA RUE COLLECTION**BY CHARLES FREELAND**

On page 25 Peter Ford describes the process being conducted by the RPS, with critical IT support from Steve Jarvis, to list the material in the De La Rue Collecton, and illustrates some of the previously unrecorded Trinidad material.

To date descriptions have been added to the raw De La Rue images for eight of "our" countries (Br. Guiana, Cayman Is, Jamaica, Montserrat, Nevis, St. Vincent, Tobago and Trinidad & Tobago).

Volunteers have offered to describe the material for eight others, but Richard Stock, the coordinator of the project, is looking for volunteers to describe the remaining countries, which are: Antigua, Br Honduras, Grenada, St. Lucia, and Virgin Islands.

Please let me know if you would be prepared to help with any of these. The work is not too onerous but does require some basic IT skills together with a fair knowledge of the essay and proof material that has been sold in the relevant Robson Lowe auctions.

It goes without saying that the editor would welcome any articles by those who have done the legwork along the lines of the one Peter has provided for Trinidad.

REQUEST FOR INFORMATION...**TERRY SUTHERS**

The Harewood House Trust looks after Lord Harewood's home, Harewood House, situated near Leeds. The house was built using funds from the proceeds of the family's West Indies interests in the 17th and 18th centuries.

As a Harewood Fellow, and former CEO (1992-2007), I have been researching the archival evidence associated with the family's Barbados estates, for example: Belle, Mount, Lascelles, Cooper Hill, Thicket, Fortesque, etc., and various loans to contemporary planters that, due to default, became the property of the Lascelles family.

I am reliably informed that, occasionally, correspondence comes to light associated with Barbados amongst members of the BWISC. I should be most interested to know of any such documents and be very willing to exchange information in return. For example: the Harewood Charitable Trust has recently deposited more than 1,000 documents, associated with the Lascelles family interests in the West Indies during the 17th to 19th centuries, with the Borthwick Institute at the University of York. These documents primarily relate to Barbados but also include Jamaica and Tobago. A sample of these documents may be accessed online at:

<http://www.york.ac.uk/projects/harewoodslavery/about.html>

In recent years I have visited Barbados many times to work in the archives and meet with the present day owners of the relevant plantations. I am particularly keen to explore all potential sources and to share such information as I have to hand. In the circumstances, I would be very pleased to hear from any member of the BWISC, or their colleagues, who are willing to share, or make available for study, any related material they have come across in the course of their collecting.

My contact details are as follows:

e-mail: terry.suthers@harewood.org Mobile telephone number: 07721 041927

Terry Suthers, MBE, FMA, FRSA, DL, Harewood Fellow

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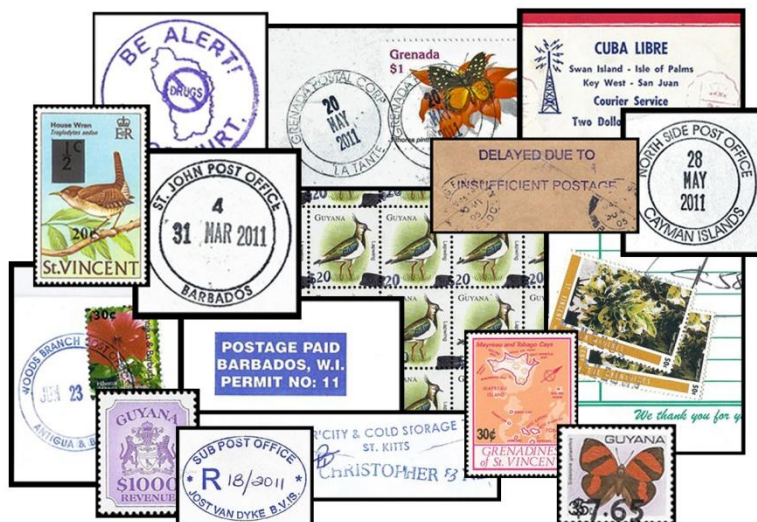
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AUCTION UPDATE**BY CHARLES FREELAND****GROSVENOR 12-13 JUNE (BP 17%)**

Unusually there was little BWI in this sale, and only the Bermuda would have aroused members' interest. Here an example of the GV 4s showing flaw 54 used fetched a healthy £520 (Gibbons price for mint is £350). It is not often that one sees these scarce flaws on a nice used stamp where the cancel does not obscure the flaw. A mounted 1943 £1, with the prominent and rare #1 blank scroll, was £1.3k. Other lots of interest were four die proofs of GV heads. The small head for plate 12, ex De La Rue's striking book, was £5.5k, not far below the Oliver results while the three large head proofs fetched £4.7k in all, showing stronger demand for this head than we have previously seen.

CORINPHILA 26 APRIL (BP 20%)

The exceptional "Severin" collection of UPU material contained a few BWI-related pieces among many extraordinary historical documents. The Barbados proposed colour scheme of 1882, bearing five undenominated colour trials (strangely not in the De La Rue Collection under Barbados), was SF13.5k and the essay submitted by Perkins Bacon for the Grenada 1881 postal stationery, ex Towers, SF600. The undenominated essay in brown for the 1949 UPU omnibus, which fetched a few hundred £s in 1882, was a shocking SF12.5k.

MURRAY PAYNE 25 JULY (NO BP)

MP has joined the big boys and offered internet bidding for the first time. I listened in and it was pretty entertaining hearing Stuart Babbington calling an auction, evidently for the first time. It was admittedly not easy with book, phone and internet bidders, but his difficulty in distinguishing between lot numbers, prices and internet numbers made me appreciate Simon Goldblatt's skills. However, it evidently paid off as nearly all the four figure lots were bought on the phone or internet while most of the specialist varieties went to two strong internet bidders after intensive competition. The auction was substantially based on the Bermuda collection of our recently deceased member, Colin Wenborn. The hammer prices exceeded £100k. The two "big" items were the QV 1d imperf used (ex Dale) at £20.1k and the 1875 1d on 1s used with missing stop at £10.1k. The missing stop on the 1d on 2d appears quite frequently but this is one of only three on the 1d on 1s in private hands. A forerunner of the ¼d on 1s "F" variety showing the lower portion of the F missing was £2.7k. But the fascination lay in the huge range of varieties. This was the most complete offering of watermark varieties that I have seen, outshining even George Ulrich's. A mint QV 2½d deep blue inverted was £700 (Gibbons £550) and the unlisted Caravel MCA 1s reversed £1050. A used 1920 2s reversed was £1.2k and a slightly toned mint 1920 5s SG53dy £2.6k. Later on the Tercentenary varieties were in great demand, with some unpriced by Gibbons fetching in the high hundreds, but the missing letters in the dandy roll aroused less excitement. Study the results!

Colin also owned a large number of GV and GVI keyplate varieties, the majority of which I suspect were picked up from scouring dealers' stock-books before they were listed in Gibbons. These fetched their price, especially if fine used, such as the 12s6d #24 flaw full Gibbons at £950. The GVI bronze-green 5s used with #60 flaw was £1.85k and two Rev-Rev 12s6s mint with #12 and 24 flaws were £2.9k and £2.7k. Nearly all the mint stamps were hinged but as ever prices for rare varieties were far closer to Gibbons than "regular" mounted stamps, which is encouraging for those with specialised collections.

Elsewhere, the auctioneer was shocked to see a collection of lower right plate blocks of the Montserrat 1953 set go for £675 against a catalogue value of £358, while two GVI 3d "Pylon" flaws were also popular. In Bahamas the pick was a used 8d Columbus flaw at £2.1k despite the slogan cancel.

COMING EVENTS

On 19 September Cavendish are offering our former editor Denis Charlesworth's Jamaica postal history. On 4 October Gibbons is selling the second part of the Arnhold collection, which Richard Watkins says contains some decent BWI, and the following day Grosvenor will offer the Dr. Craig Jamaica. In November there will be another of the infrequent Victoria Stamp Company auctions which usually contain something for everyone (see Phoebe's ad on p30). The next Murray Payne sale will contain an "award-winning" collection of Barbados GVI offered by one of our members.

GUIDELINES FOR CONTRIBUTORS TO THE BULLETIN

All articles should be submitted to Terry Harrison, 7 Braemar Road, Lillington, Leamington Spa, Warwickshire, CV32 7EZ or by email to editor@bwisc.org

1. It is preferred and would greatly assist the Editor if articles are submitted as electronic files, either on CD or as email attachments.
2. If submitted as hard copy please type it if possible. If that is not possible, please ensure that it is written clearly. Articles should be double-spaced to ease transcription and editing.
3. Illustrations, figures etc should not be embedded within word-processed text documents but submitted either as separate JPEG or TIFF image files (one file for each image) or in hard copy for scanning. Images should have a resolution of at least 300 dpi at publication size to ensure good quality reproduction.
4. Illustrations must be clearly identified with a file title and should have clear captions.
5. The editor cannot be responsible for the safety of originals and contributors should submit copies.
6. The editor may edit an article to ensure conformity and to amend spelling and punctuation without reference to the contributor. Should an author insist on verifying all changes then this must be made clear when an article is submitted.
7. If outside sources are cited the article should be accompanied by a list of references providing full details, as follows:
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Article: Name(s) of author(s), full title of article, name of journal, date, volume and issue numbers, page numbers.
8. If you are not certain whether you can meet these guidelines or if any of them pose a problem for you, please contact the editor who will look for alternative solutions.

STYLE DETAILS

Sentences end in stops or semicolons followed by a space.

Figure Fig. with capital and full stop.

Number No. with capital and full stop.

Ships Names in *Italics*.

Dates in day month year format (29 June 2012) with the month being spelled not numbers.



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EDITOR'S REPORT**TERRY HARRISON**

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