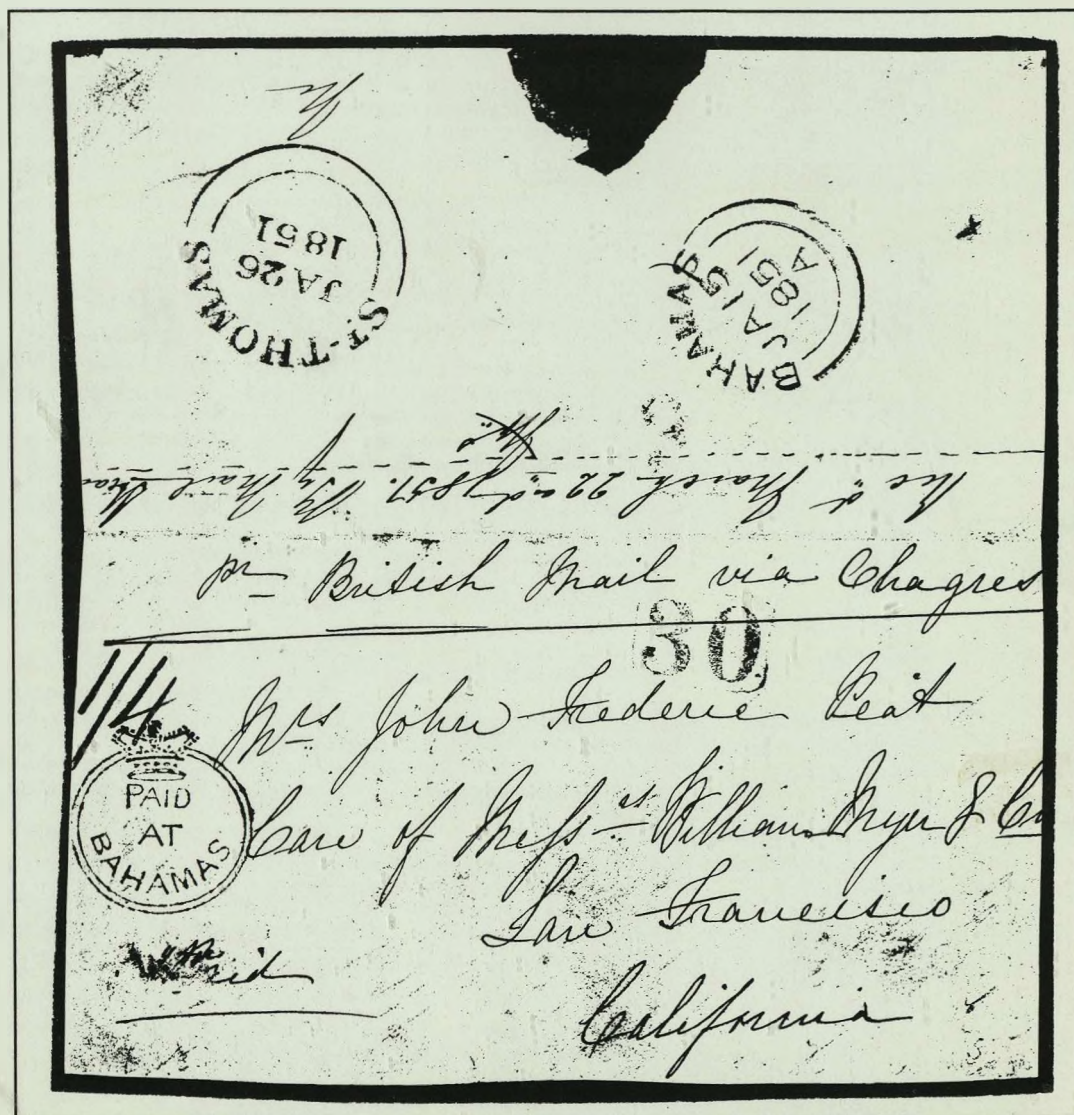


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From the Caribbean to San Francisco (courtesy C.A. Freeland)



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From the Editor's Computer

by Michel FORAND

When the decision was made to produce a special issue of the journal in conjunction with PACIFIC 97, the outcome of this project was uncertain. Apart from two or three authors who had indicated they were "working on something," I had little indication whether this special edition would be a success or a flop when I wrote to the Study Group Leaders in January, as well as to a number of other members who had written for the journal in the past.

It is a measure of the amount of research and work that goes on in this Group that not only did I receive articles from many of those people I contacted, but also very substantial articles written by others who simply happened to be "working on something." My thanks to all who sent contributions for this issue, and also to those who, knowing that this was to be a large issue and that not all articles could possibly be included, agreed to defer the publication of their article until the next issue.

As it happens, the total number of pages of the articles originally slated for the June issue exceeded 150! For a number of reasons, it was impractical to release such a large issue or to divide the material received between two issues of the journal. At the same time, it turned out that about half that number of pages consisted of articles devoted to the postal history of the Leeward Islands. After consultation with the authors concerned, it was decided to prepare a monograph containing those articles and to limit the June issue to 84 pages, with articles covering the rest of the region. The monograph is expected to be available at the end of May, in time for PACIFIC 97 (see the flyer).

The monograph contains papers on Leeward Islands post offices and postmarks, Anguilla official mail, WWII censorship in Antigua and British Virgin Islands, Montserrat postal markings and stamps, and St. Kitts and Nevis manuscript cancellations.

Separate articles were not received for some countries – Barbados and British Guiana, in particular – but readers will be pleased to note that both countries are included in at least one other article.

A number of copies of this edition will be distributed outside the BCPSG. If you are not a member of the Group and find the contents of this issue related in some way to your own interests, we invite you to join us. □

Secretary's Report

by PETER KAULBACK

New Applicants

Thomas A. ANDERSON, 1 Honey Brook Lane, Gaithersburg, MD 20878. Collects British Empire pre-1938, used good cancels. Sponsored by P. Kaulback.

J. Robert BOTTA, 186 Forest Road, Allendale, NJ 07401. Collects St. Christopher, Nevis, St. Kitts-Nevis, St. Kitts, Iceland, Roman States. Sponsored by G. Raymond.

Steve BUTTERWORTH, Homelea, Les Ozouets, St. Peter Port, Guernsey, GY1 2UD, U.K. Collects Cayman Is. postal history, Seychelles. Sponsored by D. Druett.

Carl CAMMARATA, P.O. Box 145, Scotts, MI 49088. Collects Cayman Islands, Alaska, and U.S. Civil War postal history. Sponsored by P. Kaulback.

N. DICKINSON, 22 New Bond Street, Bath, England. Collects Jamaica and British Guiana, BWI postmarks. Sponsored by D. Druett.

Michael F. GALINSKI, 8 Legault, Ile Bizard, QC, Canada, H9E 1E9. Collects British Caribbean up to 1937. Sponsored by R. Ireson.

Robert J. JACKSON, 40809 Ray Drive, Clinton Township, MI 48038. Collects Caribbean stamps and FDCs. Sponsored by P. Kaulback.

Paul L. MILES, 1846 Pickfair Drive, Creve Coeur, MO 63146. Collects classic Brit. Caribbean, Leeward Islands. Sponsored by G. Raymond.

Frank MONTGOMERY, 505 Congress Avenue, Apt. 710, Havre de Grace, MD 21078. Collects Trinidad, Zanzibar, Chile, and Newfoundland. Sponsored by P. Kaulback.

Gabe PUSTEL, P.O. Box 1345, Jackson, NJ 08527. Collects meter stamps. Sponsored by P. Kaulback.

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New Books

Machine Cancellations of Trinidad & Tobago, 1923-1997, by Jazad N. Ali and Ronald G. Wike; 122 pages, softcover; cerlox binding; bibliography; published by the Philatelic Society of Trinidad & Tobago, P.O. Box 596, Port of Spain, Trinidad; price US\$20 or £14, postpaid.

This is a most useful book for those who collect machine cancellations not only of Trinidad & Tobago but also of other places. It contains several illustrations of cancelling machines and of the parts that produce the cancellations themselves – details that will surely interest all those who collect these marks but may not be familiar with the mechanics of their production.

But the primary audience for the book is obviously made up of those who collect T&T machine cancellations. They will find detailed listings of both the town dies – nine for Port of Spain and one each for San Fernando, St. Vincent Street P.O., and Scarborough – and the various slogan (about 100, including variants), Postage Paid (18), and wavy-line (4) cancels, all illustrated. A rarity scale is included. Several pages are devoted to enlarged illustrations showing varieties and progressive damage to or deterioration of the slogan portions. Finally, there is a detailed listing of earliest and latest known dates of usage of each slogan in combination with the various town dies.

This monograph contains a prodigious amount of information and the PSTT must be congratulated for publishing it. – M.F.

* * *

[Announcement] **Now available:** the second edition of Peter L. Baldwin's *A Study of the King George VI Stamps of St. Kitts-Nevis 1938-1950*. Peter Baldwin's *Interim Study* of the 1938-50 set was published in 1986 in 27 pages. This new work runs to 70 pages and contains the results of 10 more years of intensive research. It is our pleasure to announce the joint publication of this revised work containing many more illustrations, tables, and flaw positions. It is available at £10 plus postage (US\$20, postpaid) from Murray Payne Ltd, P.O. Box 1135, Axbridge, Somerset, BS26 2EW, U.K.; tel (+44) 01934 732511; fax: (+44) 01934 733498; e-mail: MurrayPayne@Compuserve.Com

British Caribbean Postage Due Stamps

by David L. HERENDEEN

Introduction

This paper describes the development of postage due stamps throughout the British Caribbean from their introduction in 1885 until the early 1960s, when the colonies chose to become independent of Britain. Although only six of the British Caribbean territories issued postage due stamps during the colonial era, these played an important role in the development of colonial postage due stamps. Specifically, the first two issues of postage due stamps for crown colonies to appear anywhere in the empire were those of Trinidad and Grenada. Furthermore, the keytypes created by Thomas De La Rue and Co. for these two islands resulted in two of the most durable postage due stamp designs, each in continuous use for nearly a century.¹

The following sections describe the postage due issues of each of the six Caribbean colonies in chronological sequence. A summary of all of these issues during the colonial era is given in Table 1. The basic keytype designs for each of the colonies are illustrated in Figure 1. With only a few exceptions, new issues were produced in the normal fashion, as new watermarks and paper types were introduced throughout the colonies by the Crown Agents.

Table 1 summarizes each issue by paper type and watermark, and indicates, in parentheses, the number of stamps in each set. The watermarks used included "crown CA" (CCA), "multiple crown CA" (MCCA), and "multiple

script CA" (MSCA). Readers may consult any standard catalog for illustrations of the watermarks and descriptions of the papers. All issues were printed in sheets of 60 (10 rows by 6 columns) and were perforated 14, or more precisely $13\frac{3}{4} \times 14$.



Figure 1

Trinidad, 1885

In mid-1883, the administration of Trinidad decided to introduce special adhesive stamps to be used in collecting fines on unpaid and short-paid mail. These stamps were to be inscribed 'Surcharge Postage'. Considering that the non-philatelic meaning of surcharge is "to charge an extra fee," this was a reasonable choice of inscription.

Table 1. Summary of Postage Due Issues

Colony	Ordinary paper			Rough paper	Ordinary paper	Chalky paper			Local issues
	CCA	MCCA	MSCA	MSCA	MSCA	MSCA	Missing crown	New crown	
Trinidad	1885 (9)	1905-06(8)	1923 (4)	1945 (4)	1947 (8)	1953-61 (8)	2c, 6c, 12c	2c, 6c, 12c	—
Grenada	1892 (3)	1906-11 (3)	1921-22 (4)	1945 (2)	—	1952 (4)	All	All	1892 (4)
Brit. Honduras	—	—	1923 (3)	1944-46 (2)	—	1956 (3)	—	—	—
St. Lucia	—	—	1933-47 (4)	—	1949 (4)	1952 (4)	2c, 4c	All	1930(2)
Barbados	—	—	1934-35 (2)	1947 (3)	1950 (3)	1951-53 (3)	1c, 6c	All	1934 (1)
British Guiana	—	—	—	1940 (3)	—	1952-55 (4)	1c, 2c, 4c	1c, 2c, 4c	—

A series of nine values was ordered, ranging from ½d to 1s. The stamps were requisitioned on 23 October 1883, and De La Rue were instructed to prepare the die and plates on 13 November.² They sent the design and cost estimate to the Crown Agents the following day. The simple design was very economical to produce: £30 for the die and frame plate, and £3 for each of the duty plates. The quantities printed ranged from 24,000 of the 1d to 1,500 of the 1s. The order was invoiced on 29 January 1884. Having missed the beginning of the fiscal year, it appears that the colonial administration decided to hold the stock of stamps until the following year. This is evidenced by a General Post Office memorandum,³ signed by J.A. Bulmer, the postmaster general, that was distributed to businesses in November 1884, stating:

On and after 1st January, 1885, the sum to be collected in Trinidad, from the addressee, on unpaid and insufficiently paid Correspondence will be represented by a Special Stamp, or Stamps, similar to the specimen below.

Those stamps will be affixed to the cover of the Letters, &c.

With a view to expediting the delivery of mails by abolishing the present system of debiting unpaid charges in the books of this Department, and also of preventing errors of overcharges, I beg to solicit your co-operation by providing your messenger, on the arrival of each Mail, with a sum sufficient to cover the charges on any unpaid or insufficiently paid Correspondence so that the charges may be collected when the Correspondence is delivered.

From the date mentioned, all Registered and Unpaid Correspondence for your firm, arriving by English Mail, will be delivered in the room set apart for delivery to Private Boxholders together with the ordinary Correspondence.

As seen in Figure 1, the design selected was very utilitarian in nature. The De La Rue keyplate method was selected to reduce production costs. Thus a single frame plate was laid down and used to print all of the values. Figure 2 shows a cut-down die proof of the frame, probably removed from the printer's Day Books. This is the only proof item seen by the author.

This first keytype is called the "curvilinear design" because of the manner in which the upper and lower tablets conform to the curve of the duty field. This design proved extraordinarily durable, and it survived with little modification until 1971. It was also used by Basutoland, Barbados, British Guiana (and Guyana after indepen-

dence), Gibraltar, and Tristan da Cunha.

There is no question that the administration of Trinidad had a need for these stamps, and that they were integrated into the postal accounting system, the criteria used to establish the legitimacy of an issue.⁴ Also, the printing quantities for the lower values were very large, which suggests there was a significant volume of short-paid and unpaid mail. An anomaly occurs, however, in that only around 10 covers from the 19th century have survived, even though thousands must have existed. It follows that the unpopularity of postage due labels, and the general disinterest in saving entire covers, must explain this contradiction. We shall return to this observation later in the discussion of the postage due stamps of Grenada.

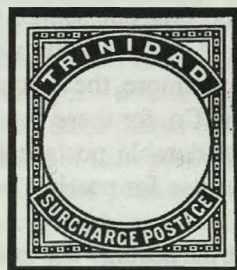


Figure 2



Figure 3

Of historical interest is a series of local specimens that were created in the late 1880s as part of a presentation set that was given to the Duke of York on 23 February 1891 while he was touring the Caribbean. This set included a number of the current definitive stamps and all of the postage due stamps. Figure 3 shows one example from the only known complete set of these outside of the Royal Collection. Additional comments on specimen stamps are found later on in this article.

A new series of eight postage dues (the ½d value, which had no functional use, was eliminated) was printed in 1905-06 as supplies of the old values became exhausted. The same plates were used, and the printing was done on the new MCCA watermarked paper. This pattern was again followed from 1923 to 1945, when the MSCA paper was introduced. Although Trinidad and Tobago were merged in 1913, and although the inscriptions on the postage stamps were changed accordingly, the name "Tobago" was never added to the postage dues during the colonial era.

Commencing on 1 February 1935, Trinidad and Tobago converted from British to decimal currency. This was not, however, reflected in the postage due stamps until 1 September 1947, when a new series of eight values, ranging from 2c to 24c, was released. Finally, over the period 1952-61 the series was re-issued on the new chalk-

surfaced paper. The history of these postage due stamps ended on 31 August 1962, when Trinidad and Tobago became independent from Britain.

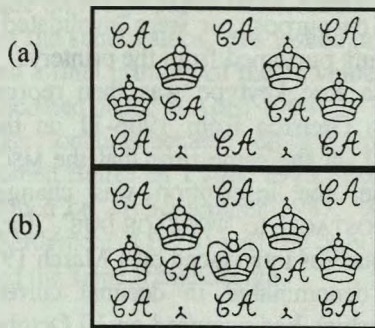


Figure 4

Sometime in the early 1950s, several of the crowns fell off the dandy roll used in manufacturing the MSCA paper. The result is illustrated in Figure 4a. A number of sheets of paper with missing crown were used to print postage stamps for Johore and the Seychelles. Coincidentally, the postage due stamps of nine colonies were also printed on the flawed paper, including Barbados, British Guiana, Grenada, St. Lucia, and Trinidad and Tobago. In an attempt to correct the error, a new crown of the wrong type, the St. Edward's crown (Figure 4b), was inserted and more of the same stamps printed. These varieties represent true watermark errors, not simply misoriented paper, as is often the case.

Grenada, 1892

Grenada, a close neighbor of Trinidad, requested its own "Surcharge Postage" stamps in 1891. De La Rue created a hand-painted essay for the design, shown in Figure 5, using the Trinidad issue as a model. Note that the only significant difference between these designs is the removal of the outer rectangular frame and the addition of fleurons in each corner.



Figure 5

Perhaps because a more distinctive design was desired, this essay was rejected. Instead, a new design, a die proof of which is illustrated in Figure 6, was created. The colony name and inscription were moved into rectangular tablets at the top and bottom, respectively. This design was accepted, and on 31 December 1891 an order was placed. De La Rue invoiced 1,200 of each value – 1d, 2d, and 3d – on 23 March 1892.²

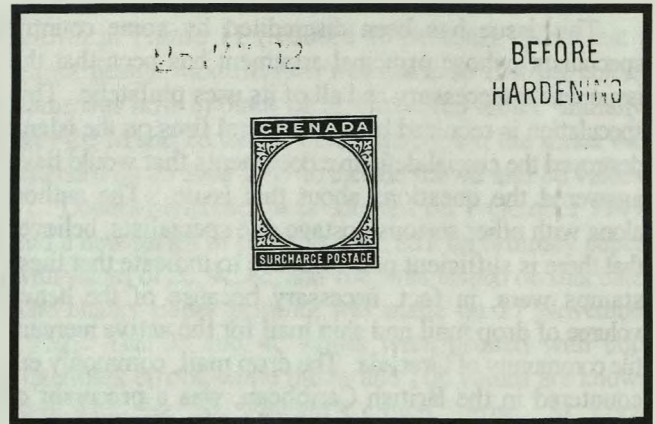


Figure 6

This "rectilinear design" again proved durable and even more acceptable to colonial postal administrations than the curvilinear design. It survived, with minor treatment to the corner fleurons, until 1972, and was also used by Fiji, Straits Settlements, Gold Coast, British Honduras, Northern Rhodesia, and St. Lucia. Its use even extended to the protectorates of Bechuanaland, Swaziland, and Nyasaland; and it was later continued into the post-independence era in Ghana and Botswana.

The first local provisional postage due overprint found among the crown colonies was produced by Grenada in 1892. By August of that year, the supply of De La Rue postage dues had been exhausted. The current 8d postage stamp, for which there was little use, was then transformed into two values of postage due stamps. This was accomplished by overprinting them with a new value, either '1d.' or '2d.', and 'SURCHARGE POSTAGE'. The basic stamp was the Queen Victoria definitive of 1883, which had the distinction of being printed in panes of 60, 10 rows by 6 columns, with alternating rows inverted with

respect to one another. Row 1 was head-up, row 2 head-down, and so forth, thus creating *tête-bêche* pairs. The overprint forme was set up in the same manner so that the surcharge always had the correct orientation. Thus it is possible for both *tête-bêche* and *pied-à-pied* pairs to exist. Since the stamps were generally separated by tearing individual rows or pairs of rows from the sheet, the surviving pairs, which are *tête-à-tête*, as shown in Figure 7, are exceedingly rare. The overprinting was repeated in October 1892, this time using the 6d definitive.



Figure 7

This issue has been discredited by some country specialists⁵ whose principal argument has been that the issue was unnecessary and all of its uses philatelic. This speculation is required because several fires on the island destroyed the crucial definitive documents that would have answered the questions about this issue. The author, along with other serious postage due specialists, believes that there is sufficient new evidence to indicate that these stamps were, in fact, necessary because of the heavy volume of drop mail and ship mail for the active mercantile community of Grenada. The drop mail, commonly encountered in the British Caribbean, was a precursor of 20th century business reply mail. Figure 8 shows an example of such a cover (reduced 40 percent). It is of small size, suitable for insertion into a larger envelope, and has a printed address. This was intended as a convenient method to encourage clients to settle their accounts.

The lack of surviving covers noted above for the first issue of Trinidad is paralleled in a similar lack of covers for Grenada's first issue. On the other hand, more than 100 covers are known with the provisional overprints. The new hypothesis is that this is not because they were philatelic in nature, but rather because they were retained in the files of the merchants using this specialized service. A paper providing a full analysis of this theory is currently in preparation.

Although there are no printing figures for these provisionals, their rarity was already recognized in 1911, when Crouch⁶ indicated that "These stamps are very scarce in an unused condition." This adds further credence to the new theory, because in the 1890s no philatelists would prefer covers to unused stamps. In fact, only five

complete mint sets of these provisionals have been located with certainty. The only philatelic taint to the issue is the double overprint found on the 1d/6d value. All of these were cancelled-to-order. This indicates that they may have been prepared on purpose, or were invalidated by cancelling after being purloined from the printery.

The De La Rue keytype was then reprinted and introduced into Grenada from 1906-11 on the MCCA paper. In 1921, at the same time that the MSCA paper came into use, the inscription was changed from 'SURCHARGE POSTAGE' to 'POSTAGE DUE'. Finally, the chalky paper issue was introduced on 1 March 1952. The stamps were denominated in decimal currency, the conversion to which had occurred on 10 October 1949, and they included both watermark errors on each of the four values. Grenada went through several levels of self-government, becoming independent on 7 February 1974.

British Honduras, 1923

It appears that the first postage due stamps of British Honduras originated not from the colony, but rather through the Crown Agents who, in September 1922, announced that 2c and 4c values were being printed for the colony.⁷ These used the basic rectilinear design, but the corner treatment of the design was considerably different, showing distinct *fleurs-de-lis*. As British Honduras had adopted the decimal system in 1888, three values, 1c, 2c, and 4c, were issued. The die was engraved in August 1922 and the plates laid down in September. Figure 9 illustrates the cut-down die proof mounted on a portion of the De La Rue Day Books, indicating that the leads were

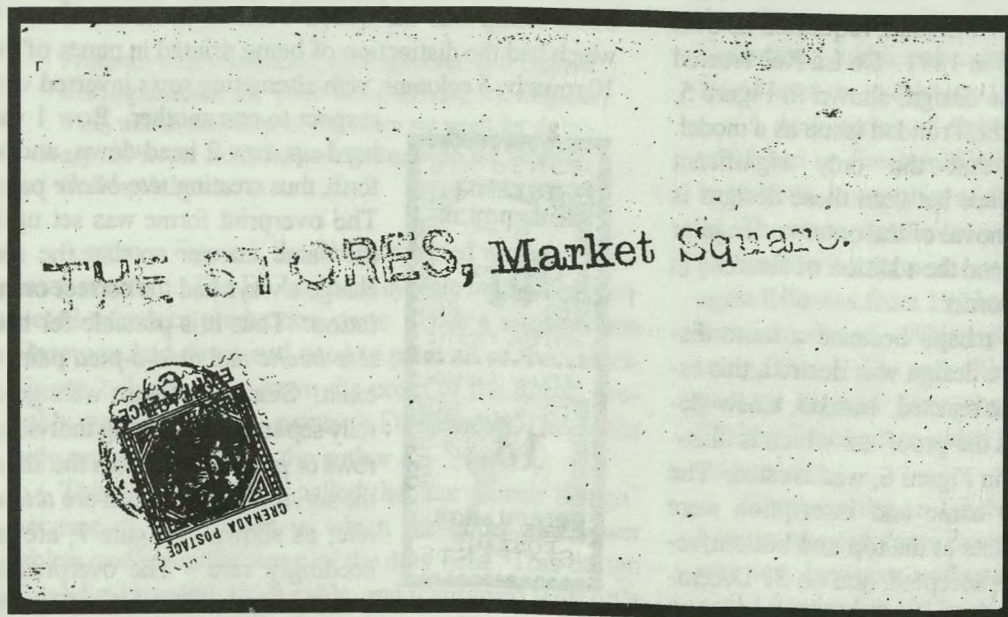


Figure 8

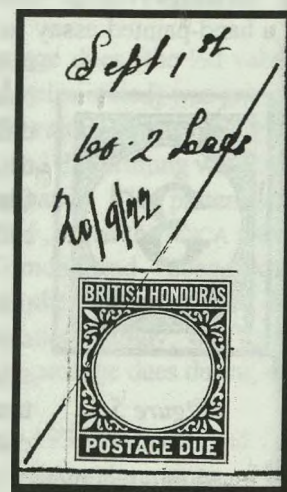


Figure 9

drawn on 20 September. The stamps then came into use on 2 January 1923.

From 1944-46 additional printings of the 1c and 4c were made on rough paper. The chalky paper set, consisting of the same values, was issued on 25 September 1956, and a final printing of the 1c value was made on a white, uncoated paper in April 1964.

British Honduras became self-governing in 1964 and was renamed Belize on 1 June 1973. Full independence was attained on 21 September 1981. As a final note, Straits Settlements (1924) was the only other colony to have used the same frame design.

St. Lucia, 1930

St. Lucia has been the only Caribbean colony to produce its own local typeset postage due stamps, although such issues were also used by Fiji, Zanzibar, and Malta. Two typeset values, 1d and 2d, were produced in 1930. These also have an interesting characteristic: each stamp is unique! The type was set for the basic stamps and printed on colored paper in sheets of 60 (6 rows by 10 columns). Later, the handstamped numbers were applied in a second operation. Figure 10 shows an example of a pair of 1d dues from the bottom sheet margin. It illustrates an uncatalogued triple overprint and the two typefaces used for 'No.'. There are a number of thorough studies of this issue and its many varieties.⁸

The provisional postage dues were replaced in 1933 when the colony selected the rectilinear keytype. A cut-down die proof from the De La Rue Appendix sheets is

shown in Figure 11 (reduced 40 percent). Note that a minor design modification was made so that the colony name was now in black on an uncolored tablet. Initially, only the 1d and 2d values were ordered, but the series was extended on 25 June 1947 to include the 4d and 8d values.

Decimal currency was adopted on 1 October 1949, and a new series of postage dues, still on ordinary paper, with values of 2c, 4c, 8c, and 16c, was issued on that date. The chalky paper printing was made on 27 November 1952. The 2c and 4c values were printed with both watermark errors, while the 8c and 10c values are known only with the "St. Edward's crown" error. St. Lucia became independent on 22 February 1979, after evolving through several stages of self-government.

Barbados, 1934

The history of the postage due stamps of Barbados is well-chronicled by Bayley,⁹ and only the most important facts are presented here. The colonial postmaster discovered that there had been more than 11,000 taxed postal articles in 1930. In early 1932, at the prodding of locals who desired to have postage due stamps "which would bring us into line with all the large countries of the world," he requested postage due stamps from the GPO in London. After being rebuffed, the idea of a locally printed issue was contemplated. This was rejected on the grounds that philatelists might not accept such stamps. Finally, the postmaster placed an order with the Crown Agents on 14 August 1933. Although the resulting stamps arrived in the colony on 1 November 1933, they were not introduced

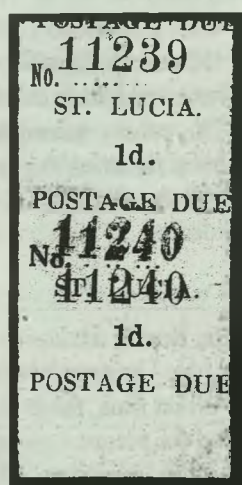


Figure 10

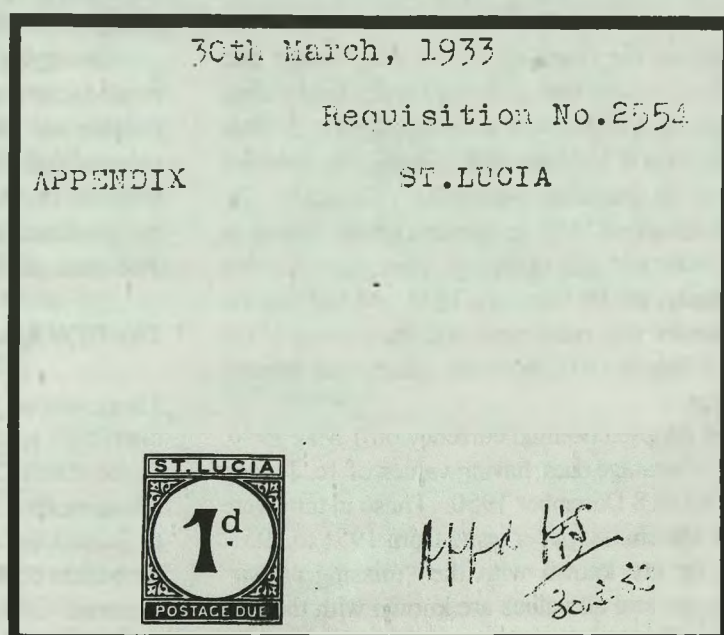
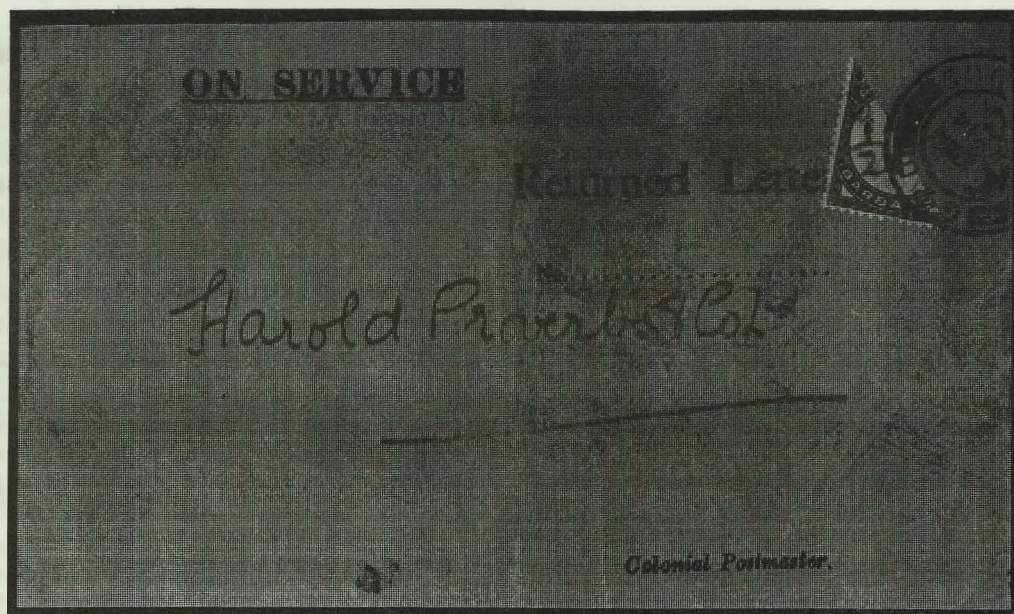


Figure 11

Figure 12

until 2 January 1934. There is no indication that the colony approved the design, but the curvilinear keytype design of Trinidad was employed. In a slight modification, the tablet inscriptions were reversed; the colony name was placed in the lower tablet, and 'POSTAGE DUE' in the upper, as shown in Figure 1.

The intent of this stamp was to pay the fine on unfranked local mail. Changes instituted at the Postal Convention held at Cairo in March 1934 required a ½d postage due for certain types of mail. In addition, the GPO instituted a special fee of ½d for "other articles" which were returned to the sender at their direct request. Since Barbados had no postage dues with this value, the Post Office authorized the bisecting of the 1d postage due stamps. Although there was no formal order authorizing this procedure, its validity was acknowledged in a letter written on 17 April 1936 by G.F. Sharp, the colonial postmaster, to an inquiring philatelist. Generally, the bisect was surcharged '1/2' in manuscript, as shown in Figure 12. Both red and black ink were used for this purpose. Finally, on 10 February 1935, the ½d was issued. The due set was completed with the issuing of the 3d value on 13 March 1947, when all values were printed on rough paper.

Barbados adopted decimal currency on 1 May 1950, and a new set of postage dues, having values of 1c, 2c, and 6c, was released on 8 December 1950. These in turn were supplanted by the chalky-paper issue from 1951 to 1953. The 1c and 6c are known with the "missing crown" watermark error, and all values are known with the "St. Edward's crown" error.

Barbados became self-governing in 1962 and independent on 2 December 1966. It continued to use the curvilinear keytype until 1976.

British Guiana, 1940

While British Guiana is famous for its important postal issues, it was the last of the Caribbean colonies to introduce postage dues. The curvilinear keytype was selected, and a set of three values – 1c, 2c, and 12c – was released on 1 March 1940. All were decimal, as the colony had been using this system since the inception of postage stamps in 1850.

During the Second World War, the three values were printed several times on rough paper.¹⁰ The chalky-paper printing was introduced between 1952 and 1955, and a 4c value added to the set. Only the three low values exhibit both of the watermark errors. The colony gained her independence on 25 May 1966, and was renamed Guyana. The same postage due design is still in use today.

The UPU Specimens

There was no formal system for the British territories to distribute specimen stamps until the Universal Postal Union (UPU) Congress of 1879. At that time, for British colonies, the Crown Agents ordered the security printers to protect the specimen stamps with an overprint. This procedure continued until 1924 when a circular from the Colonial Office dated 24 August ordered that specimen stamps should henceforward have the word 'SPECIMEN'

perforated through them. This practice was followed until terminated by a circular dated 15 July 1948. The number of specimen stamps distributed varied over time as the number of postal administrations throughout the world waxed and waned, and the number of specimens required by each administration changed. It ranged from a low of 80 in 1879 to a high of 756 in 1907, to 360 by 1948 when the practice was generally ended.

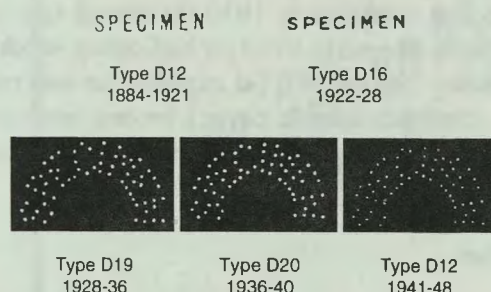


Figure 13

Because of their widespread use and longevity, the De La Rue specimens, shown in Figure 13, exhibit the greatest variety for the postage dues. Some of the types had very limited use, which coincidentally included the dues. Although type D12 (all types in this section refer to those set forth by Samuel¹¹) is the most common overprint used on British stamps, it only appears on the postage dues of Grenada (1921) and Trinidad (1923) because these were the only dues printed during its period of use. Type D16 replaced type D12 for small stamps in 1922 and was used until 1928. During this period, it was used for the dues of seven colonies, including three in the Caribbean.

The introduction of the perforation technique resulted in type D19, which is the most common of the specimen devices for the dues, having been used for eight colonies. The perforator used was, in fact, too large to fit on the small-format stamps, including the dues. As a result, nearly all of them appear to have damaged margins where the perforation runs off the edges of the stamp. This problem, coupled with wear, led to the introduction of type D20 in 1936. A final perforator, type D21, was introduced in 1941, probably because the old machine had been

destroyed during the bombing of the De La Rue works in late 1940. A summary of the specimen types for each colony is shown in Table 2.

Conclusion

This paper has provided an overview of the postage due issues of the six British Caribbean colonies that have issued postage due stamps, and illustrated their importance in the development of the De La Rue postage due keytypes used widely throughout the Empire. These issues offer a historical perspective of the handling of insufficiently prepaid mail – and an opportunity for specialists to discover new varieties and uses.

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Table 2. Summary of UPU Specimen Types

Colony	Specimen type				
	D12	D16	D19	D20	D21
Trinidad	1923 (1)	1923 (3)	—	—	1944-45 (4); 1947 (8)
Grenada	1921 (3)	(1922 (1)	—	—	—
British Honduras	—	1923 (3)	—	—	—
St. Lucia	—	—	1933 (2)	—	1947 (2)
Barbados	—	—	1934-35	—	1947 (1)
British Guiana	—	—	—	1940 (3)	—

An Introduction to the Jusqu'à Airmail Markings of the Caribbean

by Darryl FULLER

Little did I realise, when I purchased the cover shown in Figure 1, that it would lead me to a whole new collecting field. The cover is a Leeward Island 1½d brown envelope (H&G B8), with additional postage bringing the total franking to 1s. On checking George Bowman's notes on postal rates of the Leeward Islands, I found that the cover was underpaid for airmail to England. I then suspected that the two purple bars were meant to cancel the airmail label and that the cover was sent by surface mail. At the time, I did not know that the bars were in fact a *jusqu'à*-type airmail marking applied at New York.

Quite fortuitously, I came across an article in *Gibbons Stamp Monthly* by Ian McQueen that helped explain what had happened to my cover. The cover had in fact been flown to New York, where the airmail label had been cancelled, and it had then entered the normal mail system and

travelled by steamer to England. On rechecking Bowman, I found that sometime in 1930 the airmail rate to the United States dropped to 10½d per half-ounce, which with the ordinary postage of 1½d explains the rate on this cover. From this humble cover I became interested in these *jusqu'à* markings and have begun a worldwide collection.

Definition

Jusqu'à – French for “as far as” – is the term used to describe a range of markings that were applied to airmail covers. Airmail was expensive in the early days, and letters were often posted part way by air and then transferred to surface mail. In order to indicate that the letter was to travel by air to a certain destination, it was often necessary

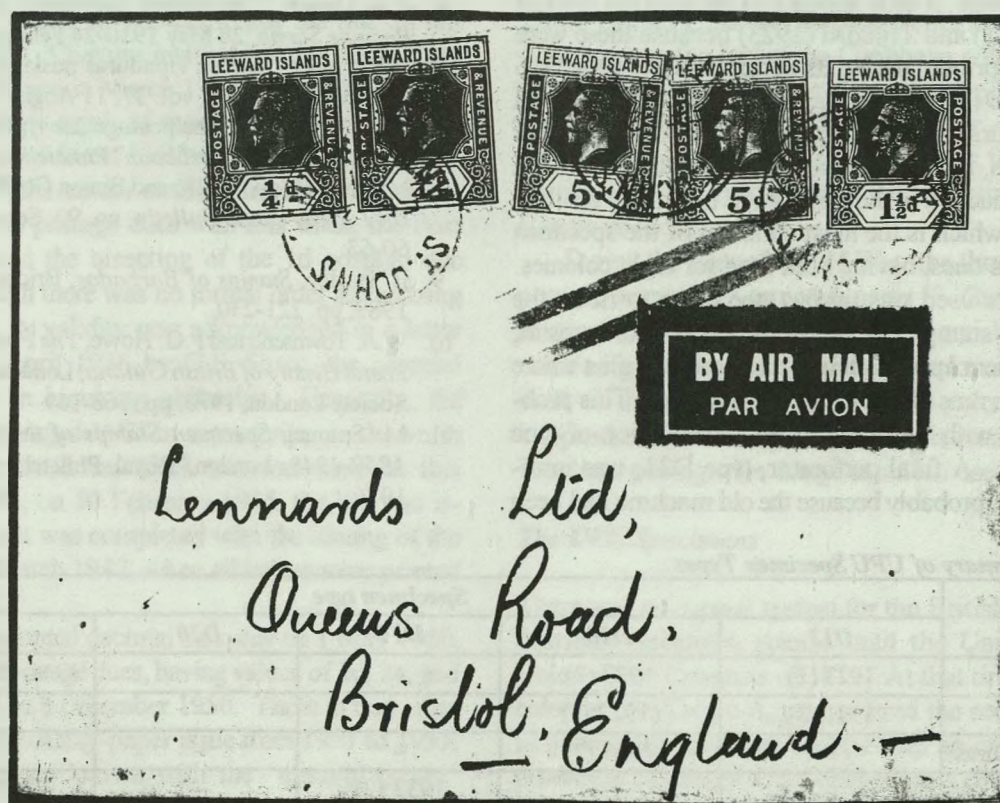


Figure 1

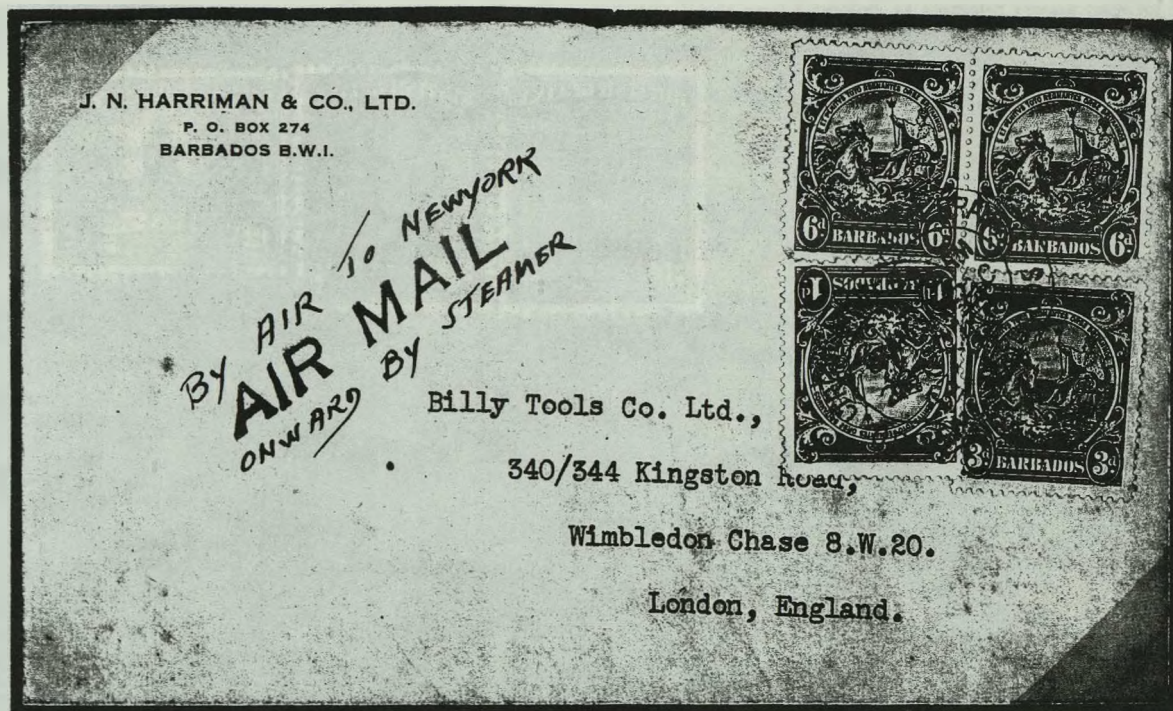


Figure 2

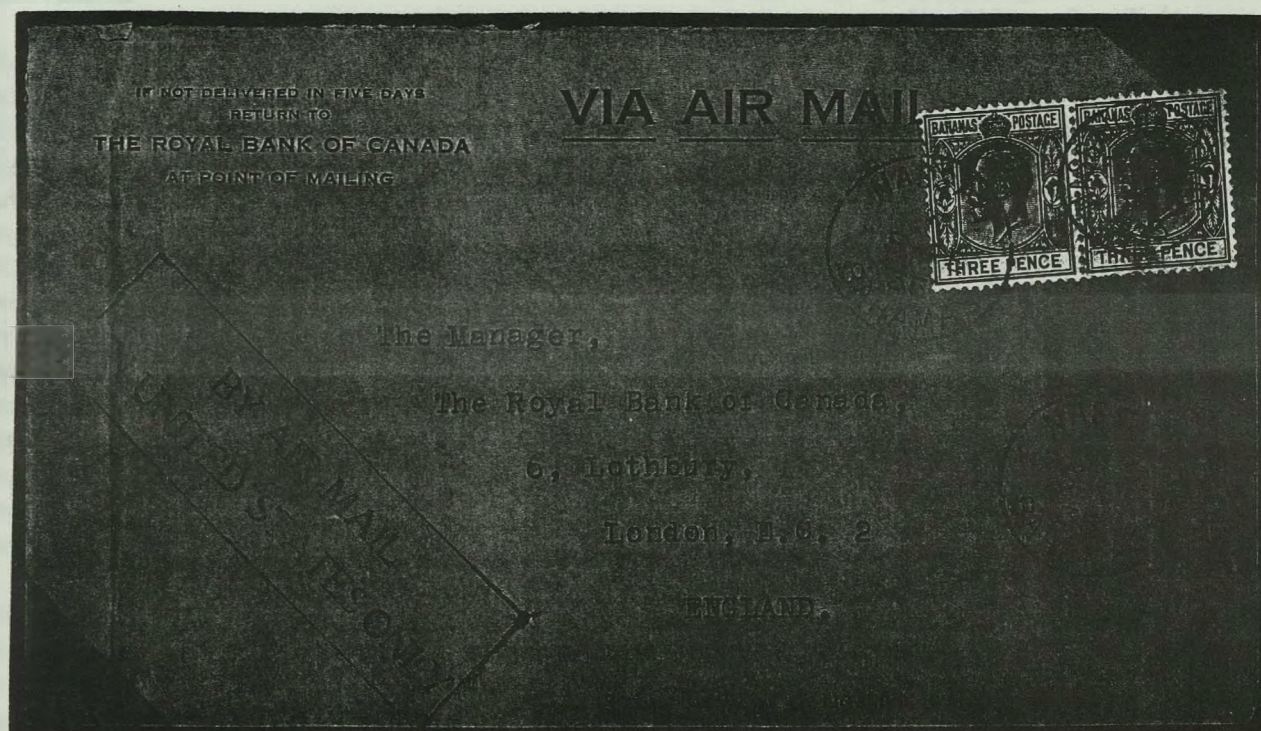


Figure 3

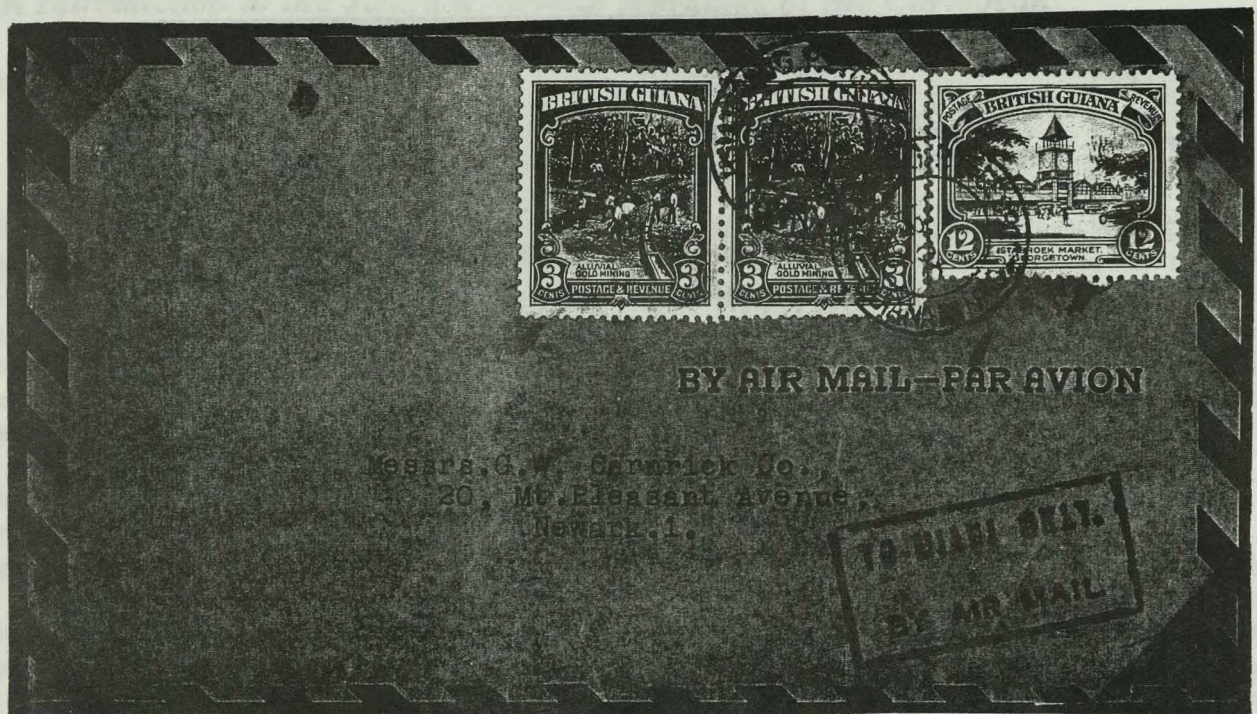


Figure 4



Figure 5

to specify this on the envelope. This message was - handwritten or typewritten, or conveyed by special airmail labels or instructional handstamps applied by the post office. Further, when the airmail leg was completed some post offices cancelled the airmail label to indicate that the letter was to continue its journey by surface.

These markings were first noted by Dr Gordon Ward in two articles in *The London Philatelist* in 1950, entitled "Minor Air Mail Markings." Yet despite these articles, the marks were little studied and often perplexed very knowledgeable philatelists. However, luckily for philately McQueen studied these markings and produced a 110-page study in 1993. This elicited so much response from other collectors that he published a supplement in 1995 that was larger than the original study. These two studies are essential reading for anyone interested in this field.

The range of *jusqu'à* markings is large and growing every day. It is one field of philately where there are still many discoveries waiting to be made. In this article I will only skim the surface by concentrating on the Caribbean. However, it does include two markings previously unreported, which illustrates that the last word is never written in philately. The main period of use of these markings was the 1930s and 1940s; they are also found in the 1950s but rarely after this.

Dumb Cancels

In those days, there were three main points of transfer for airmails - New York, London, and Brindisi. These post offices tended to cancel the airmail instruction (be it written, printed or a label) with what I would call a dumb marking. New York and London usually used parallel bars, while Brindisi used a cross. It is important to realise that not all airmail was cancelled this way and many covers escaped being cancelled. I have an excellent example of this in another Leeward Islands 1½d envelope sent to Argentina from Antigua in 1931, supposedly by airmail. It is up-rated by 10½d, yet the airmail rate to Argentina at the time was 3/1½. It is an unmarked *jusqu'à* cover since the postage only pays airmail to the United States. An examination of the backstamps indicates a journey of 10 days, which confirms this.

In terms of the type of *jusqu'à* markings found on mail originating in the Caribbean, the parallel bars illustrated in Figure 1 are the most commonly found. These bars used in New York and London are easy to distinguish because New York used purple bars and London red. The Brindisi marks are in black but I have yet to find one on a cover from the Caribbean. There are many types of parallel bars, with over 70 different types recorded for

London alone. Four parallel lines were also used by both New York and London at various times, whilst London also used a six-line roller-type cancel.

Instructional Markings

Perhaps of more interest than the cancelling bars applied at London and New York are the instructional markings usually applied in the country of origin. These markings were in English for the British Caribbean countries. McQueen lists *jusqu'à* markings for Antigua, Bahamas, British Guiana, British Honduras, Jamaica, St. Vincent, Trinidad, Curaçao, Haiti, and Suriname. To which I can add Dominica.

The other countries of the Caribbean do not appear to have had specific handstamps to cover this situation and may have resorted to simple manuscript markings, as illustrated in Figure 2. This cover from Barbados, posted on 23 OC 43, is endorsed 'BY AIR TO NEW YORK/ ONWARD BY STEAMER' in blue pen. This may have been applied by a postal clerk. It is not unusual to see similar notations typed on the envelope.

One *jusqu'à* handstamp has been recorded for Antigua, but I do not have an example. It is thought to be c.1939 and is a straightline handstamp in violet, 'AIR MAIL TO NEW YORK'.

The earliest *jusqu'à* marking of the Caribbean is one from the Bahamas used in 1919 on a first-flight cover, but it is not known if it was ever used on commercial mail. It was a poor rubber handstamp in two lines, 'BY AIR SERVICE/ NASSAU TO MIAMI'. Figure 3 illustrates the more common *jusqu'à* boxed handstamp used in the Bahamas. This cachet was used on letters to Europe that were to be flown only as far as New York, according to McQueen. He notes that it is recorded in the period 1936-39, but this cover pushes the date of usage back to February 1935 and I have another dated November 1934. It is not difficult to discover early and late dates for *jusqu'à* markings. A later version of this handstamp is known used in 1944, with the 's' of 'STATES' missing, but it appears to have had little use.

British Guiana is fertile ground for *jusqu'à* markings. It is one country where these markings have been recorded in the literature. British Guiana must have had a lot of airmail because Townsend and Howe list six different *jusqu'à* markings used in the period 1934-57. There is insufficient room to illustrate covers with all of these markings, so I have used a previously unrecorded marking as an illustration. Figure 4 has the boxed handstamp in purple 'TO MIAMI ONLY./ BY AIR MAIL', which is unrecorded in either Townsend and Howe or McQueen.

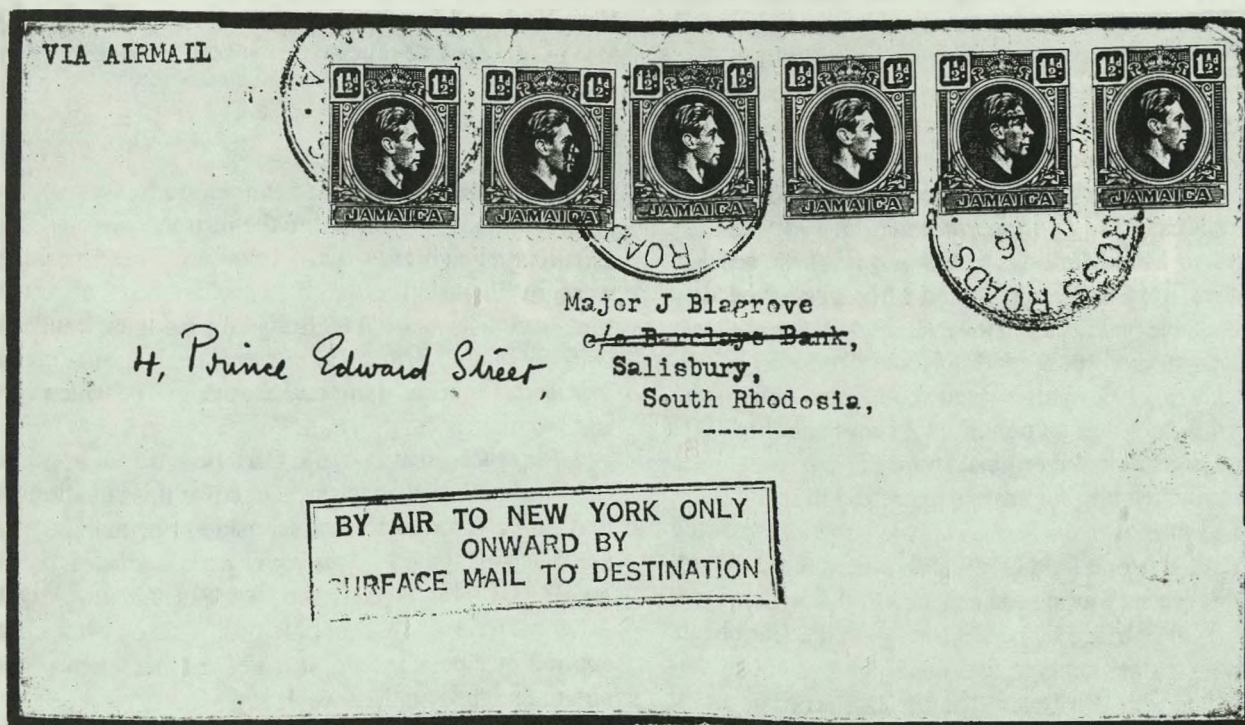


Figure 6

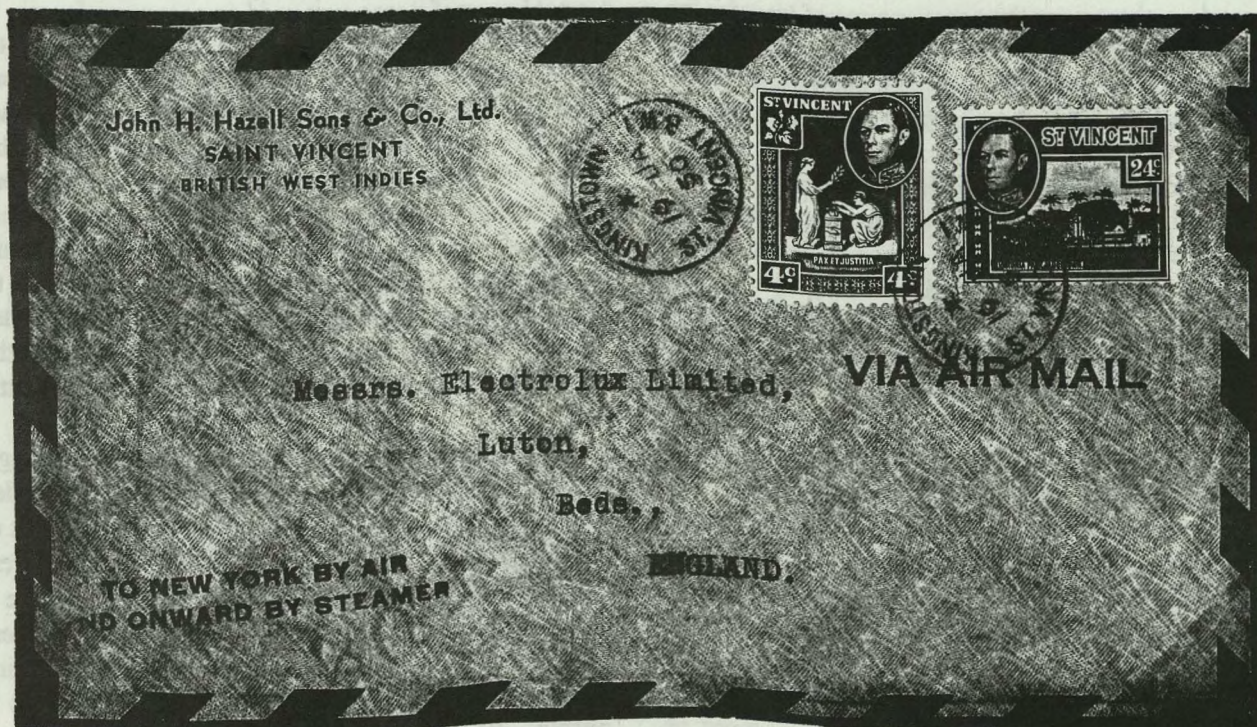


Figure 7

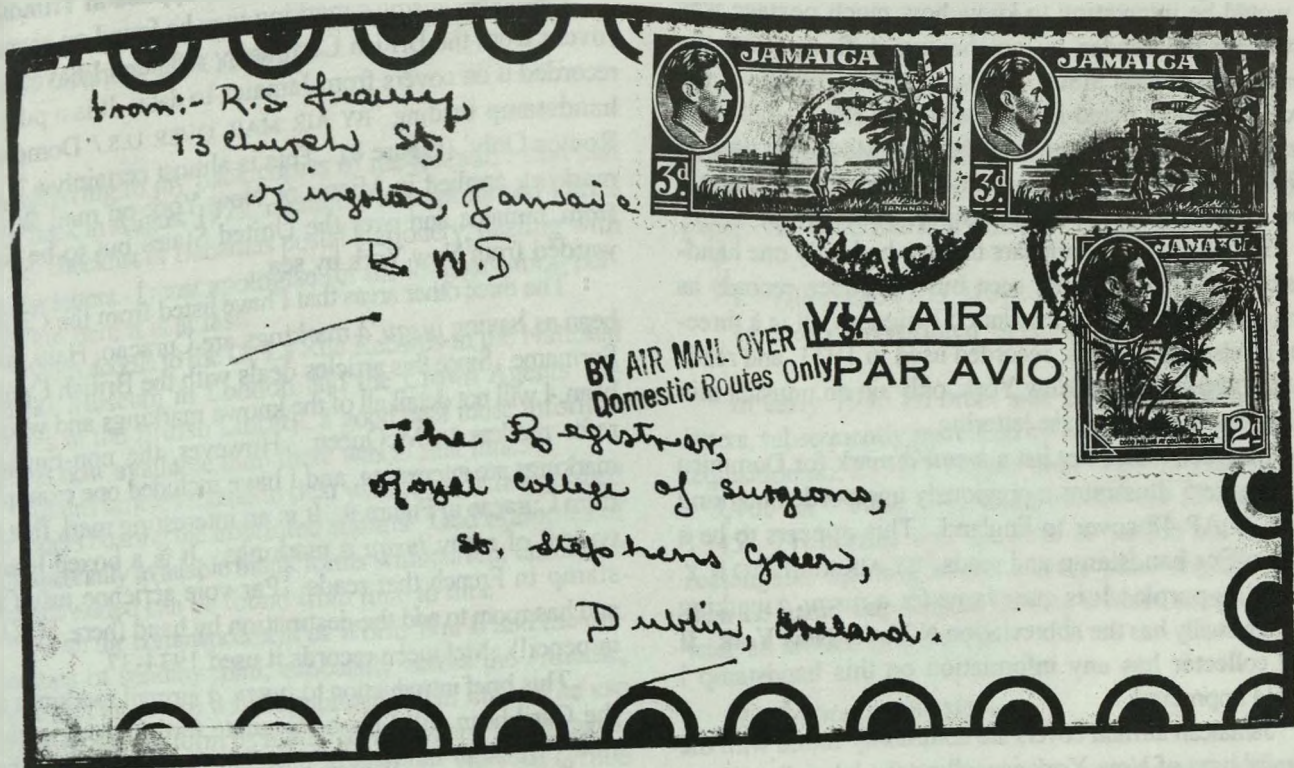


Figure 8

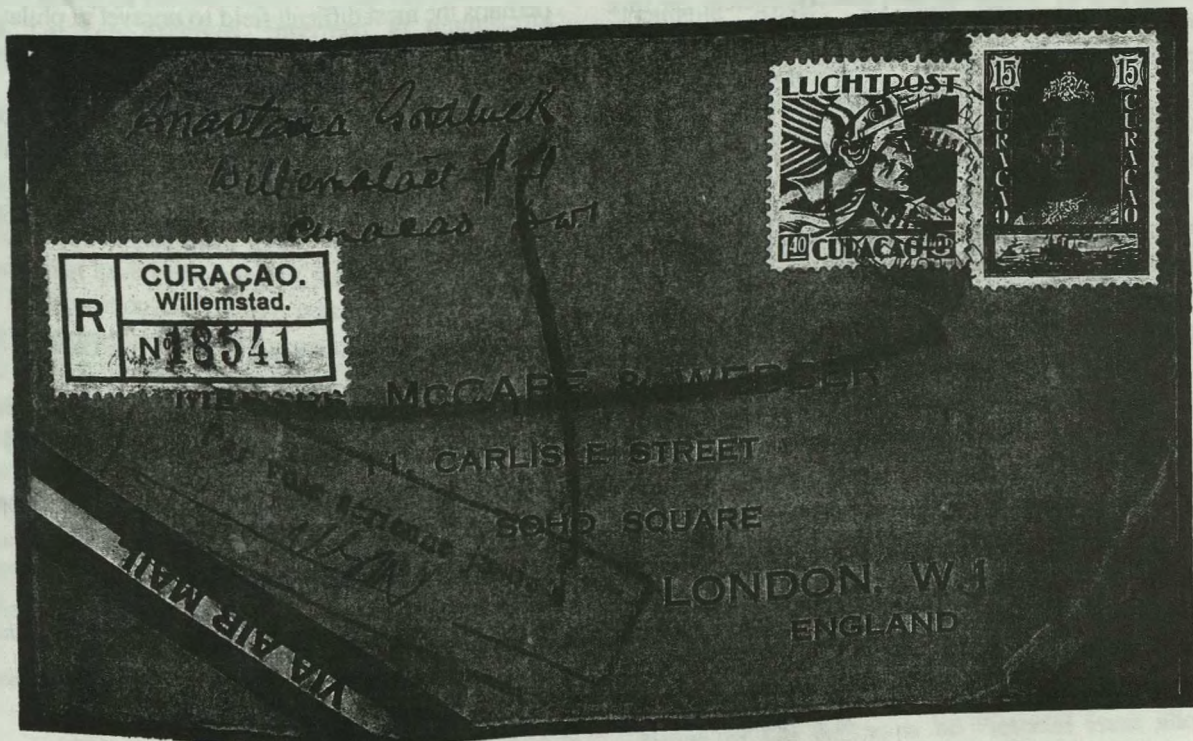


Figure 9

The cover, postmarked 12 OC 50, is addressed to Newark. It would be interesting to know how much postage was saved by the sender by not having it flown over the continental United States. I have examples of five of the six handstamps listed in Townsend and Howe, including the similar boxed 'TO TRINIDAD/ BY AIR MAIL' but used in 1930 – some seven years earlier than recorded. This is a very early *jusqu'à* mark for this part of the world.

British Honduras appears to have had only one handstamp, which I have not seen but McQueen records as being used on covers to the United Kingdom. It is a three-line handstamp in black, recorded used in 1931, and reads 'AIR FEE/ prepaid to/ New York, only' in an unusual mix of upper- and lower-case lettering.

McQueen does not list a *jusqu'à* mark for Dominica but Figure 5 illustrates a previously unrecorded marking on a 23 AP 48 cover to England. This appears to be a post office handstamp and reads 'BY AIR MAIL/ TO N.Y. ONLY' in purple. It is quite large for a *jusqu'à* marking and unusually has the abbreviation N.Y. for New York. If any collector has any information on this handstamp I would appreciate it.

Jamaican airmail covers are commonly found with the parallel bars of New York cancelling the label, but it also had two instructional markings. Figure 6 illustrates the first of these handstamps which is a very lengthy and contains precise instructions on how the article of mail was to travel. McQueen records this as being used in the period 1946-48. Although the date is unclear on this example, the backstamp indicates that this cover was posted in 1948. The second handstamp recorded from Jamaica reads 'BY AIR TO NEW YORK/ ONWARD BY SEA'. with a fancy line above and below. It is recorded 1946-54.

It is unclear whether St. Vincent had its own *jusqu'à* handstamp. The handstamp illustrated in Figure 7 is listed by McQueen, only in 1946, but there is a belief that it may have been applied in Trinidad in transit. Until proven one way or the other there remains a question mark over this handstamp.

Trinidad had three recorded *jusqu'à* markings if you include the one shown in Figure 7. I don't have examples of the other two, but McQueen illustrates them in his study. The first, known used 1939-47, is a three-line handstamp, 'TO U.S.A./ ONLY/ BY AIR' in violet. The second, known used 1944-46, is also a three-line handstamp, 'N.Y. AIR/ STEAMER/ ONWARD'. There is also an example of a cover flown from Curaçao to Trinidad on its way to Java, with the airmail label cancelled by a pair of

black bars that appears to have been applied in Trinidad.

One other *jusqu'à* marking may be found on airmail covers from the British Caribbean, although I have only recorded it on covers from Jamaica to date. It is a purple handstamp reading 'BY AIR MAIL OVER U.S./ Domestic Routes Only' (Figure 8). This is almost certainly a U.S. marking applied in Miami or New York on mail flown from Jamaica and over the United States but to be forwarded from New York by sea.

The three other areas that I have listed from the Caribbean as having *jusqu'à* markings are Curaçao, Haiti, and Suriname. Since this article deals with the British Caribbean, I will not detail all of the known markings and would refer readers to McQueen. However, the non-English markings are interesting, and I have included one example from Curaçao in Figure 9. It is an interesting mark that is typical of many *jusqu'à* markings. It is a boxed handstamp in French that reads, 'Par voie aérienne jusqu'à' and has room to add the destination by hand (here, 'USA' in pencil). McQueen records it used 1934-37.

This brief introduction to *jusqu'à* airmail markings of the Caribbean will I hope stimulate further study in this field. It is an interesting one that is ripe for new discoveries and further research. Moreover, it also shows what can be done in aerophilately in other than first-flight covers. For the postal historian, it may also help to explain why some covers have the rates that they do, particularly since airmail rates of the 1930s and 1940s are perhaps the most difficult field to unravel in philately. An understanding of how part-flown airmails were handled is an essential element of airmail postal rates.

To anyone interested in this field I highly recommend Ian McQueen's study and supplement. I would also welcome any information on these markings from fellow collectors, in particular new examples and periods of use.

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Postal Stationery of the Bahamas: Air Letters

by S. Graham HOEY, FRPSL

On referring to my back copies of the journal, I find that way back in August 1977, members were promised Part 3 of my checklist of Bahamas postal stationery, dealing with the air letters. I must apologise for the long gestation period, but here it is at last!

With access to the De La Rue Records in the National Postal Museum in London and the Crown Agents Archives in the British Library, a good deal more information is now available than there was at that time.

In this article I intend to deal with the officially issued air letters bearing the imprinted stamps. Odd examples of commercially available blank forms with current definitive stamps added can be found from time to time.

With the commencement of World War II and the difficulties of sending mail, especially across the Atlantic, more and more use was being made of air mail. The use of a light-weight form of mail had very many advantages, and following its introduction in the U.K., the Post Office in the Bahamas considered the production of a Bahamas air letter in 1943. The design selected was prepared by De La Rue and followed the standard format at this time, with an imprinted impression of the current King George VI 7d definitive stamp of the Bahamas. A file copy exists, ex the De La Rue Archives, inscribed in manuscript: 'Approved subject to the weight of the form not exceeding 1/12th. of 1oz. R.W. C. 14/7/42' (sic).

An identical file copy is in the Crown Agents Archives, except that 'RWC' (R.W. Cook), the Inspector for the Crown Agents, had dated this one '14/7/43'. As these were not requisitioned until 1943, '42' in the De La Rue copy must just have been a slip of the pen on Mr. Cook's part. The requisition, no. 2421/1, was for 100,000 copies. These were despatched in two consignments on 23 September and 19 October 1943, a total number of 103,320 being supplied, along with the requisite number of specimens, overprinted in small block capitals measuring 40 x 3½ mm.

In 1954 a quantity of these were re-issued in Nassau. A possible explanation is that they had become "buried" or mislaid in the GPO store in Nassau and had only come to light again at this time.

1 November 1943

Head of KGVI. Kessler's Format B, Tablet A. 122 x 100 mm. The rectangular opening in the overlay plate is

exactly the same size as the stamp impression, leaving no margin (Figure 1). Grey inscriptions and overlay on white paper. No watermark. Printed by De La Rue & Co.

1. 7d orange (103,320)

1a. Ditto, overprinted 'SPECIMEN'.

In early 1945 an order was placed for 300,000 air letters, subsequently increased by another 300,000, under requisition no. 2598/1. Again there were two despatches – 5,400 on 7 June 1945 and 610,080 on 13 December 1945. The format was the same as before but with the rectangular opening in the overlay plate slightly larger than the stamp impression, leaving a white margin ¼ mm wide all around (Figure 2).

2. 7d orange (shades)

Although no official air letters were available bearing the head of Queen Elizabeth II in 1953, a number of privately printed forms were overprinted with a crown, the head of the Queen and the inscription 'Coronation/H.M. Queen Elizabeth II/2nd June 1953', using commercially available "Apsley" air letter forms in a Post Office-approved format.

The overprinting was by Harold Cocker of Bolton and was presumably for use in all the colonies participating in the Coronation issue. Examples are known from the Bahamas bearing two copies of the 6d low value of that issue, cancelled with the Nassau CDS for 3 June 1953.

The KGVI air letters continued to be in use well into the reign of the new Queen, and it was not until 1962 that a new air letter design was considered. There is a mock-up in the Crown Agents Archives, using a photograph of the current 8d value showing a Paradise Beach Scene, marked: 'Approved subject comments/ Our letter 5th. October. 5/4/62' and 'X' 'Insertion' 'To open.../ Better cutting, etc./ Change to figure on stamp'.

The design was approved and the requisition number was 6122/1.

8 April 1963

QEII. Format as the current G.B. air letter, with the design of the Bahamas 8d Pictorial issue showing a Paradise Beach scene (Figure 3). On light blue paper with

Figure 1

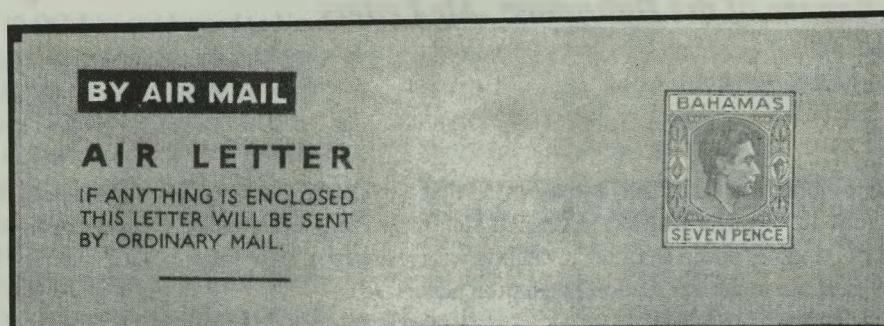


Figure 2

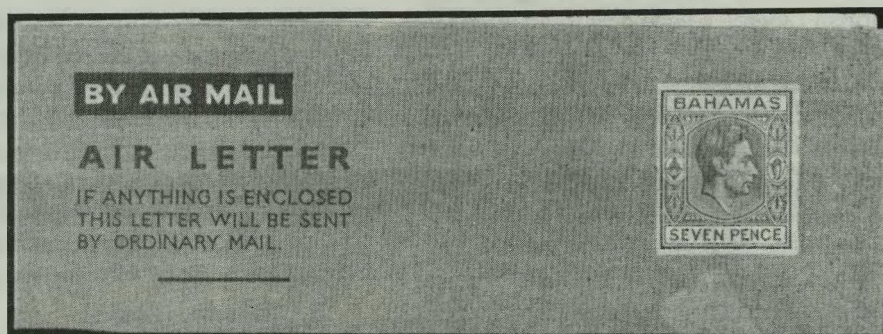


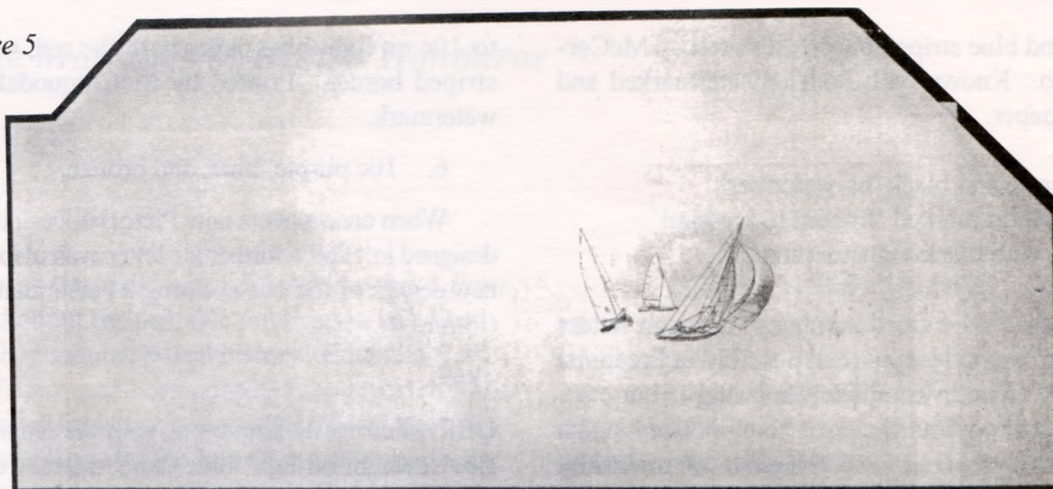
Figure 3



Figure 4

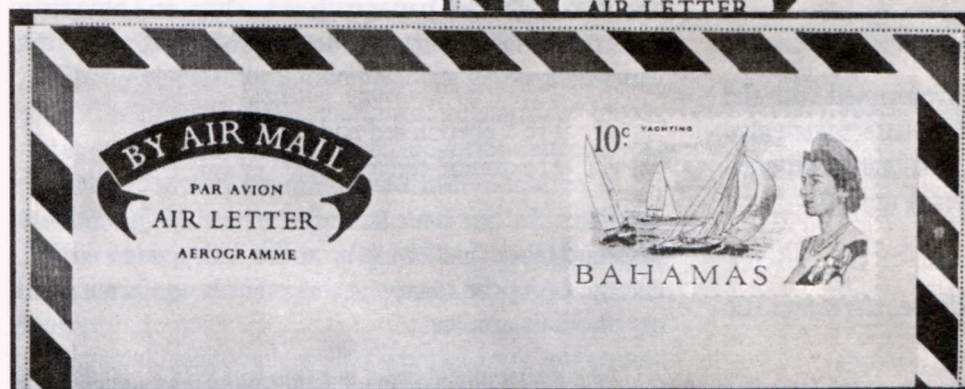


Figure 5



← Figure 6

Figure 7 →



← Figure 8

Figure 9 →



← Figure 10

a red, white, and blue striped border. Printed by McCorquodale & Co. Known with both unwatermarked and watermarked paper.

3. 8d purple and black, no watermark
- 3a. Ditto, watermarked 'Imperial/ Air Mail'
- 3b. Error, with black vignette omitted.

Sometime in 1964 a small number of these air letters were placed on sale in Nassau (and possibly in Freeport) with the black vignette completely missing (Figure 4). Some were posted without the error being noticed, and a number are known prepared for posting but not mailed by the Symonette Shipyards Ltd. Examples of shifted vignette are also to be found.

The issue of the new definitive stamps in 1965 also saw a new air letter in a similar format but with the new 8d design, which showed a Yachting scene. A proof is known of the vignette only without any inscriptions or borders (Figure 5), and there is a finished proof in the Crown Agents Archives marked 'Approved. Simpson. 29/7/65'.

20 September 1965

QEII. Format as above, with the design of a Yachting scene (Figure 6). On light blue paper with red, white, and blue striped border. Printed by McCorquodale & Co. No watermark.

4. 8d purple, blue, and bronze

When the current stamps were overprinted with the new decimal values in 1966, the 1965 air letters were also surcharged 10c in black, the original value being obliterated by three short black horizontal lines (Figure 7).

1966

QEII. 1965 air letter overprinted with the new value 10c in black.

5. 10c in black on 8d purple, blue, and bronze.

The following year, a new air letter was issued in the format as before, with the same design of a Yachting scene but with the value now shown as 10c (Figure 8).

There is a proof in the Crown Agents Archives marked 'K. Wright. 29/1/67'.

25 May 1967

QEII. Design as 1966 air letter but with the value changed

to 10c on light blue paper with the red, white, and blue striped border. Printed by McCorquodale & Co. No watermark.

6. 10c purple, blue, and bronze.

When once again a new Pictorial Definitive issue was designed in 1969 a further air letter was also issued, in the new design of the 10c showing a Bahamian Sponge Boat (Figure 9).

1969

QEII. Format as above but with the Bahamian Sponge Boat design, on light blue paper with a red, white, and blue striped border. Printed by McCorquodale & Co. No watermark.

7. 10c dull red and blue.

The postage rate for air letters was raised in 1971 to 11c and a new air letter was issued with the current 11c Flamingoes design (Figure 10). The imprinted stamp is known in two distinct colours – Venetian red and blue, and orange-red and blue. The first combination of colours was rather dull and when a further printing was required in 1973, the opportunity was taken to brighten the overall effect.

1971

QEII. Format as above but with current Flamingoes design, on light blue paper with red, white, and blue striped border. Printed by McCorquodale & Co. No watermark.

8. 11c Venetian red and blue
- 8a. 11c orange-red and blue (1973).

As this is the last issue bearing the head of Queen Elizabeth and takes this listing up to the independence of the colony, I propose to stop at this point in conformity with my previous articles.

My particular thanks are due to Dr D.R. Beech and Mr R.V.M. Vousden of the British Library Philatelic Collections for access to the Crown Agents Archives and their willingness to be of assistance at all times.

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2. F.W. Kessler, *Kessler's Catalog of Aerograms*, 1961.
3. Higgins & Gage, *World Postal Stationery Catalogue*.

Post Office Markings of British Honduras

by Ian MATHESON

It is now almost ten years since Ed Addiss and I first communicated about the possible publication of a handbook on British Honduras postal history. Ed and his colleague, Bob Topaz, had been coordinating research into village postmarks for many years; indeed I had been approached on the topic by the late Owen Phillips in the 1970s, and I received the first draft of the study at LONDON 1980. Simon Goldblatt had also been spearheading a study through the pages of the British West Indies Study Circle *Bulletin*. To this early work we wanted to add studies on Belize postmarks, instructional marks, forwarding agents' markings, censorship, military mail, and of course postal history.

Unfortunately, Ed's health did not hold up, and the plans never reached fruition. However, Ed had succeeded in publishing a monograph on the village postmarks and an article in the *BCPJ* on Belize postmarks. He also put work into the forwarding agents' cachets (later published by Charles Freeland) and the World War II censorship devices (now published by Brian Rogers).

The work on the original dream, the British Honduras handbook, is still proceeding apace. Thanks to assistance from many fellow BCPSGers, in particular Charles Freeland and Brian Rogers, information has been gathered on most categories of post office markings, registration labels, postal rates, etc. Many of these categories concern non-philatelic mail and have attracted little attention in the philatelic press, so data accumulation has been difficult. Four such categories follow: late posting marks, missent marks, postage due tax marks, and GPO slogan handstamps.

I appeal to all readers who would like to assist with any section to drop me a line at P.O.Box 533, Kelvin, 2054, South Africa or via e-mail to: kcicater@icon.co.za. I would also like to receive details, preferably with photocopies, of any interesting markings, date extensions, or reference material on all related topics, including maritime mail, airmail, unclaimed/return to sender marks, GPO Official (not other government departments), registration, rates, etc., etc. The only limitation is that they must predate the name change from "British Honduras" to "Belize." I am prepared to share information gathered to date on any of these topics with anybody who thinks they may be able to contribute.

LATE POSTING

TOO-LATE

Type 1 38 x 6½ mm 'TOO-LATE' with hyphen. Three similar brass handstamps were dispatched from London to Belize on 25 November 1895.

ERD = 14/2/1908 LRD =

TOO LATE

Type 2 36 x 5 mm 'TOO LATE' without hyphen. Dispatched from London to Belize on 23 May 1903. Probably lost in the 1909 GPO fire. Not yet recorded used.

ERD = LRD =

TOO LATE

Type 3 35 x 6½ mm 'TOO LATE' without hyphen.

ERD = 21/11/1913 LRD =

LATE FEE COLLECTED

Type 4 56 x 5½ mm 'LATE FEE COLLECTED' in a single line.

ERD = 15/12/1916 LRD = 2/2/1917

TOO LATE

Type 5 27 x 6-7 mm (letters are not all of similar height). A 25 x 6 mm 'TOO LATE' was recorded by Huber as having been introduced following the 1918 GPO fire. (Struck in black). This is probably the mark he referred to, the rubber having become distorted with age.

ERD = 14/5/1930 LRD =

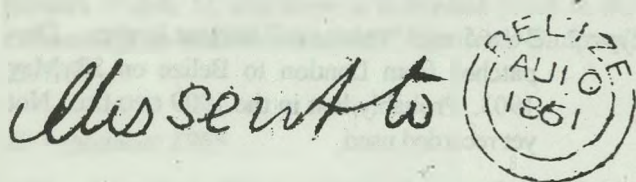
TOO LATE

Type 6 27 x 5 mm. Struck in violet or black

ERD = 11/11/1938 LRD = 17/10/1944

Note: Late airmails which had missed the closing of the posts at GPO Belize could be posted with no premium at the airport. These "supplementary mails" could be posted up to 15 minutes before the flight departed. There were special postmarks used for these letters: Radio Station type TDC-21, Barracks type TDC-23, P.A.A. Office type TDC-25 and Airport type SC-8. Late airmails posted at the GPO were struck with a 'TOO LATE' mark and were held back for the next flight.

MISSSENT MARKS



Type 1 Manuscript endorsement 'Missent to' used in conjunction with type B-2 Belize datestamp.

ERD = 10/8/1861 LRD =

MISSSENT TO BELIZE

Type 2 80 x 5 mm handstamp. Unseriffed letters. Struck in black.

ERD = 1880s LRD = 18/10/1896

The ERD is an estimated date from an undated newswrapper sent from the Cape of Good Hope to Antwerp.

MISSSENT TO BELIZE

Type 3 55 x 5½ mm handstamp. Unseriffed letters. Proofed in London on 12 July 1909. There is a 1½ mm space between 'MISSSENT' and 'TO'.

ERD = LRD =

MISSSENT TO BELIZE

Type 4 It is presumed that type 3 was lost in the 1918 GPO fire. The replacement handstamp was in a similar type but with a 2½ mm space between 'MISSSENT' and 'TO'. The dimensions of this type are 54 x 5½ mm.

ERD = 11/1/1936 LRD =

MISSSENT TO BELIZE, B.H.

Type 5 67 x 5 mm handstamp. Unseriffed letters. Struck in purple.

ERD = 13/5/1946 LRD = 22/5/1950

MISSSENT TO BRITISH HONDURAS

Type 6 76 x 6 mm handstamp. Unseriffed letters. Struck in violet.

ERD = 14/7/1960 LRD = ?/12/1964

MISSSENT TO BRITISH HONDURAS

Type 7 71 x 5 mm handstamp. Unseriffed letters. Struck in violet.

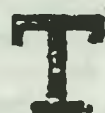
ERD = 12/6/1968 LRD = 25/7/1972

MISSSENT TO BRITISH HONDURAS

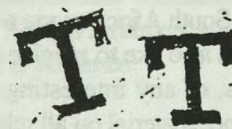
Type 8 85 x 5 mm handstamp. Unseriffed letters. Struck in violet.

ERD = ?/9/1971 LRD =

POSTAGE DUE MARKS



Type 1



Type 2

Type 1 12½ x 13 mm. Recorded used on cover from Belize to Germany.

ERD = 1/1/1898 LRD = 28/8/1905

Type 2 11½ x 12 mm. Two similar marks were sent out from London on 12 September 1909 following the destruction of the GPO in the fire of 30 May 1909. Used at Belize.

ERD = 25/4/1918 LRD =



Type 3



Type 4

Type 3 'T' in circle of 24 mm diameter. This rubber handstamp was introduced in Belize following the GPO fire of 17 August 1918.

ERD = 9/2/1922 LRD = 24/3/1922

Type 4 'T' in hexagon 12½ mm high. Used in Belize.

ERD = 23/5/1929 LRD = 30/5/1929



Type 5



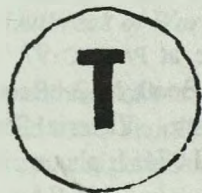
Type 6

Type 5 Seriffed 'T' in 17 mm square. Used on cover from Seine Bight to Honduras.

ERD = 8/11/1945 LRD =

Type 6 Seriffed 'T' in twin circles of diameters 19 mm and 17½ mm. Used on cover from Roaring Creek to St. Lucia.

ERD = 12/2/1952 LRD =



Type 7



Type 8



Type 9

Type 7 Small sans serif 'T' in 25mm circle. Used on cover from Gales Point to South Africa.

ERD = 14/3/1954 LRD =

Type 8 A very similar instrument to type 4. Found at Ladyville P.O. during a visit by G. Raymond in 1969. Not recorded used at Ladyville.

ERD = LRD =

Type 9 Seriffed 'T', 12 x 12 mm. Used at GPO Belize.

ERD = 12/12/1969 LRD =

Notes: 1. Underpaid mail from British Honduras was often endorsed in manuscript. These markings are excluded from the current study.

2. It is very probable that some of the above marks were applied at village post offices rather than in transit through GPO Belize. In most cases confirmation will depend on locating more examples.

3. All the tax marks are struck in black.

SLOGAN CACHETS



Type 1 'British Empire Exhibition'. 65 x 33 mm. Purple.

ERD = 11/7/1924 LRD = 3/10/1924

**BUY BRITISH GOODS
AND GET THE BEST**

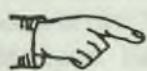
Type 2 'Buy British Goods'. Lettering 8 and 4 mm high. Cachet is 58 mm long. Recorded used on mail from several offices but believed to have been struck in transit through GPO Belize. Struck in purple.

ERD = ?/10/1925 LRD = 2/5/1928

PREVENT PINE FOREST
FIRES --- IT PAYS

Type 3 'Prevent Pine Forest Fires'. Boxed cachet 62 x 13 mm. Struck in purple.

ERD = 7/4/1927 LRD = 2/5/1928



EAT BRITISH HONDURAS
GRAPEFRUIT

Type 4 'Eat British Honduras Grapefruit'. 82 x 11½ mm. Violet.

ERD = 13/4/1935 LRD = 12/7/1936

Remember-only you can
PREVENT
FOREST FIRES

Type 5 'Prevent Forest Fires'. Boxed cachet 50 x 22½ mm. Struck in violet.

ERD = 4/5/1953 LRD =

Give to
The Princess Alice Appeal

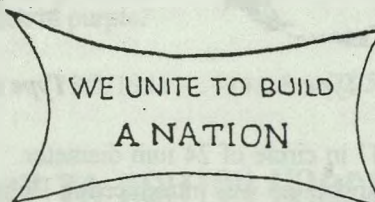
Type 6 'Princess Alice Appeal'. Boxed cachet 54½ x 11 mm. Purple.

ERD = 19/4/1955 LRD =



Type 7 'Royal Visit'. Dimensions 50 x 30 mm. Struck in violet.

ERD = 5/5/1958 LRD = 6/5/1958



Type 8 'We Unite to Build a Nation'. Dimension 53 x 28 mm. Struck in violet or black. Reportedly used in Stann Creek and Belize (?).

ERD = 23/12/1964 LRD = ?/?/1965

Type 9 'Remember/ National Agricultural Show/ 13th and 14th November'. Struck in dull violet. Believed to have been used in Stann Creek. No illustration available.

ERD = 4/8/1971 LRD =

Type 10 '**TH ANNIVERSARY OF****'. Reported by Tom Giraldi. No illustration available.

ERD = 19/12/1972 LRD =

Bermuda in New York

Victoria Stamp Company will be holding their fifth public auction on June 20, 1997 at the Collectors Club in New York City.

They will present an important all-Bermuda sale, including the **Reid L. Shaw Collection** of postal history and **Queen Elizabeth II stamps**, with exceptional Boer POW mail, World War I and World War II censored covers, rare and seldom offered aerophilately, Elizabethan errors and varieties; the **Dr. Myles Glazer Collection**, featuring the study of King George V keyplates which formed the basis of his gold medal award-winning book,

with an extensive holding of printings and flaws, and a plenitude of rare blocks of four; the third and final portion of the stock of **Larry Swain, Bermuda Coin and Stamp Company**, including a significant offering of King George VI and large wholesale lots.

Viewing for the sale will be at PACIFIC 97, San Francisco, May 29-June 8, 1997, Booth M-2. Request catalogue specifying your interests: Victoria Stamp Company, P.O. 745, Ridgewood, NJ 07451; phone: 201-652-7283; fax: 201-612-0024.

[Announcement]

The Bermuda Volunteer Rifle Corps in Europe During World War I

by A. Stewart JESSOP

Introduction

As early as 1867 proposals were made to the governor of Bermuda for a volunteer rifle corps to be raised and maintained by the Island government. The proposals were not accepted, and despite several efforts in later years it was not until another 25 years had passed that legislation finally created the Bermuda Volunteer Rifle Corps (BVRC).

Although the Bermuda Legislature enacted the *Bermuda Volunteer Act* on 7 July 1892, it was a further two years before the Corps was formed. The catalyst in this development was the arrival of Captain E.S.B. Evans-Lombe in November 1894 as adjutant to the Corps. Captain Evans-Lombe served with the Prince of Wales Royal Leinster Regiment and was sent to Bermuda by the War Office to assist in raising the Corps. In this he was successful and quickly recruited the 300 men needed to bring the BVRC to its full strength.

The Lincolnshire Regiment

When war was declared, the resident garrison in Bermuda was the 2nd Battalion of the Lincolnshire Regiment. In common with many other overseas postings, they were quickly recalled to England and left Bermuda on 14 September 1914, to be replaced by the 1st Btn, The Royal Canadian Regiment.

The Lincolnshires had been a very popular garrison, whose personnel had quickly made many friends in Bermuda. When the BVRC contingent was being formed, the governor asked the War Office if it could be attached to the 2nd Battalion in France. The War Office considered that the 1st Battalion of the regiment had a greater need for men so the BVRC were attached to this unit instead.

The Outbreak of War

At the outbreak of war, the BVRC's strength was 231 officers and men. Shortly after the declaration, a number of men requested permission to enlist as individuals in Canadian and British regiments. The requests were granted and a total of 47 non-commissioned officers (NCOs) and men left the BVRC to join up for service in Europe during the early years of the war. More than 100 other Bermudians

also enrolled in Canadian or British regiments.

The governor of Bermuda, Lt-General Sir G.M. Bullock, then began to raise a contingent for overseas service. All BVRC ranks received a circular asking them if they were willing to fight in Europe. About 90 favourable responses were received and an overseas contingent was raised under the command of Capt. R.J. Tucker. In early December 1914 Captain Tucker and 88 other ranks left Hamilton en route for Whale Bay in Somerset Parish for their first training camp. After a couple of weeks, during which they received their inoculations, the contingent moved to Warwick Camp to start serious training. At Warwick they learned to dig trenches, throw bombs, make revetments, and take cover from airplanes. Rifle practice was a daily occurrence.

At last the BVRC was considered ready to fight, and on 1 May 1915 the contingent left Hamilton on the first leg of the journey to Europe via Canada. Arriving at St. John, New Brunswick, the BVRC went by train to Moncton, then by ship to Quebec City.

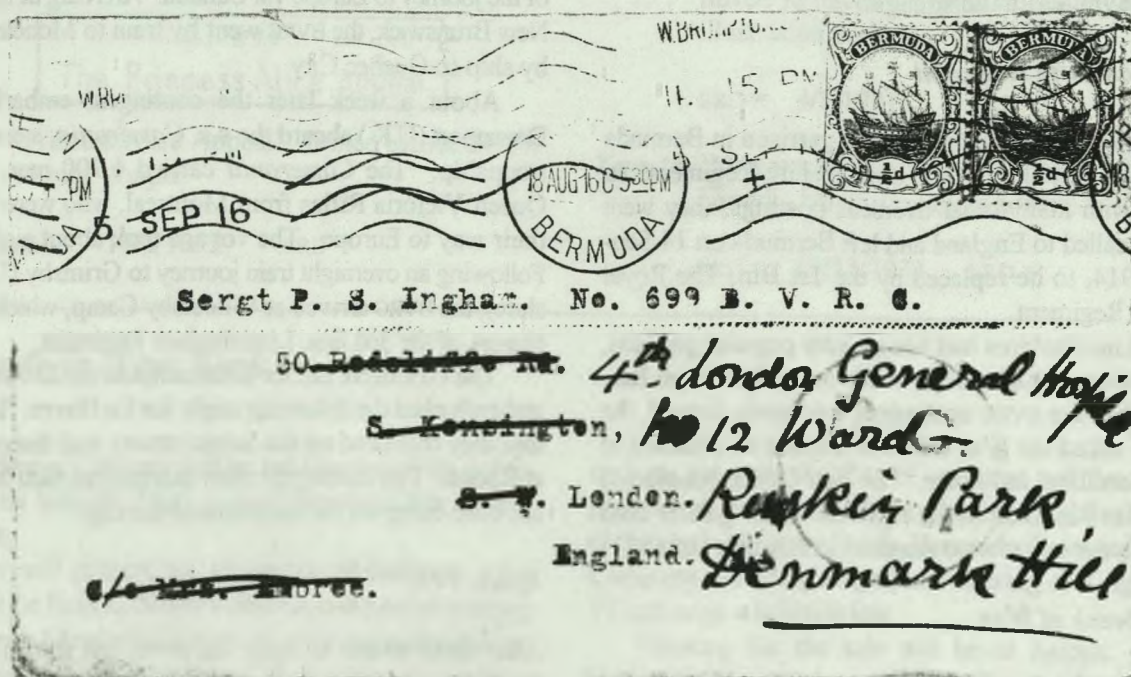
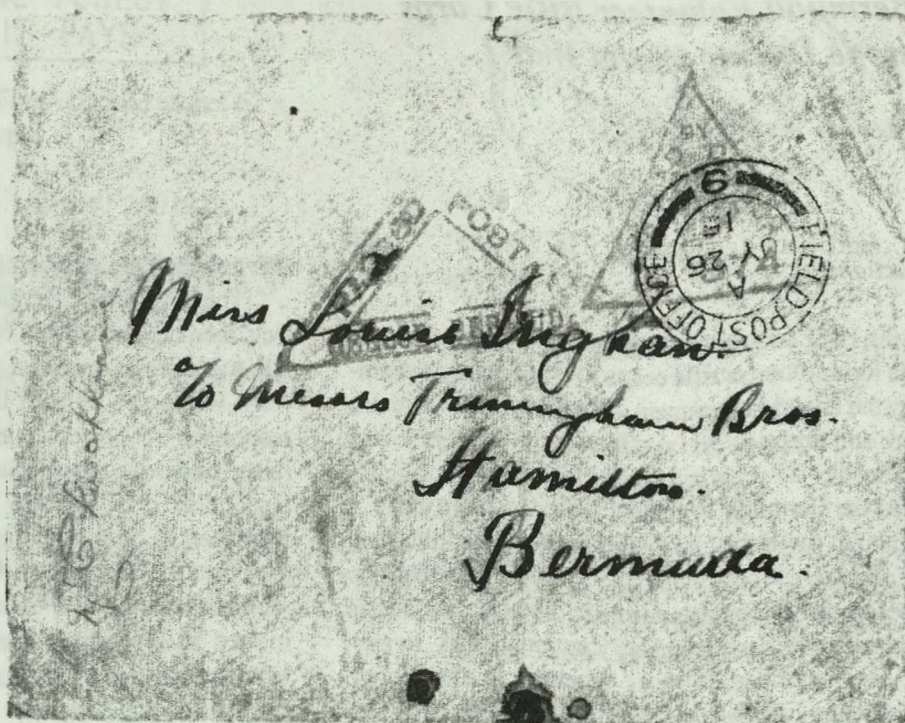
About a week later the contingent embarked for Devonport (U.K.) aboard the s.s. *Cameronia*, a converted troopship. The *Cameronia* carried 1,700 men of The Queen Victoria Rifles from Montreal, who were also on their way to Europe. The voyage took about eight days. Following an overnight train journey to Grimsby (Lincolnshire), the BVRC arrived at Wheelsby Camp, which was in charge of the 3rd Btn, Lincolnshire Regiment.

The contingent left for Southampton on 22 June 1915 and embarked the following night for Le Havre. The next day, they continued up the Seine estuary and disembarked at Rouen. The contingent then marched to their billets at the base camp on the outskirts of the city.

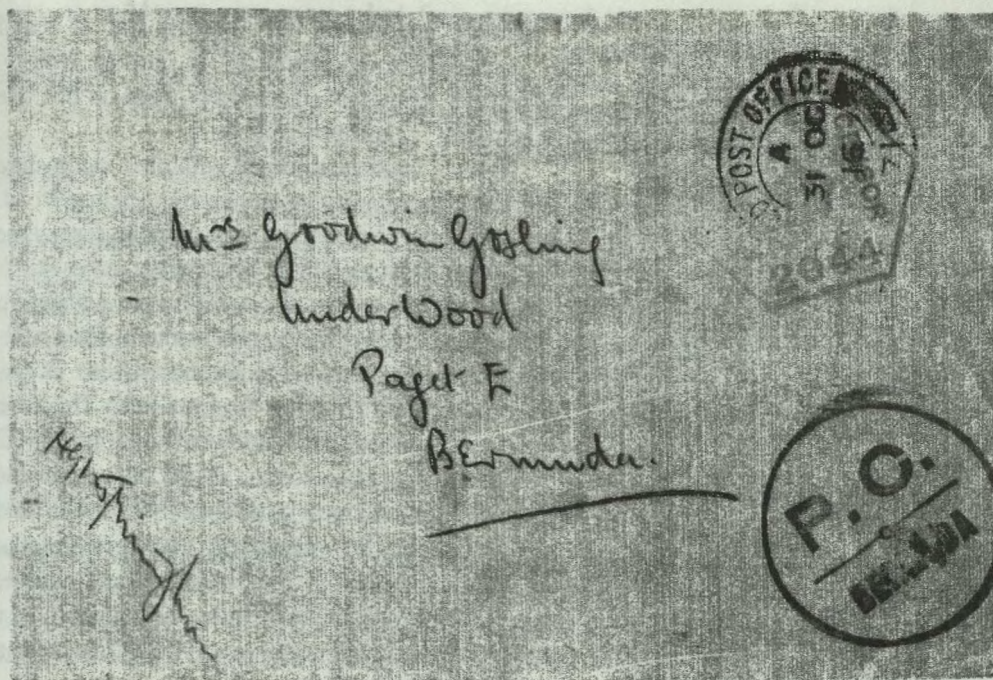
Ypres, 1915

After about a week in camp, the BVRC left Rouen by train for Poperinge, near Ypres in Belgium. Here they joined the 1st Btn of the Lincolnshire Regiment at Busseboome and were attached to D Company. They had their first taste of the trenches at St. Eloois, where they spent two weeks digging in and becoming acclimatised. Shortly afterwards, they moved into the front line at Potijze and sustained their first casualties.

26 July 1915. Letter addressed to Miss Louise Ingham, c/o the Trimingham Brothers store in Hamilton. War Office CM3 censor mark no. 374 in red and Ludington type CM13 mark 'PASSED POSTAL / CENSOR, BERMUDA' in purple. Hamilton m.c. dated 16 August 1915 on reverse. Censor no. 374 was attached to the 1st Battalion, Lincolnshire Regiment. During July 1915, the BVRC were on trench duty in the Ypres sector.



18 August 1916. Letter to Sgt Ingham from Bermuda, re-addressed to the 4th London General Hospital. Ludington type CM15 'P.C./BERMUDA' in green. Sgt Ingham was awarded the Military Medal for bravery at Shelter Wood during the first week of the Battle of the Somme. This was the first of the BVRC's six Military Medals being gazetted on 23 August 1916. After leaving the hospital, Ingham was discharged due to sickness and returned to Bermuda on 16 November 1916.



31 October 1916. Letter from Harold Trimmingham to Mrs Goodwin Gosling at Paget East. Hexagonal War Office CM4 censor mark no. 2044 in red; Ludington type CM15 in violet. Censor 2044 was attached to the 1st Btn, Lincolnshire Regiment during the second Battle of the Somme. Trimmingham was second in command of the combined contingent. The letter was sent immediately after the battle for Polygon Wood on 27 October.

2 January 1917. Standard Field Service Post Card from Harold Trimmingham to the same addressee. Type CM15 in violet. On reverse, Hamilton type H9 CDS dated 26 January 1917. The card was written on 29 December 1916, acknowledging receipt of a letter dated 21 November. At this time, the BVRC had returned to the Ypres sector in Belgium. (Courtesy John Fearnley)

A.F.A. 2042.
114/Gen.No./5248.

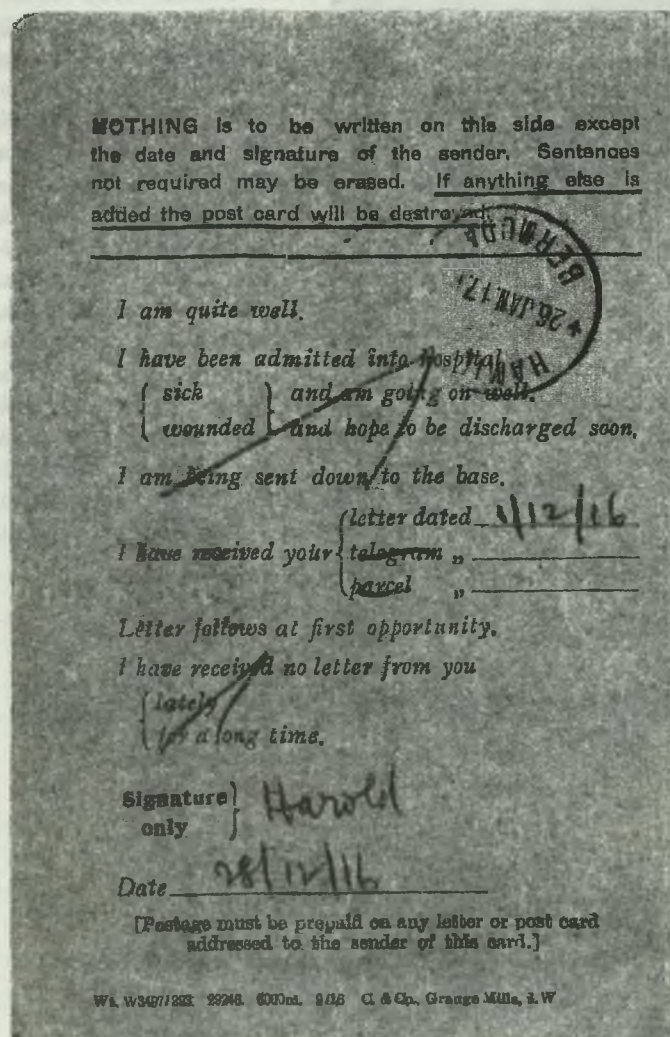
The address
only to be written
on this side.
If anything else
is added the
post card will
be destroyed.

[Crown Copyright Reserved.]

FIELD SERVICE
POST CARD.
P.C.

Mrs Goodwin Gosling
Underwood
Paget E
Bermuda

Bermuda
Vol.



2 January 1917. Reverse of another Field Service Postal Card, from the same correspondence as previously and with the same date and censor markings, acknowledging receipt of a letter dated 1 December.

The BVRC saw their first action with the Lincolnshire Regiment during the attack on Sanctuary Wood in September. They arrived in the trenches during the evening of 25 September, remaining there for the following day before being relieved. After this action the contingent returned to trench duties before being retired to winter billets at Armentières on 15 October.

The Somme, 1916

In the spring of 1916 the BVRC moved to Fricourt, near Albert, arriving on 16 April. After a period of trench duties, the contingent was withdrawn from the front line to a rear area. They returned to Fricourt in June to prepare for the Allied offensive the following month.

The first day of July 1916 saw the start of one of the most disastrous campaigns in military history. The British Army lost over 60,000 men on this one day in return for insignificant gains.

The BVRC contingent joined with the Lincolnshire Regiment in the attack on the notorious Shelter Wood. It was at Shelter Wood that Corp. Ingham earned the BVRC's first Military Medal for bravery under fire.

The following day, the BVRC were withdrawn from the front line to Boissy, near Amiens, for a well-earned rest. This proved to be short-lived. A few days later they were back in the front line. This time it was in the trenches near Mametz Wood, and on 12 July the contingent took part in the capture of the wood and the villages of Bazentin-le-Grand and Bazentin-le-Petit. So well did the BVRC perform that they were mentioned in the Brigade Orders by the Brigadier for succeeding in keeping the Stokes mortar batteries supplied with ammunition "and thus made a successful attack possible."

As stalemate set in, the contingent moved to a quieter sector of the front at Arras for a period. Later that year, the battle erupted again when General Haig attacked Bapaume. The BVRC returned to support the attacks on Guidecourt and Montauban on 25-26 September.

By this time the BVRC had sustained over 50 percent casualties. So badly depleted were their numbers that the contingent was withdrawn from the front line. In a quieter rear sector, the men re-trained as Lewis machine gunners before being joined by the newly arrived second contingent.

The Second Contingent

After the despatch of the first contingent of volunteers, a second one was formed under the command of Lt H.G.L. Trimingham. This was a smaller body of men, having only 37 other ranks in addition to the lieutenant. On 1 November 1915, all passed their medical examinations at Fort Hamilton. They spent their first month at Prospect before moving to Somerset Camp. Here they were attached to the 38th Canadian (Ottawa) Regiment for intensive training. This included the use of the Vickers-Maxim guns, which had been provided by the Bermuda government and public subscription.

On 19 May 1916, the contingent embarked on the s.s. *Magdelina* at H.M. Dockyard, Ireland Island, sailing for England the following day. Upon arrival at Devonport, they travelled by train to Grimsby and then marched to the training camp at Wheelsby. Much to the disgust of the

men, their Maxim guns were taken from them and replaced with Lewis machine guns. Following re-training, all members passed out in the use of the new gun and expected to be sent off to France. Instead, they found themselves defending a stretch of sea front at the nearby holiday resort of Cleethorpes.

After protests to the commanding officer at Wheelsby, the contingent returned to the camp for fitting out. They finally left for France on 22 September. Upon arrival at Calais, they set off to join the survivors of the first contingent at Marles-les-Mines, near Béthune. The following month, the two contingents were amalgamated and the attachment to D Company of the 1st Battalion, Lincolnshire Regiment was continued.

The Combined Contingents

Following the amalgamation, the combined contingent was organised into four Lewis gun teams. On 20 October 1916, it was sent up the line to Vermelles under the command of Capt. Tucker. By 5 November the BVRC had suffered its first fatalities as a combined unit. Eventually it was withdrawn from the sector in December and spent Christmas in billets at Lozingham.

On 2 April 1917, the BVRC took part in the unsuccessful attempt to breach the Hindenburg Line at Hénin and Croisilles. Later they were successful and with the Lincolnshires captured Boiry Becquerelle on 11 April. They were then withdrawn to Boiry St-Marc on the 15th. Later in the year, the BVRC were involved in further action on the Hindenburg Line before being sent to Passendale, in Belgium, during October.

Loss of Identity

From early 1917, the identity of the BVRC as a separate unit began to diminish. Trimingham had transferred to the Tank Corps in November 1916. Tucker was invalided from the contingent in September 1917 to become a permanent base officer. Without a senior officer, the contingent then came under the control of the Lewis gun officer and ceased to exist as separate unit.

By now, the effective fighting strength of the BVRC was fewer than 40 men. In 1918, they fought wherever Lewis gun teams were required. On 21 March, they joined the front line at Epehy and were in action during the next two months at Ribemont, Ypres, Wijtschate, and the Aisne River. In May they were transferred to Amiens and Kemmel to help defend the last-gasp German drive on Paris.

As the war progressed, the attachment to the Lincolnshire Regiment also became weaker. The BVRC found that they were being used as support units to various battalions as the need arose. This followed a decision by the Army

in 1916 that battalions would not have permanent machine gun units of their own but would use Lewis gun teams as allocated.

On 7 June 1918, Major General G.M. Campbell, the commander of the 21st Division, wrote to Field Marshall Haig that "owing to casualties this contingent has now practically ceased to exist."

Conclusion

Although the armistice was signed on 11 November 1918, the armies could not be completely disbanded until the peace treaty came into effect on 10 January 1920. The contingents had gone to the war as complete units but returned to Bermuda in small groups or as individuals throughout late 1918 and 1919. Instead of returning home, several members accepted commissions in other British regiments and carried on their active service. Some also served with regiments in Ireland during the unrest that preceded Irish independence in 1922.

Six Military Medals and one Belgian Croix de Guerre were awarded to BVRC personnel. In addition there was one promotion in the field for gallantry.

Of the total of 127 volunteers, 32 were killed or died of their wounds, 22 were discharged as unfit for duty, 36 were wounded or sick, and 4 were posted missing. In addition, one member of the second contingent died of disease on the voyage to England.

In reporting these casualties to Field Marshall Haig, Campbell observed that the BVRC "have at all times displayed great gallantry and devotion to duty." On 25 June 1918, Haig wrote to the War Office, requesting that the governor of Bermuda be advised of his "desire to record my high appreciation of the gallantry and devotion shown by the Bermuda Contingent and to endorse fully all that the General Officer Commanding, 21st Division says in regard to their distinguished record of Service."

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Grenada Rarities, 1752-1886

by W. Danforth WALKER, FRPSL

[The following is adapted from notes for a display given by the author at the Royal Philatelic Society, London, in March 1997. Not all of the items described are illustrated here]

Introduction

The display features highlights of Grenada postal items from 1752 – date of the earliest philatelic item known in private hands – to 1886. This includes material from the period of French control (1654-1762) and from the period of British control (from 1763). Shown are examples of all known pre-adhesive handstamps of Grenada, including two handstamps of which only one example has been recorded (one of these was acquired at the Phillips sale of the R.P. Towers collection on April 20, 1995). Also shown are representative examples of G.B. stamps used at St. George's and manuscript provisionals.

Highlights

Pre-adhesive letters

Figure 1 shows the earliest recorded Grenada-related philatelic item in private hands. It is a letter to Grenada posted at Martinique on 12 March 1751. Grenada was under French control until 1762, and at the time this letter was written, Martinique was the administrative "capital" of the French West Indies. The tobacco grown on Grenada fetched two to three times the price of normal tobacco, and thus the island was important economically.

The Seven Years' War erupted between Great Britain and France in 1756. Admiral Rodney arrived in the West Indies at the end of 1761 with a fleet of 18 ships of the line and land forces of 10,000 men. Martinique surrendered on 4 February 1762, and Rodney dispatched a squadron to Grenada under the command of Commodore Swanton. Upon the arrival of the squadron, the French capitulated and Grenada passed into British hands. On 10 February 1763, Grenada and the Grenadines were ceded to Great Britain under article 9 of the Paris Treaty. King George III created the government of Grenada later that year. British business interests sent representatives to the island to purchase estates from the French plantation owners and Grenada quickly developed as a British colony. Figure 1

also shows the earliest recorded British letter to Grenada.

The earliest recorded letter from Grenada, dated 26 April 1764, is shown in Figure 2. It is a ship letter to London but it does not have a Ship Letter handstamp. Also illustrated is the earliest letter recorded from Carriacou, one of the Grenadines.

The earliest known date of the first Grenada postmark, a straightline handstamp with a capital 'G' and lower-case 'renada', is 8 February 1784 (Figure 3). On the same page is the only recorded example of the second Grenada postmark, another straightline handstamp but in capital letters.

Covers with adhesives

Figure 4 shows the only recorded use on cover, dated 23 February 1859, of a G.B. 4d stamp paying the 4d inter-island rate, posted at the British post office in St. George's. The stamp is cancelled with the barred oval 'A15' obliterator assigned to Grenada. The cover was sent to Trinidad via the inter-island mail packet. On the same page is shown a G.B. 1s stamp used in Grenada (one of three recorded examples).

The earliest recorded cover with Grenada franking, dated 5 June 1861, is shown in Figure 5. The 1d stamp pays Grenada postage, with 4d charged for passage to Trinidad on the way to Britain; it seems likely that 1d postage was added by Trinidad. The Grenada Postmaster, Mrs Walske, initially refused to accept the new Grenada postage stamps from the Treasurer on 31 May. The delay probably lasted a few days, so this item may well be a first-day cover of Grenada's first postage stamp.

Figure 6 illustrates one of three recorded bisect covers from a parish outside St. George's, dated 27 October 1877. The proper franking on this cover should have been 1s1½d – 1s postage from Grenada to Britain plus 2½d postage from England to France, less the portion (1d) of both rates that included the G.B. inland rate. The red crayon '1/0½' is the correct rate due to Great Britain as Grenada was due 1d of the full postage of 1s1½d.

In Figure 7 is shown one of three recorded Grenada GPCbisect covers, dated 12 August 1878. The postage on this cover was the same as for the cover in Figure 6, but this time the franking is correct, as is the notation '1/0½' on the cover.

Figure 1. Top: 12 March 1751, the earliest recorded letter to Grenada in private hands, from Martinique.

Bottom: 7 October 1763, the earliest recorded British letter to Grenada.

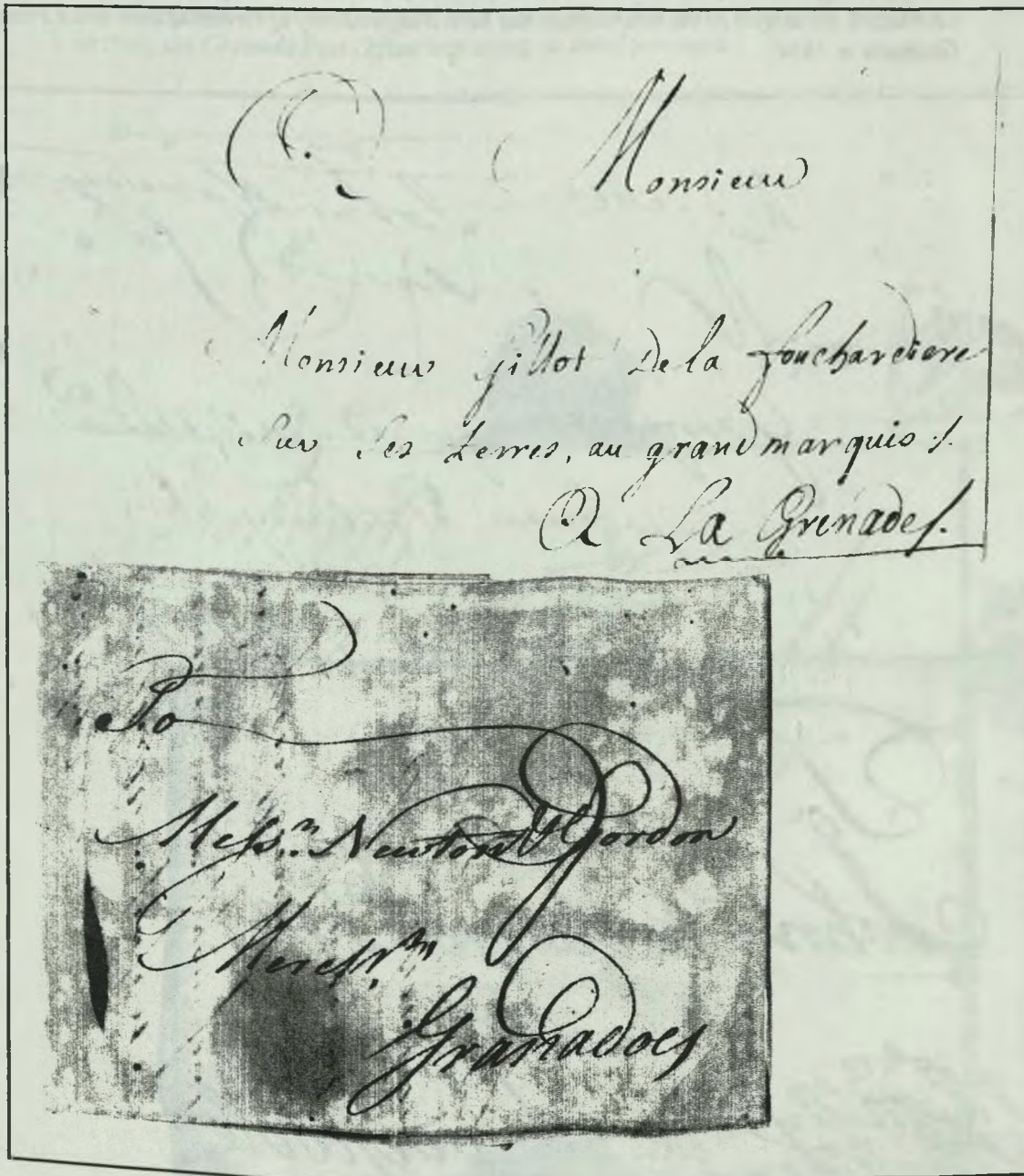


Figure 2. Top: 26 April 1764, the earliest recorded letter from Grenada, a ship letter arriving in Britain just before the introduction of Ship Letter handstamps. The two manuscript rates both seem to be 1s1d, with 1d to the ship's captain and 1s for carriage within Britain, which could result from a variety of routes, depending on where the letter was landed initially.

Bottom: 30 August 1764, the earliest recorded letter from Carriacou, privately carried to Liverpool. Carriacou, the largest of the Grenadines, has been a dependency of Grenada ever since France settled Grenada in 1654.

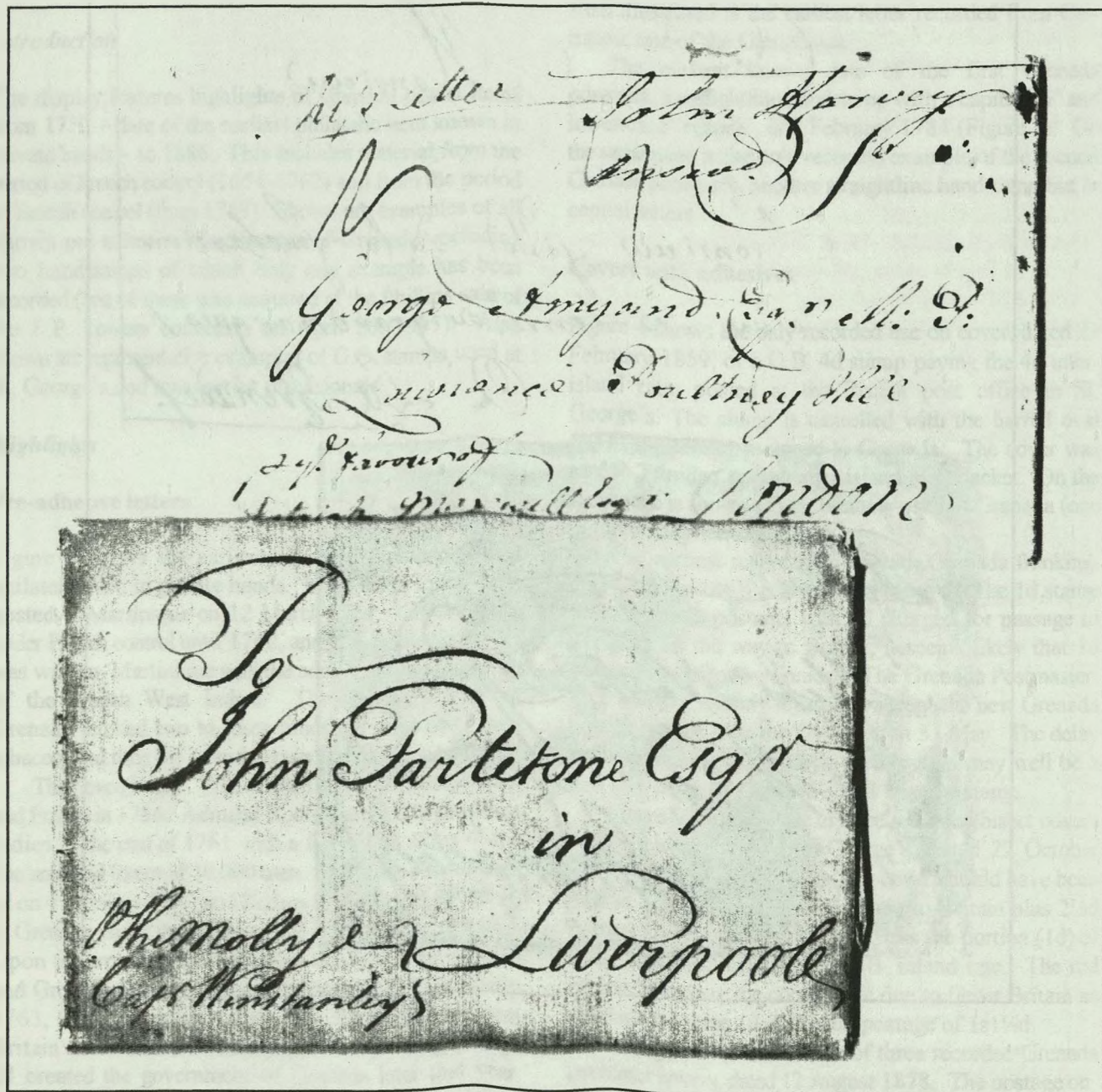


Figure 3. Top: 8 February 1784, the earliest recorded use of Grenada's first postal marking, probably brought to the island by Lieutenant-Governor Matthew. This marking was in use for about a year, the last recorded usage being 17 January 1785.

Bottom: 19 March 1785, the only recorded usage of Grenada's second postmark. It seems likely this handstamp was lost or discontinued after a very short life. Less than three months after this letter was written, the Grenada Post Office was using its third postmark.

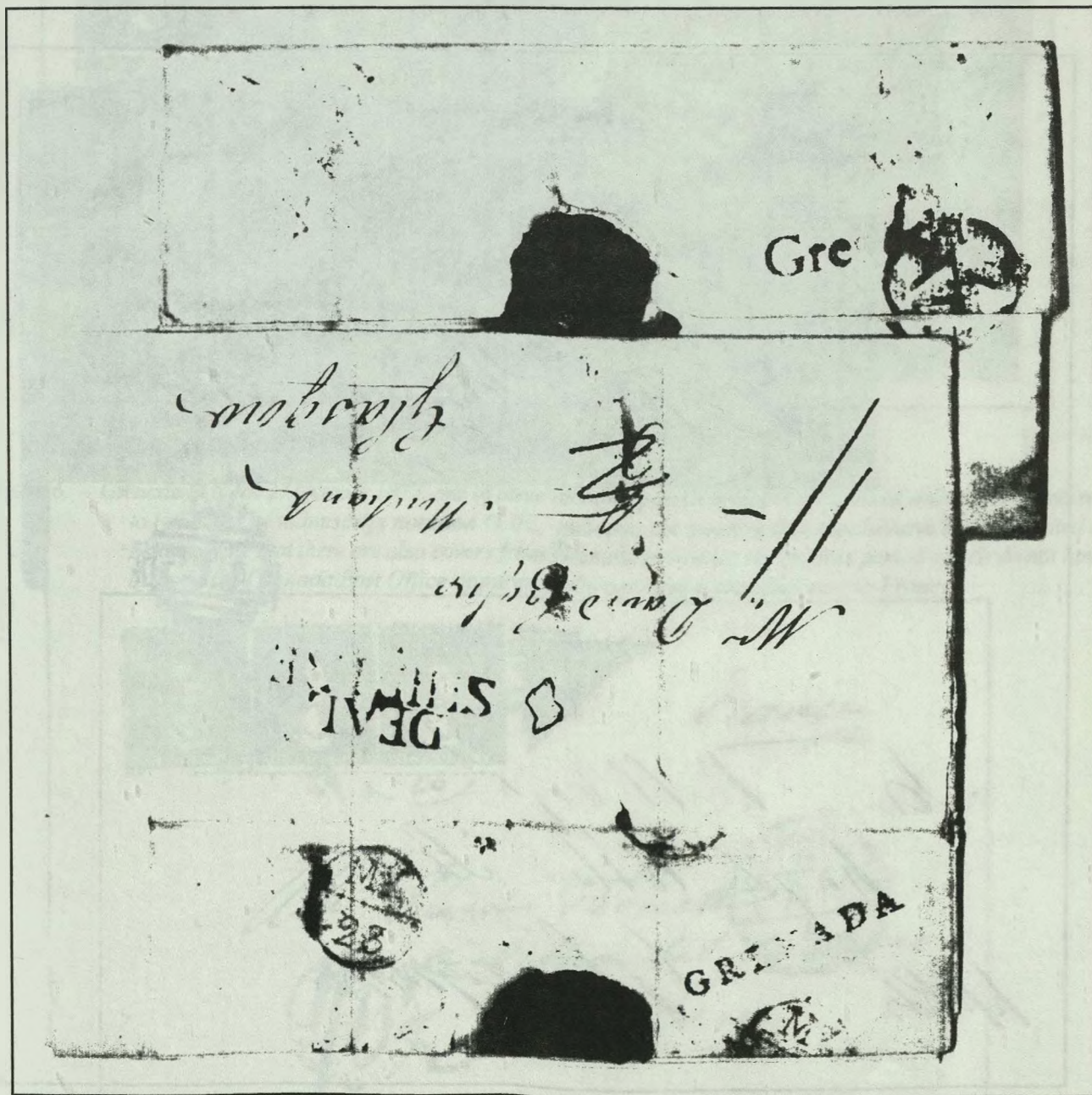


Figure 4. Top: 23 February 1859, the only recorded use of a 4d G.B. stamp to pay the inter-island rate, on a cover to Trinidad. The 3d rate for the British West Indies, established by the Postal Act of 1711 (9 Anne, c.10) remained unchanged until 1859 (148 years!). In April and May 1858, 1,440 4d stamps were sent from the GPO London to the St. George's post office; they were authorized for use until 30 April 1860.

Bottom: 24 February 1859, one of three recorded examples of a 1s G.B. stamp used at St. George's to pay the double packet rate to England. A small supply of 1s stamps was sent from London between May 1858 and January 1859. (At one time, four examples of this usage were believed to exist, but one cover proved to have had a 6d stamp originally, replaced by a 1s stamp used at St. George's.)

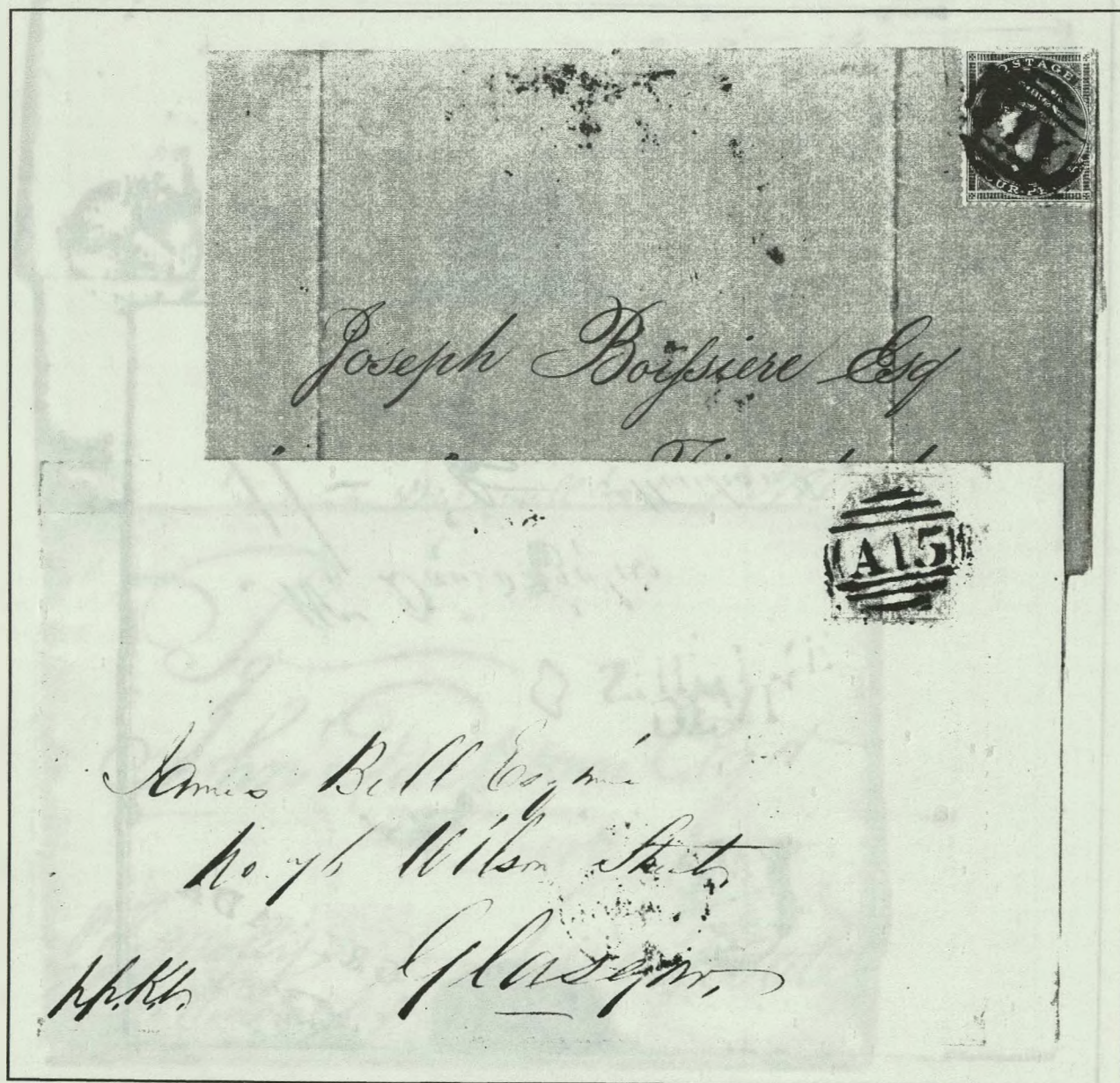


Figure 5. Grenada SG1: 5 June 1861, the earliest recorded cover from Grenada with Grenada stamps. In a letter dated Friday, 31 May 1861, the Colonial Secretary asked the Grenada Postmaster, Mrs Walske, why she refused to accept £5 in postage stamps from the colony's Treasurer. Thus the earliest date on which the first stamps could have been used is 3 June 1861. The manuscript '4' represents the inter-island rate, 4d.

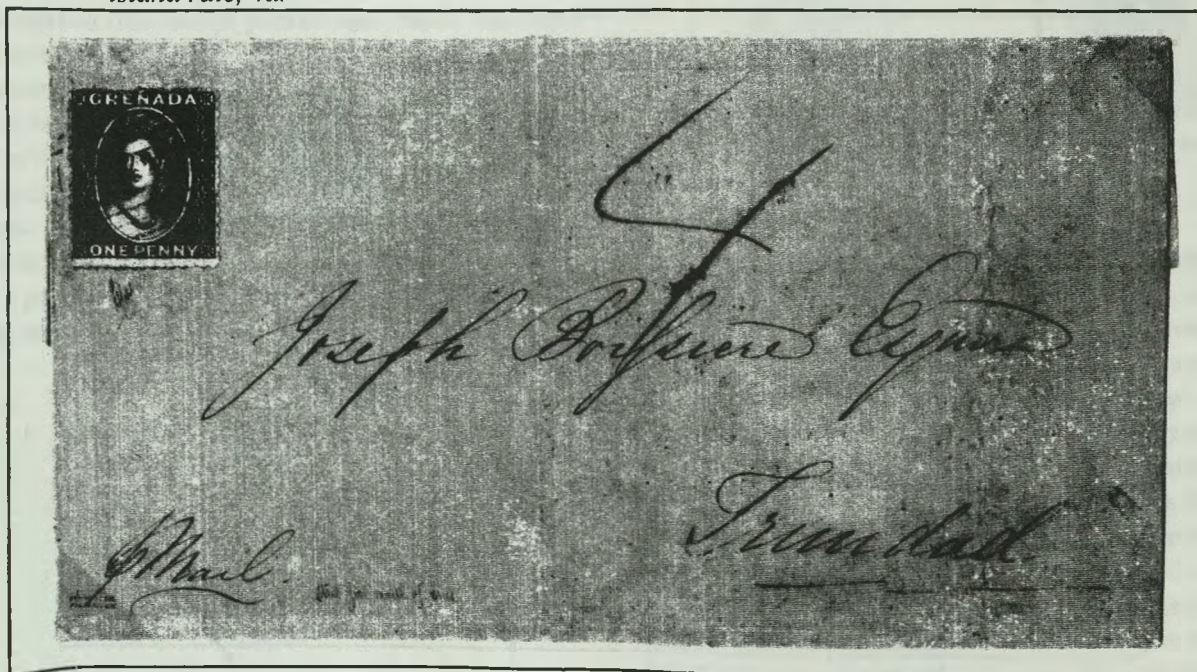


Figure 6. Grenada SG14a: 27 October 1877, one of three recorded parish bisect covers, all of which are addressed to France. The manuscript notation '1/0½' indicates the postage that should have been allocated to Britain. Note that there are also covers from Grenada to France during this period which do not have bisects; the Grenada Post Office apparently did not have a standard rate to France.

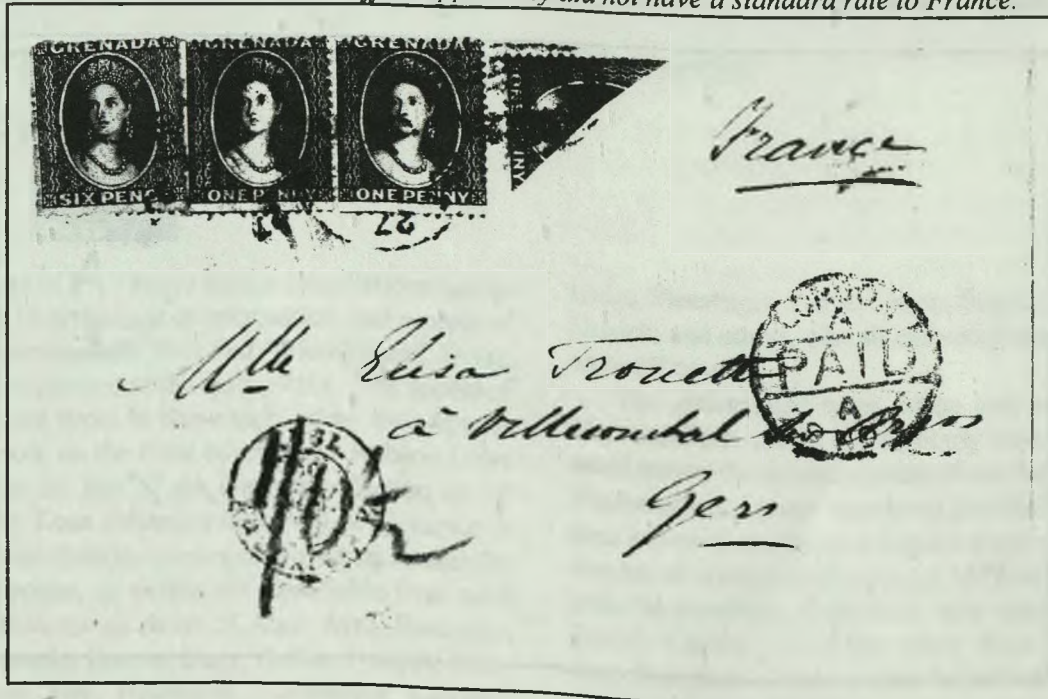


Figure 7. Grenada SG16a: 12 August 1878, one of three recorded GPO bisect covers. All three are also addressed to France. The two 1d stamps on this cover are with the watermark small star sideways, intermediate perforation 15. This stamp is currently listed as having been issued in September 1878, but this cover shows that the stamp was available in August.

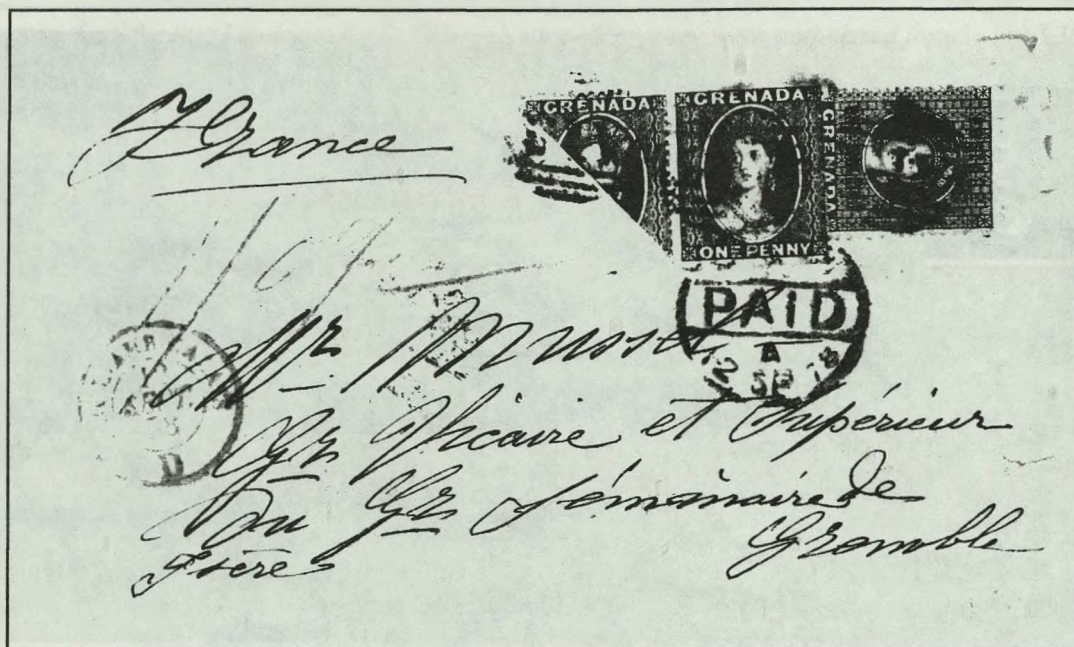
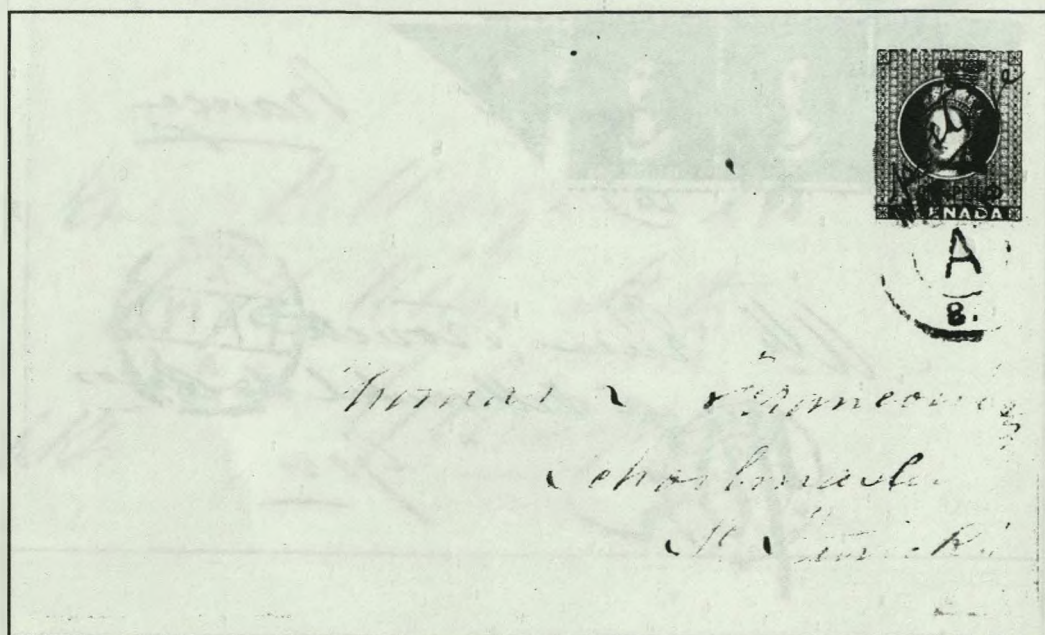


Figure 8. Manuscript provisionals: 2 March 1883, the only recorded cover with the Gouyave 1d black manuscript provisional. The 1d franking paid the inland letter rate. Grenada had ordered new stamps from De La Rue on 12 October 1882, and the first supplies of the 1d tête-bêche stamps arrived at the GPO in St. George's in February 1883. However, Gouyave apparently did not receive a supply of the new stamp at that time, as the earliest recorded usage there is dated 3 April 1883.



The manuscript provisionals

Grenada's manuscript provisionals of 1883 and 1886 provide an example of the personal study embodied in the display. The Gibbons catalogue notes the existence of black and red manuscript provisionals, while the Scott catalogue lists them both. The display explains the reasons behind the use of the black manuscript 1d provisional at the Gouyave post office in February and March 1883. The cover shown in Figure 8, dated 2 March 1883, is the only recorded Grenada cover with a black manuscript provisional. In the author's opinion, it is the most important philatelic item of Grenada. The cover has been restored, with a portion of paper to the left of the stamp professionally restored, among other repairs.



Figure 9

Figure 9 shows the "discovery copy" of a 1d red manuscript provisional used at the Grenville post office on 6 June 1883. Evidence indicates this second usage may have lasted only one day or even less. A second copy of this manuscript provisional was identified in January 1996

by the author in the Taping Collection, on display at the British Museum.

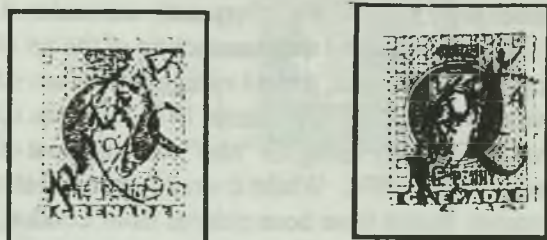


Figure 10

In Figure 10 is illustrated the 1d red manuscript provisional (left) listed by Scott and noted by Gibbons. There is evidence that this provisional is not from 1883, as stated in Scott, but was used at the Sauteurs post office in **September 1886**, probably for a very few days. Figure 10 shows a second 1d black manuscript provisional (right), not noted in the literature, also from Sauteurs and also used in the same month. This conclusion is based on the examination of examples in the Royal Collection and subsequent confirming examples acquired by the author and illustrated in the display. Unlike the first black manuscript provisional with a double-ring 'A' datestamp or the first red provisional with a double-ring 'D' datestamp, the 1886 provisionals are both cancelled with a single-ring 'C' datestamp.

Thus the display shows four different Grenada manuscript provisionals, two black and two red – double the number previously noted in the literature. □

St. Vincent Village Cancellations: Recent Discoveries

by Michael HAMILTON

The popularity of St. Vincent village cancellations can be traced back to exchanges of information, and reports of further discoveries, in the *West End Philatelist* and *Stamp Collecting* magazines of the early 1950s. The appeal of the abbreviated types is also witnessed by their appearance in colour on the front cover of the Robson Lowe catalogue for the sale of the Granger collection on 20 April 1955. Keen collectors may even be fortunate in being able to attribute the provenance of certain examples in their collection, as strikes are identifiable from such notable collections as those of Abel, Ayre, Bessemer, Bowlby, Brassier, Burrus, Davy, Duffus, Forsyth, Glossop, Granger, Hall, Heathcote, Lichtenstein, Lickfold,

Lodge, Messenger, Pierce, Sinton, Stephenson, Strachan, Urwick, and others, who all embraced such items, either on or off cover.

The abbreviated types, when well struck in either black or red ink, can be spectacularly colourful when balanced against the delicate shades of the Perkins Bacon St. Vincent classic issues. An overlooked factor that adds to their appeal is the fact that these items provide dated examples of stamps for the period 1872 to 1880 whereas, with the exception of the early code type datestamps of British Guiana, all of the other West Indies groups cancelled their adhesives with "killer" obliterations, as a general rule, until the point of joining the Universal Postal

Union, when datestamps were employed for adhesive cancelling. Accordingly dated examples of other West Indian adhesives prior to 1880 are infrequently encountered.

Little is known about the manufacture of the set of 15 abbreviated datestamps, and 14 village offices are stated to have been opened on 2 December 1872, with the island of Bequia eventually using the 'BEQ' when its post office opened on 9 July 1894. Whilst it would appear that such instruments should have been ordered from London, the nature of their design would suggest local production. No proof sheets exist.

All available information on St. Vincent abbreviated and extended cancellations (and other handstamps) from the period 1861 to 1915 was published in the excellent 1971 *St. Vincent* handbook published by Pierce, Messenger and Robson Lowe (PML). Further work extending earliest and latest known use (ERD and LRD) of each instrument will be found in 1981-84 editions of the *W.I. Postal History Review* (WIPHR) published by Joe Chin Aleong.

Since then details of some 4,000 abbreviated and extended strikes on loose stamps (predominantly Queen Victoria) for the period 1872 to 1915 have been entered into a data base, with the much appreciated co-operation of well-known contemporary philatelists. Knowledge of earliest and latest uses of any instrument is an essential part of postal history, but in many instances there is greater knowledge to be gained by delving deeply into each individual band of use. Offices may have temporary closures, or in time of sickness assistants may resort to non-conventional means of cancelling mail; but the most interesting of all disruptions are those caused by natural disasters; key dates for St. Vincent are the giant hurricane of 11 September 1898 (where something like 28 schools are known to have been destroyed – but no statistics for the flimsy post office) and the 7 May 1902 eruption of the Soufriere volcano, culminating in the loss of 2,000 Vincentian lives (only overshadowed by the loss of 30,000 souls at St. Pierre, Martinique, the following year).

This article, at this stage, can only report on the major new discoveries and particularly interesting finds of the last few years.

'CA' dated AP 1994 in black ink on the QV 1d red – the 'CA' abbreviated datestamp has an LRD of April 1984 (per WIPHR), with the extended 'CALLIAQUA' having an ERD of C/MY 3 84 as found on SG43a in the Messenger collection. Extended strikes are plentiful, but nothing except for this re-introduced 'CA' is known for the period DE 11 93 to SP 16 94. Why the postmaster, or deputy, resorted to a clearly genuine use of the old instrument re-

mains a complete mystery.

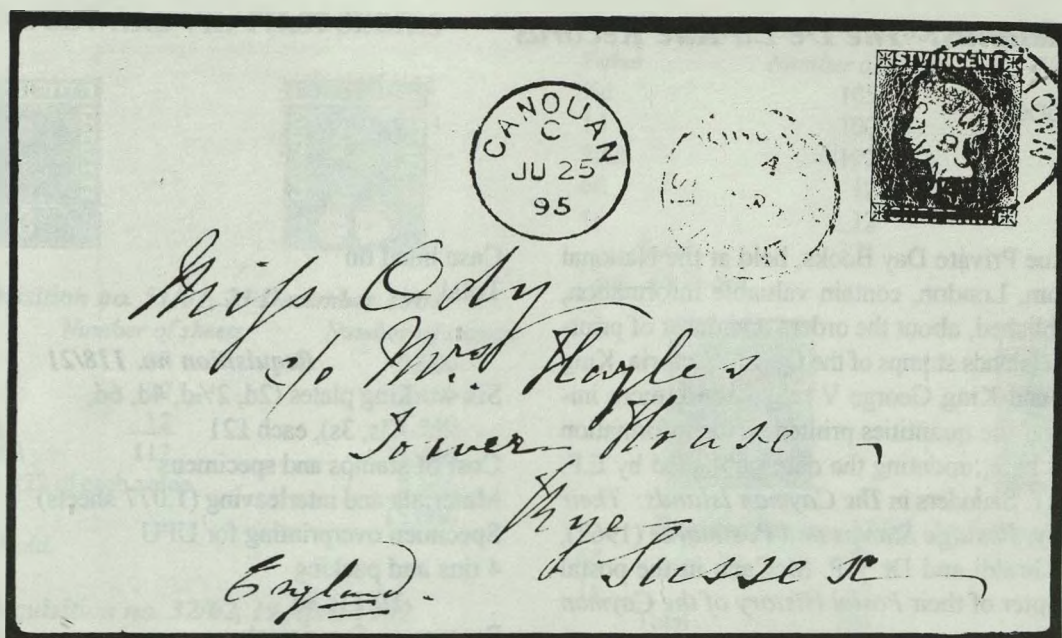
CALLIAQUA dated C/SP 20 09. Genuine examples of the correctly spelled 'CALLIAQUA' will probably be found on Arms low values in due course, but surprisingly we had not picked up on this obvious forgery until the work on the Madame Joseph forgery dates was published. Examples of her endeavours will be found on high-denomination issues – currently we note SG53b, 80, 81, 82, 91, and 96.

CANOUAN dated C/JU 25 95. This is the earliest recorded example of the extended CDS used at the small island of Canouan, the adhesive being left for cancelling at the main post office with a KINGSTOWN CDS of A/JU 27 95 (illustrated on p. 73). The Canouan office opened on 1 October 1894; the population in 1891 was only 443 persons.



Abbreviated 'CH' of Chateaubelair dated 24 OC 98, reintroduced after the extended 'CHATEAUBELAIR' CDS was lost in the September 1898 hurricane.

'COLONARIE/4 de/72' in black manuscript on a QV 1d black. Strikes of the abbreviated handstamps are rarely found for December 1872 and January 1873, and their conspicuous absence had prompted the suggestion that the perhaps hastily prepared datestamps were not available on the 2 December opening date. This is currently the only known manuscript for this very interesting period.



LAYOU dated **C/MR 1885** on QV 1d black (SG18). We had only expected abbreviated strikes on the 1d black, and this extended cancel therefore opens up new possibilities. The MR 1885 date is the crucial factor in understanding how this came about: the head post office, and no doubt some villages, had run out of the De La Rue 1d drab and the provisional 1d on 2½d on 1d lake (SG46) was locally produced to tie over the period until the QV 1d reds arrived. During March and April 1885 some villages, but perhaps not all, received limited supplies of this provisional. In the case of Layou, alone so far, it is clear that some old sheets, or part sheet, of the 1d black were available for use.

'**MES**' dated **OC 23 9** with second-year digit not inserted on QV 1d red. This has to be another late re-introduction as the normal use of 'MES' ends MR 2 84 during the De Le Rue 1d drab (SG39) period. The lack of precise date is particularly frustrating as this was at first thought to tie in with the 1898 hurricane devastation; however Vincent Duggleby has a Myerscough entire with 9 x QV ½d left to be postmarked at Kingstown A/JU 10 98, which displays the village straightline 'REGISTERED' instrument with manuscript 'M/tamia' appended alongside. We are currently left with an unknown period – JU 8 98 to MR 30 00 – at the end of which the extended CDS returns to active life.

RABACCA dated **C/FE 6 98** in red ink on a QV 5d sepia

(SG62): another baffling strike, which reminds me of the unique red ink 'MESOPOTAMIA' dated C/AP 25 87 found on a QV 2½ on 1d lake (SG40).

'**Stubbs P.O./24.11.98**' in black manuscript on QV 1d red – the only recorded example, which ties in nicely with the effects of the 11 September 1898 hurricane. The extended 'STUBBS' CDS does again eventually report for duty and has a lengthy life, albeit spasmodic, until 1931 at least.

Many further discoveries are expected; and by looking at the numerous "unknown periods" on the database it is possible to virtually predict emergency uses of old instruments that in the days of PML would have seemed unimaginable.

Selected References

- Chin Aleong, J. "St. Vincent Village Cancellations, 1872-1972," *W.I. Stamps and Postal History Review*, July 1981, October 1981, December 1981, September 1982, December 1982, June 1983, November 1983, December 1983, June 1984,
- Pierce, A.D., J.L. Messenger, and Robson Lowe. *St. Vincent*, London, Robson Lowe Ltd., 1971.
- Worboys, Derek. *Madame Joseph Forged Postmarks*, London, Royal Philatelic Society, London & British Philatelic Trust, 1994.

Cayman Islands: The De La Rue Records

by James PODGER

The De La Rue Private Day Books, held at the National Postal Museum, London, contain valuable information, hitherto unpublished, about the orders and dates of printing of Cayman Islands stamps of the Queen Victoria, King Edward VII, and King George V reigns, and, more importantly, about the quantities printed. This information is reproduced here, updating the data published by E.F. Aguilar and P.T. Saunders in *The Cayman Islands: Their Postal History, Postage Stamps and Postmarks* (1962), and by T.E. Giraldi and Dr. P.P. McCann in the postal stationery chapter of their *Postal History of the Cayman Islands* (1989).

The requisition number and details of each order were entered into the Day Books once the order was completed. The date shown below for each requisition is assumed to be the date of invoicing, which in most cases was probably the date of printing as well. As for the quantities shown, apart from those which were sent directly to dealers (as stated in the Day Books and mentioned below), they are the quantities that were shipped to the colony via the Crown Agents. The specimens were entered separately from the regular stamps on the invoices and thus were additional to them. It is believed that the remaining stamps in the sheets used for producing specimens were destroyed under the supervision of the Crown Agents.

It was not unusual for printings of the same value to be done at different dates, or for different values to be printed on the same day, all under the same requisition number. These "split orders" should be borne in mind when examining the quantities and costs presented below.

During the reigns of Queen Victoria and King Edward VII, all stamp sheets comprised 120 stamps. However, a number of the King George V issues are in sheets of 60 stamps; in their case, therefore, the number of stamps per sheet has been shown after the invoice date.

The cost shown after the quantities printed refers to the total cost, which varied from printing to printing, especially if it was necessary to make a plate or plates for that issue. Two examples can serve to illustrate this point:

Requisition no. 97/06

Making 2 overprint plates 60 ea set	
4d & 5s	£24.0s.0d.
Cost of stamps and specimens	£9.15s.3d.
Specimen overprinting for UPU	£0.15s.4d.

Case lined tin	£0.5s.0d.
Total	£34.15s.7d.

Requisition no. 118/21

Six working plates (2d, 2½d, 4d, 6d, 2s, 3s), each £21	£126.0s.0d.
Cost of stamps and specimens	£36.9s.1d.
Materials and interleaving (1,077 sheets)	£0.13s.5d.
Specimen overprinting for UPU	£0.11s.6d.
4 tins and packing	£0.11s.8d.
Postage on four parcels	£0.17s.14d.
Total:	£165.3s.10d.

There are a number of references below to the "Glover flaw." This flaw, the discovery of which is attributed by Aguilar & Saunders (p. 40) to a Mr. L.V.S. Glover, is illustrated in the Stanley Gibbons catalogue. It is a downward bulge on the name tablet frame below the first 'A' of 'CAYMAN'. It occurs on all the values printed from the King Edward VII 'POSTAGE POSTAGE' key plate and appears on the last stamp, no. 6, in the first row of the left-hand pane only. Note that this KEVII key plate was also used for stamps of the Seychelles and Gambia, and thus the flaw can be found on those issues as well.

QUEEN VICTORIA ISSUE



Requisition no. 36/00, 7 August 1900

Value	Number of sheets	Number of stamps
½d	405	48,600
1d	405	48,600
Subtotal	810	97,200
Specimens: 750 of each value		1,500
Total		98,700
Cost: £40.2s.5d.		

Requisition no. 36/01, 30 May 1901

½d	403	48,360
1d	411	49,320
Total	814	97,680
Cost: £15.6s.2d.		

KING EDWARD VII: FIRST SERIES**Requisition no. 51/01, 23 December 1901**

Value	Number of sheets	Number of stamps
2½d	80	9,600
6d	20	2,400
1s	<u>12</u>	<u>1,440</u>
Subtotal	112	13,440
Specimens: 722 of each value		<u>2,166</u>
Total		15,606

Cost: £41.3s.4d.

Requisition no. 32/02, 19 April 1902

2½d	33	3,960
6d	25	3,000
1s	<u>15</u>	<u>1,800</u>
Total	73	8,760

Cost: £4.8s.0d.

Requisition no. 62/02, 18 July 1902

½d	155	18,600
2½d	21	2,520
6d	21	2,520
1s	<u>22</u>	<u>2,640</u>
Subtotal	219	26,280
Specimens: ½d		<u>722</u>
Total		27,002

Cost: £7.11s.5d.

Requisition no. 133/02, 16 January 1903

½d	154	18,480
1d	256	30,720
2½d	<u>15</u>	<u>1,800</u>
Subtotal	425	51,000
Specimens: 1d		<u>722</u>
Total		51,722

Cost: £9.8s.1d.

KING EDWARD VII: SECOND SERIES**Requisition no. 74/04, 20 September 1904**

½d	102	12,240
2½d	100	12,000
6d	10	1,200
1s	<u>10</u>	<u>1,200</u>
Total	222	26,640

Cost: £5.16s.10d.

Requisition no. 60/05, 22 August 1905

Value	Number of sheets	Number of stamps
½d	105	12,600
1d	100	12,000
2½d	102	12,240
6d	12	1,440
1s	<u>12</u>	<u>1,440</u>
Total	331	39,720

Cost: £8.2s.8d.

**Requisition no. 12/06, 24 February 1906**

6d	52	6,240
1s	<u>52</u>	<u>6,240</u>
Total	104	12,480

Cost: £2.6s.9d.

Requisition no. 97/06, 4 January 1907

½d	51	6,120
2½d	<u>42</u>	<u>5,040</u>
Total	93	11,160

KING EDWARD VII: THIRD SERIES**Requisition no. 97/06, 4 January 1907**

4d	52	6,240
6d	42	5,040
1s	40	4,800
5s	<u>52</u>	<u>6,240</u>
Subtotal	186	22,320
Specimens: 732 of each value		<u>2,928</u>
Total		33,480

Cost: £34.15s.7d.

KING EDWARD VII FOURTH SERIES**Requisition no. 74/07, 20 November 1907**

½d	96	11,520
1d	<u>102</u>	<u>12,240</u>
Subtotal	198	23,760
Specimens: 449 of each value		<u>898</u>
Total		24,658

Cost: £4.1s.9d.

Requisition no. 74/07, 18 February 1908

Value	Number of sheets	Number of stamps
2½d	52	6,240
3d	52	6,240
4d	52	6,240
1s	52	6,240
5s	52	6,240
10s	25	3,000
Subtotal	285	34,200
Specimens: 449 of each value		2,694
Total		36,894

Cost: £32.9s.1d.

**Requisition no. 22/08, 27 April 1908**

½d	52	6,240
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Cost: £1.4s.4d.

Requisition no. 36/08, 19 May 1908

½d	104	12,488
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Cost: £1.19s.5d.

Requisition no. 48/08, 23 June 1908

½d	52	6,240
1d	52	6,240
Total	104	12,480

Cost: £2.7s.9d.

Requisition no. 59/08, 21 August 1908

½d	103	12,360
1d	104	12,480
2½d	52	6,240
3d	104	12,480
6d	52	6,240
Subtotal	415	49,800
Specimens: 6d		455
Total		50,255

Cost: £8.12s.10d.

Requisition no. 88/08, 13 January 1909

½d	104	12,480
1d	104	12,480
2½d	104	12,480
3d	104	12,480
Total	416	49,920

Cost: £18.1s.1d.

Requisition no. 6/09, 4 March 1909

½d	200	24,000
1d	103	12,360
2½d	52	6,240

3d	52	6,240
6d	52	6,240
1s	105	12,600
Subtotal	564	67,680
Total (incl. Farthing stamp)		187,800

Cost: £21.14s.8d.

Requisition no. 51/11, 7 July 1911*

½d	54	6,480
1d	500	60,000
2½d	303	36,360
6d	192	23,040
Total	1,049	125,880

Cost: £14.12s.0d.

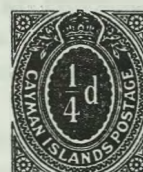
*The Crown Agents were charged for 12,000 of the ½d and 40,000 of the 2½d stamps. The order was subsequently split and the 1d and 6d stamps were put under order 52/11.

KING EDWARD VII: THE FARTHING STAMP

The first two orders also included cards (see below).

Requisition no. 22/08, 6 June 1908

¼d	98	11,760
Specimens		452
Total		12,212

**Requisition no. 68/08, 24 September 1908**

¼d	495	59,400
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Requisition no. 88/08, 13 January 1909

¼d	1,001	120,120
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Cost: £10.0s.2d.

Requisition no. 6/09, 4 March 1909

¼d	1,001	120,120
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THE POSTAL STATIONERY**Requisition no. 22/08, 6 June 1908**

Description	Number
¼d postal card	1,044
Specimens	452
Total	1,496

Cost: £14.19s.0d.

Requisition no. 68/08, 24 September 1908

¼d postal card	1,044
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Cost: £10.8s.8d.

POST CARD

CAYMAN ISLANDS

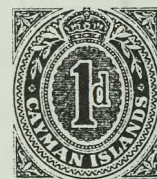
THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.



UNION POSTALE UNIVERSELLE
CAYMAN ISLANDS (ILES CAYMAN)

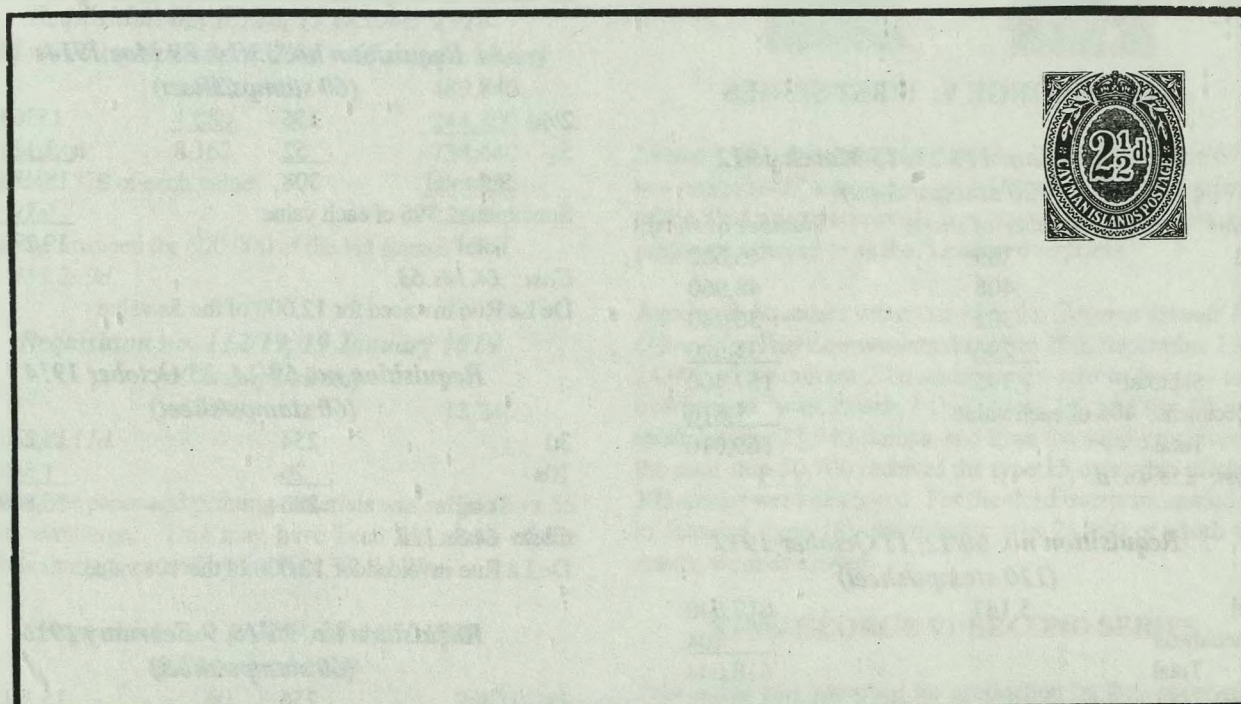
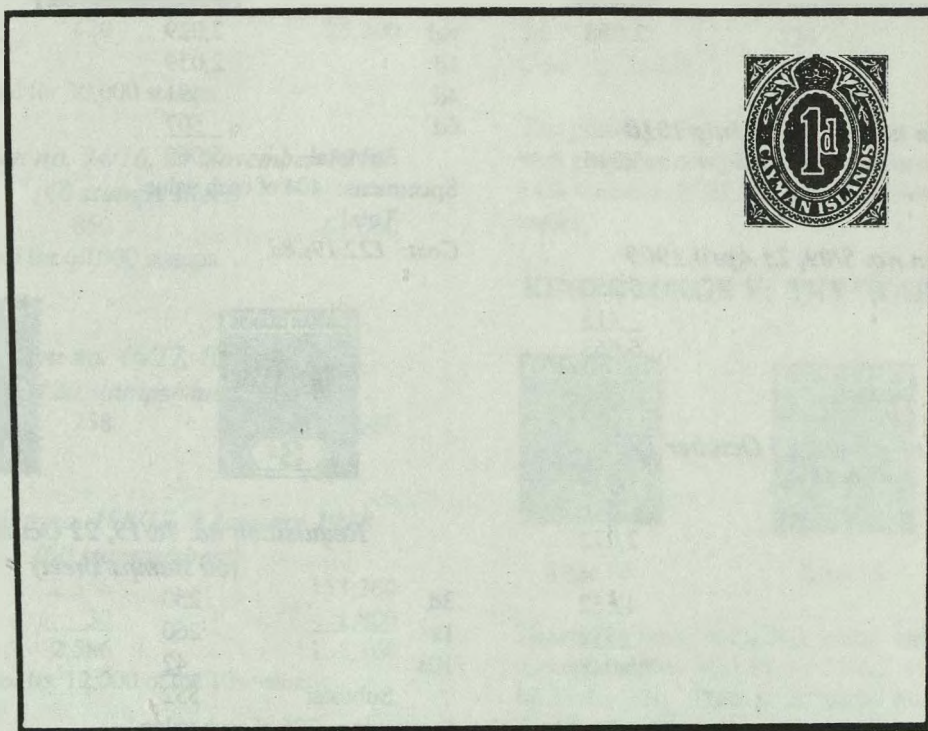
POST  CARD

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.



This Wrapper may only be used for Newspapers or for such documents as are allowed to be sent at the Book-rate of postage, and must not enclose any letter or communication of the nature of a letter (whether separate or otherwise). If this rule be infringed, the packet will be charged as a letter.





Requisition no. 55/09, 13 August 1909

Description	Number
¼d postal card	2,088
Cost: £1.19s.6d.	

Requisition no. 56/10, 13 July 1910

¼d postal card	5,316
Cost: £3.4s.2d.	

Requisition no. 5/09, 23 April 1909

½d wrapper	5,250
Specimens	413
Total	5,663
Cost: £13.13s.4d.	

Requisition no. 58/09, 15 October 1909

1d postal card	1,656
Specimens	416
Total	2,072

1d envelopes	4,632
Specimens	416
Total	5,048

Cost: £12.17s.2d.

Requisition no. 65/11, 24 September 1911

2½d envelopes	
(size 6½" x 3½")	4,608
Specimens	404
Total	5,012

Cost: £12.4s.7d.

KING GEORGE V: FIRST SERIES**Requisition no. 115/11, 15 March 1912****(120 stamps/sheet)**

Value	Number of sheets	Number of stamps
½d	389	46,680
2d	408	48,960
2s	302	36,240
6d	296	35,520
Subtotal	1,395	167,400
Specimens: 404 of each value		1,616
Total		169,016

Cost: £58.4s.1d.

Requisition no. 60/12, 11 October 1912**(120 stamps/sheet)**

¼d	5,147	617,640
Specimens		404
Total		618,044

Cost: £39.1s.6d.

Requisition no. 90/12, 10 December 1912**(60 stamps/sheet)**

½d	2,029	121,740
1d	2,039	122,340
4d	491	29,460
6d	507	30,420

Subtotal 5,066 303,960

Specimens: 404 of each value 1,616

Total 305,576

Cost: £22.19s.8d.

**Requisition no. 78/13, 22 October 1913****(60 stamps/sheet)**

3d	250	15,000
1s	260	15,600
10s	42	2,520

Subtotal 552 33,120

Specimens: 396 of each value 1,188

Total 34,308

Cost: £7.8s.4d.

For reasons that remain unclear, De La Rue invoiced a quantity of 12,000 of the 10s value. Similar discrepancies are found for a number of subsequent orders. One possible explanation is that the additional stamps were sold to dealers by the Crown Agents.

Requisition no. 33/14, 29 May 1914**(60 stamps/sheet)**

2½d	256	15,360
5s	52	3,120

Subtotal 308 18,480

Specimens: 396 of each value 792

Total 19,272

Cost: £4.14s.6d.

De La Rue invoiced for 12,000 of the 5s value.

Requisition no. 69/14, 23 October 1914**(60 stamps/sheet)**

3d	254	15,240
10s	26	1,560

Total 280 16,800

Cost: £4.8s.11d.

De La Rue invoiced for 12,000 of the 10s value.

Requisition no. 96/15, 9 February 1916**(60 stamps/sheet)**

1s	256	15,360
----	-----	--------

Cost: £2.12s.10d.

Requisition no. 38/16, 16 June 1916
(60 stamps/sheet)

2½d	420	25,200
Cost: £4.2s.4d.		
De La Rue invoiced for 30,000 stamps.		

Requisition no. 94/16, 23 November 1916
(60 stamps/sheet)

2½d	850	51,000
De La Rue invoiced for 60,000 stamps.		
Cost: £5.16s.0d.		

Requisition no. 46/17, 10 July 1917
(120 stamps/sheet)

2½d	758	90,960
Cost: £5.4s.10d.		

Requisition no. 108/17, 9 January 1918
(60 stamps/sheet)

2½d	2,556	153,360
10s	30	1,800
Total	2,586	155,160

De La Rue invoiced for 12,000 of the 10s value.
Cost: £15.10s.0d.

Requisition no. 77/18, 10 October 1918
(120 stamps/sheet)

2d	3,063	367,560
Cost: £19.1s.0d.		

Requisition no. 67/18, 11 October 1918
(½d = 120 stamps/sheet; 2½d = 60 stamps/sheet)

½d	4,082	489,840
2½d	4,080	244,800
Subtotal	8,162	734,640
Specimens: 378 of each value		756
Total		735,396

De La Rue invoiced for 600,000 of the ½d stamps.
Cost: £53.2s.9d.

Requisition no. 112/19, 19 January 1919
(60 stamps/sheet)

3d	204	12,240
Cost: £3.2s.11d.		

The cost of the paper and printing materials was subject to a 55 percent surcharge. This may have been the result of the materials shortage caused by the First World War.

Requisition no. 112/19, 28 April 1920
(60 stamps/sheet)

3d	40	2,400
Cost: £0.16s.9d.		

Requisition no. 119/20, 10 November 1920
(60 stamps/sheet)

3d	124	7,440
Cost: £3.1s.9d.		

This printing was carried out at short notice whilst De La Rue were preparing new plates for the second series. A letter, dated 14th October 1920, states that delivery was to be "in three weeks."

KING GEORGE V: THE 'WAR STAMP' ISSUES



Type 14



Type 15



Type 16

The entire printing of the 2½d stamp under Requisition 108/17 was overprinted 'WAR STAMP / 1½d' (Gibbons type 16 or 17) by De La Rue. There is no record that specimens were produced under this requisition, although copies exist on type 17.



Type 17



Type 18

Similarly, the entire printing of the ½d under Requisition 67/18 was overprinted 'WAR STAMP' (type 16) while the entire printing of the 2½d was overprinted 'WAR STAMP / 1½d'. These overprints are referred to as the "London overprints."

Aguilar & Saunders write that after the *Cayman Islands Post Office (War Tax) Law* was introduced on 20th September 1916, 24,000 of the current 2½d stamps were sent to Jamaica to be overprinted 'WAR STAMP / 1½d' (type 14) and that 60 were spoilt, leaving 23,940 stamps; and from the supply received on the mail ship 50,700 received the type 15 overprint, of which 300 stamps were destroyed. For the third overprint carried out in Jamaica (type 18), the quantity was 71,400 of which 600 stamps were destroyed.

KING GEORGE V: SECOND SERIES

This series was approved for production by the copper-plate process in a letter dated 21 October 1920, sent to De La Rue by the Crown Agents.



Requisition number 119/20, 3 February 1920
(120 stamps/sheet)

1½d	1,476	177,120
3d	165	19,800
Subtotal	1,641	196,920
Specimens: 400 of each value		800
Total		197,720

Cost: £130.16s.1d.

The Government of Jamaica, acting on behalf of the Commissioner of the Cayman Islands, who was responding to a request from the Post Office, indented for supply of 30,000 3d stamps. Although they had requested to have the quantity reduced by the number printed, in a hurry, from the previous plate, they did, on 17 December 1920, give instructions that the full quantity be delivered.

Requisition no. 119/20, 3 February 1920
(120 stamps/sheet)

1s	80	9,600
5s	12	1,440
Subtotal	92	11,040
Specimens: 400 of each value		800
Total		11,840

Cost: £4.13s.6d.

These two entries, though they are from the same order and were recorded on the same day, are listed separately in the Day Books. From correspondence between the Crown Agents and De La Rue, it is known that the Government of Jamaica ordered the following quantities:

1½d	180,000
3d	30,000
1s	15,000
5s	3,000

The reason for the difference between the quantities requisitioned and those supplied is not known.

Requisition no. 119/20, 14 February 1921
(120 stamps/sheet)

1½d	59⅓	7,120
3d	54⅓ ₁₀	6,516
1s	41 ²⁹ / ₃₀	5,036
5s	16⅓ ₂₄	1,925
Total	171 ⁷⁷ / ₁₂₀	20597

De La Rue invoiced for 4,160 of the 5s value.

Cost: £6.0s.8d.

This requisition number is the same as the previous two, of 3rd February. This order, of 14th February, was supplied directly to dealers. It is not clear why incomplete sheets were invoiced.

Requisition no. 119/20, 5 March 1921
(120 stamps/sheet)

"Under charge on our invoice of 3rd February, error in extension. 177250 1½d and 2½d extended as 12.9.8. instead of £18.17s.2d. diff £6.7s.6d."

Requisition no. 84/21, 26 August 1921
(120 stamps/sheet)

5s	25	3,000
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De La Rue invoiced for 6,000 stamps.
Cost: £23.15.0d.

Of these 3,000 stamps, 90 were supplied directly to dealers.

Requisition no. 84/21, 5 October 1921
(120 stamps/sheet)

10s	31 ⁹⁵ / ₁₂₀	3,815
Specimens		399
Total		4,214

Cost: £2.19s.9d.

Of these 3,815 stamps, 1,175 were supplied directly to dealers. In a letter to De La Rue dated 1 October 1921, the Crown Agents "indented for" (i.e., ordered) 3,600 10s stamps.

Requisition no. 118/21, 8 February 1922
(120 stamps/sheet)

¼d	718	86,160
½d	879	105,480
1d	653	78,360
Subtotal	2,250	270,000
Specimens: 401 of each value		1,203
Total		271,203

Cost: £103.7s.10d.

Of these 270,000 stamps, 32,110 ¼d, 16,990 ½d and 10,240 1d were supplied directly to dealers.

Requisition no. 118/21, 16 February 1922
(120 stamps/sheet)

2d	490 ¹¹⁵ / ₁₂₀	58,915
2½d	472 ⁵⁵ / ₁₂₀	56,695
4d	169 ⁴⁰ / ₁₂₀	20,320
6d	134 ¹⁰ / ₁₂₀	16,090
2s	43 ¹⁰ / ₁₂₀	5,170
3s	38 ⁵ / ₁₂₀	4,565
Subtotal	1,347 ¹¹⁵ / ₁₂₀	161,755
Specimens: 401 of each value		2,406
Total		164,161

Cost: £165.3s.10d.

Of these 161,755 stamps, the following quantities were supplied directly to dealers:

2d	7,435
2½d	7,375
4d	6,280
6d	6,130
2s	3,010
3s	2,285

Requisition no. 4247, 29 May 1923
(120 stamps/sheet)

3d	339	40,680
4½d	<u>348</u>	<u>41,760</u>
Subtotal	687	82,440
Specimens: 411 of each value		<u>822</u>
Total		83,262

Cost: £40.11s.5d.

Of the 82,440 stamps, 8,400 3d and 7,200 4½d were supplied directly to dealers.

The information contained in the Private Day Books ends here. Therefore, the information regarding the King George V second series below is incomplete as there must have been further requisitions, if only for those values where nothing is recorded.

SUMMARY

Queen Victoria Issue

Value	Quantity	Specimens
½d	96,960	750
1d	97,920	750

King Edward VII: First Series

Value	Quantity	Specimens	Possible Glover Flaws
½d	37,080	722	309
1d	30,720	722	256
2½d	17,880	722	149
6d	7,920	722	66
1s	5,880	722	49

King Edward VII: Second Series

½d	30,960	—	258
1d*	12,000	—	100
2½d	29,280	—	244
6d	8,880	—	74
1s	8,880	—	74



*It is known that 40 sheets (4,800 stamps) of the 1905 1d were surcharged 'One Halfpenny' at Kingston, Jamaica and thus these surcharges were not recorded in the Private Day Books. This alters the quantities above to:

1d	7,200	—	60
½d/1d	4,800	—	40

King Edward VII: Third Series

4d*	6,240	732	52
6d	5,040	732	42
1s	4,800	732	40
5s*	6,240	732	52



*These two stamps were surcharged locally to meet shortages: 480 4d stamps were surcharged 2½d, while 3,960 5s stamps were surcharged ½d or 1d. The information available does not state whether or not only whole sheets were surcharged. This causes a problem when attempting to determine the number of possible Glover flaws. If whole sheets were surcharged, then the quantity of Glover flaws would be as follows:

½d/5s	1,800	—	15
1d/5s	2,160	—	18
2½d/4d	480	—	4
4d	5,760	—	48
5s	2,280	—	19

Because the surcharges were done locally, they are not recorded in De La Rue's Private Day Books. Glover flaws may well exist on specimens of the first and third series of the King Edward VII issue, but none have been reported to date.

King Edward VII: Fourth Series

½d	91,768	449
1d	115,800	449
2½d	67,560	449
3d	37,440	449
4d*	6,240	449
6d	35,520	455
1s	18,840	449
5s	6,240	449
10s	3,000	449

*It is known that 396 stamps of the 4d value were surcharged locally '1D' for revenue purposes. This alters the quantities listed above as follows:

4d	5,844	—
1D/4d	396	—

King Edward VII: The Farthing Stamp

Value	Quantity	Specimens
¼d	311,400	452

The Postal Stationery

¼d postal card*	9,492	452
1d postal card	1,656	416
½d wrapper	5,250	413
1d envelope	4,632	416
2½d envelope	4,608	404

*The ¼d postal cards are found in two sizes: 121 x 75 mm and 115 x 89 mm. Only the longer card is found with the 'SPECIMEN' overprint.

King George V: First Series

¼d	617,640	404
½d	168,420	404
1d	122,340	404
2d	416,520	404
2½d*	182,520	396
3d**	52,320	396
4d	29,460	404
6d	30,420	404
1s†	30,960	396
2s	36,240	404
3s	35,520	404
5s	3,120	396
10s††	5,880	396

* The 2½d value is catalogued in two shades. From requisition numbers it can be deduced that 91,960 stamps of the bright blue and 90,560 of the deep bright blue were printed. Of the total quantity, 75,000 stamps were overprinted 'WAR STAMP'. Thus the quantity of "normal" stamps is 107,520.

** The 3d value is catalogued in five paper varieties. From requisition numbers it can be deduced that 15,240 stamps were printed on yellow paper; 15,000 on white-back paper; 12,240 on lemon paper; 2,400 on orange-buff paper; and 7,440 on pale yellow paper.

† The 1s value is catalogued in two paper varieties. From requisition numbers it can be deduced that 15,360 stamps were printed on white-back paper and 15,600 on green paper.

†† The 10s value is catalogued in three paper varieties. From requisition numbers it can be deduced that 2,520 stamps were printed on white-back paper; 1,560 on green paper; and 1,800 on olive paper.

King George V: War Tax Stamps**Kingston Overprints**

Type	Value	Quantity
14	1½d on 2½d blue	23,940
15	1½d on 2½d blue	50,700
18	1½d (black) on 2d grey	*71,400
18	1½ (red) on 2d grey	?

London Overprints

Type	Value	Quantity	Specimens
16	'WAR STAMP' on ½d green	489,840	378
16	1½d on 2½d blue	153,360	**
17	1½d on 2½d blue		
17	1½d on 2½d orange	244,800	378

* This quantity is only for the first overprint in black. In March 1920, a consignment of 2d grey stamps was sent to Jamaica with a request that they be overprinted 'War Tax 1½d' in red. The overprinting was done on 7 April 1920 and the stamps were packed, but they were never despatched as it was realised that the issue was not necessary since the 1½d war tax rate was no longer statutory although still in force. The Jamaican authorities were informed of this, and the stamps were destroyed. The sole surviving example was sold in the Watkin (1946) and Meredith (1955) sales. Thus the quantity of unoverprinted 2d stamps of the King George V first series was 345,120 (416,520 less 71,400) less the unknown quantity overprinted in red.

** The 2½d blue war tax stamps with the De La Rue type 16 and 17 overprints were supplied together. It is believed that seven panes (420 stamps) were received at Georgetown. If this is correct, then 152,940 stamps with type 17 were printed. The quantity of 2½d blue specimen stamps is not recorded, but it can be assumed to be between 378 and 404.

King George V: Second Series

Value	Quantity	Specimens
Watermark: multiple crown CA		
3d	26,316	400
4d	20,320	401
1s	14,636	400
5s	6,365	400
10s	3,815	399

Watermark: multiple script CA (n/a = no records available)

¼d	86,160	401
½d	105,480	401
1d	78,360	401
1½d	184,240	400
2d	58,915	401
2½d	56,695	401
3d	40,680	411
4½d	41,760	411
6d	16,090	401
1s	n/a	n/a
2s	5,170	401
3s	4,565	401
5s	n/a	n/a
10s	n/a	n/a

I wish to extend my thanks to Lionel Jones of the National Postal Museum and David Beech of the British Library, as well as to my father, who made a number of visits to the Museum to gather data on my behalf.

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Jamaica: The Locally Printed Stampless Air Letter Forms

by Hugh JAMES

My interest in the air letter forms of Jamaica was originally stimulated by an article entitled "Air Letters of the British West Indies," by E. Bulger (of Glasgow, Scotland), which began in the *British West Indian Philatelist* (BWIP), vol. 4, no. 1 (September 1952). But even then I paid little attention to stampless air letter forms (those requiring the addition of adhesive stamps), treating those in my collection as postmark material, until in correspondence about air letters with impressed stamp, Bob Swarbrick mentioned that he was studying the stampless air letter forms.

I retrieved the stampless forms from my postmark albums and became intrigued by the wide variety of forms. I organised them into two groups: the stampless forms printed locally and the later "formula" forms printed in the U.K. under the authority of the British Postmaster General (PMG). Last year I acquired Bob's stampless forms in the Cavendish auction of his collection, and since then I have been integrating my collection with Bob's. My studies are far from complete, and this report has been written in an attempt to stimulate interest in the subject and perhaps obtain more information.

Background

The light-weight air letter service from the U.K. to civilian addresses in the British West Indies commenced on 1 September 1944. The return light-weight air letter service for civilians began from Jamaica to the U.K. on 27 November 1944, when some 2,500 stampless air letter forms printed in the U.K. were placed on sale at the General Post Office (GPO) in Kingston. These stampless forms were sold at ½d each, and there was such a demand for them that they sold out within a few hours. I do not possess one of the original forms but there was one in the Swarbrick sale (lot 584, illustrated on page 87 of the Cavendish catalogue). With so many other Swarbrick "goodies" on offer, my limited bid for it was unsuccessful. However, it was a standard "formula" type U.K. air letter form of the day, with a three-line warning, bearing a Jamaican 6d definitive.

Faced with a sell-out emergency, the PMG in Kingston suggested that the island's three main printers should start to produce unstamped forms. Presumably the printers were provided with sample copies of U.K. forms as a guide, and these were interpreted in a variety of ways,

sometimes slavishly, sometimes creatively, which adds to the interest in the subject. Some of my forms are unused and consequently can only be dated tentatively.

The Local Printers

Initially, the three local printers chosen by the PMG were the Gleaner Company (referred to below as "Gleaner"), Printers Limited ("Printers") and The Jamaica Times ("Times"), all based in Kingston. They were later joined by Intersalco, also of Kingston. Only Printers and Intersalco inscribed the forms they printed with their names. Consequently, it has taken a little "detective" work before forms could tentatively be attributed to other printers. In this respect, I have been helped by previous owners who wrote up the forms with their ideas of the possible printers, often confirming my findings.

The earliest Jamaica usage of U.K. formula-type stampless forms that I have found is dated 1951, when presumably it became less cost-effective or necessary to print forms locally. The latest locally printed stampless form I have found was used in 1953 if one discounts the special emergency printing commissioned by the PMG in 1955 (see details under the Printers section below).

The following is a list of the locally printed forms I have seen or possess from the various printers – Gleaner, Printers, Times, and Intersalco. I have tried to include sufficient detail to enable interested collectors to identify forms in their collections.

Gleaner

1. The earliest form I have seen is on thin, white, unwatermarked paper with a slate-gray wash, and is dated 15 July 1945. 'BY AIR MAIL' is cut out of a 30½ mm block, with a 16½ mm central underline; the stamp box has solid lines and contains 'AFFIX/ 6D. STAMP/HERE'; there are no sender's details. The contents of the letter are very revealing, stating that "this appears to be the best of the three locally printed air letter sheets" and that "the quality is not bad and the set up is better than Printers Ltd. and Jamaica Times". I interpret this latter statement as implying that the Gleaner set-up is closer to that of the U.K. forms. I also have a copy of this form dated 3 September 1946.

2. This is a variant of no. 1, identical in all respects except that the stamp box is dot-lined and it has sender's details – 'Sender's name and address:' – measuring 47½ mm. I have an unused copy and my used copy is dated 23 August 1945 (Figure 1 →).

3. My next form is on thin, white, unwatermarked paper with a lighter grey wash. 'BY AIR MAIL' is cut out of a 34½ mm block; 'AIR LETTER' is 29 mm; the warning is in three equal, double-spaced lines, with a 17 mm central underline; the stamp box has dotted lines containing 'AFFIX/ 6D. STAMP/ HERE'; there are no sender's details. '(Only for Empire Countries)' appears in the top right-hand corner, indicating the extension of the light-weight air letter service to other Empire countries in about 1945. The quality is not as good as in nos. 1 and 2: the 'TER' of 'AIR LETTER' is badly aligned and the lower-case 'e's in 'Empire' and 'Countries' look like 'c's. My used copy is dated 4 September 1946. I have not yet found the date on which the air letter service was extended to include foreign countries but it must have been around 1949 as I have used air letters from Jamaica to the United States dated that year.

4. This is a variant of no. 3, identical in all respects except that it is on thin white paper watermarked 'HOWARD SMITH/ AIR MAIL BOND/ MADE IN CANADA'. It is unused but was dated March 1946 by a previous owner.

5. This is another variant of no. 3, identical in all respects except that it has a slate-grey wash. My copy is unused and has not been dated.

6. This form is on white unwatermarked paper with a very pale grey wash. 'BY AIR MAIL' is cut out of a 34½ mm block; 'AIR LETTER' is 29 mm with 'LETTER' underlined; the warning is in three equal, one-and-a-half-spaced lines, without underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; 'SENDER'S NAME AND ADDRESS' is 47½ mm. '(Only for Empire Countries)' appears in the top right-hand corner. My used copy is dated 22 March 1949.

7. This form is on very thin, unwatermarked white paper

BY AIR MAIL

AIR LETTER

IF ANYTHING IS ENCLOSED
THIS LETTER WILL BE
SENT BY ORDINARY MAIL



H. Dixon Spain & Co.
Little Masingham Manor
Kings Lynn
Norfolk
England

*Recd
Sept 14 1946*

with a pale grey wash. 'BY AIR MAIL' is cut from a 34½ mm block; 'AIR LETTER' is 29 mm with 'LETTER' underlined; the warning is in three equal, single-spaced lines, with no underline; the stamp box (formed by close dashes) is blank; 'Senders' name and address-' is 46 mm. The bottom opening arrow is headless. My copy is unused but has been dated March 1949 by a previous owner. I also have a used copy of this form dated 10 October 1949.

8. This form is on thickish, white unwatermarked paper with a pale grey wash. 'BY AIR MAIL' is cut out of a 36 mm block; 'AIR LETTER' is 29 mm with 'LETTER' underlined; the warning is in two equal and one unequal, single-spaced lines, with an ornamental 20 mm underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; 'SENDER'S NAME AND ADDRESS' is 47 mm. The type has been heavily impressed, making the printing appear very bold. My used copy is dated 5 September 1952.

9. This is a variant of no. 8, identical in all respects except that the type has returned to normal. My used copy is dated 30 October 1952.

10. This is a variant of no. 9, identical in all respects except that the paper is thinner and is watermarked 'HOWARD SMITH/ VICTORY BOND/ MADE IN CANADA' and the wash is in an olive-grey. My used copy is dated 5 January 1953.

11. This form is on thicker, white paper watermarked

Figure 2

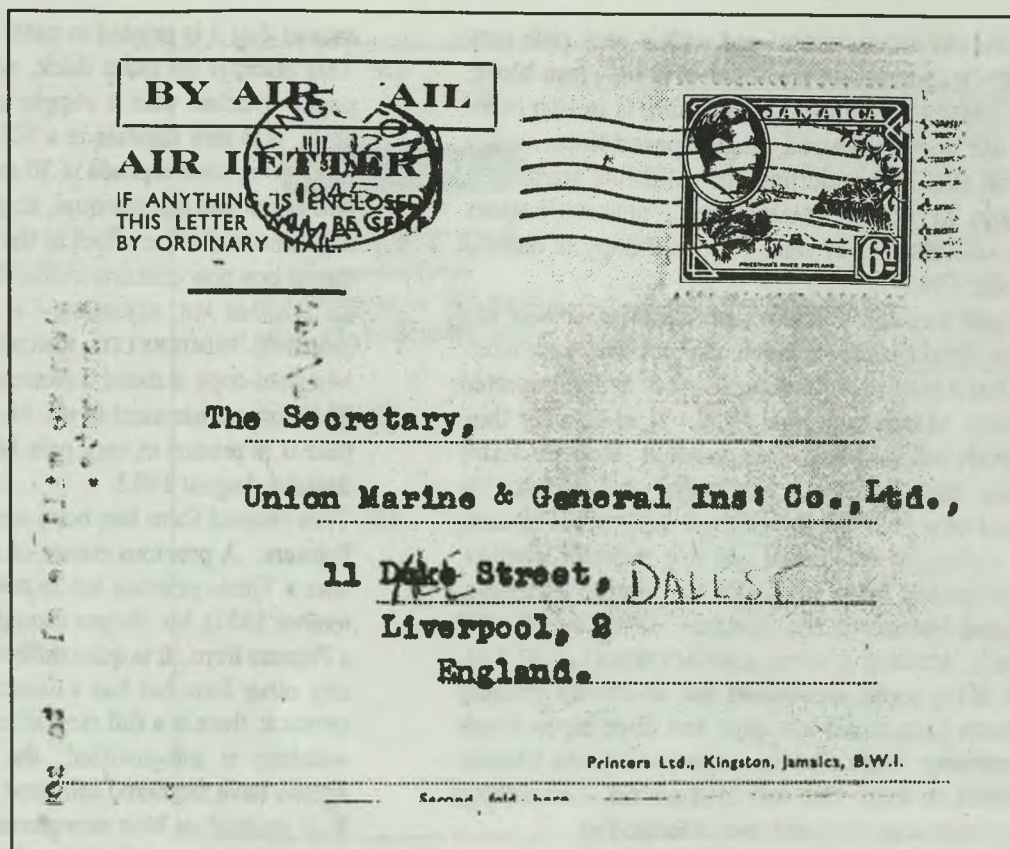
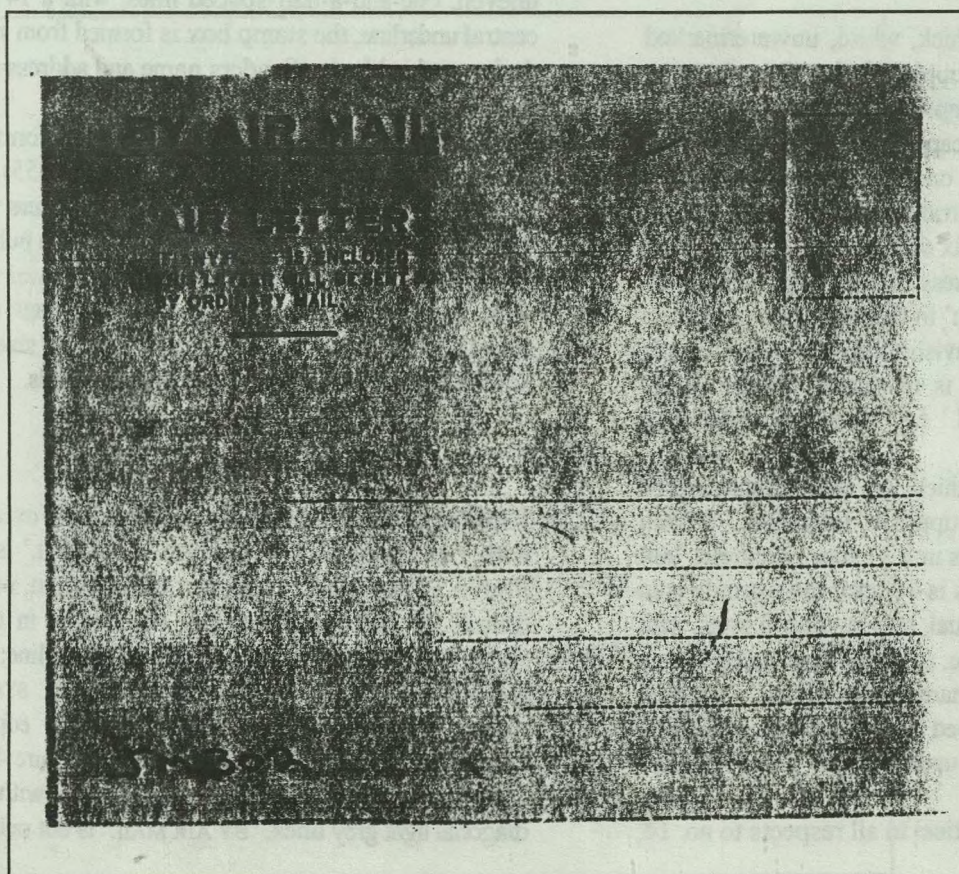


Figure 3



'CROXLEY/ ANVIL BOND' and with a very pale grey wash. 'BY AIR MAIL' is cut out of a 34½ mm block; 'AIR LETTER' is 29 mm; the warning is in two even and one uneven-centred, single-spaced lines, with a central 19½ mm underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; 'SENDER'S NAME AND ADDRESS' is 47 mm. My used copy is dated 3 October 1952.

12. This was a special Gleaner printing primarily for use to and from the Cayman Islands by Caribbean International Airways' amphibian service. It was reported in *BWIP*, March and June 1952. It is on very thin, greenish-yellow paper watermarked 'Roland/ Extra Strong' and with a pale grey wash. 'BY AIR MAIL' is cut out of a 34½ mm block; 'AIR LETTER' is 29 mm; the warning is two equal and one unequal, centred, single-spaced lines, with a 22 mm central underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; 'SENDER'S NAME AND ADDRESS' is 47 mm. Both of my copies are unused, but on one the printing is much lighter and less clear and three arrow heads are missing. Note that the Jamaica-Cayman Islands-Jamaica air letter rate was 2½d not 6d. — something the printer was obviously not informed of.

Printers

13. This form is on quite thick, white, unwatermarked paper overlaid with a stipple of blue dots. 'BY AIR MAIL' is printed in serif capitals in a 49½ mm rectangle; 'AIR LETTER' in serif capitals is 39 mm; the warning is in two equal and one unequal, single-spaced lines, with a 21 mm central underline; the solid-line stamp box contains 'Affix 6d/ British/ Stamp/ here'; 'Sender's Name and Address' is 36½ mm. The inclusion of the word 'British' in the stamp box suggests that the form has been slavishly copied from a sample U.K. form. The form is inscribed 'Printers Ltd., Kingston, Jamaica, B.W.I.' My used copy is dated 12 July 1945 (Figure 2).
14. This form is on quite thick, white, unwatermarked paper overlaid with a stipple of blue dots. 'BY AIR MAIL' in serif capitals is in a 51 mm rectangle; 'AIR LETTER' in serif capitals is 40 mm; the warning is in two equal and one unequal, single-spaced lines, with a 21 mm central underline; the solid-line stamp box is now blank; 'Sender's name and address:-' is 42½ mm. The form is inscribed 'Printers Ltd., Kingston, Jamaica, B.W.I.' My used copy is dated 15 September 1945.
15. This unused form is identical in all respects to no. 14, except that it is printed in paler blue.
16. This form is on quite thick, white, unwatermarked paper overlaid with a stipple of blue dots. 'BY AIR MAIL' is in serif capitals in a 50½ mm rectangle; 'AIR LETTER' in serif capitals is 30 mm; the warning is in two equal and one unequal, single-spaced lines, with a 21 mm underline offset to the right; the dotted-line stamp box now contains 'Affix/ Stamp/ Here'; 'SENDER'S NAME AND ADDRESS:-' is 48 mm. The form is inscribed 'PRINTERS LTD., KINGSTON, JAMAICA, B.W.I.' My used copy is dated 5 March 1952.
17. This form is identical to no. 16 in all respects except that it is printed in very pale blue. My used copy is dated 4 August 1952.
18. This unused form has been tentatively attributed to Printers. A previous owner of a copy claimed that it was a Times printing but in *BWIP*, vol. 4, no. 1 (September 1952), Mr. Bulger thought it more likely to be a Printers form. It is quite different from the layout of any other form but has a number of Printers characteristics: there is a full stop after 'MAIL'; the warning wording is left-justified; the opening instruction arrows have feathered tails and attached arrowheads. It is printed on blue unwatermarked paper; 'BY AIR MAIL' is unboxed, with a 42 mm underline; 'AIR LETTER' is 33 mm; the warning is in two even and one uneven, one-and-a-half-spaced lines, with a 14 mm central underline; the stamp box is formed from short dashes and is blank; 'Senders name and address--' is 44 mm. It has not been dated (Figure 3).
19. Emergency printing. I have never seen this form but it was reported in *BWIP*, vol. 6, no. 4 (June 1955) that the GPO in Jamaica did not have any air letters with impressed stamp available and "to assist the public" the GPO had this form printed by Printers. It was sold with an attached adhesive stamp. The *BWIP* item stated that the sheets were "a little smaller in size not having gum flaps" but gave no further details.

Times

20. This form is on white, unwatermarked paper overlaid with fine diagonal grey lines. 'BY AIR MAIL' is cut from a 31 mm block; 'AIR LETTER' is 31 mm, with a central 20 mm underline; the warning is in three equal, single-spaced lines, without underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; there are no sender's details. My copy is unused but is thought to be from 1948 (Figure 4).
21. This form is on thin, white paper overlaid with fine diagonal light grey lines. 'BY AIR MAIL' is cut out of a

Figure 4

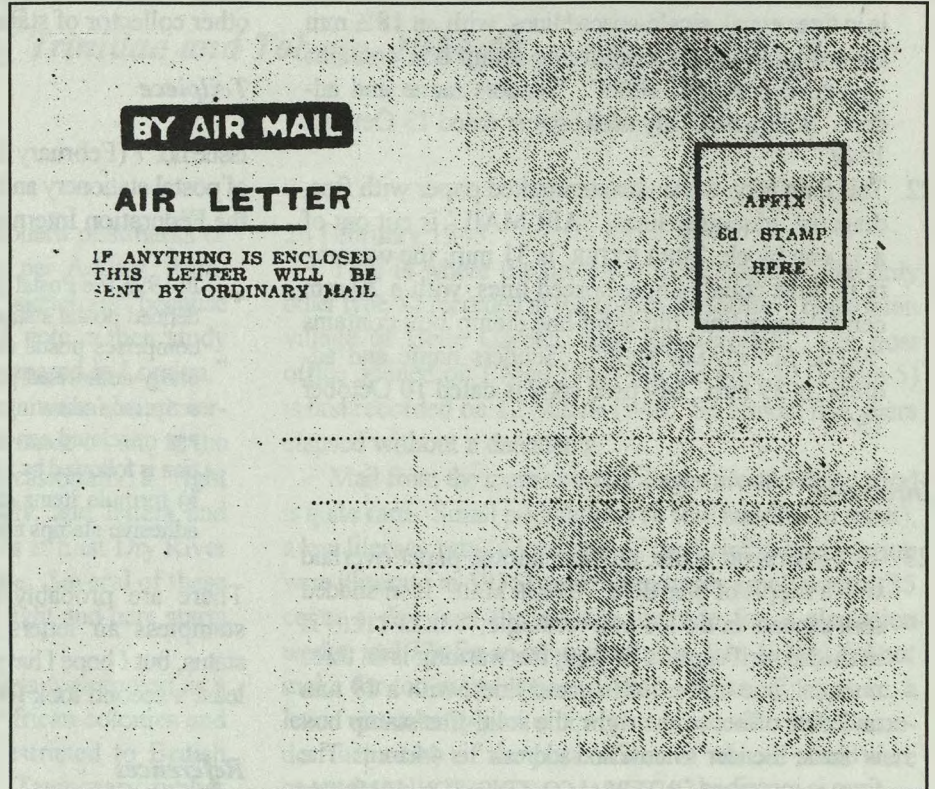
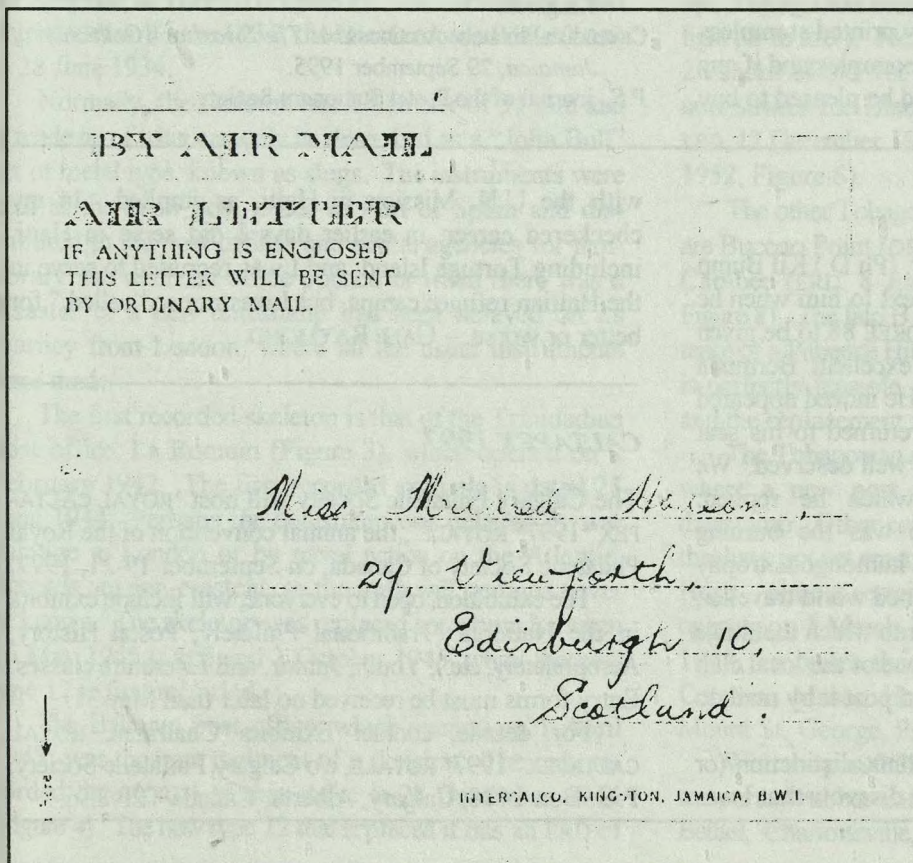


Figure 5



30½ mm block; 'AIR LETTER' is 31 mm; the warning is in three equal, single-spaced lines, with an 18½ mm central underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; 'Senders name and address' is 38½ mm. My used copy is dated 13 October 1949.

22. This form is on white unwatermarked paper with fine, diagonal, blue-grey lines. 'AIR MAIL' is cut out of a 31 mm block; 'AIR LETTER' is 31 mm; the warning is in three equal, single-spaced lines, with a 20 mm central underline; the solid-line stamp box contains 'AFFIX/ 6D. STAMP/ HERE'; 'Senders name and address' is 39 mm. My used copy is dated 10 October 1953.

Intersalco

23. This form is on white, unwatermarked paper overlaid with a stipple of blue dots. 'BY AIR MAIL' is in shaded serif capitals in a 51½ mm rectangle; 'AIR LETTER' is in shaded serif capitals 45 mm; the warning is in three unequal, one-and-a-half-spaced lines, with a 19 mm underline offset to the right; the solid-line stamp box is blank; 'Sender's name and address:' is 44 mm. The form is inscribed 'INTERSALCO, KINGSTON, JAMAICA, B.W.I.' My used copy is dated 4 December 1951 (Figure 5).

This completes the listing of locally printed stampless forms. I continue to search for more examples and if any member has forms for disposal I should be pleased to buy

them. Also, I should be most interested to hear from any other collector of stampless forms.

Tailpiece

Issue no. 7 (February 1996) of *P.S.* discusses the concept of postal stationery and reproduces the definition given by the Fédération Internationale de Philatélie (FIP):

In 1995 the Postal Stationery Commission of the FIP defined postal stationery as follows: Postal stationery comprises postal matter which either bears an officially authorised pre-printed stamp or device or inscription indicating that a specific face value of postage or related service has been prepaid. That definition is followed by a footnote allowing the inclusion of a) formula items sold to the public already bearing adhesive stamps and b) non-value indicator items.

There are probably purists around who would decry stampless air letters as unworthy of postal stationery status, but I hope I have demonstrated that they deserve at least a second look for their complexity and interest.

References

- British West Indian Philatelist (BWIP)*, quarterly, edited and published in the late 1940s and 1950s by E.F. Aguilar, Kingston.
Cavendish Philatelic Auctions Ltd. *The Swarbrick Collection of Jamaica*, 29 September 1995.
P.S., journal of the Postal Stationery Society.

Letter to the Editor

Re the tribute to Kil Bump – a.k.a. Dr. (Ph.D.) Kil Bump – it was my happy lot to be sitting next to him when he was called up to the podium at STAMPOREE 88 to be given the Reserve Grand Award for his excellent Bermuda exhibit, plus other adjunctive awards. He indeed appeared to be in a state of shock when he returned to his seat among heavy applause and plaudits, all well deserved. We commented on his surprise, to which he replied: "Actually, what really stunned me was the burning question, 'How am I going to get this humongous trophy into my one small suitcase?'" A seasoned world traveller, Kil never carried but one small bag, into which that huge trophy would never fit! Fortunately, one of the local club members eventually offered to pack and post it by mail, to solve Kil's very real quandary.

In a further note re my own TEXPEX distinction (or was it "extinction"?), modestly, I must disavow that I was

with the U.N. Mission in Haiti, as implied. In my checkered career, in earlier days I did serve in Haiti, including Tortuga Island, and I was recruited to serve in the Haitian refugee camps, but I was not so "called," for better or worse. – GALE RAYMOND.

CALTAPEX 1997

The Calgary Philatelic Society will host 'ROYAL CALTAPEX *1997* ROYALE', the annual convention of the Royal Philatelic Society of Canada, on September 19-21, 1997.

The exhibition, open to everyone, will include exhibits in the National (Traditional Philately, Postal History, Aerophilately, etc.), Youth, Junior, and Literature classes. Entry forms must be received no later than May 31.

For details, contact Exhibits Chairman, ROYAL CALTAPEX *1997* ROYALE, c/o Calgary Philatelic Society, P.O. Box 1478, Calgary, Alberta, Canada T2P 2L6.

Skeletons in the Cupboard: The Type 10 Postmarks of Trinidad and Tobago, 1934-60

by David HARRY

Some of the most difficult-to-find modern postmarks of Trinidad are the type 10 marks (as per Addiss, Ramkissoon, and Van Winkle), known as "skeletons" because of their Heath-Robinson workings. A note in their study states: "This is the only cancel not prepared in London." True and false! The component parts were almost certainly from England, but assembly was made on site at the post office or agency in question. Occasionally, a "right pig's ear" was made of this assembly, and letters and numerals can be found upside down, as at East Dry River (Figure 1), or even missing, as at Curepe. Several of these type 10 postmarks have never come to light and here starts the quest for the "missing skeletons."

The use of the skeleton postmark is widespread as a temporary datestamp in the British African colonies and Asia, but in the West Indies it is restricted to British Guiana and Trinidad and Tobago. Temporary rubber datestamps (TRDs) are common in the Bahamas and Jamaica, but in Trinidad and Tobago only one is recorded, for Speyside, in Tobago (Figure 2). The earliest recorded date (ERD) is 1 June 1934; the latest recorded date (LRD) is 28 June 1934.

Normally, the skeleton has a diameter of 31 mm and is made up of what can only be described as a "John Bull" set of metal type, known as slugs. The instruments were held at the main post office in Port of Spain and distributed to the post offices and postal agencies for temporary use when an office opened or when there was a disaster or a new datestamp had been delayed on its journey from London, where all the usual instruments were made.

The first recorded skeleton is that of the Trinidadian post office, La Romain (Figure 3), which opened on 2 February 1942. The first recorded example is dated 21 June 1944. Perhaps the datestamp was delayed by war damage in London or by naval action on the Atlantic. Records are non-existent, so the truth will perhaps never be known. The skeleton was replaced sometime between 16 May 1945 (LRD) and 2 October 1945, when the new type 12 is first recorded.

The Balmain post office, which opened on 1 April 1943, was the next recipient of a skeleton. The only recorded date (ORD) of this strike is 28 December 1944 (Figure 4). The new type 12 that replaced it has an ERD of

26 February 1945.

This is where the detective work begins. The only other type 12 recorded in the colony is for the Tobagonian village of Belle Garden, near Roxborough. The post office opened on 1 May 1941, but the type 12 (Figure 5) is first recorded on 12 March 1946. So almost five years elapsed without a datestamp.

Mail from the more remote villages around this period is quite rare. Small populations (a few hundred at most), a low literacy rate (43 percent of the Trinidad population were illiterate in 1935), and exceedingly small wages (35 cents a day was the average income for a plantation worker and 72c for an oil worker in the late 1930s) did not make for too many opportunities to write. Even at 1c, a letter was a hefty part of a worker's income. It is a wonder that many of the post offices in remote areas were opened at all.

It would seem that Belle Garden is the first of the missing skeletons. It is not improbable that one will turn up. Tobago has recently had two new skeletons come to light (or to life!). Joe Chin Aleong, rooting through some 20 sacks of old T&T dealer's stock, has recently found new strikes for Black Rock (ERD, 24 September 1952; LRD, 12 December 1952) and Golden Lane (ORD, 29 July 1952, Figure 6).

The other Tobagonian offices with recorded skeletons are Buccoo Point (ORD, 2 December 1951, Figure 7) and Carnbee (ERD, 8 June 1955; LRD, 28 December 1957, Figure 8). The late B.B. Thomson had a note on the existence of a Patience Hill skeleton dated 6 April 1948. This is perfectly feasible, as the office opened 1 March 1946 and the replacement type 9 has an ERD of 6 April 1948.

The Tobagonian skeletons therefore were simply used where a new post office awaited its first permanent datestamp. Other candidates on that island for skeletons that have not yet emerged are Canaan, Castra, Goodwood, Hope – almost certain (the best hope!) as the post office opening on 1 March 1946 and the ERD of type 9, 28 May 1948, are more than two years apart – Lambeau, Les Coteaux, Mason Hall, Mount Grace, Mount Pleasant, Mount St. George, Parlatuvier, and Plymouth.

With the possibility that Speyside may not be the only temporary rubber datestamp, the candidates for TRDs are Bethel, Charlotteville, Delaford, and Pembroke. These

SKELETON POSTMARKS (TYPE 10) OF TRINIDAD & TOBAGO, 1934-60

<i>Office</i>	<i>ERD</i>	<i>LRD</i>	<i>Scarcity</i>	<i>Notes</i>
TRINIDAD				
Arima	23 Jul 59	—	VR	Only one known
Balmain	28 Dec 44	—	VR	Only one known
Barrackpore	24 Sep 46	17 Feb 47	R	
Blanchisseuse	22 Nov 48	5 Nov 49	R	
Bonne a Venture	24 Jul 45	14 Jan 46	VR	
Brasso	Jul 60	Sep 60	R	
Brasso Piedra	5 Aug 54	20 May 57	R	
Cap De Ville	2 Dec 49	31 Dec 51	VS	
Caratal	14 Jul 49	12 Oct 49	VR	
Charlieville	6 Jul 49	—	VR	
Curepe	2 Aug 49	31 Dec 51	C	'C' sometimes missing
Diamond Village	23 Jul 49	29 Oct 49	VR	
Dibe Road	15 Jul 58	—	VR	Only one known
East Dry River	May 49	23 Jan 50	R	
Felicity	6 Jul 51	21 Jul 51	VR	
Fishing Pond	10 Jun 52	16 Jun 52	VR	Only two known
Freeport	1947	1 Apr 48	R	
Gonzales Place	20 Sep 55	9 Dec 57	C	
Guaico Tamana	25 Sep 51	3 Sep 52	VR	
La Romain	21 Jun 44	16 May 45	VR	Only two known
Las Lomas	Sep 60	—	VR	
Laventille	6 Mar 50	4 May 51	R	
Les Efforts State 1	13 Dec 48	24 Apr 49	R	'Lesefforts'
Les Efforts State 2	14 Jun 49	15 Nov 49	R	'Les efforts'
Matilda	21 Oct 57	—	VR	Only one known
Navet	23 Feb 51	Nov 51	VR	
Penal	16 Dec 49	28 Nov 51	C	
Plum Mitan	21 Mar 52	—	VR	Only one known
Point Fortin	16 Oct 56	2 Jan 57	VR	
Poole	13 Sep 60	—	VR	Only one known
Port of Spain				
GPO	22 Apr 58	17 Dec 58	U	
H. M. Forces	27 May 47	21 Nov 47	U	
Parcel Post	1955	20 Nov 57	R	
Rochard Douglas	17 Apr 59	25 Apr 59	VR	Only two known
San Fernando State 1	16 Feb 46	28 Jun 46	U	See Figure 12
Centenary State 2	"	"	U	"
Santa Flora	14 Jun 52	29 Dec 52	R	
Siparia	7 Dec 59	—	VR	Only one known
Timital	12 Nov 51	13 Nov 52	VR	Only one known
Tunapuna	10 Sep 59	16 Sep 52	VS	
Upper Belmont V Rd	2 Aug 57	17 Jun 58	VS	
Whitehall	6 May 48	9 May 48	C	
TOBAGO				
Black Rock	24 Sep 22	12 Dec 52	VR	
Carnbee	8 Jun 55	28 Dec 57	S	
Golden Lane	29 Jul 52	—	VR	Only one known
Patience Hill	6 Mar 48	—	VR	Never seen

ERD: earliest recorded date; LRD: last recorded date

VR: very rare; R: rare; VS: very scarce; U: unusual; C: common

post offices might have had skeletons instead, but don't hold your breath.

On Trinidad, the skeleton has been used for more than just opening a post office. On 14 December 1949, the post office at Penal was destroyed by fire and a skeleton (Figure 9) was used temporarily (ERD, 16 December 1949) to replace the perished type 7 (Figure 10). It lasted until January 1952 when the new type 13 was introduced. The Penal skeleton is therefore quite common, as are the strikes of Curepe (ERD, 2 August 1949, the office opening date) and Gonzales Place (ERD, 20 September 1955, Figure 11).

Special events, such as the San Fernando Centenary, led to the use of a skeleton (ERD, 16 February 1946; LRD, 28 June 1946) – two, in fact (Figure 12), which have slightly different settings. The First Caribbean Intercolonial Stamp Exhibition, at the Whitehall, Port of Spain, had a special skeleton for just four days, 6-9 May 1948 (Figure 13).

A skeleton for H.M. Forces was used for British Military Personnel (ERD, 27 May 1947; LRD, 21 November 1947, Figure 14).

With some of the larger post offices needing more counter staff during the growth of the 1950s, skeletons have turned up as temporary instruments alongside regular datestamps from a number of offices:

- Airma (ORD, 23 June 1959, Figure 15)
- Laventille (ERD, 6 March 1950; LRD, 4 May 1951, Figure 16)
- Siparia (ORD, 7 December 1959, Figure 17)
- Tunapuna (ERD, 10 September 1959; LRD, 16 September 1959, Figure 18), and
- Point Fortin (ERD, 16 October 1956; LRD, 2 January 1957).

The General Post Office (GPO) also used one, possibly for parcels, as it is mostly found on high-value denominations (ERD, 22 April 1958; LRD, 17 December 1958, Figure 19).

The Blanchisseuse skeleton (ERD, 22 November 1948) replaced the type 5 postmark (LRD, 19 September 1945, Figure 20). Did type 5 go missing or did it simply fall apart? It had been in use since 1930. Poole's skeleton (ERD, 13 September 1960; LRD, 25 May 1961) replaced a badly worn Type 7 (Figure 21).

But like Tobago, the majority of Trinidad's skeletons simply herald the opening of a new post office or agency. How many skeletons lurk in Trinidad's cupboards or sacks? Most recently discovered is the Brasso skeleton, which like Poole is a replacement for a badly worn type 7 instrument (Figure 22).

The most likely are the post offices where the gap

between the opening date and the first ERD of the type 7 or type 13 postmark is a period of over six months. Rochard Douglas was replaced in five months, but the average time is nearer 20 months.

Thus post offices where skeletons could have been replaced by type 7 devices, as at Felicity, Guaico Tamana, Plum Mitan, and Bonne Aventure, include Lengua, Morvant, Cunapo Junction, Caigual, Calcutta Settlement, Fishing Pond, Santa Flora, and Timital. A real outside shot is Boissiere, whose strikes are hard enough to find anyway.

Type 7 replacements are more common in Tobago, Trinidad having many more type 13s replacing skeletons. Offices in this category are Basso Piedra, Gonzales Place, Febeau, Upper Belmont Valley Road, Dibe Road, Rochard Douglas, Matilda, Navet, Cap de Ville, and Las Lomas No. 1. The candidates' list is hard to estimate, as after 1955 many offices dispensed with skeletons and opened with type 13s from Day One.

Jordan Hill, Hermitage, Vega d'Oropouche, Lopinot, Balandra, Siparia Junction Road, Roussillac, Delhi Road, and Febeau are all contenders. Abyssinia, Enterprise, Kelly Village, St. Helena, Granville, New Settlement, and Quarry are all outsiders. Morne Coco, with its earliest type 13 being recorded for 11 December 1959 and with the doors of the new office having opened on 23 November 1959, looks very unlikely to boast a skeleton; Prizgar Lands, with only a two-day window, is out of contention.

There are definitely no skeletons for Bejucal, Fatima, Trou Macaque, Orange Valley, St. Andrew, La Pastora, Soscunoso, Guaracara Junction, or Blundell.

At Freeport and Barrackpore, where a type 11 instrument has replaced the skeleton (Figure 23), Mon Repos, Morne Diable, Belmont, St. Benedict, Penal Rock Road and St. Joseph are likely candidates.

The oval type 8 "registration" datestamp replaced the original skeletons at Caratal, Les Efforts, Blanchisseuse, Charlieville, Diamond Village, East Dry River, and Point Cumana (Figure 24). Additional candidates here are Maracas Road, Clark Rochard, and Cocoyea.

Also likely are post offices where a type 7 device wears out, or even goes missing, and a type 13 takes time to arrive. Offices with such date gaps are California, Brothers Road, Claxton Bay, Cunupia, Marabella, and St. Johns, and they may have used a skeleton.

After 1960 many skeletons were used. Were these the original instruments taken from dusty post office drawers and wiped down, ready for action? Probably not. According to Ted Proud, there may have been no more than 10 instruments to go round at any one time.



Fig.1



Fig.2



Fig.3

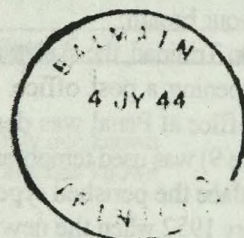


Fig.4



Fig.5

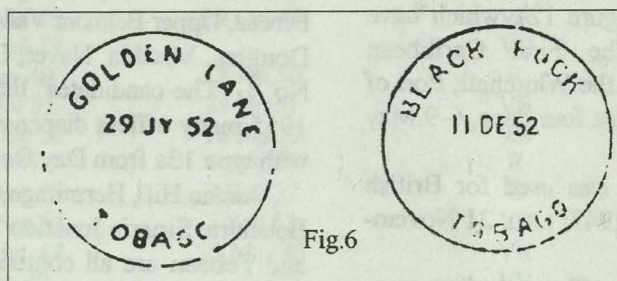


Fig.6

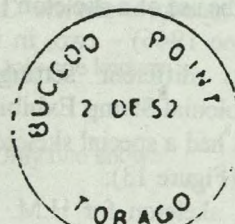


Fig.7

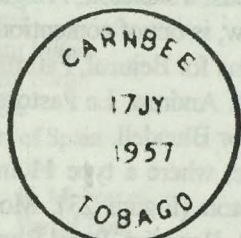


Fig.8



Fig.9

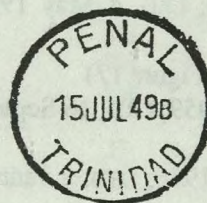


Fig.10

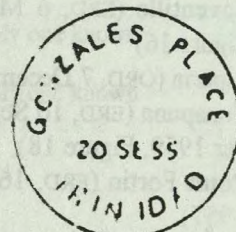


Fig.11

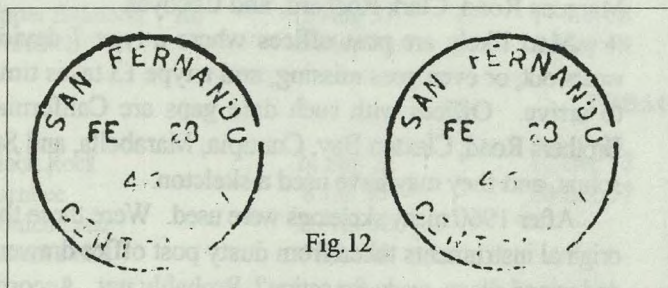


Fig.12

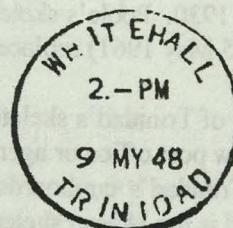


Fig.13

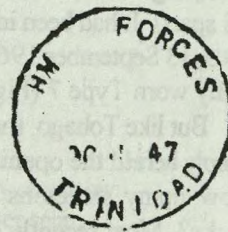


Fig.14



Fig.15



Fig.16

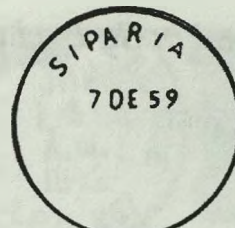


Fig.17

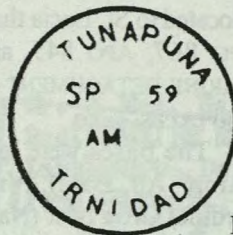


Fig.18

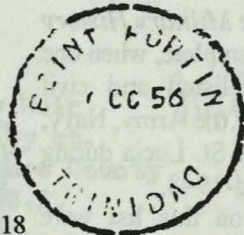


Fig.19



Fig.20



Fig.21

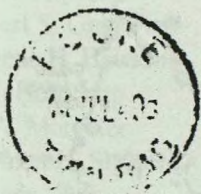


Fig.22



Fig.23

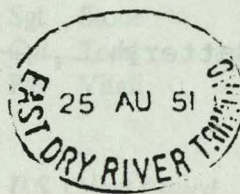


Fig.24

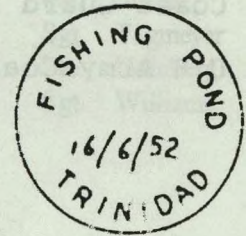


Fig.25

Are there any skeletons in your cupboard? It is worth taking a look, even if the strain of deciphering an East Dry River or Point Cumana on a long-forgotten King George VI "First Boca" damages your eyesight irretrievably. If you were not looking for them, you would probably never even notice them, though. The Fishing Pond skeleton (Figure 25) was bought by an American collector for \$200 at auction two years ago, yet it is a seemingly common stamp that most strikes for dealers would let you have for 10p. It was only on piece. On cover, it would have fetched a lot more. Strikes for Barrackpore, Point Cumana, Bucco Point, Douglas, and Matilda are also quite valuable.

I believe there are probably at least 30 undiscovered skeletons at large with a further 50 on record. So, get to your sacks, your cupboards, and those old collections, and start digging for a few Trinidadian skeletons.

References

- Addiss, Edward, Reuben Ramkissoon and Walton Van Winkle. *The Town Cancels of Trinidad and Tobago*, British Caribbean Philatelic Study Group, 1980.
Williams, Eric. *From Columbus to Castro*, Vintage Books, 1970.

U.S. Personnel in St. Lucia During World War II

by Robert J. DEVAUX

Introduction

This preliminary list of U.S. personnel in St. Lucia, is the result of a larger research paper on *The Military History of St. Lucia*. It is obviously far from complete, when one considers the many hundreds of enlisted and civil personnel who were actually stationed at the Army, Navy, Marine, Coast Guard and Air bases in St. Lucia during and after the war from late 1940 to mid-1948.

Many of the names appearing on this list were obtained from my collection of APO and FPO covers. This prompted me to submit the list to members and ask for additions and corrections from those who might have covers of their own and who would be willing to search through them for additional information.

This exercise could open up a new area of research for someone interested in military history. The numbers allocated to St. Lucia that are known to me are: APO 805, APO 867, APO 845, and FPO 37. A postmark reading MARINE DETACHMENT - ST. LUCIA, WINDWARD ISLANDS also exists.

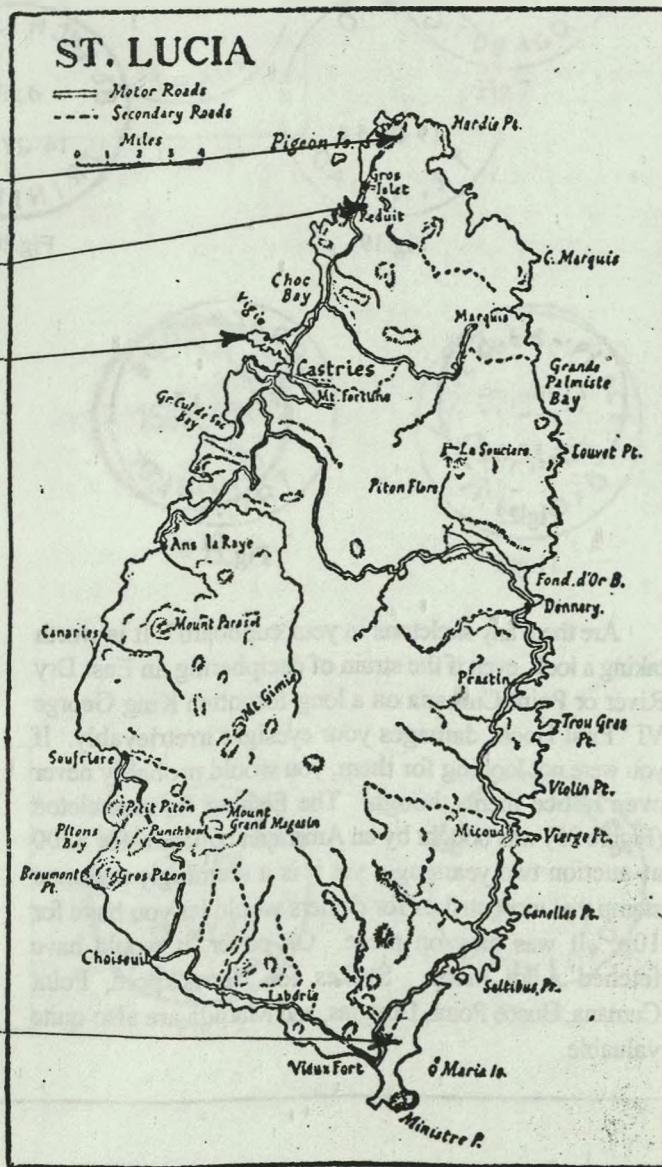
The bases were located at Beans Field, Vieux Fort (Army Air Base); Vigie, Castries (Military Station); Reduit, Gros Islet (Naval Air Station and Coast Guard Base); and Morne du Cap, Gros Islet (Military Camp).

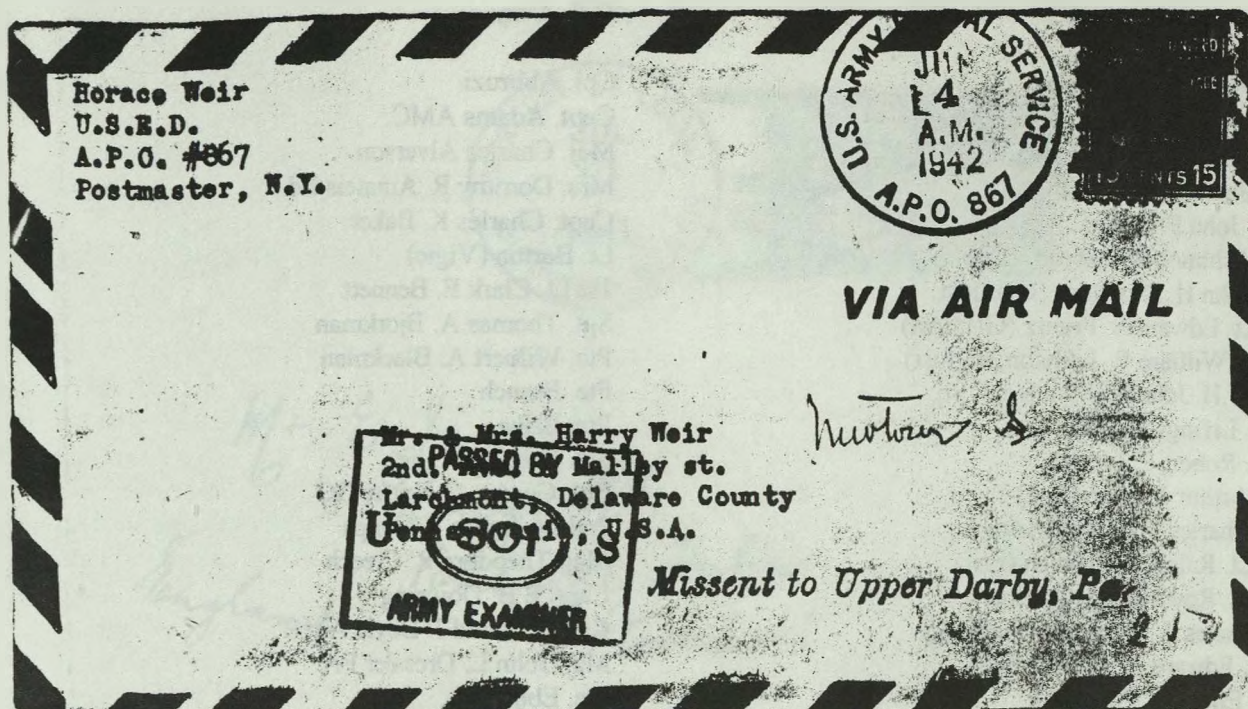
U S Army Harbour Defense and
AWS Encampment.

U S Naval Air Station and
Coast Guard Base.

U S Army Coastal Battery.

U S Army Air Force Base.



**U.S. Civil Engineers**

Dudley D. Blincol	Brooks
N.W. Clayton	J.N. Dykes
Albert S. Gregorich	Bradford C. Hammond
Eugene H. Hawkins	Francis X. Hayes
F.G. Holtkamp	John C. Lauderdale Jr.
W.A. Morgeter	James W. Nyboe
Norman H. Siglow	Wilson
Horace Weir	

U.S. Marines

Sgt. Akin	Pte. Bishop
Lt. Blackstone	Pte. Bowers
Cpl. Busheme	Sgt. Cantor
Pte. Carey	Pte. Clearman
Pte. Coffindaffer	Pte. Dorsal Cross
Lt. Raymond Coyne	Cpl. Durant
Pte. Gage	Pte. Gilley
Sgt. Gimber	Pte. Greenberg
Pte. Hart	Pte. Hertzberg
Pte. Huges	Pte. Jaggee
Pte. John Kelly	Sgt. King
Cpl. Floyd Lockhart	Pte. Lynch
Cpl. F. Melo	Sgt. Morris
Pte. Newgrow	Pte. Pierce

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Pte. Reichenbach
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Sgt. Skinner
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Cpl. Todd
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Sgt. Rogers
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Pte. Snyder
Sgt. Tagmeyer
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Bailey
Walter Dick
Bob Jenkins

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U.S. Navy

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Callahan
Cullota
Gibson
McGregor
Lt. Edward K. Neroda
William Pearsons
Schiller
Maj. C.A. Smith OC
Warner

Bodeman
Lt. Clark
Lt. Downsford
Robert A. Macalady
McNeill
Newton
Runyon
Schnieder
Van Hook
Whaley

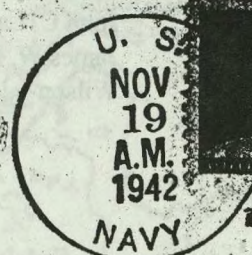
U.S. Army Air Corps

Cpl. Porter B. Armstrong
 Capt. John H. Baker
 Capt. Eugene Birkenkamp
 Maj. John A. Bondurant
 Capt. John F. Botjer
 Cpl. Ashbury H. Dayton (lost)
 Cpl. John H. Dearborn (GI) (lost)
 2nd Lt. Edward S. Frantz (GI) (lost)
 1st Lt. William E. Johnson Jr. (lost)
 Sgt. W.H. Johnston 5th Bom. Sq.
 Capt. Livingston (GI)
 Capt. Robert F. Luke
 Cpl. Arthur J. Lupo (lost)
 Sgt. Charles W. Lux 5916th Sq.
 2nd Lt. Ralph W. Mauch (lost)
 2nd Lt. Roy McNutt Jr. (lost)
 Sgt. James A. Pierce 5th Bom. Sq.
 Capt. Edward A. Prejean Jr.
 Maj. Ellery D. Preston Jr.
 2nd Lt. Frank P. Rott Jr. (lost)
 Lt. Scott
 Capt. Richard A. Shedden
 Lt. James D. Shrivner
 Lt. Thorgesson

U.S. Army

Cpl. Abbruzzi
 Capt. Adams AMC
 Maj. Charles Alverson
 Mrs. Dorothy R. Amateis Ed.
 Capt. Charles K. Baker
 Lt. Barton (Vigie)
 1st Lt. Clark E. Bennett
 Sgt. Thomas A. Bjorkman
 Pte. Wilbert A. Blackman
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 Sgt. Brooks (Vigie)
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 Capt. E.B. Downing
 Capt. Edward J. Doyle AMC
 Maj. John L. Dressler FA
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 Maj. Sumner W. Elton
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 U.S. Marine Detachment
 U.S. Naval Air Station
 St. Lucia, Windward Is. B.W.I.

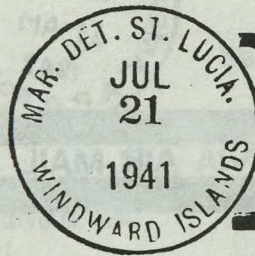


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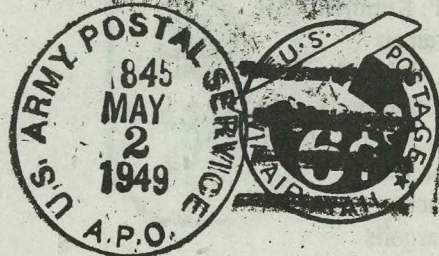
U.S.A. 250

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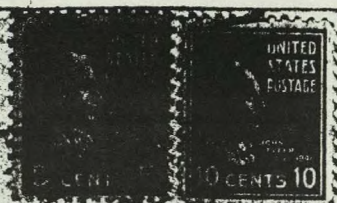
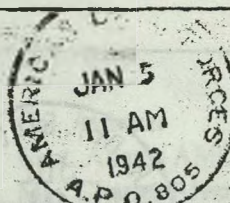
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10 Kings Rd
England *Cheadle Hulme*
Stockport

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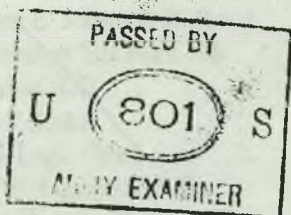


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Lt. W.F. Kimmell AMC
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2nd Lt. Robert L. Krate
Capt. Cameron W. Lane
Lt. Col. Ralph L. Lewis CAC
Pte. Johnson
Pte. Leicht
Pte. Margolis
Cpl. Meylan
Pte. Jack T. Miller 309th Sq.
Lt. Col. Walter L. Mitchell
Pte. Molinard
Pte. Mollenhauer
Pte. S. Morganbedder
Pte. Murray
Nurse Milbrey Neikirk AMC
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Pte. Nelson
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Maj. Ernest Powell OC (1942)
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Lt. Col. Gustav Ring Dist. Cmd.
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Additions, correction and any useful information that members may discover, should be sent to the Editor of the journal or directly to the compiler at P.O. Box 525, Castries, St. Lucia, West Indies.

Turks and Caicos Islands Censorship During World War II

by Peter P. McCANN, Ph.D.

For a small dependency of a colony (Jamaica), the Turks and Caicos Islands have a fairly complex and diverse history of postal censorship during World War II.

The initial research on Turks and Caicos Islands censorship was done by Malcolm Watts in 1976. John Challis later covered the work of Watts and extended his findings in a chapter of his definitive book, *Turks Islands and Caicos Islands to 1950* (1983). I will review the findings of both authors in this article and particularly discuss new information on the Turks and Caicos handstamps.

As was typical of many of the British Caribbean territories during World War II, much of the mail was not censored before it left the territory. Whether this was due to neglect or lack of concern for individual items is not known. Suffice it to say that censored mail from all the smaller British Caribbean colonies is not common, and mail censored in the Turks and Caicos Islands is among the least common, second only to mail from the British Virgin Islands in that respect. Note that during the war almost all mail was routed in and out of the islands via Jamaica.

The Turks and Caicos were a dependency of Jamaica (since 1873), and postal censorship was handled accordingly. Thus the islands were not given a separate censor code letter but were allotted the censor code number 'D43' from the Jamaican 'D' listings. Similarly, the Cayman Islands, also a dependency of Jamaica, were given the 'D41' and 'D42' numbers (Giraldi and McCann, 1989), the relevance of which will be discussed later in the article. Curiously, although the Turks and Caicos Islands were technically a censorship suboffice of Jamaica, some mail was apparently censored in the Turks and Caicos Islands and then subsequently censored again upon arrival in Jamaica.

Censor Handstamps

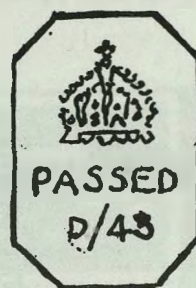
Challis reported the existence of three civilian handstamps, which he believed were primarily used on unopened mail to signify that it had been passed by the censor because he felt it did not need to be opened. The basis of this judgment is not clear, unless it was, for example, obviously philatelic mail. The individual handstamps are as follows, using the Challis classification numbers:

**PASSED BY EXAMINER
I I**

Type CM1. Two straight lines, 66 and 8 mm, reading 'PASSED BY EXAMINER - T I'. Note the 'T' is inverted. Only one example has been recorded, on a cover sent 21 June 1941, currently in the author's collection.

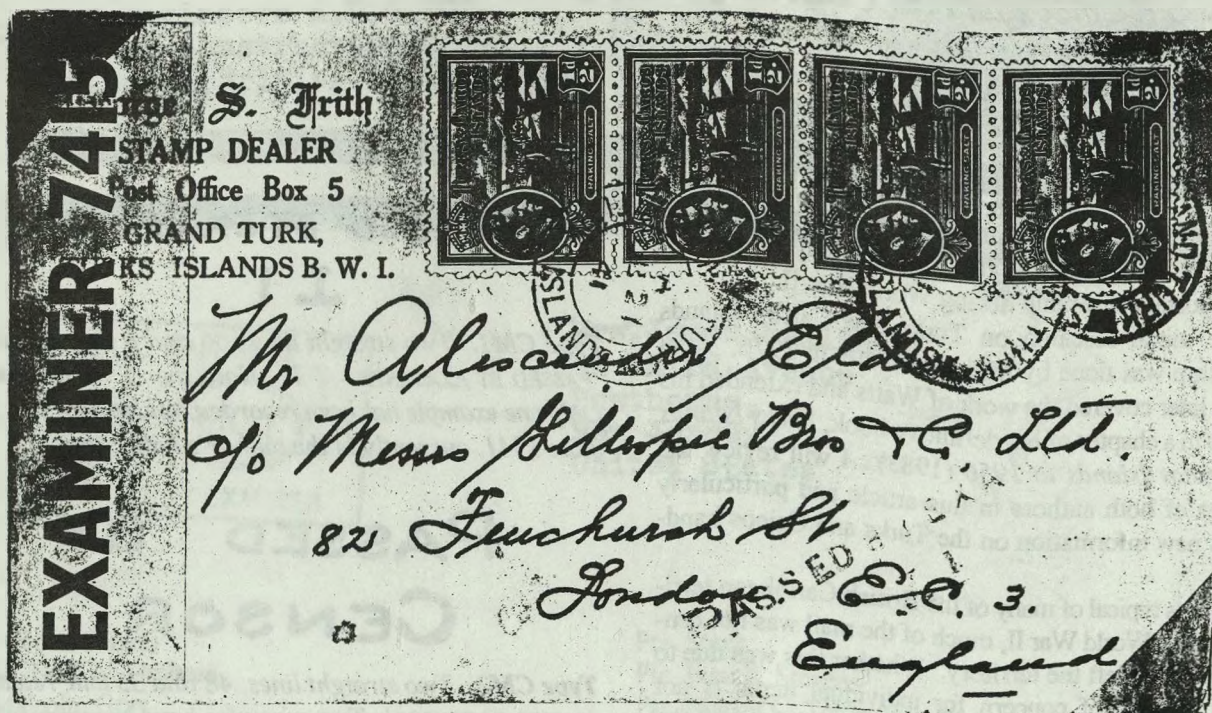
**PASSED BY
CENSOR**

Type CM2. Two straight lines, 48 and 35 mm, reading 'PASSED BY CENSOR'. Two examples have been recorded, on covers sent 27 January 1942 and 7 May 1942.

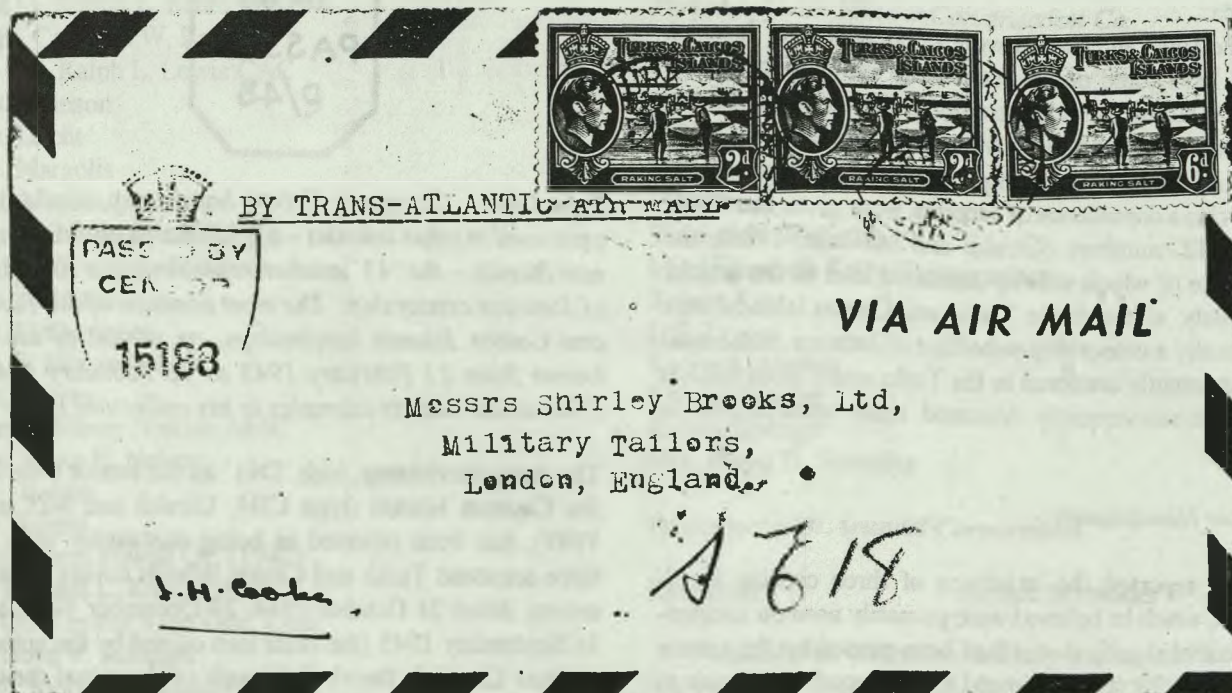


Type CM3. Octagonal Crown handstamp, similar to types used in other colonies – e.g., Jamaica and the Cayman Islands – the '43' number representing a suboffice of Jamaica censorship. The most common of the Turks and Caicos Islands handstamps, its period of use is known from 23 February 1943 to 16 February 1945. (The author has six examples in his collection.)

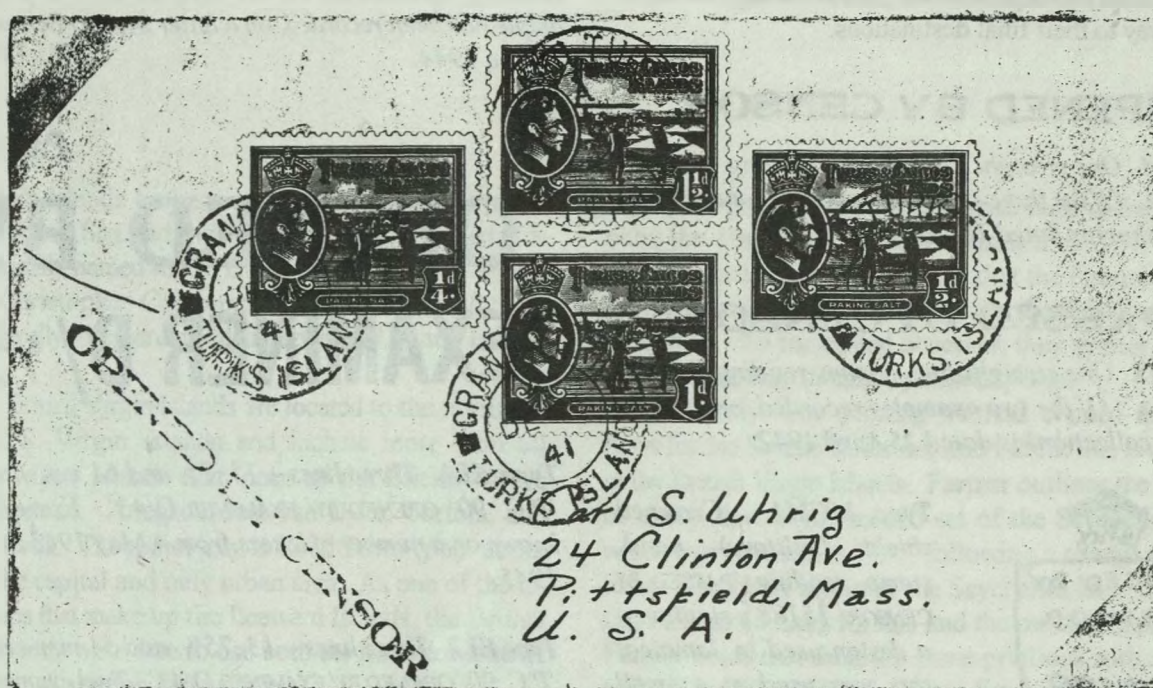
The same handstamp, with 'D41' as the censor code for the Cayman Islands (type CH4, Giraldi and McCann, 1989), has been reported as being mistakenly used on three censored Turks and Caicos Islands covers. These covers, dated 21 October 1944, 29 December 1944, and 16 September 1945 (the latter two owned by the author) support Challis's theory that much of the actual censorship of mail from the Turks and Caicos Islands and the Cayman Islands during World War II was done in Jamaica rather than in the two dependent territories themselves.



Only recorded example of type CM1. Posted from Grand Turk on JU 21 41. Censored on arrival in the U.K. ('P.C.90/ OPENED BY/ EXAMINER 7415' tape on the left).



Only recorded example of type MCM1, signed by censor at lower left. Posted from Grand Turk on JU 3 44.



One of three recorded examples of type CM4. Posted from Grand Turk on DE 18 41.



One of two recorded examples of type CM5. Posted from Grand Turk on AP 25 42.

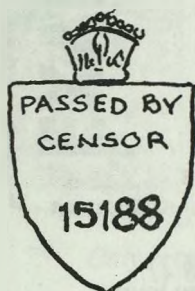
Because of the postal routes of the period, virtually all letters from the two dependencies passed through Jamaica on their way to their final destinations.

OPENED BY CENSOR

Type CM4. One straight line, 64 mm, reading 'OPENED BY CENSOR'. Of the three examples reported, one (owned by the author) is dated 18 December 1941.

PASSED BY CENSOR

Type CM5. One straight line, 65 mm, reading 'PASSED BY CENSOR'. Of the two examples recorded, one (in the author's collection) is dated 25 April 1942.



Type MCM1. Crowned shield (military) handstamp, reading 'PASSED BY CENSOR/ 15188', similar to a design used in Jamaica; this was used at a small British military unit, probably a coast battery, during the war. The only re-

corded example is on a cover dated 2 June 1944, now in the author's collection.

Challis reported one example of another military handstamp, similar to Jamaica's type M-AC 3, on an April 1944 cover from Antigua to Grand Turk. It is the author's opinion that this is actually a Jamaica military marking applied before the letter was sent on to Grand Turk.

Censor Labels

Two basic types of censor labels were used for the Turks and Caicos Islands between 1943 and 1945. Type CL1 was actually printed with 'No. D43' and was obviously intended for specific use on Turks and Caicos mail. The other labels were Jamaican 'P.C.90' labels with a printed 'OPENED BY EXAMINER D/' and with '43', the code for the Turks and Caicos, added in manuscript.

OPENED BY
CENSOR
No. D43

Type CL1. Three straight lines – 74, 50, and 27 mm – reading 'OPENED BY/ CENSOR/ No. D43'. Only one example has been recorded, on a letter sent to Bermuda on 2 June 1944.

P.C. 90

OPENED BY
EXAMINER D/ 43

Type EL1. Three lines – 15, 75, and 61 mm – reading 'P.C. 90/ OPENED BY/ EXAMINER D/43'. Examples are known on a number of letters from 4 May 1943 to 5 May 1945.

Type EL2. Three lines – 13, 75½, and 51 mm – reading 'P.C. 90/ OPENED BY/ EXAMINER D/43'. Two examples are known, dated 25 January 1944 and 17 August 1944. No illustration available.

P.C. 90

OPENED BY
EXAMINER D/ 43

Type EL3. Three lines – 15, 75½, and 42 mm – reading 'P.C. 90/ OPENED BY/ EXAMINER D./43'. Examples are known on mail from 11 August 1944 to 21 October 1944.

References

- Challis, John J. *Turks and Caicos Islands to 1950*. Harrogate, U.K., Roses Caribbean Philatelic Society, 1983, pp. 97-102.
- Giraldi, Thomas E. and Peter P. McCann. *The Postal History of the Cayman Islands*. Weston, Mass., Triad Publications, 1989, pp. 115-123.
- Watts, Malcolm D. "Postal Censorship in the Turks and Caicos Islands" In *West Indian Civil Censorship Devices in World War II*. Handbook No. 2. Harrogate, U.K., Roses Caribbean Philatelic Society, 1976, pp. 57-61.

The King George VI Issues of the British Virgin Islands, 1938-1947

by Tom CUSICK

The Virgin Islands lie just east of Puerto Rico, between the Caribbean Sea and the Atlantic Ocean. The islands were originally named for St. Ursula and her 11,000 maidens by Christopher Columbus in 1493. Politically and geographically, they are divided between U.S. and British influence.

The British Virgin Islands are located to the northeast of the U.S. Virgin Islands and include more than 60 islands. Major islands that make up the British Virgin Islands include: Anegada, Jost van Dyke, Tortola, and Virgin Gorda. The major city is Road Town (pop. about 4,000), the capital and only urban area. As one of the island groups that make up the Leeward Islands, the British Virgin Islands were free to use both the Leeward Islands and their own stamps for postage.

The first King George VI issues of the British Virgin Islands (Gibbons #110-121/Scott #76-87) were printed by Harrison & Sons, and were released from 1938 to 1947. This set is very similar to the first Seychelles set (Gibbons #135-149/Scott #125-148) – and to no other issues from the first part of the reign. Collectors may note that it is difficult to find good, lightly hinged (LH) copies because hinges stick very well to these stamps. I do not have any reference on the creation of the British Virgin Islands issues, but I have a reference on the Seychelles issues by H.V. Farmer¹:

Their large and pictorial design was a complete departure from the stereotyped keyplate designs which had hitherto characterized the stamps of the Colony, whilst the choice of the photogravure method of production was an innovation unique amongst the new stamps for the Crown Colonies....Whether or not one cares for postage stamp design and production in the modern manner, it must be said at once that these stamps represent modern commercial art as applied to the medium at its best.

The design of the British Virgin Islands issues includes a "fine formalized portrait of His Majesty by Mr. Bertram Park"² to the upper left with the Badge of the Colony to the lower middle right. The issue is identified with white capital letters 'VIRGIN ISLANDS' in a darker border. The stamps were printed in sheets of 120 on paper with the crown CA watermark used for the George VI colonial issues in a format of 8 x 15 mm (just like the

Seychelles issues). The initial release went to the 5s value only; the 10s and £1 value were issued in 1947. Despite the earlier reference, it is my view that the Harrison photogravure printings lack the character of other King George VI issues. To the casual observer, they appear to be an inexpensive way to create pictorial issues.

Ironically, this printing method created numerous flaws for the Seychelles issues, and I think this is also true of the British Virgin Islands. Farmer outlines the location of every flaw in the second set of the Seychelles issue, which was released in 1941, following a change in postal rates. The sheet layout of the Seychelles issues changed from 120 to 60 units for this and the remaining printings. Farmer notes that there are some printings with a flaw at each of the 60 positions. These flaws consist of various spots and retouches. I have found some of these Seychelles flaws, and I have seen similar flaws on the stamps of the British Virgin Islands. They include "tear drops," various spots, lines across the design, and even misshapen letters. Some could be variations that occur only on one sheet of stamps, but based on the information noted for the Seychelles issues, it seems safe to assume there are many constant flaws.

Unfortunately, I have not found a sheet of these stamps to use to locate these flaws. This would be an excellent research project. In the case of the Seychelles issues, each sheet has its own unique arrangement. I suspect this is true of the British Virgin Islands issue as well. However, as far as I know the format of the British Virgin Islands sheets did not change as did the Seychelles sheets.

The table shows in composite form the information I have gathered about these issues. The dates are from Potter & Shelton² and Commonwealth.³ The color and paper descriptions are also from Potter & Shelton. The numbers are mine, and are used to sort the issues in my computer database. The Commonwealth and Gibbons catalog numbers listed are for printings that are specifically identified by these catalogs. The Scott catalog does not differentiate between any of these variations, so each issue is listed with the Scott number. It is assumed that the Commonwealth and Gibbons numbers describe the first printing and that a variation number is listed where a major change takes place. In the case of the Virgin Islands, these variations are defined by the presence of chalk or substitute papers.

If you have labored through trying to identify the printings of other King George VI issues, you will be delighted to learn that the BVI stamps are fairly easy to sort out, as there were not that many printings.

The primary method of differentiating these issues is by using a piece of silver to test for "chalk" paper. Chalk paper was used as a security tool to prevent stamps from being reused, and to create a better impression.⁴ All of the first printings of the British Virgin Islands were coated with "chalk." As material shortages began creating hardships in the United Kingdom, the use of this coating was curtailed beginning in 1939. Later, after the end of the war, it was resumed for some issues. As a result, it is a helpful tool in determining when a stamp was printed. If you would like to read about the specifics of this process and fully understand its chemistry, there is an excellent article by Miles Glazer which is the source of the information described here.

The following is intended to be a "hands on" guide to sorting the KGVI issues of the British Virgin Islands. Before you start you will need several things.



1. Good lighting: I use twin spotlamps with 75 watt soft white bulbs. There are better options, but this is adequate and less expensive. I use both a sheet of white paper for comparison of the color of the stamps, and a sheet of black paper for study of the gum and relative thickness of the paper, based on how well the black shows through from behind the stamp.

2. A piece of silver to test for chalk paper.

3. A quantity of stamps: it is not possible to differentiate these or any other printings by comparing only two stamps. I try to accumulate about 10-20 copies, although for this issue, fewer would suffice. The low values are still fairly inexpensive and can help you form an opinion about the characteristics of the issue. There is variation in these printings due to the quality of the printing method, so it is possible for differences to be seen with just a couple of stamps. Sorting a quantity of stamps will help you to see the overall trends.

Here is how I sort these stamps:

1. Test the stamps for chalk paper (but ignore this for the 10s and £1 issues). To do the test, lightly rub a piece of silver against the front side of the stamp. A chalk-treated paper will leave a pencil-like marking. This mark can be erased with a clean gum eraser, but try this on an inexpensive stamp first. I test the lower right-hand corner. Testing for chalk paper will help you find the 1938 printing.

2. Compare the issues on substitute (no-chalk) paper using the white paper. If you have enough copies to include both varieties, you should note that some stamps look much duller while others have brighter colors. The 1943 printings are lighter in color than the 1945 issues. Note also that the 1945 versions are much brighter. Comparing the back of the stamps using the black paper will not show much variation.

3. Potter & Shelton do not list another chalk printing, but I think there may be one. I have a set of stamps up to the 6d value that are on chalk paper that is much thinner-looking when seen through black paper than the 1938 issues. The colors of these stamps are much paler than the

1938 printings, and the gum is whiter than the off-white gum of the earlier printing. I have noticed that Potter & Shelton missed some of the 1939-42 issues of Antigua (see Frank Saunders KGV Collectors' Society monograph⁵), and so it is possible that these BVI stamps went unnoticed by them also.

I find it amazing that this set of stamps has been virtually ignored for so long. It is a fascinating area for study. As always, any additional information will be appreciated. Particularly, if any collector has access to the Crown Agents Archives at the British Museum, a listing of the printings would resolve the issue of whether another chalk-paper printing was made.

References

1. H.V. Farmer, *Seychelles Postage Stamps & Postal History*, London, Robson Lowe, 1955.
2. W.J.W. Potter and R.C.M. Shelton, *The Printings of King George VI Colonial Stamps*, London, Stamp Collecting Ltd., 1952.
3. Bridger & Kay, *1991 Commonwealth King George VI Catalogue*.
4. Miles Glazer, "W.W.II paper coatings on some King George VI large Nyasa-type stamps," *GEOSIX*, September 1996.
5. F.R. Saunders, "Antigua: the definitive series of King George VI," *GEOSIX*, March 1975 and May 1975.

BRITISH VIRGIN ISLANDS KING GEORGE VI ISSUES

Printings as described by Potter & Shelton

Other printings may exist. Listing compiled in April 1997

Number	Description	Issue Date	Paper	1990 Commonwealth	1995 Gibbons	1997 Scott
VRGNIS	Virgin Islands	1938-1947		1-12	110-121	76-87
VRGNIS/PS01	½ d green	8/1938	Chalk	1	110	76V
VRGNIS/PS01A	½d dull green	10/1943	Thick/ white	1A	110A	76V
VRGNIS/PS01B	½d deep green	8/1945				76V
VRGNIS/PS02	1d scarlet	8/1938	Chalk	2	111	77V
VRGNIS/PS02A	1d pale scarlet	10/1943	Thick/ white	2A	111A	77V
VRGNIS/PS02B	1d bright scarlett	8/1945				77V
VRGNIS/PS03	1½d deep red-brown	8/1938	Chalk	3	112	78V
VRGNIS/PS03A	1½d deep red-brown	10/1943	Thick/ white	3A	112A	78V
VRGNIS/PS03B	1½d deep red-brown	5/1946				78V
VRGNIS/PS04	2d pale grey	8/1938	Chalk	4	113	79V
VRGNIS/PS04A	2d pale grey	10/1943	Thick/ white	4A	113A	79V
VRGNIS/PS05	2½d bright ultramarine	8/1938	Chalk	5	114	80V
VRGNIS/PS05A	2½d paler bright ultramarine	10/1943	Thick/ white	5A	114A	80V
VRGNIS/PS05B	2½d deep blue	8/1945				80V
VRGNIS/PS06	3d orange	8/1938	Chalk	6	115	81V
VRGNIS/PS06A	3d orange	10/1943	Thick/ white	6A	115A	81V
VRGNIS/PS06B	3d orange	8/1945				81V
VRGNIS/PS07	6d deep mauve	8/1938	Chalk	7	116	82V
VRGNIS/PS07A	6d mauve	10/1943	Thick/ white	7A	116A	82V
VRGNIS/PS08	1s olive-brown	8/1938	Chalk	8	117	83V
VRGNIS/PS08A	1s deep olive-brown	7/1942		8A	117A	83V
VRGNIS/PS08B	1s pale olive-brown	10/1943	Thick/ white			83V
VRGNIS/PS08C	1s olive-brown	8/1945				83V
VRGNIS/PS09	2s6d sepia	8/1938	Chalk	9	118	84V
VRGNIS/PS09A	2s6d sepia	7/1942		9A	118A	84V
VRGNIS/PS09B	2s6d sepia	10/1943	Thick/ white			84V
VRGNIS/PS10	5s lake	8/1938	Chalk	10	119	85V
VRGNIS/PS10A	5s pale dull lake	7/1942		10A	119A	85V
VRGNIS/PS10B	5s pale dull lake	10/1943	Thick/ white			85V
VRGNIS/PS11	10s blue	12/1947	Chalk	11	120	86
VRGNIS/PS12	£1 black	12/1947	Chalk	12	121	87

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AUCTION NEWS

FORTHCOMING SALES

September 20: The Oscar Davis collection of Barbados.

September 20: Fine West Indies

December 4: West Indies postal sale

The two September sales will be held at the Bonnington Hotel, London. Viewing on sale day and also at the BWISC convention at Leamington Spa on Sept. 13th.

The Barbados sale is strong in postal history, postmarks, postal stationery, and KGVI issues. Consignments so far received for the general W.I. sale include much proof material, a 1905 'Ship Letter Grenada' cds and a 1906 'Ship Letter St Vincent' cds, also a Turks Is. 1893 cover with bisected 4d and 1893 ½d.

APRIL 17th SALE

This postal sale was very successful, with just over 200 participants. The spread of bids resulted in 75% of the lots selling, bringing joy and happiness to nearly all the vendors.

NEW LIST OF PHILATELIC BOOKS ON THE WEST INDIES

This is in the course of preparation. I have in stock many out-of-print titles plus a good selection of old auction catalogues and back copies of the Journal.

For a complimentary catalogue, contact David Druett.

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For Sale West Indies Collection

Country	Quantity	SG#	
		From	To
Antigua	384	1	384
Bahamas	501	2	332
Barbados	1,173	1	391
Bermuda	651	1	366
British Honduras	412	1	267
British Guiana	440	19	377
Guyana	597	379	596
Cayman Islands	1,287	1	510
Grenada	519	1	329
Leeward Islands	521	1	140
Saint Christopher	39	1	28
Nevis	34	5	34
St. Kitts & Nevis	330	1	194
St. Lucia	501	1	289
St. Lucis (stk bk)	247	51	289+
St. Vincent	647	2	491+
Tobago	39	1	33a
Trinidad & Tobago	925	2	450
Turks & Caicos	454	1	290

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Dominica

Volume One

*Its Postal History, Stamps and
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by E.V. Toeg F.R.P.S.L.

A quality hardback book of approx. 220 pages on this fascinating Colony. Much original research has gone into this publication, which covers such areas as pre-adhesive markings, adhesive postage stamps up to 1935, including a detailed study of the provisionals of 1882-86 and the "WAR TAX" stamps, postal fiscals and postal stationery.

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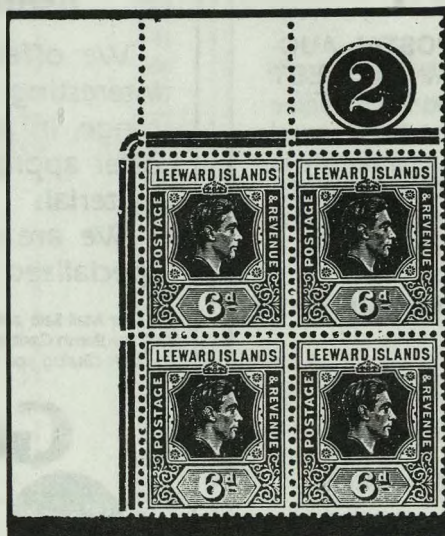
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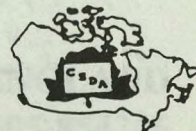


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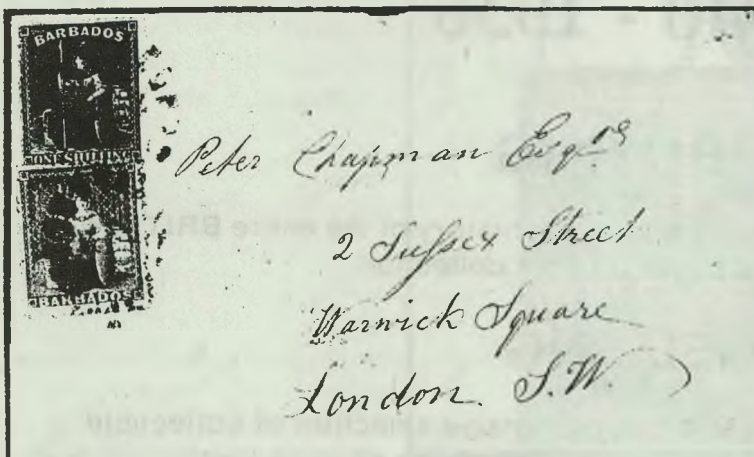


I.F.S.D.A.



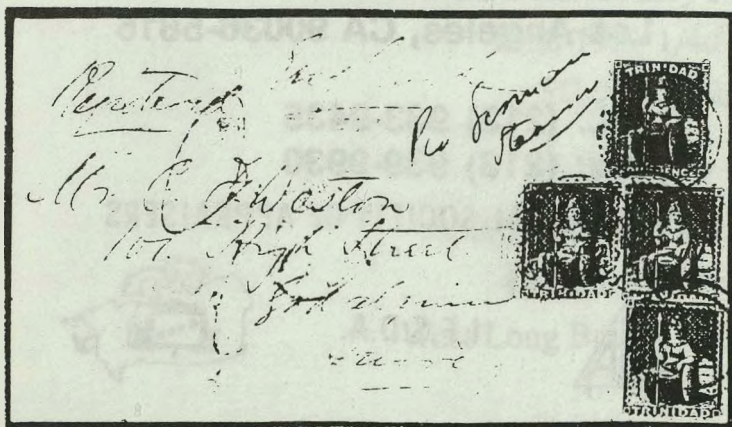
BRITISH WEST INDIES POSTAL HISTORY

A selection of covers from stock

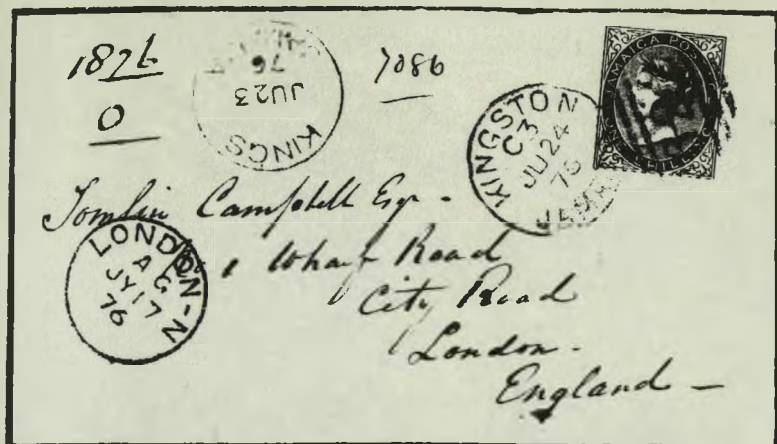


BARBADOS. 1870 unique combination 1/- black (SG.35) paying half ounce rate and (4d) lake-rose (SG.27) paying supplementary late fee. (Only one other 1/4d SLF cover recorded with 1/- black and (4d) dull vermillion).

JAMAICA. Spectacular 1871 incoming franking "unclaimed" by the recipient - annoyingly the right end stamp has been re-positioned.

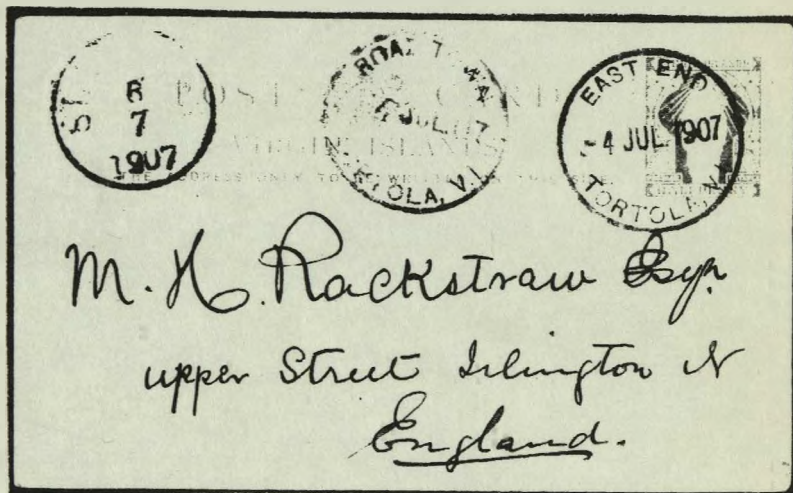


TRINIDAD. Although R.M.S. Tasmania was at Port-of-Spain on AP 26 1874 arriving London on MY 13 74 the Colonial Postmaster saw the opportunity of saving 9d by using a **German steamer** and affixing three (1d) adhesives for the 3d Ship Letter Rate. Transit took five days longer. This being the only registered ship letter rate cover (4d plus 3d) we record from the British West Indies.



JAMAICA. Earliest known entire from KINGS dated JU 23 1876 with adhesive tied "622". As a bonus a small enclosure states "We have now a Post Office at King's by our Chapel it is convenient for us".

VIRGIN ISLANDS. The visually unique combination of temporary rubber datestamps being black EAST END and purple ROAD TOWN each dated 4 JUL 1907. Commercial text. (Examples of the Road Town have not even been reported on loose stamp).



If our interests are also yours, and you would like to receive photocopies of newly arrived stock, please write with details of your specialised requirements, or alternatively photocopy and return the panel below.

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