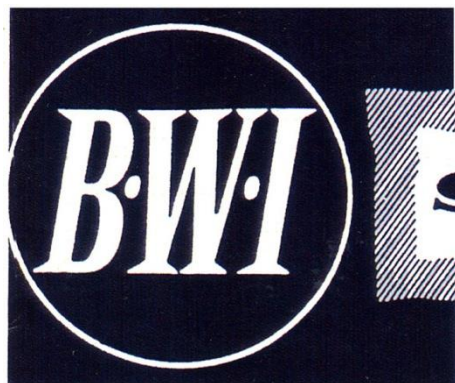




STUDY CIRCLE



See Raymond Murphy's article on octagonal censor handstamps.



BULLETIN No. 254 September 2017



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

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BRITISH WEST INDIES STUDY CIRCLE

OBJECTIVES

- 1 TO promote interest in and the study of the stamps and postal history of the islands that comprise the British West Indies and in addition BERMUDA, BRITISH GUIANA (GUYANA) and BRITISH HONDURAS (BELIZE) and the Postal History and markings of all other Caribbean territories during any period that they were under British administration or control, and those British Post Offices which operated in the Caribbean, and Central or South America.
- 2 TO issue a quarterly BULLETIN containing articles, items of interest and other features of BWI interest. The BWISC BULLETIN was presented with the ABPS Specialist Society journal Award in 2004.
- 3 TO encourage, assist or sponsor the authorship and publication of definitive handbooks, monographs or other works of reference appropriate to the aims of the Circle. The BWISC has published over 20 books or Study Papers over the last 12 years, some of which have received prestigious awards.
- 4 TO hold an annual auction for the sale of members' material.
Normally, prior to the auction, the BWISC holds its Annual General Meeting.
- 5 TO organise occasional display meetings including a biennial weekend Convention and bourse.
This offers further opportunities for members to buy and sell material.
- 6 TO maintain an internet website where information about Circle activities is publicised and where much other relevant information is posted.
- 7 TO maintain a specialised library from which home members can borrow books.

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

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SOCIETY PROGRAMME OF EVENTS & INFORMATION

MEETINGS & EVENTS

Saturday 14 – Sunday 15 October 2017 BWISC Convention at The Abbey Hotel, Redditch, Worcestershire, B98 9BE. www.theabbeyhotel.co.uk Tel: 01527 406 600.

The Abbey is a seasoned venue for specialist society meetings, and provides comfortable modern facilities in a country setting, within two miles of the railway station.

The 2017 Convention will have the familiar mix of formal displays, informal presentations by members, and the bourse. There will be two formal displays and the usual mix of Informal Displays, Bourse and Members' Table for Buying & Selling. We will have a pleasant space to ourselves for the meeting. There will be a banquet on Saturday, when Collett Award presentations will be made. Call the hotel to book rooms directly (Single room £99; Double room £109), and mention BWISC to get these rates **[01527 406 600]**. There are many local attractions that might appeal to members' partners and families, from the theatre at Stratford-upon-Avon to the Sealife centre in Birmingham. See inserts and the website for convention fee forms and meal booking. You can come for an afternoon, a day, or come for the weekend.

Auction No.45 (2017) – Unpaid Sellers

Will any member who provided material for sale this year, but has not yet received payment, please contact Simon Goldblatt, quoting by its lot number at least one of the items for which payment has been missed. This will enable all relevant items belonging to that member to be identified and settlement to be made. The master list linking seller code to each seller has not yet been found to resolve this problem.

STOP PRESS!!

DECEMBER BULLETIN CANCELLED

Editor inconsolable

This is likely to happen unless some SUBSTANTIAL articles are forthcoming before the end of September

IN MEMORY OF
CHARLES FREELAND



(1941–2017)

Charles Freeland came from a military family, both his father and grandfather having been of Field rank, his father most noted for his time as GOC, Northern Ireland. Born in 1941, he went to school at Eton and went on to St. Andrews University, where he read Economics. Shortly after leaving university, he joined the Bank of England in their Economics Department. Initially he was seconded by the Bank of England to the Bank of International Settlements (BIS) in Basel; in 1975 he joined BIS, rising to become Deputy Secretary-General of the Secretariat of the Basel Committee on Banking Supervision (BCBS). He retired from this position in 2006. He played squash in his youth and also played bridge to a high level; his other passion was music and, having played the piano in his younger days, became an assiduous concert-goer.

His interest in philately started at an early age and he decided, for reasons unknown, to specialise in the British West Indies, collecting the stamps and postal history of all the colonies with the exception of Jamaica and Trinidad. He was a member of several specialist societies, most notably the British West Indies Study Circle (BWISC), the British Caribbean Philatelic Study Group (BCPSG) and the King George VI Collectors Society. He joined the Royal Philatelic Society London (RPSL) in 1989 and was made a Fellow in 2003. He was the President of the BWISC from 2011 to 2015 and served on the BWISC Committee for many years. Charles was also a Trustee of the BCPSG. Although he became a very specialised collector, he eschewed exhibiting, preferring to display his collection to the societies he belonged to. He was invited to display to the RPSL in 2007 where he showed a miscellany of BWI classic material.

Charles travelled a great deal in his profession and he always made sure that, if there was a BWI collector within easy driving distance, he would take the time and trouble to visit them and inspect their collection. As a result of this, he was able to pinpoint, more often than not, where a particular classic item was held and he grew familiar with the most important BWI collections throughout the world. Using this knowledge, he was able in 2014 to organise a display at the RPSL to celebrate the 60th Anniversary of the BWISC. This display contained some of the most important classic BWI material ever assembled under one roof. This was a display the likes of which will, in all probability, never be repeated.

His writing will be remembered, not only because of its quantity (he wrote for many journals) but for its quality. His writing appeared, not only in the journals of those specialist societies to which he belonged, but also in *The London Philatelist*, the journal of the RPSL and in the *Philatelic Literature Review* in the US. He was consulted by many auction houses to offer his opinion on certain items but also, in some cases, to write a foreword to the auction catalogue.

There is little doubt that Charles Freeland was a giant of BWI philately; his incisive mind, prodigious memory and intense curiosity served to make him one of the foremost collectors of his age and many of us will feel a debt of gratitude to him for encouraging us to pursue our hobby to an extent we perhaps would never have done without his help. Charles had been suffering from cancer for many years; in fact, it was a wonder he survived as long as he did. His sense of humour never deserted him. His son, Timothy, said that just prior to his death, he had put three spoonfuls of sugar into his tea, and when quizzed about the amount said, "well, it won't kill me, will it?".

He is survived by his wife, Eva, his children, Alistair, Olivia and Timothy and his four grandchildren.

BWI

OCTAGONAL CENSOR HANDSTAMPS

BY RAYMOND MURPHY

Collectors of Jamaican censored material, and that of the Jamaican Dependencies of the Caymans and the Turks are familiar with the rubber-stamped 'Passed by Censor D/' followed by a number, all inside an octagonal frame. These are identified in the *Encyclopaedia of Jamaican Philately*, Volume 9, Military Mail as types JCH3 (Jamaica), CH3 (Caymans), and TH3 (Turks), while Burrows lists them as H2 (Jamaica), CH3 (Caymans, and CM3 (Turks). These stamps are known only with censor numbers D/1 to 7, and D/38 to D/43. D/1 through D/7 are usually seen on mail from the POW camp (Fig. 1). D/40 is linked to Little Cayman (Fig. 2), D/41 is linked to Grand Cayman, (Fig. 3) and D/42 (Fig. 4) associated with Cayman Brac. D/43 is associated with the mail of the Turks & Caicos Islands (Fig. 5).

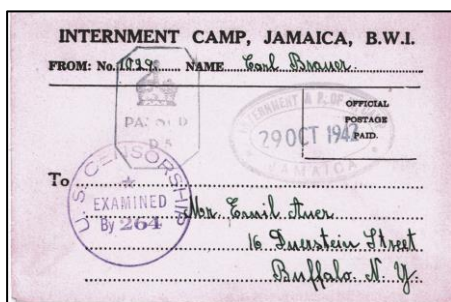


Fig. 1. D/5 handstamp on a German POW Reply card along with US censorship stamp.

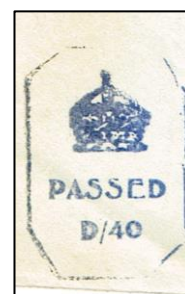


Fig. 2. Little Cayman handstamp



Fig. 3. D/41 handstamp on Grand Cayman cover 8 May 1945. Note absence of Imperial Censor label



Fig. 4. D/42 handstamp from Cayman Brac to New York, 21 July 1943. Also carries Jamaican PC90 label of censor 823 - an Imperial Censor stationed in Jamaica.



Fig. 5. D/43 handstamp from Grand Turk. Date illegible.

While the above listed numbers generally followed an orderly schema, there are a number of unusual and seemingly improbable combinations, for example, D/40 used on Turks mail, (Fig. 6.) D/40 on Jamaican mail, and a slightly different variety of D/41 with different lettering and a second D/41 added on Turks mail (Figs. 7 and 7A).

On Caymans mail, the octagonal stamp can be found along with a blue pencil 'OK', typical of the Caymans. The postal censor applied the 'OK' to the cover going within the Empire. Where did the second marking come from? It was policy that only one marking was applied to a cover by censors.

The stamps can be found with the boxed number labels of the Caymans (Fig. 8), along with PC form 90s used by censors. Why would two different markings be used by the same censor on the same cover? An obvious answer is that each one was put on by a different person. The normal practice for Imperial Censors was to use either a resealing label or a handstamp but not both. If we assume that the person who applied the label with the boxed square D/42 in Fig. 8 was the postal censor, then who was responsible for applying the octagonal stamp?

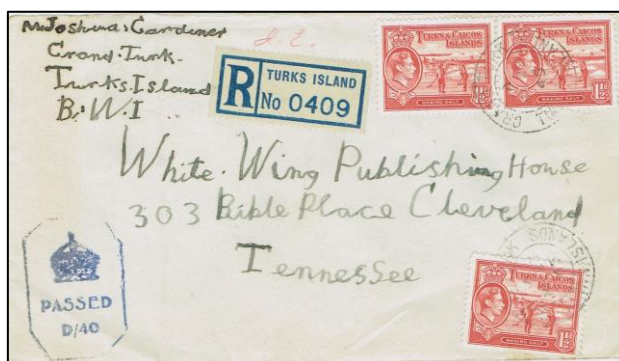


Fig. 6. Mail from Grand Turk with Little Cayman D/40 octagonal handstamp.

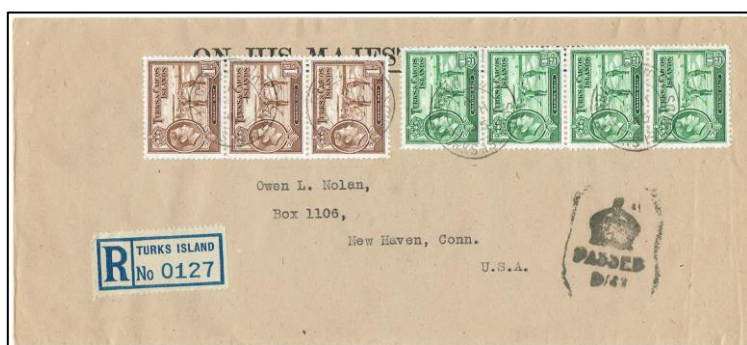


Fig. 7. Grand Cayman D/41 on Turks mail. This stamp is different to other known D/41 handstamps. When re-coloured to red and overlaid on a handstamp known from the Caymans, the difference becomes noticeable. (See enlargement Fig. 7A).



F. 7A. Composite figure of known D41 handstamp from Grand Cayman in black overlaid with the D/41 handstamp on Turks cover in red. Note added D41 to right of crown and larger letters.



Fig. 8. Cayman Brac cover with both a censor label and a handstamp.

To come up with a possible answer, we must look back a bit further in time.

The planters and merchants, who were essentially the Jamaican government, were in constant fear of a strike or a riot by plantation or dock workers. This was a key reason British regiments had been stationed in Jamaica for years. The world-wide depression of the 1930s exacerbated the plight of the workers. Mr Alexander Bustamante, head of the Bustamante Industrial Trade Union, and several other union leaders had carried out industrial actions against the plantation owners and shippers. A prolonged strike by plantation workers or longshoremen who produced fruit or sugar, or loaded the boats would have been disastrous to trade, and, in turn to the economy of the country. (Fig. 9)



Fig. 9. Plantation workers. Duperly postcard, Kingston, divided-back.

With the withdrawal of the British regiment in 1940, the British Colonial Office requested assistance from the Canadians for a reserve or territorial unit. The Canadian Army regiment was required to guard the POW camp and aid the government in maintaining order. It is interesting to note that the Internment camp guards were mainly refugees from Gibraltar Camp, and were certainly not amicable towards the Nazis. Thus, the prime reason for the Canadian unit was to put down any civil disturbances to include strikes and riots. The union leaders, including the future Prime Minister Bustamante, were interned in 1939. While this may have stopped a strike, others remaining at liberty were determined to continue the struggle for adequate pay and improved working conditions. Besides the rank and file union members, there were other groups interested in creating unrest. The Germans had financially backed dissident groups, either directly or through intermediaries. The Communists were involved with various 'revolutionary' groups, especially those based in Jamaica espousing forceful government change in the Dominican Republic and Venezuela. The communist anti-British rhetoric changed drastically after the June 1941 invasion of Russia by the Germans. Since the British Empire was at war, any disruption to the flow of food products and other items was considered enemy action. MI5 was charged with finding out what was happening and countering it. How this was done is beyond the scope of philately, but it must be said that reading the mail between conspirators was certainly 'fair game' especially when done under the guise of postal censorship.

MI5 was also responsible for obtaining military information from Axis POWs and merchant mariners incarcerated in Up Park Camp, thus their review is shown by use of the octagonal stamps on POW and Internment camp mail.

Another interesting responsibility was censoring the censors' personal mail. Fig. 10 is a cover from the Jamaican censorship foreign language specialist, Dr. Guershooon, addressed to New York. A censor needs access to classified information, for example that invasion of continental Europe was coming, in order to review mail to see if this information is being leaked. Therefore they must be extremely careful not to inadvertently disclose information obtained in the course of their duties.

MI5 acted as a check against possible leaks. Why did they have to review the censor's work? This is best answered by a quote from the *History of Censorship* that most postal censors 'had no opportunity of proper training' and 'they had little conception of the potentialities of censorship, nor had they much idea of how to transmit information, when found, to appropriate authorities'.

Where were they operating? This is significant since we see examples of Caymans CH3 stamps on Turks letters, and other seemingly impossible combinations. The mail boat from the Caymans went only to Kingston; the one from the Turks went to Haiti and Kingston. The only common point was Kingston. We know that MI5 was based in Kingston at the Joint Intelligence Centre. This did not preclude their travelling to the Dependencies or being resident officers, but it is more likely that someone in Kingston sometimes used the wrong stamp on the cover. Some may have been reviewed by MI5 agents in the Dependencies, but that is difficult to determine without finding a cover that was sent directly to the US, and did not pass through Jamaica.



Fig. 10. D/39 on letter from Dr. Guershoon, foreign language censor.
Note handstamp is under the Jamaican censor label.

In DEFE 1/160, Mr Pilkington's (Deputy Chief Imperial Censor) visit of 6–13 March 1943, he notes that a great deal of political material '*passed through Miss Farnborough's (Jamaican Chief Special Censorship) hands, mainly of Dominican revolutionaries or Spanish Republicans*'. In DEFE 1/209, Mr Hill-Wood's visit, (Director, Western Area, Imperial Censors) 11 July – 4 August 1943, it is noted that '*the M.I.5 representatives in Jamaica have put more useful work in the way of Censorship than in other colonies*'.

Also interesting is that the Inspection Report of 11 September to 4 November 1942 notes that contact was made with the British Defence Security Officer (i.e., MI5), the US Navy Liaison officer, and the FBI Resident. These agencies were concerned with mail security, although it appears smuggling was more of a problem. The report indicated that anti-Franco Spanish and anti-Trujillo Dominicans were active in Jamaica. In addition, because there were Nazi sympathizers in Argentina, Bolivia and to a lesser extent Paraguay and Chile, there was a legitimate concern about strikes and sabotage. All of these agencies were working on the same problem, and Censorship was a major player. Military Intelligence and Censorship were exchanging information based on what was gleaned from the mails and other sources. At that time, Venezuela was the largest oil supplier, and bauxite (aluminium ore) was being moved by ship to the US for refining. In addition, nickel ore, necessary to make hard steel armour, was coming from Cuba. These were all dependent on oilfield workers, miners and longshoremen for production, yet these people were often poorly paid for dangerous work.

Morenweiser, in volume I of *British Empire Censorship Devices - United Kingdom*, identified the octagon handstamps as being Army in origin, but in Great Britain, they were transferred to the Ministry of Information on 24 April 1940. It is significant that this applied to the United Kingdom only. That does not preclude the retention of stamps by MI5 (Army) in overseas areas of the Empire where the Imperial Censor Service was not in charge. It must be remembered that the local governments were responsible for conducting and funding local censorship prior to 1 October 1942, and relations between the Imperials and locals were not always smooth.

While this might seem to be appropriate for Secret Service counterespionage (MI6), activity within the Empire by British Empire citizens and resident aliens legitimately belonged to military intelligence (MI5). Army intelligence was dealing with British citizens, resident aliens and refugees along with POWs, not enemy agents operating in a foreign country. Was the MI5 review indicative of possible wrong-doing? Most certainly not. Some of the citizens and refugees may have had socialistic or communistic leanings, but not necessarily criminal ones. It is necessary to randomly sample other mail. This may explain why we are seeing the octagonal handstamp on a wide variety of mail - POW, internee, refugee, British military, American military, consular mail and some mail of supposedly ordinary citizens of Jamaica, the Caymans, and the Turks & Caicos Islands.

Perhaps some confusion comes from calling these stamps 'censor stamps'. Yes, mail was effectively censored and if there were any significant violations, they were most likely turned over to censorship. However, the M.I.5 reviewer was looking for information that most likely would have been ignored by the average censor since the average censor were looking for items pertaining to the war effort; not that Jorge was meeting with Antonio on the 25th to discuss the situation in the Dominican Republic. The censor may not be aware that Jorge was the head of the 'Action Committee for A Free Dominican Republic' or something similar, and the fact that they were meeting had no obvious impact on the war effort although it may have an impact on stability of the government in the D.R. Perhaps we should call these 'Intelligence Review' stamps which is a little clearer description.

Is this absolute proof that the octagonal handstamps were used by MI5? No, it isn't, but it is circumstantial evidence of such usage.

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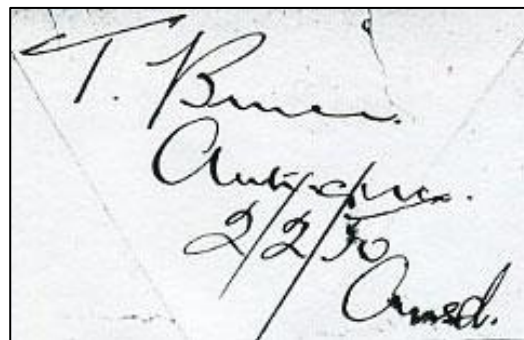
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AROUND THE CARIBBEAN

BY MICHAEL HAMILTON

These snippets of information had hoped to cover all the 20 or so British West Indies territories but when I asked our Editor for copy deadline I was told I had just four days. The idea came in the car on the way back from last week's stamp fair at York where over the two days I bumped into just five other members of the BWISC group (comprising Graham Booth, Steve Jarvis, Ray Stanton, Mike Rego and Willard Allman from the USA, plus David Druett who kindly gave me accommodation). I managed to share lunches or coffee breaks with the middle four and many philatelic subjects were enjoyably covered. David and I stayed up until the early hours chatting away. Our roads are badly congested; we all get older; and it's a real bonus if one finds something really nice at such events these days meaning that the incentive for travel slowly ebbs away. David will remind me that instead of the hours spent travelling I could be on Ebay and perhaps be more successful. After all there are 7.2 million items in the stamp section! Many of the auctions now have live bidding so the social possibilities of meeting up with fellow collectors diminish and one starts to wonder how often we will now have chance to meet each other. After all we feed off these little chats and learn so much from each other's displays. With all this in mind I thought I would start a regular column of snippets which I hope you will enjoy and where possible you will come back, via the Editor, with additional thoughts or information.



ANTIGUA: A crudely made PAID IN rather than PAID AT ANTIGUA is struck in black on this presumed purposely battered cover to a Mr. E Lea, c/o Lloyds, London with scribbled out black '4' changed in both black and red to red '6' rate. On reverse we have a sender, a '2/2/50' date appended 'Ansd' plus closure by small wax seal. All quite reasonably clever except that there was no such instrument, and if there were it would be struck in red ink with matching red '6' to indicate paid. The endorsement lower left would be 'per steamer' not 'per packet' and the half ounce rate at that time was 1s per half ounce.

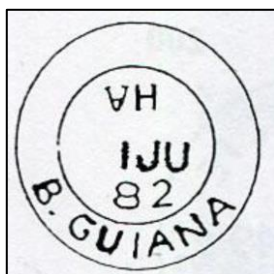
BARBADOS: My count for the BARBADOES Crowned Circle despatched from London 'OC 3 1849' is 137 entires/covers spanning period 'NO 27 1849' to 'OC 27 1858'. These are all struck in red ink. The count can be broken down into various groups. Prior the release of the AP 15 1852 adhesives their uses were either to the USA being compulsory prepayment to a foreign port, or optional courtesy prepayment to UK. The next group continues the compulsory foreign rate of 1s to USA and optional 1s to UK, these all needing the Crowned Circle as there were no 1s stamps. On 'AU 1 1854' the packet rate to UK dropped from 1s to 6d per half ounce. The next group are the combinations of Crowned Circle and bisected (2d) stamps, the earliest combination dated 'AU 11 1854'. As payment to the UK was not compulsory until 'OC 1 1858' optional prepayment stampless Crowned Circle covers rated red '6' are found until 'SP 27 58' but those in the next four weeks until 'OC 27 58' (LRD of use) had to be prepaid. From NO/DE 1854 the Crowned Circle covers to the USA, UK, Demerara, France, Jamaica, Martinique, St. Lucia, Spain, Trinidad, Upper Canada are in combination with a single imperforate (1d) stamp (some covers have 2 x 1d). There are no covers bearing ½d stamps or higher denominations above 1d, and no covers come with perforated adhesives as these were not issued until 1860. The last uses, a surprise for many, are struck in black ink on 'loose' pair 4d, and single 1s Britannias (scan courtesy of BWISC member Keith Moh). Later uses in black are found on stampless covers during shortages of ¼d and ½d stamps in the 1890s.



BARBADOS: The BARBADOES double arc 'MR 27 1865' is now twinned with the Jamaica ST. ANNS-BAY double arc 'SE 22 1854' in that they both have a prominent slanting line below the year. The bar is thought to have no significance and is simply from an aperture which would hold an 'A' time code (as per Tobago double arcs) or 'B' time code (as per some Grenada double arcs), or 'C' time code (as per some Bahamas double arcs). Numerals do exist in this aperture but tend to be rare or exceedingly rare.



BERMUDA: My own documented counts for Crowned Circles are currently 37 for PAID AT HAMILTON period 'SP 14 1847' to 'NO 17 1863'; 14 for PAID AT ST. GEORGES period 'MY 1 1846' to 'JY 4 1860'; 25 for PAID AT IRELAND ISLE period 'AP 23 1847' to 'MY 9 1864' plus the American style without crown PAID AT IRELAND ISLAND dated 'JA 22 1863'. The 1995 Michel Forand & Charles Freeland handbook counts were respectively 34:16:24.



BRITISH GUIANA: The Proud handbook illustration for the abbreviated Hackney (D1) is thoroughly wrong. The instrument has wording excised but not in the illustrated position. The inverted 'HA' was imagined based on the inverted abbreviated 'CA' used Cabacaburi. There are now three known dates for the correct 'HY' (used Hackney) being 'AP 25' without year, 'JY 1 82', and 'MY 24 82', both of the latter having inverted '2' in '82'.

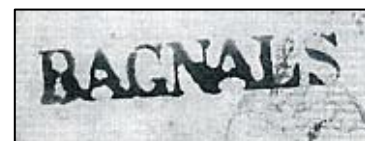


BRITISH HONDURAS: One delightful undated piece shows the CUTHBERT BROTHERS label (used between St. George's Cay and Belize) onward bound with QV 5c ultramarine. My count for this label on cover stands at 14 period 'JY 28 1894' to 'SP 27 1895'. A registered front with the label and six other stamps is known to Jamaica, and a similar type of cover, not in my count, is in the Royal Collection. The possibility always exists that the Trinidad 1847 5c Lady McLeod may have survived San Fernando to Port of Spain and thence onwards with TRINIDAD double arc and unpaid 1s rate to UK (adhesives not issued until 1851). One never really knows what will turn up - so what a wonderful surprise, after 45 years, that we suddenly find that Mustique Island operated a genuine by air commercial Government approved rival carriage service to that offered by sea by the Mustique Post Office. Just one cover exists to London but that is proof enough!



GRENADA: Examples of the UPU Far East 5d rate are rarely encountered from the Caribbean Islands. Illustrated are Barbados to India 'NO 12 88' and Grenada to Ceylon 'OC 26 89'.

JAMAICA: About 240 display leaves would hold one each of the town pre-stamp straight line handstamps, town double arc datestamps etc. This count makes no allowance for pre-stamp Kingston. Quite a display!



ST. LUCIA: Mint multiples for the undenominated first QV design issues are plentiful but finding mint multiples in blocks of four, or more, for the same issues variously overprinted 'Revenue' is the opposite story. Starting an inventory with scans of same to our Editor would be exciting.



ST. VINCENT: Two instruments inscribed ST. VINCENT at top showing apex of 'A' code in differing positions were in use during 1902. One has wear and is often over-inked in appearance whilst the other, used Kingstown GPO, has sharp newly introduced definition. The former cannot be attributed to the 'MY 7 1902' Soufriere volcano explosion as it has a confirmed wrap around life span for 'A/AP 9 02' to 'A/A- 1 03'. The recipient of the 'A/MR 27 02' cover BWISC Auction No. 36 (2008, lot 582) might shed further light should we secure a scan.



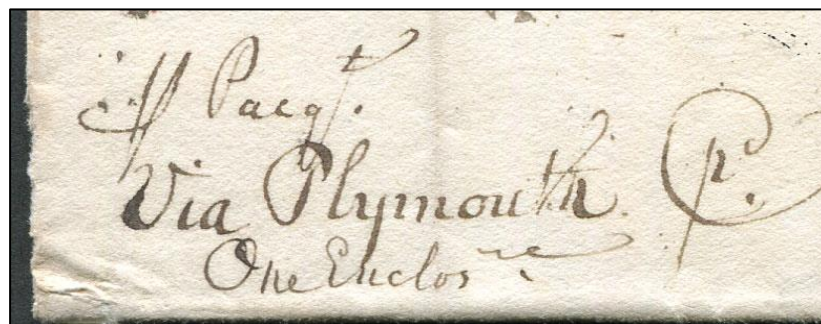
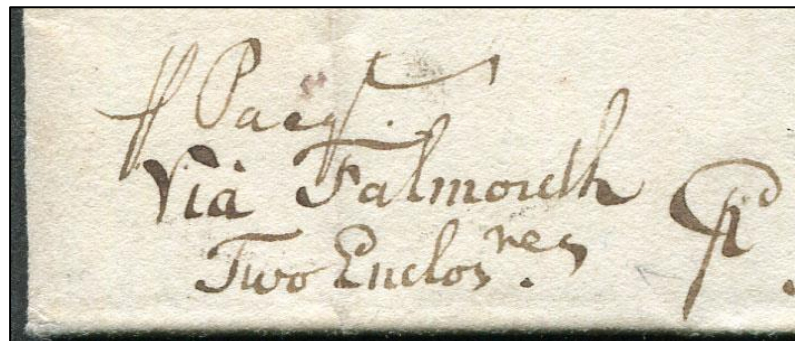
ST. VINCENT (MUSTIQUE): The S.S. *Antilles* struck a reef as night time approached on January 8 1971 and with the rocks rupturing a fuel tank she caught fire just a few hundred yards off the northern coast of Mustique. The passengers and crew were evacuated whilst the Cunard liner *Queen Elizabeth 2* sped towards the blaze on the horizon. With little possibility of food, toiletries and accommodation all were re-embarked on the QE2 late the same evening. I do not have details of her next port of call, possibly Barbados, but surely many on board would have posted cards or letters describing their ordeal at the first opportunity. To date I have seen no such correspondence.

TRINIDAD: After the system of slave labour the Agent for Immigration looked for alternative sources for field labour. Among the ethnic groups brought in were the Chinese between 1848 and 1852. This group were not a success in the cane fields being often troublesome and rebellious and soon moved away from the plantations to open small businesses. Chinese immigration ended in 1866 but no obvious early correspondence has seemingly survived.

TRINIDAD: On March 24 1808 Port of Spain, being a wooden town, was practically destroyed by fire with "no public buildings saved" (455 principal houses and stores lost plus about 1,800 smaller buildings leaving 4,500 people homeless). Last known use of the TRINIDAD horseshoe is MY 5 1807 and earliest use of the TRINIDAD fleuron is NO 16 1811. Only four interim outgoing letters are recorded comprising two sent by private ship landed Greenock, one landed Port Glasgow, and one carried privately for posting at Barbados.



TURKS ISLANDS: On May 12 1842 the *R.M.S. Medina* was wrecked in Turks Island harbour. The next day passenger Charlotte Bruce, wife of James Bruce, Governor of Jamaica and 8th Earl of Elgin and 12th Earl of Kincardine wrote to the Lady Mary Christopher, London describing the long hours of night time fear and anxiety. The *Medina* had departed Southampton April 15 but another letter to a Mrs. Mary Bruce, Westminster signed by 'Elgin & Kincardine' headed 'Off Falmouth Apl. 16/42' had a narrow 'wreck cover' escape as it was taken ashore to be posted by GB QV 1d red from Falmouth Post Office to London.



VIRGIN ISLANDS: The stampless correspondence from Liverpool addressed to Capt. Thomas Walters, Road Town, Tortola has never been expected to warrant exhibition level status but two such entires written late 1810 are exceptional. As a consequence of the October 1810 Mutiny at Falmouth, Cornwall (see Britnor P.93, Robertson E.86) the Falmouth packets were transferred to the Hamoaze at Plymouth, Devon on 'NO 6 1810' where a temporary office was set up by Post Office Agent Saverland and staff at the Fountain Inn until the packets at Plymouth were transferred back 'FE 4 1811' arriving Falmouth 'FE 15 1811'. One such entire during the mutiny period is headed 'Liverpool 7 November 1810' and marked at lower left 'via Falmouth' (Cornwall) whilst another headed 'Liverpool 5th December 1810' is uniquely marked at lower left 'via Plymouth' (Devon).

ANTIGUA

SHERRING COVERS

BY MICHAEL OLIVER

I respond to John Jordan's article, 'Antigua - English Harbour and Sheering covers' as follows:

1 – Homebound departures from Barbados.

Commencing with the 1885 contract in August departures from Southampton were alternate Thursdays and from 1890 until the final departure in 1915 on Wednesdays. Homebound departure dates from Barbados. I have recorded 42 identifiable covers between 1885–1911. Although a sparse number from an extended TABLE 8.1 in my book, and reproduced below, they give:

10 August 1885
*10 January 1887
25 February 1889

*2 June 1890
*7 September 1890
20 December 1890

the next are not until

3 April 1897

25 December 1897

and thereafter with the exception of

*28 May 1907

*9 July 1907

all other 32 from 19 February 1908 to 8 February 1911 agree with TABLE 8.1.

*These are one week different to TABLE 8.1, except 7 September 1890 which is six days.

Sailing dates from Barbados to Southampton, 1885 - 1915

	1885	1890				1895				1900				1905				1910				1915					
Jan		4 18	3 17	2 16	14 28	6 20	3 17	2 16	14 28	13 27	12 26	11 25	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	11 25	10 24	15 29	14 28	13 27
Feb		1 15	14 28	13 27	11 25	3 17	14 28	13 27	11 25	10 24	9 23	8 22	6 20	5 19	4 18	3 17	2 16	14 28	13 27	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18
Mar		1 15	14 28	12 26	11 25	3 17	14 28	12 26	11 25	10 24	9 23	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18
Apr		12 26	11 25	9 23	8 22	14 28	11 25	9 23	8 22	7 21	6 20	4 18	3 17	2 16	1 15	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17
May		10 24	9 23	7 21	13 27	12 26	9 23	7 21	6 20	5 19	4 18	2 16	1 15	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28
June		7 21	6 20	4 18	10 24	9 23	6 20	4 18	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25
July		5 19	4 18	2 16	8 22	7 19	4 18	2 16	1 15	14 28	13 27	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23
Aug		17 31	16 30	15 29	13 27	5 19	2 16	1 15	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23	8 22
Sept		14 28	13 27	12 26	10 24	2 16	13 27	12 26	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19
Oct		12 26	11 25	10 24	8 22	14 28	11 25	10 24	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17
Nov		9 23	8 22	7 21	5 19	11 25	8 22	7 21	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27
Dec		7 21	6 20	5 19	3 17	9 23	6 20	5 19	3 17	2 16	14 28	13 27	12 26	11 25	10 24	9 23	8 22	7 21	6 20	5 19	4 18	3 17	2 16	14 28	13 27	12 26	11 25

Departures : to 7 July 1890 - Monday
19th July 1890 to 7 Apr 1906 - Saturday

24 Apr 1906 to 10 Jan 1911 - Tuesday
25 Jan 1911 to 22 Sept 1915 - Wednesday

TABLE 8.1

As John says the Jamaica Daily Gleaner published the dates of arrival of the RMSP homebound Transatlantic steamers. Clearly these must be correct and therefore, my TABLE 8.1 is not between 1885 and probably to sometime in 1889 to mid-1890 when there must have been a 3 week break in service in order to maintain the 5 ship rotation. I have found no mention or record of this in any documentation or history of RMSP. Hopefully, a member has, or has access to, sailing dates to define when the change occurred.

2 – Mr A.W.Morley and the Marshall family

Mr Morley was a stamp dealer and had a shop in Dickenson Road, Rusholme, Manchester in the early 1950s, but I do not know when he first opened it. I recall having seen a cover to? Marshall at this address which I think was No. 169 or 171. At the time I was not aware of the connection and did not record any details.

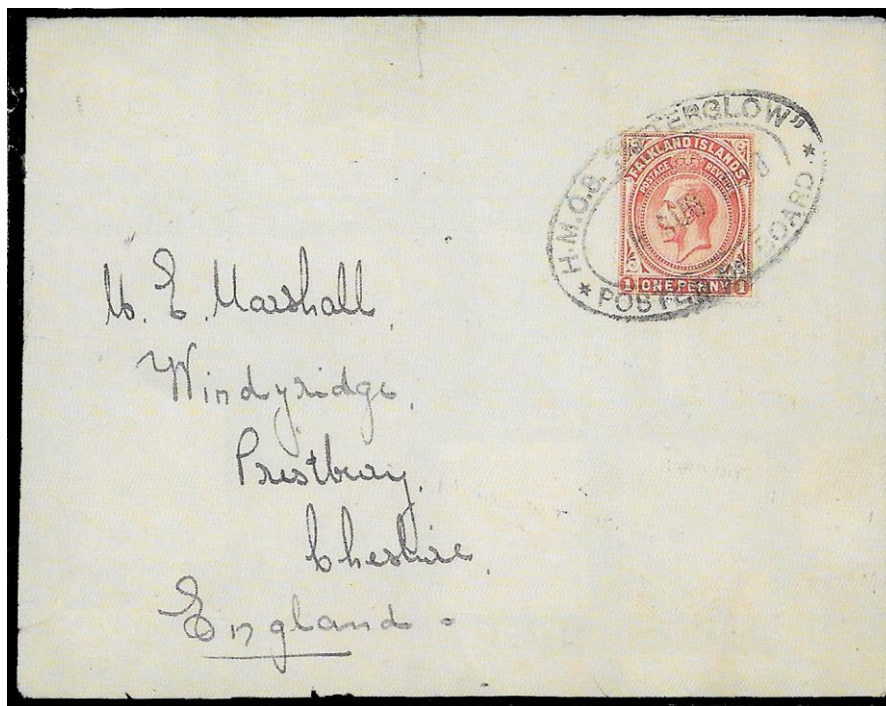


Fig. 1.

The Marshalls E, F.G. and T. that I have seen on self-addressed envelopes are mainly through my interest in BWI and are from the Postmaster of Antigua on pre-printed envelopes to T.Marshall, 38 Barton Arcade, Manchester from c1926 to the early 1950s. This was, I am sure, his business address. It comprises a ground floor shop with offices above, but I do not know what his business was. Letters were also sent from other Colonial Post Offices (Fig.1) between c1926 to 1956 including to an address in Prestbury, Cheshire which I think was, the family residence. It is interesting to note that the Marshall correspondence seems invariably to have the correct postal rate applied – unlike Wilson and others. Mr T. was using the Prestbury address by 1956 when I suspect he had retired from his business. However, back in 1928 he was responsible for manipulating Leeward Islands stationery envelopes when size 9½ were expertly cut down to F size with pre-printed Barton Arcade address posted from Antigua and Barbuda (Fig 2.). Were these produced for Morley to sell?

The earliest Morley cover I have seen is a self-addressed air mail letter from Antigua to him at Castleton, Rochdale in June 1932 (Fig.3).

Messrs F.G.Marshall and Morley wrote joint articles on Antigua in the Philatelic press in 1952. It appears that the Marshall family and Mr Morley had a close relationship over many years leading me to suspect they were probably involved in the manufacture of the questionable Sheering covers.

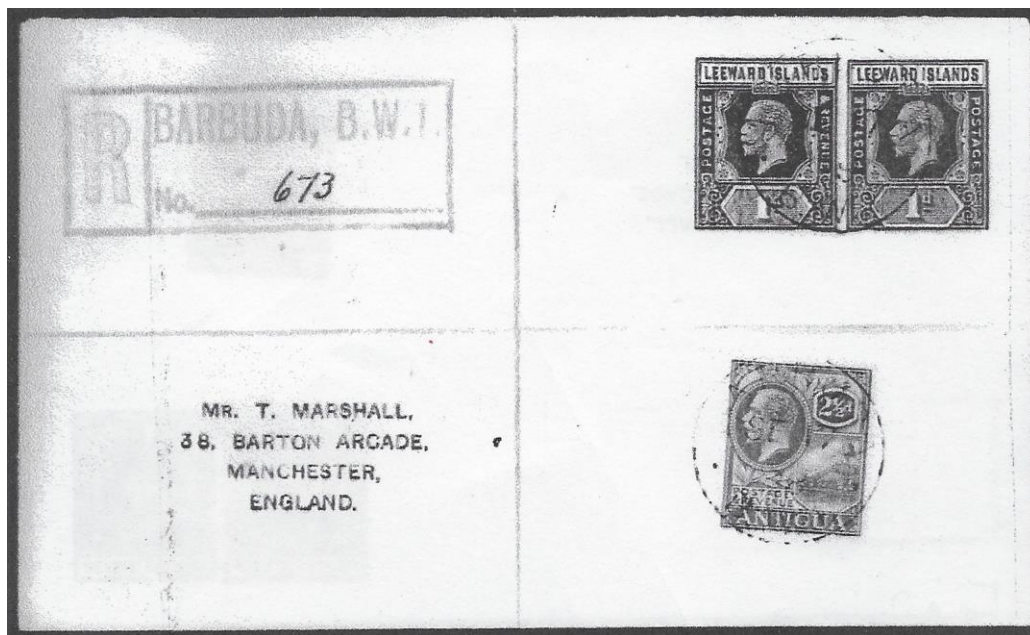


Fig. 2.



Fig. 3.

References:

Bushell T.A.

Oliver M.N.

Royal Mail Steam Packet Co.

H.M.S.O.

Royal Mail 1839 – 1939, Trade & Travel Publications Ltd. 1939

Notes for Philatelists – Leeward Islands, B.W.I.S.C., 2011

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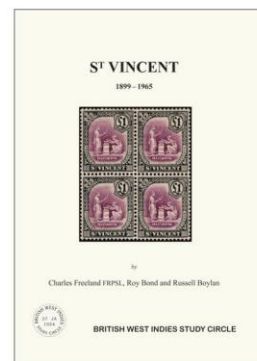
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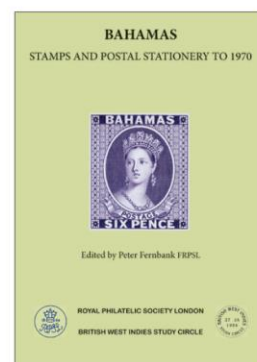
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by David Horry FRPSL

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BRITISH GUIANA

CATCHING A CODE

BY SIMON GOLDBLATT

My enthusiasm for British Guiana postmarks is well known and seems to be catching. I feel sure that there is a larger number of sharp eyes looking for the early code marks than there used to be, say, 20 or 40 years ago. So one's chances of making finds diminishes. Or do they? Please read on.

There is no point in targeting a particular code in your travels. The recommended technique (I don't conceal my methodology) is to be receptive to any small aggregation of BG classics, to acquire if resources allow, and to hope for the odd code mark. There will usually be one or two.

Are you a glass-half-empty collector who always expects the one or two to be the common ones? If you are, then they will be: it's an aspect of sod's law. If – like myself – you're a glass half full collector, there's always hope, and the outcome will be different. So I can report an acquisition which carries our knowledge forward.

The source was a two-page collection of ship-type classics from 1860 on, categorised (probably correctly) into groups and periods. One code mark stood out proud and clear. Four other stamps (also-rans?) displayed mild potential – and I tend to show sympathy for the underdogs and the also-rans. So I picked on a perf. 10 12c brownish grey, with a very faint postmark. This would be hard. First, get your orientation right; without that, you don't have a chance of reading one like this. So, adjust to 10 o'clock, look carefully, high central, and there's an 'R' to be made out. Good news, because it's not the R for Railway mark, which is both familiar, and different. An R at this point takes me to Demerara River. Memory tells me that all Demerara River marks are good, several are rare, so let's look for a code number beneath the R.



Photocopy



'retroReveal' image

With a renewed struggle, I discern a number below R. It isn't a '1', what I can decipher of it is a '2', so memory fixes on DRW 2, which is gettable, but not common. Switch from high centre to high right, and the letter to reveal itself is (clearly enough by now) an 'E'. Well Demerara River East Bank must surely be better than West Bank, I must look it up, when I get home.

Which is what I do, courtesy of Bill Townsend and Fred Howe. The precious handbook reveals DRE and DRE 1.

Now, from my greenhorn days looking for code marks, I've always felt uncomfortable at the concept of DRE without a number. R for Railway – fine. L for Leguan – fine. CCB for Coreatyne Coast Bench – specific and fine. W for Wakenacem, followed by W 2 – logical and problem-free. Yet DRE, followed by DRE 1? That just doesn't make sense.

Well, it doesn't have to make sense; because now we know that DRE 2 exists (and I have confirmed my deciphering of the code on close inspection at home, even if the attempt to reproduce the mark for the Bulletin will leave the reader just that bit bemused). There is still a wrinkle to be smoothed out, as Fred Howe's text explains that the second office lower down the East Bank opened before the office at Agricola – why, therefore, did Agricola open with the designation '1' I take this sort of query in my stride. I deduce that from the outset, there were projected to be two offices on the East Bank, and it matters not that the second office was the first to come into service, even with possible years between the two.

Fred Howe recorded three sightings of the DRE cds, and I would unhesitatingly propound that the known DRE equates to the DRE 2 that is now unveiled. It is guesswork what may have happened to the numeral 2 decipherable on my example, but I have followed up by checking on the date. This is less difficult to read: it is JA 8 1874. Fred Howe's text shows it to be an instant EKD. So it's a new jewel to add to British Guiana's philatelic crown. How fitting that the office location should have been Great Diamond.

DRE 2 – POSTSCRIPT

I tend to write in haste, repent at leisure. This time repentance is all about the stamp itself – lost from my wallet and irretrievable. Still we have the record of its discovery and, although the actual stamp must be written off, those with sharp eyes should be able just to distinguish the skeleton of part of the 2 on the bottom left sail. I have lost the chance to have a proper scan done.

I also have to eat humble pie over the comment on DRE without a number, having re-checked prior references; for we have DRW and CCB isolated from numbers, and followed by CCB 1 and DRW 1 – even if one can remain wary of CCB without its number, a discussion based on logic looks to be founded on sand.

I should not conclude without adverting to the manuscript DRE (without number) written over a different code number, cited by Howe and illustrated by Proud. Perhaps this item, several months subsequent to my DRE 2 indicates that the '2' has been formally dispensed with for cancellation by then. Does it not inform us in any case that the missive on whose stamp DRE was over-written arrived at DRE 2's office and was re-addressed from there? Or do we now have to budget for 3 offices on Demerara River's east bank?

CODES WITHOUT NUMBERS – AN AFTERTHOUGHT

Before someone else says it, my comment in the earlier text on the illogic of DRE followed by DRE 1 won't stand up: for there is CCB 1 to add to CCB, as well as DRW separated from DRW 1 and DRW 2 and (let us say, perhaps) WCB separated from the four numbers following. The last (WCB) rests, in T&H, on a single sighting, which might deserve to be revisited; but the separation of DRW from the numerals that follow is amply evidenced by the quantities that T&H records, to say nothing of the differing illustrations that Proud gives for Bagotville, Belle Vue, and Vreadsahoop. So logic is not synonymous with GPO practice. Were there three DRE offices?

If that suggestion might be derived from the manuscript DRE illustrated by Proud under Agricola, which he then treats as the location of the office from that date, the evidence is insufficient. There is no geographical identity between the regularly appearing W3C code and the Demerara River East Bank, where the W3C instrument cannot have turned up by mistake. Surely, the manuscript DRE is at least as consistent with redirection of an item of mail which arrived from the W3C office, and needed to be readdressed? All the same, logic goes out of the window, and direct comparison of my DRE 2 with an example of DRE becomes necessary.

My own resources do not help on this part of the exercise. My best, or only, examples of the DRW marks are not wholly distinct and I do not at the time of writing possess DRE. It is curious, too, that my search on my new acquisition for the numeral below the 'R', assumed that it would be found diagonally to the right – as it was found. In retrospect these numerals are set more frequently directly below a central letter, although displacement does sometimes occur as, for example, on ECB 6. There is, at the least, fortuity here, because the critical '2' is on the whitest part of the ship's sails at left. Had the digit landed on a darker background, I doubt whether it would have been visible at all.

Ted Proud's postal history publications are produced to a short, exacting timetable, and there would have been no time and space for more specific research into the code marks, even had he hoped to extend towards that objective. Fred Howe's research was carried out in depth over a long period. His findings are invaluable, have stood the test of time, and are largely inviolate. Proud's additions are derived from decades of assembling and evaluation postmarks, but his ultimate assessments were made under time pressure and are sometimes thinly supported. There is still room for further research, which – in order to avoid impossible strain on the pocket – needs to be crowd assisted with the aid of modern technology and communications. It will add up to a renewed attempt, which I hope somebody will undertake, to record every postmark in the hands of anyone capable of recognising a British Guiana code mark. Any volunteers?

**A NOTE ON THE BRITISH GUIANA 1852 ISSUE,
AN ALTERNATIVE APPROACH TO IDENTIFYING TYPES A AND B**

BY RICHARD MAISEL

The British Guiana Issue of 1852 consists of 1c and 4c stamps lithographed by Waterlow on sheets of 10 x 10 imperforate stamps. Both denominations are divided into types A and B and several procedures have been described for differentiating these types. This note describes another procedure for identifying Types A and B that the author has not seen in the literature and may be easier to apply than the ones described elsewhere.

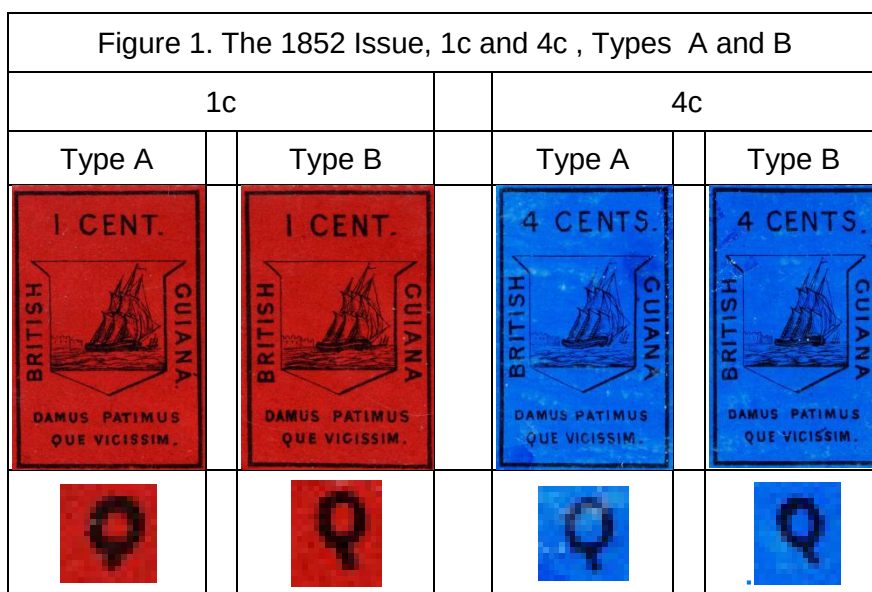
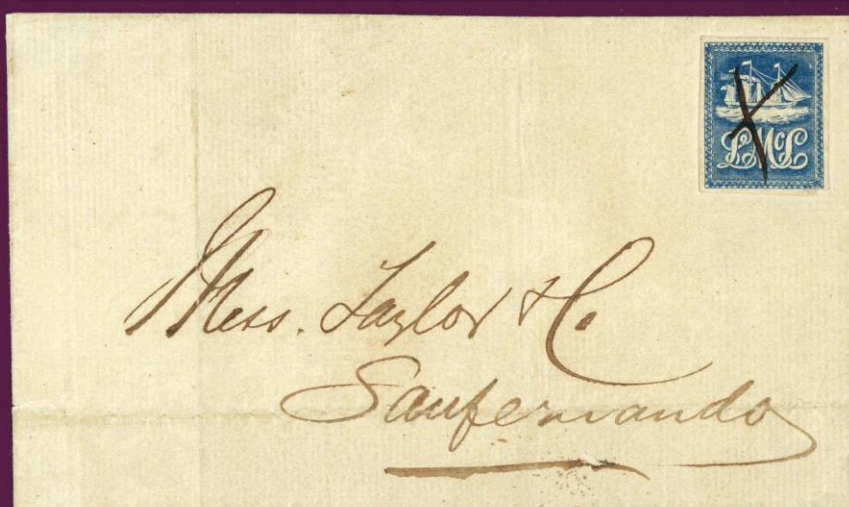


Figure 1 shows examples of the 1852 1c and 4c stamps both Types A and B. Near the bottom, left side of these stamps is printed the word QUE. The curlicue that creates the Q is shorter on Type A and somewhat longer and stretching downward to the right on Type B, as illustrated in last row of Figure 1. This difference in the curlicue of the Q is a quick way of distinguishing Type A and B. Note the images in the Table have been cropped and computer enhanced so they illustrate the difference in the curlicues in a clearer fashion.

A description of the 1852 Issue including procedures for identifying Types A and B will be found in W. A. Townsend and F. G. Howe, *The Postage stamps and Postal History of British Guiana*, 41 Devonshire Place, London, W1N 1PE, The Royal Philatelic Society London, 1970. Pages 32–34.



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BRITISH HONDURAS

A POSTMARK UPDATE

BY SIMON GOLDBLATT

Every so often one of my BWI albums goes absent without leave. This time it was the postmark section of British Honduras. As I gazed on it fondly, emerging from three days in hiding, it struck me how little, if anything, I have contributed on this territory during the current millennium. Having left it to our specialist devotees, this is an attempt to make amends. My bible is, of course Ed Addiss. The encyclopaedia is Ted Proud. I have had the occasional welcome update from Ian Matheson. So I am probably behind the times, and what follows may, in places, merely re-tread well-flattened paths. Have I, for instance, missed out a follow-up BCPSPG monograph?

1. BELIZE

Generally, I leave GPO markings to others, telling myself they will always be gettable and well-known. This is nonsense, of course; but anyway I want to talk Parcels, which threatens to become a bee in my bonnet.

Proud illustrates just two PP (Parcel Post) cancellations, and it is interesting to note that one of these, dating from 1962, is the only Belize marking other than the Crown Circle Paid at Belize to show Belize at the foot. However, one must not forget the outlying Barracks, P.A.A. Office, and Radio Station.



Fig. 1.

I have picked out eight stamps, Fig. 1, for comment here. Those marked (a) and (h) clearly belong to Proud's PPI; (c) can be ascribed to Barracks. 'TEL' appears to be readable on (b) so one can put this down to telegraphic use. It is curious that one so seldom meets the indicia of such use – a mark or two of this character, the odd perfin, and the inference that mounds of used telegraph forms have been destroyed, stamps and all.

Figure (d) smacks of private commercial use, reading CANCELLED, I believe, at the top and PAID boldly in the centre. I treat as a remote possibility that the GPO may have had a temporary use for it, as marks of a very different character reading CANCELLED appear now and then on KG5 and other stamps, and marks including PAID have a separate function.

To me figure (e) has the hallmark of a postal cancellation, whereas (f) suggests fiscal usage; and (g) is an unequivocal Parcel TRD which does not fit with either.

Thus, from my eight stamps selected, there are at least two that deserve comment and classification from others of us – or has it been done already?

2. A MANUSCRIPT DATE



Fig. 2.

My next illustration features the date '31/5/09' diagonally down on a KE7 5c. This format consistently catches my eye because it usually betokens rural use in St. Christopher, occasionally in Nevis and Antigua, and I have even met the odd suspect in Trinidad and Jamaica.

Lurking beneath the date is a faint diagonal cross in a slightly blued green crayon. Before the sceptics mutter 'fiscal usage' and move on, I must mention that I reckon to have seen crayon of this shade on a registered cover from Stann Creek. A local shade? Issued from Head Office? A product marketed in the territory? I draw no conclusion.

Pen-cancels are used locally from time to time when no cancelling handstamp has been issued, or when the instrument cannot be found, or even, it may be, when it is briefly not to hand, so that one should not be dogmatic about what office may or may not have resorted to manuscript cancellation. My only verified use, now recorded in both bible and encyclopaedia, is K.C.P.O. for Cay Caulker, written rather sheepishly, be it said. The confident character of our 31/5/09 suggests to me a rather business-like office, so that retiring locations such as Bakers – for whom a cds was prepared, but has not been reported in use – Commerce Bight, or Maskall/Northern River would not be obvious candidates. Running through the list of offices open at this date, served by delivery and collection of bulk (used tongue-in-cheek here) mail from the GPO or local main office, whose ERD does not yet go back to May 1909, I should pick Gales Point, San Pedro, or New River Services as offices where samples of handwriting, if these exist, might yield an answer.

3. BERMUDIAN LANDING



FIG. 3.

Figure 3(a) is the mark reproduced by Proud, and my example is comfortably clear. Figure 3(b) is unquestionably a different mark, anything but clear, through the gentle impact of violet on blue. Nevertheless, the letters which can be read here, facing between east and south are, 'IANS.LA'; despite the stop, perhaps doing service as an apostrophe, there can be no doubt as to the office to which the mark belongs. I have written on the topic before, and it seems that my information has not yet taken root.

4. BIG FALLS

Ed Addiss, having inspected my first example of this rarity, and no doubt the odd one elsewhere, uses 'blackish violet' to describe the ink a very fair interpretation, a colour mix which allows the mark to stand out clearly and precisely. Contrasting figures 4(a) and 4(b), the probably earlier strike of APR 3, 1914 brings out starkly how unearily an unmixed violet ink melds with the rubber 'Violet violet' would be a suitable description now. Still, those who have not yet secured Big Falls should keep looking.

The example at 4(a) is the third to come through my hands.



a



b

Fig. 4.



Fig. 5

5. BOOM

Figure 5 does not add to existing knowledge, and I reproduce the item to demonstrate that we do not always end up with incomplete unidentifiable TRDs on stamps of standard size, and that the random nature of the inserted dates certainly adds to the fun; compare Proud's first 3 reproductions on page 200.

6. CAYO?

I have little to offer on Figures 6(a) and (b). The first appears to read CAYO, yet may be the middle of a misinterpreted longer mark. I cannot think what. The second begins CA. It is not the same mark, for the letters are widely spread; if it merely reads CAYO, the date would be correctly centred, and Y would fit the tiny trace of the third letter on the stamp. Caledonia and Cay Caulker would be superfluous, and Castille, or a variation of this, a flight of fancy. What was the need, however, for a TRD reading CAYO at the top, let alone two such?



a



b

Fig. 6

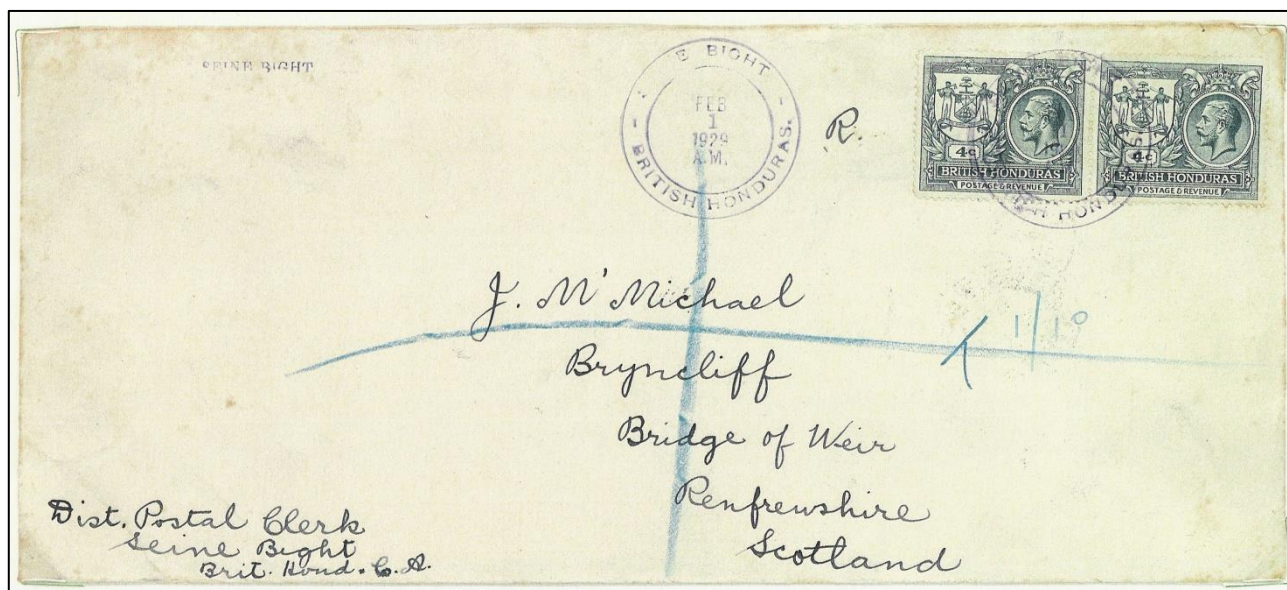


Fig. 7.

7. SEINE BIGHT

Figure 7 features a cover – perhaps even commercial, though this address is well known for its philatelic covers – registered from this office, which has few secrets to yield. What I find amusing is that the straight line village name, noted as seen on registered labels, is detachable and is seen here on its own. This is by no means the only village cover which went off apparently underfranked; local postal officials were not necessarily on the ball, as regards postal rates.

8. SITTEE RIVER / ALL PINES

Proud gives a date range from 1922 to 1925 for the use of the All Pines cds at Sittee River. My example of the Sittee River cds shows a date in 1924, so how does this reconcile? Sadly, I am not aware that anyone else has found a second Sittee River cds, so please, please let somebody do so. Date stamps that never get seen are understandable. One-offs are not, for practical purposes, and All Pines at this period, though definitely scarce, does turn up; for the moment figure 8(a) is very lonely. Even Bel Ombre (in the Seychelles) is now recorded at least three times, in a territory much more remote than our West Indies. I must be patient, though. In Bahamas I have been waiting 40 years for a second sighting of the Crooked Island cds. These are out there somewhere.

I should note in passing that All Pines is sometimes found struck in violet, as can be seen at figure 8(b). This is dated 1930, and any link with Sittee was in the past.



a



b



Fig. 9.

Fig. 8.

9. STANN CREEK

There is no reason to suppose that the mark shown on figure 9, emblazoned on a \$2 value, had anything to do with despatch by post – unless, that is, one of us knows something that the rest of us don't.

10. UNITED FRUIT CO.

The untidy page shown as figure 10 is as far as I have progressed with this company's vessels. I read the names as Choluteca, Darien, Santa Marta, Sixaola, Teviver, Toloa, Turrialba, Zacapa, and of course one meets some of these and more elsewhere. Addressing British Honduras specifically, is there a definitive list of what can be found? As all the marks differ slightly from one another, I imagine that, with help, the first two items at Figure 10 can be identified.

11. XYZ (ANONYMOUS)



a



b



c

Fig. 11.

In common with the rest of us, I itch under the blight of TRD names that refuse me identification. In case it strikes a chord, I illustrate at figures 11(a), (b) and (c) examples of nearly-but-not-quite markings. The feeling persists here that I may be missing something obvious, although it's not exactly fair to expect that a photocopy will yield information that the stamp itself withholds.



Fig. 10.



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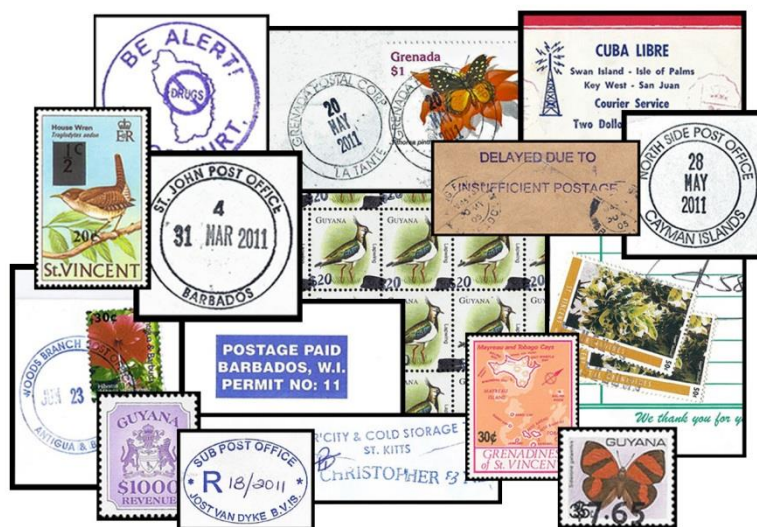
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Guyana, Jamaica, Montserrat,
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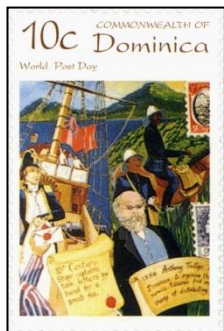
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DOMINICA

POSTAL SERVICE

BY MICHAEL REGO

On 1 October 1996 Dominica issued a 'World Post Day' set of postage stamps depicting its past postal history. The seven values in the set illustrate its early sailing packet to the Sea boat communications with Dominica. They were multicoloured Litho printed by Questa Security Printers, London, each value has Perf.14.



10c value - letters handed to the captain

Britain re-captured Dominica in 1761 and Pre-stamp letters are recorded from 1763. At this period nearly all the mail out of Dominica went via British Packet ships to England. An 1820 Report made note of the concern that there was no proper jetty to land the ships. There were several instances of His Majesty's Ships being unable to land due to strong gales, and compelled for safety to abandon landing altogether.

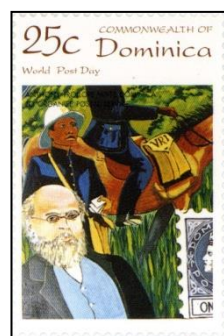
The Dominica postmaster made frequent inquiries on the arrival of Private ships, but reported no letters being received.

The Packet Mail contract of 1755 gave benefits by allowing fares to be collected for carrying passengers on the four vessels employed from Falmouth to and from the West Indies, which could augment the captain's income by £500 per annum.

In September 1778, Dominica was captured by the French, but restored to Britain in 1783. Thus Dominica was incorporated in the fortnightly Packet to the West Indies which included the Leeward Islands via Barbados. The other West Indies Packet was to Jamaica.

On Saturday, 27 October 1787 the number of letters from the Leeward Islands totalled 1,959 of which 719 came from Dominica.

In June 1795 Dominica resisted another French invasion. From 1809 the Packet Mail arrived at Barbados then headed north for Dominica and onto St. Thomas for her homeward journey.



25c value - Anthony Trollope

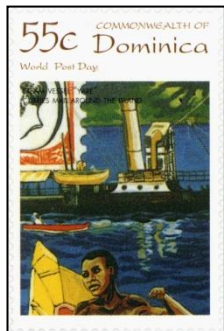
The British Packet Agents in the West Indies were required to keep a record of all letters despatched from the colony and to obtain the money on all pre-paid mail for despatch on British Packets. With the introduction of postage stamps in GB in May 1840, the colonies suggested that these stamps could also be sent to the colonies for their use. Consequently from 8 May 1858 the West Indies Leeward Islands colonies were allowed to prepay postage with British stamps and cancel these with coded obliterators sent out from London. This however was short lived, as the Imperial post office withdrew the stamps in 1860, wanting the islands to manage their own postal affairs.

From the early 1850s, the British government was keen for its colonies to start taking full control of their postal affairs. This was due to the existence of regular communications via road, rail and steamer and the increasing literacy of the population.

The British Postmaster-General, in a letter which formed an enclosure to a dispatch from the Secretary of State for the Colonies, stated 'that the time had arrived for the Postmaster-General to abandon a control which he could not efficiently exercise over posts so distantly situated, and that the management of the Post Office would therefore be transferred from the hands of the Postmaster-General to those of the Colonial Government on and from 1 May 1860'.

Following the withdrawal of the British stamps, Dominica re-deployed a 'Crown Paid' circle datestamp until May 1874 when it used its own adhesives for overseas mail.

55c RMSP Yare



From March 1901 a recently purchased steamer fitted out for the coastal route of Dominica was placed into service. Its home base was Roseau and its function was to link up with the incoming and outgoing overseas mail that was operated by the Royal Mail Steam Packet Company Inter-island mail service.

The *Yare* was a steel screw steamer built in 1887 for H. Reeve, Yarmouth as *Norfolk*. It was purchased by RMSP for £7,000 for the new mail contract with the government of Dominica to operate from 25 December 1900. The vessel of 299 gross tons did sterling service for 15 years and was sold in 1915 for breaking up.

Route;

Roseau - Stowe - Point Mulatre - Rosalie - Marigot - Hampstead - Portsmouth (Mon).

Portsmouth - Colihaut - (Dublanc via road) - St. Joseph - Mahaut - Roseau (Tue).

Roseau - Pointe Michel - Soufriere (Wed)

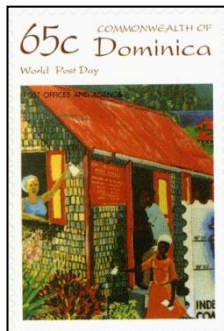
Roseau - Mahaut - St. Joseph - Colihaut - Portsmouth (Wed)

Inter-island service (Thu and Fri)

Roseau - Pointe Michel - Soufriere (Sat)

Roseau - Mahaut - St. Joseph - Colihaut - Portsmouth (Sat)

65c Rural post offices and Agencies

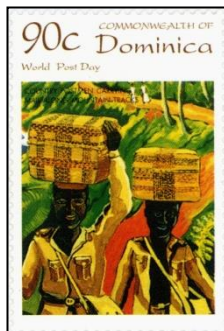


The rural postal service started with six post offices in 1875 and was expanded in September 1884 to include Grand Bay, Layou, Pointe Michel, Soufriere, and Vieille Case. In 1886 a parcel post system was adopted throughout the island. On 8 May of the same year the post office operation passed from the police force into civilian control.

On 1 October 1928 a *Post Office Notice* listed the following offices in operation: GPO Roseau, Portsmouth, Colihaut, Castle Bruce, Delices, Grand Bay, La Plaine, Mahaut, Marigot, Pointe Michel, Rosalie, Soufriere, St. Joseph, Vieille Case.

By 1958 the postal system comprised GPO Roseau, a branch office in Portsmouth, 20 District Post Offices in the principal villages and 13 Postal Agencies in the small villages connected with Roseau via the road network. The GPO and Portsmouth Branch Post Office issued and paid money orders, British Postal Orders and also operated a COD parcels service with Great Britain. In addition, these two offices conducted insurance and parcel post services. The business of the District Post Office was limited to the sale of stamps and the receipt and despatch of mails internally. The Postal Agencies sold stamps and received and despatched ordinary mails only.

90c Rural postal service - country postman



The first inland postal service in Dominica was established in 1875. The system was operated by the police force, who acted as government postal agents. They received letters at the station at a rate of 1d per ½ ounce, whilst newspapers were charged ½d each and parcels 3d per ½ lb.

Two routes were set up as follows;

(a) Roseau (Mon 8am) - St. Joseph (Mon 10am) - Colihaut (Mon 1pm) - Portsmouth (Mon 6pm) - Wesley (Tue 4am) - Castle Bruce (Tue 1pm) - Rosalie (Tue 6pm) - Roseau (Wed 11am). (b) Roseau (Fri 8am) - Portsmouth (Fri 6pm) - Rosalie (Fri -) - Roseau (Sat 11am).

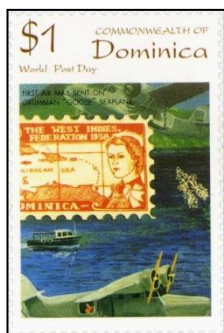
It was soon realised that the inland postal service needed another, better form of transport over its narrow roads and mountainous terrain. Consequently, a purpose built coastal steamer was ordered to perform this and other government duties.

In August 1890 the revised service left Roseau on Wednesday and Saturday at 11am for Portsmouth. After an overnight stop, mail stops were made at Wesley and Rosalie villages, arriving back via Grand Bay to Roseau the following day.

In 1950 the amphibious seaplane began a Dominica passenger and postal service, landing at Prince Rupert Bay, Portsmouth and later Soufriere Bay in the south. This service was provided by the St. Vincent Government Air Service who chartered the Grumman amphibian aircraft from British Guiana Airways (BGA). The St. Vincent air link was with Trinidad, Barbados, St. Lucia, Grenada and Dominica, and occasionally Martinique. This sea-plane service finally closed in December 1959, when the LAIT land aircraft took over the service.

On 15 July 1955 the British Guiana government purchased full control of BGA, with the firm going into voluntary liquidation. With the purchase of BGA concluded, an agreement was entered into with British West Indian Airways (BWIA) who advised the BG government on operations and development and, in April 1957, BWIA assumed management of the company.

\$1 Grumman Goose Sea Plane



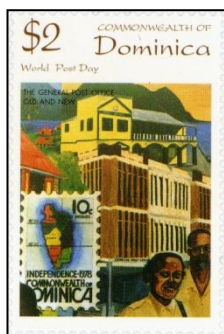
British Guiana Airways (BGA) had received a government grant in August 1944 to purchase an ex-RAF Grumman G21A Goose seaplane, which was delivered on 29 August 1945. In the following month a shuttle service was operated between Georgetown and Mackenzie to ferry BWIA passengers to and from Mackenzie Airport.

This service ceased on 30 June 1946, which allowed the Grumman seaplane to be used on a number of charter flights to Trinidad, to and between Grenada, St. Vincent and Dominica via Trinidad, at the request of these West Indian islands.

The G21A had accommodation for up to 9 passengers or 1,900 pounds of cargo, and cruised at 138 mph.

However, the single Grumman amphibian could not cope with the increase in traffic and the government obtained authority to acquire another seaplane in March 1946 with spares from the former US authorities based at Belem, North Brazil. A third G21 seaplane was later acquired by BGA. In 1950 the amphibious seaplane began a Dominica passenger and postal service, landing at Prince Rupert Bay, Portsmouth and later Soufriere Bay in the south.

\$2 Roseau General Post Office



The original General Post Office of brick and wood was often seen in pictures of the Roseau waterfront. In 1967 a report by *West Indian Wanderings in Philately* stated that the GPO Roseau old building, on the waterfront, had the postal counters upstairs in a very small and quite inadequate room that resulted in considerable congestion most of the time the post office was open.

Bay Street has been described as the face of Roseau. In 1993 a new GPO Roseau was opened following the new bay front sea defence wall and a seaside boulevard. Bay Street was renamed Dame Mary Eugenia Charles Boulevard after the late prime minister of Dominica.

Today the bay front contains the Roseau Cruise Ship Berth terminal (opened 8 June 1995), General Post Office, High Court of Justice and Dominica Museum as well as Garraway and Fort Young hotels and many other modern concrete buildings. Cruise liners berth along the bay front and a smaller jetty is mainly used by the catamarans connecting Dominica to the neighbouring French islands of Guadeloupe and Martinique.

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TRINIDAD

IN SEARCH OF INK. THE 'REGISTERED' OVALS OF TRINIDAD 1949–1960.

BY DAVID HORRY FRPSL

At around the same time that some thirty 'Registered' Ovals tipped up in Jamaica, eleven similar cancellers were distributed in Trinidad. They did not come from the GPO London or the Crown Agents as there was a shortage of steel at the time: who introduced them is unknown, but I believe they came from a small foundry, Elliott's of Gosforth, Newcastle - upon - Tyne.

They were generally used at small and remote offices across the Island and in most cases were designed to replace Skeleton postmarks that were becoming the worse for wear.



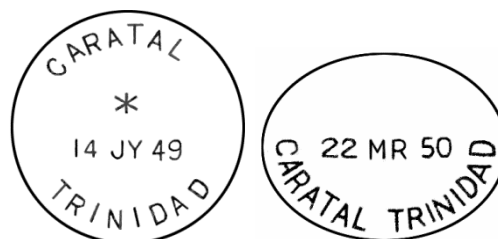
In all cases, unlike the Jamaican ROs, the word 'REGISTERED' found at the top of the Oval was competently excised. Only in three cancellers, East Dry River, Les Efforts and Point Cumana show residual evidence of the excision.

Do you have in your collection any clearly dated Trinidad Skeletons and 'Registered' Ovals for the following rarities - especially on cover?

Blanchisseuse



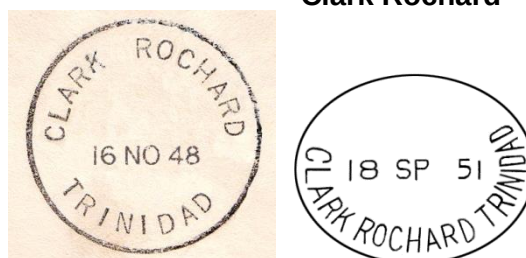
Caratal



Charlieville



Clark Rochard



Cocoyea



Diamond (Village)



East Dry River

Les Efforts



Maracas Road



Mucurapo

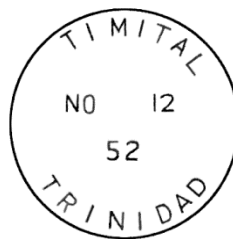
?



Point Cumana



Timital



?

Fishing Pond



?



If you do, I would very much like to hear from you, so that I can increase the data base.

I am compiling a book on the subject of the 'Registered' Ovals and Skeletons used in the Caribbean and their fascinating and untold story. Please send all details and 300dpi scans to horry@talk21.com

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BARBADOS. 1873 6d in lower marginal imperf block of four with printer's guidelines. Very fine unused. Ex Jaffe. SG 60b.	£140	LEEWARDS. 1935 1/- Jubilee with 'kite and horizontal log'. Very fine mint. Scarce. SG 91l.	£400
B. GUIANA. 1857/9 1c brownish-red (Type 'B') cancelled by 'BG/A 5 C' (Sparta) for '21 MR 1860'. Exceptional. SG 15.	£1750	ST KITTS-NEVIS. 1963 2c with yellow omitted. Unmounted mint. BPA Cert. SG 131a.	£200
CAYMANS. 1917 1½d on 2½d 'WAR STAMP' (Type 16). Unmounted mint. Rare in this quality. BPA Cert. SG 55.	£650	ST. VINCENT. 1880 1d on half 6d deep blue-green. Very fine used part c.d.s. Exceptional. BPA Cert. SG 28.	£275
DOMINICA. 1879 6d 'REVENUE' with watermark inverted. Very fine mint. Exceptionally fresh. SG R2w.	£75	ST. VINCENT. 1892 5d on 4d chocolate in top marginal block of four. Very fine mint. SG 59.	£130
GRENADA. 1906 2/- 'SPECIMEN' (Type D9). Very fine mint. Extremely rare DLR trial for the chalky paper. SG 74a sp.	£400	TRINIDAD. 1876 (Perf 14) 1/- chrome-yellow. Very fine mint. SG 78.	£100

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TURKS ISLANDS

TURKS ISLANDS OVERPRINTS AND THE 'DODGY BARS'!

BY ANDY HEARN



The illustration shows two distinct examples of the halfpenny overprint on one penny dull red stamps. Although not identical, the two overprints do appear to come from the same source allowing for differences in printing ink quantity and time between the printings.

'It is possible that the bars on some of the other varieties were also shifted somewhat' as stated by E.D.Bacon in his Turks Islands Book dated 1917 on P18 under Setting 12.

This type of overprint can only be from Stanley Gibbons catalogue types T9 or T11 which were used for settings 10, 11 and 12. However, by studying whole sheets of settings 10, 11 and 12 the illustrated type of overprint is not there. (NB: due to low usage, sheets were formatted as 10 x 3 = 30 stamps.)

The poser is – which setting and which position in the setting do they come from?

1. Are they forgeries? – On close inspection, this does not appear to be the case.
2. Are they from a 'repaired' Setting? – If so, they will appear on whole sheets in addition to the ones referred to above.

3. Are they 'Dodgy Bars'? – E.D.Bacon has drawn this conclusion. These overprints were all made locally with limited resources and were often made in a haphazard fashion. I agree as I have seen a printing where a 'Dodgy Bar' is nearly falling out altogether!

This is not a one-off event as there are two stamps illustrated above so presumably there are others out there. If anyone has further information on this little poser, I would be very pleased to hear from you.

AUCTION UPDATE

BY GRAHAM BOOTH

The highlight of the last quarter was Charles Freeland's collection of Antigua, broken down into 475 lots and, as usual carefully lotted and described at the Victoria Stamp Co. In total 73% was sold, realising over \$120,000 (hammer price). The highlight, of course, was Lot 2, the 1757 cover from the Tudway correspondence with the only recorded two-line hand stamp reading ANTE/GOA which realised \$8,000, over \$9,500 with the uplift, against an estimate of \$5,000. The remaining selection of early covers, many from the Codrington and Tudway correspondences sold well and many of our members were amongst the successful bidders. There were not many surprises. Most prices achieved closely bracketed Phoebe's estimates. Of the later postal history, the 1871 double rate cover to Nova Scotia sold for \$3,000 against an estimate of \$2,500 and the triple rate cover to Barbados \$1200 against an estimate of \$900. Amongst the adhesives, the Q.V. 1d rosy mauve with trial perf of which only two examples are recorded sold for \$3,500 compared to an estimate of \$4,000, an 1879 Q.V. 2½d red brown, large 2 with slanting foot, realised \$2,750 versus an estimate of \$3,000 and an 1882 example of the same denomination with the top left triangle detached (the only mint variety known) fetched \$4,000 against an estimate of \$4,500; but specimens and postal stationary continued to be very soft.

The Roger West collection of Dominica consisted of over 150 lots of which 74% were sold. As might be expected Simon Richards featured as a strong buyer. The Roseau issue and the George V Pictorial proofs were particularly strong; but perhaps the best performance was the die proof of the 1½d Silver Jubilee (one of two known) which realised \$2,500 against an estimate of \$1,200.

The Bermuda adhesives continued the soft trend of recent years, particularly the key plates, with 53% of the 186 lots unsold. The strongest performance came from the 2d grey Tercentenary (crown to the right) which realised \$800 against an estimate \$300 and a Gibbons valuation of £650. The 54 lots of Barbados were 40% unsold with Edward VII and George V issues doing better than the earlier items. The highlight of the Cayman group of 21 lots was the 2½d on 4d surcharge, used, which fetched \$1,700 against an estimate of \$1,500, well down on historic realisations.

Still to come this year is David Pitts' collection of Jamaica, the Cayman Islands and the Windwards in September and his prize-winning collection of Bermuda postal history in October, all at Spink. We also have to expect that at some point the residual part of Charles Freeland's collections will come to the market.

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The deadline for receiving material for auction in any one year is 10 January (or the first weekday thereafter). Material is received and welcomed at any time during the preceding year, and those submitting items for sale close to the deadline may in some cases learn that similar items already processed for sale preclude the acceptance of competing items for the forthcoming sale.



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