

BRITISH CARIBBEAN PHILATELIC JOURNAL

Club News of the British Caribbean Philatelic Study Group.

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July 1965

Whole No. 26

Robert Topaz, President.

Reg H. Lant, Secretary - Treasurer.

A. N. Johnson, 2610 Virginia St., Baytown, Texas, 77520, Editor.

EDITORIAL.

Well, let's save our pennies and go down to Miami, on November 5th to 7th, 1965, to the Florida Federation of Stamp Club's "FLOREX" It will be held at the Hotel Everglades, on Biscayne Boulevard and 3rd St. Inclosed with this Journal is a Brochure on the hotel. Thanks to Eddie Adelson's good work, the rates for this affair will be \$8.00 single or \$12.00 double per day. The exhibition itself, will be held in the hotel with some 250 frames being shown. Besides the Florida Stamp club's, the German Philatelic Society, an international group, and the British Caribbean Philatelic Study Group will officially participate, with 50 frames being allocated to our group, so whether you intend going or not, enter your choice material in this exhibition. Who knows, we may win some awards. The cost of the frames will be \$2.00 each and each frame will hold nine pages. The Florida members also advise us that there will be 35 bourse tables and that many prominent dealers have already taken space. We will have meeting rooms available and maybe we can prevail upon Bob Topaz to bring his slides of Jamaican Rarities to show.

For the wives of attending members who are not interested in stamps, sightseeing trips and tours and etc, will be arranged by the Florida fellows and their wives.

In the September Journal we will give information on favorite eating places, where, who and what entertainment is available while we are there and much more information that will make our visit pleasant.

Eddie Adelson says that he will answer any correspondence on specific questions that any of our Group members direct to him, and hopes to see many of us there in November.

You will note in the "American Philatelist" for May, on page 609, that an announcement of "Florex" is made, showing the General Chairman's name and address as: Frank J. Salichs, 6811 Pontillo, Coral Gables, Florida.

Mrs. Johnson and I expect to attend, deo volente, and hope to see many of you there.

Al. Johnson.

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We have the following letter, in part, from Mr. Bernard Lewis of the Institute of Jamaica, Kingston, and who is on the Stamp Design Committee of Jamaica:

"We are trying very hard to maintain the high reputation which Jamaica has enjoyed with regard to postage stamps. It is certainly a matter of regret that, during the last few years, certain lapses have occurred such as the Miss World Souvenir sheet. Our Advisory Committee is hoping to limit commemoratives to not more than four issues per year. In most cases we now recommend two denominations, so that if we can hold the line there should not be a flood of Jamaican stamps and there should also be a better opportunity to maintain a high standard for our issues".

Broadgate - St. Mary - Opened 16 DE 64 - Noted 31 DE 64 Forwarding office Castleton.
 Flagstaff - St. James - Opened 7 DE 64 - Noted 30 DE 64.
 Fraser - St. Elizabeth - Opened 18 DE 64 - Noted 13 FE 65 Forwarding office Newmarket
 Kentucky - Westmoreland - Opened 4 JA 65 - Noted 15 JA 65 - Forwarding office Cave.

Mount Moriah is apparently open and has been for some time. A TRD was shown to me dated 5 NO 64. Upon comparison I believe that this office must have been open as early as 2 JU 64. Does anyone know where this office is located and date of opening? (Editors note: Have TRD from this office dated 12 FE 1964). Is this the same town as the Mount Moriah office served 50 years ago? The mark is type 37 in violet ink. Spicy Hill is using a second type TRD 37 in violet ink which has taken the place of the original TRD last reported used in Black Ink and quite distorted - dated 12 FE 65. Rocky Point was using their TRD type 37b in black ink - very distorted on 4 JA 65. Mt. Zion was using their type 37 a in black ink on 1 JA 65. Apparently these are being used either as spare cancellers or because of mishap to the single ring marks. They are definitely not philatelic usage.

Add Bonnett in St. Catherine, which was opened on 8 JA 65 - Noted on 24 FE 65 - Forwarding office is Linstead.

Al Johnson has been fortunate enough to have his articles in the APS publication reprinted in book form. These are available at the APS Sales Office at State College Pa., at \$1.50 each. This is an interesting introduction to Jamaican Philately and al is to be congratulated on having it published. I can just see him blushing as he retypes this page.

Everard Aguilar related that Jamaica intends to issue about 4 to 5 issues for 1965. Among them will be a set of Girl Guide stamps of probably three values for August issue on or before. Other subjects under consideration are Telecommunication, Salvation Army, Winston Churchill and the William Gordon Centenary. The last named was a "cause Celebre" for many years in the island as a result of his hanging, the then Governor Eyre was recalled to London - an ignominious blot on the career of the famous Australian hero.

From 1881 onward, Jamaica published a semi-official book called the Handbook of Jamaica which carried a great deal of statistical information about the island. Among other things, it carried a complete list of post offices and time tables of the Railway. Since this was published for the most part on a yearly basis, there is a great deal of useful information that may be obtained from them. Does any of our members own or have knowledge of any of these books?

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Reg Lant writes that there ^{are} a few members whose dues are still outstanding. Please remit to him for the year 1965, so he will be able to close out these items. It is time consuming for Reg and expensive for the Group to have to second request these members.

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Motorist: How can I ever repay you for your help in getting my car out of the ditch?
 Farmer: By check, cash or money order.

TOM FOSTER WRITES IN PART, AS FOLLOWS:

I am extremely anxious to complete the listing of a complete run-down on all British stamps known to have been used in Jamaica during the period around 1860, and if you could ask any member, whose material I have not already checked or had details of, to let me have the following details as soon as possible, I would be very grateful:

1. Items - British Postage Stamps used in Jamaica between the period 1859 and 1862. (In certain cases, these stamps were used after 1860, when the Jamaican stamps came into use.

2. Details required:

A. If stamp is off paper - description of condition and type of postmark or obliterator. Report whether damaged, stained, faded, smudgy postmark, etc. If ld. stamp, please give the check letters to be found in the corners of the stamp. Please indicate if stamp is a wing margin copy.

B. If stamp or stamps are on entire or piece -

Please give above details, (in A.) plus -

Date letter written, name of sender and addresses.

Details of all postmarks and obliterations on the entire or piece.

3. It would be of great assistance to me if the owner could at the same time indicate where the particular item was received from, i.e., from what source it was bought, or which collection or auction sale it came from. This enables me to check up on these items and prevents duplication of records, etc.

If this information is given, it could lead to an accurate record of all these items which would appear to be more common than at present thought.

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Have the following from Fred. Stephens:

GOODWOOD, Tobago Registered cover 28 APR 47B (Four clear strikes) Backstamped Scarborough 1 APR 47A, also have additional Registration (Trinidad) 3 APR 47. Looks as though the GOODWOOD datestamp has an error of date, possibly should be March.

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NEW MEMBERS:

HOPPE, JAMES M. % Lobitos Oilfields, Ltd., Britannic House, Finsbury Circus, London, E. C. 2, England.

PENDLETON, ROBERT E, 828 N. E. 14th St., Fort Lauderdale, Florida.

SCHWALM, ALBERT J. 4022 Ripplebrook, Houston Texas, 77045.

TOPOL, DR. HERBERT, 4101 N.E. 18th Avenue, Fort Lauderdale, Florida.

The above new members' philatelic preferences and affiliations will be found in the May, 1965 Journal.

NEW APPLICATIONS:

BRANDON, LLOYD, 3 Seymour Ave., Kingston 10, Jamaica, W.I., Occupation, Businessman. Collects and specializes in Jamaica.

KING, MARTIN KIRWAN, 646 Sierra Circle, Coral Gables, Florida, Occupation, Treasurer, Esso Standard Oil SA., Ltd. Collects British Caribbean, USA and Columbia.

PATRICK, CECIL ERNEST, 67 Melrose Road, London, S.W. 18, England, MAILING ADDRESS, 49 Mansell St., London E.1, England. Occupation, Company Director, Collects Jamaica, including Postal History. Specialties, Fleurons and Crowned Circles of All Countries.

RAMKISSOON, REUBEN AUGUSTUS, M.D. 25342 Perch Drive, Dana Point, Calif, 92629. Occupation, Pathologist. Collects B. W. I. Specialties: Trinidad, B.W.I. Postmarks. Member A.T.A., Trinidad P. S., B.A.C.C., Laguna Beach Stamp Club.

STRAUSS, MRS. ELAINE R., 353 Oakwood, Park Forest, Ills. 60466, Occupation, Homemaker, Artist and Actress. Collects, Jamaica, stamps and postmarks. USA - RPO Postmarks, Trains on Stamps. Member of A.T.A. - Casey Jones Unit. N.H.P.O.S., and P.M.C.C.

The above applicants have applied for membership in the Group. In accordance with the Constitution there names are hereby published. If no adverse reports are received by the Secretary within 30 days, their names will be submitted to the Board of Trustees for full membership.

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NEW ISSUES, FURTHER PRINTINGS, Etc:

BARBADOS; MONTSERRAT; new definitive issues, release date to be announced.
ST VINCENT; Forthcoming issue illustrated in Crown Agent's Stamp Bulletin for March.
VIRGIN ISLANDS - Postal Centenary issue.
I.T.U. Omnibus Issue - see Brochure inclosed with this issue.

FURTHER PRINTINGS OF CURRENT ISSUES:

ANTIGUA - 1 cent, 2, 4, 6, 8, and 12 cents.
Trinidad - 35¢
ST. KITTS - $\frac{1}{2}$ cent 20 and 25 cents.

NEW ISSUES - contd.

The Jamaica GIRL GUIDE GOLDEN JUBILEE Issue was placed on sale May 17th, and is similar in format to the recent BOY SCOUTS issue. The 3d. value is green and yellow on a blue background, depicting the map of Jamaica with the Girl Guide Badge in the Center, horizontal with size 1.12" x 1.285" perf to perf. The 1/- value is yellow and black on a green background, depicting a number of Girl Guide Badges. It is triangular with base 2.687" and sides 1.9". Each value printed in sheets of 60 by photogravure process on pineapple watermarked paper by Messrs Harrison and Sons, Ltd., London. There was no first day cover service by the G.P.O.

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PROGRESO, BRITISH HONDURAS.
By. Ralph E. Group.

I was interested in reading Mr. Lisle's query in B.W.I.S.C. Bulletin No. 41, concerning Lowry's Bight. It was not included in the Post Office List of Bulletin No. 32, because this cancellation originated from PROGRESO.

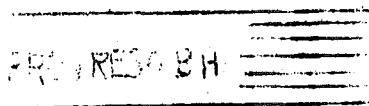
PROGRESO is one of the most beautiful villages in British Honduras. Although the village is officially in Corozal District, most of its business and affinity is with the town of Orange Walk, sixteen miles away the road leading through the village of San Estevan. PROGRESO can also be approached by the Bay of Corozal. One enters by Lowery's Bight Lagoon, passes the settlement of Copper Bank and Chunox, enters another lagoon and eventually reaches the village.

It's name is spelled with one "S" as well as with two. With one "S" it denotes the word "progress". With two it probably claims relationship with the Mexican City of "Progreso"

The history of PROGRESO is bound up with the massacres of the Mestizos at Bacalar. When this occurred in 1848, the Santa Cruz Indians pillaged such Mestizo settlements as Bacalar, and one of the inhabitants of PROGRESO today claims a great grandpaunt who was married to an English officer who aided the Santa Cruz Indians in the massacre. The Mestizos poured into the Northern area of the country, landing first at Consejo and then settling Corozal and other northern communities. Some of these early inhabitants, exploring the Bay of Corozal, discovered the Lowrey's Bight opening, and eventually sailed down the pretty lagoon, settling around PROGRESO far away from the constant attack of the Indians, Actually, these people settled first at Lowery's Bight Bar, eventually migrated to the vicinity called Mount Pleasant and inhabited what is now the community called PROGRESO.

The present population of PROGRESO is a little over 400, Spanish being the predominant language. There is a village library, health clinic, police station, village council, youth club and Red Cross unit.

Gale J. Raymond has provided the only two types of cancellations from PROGRESO that I have seen, and they are illustrated below. Type 11 was apparently used through 1912 - 1927. Please report earlier or later usage. I have no information on Type 10 although Mr. Raymond says it is a type common to Mexico in the early 20th century.



LEeward ISLANDS - CANCELLATIONS

By-- Stanley Durnin.

4. ANGUILLA - QV to QEII

Continuing with the study of the postal markings as found on the stamps of the LEeward ISLANDS, let us now pause a while and contemplate those emanating from the island of ANGUILLA. Perhaps this is 'putting the cart before the horse' in that Anguilla is a Branch Office of the St. Kitts Post Office, and should naturally follow same. But, be that as it may, I have chosen to discuss Anguilla separately because it is my favorite of the Leewards - due mainly to the fact that it is the island of which I know the least postal-wise.

The earliest postmark of Anguilla in my possession is dated JA 21 10, and is in the format as depicted in Fig. 1. (Mr. G. W. Groves states in the British West Indies Study Circle Bulletin #8, Jan. 1956, that this canceler was "sent out to the island from the G.P.O. London on 10 May 1900") The C.D.S. has a diameter of $19\frac{1}{2}$ mm, and the letters of ST-KITTS (notice the hyphen) measures $2\frac{1}{2}$ mm in height. The T in ST is $1\frac{1}{2}$ mm high and is underlined. The designator AN, signifying Anguilla, appears above the date data which is in the familiar two line format. The A of AN measures $2\frac{3}{4}$ mm high by $2\frac{1}{2}$ mm wide, while the N is $2\frac{1}{2}$ mm high and $1\frac{1}{2}$ mm wide. The N appears of a different font than the A. The accompanying A12 killer measures 29mm high and $19\frac{1}{2}$ mm wide, but the width is conjecture on my part as I have no examples showing the entire width intact. My latest readable example of this strike is JA 9 22. Having only a few part strikes of this interesting duplex, I am issuing an agony plea to all of you for help.

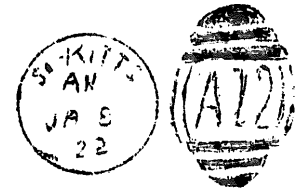


Fig. 1

The second cancellation of Anguilla takes the form of a single ring C.D.S. with a diameter of $24\frac{1}{2}$ mm. The letters of St. Kitts (No hyphen) are three mm high. The T in ST is $1\frac{3}{4}$ mm high and is underlined. The large, $3\frac{1}{2}$ mm by $3\frac{1}{2}$ mm, letter A surmounts the date data and signifies Anguilla. (Fig. 2). My dated example of this cancellation run from MR 4 24 through MR 1 27. A mighty short life span which, I am sure, you can expand.



Fig. 2

With the next postmark encountered, the Post Office of Anguilla takes on individuality in her own right, in that the single ring $24\frac{1}{2}$ mm C.D.S. is inscribed ANGUILLA within the upper arc, and VALLEY in the lower segment of the ring. The lettering of Anguilla is 3mm tall, while that of Valley is $2\frac{1}{2}$ mm tall with ink spread quite often making them 3mm tall. The various letters measure $1\frac{3}{4}$ mm to $2\frac{1}{2}$ mm wide. An asterisk is employed above the date data. (Fig. 3) My earliest example of this one is 5 MR 28 and is seen to be still impressing today's mails, however, it is getting rather choppy. I should mention here that until the latter part of the 1920's, there was only one post office on Anguilla in the area of the island known as the VALLEY. From travel books, I have learned that there really wasn't a town there, just a few buildings in close proximity. All distinctive postmarks from the Valley are inscribed merely, VALLEY.



Fig. 3

We have now reached the era of the 'mystery villages' cancellations of Anguilla. I draw your attention to the excellent article on this aspect, written by Mr. Gale J. Raymond as published in our BCPSG Journal, September 1962, page 66. First off, I must express my deepest gratitude to Mr. Leonard A. Courtney of our group, without his most valuable help the majority of the following information on the Anguillian village marks could not be presented to you at this time. All of the villages employed TRD type cancellers. Taking them alphabetically we shall first discuss BLOWING POINT. (Fig. 4). The single ring of this postmark measures $30\frac{1}{2}$ mm outside to

outside, and 28mm inside to inside, the ring itself being $1\frac{1}{4}$ mm thick. Anguilla is curved within the upper portion of the ring while BLOWING PT. is curved in the lower portion. Some letters of the village-island designators measure 3mm in height, but the majority are $3\frac{1}{2}$ mm high. The date data, appearing on a single line through the center of the cancellations, show employment of the three-digit month designator, the hyphen in place of the non-utilized tens digit followed by the two-digit indicator. Notice that Point is abbreviated Pt. The date data measures $3\frac{1}{2}$ -4mm in height.

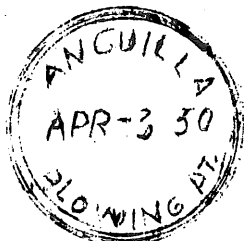


Fig. 4.



Fig 5.



Fig. 6.



Fig. 7.

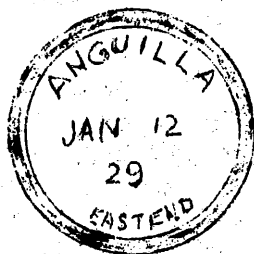


Fig. 8.

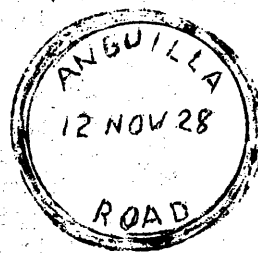


Fig. 9.

In a similar single ring CDS EAST END ANGUILLA made it's appearance. Here the pertinent information is: outer diameter $29\frac{1}{2}$ mm, inner diameter $27\frac{1}{2}$ mm, ring itself being 1mm thick. Letters vary between 3mm and $3\frac{1}{2}$ mm tall, including date data, and are $2\frac{3}{4}$ mm wide. EAST and END appear as two separate words in this canceller. The date data is one line through the center in the usual order. (Fig 5.) The strike for FOREST is very much the same, differing only in diameter measurements, i.e. outside $28\frac{1}{2}$ -29mm, inside 26-27mm, ring itself, $1-1\frac{1}{4}$ mm thick. All lettering is $3\frac{1}{2}$ mm in height. (Fig. 7) Contemporary to the above offices, THE ROAD also was issued a large TRD (Fig. 6). The measurements being outer diameter $29\frac{3}{4}$ - 30mm; inner, $27\frac{1}{2}$ mm; ring itself $1-1\frac{1}{4}$ mm thick. (You all know that the rubber of a TRD spreads badly with use, and never uniformly). Same date layout as above for BLOWING PT. Lettering is $3-3\frac{1}{2}$ mm tall. One would think that these cancellers would more than suffice for the needs of Anguilla's populace. Such was not the case! I can show an example of a second TRD for EAST END. Basically the same type as the other in that it is a single ring CDS with island name at the top and the village name at the bottom with ring measurements outside 29mm, inside 27mm and 1mm thick. Here the similarity stops abruptly. The town-island lettering is $2\frac{3}{4}$ mm high and $1\frac{1}{4}$ - $1\frac{1}{2}$ mm wide. The village name appears in one word, viz; EASTEND. The date information appears on two lines as indicated in Fig. 8, and is definitely of a different font than the rest of the lettering. The office at THE ROAD also had a second TRD canceller. Measurements of this single ring CDS turn out to be, outer diameter 29mm, inner diameter, 27mm, ring itself, 1mm thick. All lettering is $3\frac{1}{2}$ mm in height. Very similar to the ROAD cancellation of figure 7, you say? Here is the catch - in this one the village name appears as ROAD! (Fig. 9) To my knowledge, VALLEY did NOT have a TRD during the period of the villages'. (Dates on my examples are those indicated in the illustrations)

One other postmark has done duty for Anguilla; in fact, it is still doing so. Figure 10 depicts this 23½mm single ring CDS. It is quite similar to Figure 3, in the general layout with the asterisk, but here the lettering is 2 3/4mm in height and only 1½mm in width, giving them a taller, more elegant look than the letters of figure 3 which appear 'squatty' in comparison. My earliest example is dated FE 8 49.

The last handstamp of Anguilla to be discussed is her registration mark. The letter "R", 9½mm wide at it's widest point and 12½mm tall, appears in an oval with major diameter of 23½mm and a minor diameter of 17mm. I would say used only from VALLEY. What do you say?



In leaving Anguilla, I would like to say that her TRD's are the most Fig. 10 fascinating and elusive of all Leeward Islands postal markings, bar none. Probably they have been researched in death, but to my knowledge, no dissertation on them has been published. This student would be highly grateful for any and all information that you might have on these TRD's.

All aforementioned postmarks are in black ink, except for a few examples of Fig. 3 in purple ink - all dated in NO 49. Illustrations are not exact as to measurements.

The next stop for LEEWARDS ISLANDS - CANCELLATIONS will be St. Kitt's. Bear with me for they are proving to be quite a challenge.

Tom Foster has sent in the below named items of B.W.I. postal stationery for distribution to members of our group on a first come first served basis. There are several copies of each item, so those of you who would like to have them, write the Editor, listing those that you can use:

- Bahamas: ½d. Newswrapper (5 copies)
- 1d. " (5 copies)
- Bermuda ½d. Newswrapper (5 copies)
- 1d. Newswrapper (5 copies)
- British Guiana: QEII 4¢ Embossed Envelopes (2 copies)
- 1¢ Newswrapper (7 copies and 2 shades)
- 2¢ " (1 Copy)
- Grenada: QE II 7¢ Air letter sheet (1 copy)
- St.Lucia: QEII 8¢ Registered Envelopes. (7 copies)

This was a fine gesture on Tom's part, and our thanks go to him. Anyone else who has material that they no longer need, or in duplication, if you will send it on to me, I will be glad to list it in the Journal for anyone who might be interested .

The following letter from Bert Mitchell to Bob Topaz has been passed to me for inclusion in the Journal as an interesting, 'on the spot' account of the Collett Sale in London, last March:

"I crossed over from Ireland to London on March 14, and had the privilege of attending the G.W. Collett Sale of Jamaica at Harmer's the following day. It was quite an experience in many ways. The late Mr. Collett was the co-author of "Jamaica, its Postal History, Postage Stamps and Postmarks", and his text-book, although published in 1928, is still the standard work in the stamps of the Colony.

It will be a long time before another such comprehensive collection of Jamaica is likely to come on the market and the sale was attended by many specialists, and, of course, a full quota of dealers, either buying for themselves, or bidding on behalf of clients.

Those of us who collect Jamaica have reason to be particularly gratified at the prices which the different lots realized, some being quite fantastic, as a matter of fact. With very few exceptions the "estimated value" was vastly exceeded, sometimes by three or four times.

The overall picture was set in the first seven lots, the "Stampless Letters and Wrappers". Lot No. 1, with no "estimated value", contained five items - the first being a 17th century letter sheet from the Earl of Albemarle (Governor of Jamaica). This lot realized £ 70. The following six lots, estimated to fetch £ 77, were actually sold for £ 151, and this sort of thing was repeated over and over again, throughout the Sale.

It might be interesting to mention a few of the outstanding items that went under the hammer that afternoon. Take Lot 57, for example - described as "1841 letter from New York to Kingston, with fair strike of the famed "Montego Bay/Ship Letter marking, "Montego Bay No. 16, 1841 (Type P2) datestamp. Estimated to fetch £ 5, it went for £ 52/10!!

All the G.B. used in Jamaica were hotly contested. The only example in L 13 of A01 double duplex (Type C), on 4d. rose, realized £ 32 (E. £ 10 to 15). The Montpelier A58 on 6d. lilac (is this the only known example?), estimated £20 to 30, went for 60. The lovely cover of A76 on two 4d., two 6d. and 1/- was sold at £ 70, (E. £ 50 to 75). The "remainder" collection of 29 items - quite a satisfactory lot, I bought myself for £ 42 (E. £ 30 to 35).

All the "issued stamps", with their various Die Proofs and Specimens, were very competitive and produced top prices. The 1860 1d. in a beautiful mint block of ten, in pale greenish blue, went for £ 30 (cat. £ 37/10, and was bought by a dealer. Another wonderful block of thirty of the 1860 1/-, yellow-brown, sold at £ 280, to the same dealer.

There was very vigorous bidding for the very rare 1883-97, 1/2d. to 6d. color trials on CA watermarked paper, perf 12, and there finally went under the hammer for £ 220, (E. £ 75 to £ 100) and again was sold to a dealer. 1905-11, 5d. grey and orange-yellow, a block of 9, with SER•ET error, fetched £ 52/10. A Silver Jubilee booklet of 2/- denomination, containing four panes of six 1d., went for £ 40 (E. £20)

Coming to the cancellations, in which I personally am greatly interested - I was successful bidder for the two main A27 and A83 obliterator collections, one with the cancels on stamps only, and the other on entires or large pieces - for which I mulcted of £ 610. The "E's", "F's", "G's" and 193 to 647 Lots fetched £ 235 altogether. The famous "D" cancellation on 4d. CC fell to me also for £ 87/10, and as I am already the happy possessor of the only other known "D" (on 2d. CC), I felt

particularly satisfied with this acquisition. With deep sorrow I record having received a letter yesterday from Bob Topaz, who having heard this piece of news, wrote "I hate you". ;!

One of the things about this sale to be recorded is that out of 295 lots, only 60 were obtained by the 'book' bids, (i.e., postal bids). The people present therefore had a great advantage.

Another thought that passed through my mind was that if the dealers were buying for themselves, for the purpose of resale - could they really make a profit? If so, then the Jamaican collectors can take a new look at our albums, because I am sure we are grossly undervaluing them. Altogether a memorable sale." (Editor's Note: I got one lot out of 20 bid, and considered myself lucky).

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Robert Topaz sent me some additions or changes to make to his Jamaica Jottings, but as it was too late to do so, I am showing them here: please add to last months.

Norwich, insert correct parish and opening date as listed previously and add Port Antonio as the forwarding office - noted in violet ink - Type 37 on 25 March 1965.

Coffee Ground should be changed to read COFFEE GROVE, in Clarendon Parish was opened 13 Jan 1965. The forwarding office is Porus. the mark is Type 37 in violet ink and noted on 9 FE 65.

Priory - please insert parish and opening date as previously noted, and also the forwarding office. Noted on 25 MR 65 in Type 37, violet ink.

Also add to the new Modern Single Ting as follows:

| | | |
|--------------|---|----------------|
| Gregory Park | * | noted 20 FE 65 |
| Dalvey | * | " 13 JA 65 |
| Boulevard | ? | 13 FE 65 |
| Cross Keys | * | 10 FE 65 |
| Point | * | 15 FE 65 |

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SOME NOTES ON B.W.I. CANCELLATIONS.
BY ERIC HEYER.

Eric Heyer of Malibu, California has made and just returned from an extensive trip through South America and returning by way of Trinidad, then by the Federal S.S. Line up through the island chain of the Windwards and Leewards. He has consented to write some random observations on his trip, which is presented here. More information will follow in subsequent issues of the Journal:

TOBAGO: Sixty three days away from home, after a swing down the West Coast of the Americas, over the Andies and up the East Coast, including a week of riotous Carnival in Rio, we landed in Port of Spain, Trinidad on March 2.

Since we needed a rest and were anxious to revisit Tobago, we just stayed long enough in Trinidad to confirm our boat ticket on the "Federal Maple", make a hotel reservation at the Blue Haven in Tobago and get things cleaned and washed up.

Had a nice get together with Harold Box of T.P.S., and his charming wife, Bunny; both gave us a wonderful and heartwarming welcome at their home. Harold is report-

ing two variations in the present 5¢ Trinidad, which I will cover in the next section on that island.

Our weeks stay at Tobago was delightful; it was just as we remembered it from 9 years ago and it had hardly changed from its dreamy, go-slow-in-the-sun feeling of former days. Of course most of the resorts had added units, air-conditioning, swimming pools and a couple of new hotels had sprung up. In comparison with 9 years ago, prices had more than doubled, but it was still worth every cent of it.

As usual, my first trip next morning, (Lulu calls it trot), was down to the P.O. in Scarborough to introduce myself to the Postmaster as a member of B.C.P.S.G. and T.P.S. Asked his permission to get some covers cancelled and for an up to date list of Postoffices and Agencies on the island for our Journal.

I usually give a little background speech of the Society's and the Study Group's interests and research into Postal History of the islands, the type of cancelling devices used from when to when, also explained the procedures of our group and the functions of group or section leaders, who are specialists on one or more islands.

In all cases I found the postmasters very interested in what we were doing and very helpful in granting requests for special cancels, Paquebots, list of P.O.'s, etc.

Since the Scarborough postmaster was on vacation, I met the Acting P.M. Mr. Kenneth Behariy, who had been sent over from Port of Spain, to take care of the business. He is a young, intelligent gentleman, quite familiar with all of the procedures and regulations of the Trinidad and Tobago Postal Service; he gave every possible help to get a list of the Post Offices in operation at this time and all needed cancellations.

The cancellations you, Al, and Harry Box needed from some of the small outer post-offices, I tried to get on some of the trips we took during that week. Some of these small P.O.'s in the back woods are hard to find and even the Tour and Taxi drivers were not too sure how to get to some of them. They usually consist of a small General Store on a cross road, or in a tiny village or plantation with a few shelves of things needed in the community. Some were not larger than 8 x 10 ft., weatherbeaten gray little shacks with just twist tobacco, cigarettes, coca cola, beer, hairpins, pencils and notions for sale. I am not surprised, that cancellations from these postoffices are hard to get, because probably not more than a dozen letters a month are mailed from those out-of-the-way places.

The P.O. at Mt. Pleasant was the smallest one I saw, just 4 x 6 ft. with one shelf, containing some chewing gum and candy, on the backwall, a small counter, one chair. The old postmistress, she must have been at least 80 to 85 years old, had to look for her cancelling device, then cleaned it carefully with a hairpin and then smacked the covers with lots of vigor. I usually bought a little item in their stores to make it worth their while, because all my covers had stamps on them already, and this did not help to increase their stamp sale.

We took exploring walks in the country side and along the beaches, visited the Court House, the public market and every day had a morning and afternoon swim at lovely Bacolet Beach. Spent one afternoon snorkeling on Bucco Reef, admiring the fantastic colors of large quantities of fish and various shapes of corals and had a rough return by motorboat through the breakers on to the beach. Only too soon came the day of leaving and we went back to the hustle and bustle of Port of Spain.

(Editor's note) Eric's notes on Trinidad, Grenada, St. Vincent, Barbados and St. Lucia follow:

TRINIDAD: Visited the new G.P.O., which is located on Wrightson Road in a brand new building. Went also to the St. Vincent Street Office, which is using a new cancel I had not seen before, (double ring, 27 3/4 mm. outside diameter). "Post Office St. Vincent Street". This lettering runs 270 degrees around between inner and outer circle, with Trinidad on the bottom. Date is in two lines.

Harold Box had given me information on variations in Scott's #91 - 5¢ dark blue: In plate No. 2B, the 8th stamp in row #4 has a deformed "A" in "Tobago". In plate 1C, the second stamp in row #7 has a blunt projection on the back of the "D" in "Trinidad". I was able to get one sample of the 1C plate, but could not find any more of this plate in any P.O. visited. I was offered a complete sheet of the Scott's #85 - 1¢ surcharged on 2¢. I can probably get it for 75 or 80¢ per stamp. There are 60 stamps per sheet. Is anyone interested in it for plating purposes? There are minor differences in the overprint.

GRENADA: Not much to report from here, since the ship arrived on a Saturday and I forgot that the Postoffice was closed in the afternoon. PAQUEBOT covers I mailed from St. Georges have a single ring - 23mm date cancel, "G. P. O. Grenada" on top, "B. W. I." on bottom and date "MAR 15" in two lines. This cancel is different from the large double ring cancel (outer circle 28mm; inner circle 16mm; date in one line), which showed on the boat cover sent to me last year by Norman Thetford.

ST. VINCENT: The "Federal Maple" arrived here in Kingstown on Sunday and I could not do any business. Of the three Paquebot Covers only one arrived. It did not receive a date stamp, but only the PAQUEBOT cancel, 48mm long by 7 1/2mm high in a straight line frame.

BARBADOS: At the G.P.O. at Bridgetown I had a very pleasant reception by Acting Postmaster General R. McConney, who showed quite an interest in our aims and the work our group is doing with research on B.W.I. Postal History. His head clerk procured for me examples of the different cancels used at this time at the G.P.O., also cancelled my boat covers and furnished me with a list of the Post Offices in Barbados. This list is exactly the same as the one published in the Journal of 1964.

ST. LUCIA: On March 16, we landed in St. Lucia. This was a busy day, because we had numerous friends and acquaintances to visit. Castries had changed quite a bit since we saw it in 1955. After the big fire of 1948 it had been rebuilt, but in '55 there were still empty lots and older houses near the center. Now it is a modern city with a new department store; upstairs a cafeteria, tea room, ice cream parlor; new public buildings, also a tourist center near the pier. Like in other islands the public buses have pretty names like "Daily Bread", "Precious Lord", etc.

My visit to the Castries G.P.O. in the new building on Main Street had excellent results. I received a list of District and Sub-postoffices from the Postmaster, dated July 1964 and the names and dates of the Sub-postoffices opened since then, also examples of the cancels used at this time at the G.P.O. Besides the old single ring 25mm, they are using two types of modern double ring cancels. One with thin curved lines between 'G.P.O. CASTRIES' and St. LUCIA', the other with heavy slugs between 'G.P.O. CASTRIES' and St. LUCIA' instead of the thin lines. The old single line cancel shows no periods anywhere and the "t" in St. Lucia is about half the size of the "S" and has a short bar under it.

The Paquebot cancel is the same as the one I received last year (from Dr. Thetford); an oblong 31mm x 9mm frame with 4mm letters. The G.P.O. even had some cachet F.D. Covers for sale yet with the low values of the new definitives in 1¢ to 12¢ denominations and cancelled March 1, 64.

I looked up Mr. A. C. Skeete, with whom I had traded stamps in former days and from whom I had gotten quite a few of the St. Lucia Geo VI coil stamps samples (SG 146a and 147a). By the way he told me that he was the original owner of 1 1/2 sheets of the rare 12¢ George VI (Gibbons # 153a, perf 14 1/4 x 14). He does not know how many more of these 12¢ stamps were issued in St. Lucia. He has sold all he had, except a copy in his and one in his daughter's collection. The last ones sold went for £ 30 each.

The island's economy has improved tremendously since they changed over from sugar cane to bananas, starting about six years ago. I was able to get quite interesting informations to the economy from a friend of mine, the Editor of the Journal of the Banana Growers Association. This association covers the four Windward Islands, Grenada, St. Vincent, St. Lucia and Dominica.

This day really went fast with a trip up into the hills, visiting other friends and having tea with the owners of the Blue Waters Hotel on Vigie Beach, where we stayed on our previous visit to this beautiful island. Then it was time to get back to the "Federal Maple".

Eric will give us further notes on the other islands that he visited via the "Federal Maple" in our next issue. Below are shown the current St. Lucia P.O.'s and Sub-postoffices, as given to him by the Castries P.M.G.:

Castries - G.P.O.

DISTRICT POST OFFICES:

Anse-la-Raye (Money order, etc)
Canaries
Choiseul
Dehnerly (M.O.'s etc)
Gros Islet
Laborie
Micoud
Soufriere (M.O.'s, etc.)
Viesx Fort "

SUB POST OFFICES:

Augier
Babonneau
Banse
Bexon
Begius
Chaussee
Ciceron
Conway

SUB P.O.'s continued

Delaide
Desruisseaux
Fond Assau
Fond St. Jaques
Grace
Grand Riviere
La Clery
La Croix Maingot
La Pointe
Leslie Land
Mabouya
Marc
Marchand
Millet
Monchy
Moreau
Patience
Roseau
Saltibus

SUB P.O.'s continued

Ti Rocher
Victoria

NEW P.O.'s July 1, 1964 to
March 16, 1965

Hospital Road, opened
1/3/65
Mon Repos, opened
Mar. 6, 65.
Debruil, opened
Mar 4, 65.

** ** * * * * *

ED DOAK reports a TRD from Mount Moriah, Jamaica dated 27 JAN 1964, considerably earlier than the one reported in "Jamaica Jottings" for last issue,

0 _____ 0
0 _____ 0

An old times is one who remembers when a baby-sitter was called Mother.

BCPSG Library.

Listed below is contents of our small library, as of March 16, 1965. Bob Lovett, our Librarian at R.D #1, Newtown, Pa, 18940, will forward any of this material to any member, on basis of two-weeks loan, the only expense being return postage. However, we should all be adding to the library on a regular basis, all of the publications that we have finished with, and any other periodicals, brochures, books, etc., that we are finished with or have in duplication. If you have anything that you would care to place at the disposal of the Group, please send them in to Bob Lovett:

Bahamas Temporary Rubber Date Stamps and Cancellations - Raymond 1960
Barbados, The postal markings of - Benwell and Britnor - 1961.
Barbados, The Post Office in - Bayley - 1933
Cayman Islands, Their Postal History, Postage Stamps, and Postmarks - Aguilar and Saunders - 1962
Cayman Islands, The Postage Stamps of - Melville - 1920
Dominica - Poole - 1910
Jamaica, The Philatelic Handbook No. 1 - Aguilar - 1949 (2 copies)
Jamaica, The Philatelic Handbook No. 2 - Aguilar - 1959
Jamaica - Melville - 1910
Jamaica Post Office Guide - Gov't Printing Office - 1958 (2 copies)
Leeward Islands, The Postage Stamps of - Hopkins - 1949
Nevis - Melville - 1910
St. Lucia, The St. Lucia Philatelist (periodical) - 1949 - 1950 - 1952.
Album Weeds, India to Luxembourg - Earel
Phantom Philately - Melville - 1950
Numeral Cancellations of the British Empire - Hines - 1960
The Forged Stamps of All Countries - Dorn
Journal of Q.E. II Philatelic Society. Vol #1 to Vol. No. 5 #6 - 1958-62.
London International Stamp Exhibition Catalogues - 9/16/1960.
Auction Catalogues.
Burrus - British Empire 11/29/62
BNA 2/ AP 63
Harmer - Cape Triangulars, BWI and BNA April 8 & 9, 1963.
Robson Lowe British Empire Sale - 29 MY 63
Fred Rich Sale - May 8-11, 1963.
Harmer-Rooke - Grenada 25/AP 63
L. Charlton Henry sale - April 4-7, 1961.
- Dec 12-15, 1961
Harmer - Lawrence Kimball Sale - BWI and Bermuda - March 26-27, 1962.
Robson Lowe - Urwick Sale of Jamaica - May 29, 1957.
Colby - Philatelic Library of Earl McCracken - Oct. 5, 1963.

Old Catalogues.

Commonwealth - 1953, 1954
Scott's Br. America - 1954, 1955.
Gibbons - 2 Reigns - 1954
K.G.VI - 1950, 51, 52.
Br. Empire - 1950, 52, 53, 54
Africa, America, Asia - 1951, 1954.
Central America - 1949.
South America - 1949.

A BOOK IS OF NO VALUE TO ANYONE IF IT SITS IN THE SHELF!!

BAHAMAS AIRMAIL OF 1928.

By H. Moreton Black.

Some time ago I purchased an Airmail cover which sheds some light upon the development of airmail postage in the Bahamas. As is generally known, the first airmail flight from Nassau to Miami took place on 30 January 1919, and the next recorded flight was on 9 Oct 1928, but this flight was shrouded in mystery for me until the arrival of this letter as the latest addition to my Airmail collection. The mystery is explained by the letter inclosed with the cover, which proved to be a reply by the acting postmaster of the Bahamas, Mr. J. Herbert Peet, (whose initials are familiar to us in that J.H.P. revenue handstamp), to a suggestion by the postmaster at Miami, Mr. O. W. Pittman, that an airmail service might be established between Miami and Nassau. That this service was, in fact, soon established is proved by the well known inaugural flight of 2 January 1929, which took place less than three months later. The letter is typed upon a foolscap-size sheet of official note paper, embossed with the Royal Arms and motto "Dieu et mon Droit" and reads as follows:

General Post Office,
Nassau, Bahamas
October 9, 1928.

My dear Sir:

Yours of todays date received here at 12:30pm.

It would indeed facilitate business relations between your city and also the whole of the State and here if all of our mail could be carried by Air.

I had the pleasure of meeting your Mr. Young last week, and I must say he is a booster for Air Service.

Please accept my thanks for your invitation to meet you in Miami if I should fly over there.

If you should come to Nassau at any time, it would give me great pleasure to meet you.

I am returning herewith the five Air Mail Service covers, duly datestamped. This will leave here about 3pm today by the Pan American Air-Ways, Inc.

Yours Sincerely,
(Signed) J. Herbert Peet,
Acting Postmaster.

O.W.Pittman, Esq.,
Postmaster,
Miami, Fla.

Under the signature of Mr. Peet, there is an oval TRD type receipt mark reading 'received' in large capitals at the top, and at the bottom, 'O.W.Pittman, Postmaster'. The date 'Oct 9 1928' is across the center, and below this has been added in ink, '5.30pm'.

It is clear from this letter that the pressure to start an airmail service came from Miami, and that even in those days philatelic considerations were not far from the mind of the postmaster! It would be interesting to know the whereabouts of the other covers, if they have survived. My cover bears an uncanceled red 2¢ Washington U. S. adhesive and a Bahamian 1d. Staircase for the return journey, duly datestamped with the 'Star under Nassau' CDS of 9 Oct 28. It has a manuscript inscription "First Air Mail Flight Miami to Nassau N.P." across the top, and is an ordinary manila foolscap size official envelope of the U. S. Postoffice.

The signature of the Postmaster at Miami, Mr. O. W. Pittman, appears on the following cover in my collection, which is the inward flight from Miami to Nassau on 2 January 1929 by the plane which inaugurated the airmail service from Nassau on

that day. This cover bears a large circular cachet, struck in purple, which shows a three-engined, high-wing monoplane coming in to land, and the cachet reads: "First Flight Miami - Nassau Air Mail International F.A.M. 7.

*6*****

BRITISH HONDURAS - RECENT POSTAL MARKINGS AND POST OFFICE DATA.

By Gale J. Raymond.

Interest in British Honduras stamps, postal history, postmarks, cancels, etc., continue to grow by leaps and bounds, spurred amazingly by the recent "topical" new issues, birds, etc.

It might be timely to report new items of information on some of the postal markings etc. "B.H.", as it is locally called, still occasionally crops up with unusual T.R.D.'s, and a sharp eye can frequently spot these on loose stamps, as used B.H. stamps are relatively common on the philatelic market. Full covers, however, are quite another matter.

MULLINS RIVER: Closed down by Hurricane Hattie, in time the sub-po did reopen in April 1962, with Stanley Flores as Postmaster. Houses rebuilt at the old beach site are only temporary shelters; a new village is under construction a mile inland. Residents expect to move completely to the new village in mid-1965. The village had a large 50mm, 3-line oval TRD, with date applied separately in the center in pen and ink, now using a standard-type double-circle steel-die, "MULLINS RIVER, BRITISH HONDURAS", in violet ink. Printed registry label. All sub-p.o. registered mail now gains additionally a printed pink registry label at Belize City, usually over the postage stamp, alas. Sub-p.o. serves about 190 people in the general area.

LADYVILLE: Established 1 May 1963, about 9 miles from Belize City, with weekly mail by bus. Joseph Lewis, P.M. 3-line 50mm oval TRD, dateline applied separately blue-black ink. Belize District.

INDEPENDENCE: Established 1955 as MANGO CREEK, date unknown when name changed to Independence. Mail by boat twice weekly, Henry Gardner, P.M. Population about 1500. Stann Creek District. Standard 2-line steel-die, "INDEPENDENCE, BRITISH HONDURAS", and rubberstamp registry mark so inscribed, black ink.

DOUBLE HEAD CABBAGE: 3-line oval violet TRD, dateline applied separately. TRD inscribed "DOUBLE HEAD CABBAG" !! (No "E")

HATTIESVILLE: 16 Miles inland from Belize City, estimated 3,000 population, mail by bus three times weekly. James Patnett, P.M. Established in August 22, 1962. 2-line C.D.S. is typically poorly struck, and never seen by me actually cancelling the stamps, just alongside. Stamps on my cover were cancelled by wiggly lines in ordinary pen and ink, although most Hattiesville mail gets Belize postmarks on stamps in transit. Why this reluctance to apply HATTIESVILLE C.D.S. to cancel stamp????

SAN IGNACIO: Formerly EL Cayo, renamed on 22 May 1962 by B.H. Legislative Ordinance. Mail thrice weekly by bus. Miss M. G. Awe, P. M., population 1812, by 1960 census. Still using EL CAYO C.D.S.

SAN ANTONIO: Toledo District, sub-p.o. Established 1 Jan 1963. Mail twice weekly, by truck. Philip Wade, P.M. 2-line C.D.S., "SAN ANTONIO, BRITISH HONDURAS", yeardate "64" written in by hand. Population 797 by 1960 census. Sub-p.o. located in Police Station.

CAYE CAULKER: New postmarks so spelled, 50mm, 3-line oval TRD, purple ink, (no dateline), and 2-line C.D.S. Rubberstamp registry mark also thus inscribed.

20 MILES: Still using intaglio seal as only cancel available. Rubberstamp registry mark, both reading, '20 MILES, STANN CREEK, B.H.'

SAN PEDRO: 2-line C.D.S. "SAN PEDRO, BRITISH HONDURAS", and rubberstamp registry mark so worded.

CROOKED TREE: 2-line C.D.S., "CROOKED TREE, BRITISH HONDURAS", and rubberstamp registry mark so worded. Yeardate to C.D.S. added by hand.

CALEDONIA: 2-line C.D.S. "CALEDONIA, BRITISH HONDURAS", and rubberstamp registry mark so worded. No yeardate on postmark, violet ink.

GALLON JUG: Lumbercamp far inland, Orange Walk District, Sub-p.o. established 22 OCT 1963. Roy Gardner, P.M. Population 532, by 1960 census. Was using extra large oval 53mm, 3-line TRD (dateline applied by pen), but now has 2-line metal C.D.S., "GALLON JUG, BRITISH HONDURAS". TRD inscription, "GALLON JUG P.O., BRITISH HONDURAS". Black ink. Mail weekly by mailboat "REGINA" upstream to HILL BANK, thence by logging train to GALLON JUG. Formerly stamps could be bought at the lumbercamp office, which then relayed mail on to company agent in Orange Walk, where they were posted. Mail now sometimes comes by plane, but rarely. Mails go out to Belize City twice weekly by plane (Maya Airways), Tuesdays and Fridays. Oddly boxed cachet on reverse of my Oct 1964 cover reads "WE UNITE TO BUILD/A NATION", Likely applied in transit.

BELIZE was renamed BELIZE CITY by B.H. Legislative Ordinance No. 4, of 1964, 2 June 1964, for all area within two miles of Belize Court House. I am greatly indebted to E. O. Bunting Barrow, most especially for much of the information herein.

Dr. John M. Lockie sends in the following query:

ST. LUCIA: The 1938 - 48, K.G.VI issue was divided amongst three printers - Waterlow & Sons, De La Rue & Co and Bradbury Wilkinson & Co - and there are 4 different perforations, varying from $12\frac{1}{2}$ to $14\frac{1}{2}$ x 14. I have plate numberblocks of the following:

SG Nos. 133b, 134b, 134aa, 135a and 141.

These are all later printings and values (1946 - 1948).

Can any member tell me which, if any, of the remainder of this issue have a plate number, and if so, what they are?

From the TRINIDAD PHILATELIC SOCIETY'S Bulletin No. 32, March-April, 1965:

CURRENT 5¢ STAMP WITH WATERMARK INVERTED: Since the announcement in our last Bulletin of Mr. D.G.R. McNeilly's discovery of our current 5¢ stamp with the watermark inverted, several other used specimens have come to light and been shown by Lt. Col. H. Dow, Mr. V. T. Tench and Mr. Cipriani. All of these are from letters posted at Port of Spain, Arima, Arouca and San Fernando, the dates where legible being from 24th to 29th August, 1964. Another used example, in Mr. McNeilly's collection, has C.D.S. Point Fortin, 26th August. We are informed that he also has a strip of three in mint condition.

A STORY FROM A PORTSMOUTH SHIP LETTER FROM BERMUDA.
By Jack Arnell.

In my Bermuda collection I have a PORTSMOUTH SHIP LETTER, which was written by a Royal Marine officer from Bermuda to his London lawyer or agent on Nov. 23, 1838. This officer, Lieut. J. H. Gascoigne was in charge of the Royal Marine detachment on board H.M.S. Vestal, a 26 gun frigate, which formed part of the British North America and West Indies Station, based in Bermuda. The letter itself is of the standard folded variety, which had been wax-sealed, although the seal had been cut away. On the front, above the address is:

PORTSMOUTH
SHIP LETTER

and it is backstamped in red with 'G DE 2 1838' in a circle 23 mm in diameter.

After disposing of his business in the first two paragraphs, Lieut. Gascoigne includes several items of naval and historical interest. The letter reads in part:

"The Vestal has had the best of the station hitherto and will most likely continue to do so, as she is the favourite of the Admiral's. We expect to be cruising off Grenada most of the winter months and then go with the Admiral again to Quebec. He must have enough for us to do as ships are required at Mexico and Canada which are the two extremes of this extensive station. We sail in companion with the Cornwallis (the Admiral's ship) in a few days for the West Indies....."

At present there are only about 40 Marines and one officer up at the Lakes, but it is probable that the force will be considerably increased in the Spring, as the good people there are anything but quiet - and the removal of Lord Durham is most unfortunate for the Colony.

The Malabar is here - having been on shore at Prince Edward's Island and lost most of her guns - she is much injured and returns to England in a week or ten days for repairs....."

It is not surprising to find Lieut. Gascoigne referring to the need for ships at Mexico and Canada. In Central America, there was general strife in Guatemala, and there had been trouble between Mexico and both the French and Americans for several years, so that the British Possessions in the Caribbean would have to be protected. At the same time, rebellion had broken out in both Upper and Lower Canada in 1837, and while this had been quelled, as the letter implies, the situation was still rather tense.

The MALABAR and the CORNWALLIS were the only large warships in the command. They were three-masted square-rigged sailing ships and each carried 74 guns. While the CORNWALLIS as the flagship, ferried the Admiral around his area of responsibility. the MALABAR appears to have been based at Quebec City, where her commander, Capt. Edward Harvey, was the senior naval officer. In fact, as such he received Lord Durham in May 1838, when this latter gentleman arrived to take up his post as Governor-General of the Canadian possessions.

Probably with a desire to reinforce his troops for the coming winter, Lord Durham asked Capt. Harvey to move the 93rd Highlanders from Halifax to Quebec in early October. There were three ships available for this work - two sailing vessels and one driven by steam. In an attempt to save time, it was decided to send the steam

vessel, the MEDEA, ahead with orders for the troops to march across Nova Scotia from Halifax to Pictou on the Gulf of St. Lawrence to the southeast of Prince Edward Island. In this way, about two weeks of sailing time would be saved.

The MALABAR was substituted for one of the other sailing ships at the last moment and left Quebec City on October 12th, with two Coasting Pilots aboard. On the morning of Friday, October 19th, the ship was sailing down the Eastern Shore of Prince Edward Island, heading for Pictou harbour directly to the south. The wind was from a northeasterly direction and the pilots refused to take the ship into Pictou. It was decided instead to round Cape Bear on the southeast corner of Prince Edward Island and find an anchorage in Northumberland Strait, where it was considered that the troops could be embarked. At 1 p.m., in Capt. Harvey's own words, "the lead being kept going, and the two Coasting Pilots having charge, being on deck, the Master also present, she (the MALABAR), struck on a reef, where she remained, striking at times violently, until half past ten o'clock, of the following day, although every exertion was made".

Capt. Harvey's letter to his Admiral, which is in the Canadian Archives, continues: "Guns were continually fired and rockets thrown up, during the night, but the only assistance offered, was by a Mr. Wightman of Three Rivers, who came off in a small boat and voluntarily offered his services, and remained with us the whole time; his local knowledge was of great assistance, and enabled us to run for this anchorage, (Three Rivers), where she rode out a heavy gale from the S.E. in which she must have been lost had she remained on the reef."

The ship's log provides further details of what must have been a rather exciting incident. The shoal on which the MALABAR grounded was about a mile and a half off Cape Bear. Once on the reef, the pilots shortened sail and then set the Foresail and Topsail in the hope of 'paying her off'. When she would not move, the sails were furled. A boat was then lowered and the Master sent to sound around her. He found that the ship was on the edge of a rather extensive shoal and that there was four fathoms of water within a ship's length of her broadside. Captain Harvey then placed both the pilots 'under an arrest'. He put out all his boats and laid out an anchor on a 'hempen stream cable' in slightly deeper water off the port bow. A heavy strain was put on this in the hope of moving the ship, but without avail. A kedge anchor was laid in deeper water with the intention of using this line to haul out a bowen anchor and cable, but the heavy swell made this impossible. As a result of the swell, the ship was pounding heavily on the shoal and started to leak..

By this time evening was approaching and a decision was made to remove some of the upper masts and rigging. This was presumably was to reduce the hazard from above in the event of a crisis during the night. Also the first steps were taken to lighten the ship and 16 Lower Deck guns and 1 Upper Deck gun were heaved overboard. As no help beyond Mr. Wrightman was forthcoming, the commander of the Royal Marine detachment on board the MALABAR was sent ashore to notify the commander of the MEDEA, which was awaiting the MALABAR at Pictou, and to seek his assistance. Later in the evening the mate was sent directly to Pictou also in search of assistance.

At ten in the evening they began to fire guns every minute and let off rockets, and in addition blue lights were burned during the night. By midnight, the wind had dropped to a light breeze and the weather cleared. The night passed uneventfully with the chain pump keeping the leak under control.

By seven in the morning, the wind was freshening and the ship was further lightened by heaving 11 Lower Deck guns and 8 Upper Deck guns overboard, together with some shot. As the wind was now from a southerly direction and getting stronger all the time, it was hoped that the lightened ship might be blown off the reef. To aid nature, the three Topsails and the foresail were set. By nine o'clock the MEDEA was seen to be leaving Pictou and coming to the assistance of the MALABAR. The swell

was increasing as the gale developed and the ship began again to pound heavily; finally at ten o'clock, the ship began to go astern and within half an hour was again afloat in deep water.

As the MALABAR was making sail, a cutter alongside upset and the two men in it were drowned. These were the only casualties of the incident. The MEDEA was approaching at the time and picked up the boat that had broken adrift. By a quarter to twelve noon, the MALABAR was safely anchored in twelve fathoms of water in the outer anchorage of Three Rivers with sails furled and the MEDEA standing by. There she rode out a heavy gale, which otherwise would undoubtedly broken the ship up had she stayed on the reef.

Within three days the MALABAR was able to sail for Halifax, where emergency repairs must have been made before proceeding to Bermuda. This brings us back to Lieut. Gascoigne's letter and the end of the story.

* * * * *

WHITE'S ISLAND, BERMUDA POSTMARK.

By Jack Arnell.

In the March 1965 issue of the Journal (page 30), Gale Raymond described an unusual Bermuda cover of World War I vintage, bearing a 'U.S.N. Base, ISLE OF WHITE, BERMUDA' datestamp. The accompanying comments express surprise that such a small base had a postoffice and distinctive postmark!

Perhaps it is to be questioned whether it really was a small base. Sir Charles Lucas in Volume II of his 'The Empire At War', comments in the section on Bermuda: "After the United States entered the war an American naval depot was established, which remained until the 1st April 1919. Large numbers of American warships, including considerable flotillas of anti-submarine craft, passed through on their way to European waters and on their return; and a flotilla of 30 or 40 craft was no uncommon sight. An excellent club for the use of American Naval ratings was established under the auspices of the Y. M. C. A. by the energy of American and other residents, who generously extended its facilities to all the allied navies." This description suggests a rather large operation for what was a physically small facility, as White's Island is only a couple of hundred yards along each side. (Editor's note: Jack, do you have any idea as to what White's Island could have been used for, that would cause a postal datestamp to be used there?)

* * * * *

LEEWARD ISLANDS ½d. PLATE FLAW.

By Roy J. Botwright.

How long did the security printers use the same printing plates for printing the 'key types' of the Leeward Islands? I pose this question because of my latest discovery and hope my fellow members may be able to answer my question and perhaps complete this "story". Now let us start from the beginning (the end actually, in this Case).

The damaged duty, (name of colony and value) plates of the King George VI era have been studied by philatelists for at least 25 years and a large number of flaws have been reported. I have often thought that the large amount of damage to be found on the duty plates used during the reign of George VI, might well be due to their long use throughout the different sovereign's reigns. Wherefore the head plates, which were changed with each succeeding monarch and therefore had less wear, appear to be relatively free from imperfections.

One of the best known, on the $\frac{1}{2}$ d. value, is the damage to the top of the "A" and "N" in "ISLANDS" This has been written up many times including an article on the $\frac{1}{2}$ d. in the King George VI Collectors Society Newsletter No. 8, May 1961. It occurs on row 2, No. 2, from the left hand pane. The plate No. occurs above Row 1, No. 2 and consequently this flaw can be found in a left plate block of four. I have examples from Plate 2, Green, S.G. 94 and Plate 3, Grey S.G. 94a. The damage is less obvious on the Grey, July 1949 printing and is said to be "partially" repaired on the March 1950 printing. (Has any member a copy with this "repair"? All my copies (grey) show the flaw. Also how was this repair effected? Now to the question in point. I have recently purchased, from an exchange packet, a plate block of four of the KG V $\frac{1}{2}$ d. blue green Die II, Watermark Script CA, SG 64, showing a clear example of this flaw. The plate number is 26. So I have shown that this duty plate was used from the 1930's until the last printing of the KG VI $\frac{1}{2}$ d. grey, March 1950.



Now I would like the members to check their collections of Leewards Islands to see if we can trace this same duty plate further back. It could, possibly, have been used for QV $\frac{1}{2}$ d. SG 1, KE VII SG 22, SG 31 SG 40 and the first watermark KG V $\frac{1}{2}$ d. SG 50 and 51. Evidence of this flaw on a top left hand plate block would show us exactly how long this Duty Plate was used by De La Rue & Co, and so complete this "story"

TOM FOSTER of Yorkshire has written me, giving the information on the Port Antonio index letters, now appearing on their cancellations, which he has obtained from official sources:

"None of the old type double-ring markings are now in use, although it is always possible that they may be pressed into service in an emergency or at the Christmas pressure period. The Street Letter Box markings of this type, are still current. Ordinary mail is usually postmarked with the small single circle dater with the star above the date. Examples of this sometimes show what appears to be blurred bars at the sides, but these should be ignored and are merely parts of the dater that should not print.

A similar dater with star above the date, and inscribed "REGISTERED" at the top and "PORT ANTONIO, JAMAICA" at the bottom is used to postmark registered mail.

Another dater, similar to the registration item, but inscribed "TELEGRAPHS" at the top is used on telegrams.

In addition, six date-stamps, of the small single-circle type having a fixed numeral above the date are used for counter daters. The allocation is as follows: No. 1, the Postmaster in charge, No. 2, the Deputy Postmaster, Nos 3, 4, 5, and 6 are allocated to clerks in counter positions.

It must be firmly understood that these numbered daters are what are known as personal daters. They are used only by the clerk to whom they are issued and in fact, act as his personal signature, so that by reference to the dater on the Money Order, Postal Order, License or letter, it can be told immediately which clerk handled that particular item. In no circumstances would one clerk use a numbered dater allocated to another clerk. When that clerk goes off duty, it would be locked away in his or her drawer until he or she resumed duty the next time. The dater with the star would, of course, be used by any of the post office staff engaged in cancelling mail. The name of the current postmaster is Miss Myrtle Groves and she assumed her duties on 18 September 1963. It is extremely unlikely that the daters No. 1 and 2 will ever be used to cancel letters, as they are used as office stamps. I should imagine that it will not be too long before an automatic cancelling machine is put into service at Port Antonio.

AIR MAILS OF THE WEST INDIES
Amendments and additions.
By Dr. John M. Lockie.

Here is additional information, some up-dated to Dr. Lockie's recent brochure:

| Date | From | To | Notes. |
|---|---|----------------------|---|
| BAHAMAS: | | | |
| 9 OCT 1928 | Miami | Nassau and return | Experimental official flight by P.A.A. between postmasters of Nassau and Miami. |
| Special Cachet - None Only five of these known to exist. | | | |
| 2 APR 1950 | I have confirmation that there was no return flight from Nassau to Kingston. | | |
| 30 April 1965 | New York | Nassau | Inaugural flight BOAC VC-10. |
| Special cachet - 6 lines - (a) G.P.O. New York, in blue, (b) AMF Kennedy, in maroon, (c) United Nations, in green, inscribed "First BOAC Super VC-10 Flight/ from New York/ to Nassau/V C 10/ April 30/ 1965. | | | |

BERMUDA:

| | | | | |
|--|-----------------------|---|------------------|---|
| 26 Nov '64 | (I) Sidney, Aust | } | Bermuda | Inaugural Quantas Boeing 707 Flight. |
| | (II) Nadi, Fiji | | | |
| | (III) Papeete, Tahiti | | | |
| | (IV) Mexico City | | | |
| | (V) Nassau | | | |
| | (VI) London | | | |
| Special Cachet - (I) 37 mm single line circle in black inscribed "inauguration Quantas Boeing Jet Service/Jet in Flight/26,Nov. 64/ Sidney, Aust". (II) and (III) - no special cachet. | | | | |
| I have no information on covers from (IV), (V) and (VI). Can any member help? | | | | |
| 28 Nov '64 | Bermuda | } | (I) Bahamas | Return Quantas flight. |
| | | | (II) Mexico City | |
| | | | (III) Tahiti | |
| | | | (IV) Fiji | |
| | | | (V) Sydney | |

Special Cachets - None, but special covers. I do not have any information about
(I) and (II) above.

| | | | |
|-----------|----------|----------|----------------------|
| 2 Apr '65 | New York | Bermuda | Inaugural BOAC VC 10 |
| | Bermuda | New York | Flight and Return. |

Special Cachets - In 6 lines (a) G.P.O., N.Y., in Blue, (B) A.M.F. Kennedy in
maroon, (C) United Nations, in Green inscribed "First BOAC Super VC - 10 flight
from New York/to Bermuda/V C 10/April 2, 1965"
From Bermuda - 75 x 35 mm, in red, inscribed "BOAC Super V.C. 10/ Commemorating the
First/Super VC - 10 Flight/ Bermuda to New York/2nd April - 1965"

BRITISH HONDURAS:

All Corrections.

21 May 1929 Miami Belize
Add special cachet - 51 mm square double line, in black and purple, inscribed "Palm Tree and seaplane/First Flight/Air Mail/Miami * Central America/FAM Route 5".

21 Sep 1929
Tela Honduras Belize First Despatch from Tela
No special Cachet

1 Jan 1930 Salvador Belize First Despatch by PAA.
Special Cachet - in blue, purple and black, inscribed "Primer Correo Aereo/
International/Enero 1, 1930/ flag of San Salvador/signature/ director general de
correos".

11 Mar 1930 Costa Rica Belize First Despatch by PAA
Special Cachet - Double line rectangle in purple or black, inscribed "Correo Aereo/
Primer Vuelo/monoplane/ signature/Costa Rica/Extrajero".

1 May 1930 Belize Venezuela First FAM - 5 Flight.
No Special Cachet.

2 Mar 1931 Havana Belize First flight by FAM 5
Special Cachet: Double line rectangle, in blue or black, inscribed "Republica de
Cuba/Admon Correos Habana/Servicio Aereo International/Primer Vuelo".

Correction:

5 Dec. 31 Belize Puerto Barrios (Guatemala
& Miami.
Special Cachet - 67 x 25 mm in purple "Vuelo Inaugural/de la Ruta/ Barrios-Miami/
5 DEC 1931".

BAHAMAS BITS

By the Bahamas Bum.

Associated Automation, Ltd. will install a new coil machine in the new Sunley Building on Bay Street, where part of the post office administrative offices will be moved as soon as the new quarters are ready. The Postmaster General will remain in his present office at the G.P.O.

As the machine and stamps were ordered last year, before the raise in rates some of the values are already obsolete, as they must be used in multiples to make the current rates. Coils of stamps will be issued in the following denominations; 1/2d., 1d., 3d., 6d., 1/-, In May two commemorative stamps of 1d. and 2/- were issued for the International Telecommunications Union. This is an omnibus issue and as such the rates were selected in London. Both values are of rates in small usage. September will see two sets of commemorative stamps issued. The first will be the U. N. set of two values, 1/2d. and 8d. The second will be in honor of Sir Winston Churchill and have four values, 1/2d., 2d., 10d., and 1/-. In addition to these an 8d. stamp will be overprinted "9d." for the airmail rate of postcards. Whether this overprint will be on the new definitive issue or the old definitive is not known at this time. Also new booklets and a new air-lettersheet have been ordered. At this time there are no booklets or coils available.

A new full-time stamp and coin dealer, Mr. Halliday of "Coin of the Realm", P.O. Box 1577, Nassau, showed me two new discoveries. The 8d. overprint of the Olympics issue, where the bars missed the value, priced at £ 50 (140.00), and the current air-lettersheet where the inside picture of the stamp is entirely missing. Mr. Halliday will have a new issue service with beautiful first day covers designed by him for those who want them.

Mr. Seymour, in charge of receiving the pouches from the outislands mail informs me that the least mail received from the small post offices are from Little Bay, Smiths Point, Upper Bogue and Lower Bogue. Sometimes the pouches come in empty, he told me.

Sometime next year the Bahamas will change their currency to the decimal system, at which time there will be new stamps. Exact time for the changeover will be set next month at the next meeting of the Legislature. In ten short years the number of tourists to the Bahamas has increased from 30,000 yearly to 600,000 in 1964. Prosperity is evidenced by the fact that now you can get a Bentley U Drive, or as the license plate reads "Self Drive". Another bit of useless information is that there are 67 financial institutions in Nassau and only 27 liquor stores and this confuses me to the point where I don't know whether it is best to save money or drink it up.

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THE PRESIDENT'S PAGE.

It seems odd to be saying "Hello" again through this particular section of the Journal after a several year's hiatus, but I am happy to be able to serve again and I must admit that in between the work and the aggravation, there is an occasional period of enjoyment. Odd that the July Journal is my first opportunity to say "hello", but the problems of organizations of this type, are often hard to handle, if you want to follow the rules. The difficulty in electing officers in a timely fashion is one of the main reasons that we have been trying to amend the Constitution. So, if you have not already cast your ballot, please do so. Regardless of how you vote, PLEASE VOTE. At this writing, we have almost a quorum, but I would much prefer to see a much larger percentage of our members vote on these matters. So, even if you are a bit late, take the ballot from your March Journal and vote.

In the past few years, we have had several informal, but enjoyable get-togethers in New York City during the ASDA Show. No business meetings, etc., but just good companionship and plenty of stamps. Many members have requested that we hold a meeting elsewhere, so that other members might have an opportunity to meet each other, and accordingly your Board of Trustees has voted to have the next such meeting in Miami - November 5-7, 1965. This will be in time to mark the end of five years of existence of the Group, although, I must admit, we are cheating by a few months. Our meeting will be held in conjunction with the Florida Stamp Club's "FLOREX", and this will enable us to have facilities that would not be possible otherwise. We are planning an auction, an exhibition, slide shows, etc., to start out with, and the Floridians in Miami are making very hospitable sounds. Start planning to come on down, if you possibly can. If you can't make it, please try to show a frame or two of your specialty. More information will be forthcoming soon on these activities, but please start your planning now. Let's show our Florida friends and members what we are all hiding. Perhaps we can even sign up a few new members.

Robert Topaz.

J A M A I C A J O T T I N G S .

By Robert Topaz.

Some of the auction houses of great renoun ought to occasionally indulge in a bit of self analyziz, to everyone's benefit. It sounds wonderful when a sale realized far over the original estimates, and perhaps this is what keeps widows and estates happy. But when the realizations are so distant from reality as some of therecent sales have been, this becomes injurious to the market and the bidder, particularly the mail bidder. It leads to a disorganized market, and must eventually disgust the more informed bidders to the point of disdain. The average mail bidder must depend on the descriptions and estimates of the auction houses in order to make bids that are reasonable, and when these are not sound, the bidder is stuck with his feet in quicksand. Perhaps the employment of specialists in writingup specialized auctions would help the situation, for surely this disease needs arresting..

At the rate that the modern single ring marks are being put into use in Jamaica, they will soon push out all of the other marks. Every month brings a new flood of them, and this month is no exception. Unfortunately we have no way of determining an authentic list of new marks put into use. so all we can record are those marké that we actually see, or are notified about. Eventually, we catch up with them all, but surely this is the difficult way. New MSR's noted since the last Journal are:

| | | | | | | |
|----------------|------|----------|------------|---------------|------|----------|
| Bensonton | no * | 18 MR 65 | violet ink | Borobridge | * | 5 MR 65 |
| Boulevard | ? | 13 FE 65 | | Corletts Road | * * | 4 MR 65 |
| Cornwall | * | 15 MR 56 | | Cross Keys | * | 10 FE 65 |
| Dalvey | * | 13 JA 65 | | Garlands | * | 1 AP 65 |
| Golden Valley | * | 19 MR 65 | | Gregory Park | * | 20 FE 65 |
| Hayes | * | 15 FE 65 | | Lluidas Vale | No * | 27 OC 64 |
| Mount Lebanon | no * | 31 MR 65 | | Point | * | 15 FE 65 |
| Point Hill | * | 2 AP 65 | | Richmond | * | 9 MR 65 |
| Sawyers | * | 24 FE 65 | | Tranquility | No * | 10 FE 65 |
| Troy | no * | 12 JA 65 | | Whitney | * | 17 FE 65 |
| Windsor Forest | * | 3 MR 65 | | | | |

Note that Golden Valley is a new town for our listings. The P.M. there states that this office was opened on 28 Feb. 1964. I believe that she must have meant 1965, and that no TRD was ever used. Troja and Pear Tree Grove are the forwarding offices, and on this basis, St. Catherine would seem to be the parish. The only other opening of which I am aware is PLUM TREE in St. James, opened on 25 MR 65, forwarding office Hopeton, noted using TRD type 37 in violet ink on 7 AP 65, thanks to Ronnie Wong. Please note a few additions and corrections from the last Journal:

The forwarding office is Osborne Store. The forwarding office of Norwich is Port Antonio. Norwich noted in violet ink using TRD type 37 on 25 MR 65. Coffee Ground should have read Coffee Grove - Clarendon parish - opened 13 JA 65 - forwarding office Porus - noted in type 37 TRD - violet ink - on 9 FE 65. Priory was first noted on 19 MR 64 - also in violet ink in type 37 TRD

A new EKD of the Four Paths Railway Office was noted for type S 3 mark, 19 JY 18, thanks to Tom Moseley.

A second printing of the Doctor Bird stamp of the current issue is reported in a distinctly darker and different shade of gbeen. There is also a variety of this stamp showing a line in the beak of the bird. The 1½d. Ackee stamp is supposed to exist in a variety showing a large white spot in the leaf in the top row. All cpurtesy of Pat Burke, who also reports the use of green ink in the official

markings used by the Auditor General Department - matter of custom and prerogative.

Ronnie Wong has clarified the usage of some of the current TPO marks. He writes that there are two dies of the type B-1 Birmingham TPO marks. One is used on the train from Kingston to Port Antonio and the other on the train from Kingston to Porus. The TRD type 37 reading "T.P.O. 2" is used on a van that travels in the corporate area of Kingston. There is another TRD of this general type, but bearing the old "W.I." after Jamaica - type 37 - that is apparently used on the van between Kingston and St. Ann's Bay. This is a new one to me. The TRD noted previously that reads TPO/SavLaMar/Mandeville is still in use on the van between those two points. Now if we can clear up the rest of the TPO's, we will be in good shape. Many thanks.

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Bill Butler reports that all district post offices in the St. Kitts-Nevis Islands have discontinued the use of their own cancellers. All offices on St. Kitts send their mail by van to Basseterre, where the canceller is applied. All Nevis mail is sent to Charlestown, and all Anguilla mail to Anguilla Valley. If this situation remains, we will have very few postmarks to collect.

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NEW APPLICATIONS:

The applications listed below have been received late, but are shown in order that they may receive the consideration of the Trustees this month, rather than in September:

BONNER, HARRY D., 1123B Crescent Drive, Robbins Air Base, Ga., MAILING ADDRESS; Hq. CONAC, Box 153, Robbins Air Force Base, Georgia, 31094. Occupation, U.S.A.F., Collects Postal History of Jamaica, Sarawak; Member A.P.S., Sarawak Specialist Society of England.

HALLIDAY, ROBERT W., Home Address Westward Villas, Nassau, Bahamas. MAILING ADDRESS, P.O. Box 1577, NASSAU, N.P., BAHAMAS. Occupation, Director, Coin of the Realm Company. (Coin and Stamp Dealer). Collects British West Indies, Specialty Bahamas. Member Philatelic Trader's Society.