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PRESIDENT: GALE J. RAYMOND
SECRETARY: REG. H. LANT

VICE PRESIDENT: STANLEY C. DURNIN
TREASURER: MARK W. SWETLAND

PRESIDENT'S MESSAGE

The current year for BCPSG is off to an excellent start; the February Journal has set a size and standard which Editor Fred will be unlikely to exceed in the foreseeable future! We would all like to see this Group reach a membership level where it would be financially possible to have each and every issue of the Journal match that issue. Toward that end, many newly-initiated programs are already in progress. Al Johnson, lest he feel neglected, has been appointed Membership Chairman, with his glad assent and our full coöperation. Kirk Kirkland, also of Baytown, Texas, will assist him on the local level, and all officers and members on the national and international level. Eddie Adelson is working up an Advertising Page or two, so that ads will not be interspersed within the article pages, and will be kept in good taste. Dealers interested in advertising in our Journal should write to him immediately.

Under consideration at the moment is establishment of a Public Relations Committee, and a proposal to affiliate with the American Philatelic Society. The affiliation would IN NO WAY change our present format, international standing, or rules and regulations. It would, however, add all of the APS services, facilities and membership potentials to our Group. Lest there be any misunderstanding, permit me to say that individual membership in APS is not required or pushed, nor does APS membership give automatic membership in the BCPSG. The terms of our Constitution and By-Laws would still apply to applicants for BCPSG membership.

Among other publicity measures, you will have noticed that certain articles in our field in other international stamp publications have pointed readers to a final paragraph--a membership plug for BCPSG! (You philatelic writers--go and do likewise!) This has caused a rash of inquiries, some resulting in new members. We are also booking ahead the sponsoring of a *LINN'S* special issue.

At the moment, a Nominating Committee, headed by Mrs. Bert Taylor, is selecting six nominees to replace the three Trustees on our Board who rotate off at the end of this year. If you are approached to be a nominee, remember that this is a unique opportunity to serve at the heart of our Group, where your views and vote will guide us and direct us.

I extend a sincere Welcome to our new members, and remind each that our Journal is for their use. Write the story behind an interesting cover, report your discoveries, your philatelic travels, or ask questions on items that puzzle you. If you travel in the Caribbean, post a few covers with interesting stamps and postmarks to some of your fellow members. No we do not expect covers to EVERYONE; just do what you can within the limitations of time and circumstance,--and Good Hunting!

Gale

OUR SECRETARY REPORTS

New Members:

COLEMAN, REGINALD CHARLES, P.O. Box 2807, St. Thomas. U.S. Virgin Islands 00801

FAIRHEAD, MICHAEL ANTHONY, 139A Bath Road, Hounslow, Middlesex, England.

HOUGHTON, VICTOR, 636 Kindersley Avenue, Mount Royal 16, Quebec, Canada.

PLASS, GILBERT N., P.O. Box 576, Richardson, Texas 75080

READER, PAUL H., P.O. Box 206, Orchard Park, New York 14127

WALKER, BRYAN JOHNSTONE, Apt.206, 65 Keewatin Avenue, Toronto 12, Ontario, Canada.

See previous issue for collecting interests and other data for above members.

New Applicants:

ABRAHAMS, BASIL V. - Home Address: 33 Teddington Park Avenue, Toronto 12, Ontario, Canada. Mailing Address: Same. Occupation: Manager. Philatelic Preferences: Guyana, B.W.I. except Bermuda and Bahamas. Specialties: KG6 and QE varieties-shades-perfs, mint and used. Sponsored by Reg Lant.

BAKER, JOHN WILLIAM - 5 Harrington Close, Quorn, Loughborough, Leicestershire, England. Occupation: Company Director in Textiles. Philatelic Preferences: G.B. and St. Lucia. Specialty: St. Lucia - Postal History and Studies of all issues. Sponsored by Reg Lant.

HEYSER, CLARENCE F. - Home Address (Summer): R.R.1, Box 414, Augusta, Mich. 49012; (Winter): 228 Hibiscus, Apt. 328, Lauderdale-By-The-Sea, Florida 33308. Occupation: Retired (Wholesale Elec. & Hdwe Supply Co.) Specialty: B.W.I. used. Sponsored by Fred Seifert.

STAPP, DOROTHY (MRS. FOESTER) - Box 191A, Coriel Drive, Basking Ridge, N.J. 07920 Occupation: Housewife. Specialties: B.W.I., U.N., U.S.A. Sponsored by Fred Seifert.

STEWART, SAMUEL FREDERICK - 570 N.W. 185th Street, Miami, Florida 33169. Occupation: Salesman. Philatelic Preferences: British Colonies. Specialty: Jamaica. Sponsored by Eddie Adelson.

TAGAS, BRYAN - 6011 34th Avenue N.E., Seattle, Wash. 98115. Occupation: High School Student. Specialties: British America except BNA and Canada, First Day Covers and Literature. Sponsored by Fred Seifert.

New Addresses:

The new Membership List enclosed with this Journal reflects a number of changes and corrections, and it is suggested that you check it before writing to other members. The changes which follow were received after the stencils for the List had been cut. J. Chin Aleong, 10 First Ave., Cascade, Port of Spain, Trinidad, W.I.

Stanley C. Durnin, 5672A Davis Circle, Otis AFB, Mass. 02542.

James M. Hoppe, 3, Meadow Walk, Walton-on-the-Hill, Tadworth, Surrey, England.

Dr. John M. Buckner, Gainesville Mall, 2560 N.W. 13th Street, Gainesville, Fla. 32601.

Please check the new Membership List and advise your Editor of any errors. You will note that some of the information given on previous lists has been deleted, namely, members' occupations and membership in other philatelic groups. This was done to reduce the cost and labor. Comments, pro or con, will be appreciated. On the List Sp. stands for Specialty, and = is used to separate address and collecting interests.

ANTIGUA ADDENDA

by WILLIAM G. CORNELL

The project team for the Antigua monograph has grown to six members—Gale Raymond, Mark Swetland, Stanley Durnin, Norman Brassler, Winton Patnode and myself. More are welcome—let me hear from you! To stimulate further interest, and to give a detailed definition of what we have to do, an outline of the monograph will be found at the end of this column. Contributors who desire to prepare a section, sub-section or sub-sub-section will be welcomed. The outline is a working tool and will be altered as needed to fit the requirements of contributors. Referring to the outline, material to be included under each group of adhesives, fiscals, postal stationery, etc. is (as applicable): artist drawings, essays, color trials, proofs, specimens, printings, quantities, remainders, shades, forgeries, flaws and other varieties, imperforates, sheet structure and markings, watermarks, paper and gum varieties, perforations, first day of issue, S.G. Number, etc. Except for the Victorian issues of the Leeward Islands, which were the only ones used in the period 1890-1903, it is not intended to be as detailed in the sections on the L.I. material. Rather, these should list L.I. material available for use in Antigua, together with material related to such use. The Bibliography section will be laid out chronologically for ease of later additions, and will also be numbered so as to key references to the outline. Calling all Authors!!

I recently found, via the old reliable *Stamp Collecting* magazine, a firm of stamp dealers on Antigua, Holmes & Cribbs, P.O. Box 312, St. John's, Antigua, W.I. They offer a new issue service for Antigua and Montserrat and will also obtain village postmarks. Their motto is forthright—"No Pulled Perfs!"

Although Leeward Islands material, per se, is not the direct province of these notes, early issues used during the period 1890-1903 were the only Antigua stamps allowable. Information on these, including varieties, is given in the monograph, *Die Briefmarken der Leeward-Inseln*, by Hans von Rudolphi and Karl K. Wolter, Heft 32, *Schriftenreihe Neues Handbuch der Briefmarkenkunde*, Frankfurt am Main, 1967. The monograph (in German) can be obtained from Peter C. Rickenback, 14 Rosslyn Hill, London, N.W.3 for 13/- and is the first one since the Adrian Hopkins 1918 monograph (revised 1949).

The sub-post office at Grays Farm reopened on 6 NO 67 and is located in Kentish Village, near Grays Farm, both villages being part of St. John's. The name of the old office was kept, it having been open from ca. 1945 to sometime in the 1950's, with 1953 being the date in my notes, but 1957 being a possibility from one semi-legible cancel in the collection of G.N. Holmes of the stamp firm noted above. (*We have a cover with a clear strike of the Grays Farm postmark, Birmingham Type B1, Index A, dated 31 Aug 1955--Editor.*) The new Grays Farm cancel is of the same type as the new Seatons cancel, having no island name. Both are double-ring of 26½/16 mm dia., 2½ mm high sans-serif letters, a single line-arc centered between rings below the village name, with an asterisk above. (*Birmingham Type B5--Ed.*) The word "GRAY S" has no apostrophe, but the Y and S are spaced apart, possibly for overall symmetry. The Registration rectangle handstamp measures 42 x 17½ mm, has a sans-serif R at left, with GRAYS FARM at upper right and No. below, both in sans-serif capitals.

I recently obtained from Joe Chin Aleong a set of photographs of the present village post offices. Having never visited "my island", I was completely charmed. I learned from G.N. Holmes that the Seatons sub-office was closed for the better part of a year in 1966 and was reopened 2 JA 67 with the new postmark without the island name. The closing was due to delay in finding a replacement for the former

postmistress. Who has the LDK of the old postmark?

Interesting postal history data from G.N. Holmes follow: The Royal Gazette of the Leeward Islands, Dec. 27, 1883 notes that "...Antigua Inland Post...at the following inland post offices:

The Police Station at Parham	The School-Room at Freetown
The School-Room at St. James'	The Police Station at The Grange
The Police Station at Bolans	The Police Station at English Harbour
The School-Room at All Saints	The School-Room at Old Road."
The School-Room at St. Stephen's	

This is followed by a schedule of the weekly pickups. These interesting data show the longevity of postal activity at or near the present locations of the present post offices of Parham, Cedar Grove, Bolans, All-Saints, Seatons, Freetown, ?, Nelson's Dockyard and Old Road--these being listed to correspond with the 1883 list. Just where the Grange was, I should like to know. Any volunteers? In any event I suggest scrutinizing "fiscal cancels" on QV adhesives in search of manuscript cancels for the ca. 1883 inland post.

Mr. Holmes also notes that the Leeward Islands Post Office Guides for January 1932, 1936 and 1939 list the following "Delivery Offices":

1932

St. John's	Cedar Grove	Johnsons Point	Pares
All Saints	Falmouth	Liberta	Parham
Barbuda	Green Bay	Montpelier	St. Johnstons
Bendals	Gunthorpes	Old Road	Seatons
Bolans			

1936

As 1932 with Swetes added and St. Johnstons deleted.

1939

As 1936 with Swetes, Seatons and Falmouth deleted.

The above data, along with the 1928 list called to my attention by Stan Durnin sometime ago, go far towards tying down the late Georgian chronology of village post offices. The 1928 list comes from the Leeward Islands General Government Statutory Rules and Orders, 1928, No. 14, quoted in *Weekly Philatelic Gossip*, 1-4-36, and also reprinted in No. 10, June 1936 of *The Jamaica Philatelist*, as follows:

G.P.O.--St. John's			
B.P.O.--Nil			
S.P.O.'s--All Saints	Bethesda	Freetown	Parham
	Barbuda	Newfield	St. James
	Barnes Hill	English Harbour	Old Road
			St. Stephens.

Note the mention of English Harbour being open in 1928 and not in January 1932. This agrees with the suggestion of V.N.F. Surtees that English Harbour may have closed on 31 December 1931. Does anyone have any further information of the above or any other sort on this area?

OUTLINE FOR ANTIGUA MONOGRAPH

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- 3. Pre-Adhesive Postal History to ca. 1858
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- 3.3 Handstruck Stamps
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Editor's Note:- The Leeward Inseln Neues Handbuch, Vol.32, referred to on Page 46, is also available from the HJMR Co., P.O. Box 2368, Miami Beach, Florida 33140. The price is \$1.75, and this item carries their Stock Number 5338A (4399). One of our members, Larry Resnick, is a partner in HJMR.

Instructions No.38, 1850, referring to Instructions No.24, 1850.

By Command of the Postmaster-General.

NOTICE TO THE PUBLIC,

AND

Instructions to all Postmasters, Sub-Postmasters,
and Letter Receivers.

GENERAL POST OFFICE,
October, 1850

A MAIL for JACMEL (Hayti), will in future be despatched by the West India Mail Packet of the 2nd of each Month, as well as by the Packet of the 17th of the Month.

This additional Mail will be forwarded to Jamaica, from whence it will be conveyed to Jacmel by the Packet returning to St. Thomas.

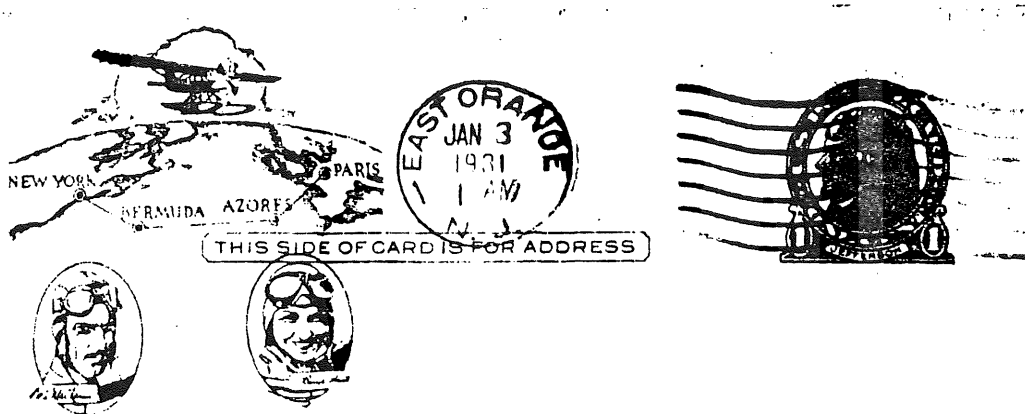
This is the second of three G.P.O. Notices having reference to West Indies mail copied from original prints in the private collection of C. Angus Parker. Again we thank Angus for providing us with copies of these Notices.

HAVE YOU PAID YOUR DUES YET? IF NOT, PLEASE HELP US BY REMITTING TODAY. DON'T FORGET THAT THE NEW RATES ARE U.S. \$4.20, CANADIAN \$4.50 AND 30/- FOR THOSE IN THE STERLING AREAS. OUR SUPPLIERS DEMAND CASH FOR THEIR WORK AND MATERIALS, SO HELP US KEEP FROM ACHIEVING THE DUBIOUS DISTINCTION OF BECOMING AS GALE PUTS IT, "THE BEST PHILATELIC GROUP THAT EVER WENT BROKE!"

First Commercial Atlantic Flight

by JACK ARNELL

Last year I bought a One Cent U.S. Postal Card, which proclaimed in large type on the left hand part of the side of the card bearing the stamp imprint and the address, "First Commercial Trans-Atlantic Airplane Flight." Above this slogan was a small global map of the north Atlantic Ocean showing parts of North America and Europe, surmounted by a single-engine, high-wing monoplane with floats. On the map was drawn a route: New York - Bermuda - Azores - Paris. Between the map and the slogan were two signed pictures of aviators in flying helmets and goggles-W.S. MacLaren and Beryl Hart. The card was postmarked EAST ORANGE, N.J., JAN 3, 1931, 1 AM.



First Commercial Trans-Atlantic Airplane Flight

Norman D. Wetford
 R. ...
 St. Georges ...

On the reverse of this card was a ½d. Bermuda "Ship" stamp with a Hamilton machine cancellation of 8 JAN 31, 8 AM, and a St. Georges handstamp, 8 JAN 31 C over it. There was also a terse message signed by MacLaren which read:

"First stage made---more difficult than expected---a series of unfortunate accidents---next jump our big test---the last stage Azores to Paris will be easy."

Morris Ludington devotes a paragraph to this flight in his *Bermuda*, in which he gives the bare details of the whole incident. Wanting to know more about it, I searched the local papers of the day and pieced together a story that seems worthy of retelling.

The object of the flight was described in a news story datelined New York, Jan 2.

"Mrs. Beryl Hart and Lieut. W.S. MacLaren plan a takeoff tomorrow on the first transatlantic flight attempted with a cargo-laden plane. Their object is to demonstrate that ocean flying can be 'taken out of the stunt class and put on a sound commercial basis,' they announced today

"The flight with 200 pounds of food products aboard will be from New York to Paris by way of Bermuda and the Azores. The specially-built cabin monoplane

'The Tradewind,' equipped with pontoons, will be piloted by Mrs. Hart, New York widow who holds a transport pilot's license, and will be navigated by Lieut. MacLaren, Annapolis graduate and former Navy flyer.

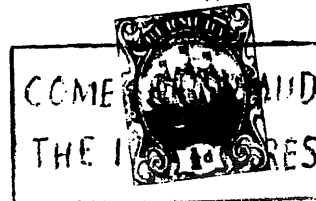
"MacLaren estimated that the elapsed time of the flight would be about 48 hours and the flying time about 44 hours. Hopping off from the North Beach seaplane base at 6 a.m. (E.S.T.) the flyers hope to reach Bermuda at about 2:30 p.m. A mechanic awaits them to overhaul the plane."

The takeoff occurred as planned. The Bellanca monoplane lifted off at 5:50 a.m. on Saturday, January 3rd from the Glen H. Curtis seaport at North Beach, Queens. After circling the port once, it headed out to sea over the tip of Long Island with Lieut. MacLaren at the controls. It was followed by an escort plane with three men aboard, who planned to accompany the 'Tradewind' for several hundred miles. Shortly after takeoff, the sextant, which was the main navigation instrument, was damaged. As a result of this, the flyers were unable to find Bermuda and, after some hours of fruitless search, headed west and reached the mainland close to Norfolk, Virginia, where they landed after flying for sixteen hours.

A replacement sextant was flown to Norfolk from Annapolis by a Navy pilot on Sunday, but the Bermuda flight could not be attempted again on Monday as they hoped, because a deposit of \$400 was required before the sextant could be turned over to them. By the time a guarantor for the money was found, an Atlantic storm forced a further postponement until Wednesday, January 7th. The aircraft took off at 6 a.m. (E.S.T.) on the 7th, and the flyers expected to average 100 miles per hour over the 600 mile distance. To their disappointment, the flight took exactly seven hours, and they landed on Hamilton Harbour in Bermuda at 2 p.m. (1 p.m. E.S.T.)



COMETOBERMUDA
THE ISLES OF REST



Mr. Roessler:

First stage made---more difficult than expected---a series of unfortunate accidents---next jump our big test---the last stage Azores to Paris will be easy.

MacLaren

It had been the original intention to depart for the Azores immediately after refuelling at Bermuda. However, trouble developed in the oil feed line, and they were forced to remain in Bermuda until Saturday, January 10th, for it to be repaired. They left Bermuda just after noon on Saturday on the 2000 mile flight to Horta in the Azores. This flight was expected to take about twenty-one hours. When no word of them was received by Monday morning, January 12th, fears for their safety grew. Violent storms had beset the Azores area throughout the weekend, and the seas were so high that there would have been no chance of survival had they

attempted a forced landing on the open ocean. Rockets were sent up from Horta throughout Sunday evening in the hope that they might act as a possible beacon for the flyers in the conditions of poor visibility.

By Monday, the only real hope lay in the fact that the aircraft left Bermuda with 300 gallons of gasoline, which was enough to keep it airborne for about thirty hours. This would have allowed them to cover about 3000 miles under normal conditions, so that, if they had missed the Azores in the storms and continued eastward, they could have reached either the European or Moroccan coasts. As a result, French, Portuguese and Spanish authorities passed the word along their coastlines to watch for the flyers or their aircraft.

Various reports, including one which confused a rocket fired by a British cruiser during gunnery practice off the Azores with the aircraft falling into the sea, kept hope alive. As each report was proved false, hope gradually faded, and by the following Thursday, January 15th, all remaining search activity appears to have been stopped.

A footnote to the story is to be found in a small newspaper clipping which accompanied the post card when I received it. This read:

"January 31, latitude 41°46', longitude 31°04', passed gray-colored wreckage resembling a section of an airplane wing. -Steamer Youngstown. (Report by radio.)"

This position is about 150 miles northwest of the Azores, so perhaps they reached their destination, but could not find the Island of Fayal in the storm and finally were forced to attempt to land on the stormy ocean with the inevitable result.

ROUTING OF MAIL IN JAMAICA----by FRED F. SEIFERT

During our visit to Jamaica last November, we learned from Acting Postmaster General Winston G. Brown that all of the T.P.O.'s had been discontinued as a matter of economy and efficiency. Desiring more specific information, we wrote to Mr. Brown in January, and here is his reply:

".....The last day on which the T.P.O.'s operated was the 14th May, 1966. At present we have seven major mails routes operating out of the General Post Office, Kingston, and feeder services move out of the offices on these trunk routes.

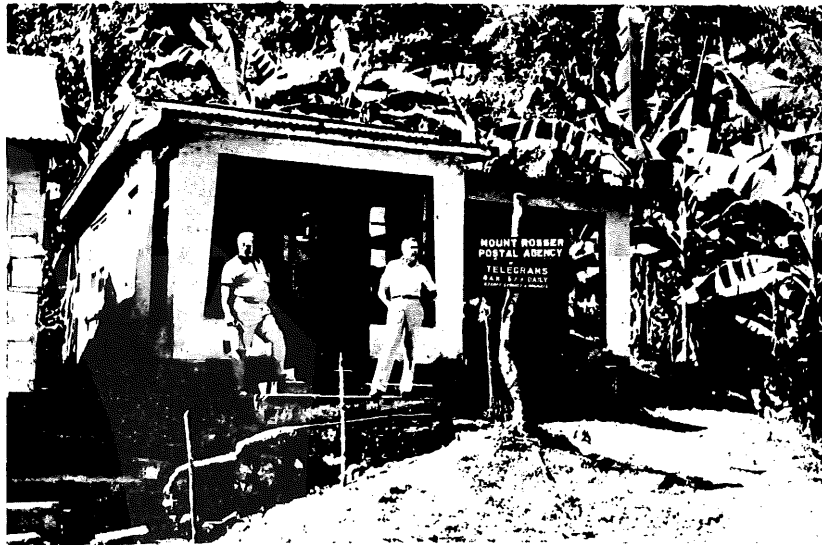
"The offices on the feeder services exchange mails with the trunk offices and these offices in turn exchange mails with Kingston. There are no other intermediary services. Mails are posted at all offices and agencies and bear the postmark of the office or agency of mailing.

"We wish for the British Caribbean Philatelic Study Group all the success it deserves."

From Mr. Brown's explanation, it appears that unless sender and addressee are served by offices using a common trunk route, their correspondence goes via the G.P.O.

The BUM Visits Jamaica

In the last issue, Editor Seifert gave the Majority and Formal report. Here is a Minority report. First, the hospitality of Ronnie and Avery Wong was more than can be expressed by a mere 'thank you.' He took almost a week off from work to meet us at the airport and chauffeur us all over the Island; and then to top it off, drive most everyone back to the airport on our departure. Now as to his driving in Jamaica traffic, you just gotta ride with him to see what I mean! This guy is dynamite, and on our second day he justly earned the nickname the gang bestowed on him, "The Kamikaze Kid." He'll never be out of work as he can always get a job driving a taxi in Yokohama. But I got even with him a week after my return to the States! He and Avery visited us, and I took them for an airboat ride in the Everglades. I'll teach him that Kingston's traffic isn't the only place you can't leave your elbow out the window while driving. If you ever go through eight foot high sawgrass at 50 miles an hour in two inches of water, you'll get the idea!



THE BUM AND JOHNNY GAVELEK SURVEY THE WORLD FROM THE MOUNT ROSSER PA STEPS.

A word about the Green Gables Hotel where we stayed in Kingston. It wasn't exactly a new hotel, and yet it wasn't a really old one. On the bathroom wall was a still readable message, "Tomorrow we take Port Royal--Signed Henry Morgan." Our first room was off the dining room, I mean RIGHT off! When I opened the door, I didn't have to walk two steps to a table, I just sat down at one. But the breakfast was wonderful. Best pancakes I ever ate anywhere. Made up for all the other things.

After the BCPSG session broke up, we went to Port Antonio to do some fishing, but an extended Norther with 12 foot waves kept the boats in port, so had to forego my chance for a Marlin. Nevertheless, I did manage to go hunting. On a rainy night at 6,000 feet, I bagged quite a large mongoose that weighed in at 482 lbs. At daylight I found its mate at the top of a coconut palm, and here I really surpassed all the previous efforts. I climbed up 80 feet and at top captured it alive with only a butterfly net. It can now be seen at the Zoo in Hope Gardens.

I want to end this by saying that in November 1969 the annual BCPSG Meeting will again be held in Miami. This will be held at FLOREX 69, with the Confederate Alliance also participating, so make your plans now to attend. I personally will guarantee you the best time you ever had. If you are dissatisfied, I'll take you for an airboat ride in the dark!

The newest beverage in Jamaica is called RUMONA. This is a liqueur made from a base of fine aged rums, and it's superb. (Aside to Graham Hoey--it's better than Drambuie,) unquote. If you care to argue the matter personally, come on over to Miami when FLOREX and the BCPSG meet in '69.

WATERMARKS

by REUBEN A. RAMKISSOON, M.D.

The serious collector of postage stamps sooner or later must come to grips with the problem of watermarks. In fact, there is no escape to this challenge for the collectors of many early United States issues, not to mention Great Britain and most of the countries of the British Commonwealth, past and present.

Watermarks are placed on paper by the manufacturers for their own trade reasons, as part of their contracts with their customers, or for security purposes. These marks can be visualized on sheets of stationery by carefully looking at the paper, or may be easily seen by holding the sheets up to the light.

Since paper is manufactured in continuous rolls, the watermarks may be aligned with or across the roll. When the paper is cut up into sheets, the alignment of the watermarks may vary, but, in any event, they are described in relation to their position as they emerge from the paper manufacturing machine. The top or face of the paper is intended to be used for printing, and the watermark is always readable from this side.

When a stamp is printed, it is normal to expect that the watermark would be oriented to the format of the stamp. That is to say, the position of the top of the watermark would be located in a similar position on the stamp. Obviously, to achieve this end, planning of the size of the sheet in relation to the number, size and arrangement of the stamps must be made. This would enable manufacturing and cutting of the rolls of paper into sheets in a manner that would assure the watermark appearing in the normal way on the finished stamp. Such planning is necessary to eliminate waste of paper and thereby conserve on the cost of production. In some cases where great quantities of stamps are required, they are printed from a continuous roll of paper rather than from sheets. An example of this is the current definitives of Great Britain.

It becomes apparent that a normal watermark is one which is vertically aligned with the stamp, and one which can be read through the *face* of the stamp. Since watermarks are not readily readable from the face of the stamp, by common collectors' practice, and probably by catalog precedent, watermarks are read from the back of the stamp. In this way, a mirror image of the watermark is seen, and this mirror image is considered the normal watermark. It should be mentioned in passing, that some catalogs, unfortunately, make no comment on how the watermark reading is done, there being no distinction of readings from the face or back of the stamp. Some of their explanations are quite misleading, or at best confusing.

There are several possible watermark variations from the normal that can occur. These are classified as follows:

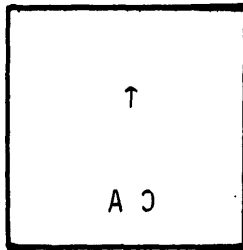
A. Normal Watermarks

1. Upright
2. Sideways

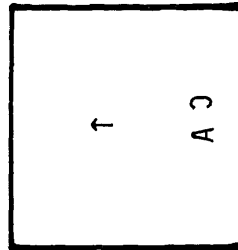
B. Variations from Normal

1. Inverted
2. Reversed
3. Inverted and Reversed

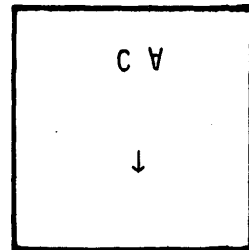
Illustrations of these watermarks are given in Figures 1 through 6, below. In each case, the watermark is shown as it appears from the back of the stamp and with the design of the stamp upright.



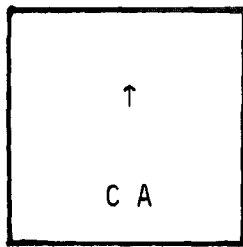
NORMAL
(UPRIGHT)
Fig. 1



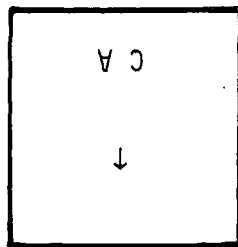
NORMAL
(SIDEWAYS)
Fig. 2



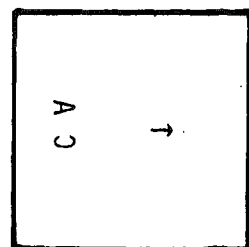
INVERTED
Fig. 3



REVERSED
Fig. 4



INVERTED &
REVERSED
Fig. 5



INVERTED
(SIDEWAYS)
Fig. 6

The head of the arrow represents the top of the Crown.

Not illustrated are the other two possibilities, REVERSED SIDEWAYS, which would appear as *Fig. 2* with the letters reading CA, and INVERTED & REVERSED SIDEWAYS, which would appear as *Fig. 6* with the letters reading CA.

Before discussing how an abnormal (variation) watermark can occur, it is necessary to discuss the normal, and to use the process of obtaining the normal watermark as a point of reference.

1. When a sheet of paper is fed into the press with the top of the sheet directed to the top of the printing plate, and with the printing surface of the paper toward the printing plate, the watermark will be NORMAL (UPRIGHT) with respect to the printed stamp. *Fig. 1.*

2. If a sheet of paper is fed into the press so that the sheet is rotated 90°, but still maintains the printing surface toward the printing plate, the watermark will appear SIDEWAYS with respect to the printed stamp. In order for this rotation to occur, the sheet must be symmetrical in size. This condition could also obtain if the sheets were purposely rotated before printing for purposes of economy, such as in a circumstance where there is utilization of paper originally designated for another stamp format.

It should also be remembered that since rotation of the sheets can occur in either a clockwise or counter-clockwise direction, but still with the printing surface against the printing plate, two positions of sideways watermarks are possible, the NORMAL (SIDEWAYS) and INVERTED (SIDEWAYS). If the printing surface is away from the printing plate, two additional variations, REVERSED (SIDEWAYS) and INVERTED & REVERSED (SIDEWAYS) would result.

Because of the four possibilities of watermark variation that can occur in the sideways position, a problem arises as to which watermark is normal and which is inverted. There is no easy answer to this question. It must be answered on the basis of what position constitutes the majority of the issue. This position would then be regarded as the normal, and other positions would be designated in accordance with their variation from this normal. This situation is illustrated by Antigua #200 E (Gibbons' Elizabethan 1968 Catalogue) in the "Associated Statehood" issue, 15-cent value, where the normal watermark shows the Crown to the left of the CA, while in the variation the Crown appears to the right (viewed from the back of the stamp in both cases.) Thus the "Crown to the left," *Fig. 2*, is designated NORMAL (SIDEWAYS) and the "Crown to the right" as *Fig. 6* becomes the INVERTED (SIDEWAYS.)

3. If a sheet of paper is fed into the press with the printing surface toward the printing plate, but with the bottom of the sheet at the top, the watermark will be INVERTED, *Fig. 3*, with respect to the printed stamp.

4. If a sheet of paper is fed into the press with the printing surface away from the printing plate, but with the top of the sheet directed to the top of the plate, the watermark will be REVERSED, *Fig. 4*, with respect to the printed stamp.

5. When a sheet of paper is fed into the press with the bottom of the sheet at the top, and with the printing surface away from the printing plate, (a combination of situations 3 and 4, above,) the resulting watermark will be both INVERTED & REVERSED as *Fig. 5*.

While on the subject of inverted and reversed watermarks, it should be pointed out that the standard (non-specialty) catalogues do not usually list stamps separately that show both inverted and reversed watermarks. The fact of their occurrence is something that cannot be denied, and to the "purist" they must be regarded as distinct entities. But I am afraid that even the authorities employ these terms interchangeably, and such stamps may continue to be listed simply as inverted watermarks.

THE CHRONOLOGICAL POSTMARK HISTORY
OF THE POST TOWNS OF JAMAICA
(Continued.)
BY ROBERT TOPAZ

PADMORE St. Andrew Opened 14 October, 1952

1. TRD Type 37 violet ink 20 OC 52 18 SP 54
Date Stamped Separately.

2. B 3 2 SP 54 25 FE 64

Forwarding Office: Red Hills & Halfway Tree

PAISLEY St. James Opened 6 March, 1964

1. TRD Type 37 violet ink 12 MY 64 16 DE 64

2. MSR * 17 AP 65 30 MR 67

Forwarding Office: Montego Bay

PALISADOES St. Andrew Opened 30 June, 1950
Located at the airport outside of Kingston, this office was badly damaged by a severe storm shortly after opening. It was closed and did not reopen until 14 Sept., 1950.

1. TRD Type 50 violet ink 30 JU 50 29 SP 50

2. TRD Type 36 violet ink 20 OC 50 8 JU 51

3. B 4 * 2 JU 51 10 NO 67

4. Skeleton TSD * 24 SP 57 3 NO 62
Copies of mark #4 exist with an inverted "J" 21 MY ??

PALMERS CROSS Clarendon Opened 3 May, 1954

1. TRD Type 37 violet ink 8 MY 54 18 MY 54

2. MSR (Issued 1 June, 1954) * 31 AU 54 10 JU 67
Noted in blue ink.

Forwarding Office: Maypen

PAPINE St. Andrew Opened 20 November, 1967

1. TRD Type 37 violet ink 25 NO 67 3 JA 68

Forwarding Office: Liguanea

PARKERS BAY Westmoreland Opened about 1809

1. T 2 (Foster T 3) Not recorded as yet

PAROTTEE St. Elizabeth Opened 24 November 1954

1. TRD Type 37b violet ink 30 NO 54 28 SP 55

2. MSR (Issued 7 OC 55) * violet ink 9 JA 56 12 AU 56
* black ink 4 AP 56 23 NO 67

Forwarding Office: Black River

PAUL MOUNTAIN St. Catherine Opened October, 1947

1. TRD Type 37 was made but never postally used. Trial strikes exist dated 15 OC 47, but no postally used strikes have been noted.

2. B 1 (Issued OC 47) w/o * 26 NO 48
* 7 AP 51 31 MR 67

Forwarding Office: Guanaboa Vale

PEAR TREE GROVE St. Catherine Opened before 1833

1. T 3 (Foster T 4) Sent out 7 FE 33 55 x 4 mm AP 39

2. P 2 (Sent out 1 AP 39) 18 MR 40 20 MY 42

PEARTREE RIVER St. Thomas Opened 30 October, 1964

1. TRD Type 37 violet ink 9 NO 64 14 DE 67

Forwarding Office: Port Morant

PECKHAM Clarendon Opened 14 June, 1962

1. TRD Type 37a A favor strike in black ink of this mark was made by the postmistress around 1 FE 67, but the date of the mark was 12 SP 63. Possibly this was the latest date of regular use. No postally used marks noted.

2. MSR no * 20 AU 65 1 FE 67

PEDRO St. Ann Opened in Feb. 1875

1. A81 Oblit. Type K 17 DE 89 7 MR 92

2. S.R. (Issued in 1875) 17 DE 89 22 SP 39

3. B 1 (Issued 15-17 FE 40) 9 JY 45 10 JA 61

Closed about 1961?? Still carried on P.O. Lists in 1963 and 1964.

Forwarding Office: Claremont

PEDRO PLAINS St. Elizabeth Opened 20 March, 1903

1. TRD Type 12 violet ink 1 AP 03 AP 04
Also noted without terminal "S" in name--not dated or seen as a whole strike.

2. D.R. 28½ mm 2½ mm letters dots 5 DE 04 4 AU 39

Renamed Treasure Beach about 1940-41

PEGGY BARRY Westmoreland Opened 22 July, 1966

1. TRD Type 37 violet ink 30 JY 66 16 DE 67

Forwarding Office: Grange Hill

<u>PEMBROKE HALL</u>	St. Mary	Opened 25 August, 1925
1. TRD Type 22	violet ink	6 NO 25 8 OC 26
2. D.R. 28 mm		21 MR 28 10 OC 38
3. B 1 (Issued 18 JY 39) *		31 JY 39 4 JU 56
4. MSR (Issued 13 AU 56) *		20 NO 56 30 JC 67

<u>PENLYNE CASTLE</u>	St. Thomas	Opened 10 December, 1956
1. TRD Type 37 b	violet ink	21 DE 56 16 NO 57
2. MSR	*	23 OC 58 23 AU 67

Forwarding Office: Mavis Bank

<u>PENNANTS</u>	Clarendon	Opened 20 January, 1956
1. TRD Type 37 b	violet ink	27 JA 56 7 AU 56
2. MSR (Issued 13 AU 56) *		1 DE 56 12 JU 67

Forwarding Office: Chapelton

<u>PENWOOD</u>	St. Andrew	Opened 2 August, 1966
1. TRD Type 37	violet ink	10 AU 66 11 JA 68

Forwarding Office: Hagley Park

<u>PEPPER</u>	St. Elizabeth	Opened 11 June, 1897
1. TRD Type 8	black ink	JY 97 OC 97
2. D.R. 27½ mm	dots	12 OC 98 25 OC 39
3. B 1 (Issued 15-17 FE 40)		28 OC 40 29 MR 57
4. MSR	*	1 AP 59 3 NO 67

Forwarding Office: Mandeville

<u>PERTH TOWN</u>	Trelawney	Opened 26 November, 1945
1. TRD Type 37	violet ink	26 NO 45 28 DE 46
2. B 1 (Issued 30 DE 46)	* violet ink	21 MY 51
	* black ink	16 JU 53 31 MR 66

Forwarding Office: Falmouth

BALPEX 1968

Mark Cassidy calls our attention to BALPEX 1968, a philatelic exhibition that is sponsored by the Baltimore Philatelic Society at the Emerson Hotel located in downtown Baltimore, Maryland. Dates are 4-6 October 1968.

Societies participating will include the American Philatelic Congress, the Essay Proof Society and the Confederate Stamp Alliance.

Mark would like to see the B.W.I. well represented in the exhibits. To this end, he has offered to present a trophy for the best B.W.I. display provided that a minimum of 25 frames from at least 5 exhibitors are entered.

Frames will accommodate 16 pages, and the entry fee is \$5.00 per frame. Mark will gladly provide additional details.

REPUBLIC OF BELIZE---

Our query regarding the Republic of Belize on Page 25 of the February Journal has provided the following response from our new member, Bryan Tagas:

"I noticed your comment on the Independent Republic of Belize, and thought I'd just make a comment on it, although I am sure you will receive some more informative reports from some of your more informed members. According to the Crown Agents sometime last year, British Honduras is scheduled for Independence to be known as the Republic of Belize, sometime after 1968. As I understood it, however, the British government was debating on the date. I am sure that no independence could take place before 1969, as the Crown Agents are extended as official philatelic agents to the British Honduras through 1968, and several issues are planned in 1968 for British Honduras. My last letter from the postmaster there made no mention of any change."

Makes us wonder if the writer for TRAVEL magazine who told of his visit to the Republic of Belize has developed that favorite of science fiction writers, the Time Travel Machine. However, we suspect it is more likely that his journey was performed in the comfort of his home with the aid of a travel book and a very strong imagination.

ANOTHER "DAMAGED BY SEA WATER" COVER REPORTED---

The third report of a September 1967 B.C.P. Journal having survived the fire in a hold of the "American Charger" comes to us from C. Angus Parker of London. He advises that his copy arrived on Friday, 15th September. In addition to the data on this incident reported on Page 20 of the February Journal, he states that the fire was in the Number 6 Hold of the ship, and that further mail is known to have been delivered on Monday, 18th September.

Angus expressed his pleasure at receiving this modern postal history cover by a very generous donation to the BCPSG treasury.

We would appreciate additional reports from our members in the U.K. as to how the September Journal arrived, for we wonder if all copies underwent this ordeal of a sea water bath. We will gladly replace any damaged copies as we have a fair supply of that issue on hand.

British Guiana Forgeries-III

BY WINTON PATNODE & FRED F. SEIFERT

The forgery which we illustrate here is a somewhat crude attempt to copy the 24¢ adhesive of the British Guiana 1863-75 issues. In Earée's *ALBUM WEEDS*, the author describes a copy of this forgery under the paragraph heading "First Forgery." It is a favored cliché of those describing forgeries such as this to say that they should fool no one, but the fact remains that they keep showing up in dealers' offerings and even in club circuits. While we have only seen the 24¢ version of this forgery, doubtless it also exists in the 6¢ and 48¢ denominations since the forger would only have to change the value tablet and color of ink to produce these additional items.



FORGERY



GENUINE

Comparison of the two photographs shows that in addition to his crude workmanship the forger made a number of errors which serve to identify this particular forgery. He made a 'J' of the last 'I' in VICISSIM, a fact that led Earée to conclude that the forgery was of German origin. He also neglected to show the top of the left-hand mast and placed some of the shrouds to the front of sails where in the genuine stamp they pass to the rear. Another clue is found in the dots appearing above various letters of the motto in the original. Thus the original dot over the first 'U' of PETIMUSQUE becomes a blob over the 'M' in the forgery, and other dots are misplaced or completely omitted. The forger also resorted to postmarks that are not known to have been used on British Guiana stamps. That on the illustrated forgery is a series of bars in the shape of an oblique parallelogram. He also used a single circle town date stamp with the "town name" ending CTWL! The forgeries are pin perf 13, although several sides of each example we have seen have been cut

with a scissors or knife and show no perfs. The ink of the forgery is a bit lighter shade of green than that of the original, but were it not for its other faults, the forgery might pass as a printing shade or faded copy.

Jumping back to the RETIMUSOUE forgery described in the February Journal, we have now acquired a copy of the 4 cent of that forgery, so can confirm its existence.

The Gray Correspondence

by WINTON PATNODE

This is a continuation of the article on Page 8 of the February Journal. It describes the rates of postage on letters from Jamaica to England 1809-1819. The manuscript rating marks on these letters are generally uniform, but I cannot explain a few deviations, and welcome comment from students of this period.

Postage was paid in two parts. The inland Jamaica postage from Montego Bay (3 from Savanna-la-Mar) to Kingston was prepaid. That from Kingston to Stratton House, near Old Down, Somersetshire, was collected on delivery, and included the Kingston to Falmouth packet postage plus the English inland postage.

The prepaid Jamaica rate is clearly legible on 35 letters. With but two exceptions it is 2/6. One exception, May 21, 1811, is rated 1/3, half the normal rate. The letters are usually written on large 10" x 16" sheets, folded to make four pages, and weigh about 1/4 ounce. This exception rated 1/3 is on the same size paper, but a brief letter covered only one page. Could it have gone for half the rate of a three page letter? The other exception was rated 5/-, double the normal rate, but it included a Bill of Lading, probably accounting for the double rate.

Of the postage collected in England, 31 rates are clearly legible. Between 1809 and 1812, the rates are either 1/10 or 1/11. On one letter, Sept. 6, 1810, the 1/10 rate is crossed out and 1/11 added. The West Indian packet postage at that time was 1/1. Then the difference between 1/1 and 1/10 or 1/11, 9 or 10 pence, represents the English inland postage. The packet rate was raised to 1/3 after 1812, and the rates on the letters show this increase, being either 2/- or 2/1. The inland English postage still shows the two rates, either 9 or 10 pence, and scattered at random throughout the period. Question: Why two inland English rates?

Stratton House, the residence of Gray, Senior, was located less than a mile from Old Down, a Post Town some twelve miles from Bath on the Bath, Exeter, Falmouth Mail Coach Route. It seems reasonable to assume that mail received at Falmouth would be sent directly to Old Down. Then why the occasional extra penny? Who knows?

There's more. Three of the overseas ratings after 1812 are double, 4/-, 4/2, 4/2. One of these double rates is on the letter with the 5/- Jamaica double rate on account of the enclosure. The other two double rates are on letters bearing the normal 2/6 inland Jamaica rate. This appears to be a difference of opinion between the postal people in Jamaica and England. It does not appear often enough to be significant. (See bottom of Page 74 for additional information.)

PAID YOUR DUES YET? IF NOT, GET ON THE BALL, BUB. THE PRINTER SAYS MY I.O.U. IS STRICTLY FOR THE BIRDS!

A Quick Look at Trinidad, W.I.

by FRED F. SEIFERT

At the conclusion of the Jamaica B.C.P.S.G. Meeting last November, Gladys and I spent an additional two weeks in the Caribbean Area. With the aid of Ronnie Wong's airport limousine service, we arrived at Palisadoes Airport shortly before noon on Sunday, 26th November, where we boarded a BWIA plane and were soon airborne. The first leg of the flight took us in an easterly direction and gave us a good view of the Jamaica coast to the east of Kingston.

There was a 30 minute stop at San Juan, Puerto Rico, but as intransit passengers we were not allowed to leave the aircraft. We were somewhat surprised at this, for most countries take advantage of even so short a pause to try and sell the traveller imports and local products in their "Free Port" shops. Thus our feet never touched the soil of Puerto Rico, and the Island made no profit on our having passed through.

Stops were also made at Antigua and Barbados, and in both cases we were invited to debark. Since we would be returning by the same route, we were content to merely look at the items offered by the airport shops. In Barbados one of the shops had a display of First Day Covers of recent Barbados issues as well as packets of used Barbados stamps in their show window. However, it was Sunday evening and they were closed, so we had no opportunity to investigate.

By the time we left Barbados the Sun had set, and the flight to Trinidad was made in the twilight. Soon the lights of Port of Spain came into view, and we landed at Piarco Airport just as a rain shower ended. Since this was our destination, we entered the terminal and lined up to obtain our entry clearance. There was a bit of delay in unloading the luggage. The terminal has a modern luggage conveyor system, but, like so many mechanical things in the tropics, it was out of commission. Our bags finally arrived via the less exotic but more reliable luggage carts. After we had answered a few questions for a courteous customs official, we were cleared without a luggage inspection. (The same condition prevailed at all of our stops on this journey--even the U.S. Customs on our return requiring no bags to be opened--the first time we have made an entire trip without at least one spot check!)

At the terminal exit we were met by Mr. & Mrs. René Leotaud. They had been informed of our visit by Harold Box, and since Harold was unable to meet us they had offered to perform that service. The drive into Port of Spain took the better part of an hour, and while we could not see much in the darkness, the Leotauds identified such places and buildings as were visible along the route. After a stop at their home for a glass of cheer, they drove us to the Queen's Park Hotel where we were to stay.

Mrs. Leotaud had informed Gladys that there was an antique shop in Port of Spain, and after breakfast on Monday we hired a taxi to take us there. Our driver, a Mr. Ali, had been recommended by Harold Box who had been employing his services for a number of years. At the McLeod Antique Shop, Gladys was unable to find any of her favorite Royal Vienna porcelain, but I was more fortunate. My prize was a small brass postal scales which I purchased after a bit of negotiation with Mr. McLeod. On one of the pans is engraved "INLAND POSTAL RATES FOR LETTERS 1d For First 4 Ounces & 1/2d For Every Additional 2 Ounces." Since this was the U.K. Inland Rate between 1897 and 1915, this balance must be well over 50 years old.

On Monday afternoon we visited and had tea with Harold and Bunny Box at their home. It was a treat to look over Harold's comprehensive collection of Venezuela. Even though this is an unfamiliar area for us, it was readily apparent that study and

much effort were involved in the assembly of this collection. It was also of interest to see the workroom of a fellow editor, for Harold has edited and produced the Bi-monthly Bulletin of the Trinidad Philatelic Society in addition to serving as Hon. Secretary of the T.P.S. for over eight years.

Monday evening was spent at the Leotaud residence looking over René's superb collection of Trinidad postmarks. We were especially fascinated by the GULF STEAMER and T.P.O. ARIMA SECTION marks which we knew existed but had never seen previously. At René's home we also met George B. Thompson, President of the T.P.S. When René offered to let us have some of his duplicate postmarks, we quickly whipped out a want list that we just happened to have with us, and were delighted to fill quite a few gaps.

The following day was utilized by having Ali drive us around the Island. Leaving Port of Spain, we first headed south towards San Fernando, Trinidad's second largest city. Enroute we recognized many town names, familiar to us from their postmarks in our collection, such as Chaguanas, St. Mary's, Couva, California and Pointe à Pierre. In San Fernando we saw a small red Post Office Van parked



P.O. VAN AT SAN FERNANDO

at the rear of the Post Office and could not resist stopping to take a photograph of it. We also photographed the front of the P.O., but because of the narrow street, we could only get a small portion of the building in the picture. Then we entered the Post Office where we purchased some stamps and air letter sheets and posted a few covers.

Leaving San Fernando, we headed to the east through Princes Town and Tableland, stopping briefly in the latter town to photograph its Post Office. Since it was the lunch hour, the P.O. was closed, and we continued

on our way. The next stop was at Rio Claro, about eight miles to the east. As we arrived there, it was raining hard, but it soon stopped, allowing me to get a photo of the Post Office and to enter the building to buy stamps and post cards and covers.

It having been quite some time since breakfast, by the time we had covered another 14 miles and reached Mayaro, we decided it was time to take a break in our travels and have some lunch. A hotel on the beach was able to provide the required service, and fortified with fish dinners and a few bottles of the local brew we photographed the Mayaro Post Office and were again on our way. Our route from here was north, following the east coast through Nariva Swamp. This is a beautiful drive with a succession of views of the Atlantic Ocean seen through coconut palms, and with few signs of man to spoil the natural beauty.

At Manzanilla Bay, the road angled away from the shore, and in 3 or 4 miles we saw the Manzanilla Post Office. Children were on their way home from a nearby school and many were stopping at the Post Office to pick up the mail for their families. In front of the Post Office was a large and venerable post box which seemed to be worthy of a picture. We can attest that it still serves its assigned purpose as

some covers that we deposited in it were safely delivered to the addressees. In the humid tropical climate of Trinidad, a concrete box does make sense, for it does not require the frequent repainting which is necessary with metal ones.



RIO CLARO P.O.
TRINIDAD



MAYARO P.O.
TRINIDAD



CONCRETE POST BOX
MANZANILLA P.O.

Sangre Grande was the next habitation of any consequence. With its population of several thousand, we expected that it would have a fair sized Post Office, and we were not disappointed. Fortunately the building is on a corner with moderately wide streets, so there was no problem getting a photograph of the whole building.



SANGRE GRANDE POST OFFICE

We posted a few covers in the letter drop just to the right of the door.

Sangre Grande is a market town and is the eastern terminus of the Trinidad Government Railway.

About a mile further we reached Guaico. Its Post Office was well identified by a large sign over the door. After photographing it, we dropped some covers in a cast iron letter box mounted on a fence in front of the P.O.

Another six miles and we were in Valencia where the Post Office shares space in a small store. Again a photograph was taken and covers were posted. We had in

mind sending a registered cover from here to assure a good postmark, but although the store was still open, it was after hours as far as the Post Office end of this dual operation was concerned.

We made no effort to stop in Arima, the third largest city of Trinidad, for the traffic was quite heavy and the main street was closed with road construction. The remainder of our drive back to Port of Spain involved passing through a heavily populated area with one town adjoining the next. Some of these were D'Abadie, Arouca, Tacarigua, Tunapuna, St. Joseph and San Juan. The only stop was at Curepe to photograph the Post Office which is housed in one of the few P.O. buildings not made of wood. Actually, of all the Post Offices we saw on our circle tour of Trinidad, only the G.P.O. and San Fernando in addition to Curepe were not of wood construction, although there are probably others that we did not get to see.



GUAICO POST OFFICE

The San Juan Post Office proclaims its name and official function in letters at least two feet tall across the two story structure in which it is housed. It is

located at a busy intersection, and the best we could do was to try a photo from the car. The experiment was only a partial success with the photograph somewhat fuzzy.



CUREPE POST OFFICE

We completed our tour by returning to Port of Spain via the high road, Lady Young Road. From it we had a marvelous view of Port of Spain with the Sun setting over the Gulf of Paria.

Since no visit to Trinidad is complete without an East Indian dinner, we made it a point to visit a restaurant specializing in that kind of food. In addition to the rice, curry and condiments that we had expected, we were served a number of other Indian dishes, but the only names we can recall are mulligatawny and roti. We were amused at the concern of the waitress that the food might be too hot for our taste. Little did she know that she was serving two *aficionados de la cocina mexicana* with palates well conditioned by frequent contact with fiery chili peppers!

On Wednesday morning our quick look at Trinidad came to an end as we road out to Piarco to board a flight for Guyana, the next stop on our itinerary. As we departed our main regret was that time had not permitted us to meet with our other Trinidad members. We hope to report on our stay in Guyana in the June issue of this Journal. Be sure that your 1968 dues are paid so you don't miss out on this next installment!

New Issues

Since this column was omitted from the February Journal, we will try to catch up by including some of the late 1967 releases which were not previously mentioned by us. Our thanks to Bryan Tagas and Al Johnson for sending us recent issues of the Crown Agents Stamp Bulletin from which some of this information was extracted.

ANGUILLA

27 Nov 67 Definitives--1, 5, 10, 25 & 40 cents. Other values to follow.

ANTIGUA

14 Dec 67 300th Anniversary of the Re-settlement of Barbuda--4 & 25 cents in common design and 6 & 35 cents in common design.

ANTIGUA (cont.)

- 29 Mar 68 Dedication of N.A.S.A. Apollo Project Tracking Station.
- Jul 68 Tourist issue

BAHAMAS

(See notes on forthcoming issues in "BAHAMAS BITS" in this issue.)

BARBADOS

- 16 Oct 67 Centenary of the Harbour Police, 4, 25, 35 & 50 cents.
- 4 Dec 67 3 cents definitive corrected to read HIPPOCAMPUS.
- 4 Dec 67 1st Anniversary of Independence, 4, 25, 35 & 50 cents.
- 68 20th Anniversary of the Economic Commission for Latin America (ECLA).
- 68 International Human Rights Year
- Mar 68 World Meteorological Day.
- Apr 68 Golden Jubilee of Girl Guiding in Barbados.
- 69 New definitives.

BERMUDA

- 1 Feb 68 International Human Rights Year, 3d, 1/-, 1/6 and 2/6.
- Mid 68 New Constitution.
- 24 Sep 68 Olympic Games.
- 68 50th Anniversary of Girl Guides.
- 2 Jan 69 New definitives.

BRITISH HONDURAS

- 4 Dec 67 International Tourist Year, 5, 10, 22 & 25 cents.
- 1 Mar 68 20th Anniversary of ECLA.
- 1 Jun 68 International Human Rights Year (Provisional).
- Sep 68 New definitives (Provisional).

BRITISH VIRGIN ISLANDS

- 2 Jan 68 Game Fishing, 2, 10, 25 & 40 cents.
- 68 National Development.
- Aug 68 Carnival (Provisional).

CAYMAN ISLANDS

- 1 Dec 67 International Tourist Year, 4d, 6d, 1/- & 1/9.
- 68 International Human Rights Year.
- 1 Oct 68 Olympic Games.

DOMINICA

- 2 Nov 67 National Day, 5, 10, 15 & 24 cents.
- Feb 68 Boy Scout Issue, 1, 2, 3, 35 & 50 cents and \$1.
Note: On 20 Dec 67, Dominica abandoned the Crown Agents in favor of Manfred Lehmann. According to a clipping from the DOMINICA BULLETIN of 31 Dec 67 which Eric Heyer kindly sent to us, the Communications and Works Minister of Dominica, R.O.P. Armour expects an annual increase in postal revenue of \$250,000 through this contract with Lehmann. Plans for 1968 include a Statehood overprint of the entire definitive set, a Human Rights issue, an International Tourist Year issue and a Christmas issue. Need we say more?

GUYANA

- 1967-68 Local Overprints of British Guyana definitives. See details elsewhere in this issue
- 6 Nov 67 Christmas 1967, 5 & 25 cents.
- 8 Jan 68 Visit of the M.C.C. to the West Indies. Miniature sheet with three each 5, 6 & 25 cents stamps and with ornamental borders.

GUYANA (cont.)

- 22 Jan 68 Reprint of Christmas 1967 stamps in new colors, 5 & 25 cents.
- 19 Feb 68 Guyana Week Festivities, 5 & 25 cents.
- 4 Mar 68 New definitives.
- 68 Opening of new Airport Terminal Building at Atkinson Field.

JAMAICA

- 28 Nov 67 Centenary of the Constabulary Force, 3d, 1/- & 1/6.
- 7 Feb 68 Visit of the M.C.C. to the West Indies. Same as Guyana's miniature sheet, but all stamps are 6d.
- 68 International Human Rights Year.
- 69 50th Anniversary of the International Labour Organisation.

MONTserrat

- 29 Dec 67 International Tourist Year, 5, 10, 15, 16 & 24 cents.
- 68 International Human Rights Year.
- 68 Development Projects.
- 68 Christmas 1968.
- 68 Olympic Games.
- 68 Overprinting of complete definitive set.

ST. KITTS

- 1 Dec 67 West Indian 1967 Methodist Conference, 3, 25 & 40 cents.
- 68 Fish.
- 68 International Human Rights Year.
- 68 Christmas 1968.
- 69 New definitives.

ST. LUCIA

- 68 New definitives.

ST. VINCENT

- 1 Dec 67 Attainment of Autonomy by the Methodist Church, 2, 8, 25 & 35 cents.
- 68 Statehood.
- 68 International Human Rights Year.
- 68 New definitives.

TRINIDAD & TOBAGO

- 15 Feb 68 Carnival 1968 issue, 5, 10, 15, 25, 35 & 60 cents.
Since becoming a Lehmann satellite last September, T & T has been very uncommunicative regarding its new issue plans. On taking over, Lehmann indicated that the following were inactive preparation: International Tourist Year, 20th Anniversary of W.H.O., International Human Rights Year, Cricket Test Matches or Olympic Games and a new definitive set.

The BRITISH WEST INDIES STUDY CIRCLE has the same objective as our BCPSG, to provide an increased knowledge and pleasure in the field of British Caribbean stamps and postal history. We are brothers, not competitors, and membership in one organization complements that in the other. The BWISC issues a printed quarterly Bulletin and has published a number of comprehensive Handbooks. Inquiries to the Hon. Secretary, Philip T. Saunders, FRPSL, "Little Caymans", Kingsthorpe, Hereford, ENGLAND.

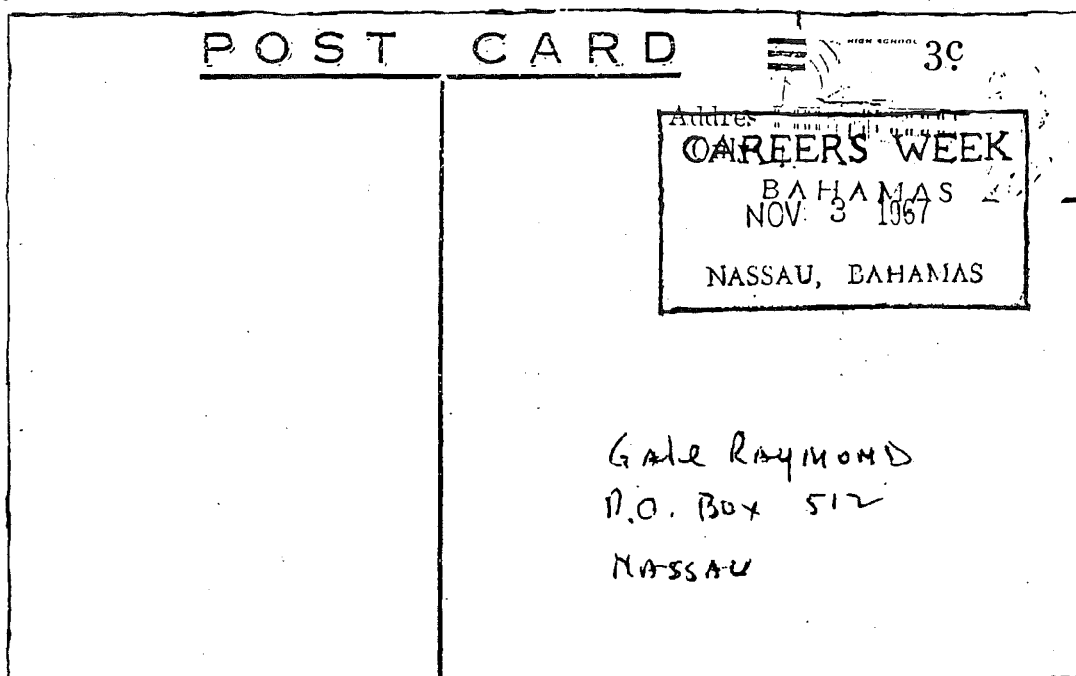
Ronnie Wong reports two sheets of the current 2d definitives and one sheet of the 6d Commonwealth Games with inverted watermarks have been found.

BAHAMAS BITS

by

THE BAHAMAS BUM

One of the shortest lived TRD's made its appearance on the first of November and was withdrawn after only one week in service. Added to that it is, to my knowledge, the ONLY TRD ever used in the city of Nassau. (G.J.R. sez wot about the *MACKAY STREET TRD?*) The TRD was 24 by 13 mm, rectangle, inscribed in three lines of upper case letters CAREERS WEEK/Date/NASSAU, BAHAMAS. Actual time of use was Oct.31-Nov.3, 1967. This TRD was not used at the G.P.O., but at Garfunkel Auditorium, in celebration of the Careers Week Exhibition. Souvenir Post Cards were supplied gratis by the Post Office Department. A few envelopes and air letter sheets were used, but mostly the cancel was on the souvenir cards. Most cancels in black, a very few in purple.



TRD's are still being used at Bimini, McLeans Town, San Andros, Snug Corner and Pirate Well. As of 1st Feb. 1968 no new ones reported, according to our good friend Mr. Claude Saunders, Post Master General of the Bahamas. Also no new Post Offices opened in the past six months.

Bob Halliday reports a bad shift of the blue on the 3¢ Boy Scout stamp. The Boy Scout issue was officially withdrawn from sale on 1st Dec. 1967, but to date it is still obtainable from Manfred Lehmann's Inter-Governmental Philatelic Agency. Any questions?

On April 1st the Bahamas will participate in the omnibus issue of Human Rights. Values are to be 3¢, 12¢ and \$1.00, September 1st the Olympic Games issue will have four stamps in the following values: 5¢, 11¢, 50¢ and \$1.00. Two other contemplated issues are a June 1st Tourist Issue and October 1st Parliamentary Association Issue. Values not known at this time.

The coil machine is still not delivered, but the stamps are on order, so any year now we may see it. The unissued coil stamps of the 1965 definitive issue may turn out to be the greatest rarities of the past 60 years, as one complete set of coils was sold to a private collector before the issue was destroyed. In a roll of 480

stamps there can only be 47 pasteup pairs, as the joining occurs every tenth stamp. If Bob Bolling won't tell, neither will I, if he gives me a set!

The Old Bum would like to buy a "27" cancel on cover, also Scott MR4 (SG 104) on cover or a mint and used block, or both. Might even trade some pretty good TRD's for these, and if pushed would part with USA currency, Jamaica Pounds, Bewee Dollars or a few books of Dorothy's trading stamps.

Picked up an interesting Jamaica item in Nassau. Cover front shows 4 line mark in purple, POSTAL CENSOR/JAMAICA/PASSED/(6). No stamp on cover; receiving mark of Westfield, N.J., JUN 19 5PM 1941. Return address on back--Name of Sender, Kingston, Jamaica, Women's Int. Camp. Any further information on above? (*I have a number of covers of a similar nature with various censor markings and hand stamps, but all are from male internees. This is the first Women's Int. Camp cover that I have heard about. Perhaps some member in Jamaica could dig out the story of these camps for us--Editor.*)

Independent Anguilla stamps are the HOT ONES right now. Prices quoted by a large London wholesale firm are as follows: 2, 3 & 4 cents @ \$12.00; 1, 6 & 10 cents @ \$18.00; 5 & 15 cents @ \$19.20; ½ & 20 cents @ \$24.00; 25 cents @ \$26.40; \$2.50 @ \$360; \$5.00 @ \$384; the 50 and 60 cents and \$1.00 are not quoted. Normal cancellation was a single circle of 24 mm, however, there were about 20 covers sent to different people by an unnamed benefactor who may not want his name divulged that found a 50 mm TRD as illustrated in Gale's article in the February Journal. There is no doubt that these may be the best of all to come out of there.

FURTHER DETAILS OF THE ST.KITTS-NEVIS-ANGUILLA STATEHOOD TRD'S

by STAN DURNIN

Supplementing Dennis Cartwright's article on Page 11 of the February Journal, I can offer the following information. Examples in hand emanate from BASSETERRE and CAYON, St.Kitts; CHARLESTOWN, Nevis; and ANGUILLA (in both black and violet-blue ink). SANDY POINT, St.Kitts, has also been seen. This leaves only Dieppe Bay, Old Road and Gingerland unaccounted for. Do you have an example from any of these offices? If so, please let Dennis or me know about it.



These handstamps were made of rubber by the Advocate Printery of Barbados and were in use for approximately two weeks. Actual date first used-"ca. 13 March 1967". The EDK & LDK are 14 March 1967 for Charlestown and 29 March 1967 for Sandy Point. As we all know, ink spread must be considered when one works with TRD measurements. Expanding Dennis' findings a bit, I can add that the outer ring of these TRD's measures from 38 mm to 40 mm; the inner ring, 35½ mm to 37 mm; and the center ring, 25 mm to 25½ mm. The location letterings vary from 2¼ mm to 3 mm in height, while the date data are 4 mm to 4½ mm and are off-center to the right in some office strikes.

For you St.Kitts-Nevis postmark buffs, word from the islands has it that future postmarks from there will incorporate the word STATE, therefore watch for new cancellations from this area. (*If you find any, don't keep it a secret! Let Stan or your Editor know about it so we can pass along the word.*)

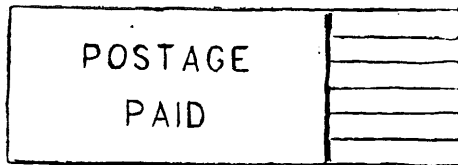
Bahamas News & Notes

BY GALE RAYMOND

Again it is a special delight to have the BAHAMAS BUM pave the way on the Isles of June report in this issue; I'll simply attempt to tidy up the loose bits and pieces of news.--The Freeport, Bahamas, SHIP MAIL TRD has shown up again (Type 2c-2), dated JAN 11, 1968. This on a cover (on Panama stamp) from the S/S HOMERIC, thanks to E.T. Peterson.

Bill McFarlan, back from West Indies tour, shows me a fine handful of BWI Paquebot covers of 1920s-30s, many with sharp paquebot and ship-mail markings while still "new". An especially interesting cover cancelled NASSAU, 19 JA 28 has a 4-line small cachet reading "SPEND/MI-CAREME CARNIVAL WEEK/MARCH 18-25/AT NASSAU."

Ray Austin (U.K.) has kindly lent a beautiful strike of a CORNWALL TRD on a Three-Halfpence Geo.V stamp, on piece, dated MAR 24 1937. Although similar to Type 3C, close comparison shows letters on a 1940 example as taller and thinner, closer together, in a 33 mm circle. In the 1937, 30 mm TRD, the letters of CORNWALL are well-rounded, with BAHAMAS in much tinier lettering. The most obvious difference is that in the 1937 TRD, the month comes first in the dateline, and in 1940 the month appears in the center of the dateline. The 1937 TRD is definitely Type C-1 (30 mm). --Bill Stitt shows examples of a new Nassau machine cancel slogan reading POSTAGE PAID (Aug 17 1966)--and a similar TRD, a single circle inscribed NASSAU, BAHAMAS, POSTAGE PAID with March 20 1967 in one line, comes from a Nassau friend.



Regarding the reader who questioned if the PINE RIDGE, G.B. post office did in fact exist before 1947, I spotted among his accumulation a PINE RIDGE G.B. TRD sharply dated 1945!! --Morris Ludington would like to know if other members can help explain a 1918 marking from Nassau, "RELEASED BY CENSOR BOARD", and the tale thereof.

Would you believe--distinctive PAQUEBOT markings now at SPANISH WELLS, scroll-framed box, and HARBOUR ISLAND, linear-framed box, thanks to CAPT Robert W. Murch, USNR, aboard the M.Y. GOLDEN VANITY. The former is dated 30 Jan 1968 and the latter is dated 31 Jan 1968. A letter posted aboard and put ashore at NASSAU on Feb 1 1968, got the newer NASSAU SHIP MAIL TRD. All these were on USA stamps (6¢ envelope.)

THINK SAN FRANCISCO, THINK SAN FRANCISCO, THINK SAN!!!!

Many members are participating in WESTPEX, the big stamp show, April 26-29 at the Jack Tar Hotel, San Francisco. Besides exhibiting some top B.W.I. material, we plan a special get-together there. A large number of BCPSG members have indicated that they plan to be there including Pres. Gale Raymond, VP Stan Durnin and Editor Fred Seifert. See you there!

DOWN IN THE VALLEY (ANGUILLA, THAT IS)--- by Gale J. Raymond

Recent news from the Island adds a few facts to the tale of the Independent Anguilla overprints. In July 1967, the Valley P.O. did in fact use a few UNoverprinted stamps of St.Kitts-Nevis-Anguilla, from supplies at hand. For the overprinting, the remaining stock was supplemented by a fresh supply of the old stamps from the Crown Agents, brought in by the John Lister Ltd. representative.

On 10 Feb 1968, new values were added to the current definitive set; 3, 4, 15 and 60 cents and \$1 and \$5 (and many thanks to John M. King for a First Day Cover). Three additional values will be added in about three months time, and a commemorative short set is planned for Christmas 1968, according to the Anguilla News-sheet, *The Beacon*, \$10.00 U.S.A. per year, posted weekly with a variety of stamps. Mail to Anguilla should always be specifically addressed "via St.Thomas, U.S. Virgin Islands 00801", or it will end up impounded indefinitely by St.Kitts. At present, postal money orders, personal checks, etc. cannot be cashed, currency is best, by registered mail.

With advent of charter aircraft from St.Thomas, U.S.V.I., to Anguilla, the U.S.P.O. sent a special airmail "First Flight" to Anguilla on 4th August 1967. With grateful thanks to recent new member R.C. Coleman, we now know of another "last-minute" airmail arrangement, set up and officially approved by the U.S.P.O. at St.Thomas. Letters could be handed in directly to the airways ticket desk at St.Thomas airport, which mail had to have 10¢ in U.S. stamps affixed. These stamps were then cancelled with the airways marking. One such cover to Anguilla has the U.S. stamps cancelled solely with a straight-line "ANGUILLA AIRWAYS" mark. There appears to be an interesting longer story on this recent "airmail-paquebot" mail, and we've already put out some inquiries in the Islands. More later on this!

At least six sub-post offices WITH CANCELS are due to open soon on Anguilla, and we learn that others are scheduled for later on. The East End sub-p.o. (postal station) closed on 6 JAN 1968 and removed, same day, to nearby Mt.Fortune in same district, to the premises of Miss Ruth Webster.

The latest *Beacon* has a story on prices being realized in England for the "INDEPENDENT ANGUILLA" overprinted stamps---WOW!! Some of our members were quick enough to pick up copies and covers of these stamps very soon after issue, by means of exchange, ads, etc. The scarcest low value is, of course, the ½¢ stamp, for which there was no postal rate. It was utilized last, as stocks of other values dwindled, to make up low rate mails (air printed-rate, etc.) On cover it is RARE!

(Reference postal relations between St.Kitts and Anguilla, we noted the following in the January 4th 1968 issue of STAMP COLLECTING magazine of London. "Following a settlement of the Anguilla problem, the St.Kitts Government has released all the mail which was addressed to Anguilla and which has been held up for the last six months. However, St.Kitts has instituted a new ban in that all mail traffic from Anguilla to St.Kitts has been stopped. Also, anyone in St.Kitts found with Anguilla stamps in their possession will be prosecuted, threatens the St.Kitts Government!--Peter Ibbotson." Reports of any later developments will be appreciated.--EDITOR)

MORE ON THE GRAY CORRESPONDENCE

The following was received from Winton Patnode too late to add to his article on Page 63. "I recently saw ten more letters in the same period, by courtesy of Mark Swetland. They do not change the statistics in the first article significantly.

The rates of postage paid fall in with those in my second article, with but one aberration. A letter dated Sept. 10 1809 is charged 3/10 instead of the usual 1/10 or 1/11 on those before 1812. There is no apparent reason for this high rate and it is unexplained."

THE GUYANA LOCAL OVERPRINTS--- by Fred F. Seifert

Playing second fiddle to the Independent Anguilla overprints, the Guyana local overprints have not made quite the philatelic stir that they would have, had they appeared at another time. Nevertheless, they provide an interesting story which I feel should be presented in this Journal, if only for the record.

I first became aware of these Local Overprints in the latter part of October, 1967, when I noted that the 3 cents adhesive on an air letter from a correspondent in Georgetown had been overprinted with a different type face than that of the 12 cents with London Overprint which was positioned at the side of the 3 cents on the cover. Since I would be visiting in Guyana in late November, I immediately wrote to my correspondent and asked that he look into this odd item. During my stay in Guyana I was able to learn most of the details, and since returning home I have acquired enough additional information to more or less complete the story.

When Guyana achieved its independence in 1966, it replaced the then current British Guiana definitives with a set of the same stamps overprinted GUYANA/INDEPENDENCE/1966. These were overprinted by Harrisons of London, the basic stamps coming from Crown Agents stocks and from unopened cases of stamps returned from the Colony. The sheets from opened cases were recalled by the G.P.O. at Georgetown and stored in the vault there. It was hoped that the London Overprints would provide for the postal needs of Guyana until a new definitive series could be prepared. However, a large philatelic demand, made greater by the fact that some denominations included more than one watermark variety, a greater than anticipated postal requirement and delays in preparation of the new definitives, combined to nearly exhaust this supply of overprinted stamps. Additional printings of the B.G. stamps with the overprint added were released in February and March of 1967, and these, aided by a few sets of commemoratives, provided relief, but by September 1967, it became obvious that even these supplies were running low, especially with respect to the low values.

At this point, the Minister of Communications decided that his best course of action to assure a continued supply of stamps would be to have the 1¢ through 6¢ loose sheets, then stored in the G.P.O. vault, overprinted locally. Knowing that these stamps would be in great philatelic demand, he ordered that the printing be done in secrecy. That the secret was well kept, is evidenced by the fact that only a few philatelists knew of them until mid-November, although the 1, 2, 3 and 5 cents had been released starting 3rd October. The 4 cents was released about a month later and the 6 cents in about mid-November. I have not been able to determine the exact dates of these latter two denominations, nor have I been able to discover what quantities were overprinted. However, I do know that there were very few of the 5 cents prepared, and a glance at current prices will confirm this. The only 5 cents stamps I could find at the P.O.'s and P.A.'s I visited were the Christmas stamp.

As to watermarks, the 1, 2, 3, 4 and 6 cents were *Script CA*. The 5 cents was *Block CA*, and a few sheets of the 3 cents were also found with the latter watermark.

As would be expected, the local printers, with neither the experience or equipment of Harrisons, ended up with a number of overprint varieties. On one setting, the

10th stamp of the 7th horizontal row reads 1966/INDEPENDENCE/1966. This is known on the 2, 3 and 6 cents stamps, including both watermarks of the 3 cents. It was subsequently corrected after an undetermined number of sheets had been printed. At least two sheets of the 1 cent and one sheet of the 4 cents have been found with inverted overprint. The 1 cent is also found with two other varieties worthy of note. On Row 6 No. 3, the 1966 is about 5 mm further to the right than the normal position. On Row 5 No. 8, the U of GUYANA has the right upright missing, making it appear as an L. This was later corrected. The Commonwealth Review of 5 JAN 1968 (Published as a supplement to the Philatelic Magazine of London, of the same date) gives details on these and other varieties. The previous issue of the same publication, that of 22 DEC 1967, gives an account of the why and how of the Local Overprints which is identical to what we learned in Georgetown.

The next chapter of our story starts on 11th December when the 24 cents, Block CA, shows up with the Local Overprint. It is followed on 22nd December by the 8 and 12 cents, \$2 and \$5, *Script* CA, and the 36, 48 and 72 cents, \$1 and \$2, Block CA. It will be noted that the \$2 appears in both watermarks. Here, the quantities overprinted were reported as follows: 8¢ - 100,000; 12¢ - 100,000; 24¢ - 170,000; 36¢ - 100,000; 48¢ - 100,000; 72¢ - 100,000; \$1 - 50,000; \$2 - 25,000; and \$5 - 10,000. (No breakdown by watermark was given for the \$2.)

Our tale is still not ended. As we write this, we learn that when the 24 cents was overprinted, the same setting was used to overprint an undetermined quantity of sheets of the 1 through 6 cents-less the 5 cents. We also learn that a new London printing of the basic British Guiana stamps has been made, and that these were being shipped to Guyana for local overprinting. There is a good probability that new shades and different watermark will result. The denominations involved seem to be the low values.

As the chap who writes the comments which accompany distributions of the Commonwealth New Issue Service puts it, "Although it'll be a good thing when they get their entirely new definitive series in late February or early March, I shall miss the excitements of the last few weeks!"

PERSONAL MENTION:

Our congratulations to *Colin Bayley* who was doubly honored during the past year by receiving Canada's Centennial Medal and by being elected Fellow of the Royal Philatelic Society, London.

Chuck Cwiakala earns our gratitude by thinking of us when he found some nice B.G. postmarks in an auction lot he won recently. The moral of this is that if you, too, write up your favorite subject and have it published in this Journal, someone may think of you when they run across something that is of no interest to them, but will bring joy to your heart!

Since *Bob Devaux* has been spending the Winter in St. Lucia, he should return to Canada loaded down with information on St. Lucia Postal Activities. Let's have a report, Bob. News from that area has been mighty sparse of late.

Ed Doak was really "Shook up" according to Gale Raymond, when Gale passed along a WOTTEN WAVEN, Dominica cover we had sent him. It seems Ed had just finished redoing his Dominica map, all unaware that there was such a Postal Agency. Our thanks to Ed for paying half of the cost of a recent reprinting of the series of BWI maps that he donated to the members last year. These included, the revised Antigua map which we distributed with the February Journal.

While in a mood to give thanks, we also salute *Gale Raymond* for donating the cost of printing the Virgin Gorda map which was a supplement to the February Journal, *Dick Hamilton* for absorbing the cost of addressograph plates and the labels for mailing out our Journals (we understand a bottle of good Scotch was used to prime the addressograph operator who cut the plates!), and a final salute and well done to all who have provided me with copy to fill the Journal pages.

We try to keep these personal squibs in alphabetical order, but *Art Courtney* crosses us up by surprising us with an airletter in today's mail. Will answer your queries on B.G. postmarks as soon as we get this issue out of the way, Art.

James Hale is working up an Index for this Journal to cover from the first issue through 1967, an item which we are sure will be greatly appreciated. How about a progress report, Jim.

In reporting his change of address, *James Hoppe* voices the usual complaint that the move has brought his stamp collecting and correspondence to a complete halt. We can well understand, Jim. In our long military career we had little opportunity for homesteading and know how a move can disrupt ones activities.

Arthur Griswold reports in from Honolulu where he is spending a few weeks. He found a stamp shop there with a good supply of British Colonials, but some dirty dawg had picked over the British Guiana for postmarks! Gosh, Doc, it has been over 5 years since my last assignment over there, and they should have dug up some new material by now.

Any suggestions as to how the BCPSG Library can be improved will be appreciated by our Librarian, *Bob Lovett*.

Tom Neville tells us that he is sorry to have missed the meeting in Jamaica, and hopes that someday he can get to the Caribbean. Why not plan on attending our get-together at FLOREX 69 and thence on to the Islands, Tom. Miami makes a good starting point.

From his secretary, we learn that *Bill Stitt* has been at home, resting after a bit of surgery. Hope you are back to normal again, Bill.

We recently sent *Don Welsh* a Fiji Paquebot cover which we found mixed in an auction lot of BWI covers. In return, Don sent us a British Guiana cover, several B.G. stamps with interesting postmarks and a Montego Bay Street Letter Box cover. More than a fair exchange, and one which will encourage us to look for more Fiji items for Don.

If we owe you a letter, be of good faith. All of the desk and counter space in our office is covered with mounds of paper, likewise a good portion of the floor. Every now and then we get to the bottom of a pile and start on the next one, so we are trying hard. When we get the April Journal out of the way we will try to get up to date.

Dr. Ben Ramkissoon reports that he has come across a pair of the rare perf of the current Trinidad & Tobago 60¢ (perf 14½ x 14½). These were purchased at the San Fernando, Trinidad, P.O. in May of 1966 by a relative of Ben's who was on a visit to Trinidad at the time. This information is compatible with the feeling as to the probable date this stamp appeared. (See Page 26 of the Feb. Journal.)

And As We Go To Press:

Additional New Applicants:

BALDWIN, JAMES R. - Home Address: 3630 Sepulveda Blvd., Apt. 201, Los Angeles, Calif. 90034. Mailing Address: Same. Occupation: Engineer. Specialties: B.N.A., Ireland - Mint. Sponsored by Fred Seifert.

McVICKER, FOSTER A. (M.D.) - Home Address: 3748 Rockhill Road, Birmingham, Ala. 35223. Mailing Address: Same. Occupation: Physician. Philatelic Preferences: Used British Caribbean and on cover. Specialty: Montserrat. Sponsored by Reg Lant.

SINGLEY, RICHARD L. - 1022 West Ross Street, Lancaster, Pa. 17603. Occupation: Retired (Former Supt. Lancaster, Pa. Post Office). Specialty: Aerogrammes. Sponsored by Bill McFarlan. He would appreciate hearing from any member relative to new aerogrammes issued anywhere in the World.

If no adverse reports are received within 30 days by the Secretary, he will submit the applications of the above and those listed on Page 45 to the Trustees for approval as full members.

The fourth report of a "DAMAGED BY SEA WATER" cachet on the September Journal comes from Tom Foster.

Bill Buchanan is now in Viet Nam with about eleven months remaining of his tour as of the end of February. Bill says that the current trend of B.W.I. issues has him thoroughly disgusted, and that it looks as if we are going to have several Ghana's in our favorite area. Sadly, we must agree. Bill's address: MSGT Billy G. Buchanan, AF13449395, AF Advisory Gp., AFAT-7, APO San Francisco 96320

We regret to report the death of another Charter Member, J.A. Bruno LaBelle, of Montreal, Canada, who passed away on January 24th.

The following additions and changes will bring the NEW ISSUE list on Pages 68-70 up to date as we go to press:

Release date for ANTIGUA Tourism issue is set at 1 Jul 68.

Release date for BARBADOS ECLA issue was 27 Feb 68.

Release date of BRITISH HONDURAS ECLA was changed to 17 Feb 68.

The GUYANA issue for Guyana Week Festivities did not appear on scheduled date of 14 Feb 68. No new date given.

GUYANA will issue "Easter 1968" 5 and 25 cents stamps on 25 Mar 68. They will feature the Salvador Dali painting "Christ on the Cross."

Also on 25 Mar 68 St. Lucia will release an Easter issue of 10, 15, 25 & 35 cents values in two designs.

ST. LUCIA was also to release an M.C.C. Cricket set of 2 values, 10 & 25 cents on 8 Mar 68.

Mr. L. Philips, Crown Agents Representative in North America, read of our sad plight regarding New Issue information in the February Journal. He writes that he has asked the Crown Agents Stamp Bureau in London to deal promptly with the matter, and hopefully we shall soon begin receiving copies of C.A. Brochures pertaining to British Caribbean issues in sufficient quantity to provide one to each member as was done in the past. Mr. Philips also provided us with specimens of recent new issues and brochures describing them. Our sincere thanks to him.

We are pleased to report that *ED WEINBERG* has been elected President of the Collectors Club of San Francisco.

Those interested in ST.VINCENT would do well to secure copies of the Robson Lowe publication, *The Philatelist*. The January 1968 issue of that journal features the first installment of *THE POSTAL HISTORY OF ST.VINCENT* by our late member, Arthur D. Pierce. Requests to borrow our copy will be summarily rejected, for we do not propose to give the postal service an opportunity to lose or damage this valued bit of literature. However, we are sure R.L. will gladly start a subscription for you with the January issue if you cross his palm with the appropriate remittance.

MAPS AVAILABLE-- Thanks to Dr. Ed Doak, we again have a stock of the maps of most of the British Caribbean countries. If you joined the Group too late to get in on the initial distribution of this series, or need an extra set, send your request to the Editor. There is no charge to members for these maps, but a few stamps to help out on the postage and packing would be appreciated. We can use stamps of any country in which a member resides. The set includes 8½" x 11" maps of Antigua, Bahamas, Barbados, Bermuda, Grenada, Jamaica, Montserrat, St.Lucia, St.Vincent and Trinidad. It is hoped that those of Dominica and Tobago can be made available at a later date.

In a footnote to the article by Bob Topaz, *HELP WANTED ON JAMAICA WATERMARKS* on Page 22 of the February issue, we wondered if the designations *INVERTED* and *INVERTED & REVERSED* on his figures should not be interchanged. After studying the article by Dr. Ben Ramkissoon (Pages 55-57, this issue) we find that we were correct. This also calls for changing these designations wherever they appear in the text and in our footnote. Of course, all of these are sideways watermarks, so the designations should all have the word *SIDEWAYS* added to properly define the position of the watermark with respect to stamp design.

ADVERTISEMENT

HELP ME FILL MY SPACES. I WILL PAY 50% SCOTT OR TRADE EQUAL. *=Mint--Others used.

ANTIGUA *3,*13,26,*28,29,33,35,37,38,53,54,55,56,62,63,72,73,75,94,95,103,121,*137,165,166,176,177,178,179,180,181,182,185,186,187,188,189. BAHAMAS *11,11,12,21,*24,24,25,30,31,34,*35,35,*36,36,39,42,54,55,58,60,61,67,69,78,87,88,89,121,122,123,125,126,127,128,129,136,143,147,149,150,*185,*186,*188,*189,*191,191,*195,*196,*197,197,*198,198,*199,*200,200,203,219,222,E2,E3,MR2,*MR4,MR4,MR9,MR10,MR11. BARBADOS 14,*20,*21,24,30,31,32,34,35,37,41,42,*45,45,47,*50,*51,63,66,80,86,89,99,100,101,110,111,*116,122,*125,126,133,138,139,150,159,160,161,*175a,178,189,256,259,*260,260,263,*264,264,265,266,281,282,284,286,291,292,293,B1,J1,J3,J7,J8,J9. BARBUDA 8,11. BERMUDA *2,49,50,52,57,59,69,74,76,79,93,94,128a,128b,184,185A,197,199,206,207,208,209,MR2. BRITISH GUIANA 24,25,26,28,29,30,31,32,34,44,45,58,59,60,61,62,64,66,67,69,70,71,72,79,82,83,84,85,86,87,88A,89,90,91,*92,92,93,94,*95,95,96,97,98,99,100,101,103,103,104,105,106,*107,*109,*111,*116,*117,117,*121,122,*123,123,*136,136,*139,*140,140,*143,143,*144,144,*145,145,*146,*147,151,151B,164,*176,183,184,185,186,187,188,189,198,199,200,201,209,*212b,*215a,*219,219,*221,*222,241,245,281,283,285,287,291,292,298. BRITISH HONDURAS *3,*5,*9,*10,13,*20,22,*32,36,45,46,49,51,53,54,*55,55,*56,56,67,68,*69,69,*70,74,79,83,101,102,*116a,*145,*148,*185. CANADA 18,21,22,23,*37,*38,*39,57,58,*77,80,*82,*83,101,102,*115,*122,139,140,*156,*176,*177,*182,*194,298,407,*429A,*448,*449,*450,*451,*452,*453,*454,*455,*456,*457,*458,*459,*460,*461,*462,*463,*464,*465,CE3,CE4,E5,E8,*F2,*J3,J16B,*MR5,O10,*O23,O25,046,047,048,049. CAYMANS 1,4,6,7,8,*9,*11,11,*12,12,*13,13,*14,14,*15,*17,21,25,26,27,28,*29,29,33,*36,36,37,38,39,40,41,42,*43,43,*44,44,45,46,*47,47,*53,*54,*55,56,57,58,*59,*60,60,*61,61,*62,62,*63,63,66,*67,67,*68,68,70,71,76,77,78,83,84,93,95,96,101a,109,111,111a,131,133,180,182,184,185,186,188,190,192,MR1,MR3,MR7 DOMINICA 2,3,4,9,10,11,12,*18,*20,23,29,30,31,32,33,37,*41,41,42,43,*45,45,46,*47,54,60,62,63,70,71,73,74,75,76,77,78,79,80,81,82,83,84,116,118,133,134,135,142,176,178,180,181,182,183,184,186,*187,192,195,196,197,199,MR4. FALKLANDS *7,7,*8,9,*15,*16,16,17,18,22,24,25,27,*28.

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