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EDITOR: COL. FRED F. SEIFERT, 3106 FLORIDA STREET NE, ALBUQUERQUE, NM 87110, U.S.A.

PRESIDENT: GALE J. RAYMOND
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PRESIDENT'S MESSAGE

Writing a bit earlier than usual, in order to give Editor Fred a little time for a well-deserved vacation, I can, however, record that the report is in from the study-committee on life memberships. Next step, of course, is a vote by the Board of Trustees. If passed, details will then be published in the Journal.

After the Canadian postal strike, the mails are just now starting to roll again, to and from our fine Secretary in Toronto. Thus the final results of the vote for our three new Trustees are not yet available. If we do receive word before this October issue goes to press, Fred has promised to squeeze in the report on one of the final pages.

During June and July, it was my good fortune to get in personal visits with members Tom Giraldi and our "fireball" public-relations man, Chuck Cwiakala, in Chicago. You wouldn't believe how I first attempted to pronounce Chuck's name--but I soon learned that "Sveeya-kala" is the RIGHT way! Tom took me to downtown Chicago for a quick dip into some vast boxes of "voodoo-house" covers; unfortunately, neither of us had the sixteen-weeks time necessary to really look through them!

In Toronto, I spent a splendid evening with Reg Lant and Bob Devaux, one of the high points of the trip. Reg's keen wit and tremendous energy certainly belie his age, which he assures me is "somewhat over 50". We have been truly blessed with a Secretary of this calibre and devotion. Bob Devaux was just in the process of winding up his affairs in Canada, moving to St. Lucia permanently,--but not before I got to see some fabulous St. Lucia material in his collection. He has promised to write up his recent find of pre-stamp material, even more extraordinary for having been found on St. Lucia itself!

In Washington, Morris Ludington and I made a final check of the proofs of our handbook, "BAHAMAS POSTAL MARKINGS" and rushed them back to Robson Lowe. At the old restored Colonial city of Williamsburg, Virginia, member Art Smith made us most welcome. He expressed the wish that other BCPSGers would stop by for a stamp session. In my opinion his Barbuda collection is the finest in existence.

Thanks to our strong public relations program and quick response by our very active membership committee, the Group continues to grow in leaps and bounds. Three hundred members by Jan.1,69 appears almost a certainty, if all of you help. By Jan.1, 70--would you believe 400?

Gale

OUR SECRETARY REPORTS

New Members:

BEARDWOOD, DR. HAROLD K.	FLATER, HOWARD R.	HOROWICZ, MRS. KAY
KING, JOHN M.	PIETZSCH, SIDNEY G.	ROHLOFF, PAUL C.
SATTLER, CARL S.	SCHOENICK, DON	SIBLEY, RUSSELL A.
STAPLES, DEAN F.	TURNBULL, W. LESTER	WHEELER, LESLIE S.
WOOD, KENNETH A.	ZEMAITIS, LEONARD B.	

Addresses and philatelic interests of the above are given in the previous issue.

New Applicants:

JELLINS, KENNETH M., 906 Indian Rock Avenue, Berkeley, California 94707. Occupation: Real Estate Broker. Philatelic Preferences: British America, Mexico, Western Europe. Sponsored by Al Johnson.

MACDONALD, ROBERT E., OCEANUNIT #2, USNS Dutton T-AGS-22, c/o FPO New York 09501. Occupation: Electronics Field Engineer. Philatelic Preferences: Philatelic Literature and odd information. Specialty: Bermuda-all facets. Sponsored by Reg Lant.

MANN, ROBERT W., 375 Bowen Road, Fort Erie, Ontario, Canada. Occupation: Chartered Accountant. Philatelic Preference: British America-used. Sponsored by Al Johnson.

MURDOCK, JOHN S., 68 Buttonwood Lane, Darien, Connecticut 06820. Occupation: Investment Counsel. Philatelic Preferences: USA and British. Specialties: Cayman Islands, St. Lucia and Falkland Islands. Sponsored by Al Johnson.

RADFORD, REYNOLD, 53 Woodcrest Walk, Reigate, Surrey, England. Occupation: Company Secretary. Philatelic Preferences: BWI. Specialty: Barbados. Sponsored by Bert Latham.

SHEPPARD, MICHAEL, 6 Copsleigh Close, Salfords, Redhill, Surrey, England. Occupation: Engineering - Machine Shop Foreman. Philatelic Preferences: BWI Postal Issues. Specialty: Barbados. Sponsored by Bert Latham.

URTON, ROY N., 826 North Foote Avenue, Colorado Springs, Colorado 80909. Occupation: Retired. Philatelic Preferences: BWI including Cancellations, Latin America & other countries - Used only, France & Colonies. Specialty: France & Colonies, especially cancellations--desire exchange. Sponsored by Al Johnson.

WATSON, JAMES E., 2805 So. Newton Street, Denver, Colorado 80236. Occupation: Planning Manager. Philatelic Preferences: USA, UN(NY), Jamaica. Specialties: UN(NY) Postal Markings and forerunners. Sponsored by Al Johnson.

WINTERS M.D., FRANK A., 240 Silver Drive, Decatur, Illinois 62521. Occupation: Physician, Radiologist. Specialties: Japan and related material. British Caribbean Area. Sponsored by Al Johnson.

YEAW, JAMES R.D., Box CF, Monterey Park, California 91754. Occupation: AAA Insurance Agent. Philatelic Preferences: Postal Markings, Famous Men, Historical Events, Biology, Buildings on Stamps. Sponsored by Al Johnson.

Corrected Address:

THETFORD, DR. NORMAN D., 68 South Street, Eatontown, NJ 07724. (Zip # corrected.)

Change of Address:

WARREN, CAPT. DANIEL C., P.O. Box 188, William Beaumont General Hospital, El Paso, Texas 79920.

ANTIGUA ADDENDA

by WILLIAM G. CORNELL

The dedication of the N.A.S.A. Apollo Tracking Station at Dow Hill was commemorated 29 MR 68 by the set of four stamps illustrated on page 104 of the June Journal. My first day covers carry ST. JOHN'S double-ring cancels plus violet strikes of the mark (rubber stamp per G.N. Holmes) shown here. Ben Ramkissoon visited Dow Hill early in May and obtained an FDC of this issue from a crew member of the Tracking Station which also bears this mark, but is postmarked at Liberta rather than at St. John's. G.N. Holmes tells me that Dow Hill is the hill just behind Nelson's Dockyard, and that it was the site of the house of the Governor hundreds of years ago. A gift shop at the Coolidge Field airport had a supply of Dow Hill FDC's prepared on post cards picturing an Antigua map, and were selling these to tourists passing through the terminal.



Two constant varieties on recent issues are as follows: Stamp 1, Row 2 of the 4¢ Methodist Conference issue shows a crack in the church roof. Stamp 10, Row 1 of the 15¢ Statehood issue shows a crack in the sun of the flag.

The 1966 definitive issue has reached its fourth printing (1 NO 66, 27 JU 67, 14 JY 67, 14 MY 68) with the following: 1¢, 2¢, 3¢ same; 10¢, green is more yellowish; 15¢, as 27 JU 67; 25¢, 35¢, 50¢, 75¢, \$1 same; \$2.50, slightly lighter magenta; \$5 same. Thus only the 4¢ and 6 ¢ values have not yet been reprinted.

The Geoffrey Groves collection of Antigua, sold at auction by Robson Lowe in May, contained a Silver Jubilee 1d. upper-left sheet corner block showing a malformed U in ANTIGUA on Stamp 2, Row 1. The left side of the U is extended vertically above the top of the other letters. Does anyone have another copy of this variety? In total, the Groves collection was a joy to behold, with superb QV mint and used, proofs, re-entries, varieties, trial perfs, GB used A02 and A18, etc., etc., up to QE II.

Dr. Arthur Griswold notes that he has a clear AP 22 58 GRAY'S FARM cancel on a 12¢ WI Federation stamp, distinctly being LDK. Dr. Griswold also has an ENGLISH HARBOUR strike of illegible date on a 3d. Tercentenary stamp, which must be at least 1 JA 32 and again LDK. We need lots more info of this sort on the village marks. Who has some?

G.N. Holmes reports further on Gray's Farm, as follows: In 1961 a sub-PO operated in Green Bay, the PO being housed in the school. It was burgled and much of the PO equipment stolen, so that it was closed in late '61 or early '62. Mr. Holmes did not get a cancel example, but assumed it would have read GREEN BAY as the strike known DEC 6 33 by Stan Durnin. However, when the new GRAY'S FARM sub-PO opened last year, the postmaster told Holmes that it was not actually in Gray's Farm, but rather in either Gray's Hill or Kentish Village. The postmaster said it had been decided to keep to the name GRAY'S FARM as it used to be. In retrospect, this leads Holmes to wonder if the 1961 GREEN BAY became the 1967 GRAY'S FARM. My own notes say: GREEN BAY known 1932-45(?); GRAY'S FARM known 1945-58; GREEN BAY became GRAY'S FARM in 1945(?). Holmes notes that Gray's Farm, Green Bay, Gray's Hill and Kentish Village are all close together south of St. John's, but now are part of St. John's. Who has a nice clear strike of Gray's Farm 1961 to knit up the loose ends?

Jack Arnell has kindly offered the use of his Royal Mail Steam Packet Company contract to the Monograph project team for the preparation of appropriate sections. Alfred Branston has enlisted the help of Kenneth Manning in obtaining

unpublished pre-stamp postal history data for the Monograph.

Tommy Thompson found me a wonderful old map of Antigua, circa 1800, showing all plantations coded by importance by number of windmills. The map is labeled "The Island of Antego, by Herman Moll, Geographer: Sold by T. Bowles, next ye Chapter House in St. Pauls Churchyard, I. Bowles at the Black Horse in Cornhill." The watermark in the paper is a fancy design--possibly a helmeted head or a heraldic design of animals, inscribed PRO PATRIA. Does anyone have any clues to help me date it?

G.N. Holmes has a cover from Cork to Antigua, franked with Victorian adhesives, addressed to Official Receiver, Registrars Office, Antigua, and backstamped JA 2 96 with the Durnin Type 5 (McFarlane Types 2e-2f) high date SR as a receiving mark. Another interesting Holmes cover is a 26 DE 20 EL (that's 1820) bearing R.L. Type PG1a (Large Fleuron without year date) from Antigua to North Britain (Glasgow!) and ms. rate of 10/-. The cover has ms. notation "1 oz", but 10/- seems high. Presumably it was made up from the single letter rate of 2/3 plus additions for Inland UK postage and for the difference between a single letter and a 1 oz. letter.

A possibly unique variety of the Large Fleuron handstruck stamp which I have dubbed PG1c was sold by Robson Lowe in March. (PG1 is the normal variety, PG1a that without year date, while I call the possibly unique Jan 15 1807 example with 1807 in ms. Type PG1b.) This June 1815 EL is from Antigua to Bristol, with red ms. PAID 1/5 and a strike of PG1a with ms. WITHDRAWN/SHIP LETTER in two lines over and under JUN 21 of the PG1a strike. R. Lowe notes that until this cover was discovered, it was not known that this procedure was adopted outside the British Isles; that the 1/5 rate is one-third of the 4/2 double letter packet rate. The letter travelled by private ship to Bristol and was probably privately delivered since there is no receiving mark. R. Lowe suggests that the procedure was adopted to avoid the penalty for carriage by private vessel.

Two examples of use of the Robson Lowe Type PR straight-line ANTIGUA in circle with index letter "C" have been found, in addition to the Peter Jaffé, AP 14 59, proof strike discussed in the February 1968 Journal. Ed Weinberg has a MR 13 60 strike as CDS on an adhesive-franked cover to London. I have a JU 27 61 strike as CDS on a Crowned Circle Paid in Antigua-franked cover to Brighton. Both strikes are in black. These data suggest that "C" preceded "A" and "B" as index letters in the use of PR.

My FDC of the 1 JY 68 Tourism issue described in the August Journal is cancelled with the new ST. JOHN'S map cancel and also bears a strike of the new sort with ANTIGUA-TOURISM at top, three stars below and FIRST DAY/OF ISSUE/1st JULY 1968 in three lines within a double circle of 31/29 mm diameters, the outer circle being thicker than the inner one.

According to G.N. Holmes, the next issue will be coincident with the official opening of the Deep Water Harbour, probably in October or November. Four values (2¢, 15¢, 25¢ & 50¢) will illustrate "before" and "after" for the harbour--the first two values being taken from old prints and the latter two from artists impressions of the new harbour--one being a map.

WE HAVE RECENTLY REPRINTED THE LETTER OF INVITATION AND THE MEMBERSHIP APPLICATION FORM, AND HAVE A GOOD STOCK ON HAND. WRITE YOUR EDITOR FOR A SUPPLY AND USE THEM TO HELP US GROW.

ANTIGUA BRIEFLY SEEN

by Fred F. Seifert

We pick up the continuing tale of our Caribbean tour at the Melville Hall Airport on Dominica, on an afternoon in December of last year. When the call for us to board our LIAT flight was given, we noted that the lady who served as Postal Agent and manager of the snack counter had the additional duty of gate attendant!

Our aircraft took off in the seaward direction, to the east, so we were spared the experience of seeing whether or not the plane could climb more rapidly than the steeply rising terrain to the west. It was but a brief flight to Guadeloupe, a French island we hope to visit some day. Raizet Airport near Pointe-à-Pitre was very impressive with a large modern terminal building and quite a few aircraft parked on its ramps, including several large Air France jets.

After a brief pause, we again took off and soon crossed the south coast of the island of Antigua. We had previously been told that Antigua was quite flat, but soon learned that "Flat" is merely a relative term to indicate the absence of the tall rugged mountains of so many of the other West Indies. Antigua has quite a few fair-sized hills, with at least one of over 1300 feet elevation, but much of the land is sufficiently level to be suitable for agriculture. As we flew across the island to land at Coolidge Field on the North Coast, we had a good view of its geographical features.

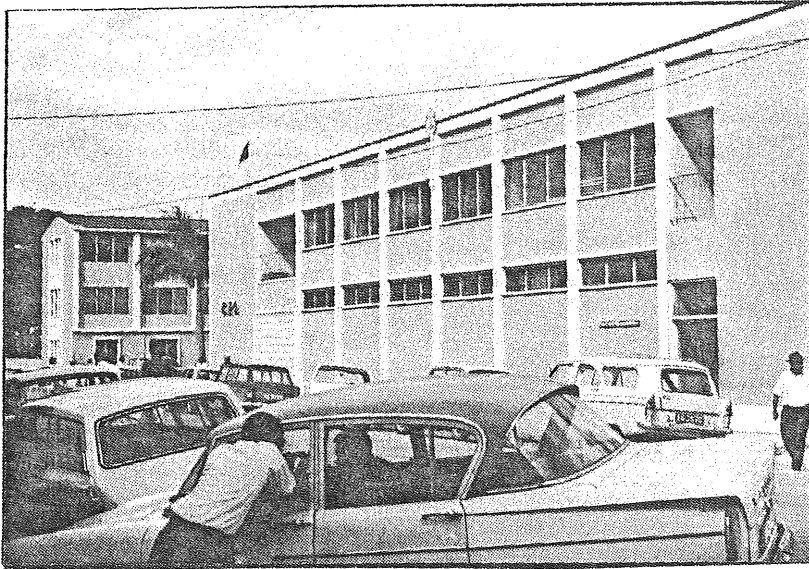
The immigration and customs inspections were brief and friendly. After we had answered a few questions and our passports had been stamped, we were free to leave the terminal. On exiting, we could not help but notice the contrast to the pandemonium at Dominica where all of the taxi drivers competed for our patronage. Here on Antigua all was calm as a uniformed official asked us our destination and then summoned the taxi driver who served our hotel.

We had selected our hotel because it was close to the airport. It turned out to be more of a Motel than Hotel. A central building housed the office and the dining room, while the guest rooms were located in three one-story detached wings. Although the location was on a beach, its immediate neighbor, a petroleum tank farm and docks for the tankers to unload, did little to provide the hotel with a glamorous setting. However, since we utilized it only as a place to sleep and to partake of our morning and evening meals, it was quite adequate for our needs.

On the following morning we arranged to rent a car from "Mitch", the taxi driver who had driven us from airport to hotel. Since we would need an Antigua permit, Mitch drove us to the Police Station in St. John's, where, after we had presented our New Mexico Driver's License and paid a small fee we were issued the required form. The legal prerequisites completed, Mitch explained the operation of our car. Although it had seen better days, it wasn't really a bad car. True, the speedometer needle was permanently stationed at the zero mark, none of the other instruments seemed to function, and the windshield wiper lacked a blade, but the horn worked--that is if one touched a wire that dangled from the steering column to a bit of chrome trim on the dash. Even the missing door handle on the driver's side proved to be only a minor inconvenience, as one could enter from the other side. The upholstery was in good shape with the exception of one loose coil spring on the front seat. It didn't bother us a bit--it was on Gladys' side!

We first drove several blocks from the Police Station to High Street where the commercial center is located and looked for a place to park. We finally found one, across the street from the Police Station, about fifty feet from where we had started. Leaving the car, we walked to High Street, pausing at the first Bank we saw to replenish our supply of Beewee dollars. Then, after Gladys had

done a bit of shopping, we zeroed in on the most logical objective of such a tour as ours, the G.P.O.



GENERAL POST OFFICE ST. JOHN'S

Having a feeling that the local authorities would take a dim view of demolishing some of the nearby buildings so that we could make a full-face portrait of the G.P.O., we settled, as usual, for an angle shot from down the street. The entrance to the G.P.O. is around the far corner. The current 25 cents definitive pictures the G.P.O. Partly visible in the photograph is the Administration Building, also pictured on a stamp, the 75 cent denomination.

Entering the Post Office, we purchased a few sheets of definitives, to frank covers we would be posting to ourselves and a few of our fellow members. The air letter sheet was also available, so we obtained a few of them.

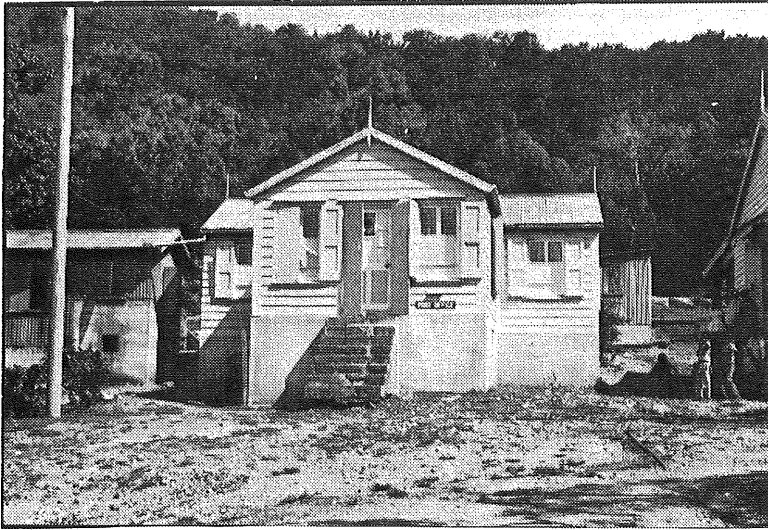
Returning to the car, we drove south out of St. John's and soon were passing through cane fields and farms. After we had covered about a mile we left St. John's Parish and entered St. Mary. Stopping at the first community along the road, we learned that it was called Jennings, and that it had no post office. A few miles further was BOLANS, and there we spotted a building marked with a small sign to tell that it contained a post office. The left half of the lower floor housed a public bar, while to the right was a general store, with the postal functions conducted in the store. The postmaster seemed to operate both bar and store. We purchased a few stamps from him and left some covers with a request that he postmark them as clearly as possible.



BOLANS POST OFFICE

Continuing our journey, about a mile and a half beyond Bolans the road approached a beach, and here we thought our journey had come to its end. The road was completely covered with water, and a road grader was engaged in clearing away the sand and water which had entered on the high tide during a storm. After the road

grader had made a pass down the road and removed some of the sand, the crew signalled us to come ahead. The appearance was worse than the actual condition, and we passed through the area with no difficulty. Just beyond the flooded area



JOHNSONS POINT POST OFFICE

we reached another small community. On the inland side of the road, to the left of a school house, was a building marked Post Office. A young girl whom we questioned told us that this was the village of Johnsons Point. The Post Office was closed, and there was no answer to our knock. The school was in session, and in all probability the school teacher also served as postmaster. There was a mail slot in the building which can be seen in the photograph just above the Post Office sign to the right of the door. However, it was heavily covered with cobwebs, so it was with some misgivings that we

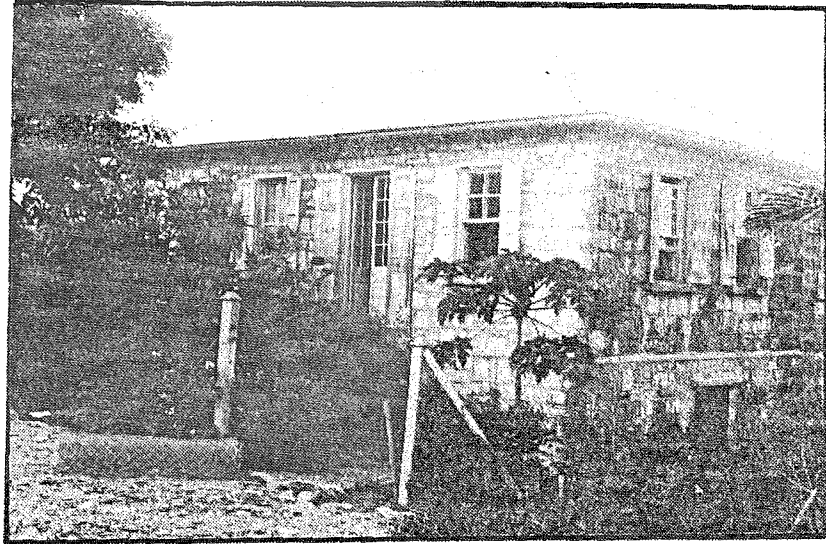
cleared them away and deposited our covers. (They were subsequently delivered, but the postmarks were poorly inked and barely legible.)

About three miles beyond Johnsons Point was the village of Old Road. We knew there was a post office of that name, but failed to locate it and decided not to spend more time looking for it. At Old Road the road leaves the coast and makes a long climb up Fig Tree Hill in a sinuous fashion. Just beyond the crest we left the Parish of St. Mary for that of St. Paul. Reaching Swetes, we made it a point to check the spelling of that name since Bill Cornell had previously told us that he had seen it written as Sweets, Swetos, Sweeds and Swetes. Several road signs gave it as Swetes, and local opinion preferred this spelling, although two maps we obtained on Antigua said Sweets.

From Swetes we drove the mile or so northward to All Saints. While this village is in the Parish of St. John, it is just west of a point where the boundry lines of St. John, St. Peter and St. Paul meet at a common point, and this is said to have lead to the name All Saints. We had intended to continue northward to the village of Parham, but found the road closed just north of All Saints because of a construction project, part of the NASA Dow Hill Tracking Station installation. A sign called it a road improvement program, but we noted that trenches were being dug in the old pavement, probably for underground cables and other utilities, and we suspect that the repaving was been sponsored by NASA as a condition for permission to lay the cables. But regardless of the reason for the paving, it was much needed, for Antigua has never been famous for its good roads.

Returning to our hotel via St. John's, we had lunch and then set out to find the village of New Winthorpes (spelled NEW WINTHROPES on the map!) It was obvious from the map that the village was less than two miles from our hotel, but with the lack of road signs, we circled half way around it before finding a road leading to it. This was a dirt trail which led across a meadow where we had to nudge some cows off of the road to get through. The road finally climbed to the top of the hill on which New Winthorpes is located. In the village some boys told us that the Post Office was located in the school, but arriving there we found it

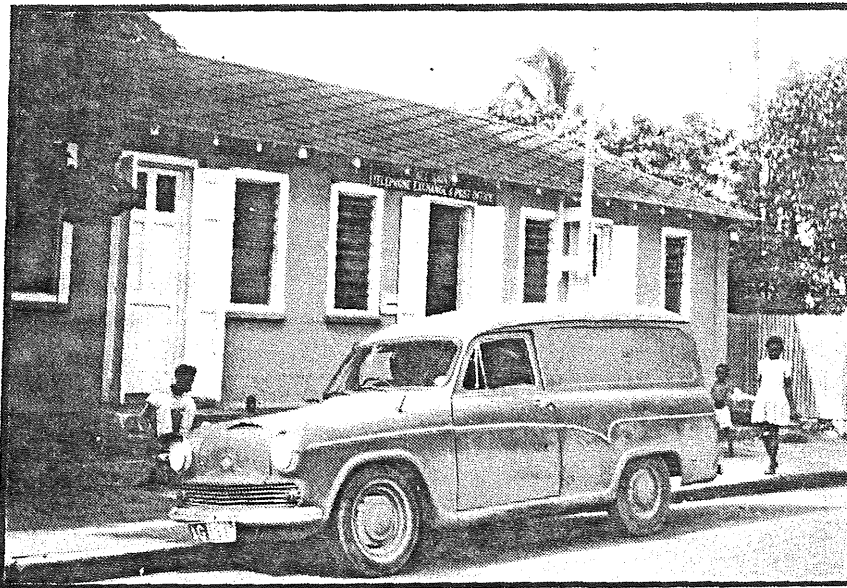
had moved elsewhere sometime previously. Our informant didn't know where it had gone. After several other vain inquiries of residents who apparently had no interest in sending and receiving mail, we found a more literate lady who was able to point the way. The Post Office was in an unmarked residence at the end of a side road just before it suddenly degenerated into a steep rocky trail down the side of the hill.



NEW WINTHORPES POST OFFICE

The postmistress was most obliging about our request to have covers postmarked. She brought her handstamp and an ink pad from a back room into the living room, there being no special area for post office use. We accepted her offer to let us do the postmarking, an opportunity that no

true philatelist would miss. The closed lid covering the keys of her upright piano provided a work space, and in short order we had applied the arc-type Birmingham mark of New Winthorpes to all of our covers. The postmistress would accept no compensation for her cooperation, saying that the Government paid her for performance of her postal duties. However, we finally persuaded her to accept a small donation for her church.



ALL SAINTS POST OFFICE

On the following morning we again took to the road. This time our ultimate objective was the English Harbour area. To avoid the construction north of All Saints, we again went via St. John's. Just as we were entering the west limit of All Saints, the car engine started missing badly and soon gave up completely. While we were looking under the hood to see if there was

any obvious cause of the malfunction, a small bus stopped behind us to discharge some passengers. The driver kindly offered to have a look at our stubborn engine, and after he had made an adjustment of the distributor breaker points the car was started with no difficulty.

Just as we resumed our journey, a small red post office van passed us. Knowing that he would lead us to the All Saints Post Office, we followed him into the village. When he stopped in front of the building which serves as telephone exchange and post office, we took advantage of the chance to photograph van and P.O. in one shot, with the results shown above. We also posted a few covers.

From All Saints we turned south and headed to Liberta. Arriving there we began our oft played game of finding the post office. The first person we asked said that it was further along the road. Then we came to a fork and on stopping for further instructions were told to go to the left. We soon ran out of buildings in that direction, so retraced our route. Another query brought a reply that it was to the north of the fork, but we had been through that area and knew better. By then we decided to skip Liberta's P.O. and continue south to English Harbour.



LIBERTA POST OFFICE

Then, on the very southern extremity of the village, we sighted an old friend, the red P.O. Van. It was stopped in front of a store that was plainly marked as a Post Office. A large red concrete letter box just in front of the store provided further evidence that this was indeed the Liberta P.O.

When we explained our desire for clear postmarks to the proprietor/postmaster, his reaction showed that ours was not the first such request he had received. He passed our covers to a lady clerk with instructions to do a good job

of postmarking them. He followed us outside and posed on the porch while we took several photographs.

Continuing down the road, we were not far behind the Post Office Van as it passed through English Harbour village, and thanks to this trail blazer we quickly located the road into Nelson's Dockyard. Since only pedestrian traffic is allowed in the Dockyard, we parked in the lot provided for visitors and walked through the huge gates. To our right as we entered was the old Guard House which now serves as an office for sale of admission tickets, a small fee being charged for maintenance of the Dockyard. A sign told us that this building was also a "Sub-Post Office", so our usual procedure was followed as we posted covers and took a photograph. The Dockyard area is without doubt the highlight of a visit to Antigua. Thanks to a philanthropic group known as "The Friends of English Harbour", a number of the buildings have been restored to a semblance of their original appearance, and on the surrounding hills are the ruins of many fortifications which served to protect the Harbour until the last garrison departed in 1854. Three of Antigua's stamps depict scenes of the English Harbour area in the current definitive series. The ½ cent shows Nelson's Dockyard in its original state, the 5 cents displays the



NELSON'S DOCKYARD POST OFFICE

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Ruins of the Officers' Quarters at Shirley Heights which overlook the English Harbour area, and the 35 cents presents a view of Clarence House, built in 1787 as quarters for Prince William Henry, Duke of Clarence (later King William IV) when he was at the naval station commanding H.M.S. Pegasus. English Harbour and Nelson's Dockyard have also appeared on earlier issues of Antigua stamps, and on 14 November 1961 the Restoration of Nelson's Dockyard was marked by the issuance of two stamps.

One of the old Dockyard buildings now serves as a tourist shop, selling, for the most part, locally made clothing such as colorful dresses and sport shirts. As we entered we were offered glasses of punch. Anticipating some sort of fruit juice concoction, we took a big swallow and gasped--its major ingredient was a high proof rum! Apparently that liquid by-product of the sugar industry was more readily available than the fruit juices.

We are not sure if it was the rum punch or the persuasiveness of the sales lady, but we left "The Galley Shop" brightly adorned with a blue sailor's blouse--and here at home in Albuquerque one has to drive more than one hundred miles even to launch a row boat! An interesting souvenir!

We stopped at the Admiral's Inn for lunch. The Inn is built in the former offices of the engineers and next to the boat house and sail loft of Nelson's day. As so often happens, a conversation started between us and another couple, and soon they had joined us at our table. Only a few words were needed for us to determine from their accent that they were Canadians. It soon developed that they were from Toronto and that the wife collected stamps which she bought from "that nice Mr. Lant at the Arcade Stamp Shop".---A small world!

On the following morning we took leave of Antigua via a BWIA flight. This was the end of our Caribbean travels. While the trip had been a hurried one, it was most interesting to visit a few of the islands that we had known for many years through study of their stamps and postal history. Our memories of the places we saw will return each time we see a stamp or postmark associated with them.

Our thanks go to those of you who have written that you enjoyed the tales of our journey. It has been a pleasure to present them to you, for in the retelling we relive our pleasant experiences.

DEATH OF ALFRED CHARLTON----

From England comes word of the death late in June of Alfred Charlton. Best known for his handbook on Grenada, published in 1955, his interests covered most of the other B.W.I. In January 1950 he presented a paper before the Royal Philatelic Society, London, on the Postmarks of British Guiana, which was subsequently printed in the May, 1950, London Philatelist.

CARIBBEAN ROAD DEVELOPMENT PROJECTS----

The Ministry of Overseas Development in London has granted £158,000 to St. Lucia and £75,000 to St. Vincent for road development. When the work has been accomplished it should result in an improvement in inland mail services on these two islands.

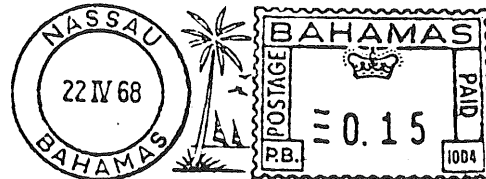
Meters Come to Bahamas

by William M. McFarlan

The use of postage meter machines has come to be taken for granted in all of the more populated areas of the world; however some of the British Colonial areas have been hold-outs against this modern device to keep from using postage stamps. The Bahamas has been the last of the large colonies and former colonies in the Caribbean area to turn to meters, as Trinidad, British Guiana, Barbados, Bermuda and Jamaica have used them for some years.



THE ROYAL BANK OF CANADA
P.O. Box 537, Nassau, Bahamas.



My first view of a Bahamas meter was on the envelope of a letter to me from the Royal Bank of Canada in Nassau, dated 22 IV 68. This is really a tropical meter, with sail boats and a palm tree between the double ring CDS and the simulated

postage stamp portions of the impression. The number in the box at the lower right corner, 1004, is, of course, that of the meter used by the Royal Bank of Canada at its Nassau, N.P. Branch. I have every reason to believe that they started their numbering at 1000, or possibly 1001, as the five meters I have seen all follow this pattern.

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NASSAU 2-4456 FREEPORT 6968

I sometimes see the *Tribune*, one of the local papers in Nassau, and in a recent issue an advertisement of the selling agents for the Pitney Bowes meters in the Bahamas caught my eye. It will be noted that they indicate that at least 33 meters were in use at the time they wrote their advertisement.

I would suspect that these meters are also in use at Freeport, G.B., since these agents have an office in that area. The banks and large hotels there would be constitute prime prospects for meters since they originate a large volume of mail.

Of the other meters I have seen, Meter 1012 is for the Bank of Nova Scotia, and Meter 1016 is for E.D. Sassoon Banking Co., Ltd. While I have Meter 1010, I am not sure who is using it as the envelope has no return corner card. Please send any additions to this list to your Editor.

Some Random Notes on British Guiana (or Guyana)

by Fred G. Howe

Our Editor, with sundry "nods and becks" (if not with "wreathed smiles"!) seemed, in the June number of the Journal, to be seeking to prod me to take pen in hand on the subject of Guyana (ex-"British Guiana"). Here, then, are a few entirely random jottings prompted by his admirable article *A Short Visit to Guyana*. (No need to apologize for verbosity--the article elicited nothing but admiration and envy in at least one bosom. (Pardon the expression!))

1. MOBILE POSTAL UNIT NO.1 (see strike on page 107 and script page 112) was opened by Mr. Eugene Correia, the Minister of Communications, on 17 February 1965. A second Unit started operations in the Corentyne District on 4 April 1966. They are said to be the first of their type ("P.O.'s on Wheels") in the Caribbean area. Their purpose is to make postal services available in areas of changing population, where it would be uneconomical to set up full-time post offices, or even postal agencies.

A first day strike of the date-stamp used by Mobile Postal Unit No.1 is shown as *Fig.1*. The second Unit used a somewhat similar one, but the top part of the date-stamp read, MOBILE P U II. Both marks are likely to prove rare, for they had a short life before the Colony became independent.

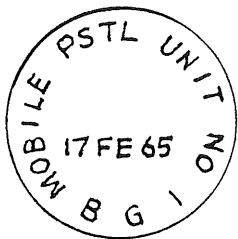


Fig.1.

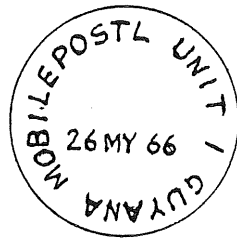


Fig.2.

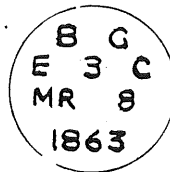


Fig.3.



Fig.4.

On Independence day (26 May 1966), the date-stamp was altered--as many others were not--to show the new name "GUYANA". (See *Fig.2*.) I do not know when the third change took place, making the stamp as shown by Fred Seifert on page 107, but the *Fig.2*. at least is likely to be very scarce. Only the Post Offices at Georgetown, New Amsterdam, Mackenzie and Kitty remained open, from 8 a.m. to 12 noon, on Independence Day, and the next day, May 27th, all offices were closed for a public holiday. However, a G.P.O. notice about Mobile Postal Unit No.1 announced, "The Unit is being made available primarily to permit overseas guests and visitors who may wish to transact Postal Business on the two holidays to do so with the minimum of difficulty". A kind thought, but as the Unit does not function in the "fashionable" areas of the capital, one doubts if many letters were posted! (EDITOR'S NOTE: Our latest strike of the *Fig.2*. arrangement is 1 NO 66. Then for 10 AP 67 and 17 AP 67 we have the scrambled arrangement of *Fig.4*. It is noted that this arrangement includes all of the original letters except the "U". Our next strikes for 16 MY 67 and 23 MY 67 have the arrangement shown on page 107, except that the figure "1" above the date is missing. Our first strike with the "1" is dated 6 SP 67.)

2. NOTES ON CUMMINSBURG P.A. On 12 November 1962, the oldest branch office in Georgetown--the Carmichael Street P.O., which had been serving the residents since 1882--was closed. The G.P.O. stated that five postal agencies would be opened to

replace it, but only two ever were. (Perhaps this explains the need for the Mobile Unit?) Cummingsburg P.A. opened the day before Carmichael Street P.O. closed and was the first of the replacements. I had difficulties, similar to those described by Fred Seifert, in obtaining a postmarked cover. The strike reads CUMMINGSBURG P.A. at top and B.G. at foot. I cannot explain the reason for CUMMINGSBURG NPA, but knowing the propensities of postal agents to mess about with their skeleton date-stamps and lose or misplace letters, it would not have surprised me at all if it read CUMMI GSBURG NPA! (*Actually it reads UMMINSBURG NPA C -- EDITOR*). Incidentally, why it is spelt CUMMINGSBURG at all is a bit of a mystery, for CUMINGSBURG ward of Georgetown was named after Thomas Cuming, one of the early proprietors. (*The 1961 Georgetown map compiled by the British Guiana Lands and Mines Department also has the double M. Thus it appears that an error oft repeated has become gospel -- EDITOR*). P.S. to this note: The second P.A. opened to replace Carmichael Street was at East la Penitence, and this at first used a date-stamp which merely read, EMERGENCY! Oh, the joys of postmark collectors!

3. VIGILANCE is the next estate but one, east of Buxton, on the East Coast, Demerara. In 1850, a P.O. opened at Buxton, but by 1856 it had been transferred to Vigilance. On 22 May 1860, when the Colony took over control of its own postal affairs, a P.O. was set up again at Vigilance Police Station, but some time before 1868 it was moved to Buxton again. Letter and numeral "Code-marks" were then in use at the District P.O.'s, so Vigilance, being the third P.O. along the East Coast, Demerara, used the code-mark "E 3 C" (See *Fig.3.*) The little Postal Agency which Fred visited was only set up on 24 April 1965, so there had been a gap of almost a century in the postal history of Vigilance.

Oddly enough, another little postal agency was set up in 1965, at a place where there had been no post office for over a century. In 1860 Hague Police Station was a Post Office (using the "W 1 C" code-mark) but in 1861 it was transferred to Blankenburg, and later to Fellowship. Hague re-entered B.G.'s postal history when a postal agency was set up there on 14 June 1965. Its date-stamp is of the same type as that used at Vigilance, but reads "HAGUE SETT P A" (Hague Settlement.)

Postmark collectors may find some real rarities from small postal agencies which opened shortly before Independence, and therefore had a short "life", or from older offices which changed to a new type of date-stamp shortly before Independence.

Our Librarian, Robert P. Lovett, R D 1, Newtown, PA 18940, advises that two new items have been provided the Group Library by Charles Cwiakala. These are:

1. "Stamps in Battledress" from the German Philatelic Review, Vol3, No.4, Sept. 1955. This covers German Propaganda Forgeries of WW II, including those for the BWI.
2. "The Unlucky Giant" by John C.W. Field. The story of the DO-X, 1929-1933.

These are available for loan to members, as are also the other items in the Group Library as listed in the July 1967 Journal.

Donations to the Library of Literature and clippings on BWI subjects are welcomed.

DATA ON DOMINICA

by J. Chin Aleong

In searching the libraries here in Trinidad for St. Vincent material, I have come across some handbooks on the islands of the BWI that contain valuable sections of postal information. The earliest of these is the *Leeward Islands Almanack with which is incorporated the Dominica Almanack 1879*. Since copies of this book will not be available to most of our members, I feel that the information merits being reprinted on these pages. This first extract covers DOMINICA. If interest warrants, data on other islands will be given in future issues.

DOMINICA 1879

Postmaster: R.H.A.Dyett (Acting) £100

The Mails from England are due in Dominica on the 1st or 2nd (as the preceding month carries 30 or 31 days), and on the 18th of each month. Mails for England are made up on the 11th and 27th of each month.

Letters may be posted only between 9 and 6 o'clock daily, except a fee of 2d. on each letter be paid. The postage of a single letter, i.e., of half oz., is, from Dominica :-

	s	d
For England	1	0
France	0	10
Australia	0	6
Africa	0	11
Canada	0	8
Cape of Good Hope	0	6
Chili	2	0
India	0	6
Nova Scotia	0	6
West Indies	0	6

Each Newspaper (1 oz.) sent from Dominica, 1d. Book-packets of light weight, including printed and lithographed letters, are charged thus:

Under 4 oz.	3d.
Exceeding 4 oz., and not exceeding 8 oz.,	6d.
For every additional $\frac{1}{2}$ lb. or fraction of $\frac{1}{2}$ lb.	5d.

Distance of the West Indies from England, 3650 miles.

Book patterns or Samples of Merchandise of no intrinsic value may be sent through the Post Office in the same way as Book Parcels.

Letters may be registered on the payment of a fee (in addition to the postage) of 4d. each letter.

Postage stamps of the value of 1d., 6d., and 1s., may be purchased at the Post

Office, at Fort Young, the Police Stations in the country parts, and at any store in Roseau.

POST OFFICE MONEY ORDERS.

The following are the rules :-

For an order not exceeding £2	1 s.
Above £2 and not exceeding £5	2 s.
Above £5 and not exceeding £7	3 s.
Above £7 and not exceeding £10	4 s.

No money order shall be issued within 24 hours before the hour advertised for the closing of the mails.

The Postmaster is allowed remuneration on all money orders at the following rates :-
For every order issued 2d.; For every order paid 2d.

INLAND POST

An Inland Post was established in 1875, and letters may now be posted at any Police Station at the rate of 1d. the $\frac{1}{2}$ oz. Newspapers pay $\frac{1}{2}$ d. each, and parcels, 3d. the $\frac{1}{2}$ lb.

TIME TABLE

Leaves		Arrives
Roseau, 8 a.m. Monday		St. Joseph, 10 a.m. Monday
St. Joseph, 11 a.m. Monday		Colihaut, 1 p.m. Monday
Colihaut, 2 p.m. Monday		Portsmouth, 6 p.m. Monday
Portsmouth, 6 p.m. Monday		Wesley, 4 a.m. Tuesday
Wesley, 6 a.m. Tuesday		Cape Bruce, 1 p.m. Tuesday
Cape Bruce, 3 p.m. Tuesday		Rosalie, 6 p.m. Tuesday
Rosalie, 5 a.m. Wednesday		Roseau, 11 a.m. Wednesday
Roseau, 12 noon Wednesday	for	Return Journey via Rosalie, to
	Portsmouth.	
Roseau, 8 a.m. Friday		Portsmouth, 6 p.m. Friday
Portsmouth, 10 a.m. Tuesdays and Saturdays		Roseau, on Tuesdays and Saturdays at 6 p.m. On Wednesdays 11 a.m.

AN EXTRACT FROM THE WEEKEND POST & SUNDAY ARGOSY OF GEORGETOWN, GUYANA, JULY 7, 1968.

USUALLY on a Monday morning there is a lot of mail to sort at the GPO. LAST MONDAY was no exception. The mail was there but it wasn't being sorted. RIGHT up to the afternoon anxious people kept going to their post office boxes -- to find them still empty. JUST after lunch I looked through the window into the mails branch. TO SEE two of the sorters dancing with each other to music from a transistor radio! AND that is the truth. IT WOULDN'T have been so bad if the sorter who wanted to dance had gone across to the savings bank and asked one of the girls to join him on the floor. BUT when two male sorters dance together it must really make the foundations of the Bank of Guyana rock. AND THEY were so enjoying themselves that they even kept on dancing whilst the radio announcer was reading the advertisements.

(The employees of the Guyana P.O. were on a "GO SLOW" for higher wages at the time.)

SLOGAN POSTMARKS OF TRINIDAD

by Daniel C. Warren

The use of postal markings as a means of conveying a message from the postal authorities to the consumer has been in use for a number of years. Cancellations may be used to advertise special events, promote local products or services, request cooperation from the citizen, etc. By nature they are brief but succinct and at times witty. The following listing of Trinidad and Tobago machine slogan cancellations is a compilation of several collections and sources. Dates listed are the earliest I have been able to find, or the earliest listed published date.

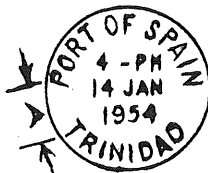
There are currently two Pitney-Bowes cancelling machines in use in Port of Spain and one in San Fernando. The circular date-stamp employed is of the single-ring type, 22 mm in diameter, and usually with hour/day-month/year indicated in three lines. The time is sometimes omitted, but only rarely so, and on the first type the month precedes the day. Five varieties have been noted from Port of Spain.



(A)



(B)



(C)



(D)



(E)

The earliest dates of use that I have recorded are: (A)-10 DEC 1923; (B)-7 OCT 1935; (C)-12 JULY 1952; (D)-10 JAN 1963; and (E)-22 JUNE 1962. While Type B and Type C are quite similar, they are easily distinguished from one another. The dimension "A" is 5½ mm for Type B and 7 ¾ mm for Type C. The O in OF is nearly round on Type B while it is oval on Type C.

Type D reads TRINIDAD W.I., obviously an error for W.I. Interestingly, all examples of this type that I have seen were dated 1963, after the West Indies no longer existed as a political unit.

The CDS may be positioned to the right or left of the slogan, thus creating more varieties. In June, 1955, purple ink was used rather than the customary black. My copy is dated 10 June, CDS "A" to the left, with the margin of a slogan just at the right edge of the stamp. It is off cover, and so is impossible to tell which slogan was used. The only ones current at that time were numbers 20 & 21, below. I have seen mention made of the use of purple ink on 13 and 14 June, but don't know other details. Other non-slogan cancellations of Port of Spain from mid-June were apparently in black ink.

San Fernando is the only other city in Trinidad and Tobago which has used slogans.

In a few instances slogans are recorded which I have not actually seen. In these the type and position of the CDS is left blank.

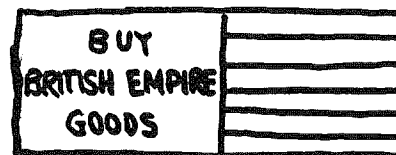
Can anyone fill in the gaps, confirm assumptions, or indicate earlier dates of use? Further information will be appreciated. If writing to me, please note my address has changed with my recent return to active military duty, and is now as follows: CAPT. DANIEL C. WARREN, P.O. Box 188, William Beaumont General Hosp., EL PASO, TEXAS 79920.

(1)



10 JUN 1923
CDS A to left

(2)



14 JUN 1927
CDS A to left

(3)



8 APR 1935
CDS A to left

(4)



(a) 7 OCT 1935
CDS B to left
(b) 13 MAY 1937
CDS A to left

Currently on hand and used when requested.

(5)



(a) 8 FEB 1931
CDS A to left
(b) 4 OCT 1936
CDS B to left

(6)



20 AUG 1936
CDS B to left

(7)



2 JAN 1937
CDS B to left

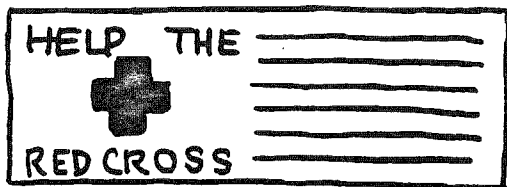
(8)



(a) 1 MAR 1940
CDS B to left
(b) 14 JAN 1954
CDS C to left
(c) 24 JUN 1963
CDS D to right

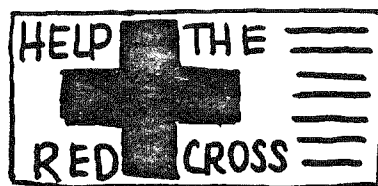
Currently available and used in January.

(9a)



1 JUN 1940
CDS B to left

(9b)



This example was furnished by the Postmaster General's Office, but I have not actually seen it in use. Used in April. Type 9a used at least through 1956.

(10)

GROW MORE FOOD
DIG FOR VICTORY

21 SEP 1940
CDS B to left

(11a)

POST EARLY
FOR
CHRISTMAS

(a) 21 DEC 1940
CDS B to left
(b) 12 NOV 1953
CDS C to left

(11b)



14 NOV 1962
CDS E to right

(11c)



18 NOV 1964
CDS E to right

The "O" in "FOR" is oval shaped and is centered under the left edge of the "E".

The "O" in "FOR" is nearly round and is centered under the center of the "E".

(12)

SAN FERNANDO
CENTENARY

26 FEB 1946
CDS B to left

(13)

OBEY THE
HIGHWAY
CODE

31 JAN 1949
CDS B to left

Current. Used in September.

NOTE: Although Type 11a is unboxed, strikes of it often show smudged impressions of the base plate at the right and left sides, giving the appearance of a partial box. Type 11c is current. Used in November and December.

Type 12 is described as boxed in T.P.S. Bulletin No.15, but I have not seen an example of this slogan.

(14)

**DO NOT BURN
OUR LAND**

30 MAY 1951
CDS B to left

(15)

**SOLVE CREDIT PROBLEMS
BY
JOINING CREDIT UNIONS**

14 FEB 1953
CDS C to left
Current. Used in September.

(16a)

SAVE PRECIOUS WATER

(a) 13 MAY 1952
CDS (B or C) to left
(b) 12 AUG 1966
CDS E to right

(16b)

**≡ SAVE ≡
PRECIOUS
≡ WATER ≡**

24 APR 1956
CDS C to left
Current. Used in March. Apparently con-
current with Type 16a.

(17)

**YOUR SAFEST INVESTMENT
AN ACCOUNT IN THE POST
OFFICE SAVINGS BANK**

16 JUL 1953
CDS C to left

(18)

**GO TO ST. CHRISTOPHER'S
SIPARIA
ON TRAVELLERS SUNDAY**

(a) 20 JUL 1953
CDS C to left
(b) 19 JUL 1963
CDS D to right
(c) 16 JUL 1964
CDS E to right
Current. Used in July.

(19)

**SAVE FOR SECURITY WITH
THE POST OFFICE SAVINGS
BANK**

(a) 20 JUL 1953
CDS C to left
(b) 1 SEP 1965
CDS E to right
Current. Used in August.

(20)

**✠ FIGHT TO
SUPPORT YOUR
TB ASSOCIATION**

22 JUN 1955
CDS C to left
Current. Used on request.
The wording of this slogan makes one wonder
if "Fight TB Support Your TB Association"
wasn't intended.

(21)

ST. JOHNS FLAG DAY
SATURDAY 28TH JULY
PLEASE GIVE GENEROUSLY

22 JUN 1955
CDS C to left

(22)

CARIBBEAN COMMISSION
1946-1956
TENTH ANNIVERSARY

5 DEC 1956
CDS C to left

(23)

BACK the ON
ATTACK TRAFFIC
ACCIDENTS

(a) 28 MAR 1959
CDS C to left
(b) 18 JUN 1964
CDS E to right
Current. Used in October.

(24)

CENSUS DAY IS APRIL 7TH
EVERYONE COUNTS

21 MAR 1960
CDS ___ to ___

(25)

CORRECT ADDRESSING -
IS A BLESSING -
SAVES US GUESSING -

12 DEC 1960
CDS C to right

(26)

POST EARLY -
IN -
THE DAY -

16 DEC 1960
CDS C to right

(27)

SUPPORT -
LOCAL -
INDUSTRY -

(a) 22 JUN 1961
CDS E to left
(b) 1 OCT 1963
CDS D to right

(28)

DO NOT DELAY -
POST TODAY -

(a) 4 JAN 1962
CDS C to right
(b) 16 DEC 1963
CDS E to right
Current. Used in August.

(29)

SEE THE
WEST INDIES
ON THE FEDERAL
SHIPPING SERVICE

1 AUG 1961
CDS C to right
Current. Now used in February.

(30)

VISIT
BOY SCOUT JAMBOREE
TRINIDAD
APRIL 4TH - 14TH

3 FEB 1961
CDS C to right

(31)

BUY
SAVINGS BONDS
NOW

(a) 1963
CDS E to right
(b) 10 JAN 1963
Current. Used in June.

(32)

VISIT TRINIDAD AND TOBAGO
THE MOST EXCITING ISLANDS
IN THE CARIBBEAN

27 JUN 1964
CDS C to right

(33)

DENTAL
HEALTH WEEK

26 JUN 1965
CDS ___ to ___
Current. Used when requested.

(34)

DREAM IN BED
NOT ON THE ROAD

9 NOV 1966
CDS E to right
Current. Used in October.

(35)

YOUR SAVINGS MOUNT AT 4½%
POST OFFICE SAVINGS ACCOUNT

1967
CDS E to right

(36)



APR 1968
CDS E to right
Current. Used in April and May.

In addition, although not a slogan cancellation, the following machine-applied cancel has also been used:


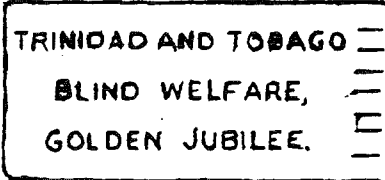


EARLIEST USE:
25 SEP 1933
CDS B to left

SAN FERNANDO



Only one type of CDS has been used in San Fernando. Originally it was to the left of the slogan, but by February of 1963-if not earlier-it had been shifted to the right. Eight slogans are known for San Fernando. Of these, six are identical with ones used by Port of Spain, while the other two are unique to San Fernando.

<u>TYPE</u>	<u>SLOGAN</u>	<u>EARLIEST USE & CDS POSITION</u>	
1.	POST EARLY FOR CHRISTMAS	9 NOV 1959	To left
2.	DO NOT DELAY POST TODAY	7 FEB 1962	To left
3.		12 MAY 1962	To left
4.	YOUR SAFEST INVESTMENT AN ACCOUNT IN THE POST OFFICE SAVINGS BANK	16 FEB 1963	To right
5.	BUY SAVINGS BONDS NOW	18 MAR 1963	To right
6.	BACK THE ATTACK ON TRAFFIC ACCIDENTS	5 MAR 1963	To right
7.	SAVE PRECIOUS WATER (P.O.S. Type 16a.)	16 APR 1963	To right
8.		JUN 1964	To right

If anyone has duplicate copies of slogan cancels they would like to sell or trade, please let me know; especially those on entire envelopes. I especially need copies of and more information about Types 3, 12, 24 and 32-36 of Port of Spain, and Type 8 of San Fernando.

Many thanks to Col. Fred F. Seifert, our Editor, for his advice and for allowing me to examine his collection of slogan cancels, and to the Office of the Postmaster General of Trinidad and Tobago for helpful information and copies of the slogan cancellations currently in use; also to those members who sent information on the cancels they had.

REFERENCES:

1. Slogan Postmarks of Trinidad and Tobago, René Leotaud, T.P.S. Bulletin No.15, May-June 1962.
2. Trinidad Philatelic Society Bulletins, 1961-1968.

The R.M.S.P. Co. and Yankee Trader in the Caribbean

by Jack Arnell

In a recent article (*page 89, June 1968 BCPJ*), Winton Patnode raised some interesting questions in connection with the inter-island mail carried by the Royal Mail Steam Packet Company in 1846-47. While the operations of this company were not always according to plan because of equipment deficiencies, the basic plan for the movement of the mail in this period is contained in a revised contract between the British Admiralty and the company dated 1 July 1846. Since this contract was signed at the beginning or in the early part of the period of Winton Patnode's correspondence, it probably does reflect the actual operations of the time.

This contract is in the form of a 22-page printed document, which is available in the original in the Admiralty Records in the Public Records Office, London, and on microfilm in the Canadian Public Archives, Ottawa (*Adm. 128/2 Microfilm B-2347*). It sets out in detail all aspects of the operation of the company from the size of the ships to the fares to be charged passengers. It begins as follows:

"Articles of Agreement Made this 1st day of July in the year of our Lord 1846 between the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland for and on behalf of Her Majesty of the one part and 'THE ROYAL MAIL STEAM PACKET COMPANY' of the other part WITNESS that the said Company hereby covenant promise and agree...(to) provide maintain keep seaworthy and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty's Mails...a sufficient number not less than fourteen of good substantial and efficient Steam Vessels ten of such vessels to be of such construction and strength as to be fit and able to carry guns of the largest calibre now used on board of Her Majesty's steam vessels of war and each of such vessels to be always supplied with first-rate appropriate steam engines of not less than 400 collective horse power and the remaining four of such vessels to be employed intercolonially only each of which is to be always supplied with first-rate appropriate steam engines of not less than 250 collective horse power the said vessels to be of such construction and strength as to be fit and able to carry guns of the same calibre as steam vessels of similar power in Her Majesty's Service and also a sufficient number not less than two of good substantial and efficient Sailing Vessels of at least 100 tons burthen each...."

After details concerning the manning and operation of these vessels, the document then describes the eleven routes that the company undertook to provide and the schedules to be followed. These routes were designed to provide a semimonthly mail service from Southampton to the West Indies, with connecting local services among the islands and to ports in Central and South America. Three of the routes are directly related to Winton Patnode's article, and only the details of these are given below. While the Tables and accompanying Remarks have been edited and simplified, most of the original text has been retained.

TABLE NO. I

OUTWARD ATLANTIC ROUTE

One Steamer every Fifteen Days, starting at 6 p.m. on the 2nd and 17th of each month.

<u>ARRIVE</u>	<u>DATES</u>	<u>DEPART</u>	<u>PLACES</u>	<u>DISTANCE MILES</u>	<u>TIME DAYS</u>	<u>DAYS FROM SOUTHAMPTON</u>
..		2 & 17	From Southampton	..	..	..
9 & 24		10 & 25	To Madeira	1287	7 1/4	7 1/4
23 & 8		24 & 9	To Barbadoes	2610	13 3/4	21 1/4
25 & 10		..	To Grenada	140	3/4	23

REMARKS

This steamer will proceed direct to Madeira where she will remain about six hours or as much longer as may be required to replenish the coals to a quantity sufficient to last till the ship reaches Grenada. From Madeira the ship proceeds to Barbadoes where she will land the out mails for that island wait one day for return mails and then proceed on to Grenada.

At Grenada the out steamer will meet three or, if she has not delivered the Tobago and Guiana mails to the Demerara steamer at Barbadoes, four steamers. To one of these will be delivered all mails for Table II (Trinidad Route), to another all mails for Table IV (Northern Islands Route) and also home and intercolonial mails from Barbadoes, to another all mails for Tables V, VI, X and XI (Jamaica and Mexican Route, Jamaica and St. Jago de Cuba Route, Panama and St. Jago de Cuba Route and Honduras Route), and to a fourth, if not already delivered at Barbadoes, all mails for Table III (Demerara Route). The outward steamer leaving on the 2nd of each month will also deliver all mails to the schooner for Table IX (La Guayra Route).

TABLE NO. II

TRINIDAD ROUTE

<u>ARRIVE</u>	<u>DATES</u>	<u>DEPART</u>	<u>PLACES</u>	<u>DISTANCE MILES</u>	<u>TIME DAYS</u>	<u>DAYS FROM SOUTHAMPTON</u>
..		27 & 12	From Grenada	..	..	25
28 & 13		7 & 22	To Trinidad	94	1/2	25 1/2
7 & 22		8 & 23	To Grenada	94	1/2	35
9 & 24		9 & 24	To Barbadoes	140	1 1/4	37
10 & 25		..	To Grenada	140	3/4	38

REMARKS

This steamer proceeds from Grenada to Trinidad where at the appointed time she receives home and intercolonial mail with which she returns to Grenada. Here she meets the return steamer from Demerara and delivers to her home and other mails proceeding northward as shewn in Table IV and to the steamer waiting to proceed to Jamaica she delivers all mails going in that direction. Having received from these steamers all mails for Barbadoes Tobago and Guiana she proceeds with them to Barbadoes where she delivers all the intercolonial mails for that island and should she meet there the steamer arriving from Europe as shewn in Table I and weather permitting she will receive from her all mails for Tobago and Guiana and proceed with them direct from Barbadoes without returning to Grenada.

N.B. - Whatever may be the time of arrival of the out mails at Trinidad this steamer must leave that place with the return mails precisely at 6 a.m. on the thirty-fifth day after the 2nd and 17th of every month.

TABLE NO. IV

NORTHERN ISLANDS ROUTE

One Steamer every Fifteen Days, starting at 6 a.m. on the 24th day after the 2nd and 17th of each month.

<u>ARRIVE</u>	<u>DATES</u>	<u>DEPART</u>	<u>PLACES</u>	<u>DISTANCE MILES</u>	<u>TIME DAYS</u>	<u>DAYS FROM SOUTHAMPTON</u>
..		26 & 11	From Grenada	..		23 1/2
26 & 11		26 & 11	To St.Vincent	78)	
26 & 11		27 & 12	To St.Lucia	53)	
27 & 12		27 & 12	To Martinique	45)	
27 & 12		27 & 12	To Dominique	40)	
27 & 12		27 & 12	To Guadaloupe	45)	
28 & 13		28 & 13	To Antigua	70	)	3 1/4
28 & 13		28 & 13	To Montserrat	32)	
28 & 13		28 & 13	To Nevis	33)	
28 & 13		28 & 13	To St.Kitt's	11)	
29 & 14		29 & 14	To Tortola	128)	
29 & 14		1 & 16	To St.Thomas	23)	
2 & 17		2 & 17	To St.Juan's	65	)	27
			Porto Rico			
2 & 17		3 & 18	To St.Thomas	65)	
3 & 18		3 & 18	To Tortola	23)	
4 & 19		4 & 19	To St.Kitt's	128)	
4 & 19		4 & 19	To Nevis	11)	
4 & 19		4 & 19	To Montserrat	33)	
4 & 19		4 & 19	To Antigua	32	)	4
5 & 20		5 & 20	To Guadaloupe	70)	
5 & 20		5 & 20	To Dominique	45)	
5 & 20		5 & 20	To Martinique	40)	
6 & 21		6 & 21	To St.Lucia	45)	
6 & 21		6 & 21	To St.Vincent	53)	
7 & 22		..	To Grenada	78	)	35

REMARKS

On the arrival of the steamer from Europe at Grenada this steamer which will generally be the one last from Demerara receives all out home and other mails proceeding northward with which she proceeds without a moment's delay to St. Thomas exchanging mails at all the intermediate islands as shewn in the Table. (The normal stop was to be two hours except at St.Thomas where a two day stop was to be made on the way north, and a six hour stop on the return. A six hour stop was also to be made at St.Juan's, Porto Rico.) At St.Thomas she delivers all the European mails to the steamer proceeding for Fayal and South-ampton or to the steamer proceeding to meet the homeward-bound steamer at Bermuda. Having accomplished this the steamer proceeds to deliver out or other mails at St.Juan's, Porto Rico, receives from thence intercolonial mails only with which she returns to Grenada exchanging mails at all intermediate places by the way.

At Grenada she delivers all the mails for Barbados Tobago and Demerara to the steamer arriving from Trinidad and receives from her all mails going towards Jamaica &c. as well as any brought by the Demerara steamer.

Whenever the out mails do not arrive at Grenada within the estimated time the steamer proceeding of this No. IV Route may be delayed four days longer at Grenada the time so lost being retrieved by curtailing the subsequent stoppages (and steaming with all dispatch.)

With the above information, it is possible to consider Winton Patnode's problem of the intermediate Grenada postmarks on the letters from Trinidad to Martinique, which do not occur on similar letters from Barbados, Grenada and St. Vincent to the same destination. As Grenada was the starting point for the Northern Islands Route (Table IV) and St. Vincent was on the way to Martinique, letters from either of these places would have been date-stamped by the local postmaster and delivered to the Admiralty Agent who was in charge of the mails on the Northern Islands steamer. On arrival at Martinique the mail would have been turned in at the post office where it might or might not have been date-stamped.

On the other hand, letters from Trinidad and Barbados with local datestamps would have been picked up by the steamer on the Trinidad Route (Table II) for transfer at Grenada to the Northern Islands steamer which would be calling at Martinique. However, as shown in Table II the steamer from Trinidad was scheduled to reach Grenada on the 7th and 22nd of each month and then to depart the following day for Barbados, either returning two days later or sending the mail from Barbados by the steamer from Southampton (Table I). In either case, the Northern Islands steamer would be awaiting the arrival at Grenada of one or both ships from Barbados so that the mail from there would have been transferred directly between the Admiralty Agents on the respective ships without involving the Grenada post office -- and hence no Grenada datestamp. In contrast, the mail from Trinidad would have arrived at Grenada four days before the departure of the Northern Islands steamer. As this latter ship was not scheduled to reach Grenada from Demerara until the following day, the mail would have had to be turned over to the Grenada postmaster. This local worthy would have opened this mail and datestamped it, before making it up again as part of the mail for the Northern Islands. Although the transit time from Trinidad to Grenada was only twelve hours, two days could easily have elapsed between the handling of the letters in the two post offices.

Thus it is possible to explain why the Intermediate Grenada datestamp is only found on the Trinidad mail described by Winton Patnode. It is interesting to read the details of correspondence such as this, as it allows the cold text of an Admiralty contract with a steamship company to be examined against the results of the service provided, and from this to develop a better understanding of the way the system really worked.

OPENING OF ROAD TO GUYANA INTERIOR DELAYED----

In the report of a visit to Guyana (*Page 107, June 1968 BCPJ*), we mentioned that a road was being constructed from Atkinson Field to Mackenzie. The official date of opening had been forecast as the end of July, but as of then the contractors were still a mile from Mackenzie in the vicinity of Kara-Kara where they were constructing the final bridge over an area of swamp. The latest estimate for completion is now given as October.

A motor transport company is being organized to operate buses on the highway, and the Government is taking applications from citizens desiring to develop land in the territory along the right of way. The length of the new road is 44 miles from the point where it leaves the East Bank, Demerara, Road at Atkinson Field to its southern terminus at Mackenzie.

JAMAICAN PERFINS

by Thomas Foster

I suppose that my researches into and studies of the various aspects of Jamaican postmarks and cancellations have resulted in the examination of countless thousands of used adhesive stamps. Imagine my surprise therefore, when glancing casually through a small printed album holding the schoolboy collection of a neighbour, in finding an item of Jamaican philately that I had never previously recorded - namely a real live "Perfin".

For the benefit of the uninitiated, the word "Perfin" is an abbreviation of the phrase "Perforated with firm's initials". Postage stamps treated in this manner were used to prevent petty theft among the employees of companies using large numbers of adhesives, but today the use of Perfins is steadily declining owing to the increasing use of the postage franking meter.

As a result of this find, which now reposes in my collection, I asked in a recent issue of this Journal for details of other Jamaican Perfins held by or known to members. Judging by the response I received, these items are not at all common, and the following tabulated information may be of interest to the reader.

Two firms in the island certainly used Perfins, but examples of other users probably exist, providing they have not been destroyed by the condition fanatic. I should perhaps explain here that the perforating of holes in postage stamps is generally supposed to take away the value of that item, as the stamp is considered to be damaged. Nothing could be further from the truth as far as the specialist is concerned, and I would be pleased to relieve the more discerning amongst you of any examples of these "damaged" stamps that you do not require.

Two further points! Perfins are best collected on complete cover, especially when that cover carries the firm's name and proves the Perfin. Their place in a specialised collection should probably precede the postage franking meter section and show the change from one method to another.

1. JAMAICA TELEPHONE COMPANY.

Perfin consists of the letters JTC as seen from the front of the stamp. Letters are 6 mm high. Number of holes unstated. Bracketed figure indicates number of examples known.

- a. Perfin normal upright with all holes intact.
Known on SG80 (1).
Undated - stamp being cancelled with bar canceller of first Kingston automatic cancelling machine.

CONCLUSIONS:- Probably used at the Kingston office of the company c. 1923-1939. The first Neopost (Low Value) Postal Franking Meters were introduced into Jamaica about April 1939, and the company acquired one at that time. This machine is now obsolete, but its purchase together with that of a later model eliminated any further need for Perfin stamps.

2. UNITED FRUIT COMPANY.

Perfin comprises the letters UFC as seen from the front of the stamp.

The C encloses a six hole letter O to form the abbreviation for Company. Number of holes is 36. The bracketed figure indicates the number of examples known to me.

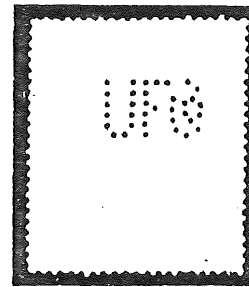
This Perfin can be found in the normal upright position as described, inverted, sideways and upright reversed. It exists in the following states due to wear and damage:-

I. Original condition with all holes intact.

- a. Normal upright position.
Known on SG80 (1).
30 SEP 1919 - ?

II. Perfin with one hole missing - that at the top left corner of the letter C.

- a. Inverted.
Known on SG58 (1)*.
25 AUG 1921 - ?
- b. Sideways to left.
Known on SG80 (1)*, SG83 (2)*.
25 AUG 1921 - ?
- c. Normal upright but reversed.
Known on SG100 (1).
1922 - ?



III. Perfin with two holes missing - those at the top left corners of the letters F and C.

- a. Normal upright but reversed.
Known on SG83 (1)*, SG93 (1).
25 AUG 1921 - 1922
- b. Normal upright.
Known on SG92 (1).
1924 - ?

IV. Perfin with three holes missing - as State III plus second hole from top of left hand stroke of letter U is missing.

- a. Sideways to right.
Known on SG96 (1).
? date.
- b. Normal upright but reversed.
Known on SG111 (1).
1934 - ?

V. Perfin with four holes missing and others partially cut, i.e. as State IV plus additional hole missing at bottom of letter C.

- a. Normal upright.
Known on SG129 (1), SG132 (1).
c. 1938 onwards, dates being unreadable.

VI. Perfin with five holes missing and others uncut, i.e. as State IV plus two other holes in letter U missing on same side as the first.

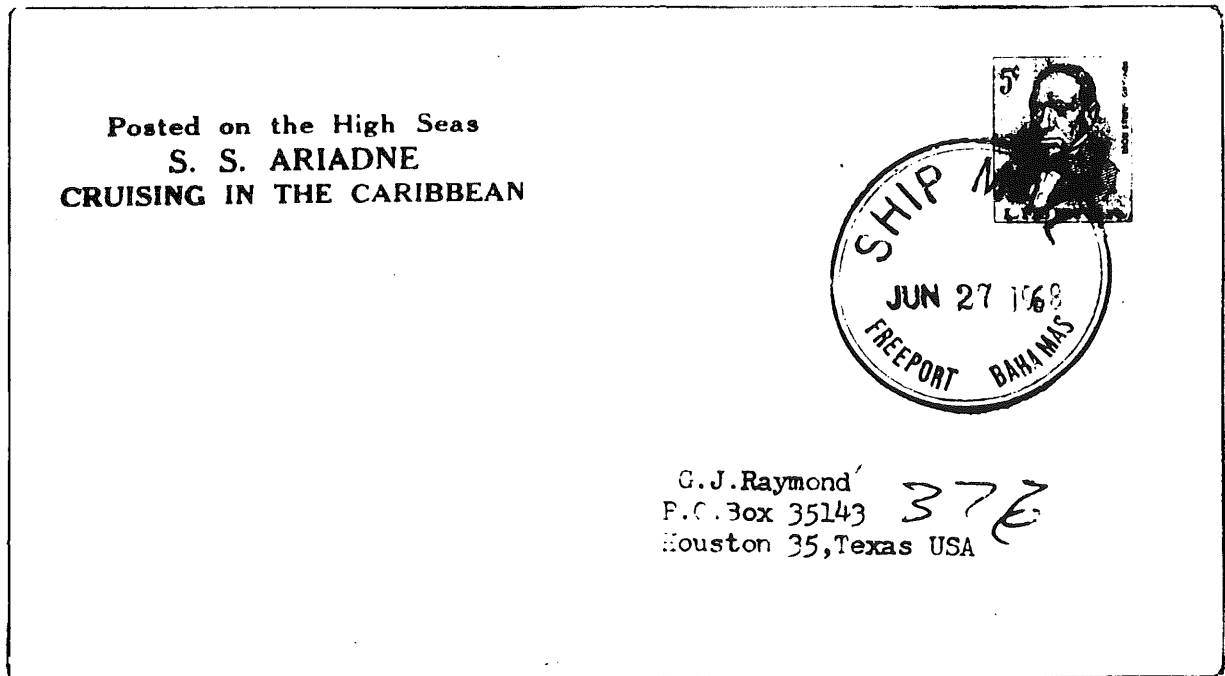
- a. Normal upright.
Known on SG128 (1), SG131 (1).
19 APR 1939 - ?

CONCLUSIONS:- The postmarks on these stamps suggest that all company letters were posted at either the G.P.O. or at Myrtle Bank. The items marked * are known used together on a telegram handed in at Myrtle Bank. The company appears to have used this Perfin until at least 1953, as the Neopost Postal Franking Meter "N54" now being used has the EIIR cypher and could not have been issued before that date. My researches do not disclose that an earlier machine was supplied to this company.

Bahamas News & Notes

BY GALE RAYMOND

Referring to page 156 of the last issue, concerning paquebot markings at SPANISH WELLS, HARBOUR ISLAND and GREEN TURTLE CAY, these were reported on the basis of covers actually received. The quotation from *The Seaposter* referred to CAPT. Robert W. Murch, USNR, and not to Gale Raymond, as several members have misconstrued. (*Our apologies for not making it clear. --EDITOR*). The Hopetown, Abaco, PAQUEBOT mark is STILL in use, albeit seldom, but does repose at-the-ready in the lower right pigeonhole of the rack on the north wall of that P.O., next to the Postmaster's desk.

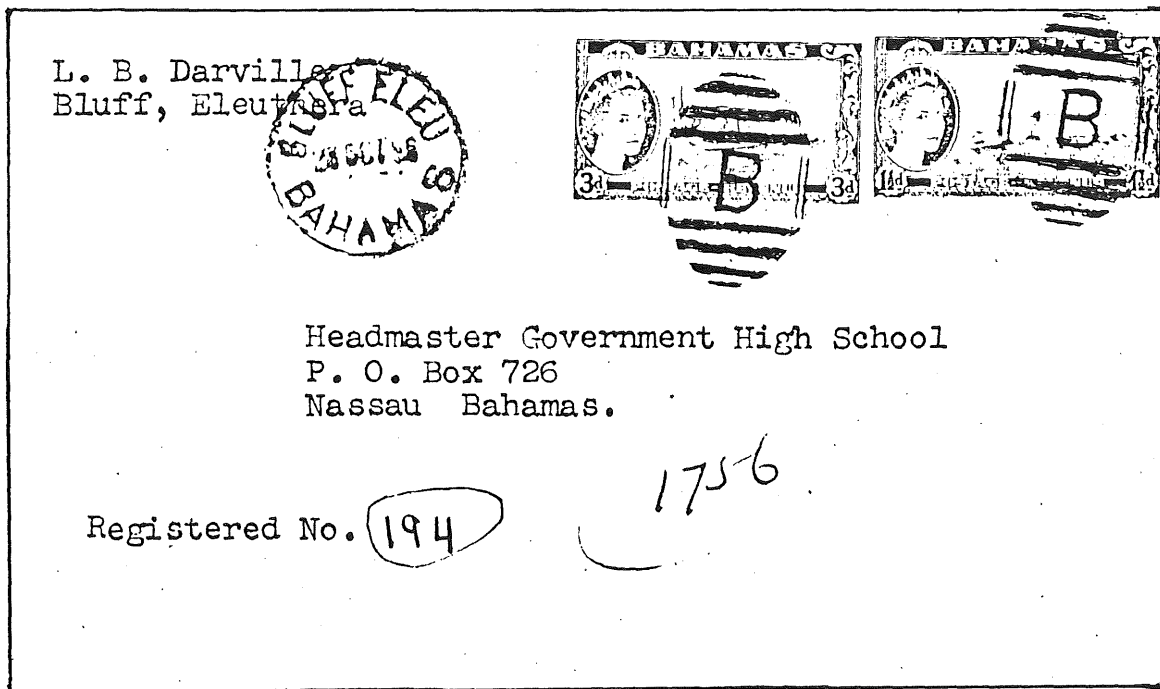


Again thanks to E.T. Peterson, a cover has reached me with markings of "Posted on the High Seas" of the S.S. ARIADNE, of Liberian registry. The Liberian postage stamp bears a fine strike of the elusive TRD, "SHIP MAIL, FREEPORT BAHAMAS", dated JUN 27 1968, in black ink.

At this writing (August 3rd) no covers have come in from the new sub-P.O.'s at CHURCH GROVE, Crooked Island, and OWENS TOWN, Andros. My Church Grove covers arrived back promptly, however, beautifully datestamped with the COLONEL HILL CDS! Perhaps better luck can be reported later herein by the irrepressible Bahamas Bum, to whom I am indebted for a card, direct, postally cancelled by a large 20V-type TRD inscribed "COMMISSIONER'S OFFICE MANGROVE CAY, ANDROS". In a commercial lot just in containing Bahamas stamps on piece, this is the ONLY postal cancel from Mangrove Cay between at least the dates June 7th and July 14th, 1968.



In the abovementioned commercial lot another surprise was noted--CAT CAY datestamps as late as 15 July 68! apparently the closing-order for 31 March 68 was deferred, for reasons best known to them! The uncommon SAN ANDROS TRD was being struck in red ink in Jan-Mar 68, and understandably shows some signs of wear now. The large BIMINI TRD is still showing up. The new large 30 mm CDS of SANDY POINT normally appears now in purple ink. No other CDS changes appear in the above lot. The old SAN SALVADOR CDS is back in use with a new set of year-dates (May 68).



For some years, an odd "B" killer, always struck in violet ink, has been viewed in low regard by those possessing examples, as they have appeared only on loose stamps or on-piece. Now at last a COVER has appeared, shown above. It is a non-philatelic one to Nassau from Bluff, Eleuthera, which latter CDS is in black ink. The stamps themselves are cancelled solely by the odd "B" killer in violet ink, either applied aboard the mailboat or on arrival at the GPO, Nassau. Looks good to me. (NOTE: In the above illustration the obliterator has been heavily re-touched to make it reproduce, and it may vary considerably from the actual mark.)

WANTED---Articles of any size as well as bits of information on British Caribbean philatelic subjects for publication in this Journal. If you find writing difficult, just send the bare facts and let your Editor do the rest.

GUYANA GLEANINGS

by FRED F. SEIFERT

The *Sunday Graphic* of Georgetown reported in its July 7th issue on a meeting between Minister of Communications, Eugene Correia, and delegations from the Maha Sabha, the Christian Social Council, the Mahatma Gandhi Organisation and the Vedic Mission. These groups represent the three major religions of Guyana-Christian, Hindu and Muslim. Mr. Correia gave assurance that the Government will issue a special stamp to commemorate the festival of Phagwah next year, and pointed out that earlier this year Easter had been commemorated by a special issue. He confirmed that a stamp to mark 1,400 years of the revelation of the Holy Koran is to be issued later this year, and promised to consider issuing special stamps to celebrate the 100th Anniversary of Mahatma Gandhi next year.

Guyana is gradually using up the supplies of Post Office forms and labels of British Guiana which were on hand at Independence. None of these were overprinted as were the British Guiana stamps. For a time, some of the offices were using Parcel Post Labels as substitutes for Registry labels on letters. Now, Parcel Post and Registry labels reading Guyana are in general use, although it is possible a few of the remote offices may still be using the old ones. We have also noted a new Officially Sealed label reading Guyana. Thus only the postal stationery remains in pre-Independence form.

The AIR MAIL G.P.O. cancelling machine was using the slogan, ADDRESS LETTERS CORRECTLY TO SPEED THE MAIL, during July and August. Some letters we received that passed through the Georgetown G.P.O. during the "GOSLOW" period had the stamps uncanceled.

FURTHER "INDEPENDENT ANGUILLA" SHIFT VARIETIES---- by Rick Rodgers

After reading the article by Kenneth Rowe, who first discovered the "Independent Anguilla" overprint shift variety, I was immediately prompted to check a few of my overprinted specimens. Much to my surprise, I found the same shift that was mentioned on the 3¢ denomination to be present also on the ½¢ denomination, within a block of six on a cover in my collection. The shift seems to be in the same position (#17 on sheet of 25). The ratio of occurrence in the vertical overprints thus appears to be 1 out of 25, as a measure of relative scarcity. In looking through Gale Raymond's material, which he had not yet checked, I spotted two further examples of this shift on the 2¢ value. I hope this information will be of good use to Mr. Rowe and to other members of our Group.

NEW BRITISH VIRGIN ISLANDS RESORT DEVELOPMENT ANNOUNCED----

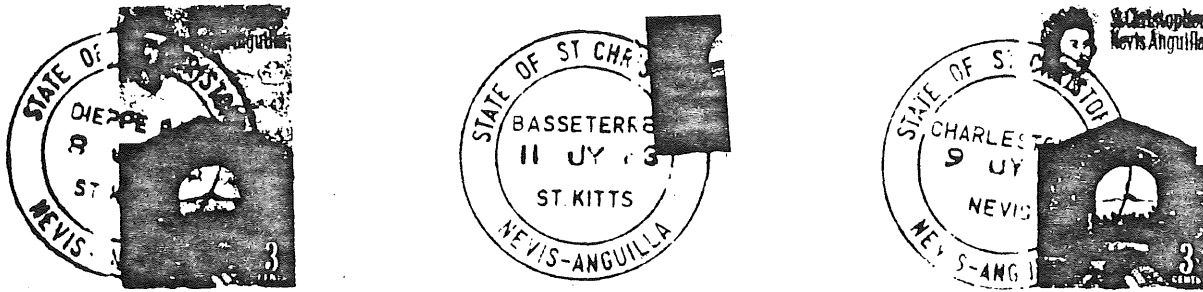
A U.P.I. report, dateline LONDON, Aug. 11, announces that the British Virgin Islands have approved a multimillion dollar plan to develop Anegada Island into a tourist and industrial tax-free resort.

YOU HAVE A DATE IN MIAMI AT FLOREX '69

New Postmarks for St.Kitts and Nevis

by THOMAS E. GIRALDI

Beginning in July, the post offices on St.Kitts and on Nevis have been using a new type of steel, double-ring CDS which incorporates the words STATE OF ST. CHRISTOPHER / NEVIS - ANGUILLA, with town name, date and island name in the center. At first glance I thought these might be new TRD's since the text is the same as the TRD's of March, 1967, but on closer examination it became obvious that the impressions were too sharp to have been made by a rubber stamp.



My earliest example is dated 1 July 1968, and in correspondence with our Editor, Joe Chin Aleong indicates that this represents the first day of use. My most recent strike is of 3 August 1968, and it would appear that, at least for the present time, this new CDS has replaced those in previous use.

I have only seen strikes from Basseterre, but Joe reports them from all offices on St. Kitts and Nevis, except Sandy Point which has been closed since the P.O. building was destroyed by fire. Of course, Anguilla is also among the missing despite the fact that the State includes its name. In addition to the normal Basseterre mark, there is one reading G.P.O./date/REGISTERED.

Approximate measurements of the two rings are 33 and 23½ mm diameters. The words STATE OF ST. CHRISTOPHER around the top and NEVIS-ANGUILLA around the bottom are 2½ mm in height; town name and island are 2 mm in height; and the dates are about 2½ mm high. All strikes that I have seen or heard of have been in black ink.

The continued use of the name ANGUILLA could mean that St.Kitts proposes to ignore the accomplished fact of Anguilla's independence, however, the order for these cancellers was undoubtedly placed some time ago.

Following is a checklist of marks seen:

ST.KITTS: Basseterre, G.P.O./REGISTERED, Cayon, Dieppe Bay, Old Road

NEVIS: Charlestown, Gingerland

Our Miami Area members are busily engaged on plans for our BCPSG Meeting next year at FLOREX 1969 in November. This promises to be the biggest and best get-together of all we have held. Make sure you don't miss it, and work up an entry for the show while you still have plenty of time.

NEW ISSUES

ANGUILLA

- 18 Jul 68 Birds. (See August Journal for details.) This issue was released in London to dealers on 8 Jul 68, but supplies were delayed in reaching Anguilla, and first day of use was 18 Jul 68.
Sep 68 Anguillan Guiding.
Dec 68 Christmas Stamps.

ANTIGUA

- Oct 68 Opening of a Deep Water Harbour. (See page 166 for details.)
69 40th Anniversary of Air Services in Antigua.
69 Centenary of Phosphate Industry on Redonda.
69 Tercentenary of Parliamentary Government.

BAHAMAS

- 68 Tourist Issue.
68 Olympics.
68 Gold Coin Issue.
68 Parliamentary Commonwealth Association.
Bahamian Paintings by Winslow Homer.

BARBADOS

- 29 Aug 68 Golden Jubilee of Girl Guiding in Barbados. 3¢, 25¢ & 35¢.
Oct 68 International Human Rights Year.
69 New Definitives.

BERMUDA

- 24 Sep 68 Olympic Games.
2 Jan 69 New Definitives in Decimal Currency.
69 50th Anniversary of Girl Guides.

BRITISH HONDURAS

- Sep 68 New Definitives.
1 Mar 69 Orchids.
1 Jun 69 Hardwoods.
69 Christmas.

BRITISH VIRGIN ISLANDS

- 1 Jul 68 International Year for Human Rights. A new printing of the 10¢ and 25¢ definitives on Block CA watermarked paper, overprinted in black letterpress 1968/INTERNATIONAL/YEAR FOR/HUMAN RIGHTS. The printing and overprinting were by De La Rue and Co. Ltd.
Aug 68 Carnival.
1 Sep 68 National Development.
68 Martin Luther King.
69 Tourism.
69 New Definitives.



CAYMAN ISLANDS

- 2 Sep 68 Olympic Games.
1 Nov 68 Christmas 1968.
69 New Definitives.

DOMINICA

- 8 Jul 68 Definitive Issue Overprinted ASSOCIATED/STATEHOOD in black or silver.
- 68 Tourism. (In se-tenant format.)
- 68 W.H.O.
- Olympics.
- Christmas.

GRENADA

- 68 W.H.O.

GUYANA

- 68 Savings Bonds and Efficiency Issue. Intended to be released 22 Jul 68, but postponed when supplies had not arrived in Guyana by that date.



Four denominations, 6¢, 25¢, 30¢ and 40¢, designed by a local artist and lithographed by Bradbury, Wilkinson & Co. Ltd. in sheets of 50 on unwatermarked paper. The 6¢ has the same design as the 25¢, and the 30¢ has the same design as the 40¢

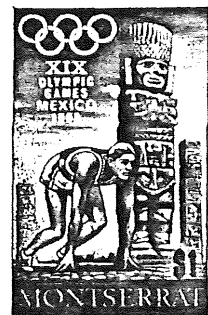
- 68 New Hotel Development and Opening of Airport Terminal Building.
- 68 2nd Anniversary of Independence.
- Sep 68 Olympic Games.
- 68 Celebration of 1400 Years of Al Quran.
- 68 Christmas 1968.
- 69 50th Anniversary of I.L.O.
- 27 Jan 69 Art and Culture Week.
- 17 Mar 69 Easter Issue.
- 1 May 69 CARIFTA First Anniversary.
- Aug 69 World Scout Jamboree.

JAMAICA

- Oct 68 International Human Rights Year.
- 68 Tourism Issue.
- 69 50th Anniversary of I.L.O.

MONTSERRAT

- 31 Jul 68 Olympic Games. Four stamps as illustrated, denominations being 15¢, 25¢, 50¢ and \$1.00. Designed by G.L. Vasarhelyi and printed by



Harrison and Sons Ltd. in photogravure on Block CA watermarked paper in sheets of 50 stamps.

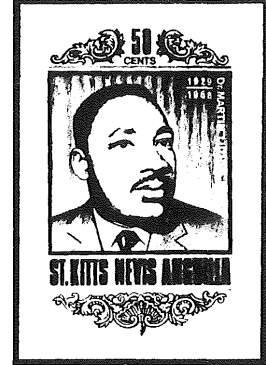
- 18 Sep 68 International Human Rights Year.
- 2 Oct 68 Christmas 1968.
- Feb 69 Tourism

MONTSERRAT (cont.)

- Jun 69 Development Projects.
- Sep 69 Fish.
- 70 New Definitives.

ST. KITTS

- 16 Jul 68 New printing of 3¢, 15¢, 25¢ and \$1.00 definitives with Block CA Watermark Sideways. The 25¢ provides a new shade.
- 30 Jul 68 Caribbean Free Trade Area issue of two adhesives, 25¢ and 50¢ in a common design featuring a steamship with CARIFTA on the hull and an airplane up above. Printed by Thomas De La Rue & Co. Ltd. by the Delacryl process on Block CA watermark paper.
- 30 Sep 68 Memorial to the late Dr. Martin Luther King. One value of 50 cents in the design shown here. The name of the designer and the printer have not yet been released.
- 27 Nov 68 Christmas.
- 25 Feb 69 Fish.
- 69 New Definitives.



ST. LUCIA

- 4 Jul 68 The Dr. Martin Luther King memorial issue illustrated in the August Journal was printed by Thomas De La Rue & Co. Ltd. by the Delacryl process on Block CA watermark paper.
- 68 Birds.
- Oct 68 Christmas.
- Mar 69 Easter.
- ? Views of Old St. Lucia.

ST. VINCENT

- 26 Aug 68 Dr. Martin Luther King. In 5¢, 25¢ and 35¢ of a common design showing Dr. King in profile overlooking a typical scene of cotton picking in St. Vincent. Designed by artist V. Whiteley and printed by Thomas De La Rue & Co. Ltd. by Delacryl in sheets of fifty on Block CA watermark paper.
- 68 Statehood.
- Nov 68 International Human Rights Year.
- 69 Carnival.
- 69 Caribbean Free Trade Association.
- 69 New Definitives.



TRINIDAD & TOBAGO

- 5 Aug 68 Human Rights Issue. Three stamps, 5¢, 10¢ and 25¢, in a common design of children of various colors dancing around a flame. The inscription HUMAN RIGHTS is surmounted by the International Human Rights emblem. Printed by Harrison and Sons Ltd. by photogravure on Block CA sideways watermarked paper, in sheets of fifty stamps.
- 68 Olympic Games.
- 69 New Definitives. (Previously scheduled for 31 Aug 68 release.)
(All of the above information on Trinidad & Tobago has been extracted from the Trinidad Philatelic Society Bi-Monthly Bulletin.)

TURKS & CAICOS ISLANDS

1 Oct 68 Memorial to Dr. Martin Luther King. Three values, 2d, 8d and 1/6, of the same design as shown at the right. No further details are presently available.



Most of the foregoing information was provided to us by the CROWN AGENTS who also furnished photos for the illustrations. Our special thanks go to Mr. L. Phillips, Crown Agents Representative in North America, for his cooperation. We also thank the Anguilla Agents, John Lister Ltd., for information on Anguilla and a First Day of Issue cover of the Anguillan Bird Issue. Finally, our appreciation to our good friend, Harold Box, for allowing us to glean information from his T.P.S. Bulletin, the only reliable source of data on Trinidad & Tobago postal issues now that the CA no longer act as philatelic agents for T & T.

PERSONAL MENTION--

EDDIE ADELSON, better known on these pages as the BAHAMAS BUM and OUT ISLAND OTTO, treated members of the Hollywood (Florida) Stamp Club to a presentation on Anguilla, last July 30th. He must have done a good job, for we note two BCPSG Membership Applications with Ed's name as sponsor have just arrived.

As we write this, CHUCK CWIAKALA is nearing the end of a vacation out in Oregon at Lake Oswego. We can expect an avalanche of Public Relations releases when he comes back home, all rested up after a few weeks of relaxation.

DR. ED DOAK was seriously injured in an automobile accident on July 7th, and emergency surgery was required to repair internal injuries. Ed allows that his medical history somewhat resembles that of the hero in a soap opera, thus showing that he did not lose his sense of humor despite his tribulations. He plans to be out in his sailboat again by the time this reaches print.

We were happy to learn that STAN DURNIN recently received a promotion from the U.S. Air Force. If the tax collector doesn't get most of the increased pay, we can expect a sudden increase in auction bids on the Leewards!

JACK FIELD won a Third Award at an exhibition in Bakersfield, California, and we add our congratulations. The news item didn't mention what Jack exhibited, but we presume it was some of his lovely Caymans.

We agree 100% with the arguments advanced by FRED HOWE in his article "The Place of Postal History" which appeared in the July 4th issue of *Stamp Collecting*. He makes a good case for separate exhibitions for stamps, per se, and postal history.

DOTTY STAPP is Treasurer of the Westfield (New Jersey) Stamp Club, which may be why we haven't heard from her for a long time. How about a report on your search for Leeward Islands postmarks, Dotty.

MIAMI IN '69!

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And As We Go To Press:

Our Secretary asks that we add the following names to the list of New Applicants.

BEHR, ELDON A., 3639 West Arbutus Drive, Okemos, Michigan 48864. Occupation:
University Professor. Philatelic Preferences: Used Postal Issues and Covers.
Specialties: USA, Bahamas, British Virgin Islands, Turks & Caicos Islands.
Sponsored by Al Johnson. (Mr. Behr was a former member of the WIFSG.)

BRITT, JOHN J., 1655 Miami Gardens Drive, North Miami Beach, Florida 33162.
Occupation: Supervisor, New York State Board of Law Examiners. Philatelic
Preferences: Proofs and Essays. Specialties: Air Mails. Sponsored by Sam
Stewart and Eddie Adelson. (Mr. Britt is a Past President of the Collectors
Club of New York.)

FRANCIS, WILLIAM D., 3710 Gardendale, Houston, Texas 77018. Sponsored by Al
Johnson. (See next issue for collecting interests.)

SLOTTER, ZANE B., 375 W. 63rd Street, Hialeah, Florida 33012. Occupation: Civil
Engineer. Philatelic Preferences: British Colonies, Germany and Colonies.
Specialties: British Caribbean. Sponsored by Eddie Adelson.

With the above applicants we have 54 new members since January 1st of this year.
Our total membership now stands at 245. However, 21 members have still not paid
their 1968 dues, and will be dropped from the rolls if they do not pay up shortly.

Cont. on page 201.

M E M B E R S ' M A R T
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marks. Commem postmarks. First Days. St. Christopher (St.Kitts) or Leeward stamps
used in Anguilla. Anything interesting. KENNETH ROWE, APT. 403, 90 WARREN ROAD,
TORONTO 7, ONTARIO, CANADA.

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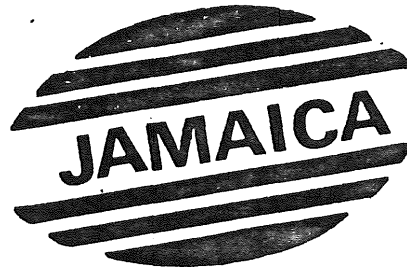


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You will note an advertisement in this issue for subscriptions to *The Beacon*, the only newspaper published on Anguilla. Eric Heyer, who has sponsored this ad., suggests that a subscription is a good way to help support the economy of this island which is sorely pressed for ways of adding to its meager income. While endorsing his thought, we feel we might add that for one who collects Anguilla, there is no better way to keep abreast of what is happening there than to get the word "from the horse's mouth." In addition, the stamps that one receives on the newspaper should go a long way towards returning the cost of the subscription. Sounds like a good deal!

Please change the Zip Code number for Richard Rodgers on page 99 of the June Journal to 77047.

A year ago when we asked for increased dues, we promised to do our best to give you a bigger and better Journal, Modesty forbids us from commenting as to whether we are doing better, but we can positively state that with a total of 202 pages thus far in 1968 we have exceeded the 130 pages of last year by some 55%, and we still have one more issue to go. We should point out that we feel that we have about reached our limit in size, both from an economics standpoint and from our physical ability to get the job done. Thus our future emphasis will, of necessity, concentrate on improvements which can be made at no added cost, and in making our editorial duties a bit less demanding.

It is reported in *Stamps* that the 3¢ & 12¢ of the HUMAN RIGHTS Bahamas set has been found with watermark inverted.

A dealer in England has been offering the Jamaica 3d Constabulary with Wmk. Sideways at 50/-.

The Crown Agents report that the British Honduras 15¢; the St. Kitts 1¢, 2¢, 3¢, 10¢ and 15¢; and the Guyana 60¢, \$2 and \$5 are all being reprinted. The latter three could well have the new Lotus wmk.

Cont. on page 202.

Books ^{on} the West Indies

Supplement to: BERMUDA by M. H. Ludington.

Including an Agenda and Corrigenda to the original volume, "The Packet Mails 1807-1840" by M.H. Ludington and Geoffrey Osborn, also an invaluable summary of Printings 1925-1953. Published at £2 (\$5).

CODRINGTON CORRESPONDENCE by Robson Lowe.

Second impression. The postal history of Antigua and Barbuda 1743-1951. Published (October 1968) at £2 (\$5).

*JAMAICA - THE POSTAL HISTORY 1662 - 1860 by

Thomas Foster. The first time that the documented story has been published with invaluable information for the collector of B.W.I. Part II catalogues and illustrates every type of Handstamp. Part III deals with British stamps used in Jamaica Colour plate. Published at £6 (\$15).

*THE BAHAMA ISLANDS by M.H. Ludington and

Gale Raymond. A History and Catalogue of the Handstamps and cancellations. Copiously illustrated with maps and plates. Published at £3 (\$7.50)

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The Canadian Post Office strike had considerable effect on our Group activities. Although the August Journal was mailed on July 22nd, the U.S. Post Office had put an embargo on mail to Canada by that date and Journals for our Canadian members lay in a carton in our garage until service was resumed. Even after the embargo had been lifted on letter mail, it remained in effect on printed matter an additional ten days. Finally, on 23rd August, the service was resumed, and less than an hour after the Albuquerque Post Office got the word from Washington, we had the Journal on its way. Our Secretarial activities also suffered with Reg unable to send or receive mail. Prexy Gale did call him several times to discuss pending matters, but no new membership forms could be processed throughout the strike. We hope that those who had their letters to Reg returned will try again now that mail service is back to normal.

FLASH!----We haven't yet had it officially but we understand that BRYAN WALKER has been offered the position of Secretary as of January 1st, 1969, when Reg retires, and that he has accepted. Full details will be given in the next issue. As we go to press the final returns for the election of Trustees are not available, so the report must await our next issue. Bryan lives fairly near to Reg in Toronto which will make the change-over an easy one, and as Secretary-Emeritus, Reg will be available to give advice.

We are again receiving Crown Agents data sheets from London, thanks to prodding by Mr. Phillips in Washington, and with this Journal members will receive some of these.

Western Stamp Collector has honored our BCPSG by asking us to be the first group to sponsor an issue of that publication. Chuck Cwiakala is coordinating assembly of the material. If Chuck calls on you for a contribution, please give him the assistance he needs to make this special issue of WSC one of which we can be very proud.

Coming soon--A List of Town Datestamps of Trinidad & Tobago by Aleong, Leotaud and Sancho, as a special supplement.

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