

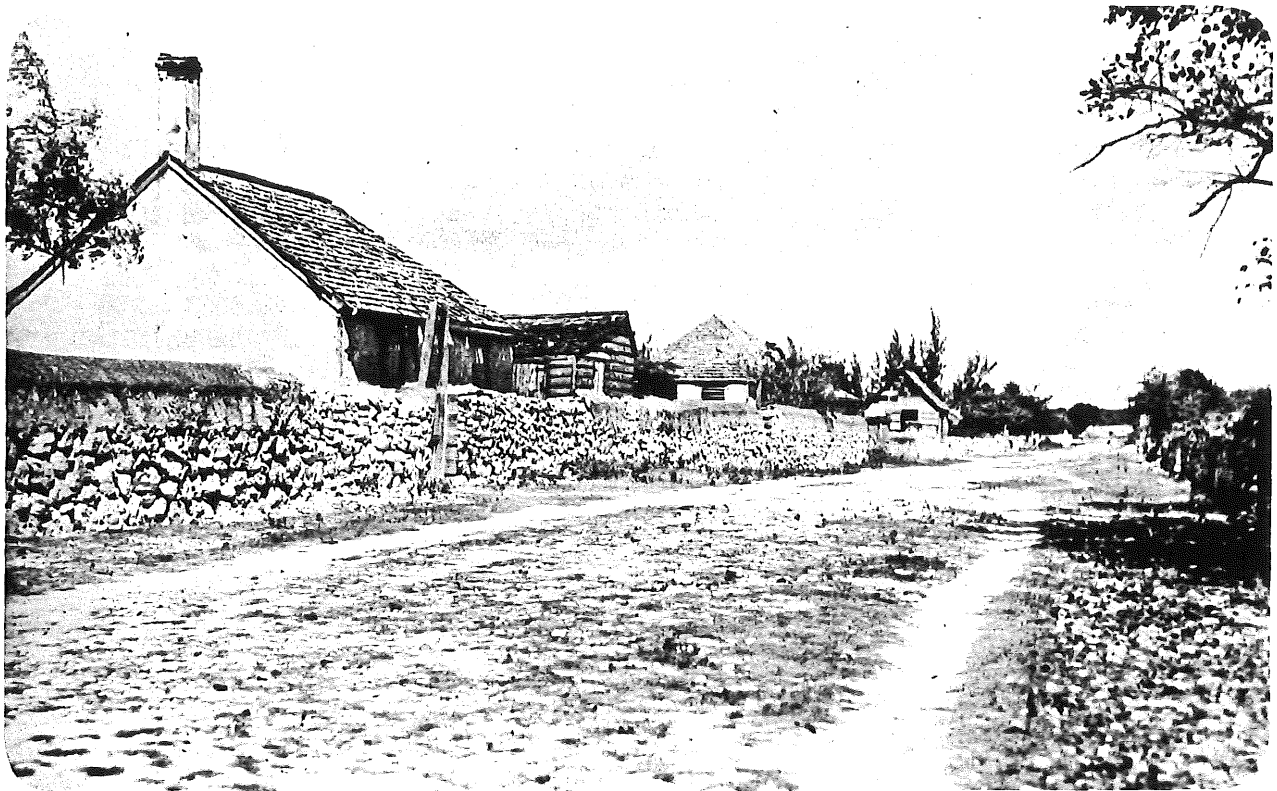
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INAGUA'S MAIN STREET HAD A PASTORAL LOOK AS SEEN BY BILL MCFARLAN IN 1938.

IN THIS ISSUE:

BY FREIGHTER TO INAGUA IN 1938.....	133	FIRST FLIGHTS OF JAMAICA.....	137
LOCAL CURRENCY AND ANTIGUA RATES...140		ANTIGUA ADDENDA.....	141
FIRST DAILY FLIGHT, NASSAU-MIAMI...143		AN ODD GRENADA ITEM.....	145
MISSENT MARKS OF THE BWI.....	146	A CHANGING ANGUILLA.....	148
INFORMATION NEEDED.....	150	ADDENDA TO POSTMARKS OF GRENADA...151	
ANEGADA, BVI.....	152	RAMBLIN' AROUND IN BR. HONDURAS...153	
PRICES REALIZED-8TH MAIL SALE.....	155	JAMAICA JOTTINGS.....	156
MODERN BERMUDA RARITY DISCOVERED...157		NEW ISSUES.....	158
NEW ANTIGUA SPECIMENS REPORTED....161		AUCTION ALFIE.....	162
OUR SECRETARY REPORTS.....	163	PERSONAL MENTION.....	163

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PRESIDENT'S PAGE



Greetings from the pearl of the Persian Gulf! By the time you read this, I will be settled in at my new assignment. The sudden turn of events in July caused an acceleration of some of my projects and the curtailment of others. Needless to say, my personal philatelic activities were drastically halted; so please forgive me if I still owe you a letter - I will eventually get caught up with correspondence and then try to keep current.

Of the future events of interest to us, the closest in time is BALPEX, 2-5 October, at Baltimore, Maryland. Several members have already voiced the possibility of being there. Others will be in competition for the Special BWI Trophy available at the exhibition if there are enough entries. How about you?

Arrangements are being finalized for BCPSG's BIG meeting in Miami, Florida, 7-9 November during FLOREX. Word from "the BUM" assures us all of the philatelic time of our lives. Be sure that you are there! Despite the great distance from Miami of my new location, I will make every effort to be there.

Material for our auction at FLOREX is coming in sporadically. If Bob Topaz is to arrange and compile the auction listing in time to be dispatched with the October Journal so that ALL members will have time to bid, he MUST have your material NOW! Don't forget that we are soliciting the donation of lots to be sold for the benefit of the Group to help bolster up our Treasury. Be sure to mark such lots as donations. All items not so marked will be sold for you on the regular commission basis.

Fellows, and our lovely Ladies too, many of you are thinking about and talking up the proposed BCPSG-BWISC joint meeting in London, England next year during the PHILYMPIA Exhibition, Sept. 18-26, 1970, but you are not letting me know about it. Thus far, I have heard from, or of, a dozen members making tentative plans to be there. I must hear from the rest of you--ALL of you--as soon as possible. This will not constitute a firm commitment on your part, but will let me know of the possibility of your attendance for planning purposes. I need this information desperately to advise the BWISC Special Committee that is being established to lay on the requirements for a successful meeting. Don't put it off any longer; advise me now! A post card-airmail please-will do fine. My new address: Det.30, 1141 SAS, APO New York 09616. I'll be looking for your card.

P.S. If you collect this part of the world, let me know and I'll see what I can do for you.

Stan

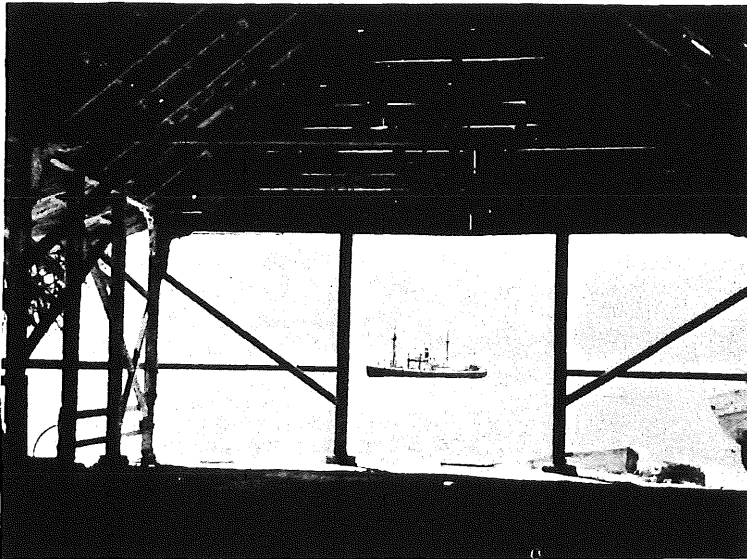
Overseas members who would like to receive Group Auction lists by airmail may have this done by paying the postage. A list can be mailed for the ½ oz rate of 15¢ to the Caribbean and South America, 20¢ to Europe and 25¢ to the rest of the world. If you wish this service, send two IRC's for one list or any convenient amount to cover future lists. A 10/- note will cover six lists to the U.K. ---- EDITOR.

BY FREIGHTER TO INAGUA IN 1938 by William M. McFarlan

Thirty years now seems like a long time ago, just before World War II came up on the horizon. It was then that I was able to do something that has always fascinated me, take a trip on a freighter to the West Indies. The ship had a passenger complement of but twelve, the maximum permitted without a doctor on board. What sort of passengers would go on this sort of trip? Yes, it had to be folks who liked to get into out of the way places. This was no dressed up affair, but all of my fellow passengers were real people in search of new experiences.

As I remember them, all of the passengers were from the New York City area--two men going to Puerto Cabello, Venezuela to work on a big dredging operation and construction of new wharf facilities; a married couple who had recently sold their stamp collection in a New York auction sale. I had some stamp magazines along, and sure enough I found their sale written up in one of them. Moral: sell your stamps and take a freighter cruise!

Also along was an old maid who always had with her a copy of *The Nile* by Emil Ludwig. It is a huge book, and I often wondered if she ever completed reading such a volume. Then there were three girls who worked for *Motor Boating* magazine and a yacht brokerage firm in Connecticut. Another young girl, quite tall as I recall, was going down to Inagua to look the place over before she made up her mind whether or not to marry one of the Erickson boys from Boston who operate the big salt concession on the island. Last, but not least, were two bachelors, my cousin George and myself.



THE INAGUA PUBLIC MARKET FRAMES S.S. AMOR

The ship on which we sailed was the *S.S. Amor* of the Royal Netherlands Steamship Line or K.N.S.M., which is

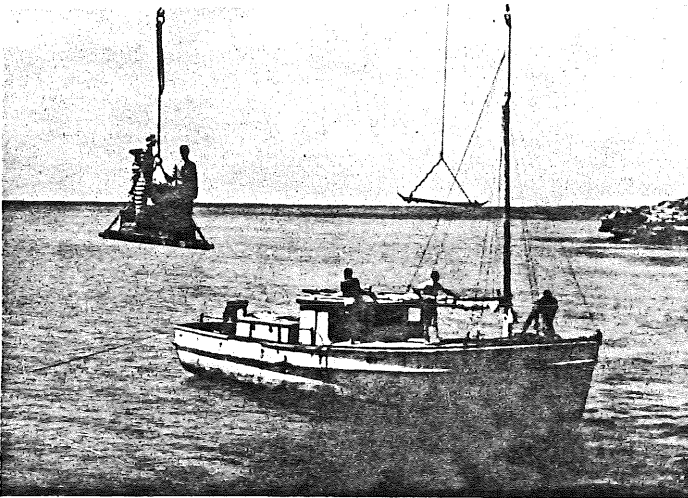
the abbreviation for Koninklijke Nederlandsche Stoomboot Maatschappij. Our departure was in the early evening from a pier on the East River in Brooklyn, N.Y. We came on board about 6 P.M., and the ship was alive with people. You just never do know who is going along until the well-wishers have gone ashore and the ship sails.

The K.N.S.M. has a boat sailing each week from Brooklyn to either Grand Turk or Inagua where they pick up stevedores to work the cargo down in the islands. By this means they give the islanders a job and save money by not having to feed them when there is no requirement for their services while at sea. The steamers then stop at Port au Prince and several outports of Haiti, as cargo offerings dictate, then on down to La Guaira, Puerto Cabello, Maracaibo or other Venezuelan ports, perhaps to Colombian ports, then to Curaçao. At this latter port, the passengers are put up at the Hotel Americano, with a fine view of the pontoon bridge opening and closing from one's bedroom window.

From Curacao one picks up another of the line's boats for the return trip via Haitian ports to pick up coffee, cocoa or hides and finally to drop off the stevedores at Inagua.

Both ways you pass through the Crooked Island passage, which is like a Main Street through the Bahamas. If at night, you will see the lighthouse winking at you from Castle Island, Landrail Point, while at the north end of the passage the light on San Salvador is quite prominent. In daytime you will pass quite close to Castle Island as you round it from Inagua. The bight of Acklins Island will go off to the east, then come back again further along as Crooked Island. (This is for the northbound trip, the reverse being true when going south). Here you will see Albert Town settlement on Fortune Island (Long Cay P.O.).

There is much traffic through here, and almost always several ships will be within view, or at night you will see them all lit up. All of the traffic from the Panama Canal comes up through the passage between Cuba and Haiti and on into the Crooked Island passage. This includes many tankers with oil cargoes. Years ago, the Hamburg American Line called at Long Cay for stevedores, and that is why you see Bahamas stamps on covers posted on these ships.



HOISTING PASSENGERS ASHORE AT INAGUA

was franked with a 2/- and 3/- along with other Bahamas stamps of lower values. I was told that it was then quicker to send a letter airmail from Nassau to Inagua via Miami and New York to connect with the weekly sailings of the Dutch boats, a 2000 mile plus trip, than it was to await the sailing of the *M/S Monarch of Nassau* via other islands, a direct trip of about 350 miles with one sailing every three weeks.

We went through the Crooked Island passage at night so as to arrive off Great Inagua Island the first thing in the morning to pick up our stevedores. Since we had a passenger and some freight for the island, we came close-in and dropped anchor. We could go ashore for two hours, so had to make the most of our time to see Matthew Town, the chief and only settlement.

The story of Inagua is wrapped around an English company who pumped sea water into man-made lakes and let the hot Caribbean sun evaporate the water. This left a crust of white scale or flakes of salt on the bottom of the pond which was then gathered up with mule drawn two handle scoops with a man between them. A light railway line was built to haul the salt to the port area. No locomotives were

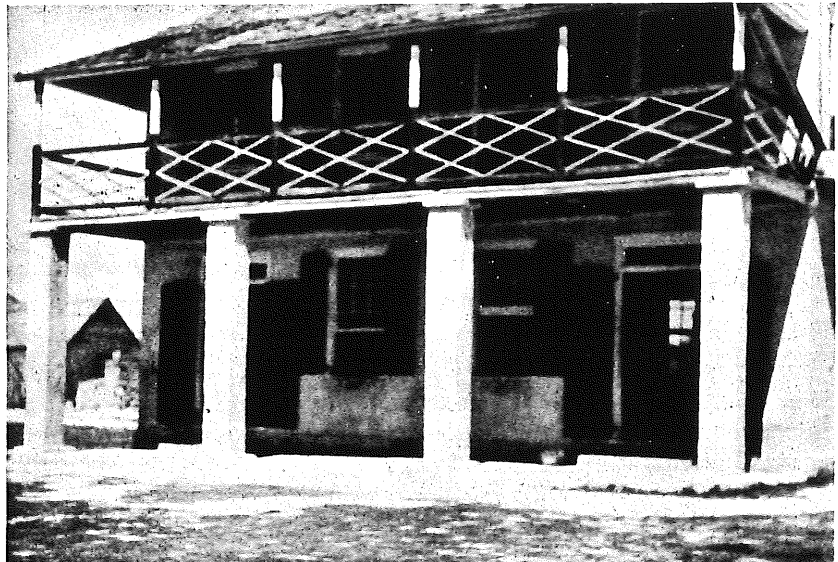
Now with these notes, let's get back to Brooklyn and sail on the *S.S. Amor* with good old Captain Klipp. It's just like one large family, as the officers eat with the passengers. You never know when something will be added to the voyage, like on the previous trip when a cargo of monkeys got loose and took to the rigging. It was quite a job to recapture them, but food placed on the deck finally enticed them down.

At the last moment before sailing a man from the Line came aboard with mail which the Purser stamped with the ship's boxed postmark. I noticed one large envelope which

used, they just hitched the mules to the dump cars and used them for the trip in from the salt ponds. The English company folded up, and there was just not much for the local people to do, apart from the stevedore jobs on passing ships or to go to work in the oil fields in Venezuela.

Then came the era of the Ericksons from Boston. With true Yankee pluck, father and sons came down and salvaged the industry. They brought in trucks to haul the salt; bulldozers to replace the mules; and the rail line was taken up, the rails being placed along the shore to halt erosion. However, they still had to depend on "Old Sol" to evaporate the water to get the salt. The Ericksons bought up old automobile motors for \$5.00, each, and had them shipped down to run the pumps that pumped sea water into the ponds. A motor didn't last long as the salt action soon corroded it beyond use. When this happened, they just junked the motor and replaced it with another.

Several attempts have been made to build a harbour at Inagua, but a heavy ground swell, plus summer storms, have thwarted all of man's efforts to create a wharf for loading, so all cargo must be lightered to and from awaiting ships. The salt is stockpiled in the loading area as is shown on several Bahamas 10/- stamps. (See S.G. #192 and #215.)



THIS BUILDING HOUSES
GOVERNMENT OFFICES
INCLUDING THE POST
OFFICE FOR INAGUA.

Since this was our first port of call and since we had on board a very important person, the young lady who subsequently became the bride of one of the Erickson boys, our cameras were working as we went over the side of the ship and down the steps to a bobbing motor launch. The launch was to take us in the lee of a large coral cliff, but the ever-present ground swell kept us bobbing up and down.

From the cliff above, a boom swung out and lowered a board platform to the deck of our launch, so step at the right moment you must for three persons to be hoisted aloft. Then the boom would swing you ashore on the cliff. A most novel way to be landed at Inagua on the 30th of March 1938.

We took a walk down the main street of Matthew Town. Buildings were scattered about, some minus a roof through the ravages of time. I remember that the town jail had a native coral stone wall around it with broken glass set on edge in the cement to discourage climbing over it. A walk in the other direction brought us to the market house, all open with just a roof over it, which made an excellent frame for a picture of the *S.S. Amor* riding at anchor.

Next came the building that I was looking for, the center of all governmental activity on Inagua. Passing through the doorway, I found myself in the Police Station where the entire force of two constables was on duty. Through another door I entered the Post Office. A third door led me into the office of the Commissioner, Mr. Malone from Nassau with whom I had quite a chat. Lo and behold, there on his desk was that large envelope with the 2/- and 3/- stamps! Say no more, they are in my collection today. It seems that his wife had some new pictures of his daughters that she had sent him from Nassau by this round about method. Mr. Malone also had the constable bring in the date stamp so that I could postmark the letters I had carried ashore. The mark was the Type 7 II per the Ludington-Raymond Handbook.



A CONSTABLE STROLLS DOWN MATTHEW TOWN'S PRINCIPAL STREET.
THE CORAL WALL IN THE LEFT FOREGROUND SURROUNDS THE JAIL.

The second floor of this two story building contained the Library, and a porch ran around the building. This seems to be sort of a standard design for "out island governmental buildings."

All too soon, the ship's whistle was blowing a warning blast, calling on us to hurry back to the hoist to be lowered down to the launch. Back aboard ship, we departed on the overnight run to Port au Prince, Haiti.

On our northward trip on the *S.S. Amazone*, a sister ship, we called at Inagua just long enough to unload the stevedores and sailed immediately for New York. Should you wish to visit Inagua today, Bahamas Airways will fly you there, and you can stay at Flamingo Lodge and Restaurant. They have four rooms and were charging \$5.00 single, CP, or \$3.00, EP, but with inflation everywhere the rates may have risen.

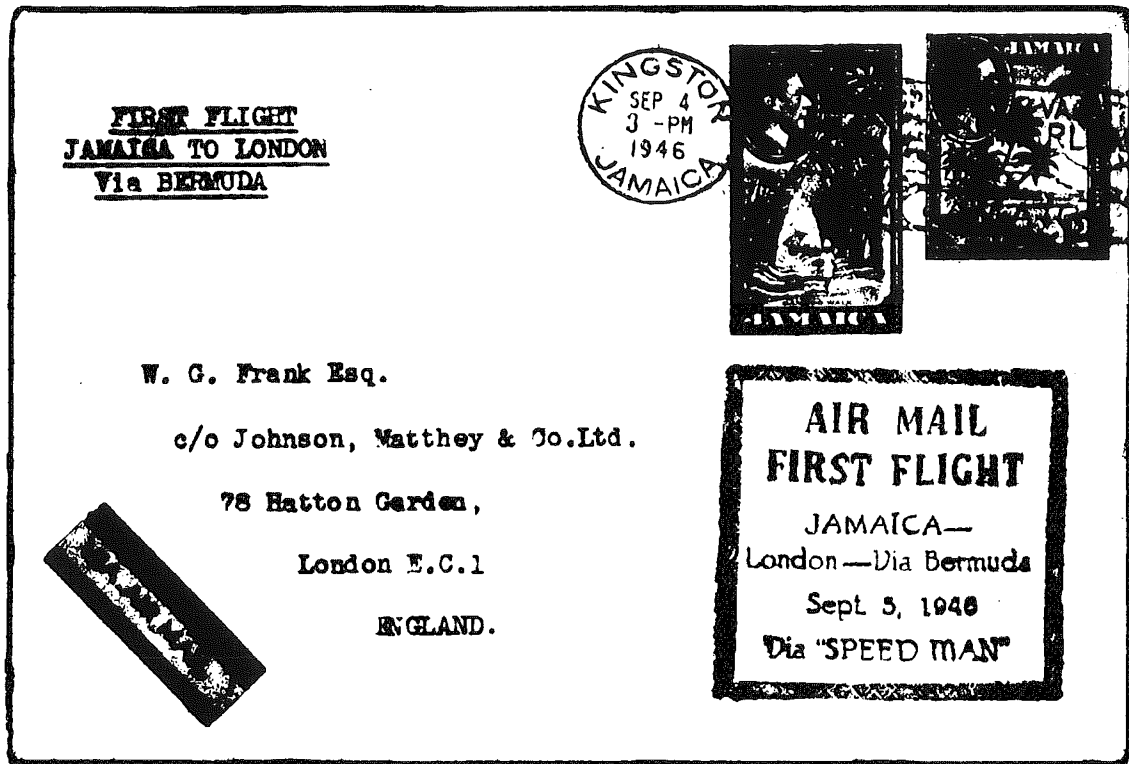
PLEASE NOTIFY YOUR EDITOR WELL IN ADVANCE OF ANY CHANGE OF ADDRESS. IN THE PAST YEAR IT HAS COST US SEVERAL DOLLARS IN POSTAGE DUE FEES AND TO REMAIL COPIES OF THE JOURNAL WHEN THE POST OFFICE HAS RETURNED JOURNALS THAT WERE MISSENT BECAUSE WE WERE UNAWARE THAT A MEMBER HAD MOVED. WE CAN ILL AFFORD THIS EXPENSE. IT TAKES AT LEAST A WEEK, GENERALLY LONGER, FOR A JOURNAL TO TRAVEL FROM ALBUQUERQUE TO A MEMBER IN THE U.S. IF YOU DELAY IN NOTIFYING US OF YOUR MOVE, A JOURNAL MAY BE ON ITS WAY TO YOUR FORMER ADDRESS BY THE TIME WE HEAR FROM YOU.

FIRST FLIGHTS OF JAMAICA

by DR. JOHN M. LOCKIE & CHARLES E. CWIAKALA

(Concluded from June issue)

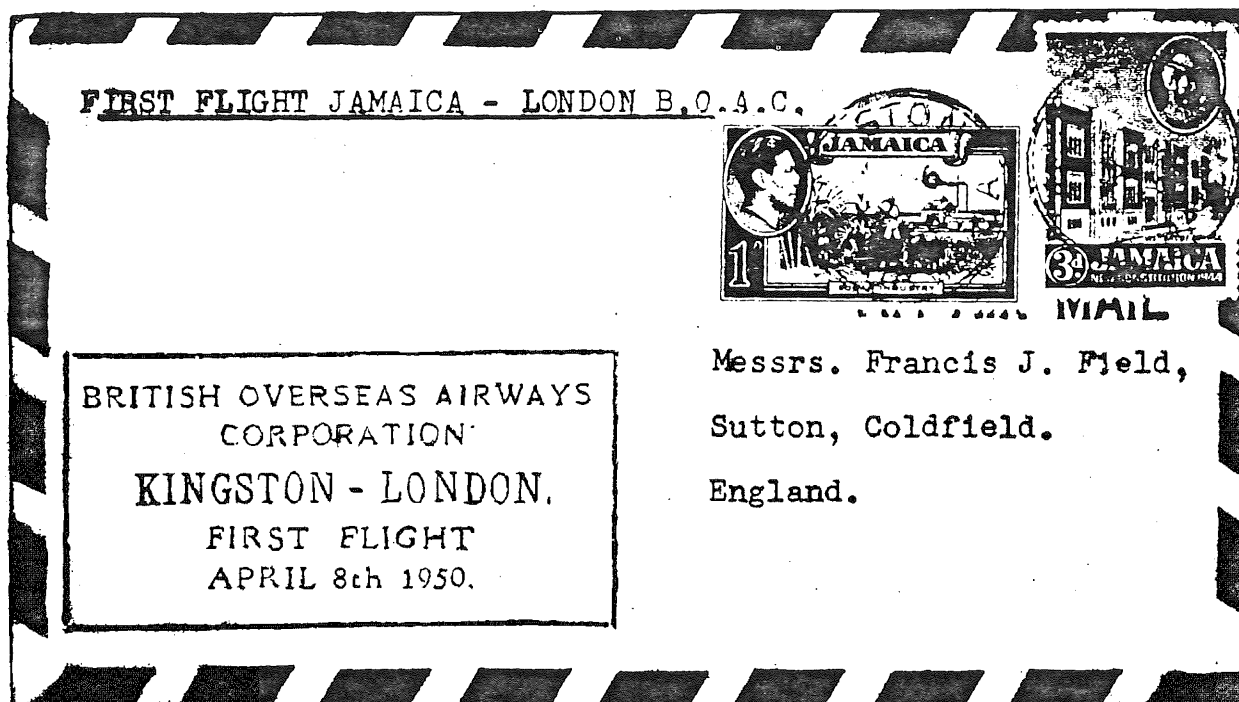
35. 5 SEP 46. JAMAICA TO LONDON VIA BERMUDA AND THE AZORES. Airline: BSAA. Cachet: violet or blue, 47 x 45 mm. The "SPEED MAN" flight.
36. 18 OCT 47. CAYMAN BRAC AND GRAND CAYMAN TO JAMAICA. Airline: Cayman Island Airways. Cachet: red, 67 x 42 mm. Originally scheduled by Jamaica Air Transport Airways with the original cachet being obliterated (violet 60 x 15 mm). The plane was scheduled to arrive 18 OCT 47, and the covers were prepared but were not flown, but forwarded by sea mail to Kingston. (See cover No.37).



COVER NO.35 - THE "SPEED MAN" FLIGHT

37. 20 OCT 47. TAMPA, FLORIDA TO JAMAICA VIA CAYMAN ISLANDS. Airline: Cayman Island Airways. Cachet: None. No mail carried officially but seven letters are recorded known. As cover No.36, these were not flown from the Caymans, but forwarded to Kingston by sea.
38. 3 NOV 47. CAYMAN BRAC TO JAMAICA. Airline: Cayman Island Airways. Cachet: None. The Cayman Islanders were once more notified that the plane would arrive NOV 3. It failed to do so, hence the letters were forwarded by the regular sea mail.
39. 2 FEB 48. JAMAICA TO NASSAU, BAHAMAS AND MIAMI. Airline: BSAA. Cachet: None. BSAA started services in the Caribbean in JUN 47; passenger service for Nassau-Miami in Jan 48; mail was first carried in APR 48.

40. 4 JUN 48 CAYMAN ISLANDS TO JAMAICA AND ON TO NEW YORK. Airline: New Caribbean International. Cachet: Same as No.36 and a further stamp "BY AIR TO NEW YORK/ONWARD BY SEA". The cachet includes a manuscript "New Caribbean International" over the words "Cayman Island Airways" which is understood to indicate that a new concern had taken over. Return covers exist.
41. 31 JUL 48 HOUSTON-NEW ORLEANS-HAVANNA-JAMAICA-CARACAS. Airline: CSAL. Cachet: violet, 75 x 48 mm. This was the southbound flight. Some covers were destined for Jamaica. The return flight with the itinerary reversed took place on 1 AUG 48. Covers also exist for the return flight.
42. 1 APR 49 JAMAICA TO MIAMI. Airline: British Caribbean Airways. Cachet: violet, 73 x 23 mm. Most of the covers destined for this flight were erroneously mailed on an earlier PAA flight.



COVER NO.45 - JAMAICA-LONDON BY BOAC

43. 1 APR 50 JAMAICA TO MIAMI. Airline: BWIA. Cachet: Blue or violet oval, 50 x 31 mm.
44. 2 APR 50 JAMAICA TO NASSAU, BAHAMAS. Airline: BWIA. Cachet: Blue, 73 x 45 mm. The return flight had no special cachet.
45. 8 APR 50 JAMAICA TO LONDON. Airline: BOAC. Cachet: Blue, 73 x 36 mm. This was a first direct flight.
46. 4 AUG 51 NASSAU, BAHAMAS TO JAMAICA. Airline: Bahamas Airways. Cachet: Yes.
47. 12 MAR 52 KINGSTON OR MONTEGO BAY, JAMAICA TO BERMUDA-NEWFOUNDLAND-LONDON. Airline: BOAC. Cachet: None. The first Stratocruiser flight.
48. 10 APR 53 KINGSTON, JAMAICA TO CAYMAN ISLANDS VIA MONTEGO BAY. Airline: Caribbean International Airways Ltd. The plane crashed off shore

at Palisadoes. A large amount of mail was salvaged (water soaked) and that bound for Caymans was stamped and re-mailed on *M.V. KIRKSON*, leaving Jamaica on 14 APR.

49. 26 APR 53 BOGOTA, COLOMBIA TO MONTEGO BAY, JAMAICA. Airline: BWIA. Cachet: violet in four lines. BWIA opened a new service to Maracaibo on this day, and the cachet commemorated the Bogota-Montego Bay leg.
50. 9 AUG 55 GREAT BRITAIN TO JAMAICA. Airline: Military flight. The Canberra Goodwill Flight tour arrived in Jamaica 9 AUG. Six covers are known to exist. No cachets were applied. The squadron made other stops in the BWI and Canada.
51. 11 NOV 55 JAMAICA TO TRINIDAD. Airline: BWIA (?). Cachet: None. First Viscount flight. Known covers are cancelled 10 NOV 55.
52. 15 DEC 55 TRINIDAD TO JAMAICA AND THE BAHAMAS. Airline: BWIA. Cachet: None.
53. 30 JAN 60 NEW YORK OR UNITED NATIONS TO MONTEGO BAY, JAMAICA. Airline: BOAC, Comet 4. Cachet: 50 x 34 mm, New York-purple, U.N.-green.
54. 17 FEB 62 QUITO, ECUADOR TO KINGSTON, JAMAICA. Airline: AVIANCA. Cachet: red, 45 x 50 mm. Kingston was a stop-over for New York bound flights. Doubtful if Kingston covers exist as competitive contract with BOAC or BWIA unlikely.
55. 26 APR 64 NEW ORLEANS (USA) TO KINGSTON, JAMAICA. Airline: Delta. Cachet: Green, 50 x 50 mm. First flight of FAM route No.31.
56. 30 APR 65 NEW YORK, JAMAICA POST OFFICE AND UNITED NATIONS TO MONTEGO BAY AND KINGSTON, JAMAICA. Airline: BOAC. Cachet: Blue, maroon or green. First VC-10 flight.
57. 30 APR 65 MONTEGO BAY AND KINGSTON, JAMAICA TO NEW YORK. Airline: BOAC. Cachet: VC-10 sticker. Return flight of cover No.56.
58. 26 OCT 65 LIMA, PERU TO KINGSTON, JAMAICA. Airline: BOAC. Cachet: VC-10 sticker. An extension of APR 65 service.
59. 29 OCT 65 KINGSTON OR MONTEGO BAY, JAMAICA TO LIMA, PERU. Airline: BOAC. Cachet: Sticker only. Return flight of the VC-10.
60. 11 JAN 66 NEW YORK TO KINGSTON, JAMAICA. Airline: Lufthansa. Cachet: Maroon, 75 x 37 mm. First flight by Lufthansa to South America via Jamaica.
61. 11 JAN 66 KINGSTON, JAMAICA TO NEW YORK. Airline: Lufthansa. Cachet: purple, 47 x 47 mm. Return flight of No.60.
62. 15 JAN 66 NEW YORK TO MONTEGO BAY, JAMAICA AND GUAYAQUIL, ECUADOR. Airline: Lufthansa. Cachet: as No.61. The New York-Montego Bay-Guayaquil-Lima-Santiago de Chile flight was inaugurated on 15 JAN 66 - four days later than the Kingston flight (No.60). Return covers exist.
63. 1 MAY 66 KINGSTON, JAMAICA TO NEW YORK. Airline: Air Jamaica. Cachet: Violet TRD. Some of the mail for this flight was delayed by a postal strike in Jamaica.

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Local Currency May Explain Antigua Rates

by Thomas Foster

Several months ago, Mr. E.K. Thompson of Sanderstead was guest speaker at the Hull & District Philatelic Society of which I am the Honorary Secretary. The display he gave was part of his Silver Medal collection of Antigua, which was attractive and most interesting, including many fine covers and stamps.

I was particularly interested to see a series of covers addressed to Canada and the Canadian States sent during the reign of Queen Victoria. All these covers bore strips of five or five copies of the then current 1d stamps and were dated prior to the introduction of the first 4d stamp. In each case the covers bore a manuscript figure 4 in red crayon on the obverse, the stamps being cancelled in the normal way of the period, i.e. with an obliterator and the date-stamp applied alongside. Each cover had the receiving markings applied correctly, and there was no evidence of other postal markings applying to the rate.

Now I may stand correcting on this, but I believe the rate from the British West Indian colonies at this time and for a long time before this, was 4d Sterling to any part of the North American continent and to all British Colonies in that and the Caribbean area, including British Post Offices established on foreign islands, etc. If that was the case, why were five 1d stamps affixed? There was no re-direction fee involved, which might have accounted for the extra 1d, and the covers were only the lowest rate. In addition, there are the very interesting m/s 4d markings in red crayon, and the fact that Mr. Thompson's collection also contains many strips of these 1d stamps of various issues in units of five.

To my way of thinking, and I am utterly convinced that I am correct, the rate was 4d Sterling, and this was what the manuscript 4 signified, i.e. a prepaid charge of 4d Sterling. The five 1d stamps could be accounted for if they were sold by the Antiguan Post Office at Local Currency, which as in Jamaica was traded at a discount from Sterling, i.e. 5d Local Currency = 4d Sterling; 7½d Local Currency = 6d Sterling, etc. These Local Currency rates often occur on

Jamaican Inland Mail and should occur on other mail from these islands. In all cases I have seen, Local Currency was being traded at a 25% discount or thereabouts on Sterling. The same thing occurs on early Canadian stamps which have both Sterling and Local Currency face values imprinted.

I cannot recall anything on this subject ever having been put forward before, but it is the only logical explanation of which I can think. It should be borne in mind that these were Colonial Stamps issued by the Antigua Post Office and therefore accountable to that administration and not as in the case of British Stamps used in that area.

I have no specialist knowledge of Antigua, and would be very interested to see the comments of any specialists of the Group regarding this matter.

One final point--as the 6d stamp was used for payment of letters to the U.K., perhaps it was accounted for in Sterling? It would be interesting to see if any covers exist to the U.K. bearing 1d stamps of this era and if so, how many of them occur on a cover, and what rate was charged.

ANTIGUA ADDENDA

by WILLIAM G. CORNELL

Seven varieties of QE II Antigua stamps are listed in the JL Simplified Catalogue of Varieties on Queen Elizabeth II Postage Stamps, 11 ed., 1968, 118 pages, which is published by Shelley Stamps, College Hill Chambers, College Hill, London E.C.4. Coverage is held to varieties which are constant over a number of sheets. Color misplacements are not considered. The Antigua varieties are as follows:

1960 New Constitution overprint 12¢. Plate 1, Row 7, No.9.

"C" in Constitution is distorted and broken at the 10 o'clock position.

1964 Shakespeare 12¢. Plate 1A, Row 6, No.2.

Retouch looking like a small cloud in sky between two trees behind theater.

1953-66 Definitive ½¢. Plate 1, Row 1, No.1. Listing is for 1965 printing only, but it occurs on earlier and probably all printings of these recess printed stamps. Weak entry in the cross-hatched lines of shading above the Queen's head and within the oval medallion.

1953-66 Definitive 1¢. Plate 1, Row 10, No.7. Listing again for 1965 Block CA only, but occurs earlier and probably thruout printings. Weak entry in the diagonal lines of shading under "GUA" of ANTIGUA, most pronounced under "G". The catalogue illustration incorrectly shows diagonals running upward to the right, while they actually run upward to the left. The shading discussed is between the name tablet and inner frame line.

1965 Provisional overprint 15¢ on 12¢. Plate 1, Row 8, No.5.

Upper left of the four bars of overprint is slightly curved convex downwards and thus closer to left bar.

1966 W.H.O. 2¢. Plate 1B (from 1 pane only).

Row 2, No.1. Large stop above the "R" in Headquarters.

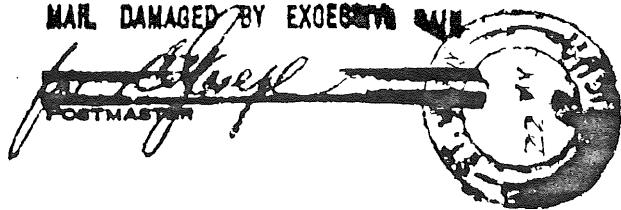
Row 10, No.5. Top of left stroke of "W" in New broken off.

Interestingly, the flaw listed in the 1959 JL Catalogue, published by John Lister,

on the 1953 -66 definitive 24¢, Plate 1, Row 2, No.1, two diagonal lines running downward to the right across the scroll beneath "GU" of ANTIGUA is not listed. No discussion is given on this omission. Can anyone explain why this item was dropped?

POSTAGE PAID

MAR. DAMAGED BY EXCESSIVE RAIN



Bob Devaux has turned up a brand new Antigua marking as shown here. The handstruck "rain" stamp is in black ink with the m/s signature in blue. The more or less legible CDS is dated 22 MY 69 from St. John's. The cover on which this appears is an airmail one from a firm in St. John's to one

in Castries, St. Lucia. Bob reports that the weather had been bad in Antigua for about a week during the period this cover was sent. It shows signs of having been wet, especially on the reverse where there are pink stains. Here is a sample of the sort of "instant information" for which our Group has become well known, thanks to Bob in this case.

My mention of the remarks of the Rev. W.G. Iremonger on the Saint post offices of Antigua in the April 1969 Journal brought forth the following very interesting input from Harold Gosney. A letter to the editor of Gibbons Stamp Monthly of 2/48 was sent in by former Governor of the Leeward Islands Sir T. Reginald St. Johnston (!) It reads as follows:

"Though I have given away my collection of stamps, formed many years ago when collecting was not the science it has become today, some of my philatelic friends know that I have retained a passing interest in their hobby, and thus my attention has been drawn to the Rev. W.G. Ironmonger's October article on Antigua and to the subsequent correspondence in your January number. Mr. Ironmonger's assumption is correct. My family name is said to have had its origin from the people of St. Johnston, the ancient name for Perth. Two model villages, one in St. Kitts and one in Antigua, built during my governorship of the Leeward Islands, were named after me. And the Antigua one had a post office established there for about six years; it appears to have been closed shortly after I retired in 1936."

This remarkable note clears up the entire matter, thanks to Harold Gosney. I have a red face because of carrying in my mind "S. for Sam" Johnston, while the familiar British usage is, of course, S. Paul's, etc. St. Johnston's remarks also open up the possibility that the P.O. opened before 1 JA 32. I am amused at the Governor's play on words with "Ironmonger", possibly due to his own small pique at Iremonger's lack of knowledge about St. Johnston.

Harold quotes further from St. Johnston's letter:

"The overprinting of Leeward Island stamps for Barbuda Island was arranged by me when I was acting as Governor, in order to encourage the Barbuda people to take an interest in their own island, and also financially to help them restore their cotton-planting industry after the island had been ravaged by a hurricane. These were overprinted in England, but a few trial stamps were previously so printed in the Antigua government printing office in a slightly different type. I do not know if they ever went into circulation."

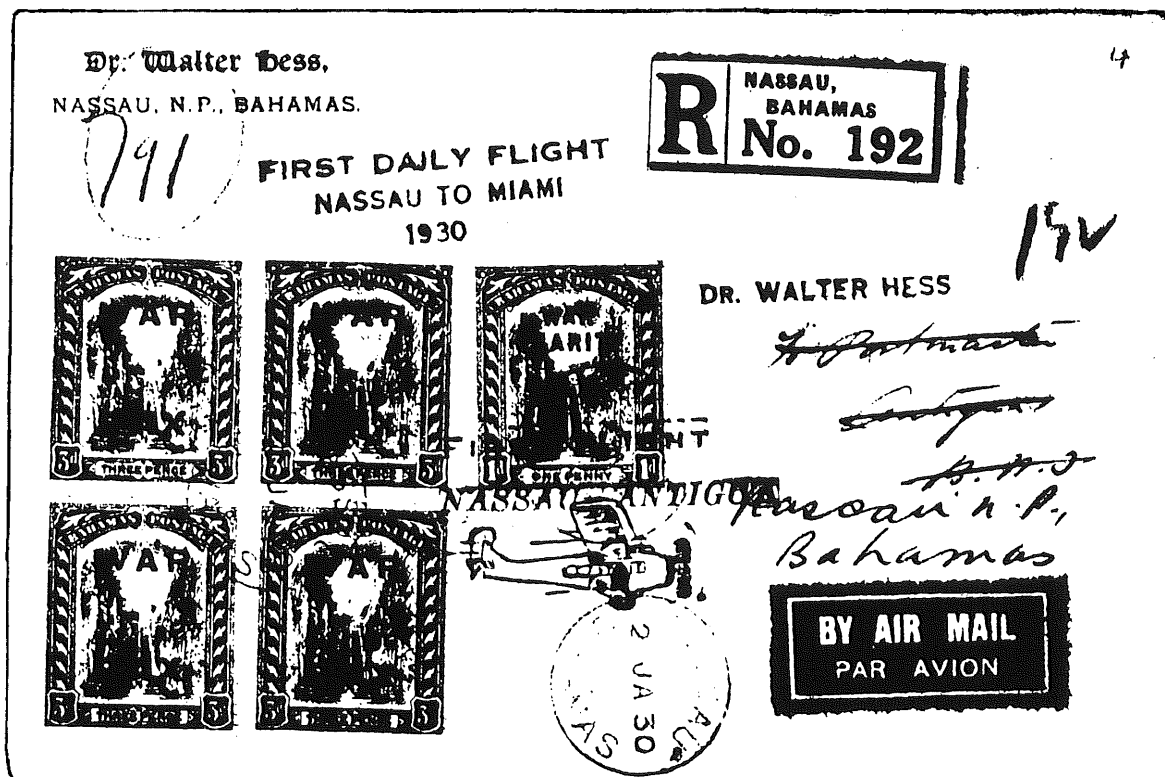
This important information is entirely new to me. Does anyone have anything further on the trial printings?

FIRST DAILY FLIGHT, NASSAU-MIAMI

by S. Graham Hoey

As most Bahamas collectors know, a regular service with daily flights was begun by Pan American Airways between Nassau and Miami on January 2nd, 1930. Covers carried on the first flight from Nassau bear a cachet in red or green reading FIRST DAILY FLIGHT/NASSAU-MIAMI/1930. This flight connected with many other points in the Caribbean and surrounding area on Routes F.A.M.5, 6 and 9. Dr. Walter Hess, who was then stationed in Nassau, made up a large number of covers to destinations on these routes for forward delivery. He also had two private handstamps made, which were applied to the covers.

For some years now, I have been trying to assemble a complete list of these, and recently I had the chance to examine a fairly large accumulation of them. This has enabled me to fill in a number of gaps which, theoretically, I knew could exist, and I feel that the following check list may be of use to fellow members.



COVER SHOWING TYPE 1 CACHET FOR NASSAU-ANTIGUA

The private cachets are of two distinct types and can be found struck either in red or green. The first type is in three lines and reads FIRST FLIGHT in sans-serif lettering, followed by a representation of an aircraft in flight, below. Between is a space into which is inserted a separate handstamp reading NASSAU-ANTIGUA, etc. in a larger upper case italic type, this being changed for each destination. Sometimes this was struck below the aircraft or above the words "First Flight". The second type was also in three lines, the only difference being that instead of the aircraft the third line reads RESUMED SERVICE.

Although the two cachets applied by Dr. Hess were purely private and commercial,

they form an interesting sideline to the story of the Bahamas airmails.

TYPE 1 CACHET

<u>DESTINATION</u>	<u>COLOR</u>	<u>ARRIVAL DATE</u>	<u>BACKSTAMP</u>
ANTIGUA	Green	5 JAN 30	St. John's
ARGENTINA	Red	13 JAN 30	Buenos Aires
BARBUDA	Red	17 JAN 30	Barbuda
BR. GUIANA	Green	6 JAN 30	Reg. Br. Guiana
BOLIVIA	Red	10 JAN 30	Bolivia
CHILE	Red	12 JAN 30	Valparaiso
COLOMBIA	Green	7 JAN 30	Barranquilla
CURACAO	Green	8 JAN 30	Curaçao
GUATEMALA	Red	9 JAN 30	Guatemala
HAITI	Red	4 JAN 30	Port au Prince
HONDURAS	Red	6 JAN 30	Honduras
JAMAICA	Red	10 JAN 30	Kingston Reg.
PANAMA	Red	6 JAN 30	Ancon, C.Z.
PERU	Red	9 JAN 30	Lima
ST. LUCIA	Red	5 JAN 30	Castries
ST. THOMAS	Red	5 JAN 30	St. Thomas
ST. KITTS	Green	9 JAN 30	St. Kitts
SURINAM	Red	9 JAN 30	Paramaribo
TRINIDAD	Red	6 JAN 30	Trinidad
SALVADOR	Red	19 JAN 30	El Salvador

This last cover has an additional line of type which reads VIA BROWNSVILLE, and usually bears a large purple cachet showing a Trimotor in flight over a volcano, reading AIRMAIL/FIRST FLIGHT/INTERNATIONAL F.A.M.8/BROWNSVILLE SAN LORENZO.

TYPE 2 CACHET

<u>DESTINATION</u>	<u>COLOR</u>	<u>ARRIVAL DATE</u>	<u>BACKSTAMP</u>
BR. HONDURAS	Green	4 JAN 30	Reg. Br. Honduras
CANADA	Green	6 JAN 30	Toronto
CANAL ZONE	Green	6 JAN 30	Balboa
CUBA	Green, Red	Miami backstamp only.	
DOMINICAN REP.	Red	4 JAN 30	San Domingo
MEXICO	Red	5 JAN 30	Mexico
PUERTO RICO	Red	4 JAN 30	San Juan

A number of later covers are also known using the Type 1 cachet and various dates of dispatch. These do not, of course, have the official First Flight cachet, and are as follows:-

DATESTAMPED NASSAU 9 JAN 1930

NASSAU-URUGUAY	Red	21 JAN 30	Montevideo
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This also has a large purple cachet FIRST FLIGHT/U.S. AIR MAIL/F.A.M.9 (and a coat of arms)/CANAL ZONE-URUGUAY.

DATESTAMPED NASSAU 30 APR 1930

NASSAU-VENEZUELA	Red	MAY 30	Maracaibo
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The additional cachet here reads FIRST FLIGHT/F.A.M.5 ex/Scene of aircraft in

flight over Venezuela/U.S.A.-CANAL ZONE/VENEZUELA. This latter cachet is in green.

DATE STAMPED NASSAU 16 NOV 1930

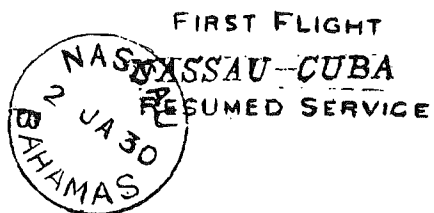
NASSAU-BRAZIL

Red

30 NOV 30

Rio

This has an additional cachet reading FIRST FLIGHT/AIR MAIL/TO/FRENCH GUIANA/AND/BRAZIL/scene of a Sikorsky aircraft in flight over Sugar Loaf Mountain and RIO/F.A.M. ROUTE 10. This is in purple.



TYPE 2 CACHET



AIR MAIL

COMMERCIAL AIR MAIL STAMP

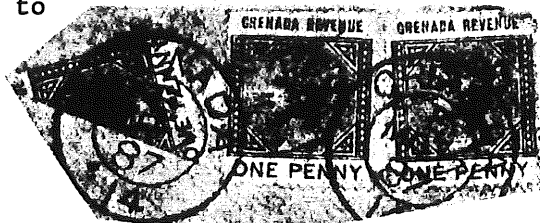
It is interesting to note that the aircraft used on Dr. Hess' Type 1 cachet is identical to that used on a commercial rubber stamp in use as late as 1947. The strike illustrated above, right, comes from a cover from the General Hardware Co. of Nassau to the Ronrico Corp. in Miami, postmarked Nassau, APR 15, 1947. Undoubtedly, the rubber stamp manufacturer carried the aircraft design as a stock item.

I do not consider the above listing to be the last word on this subject, and I would appreciate greatly any additions and corrections. The various arrival dates are from examples in my own collection or seen by me.

Incidentally, perhaps Dr. Lockie or one of our other experts on airmails in the U.S.A. could explain to me the use of the words RESUMED SERVICE on the Type 2 cachet. Obviously this could not apply to the Bahamas leg of the flight, or could it? If it did apply to the Bahamas flight, then we should expect to find covers to these destinations flown by the First Regular Flight from Nassau to Miami on 2nd January 1929. Has anyone seen such a cover? Again I should be grateful for any information.

ODD GRENADA ITEM GENERATES QUERY---- by Fred F. Seifert

A doctor in Michigan, not a member of our Group, found the piece illustrated here in a Grenada collection purchased at auction. He sent it to Bill Bogg for an opinion. Bill referred the doctor to Harvey O'Connor who passed the buck to your Editor. Here's how it looks to us. The stamps appear to be genuine examples of the 1d Revenue of 1884, Forbin #15. The cancellation is not a recognized postal one, and as Harvey points out is not listed by Charlton. We suspect that it is a fake cancellation, although it could be a fiscal mark. However, the bisect lends support to it being a fake as there was no 1/2d Revenue stamp in this series and apparently no need for one. We are confident that the piece never saw postal use. Your comments are invited.



MISSENT MARKS OF THE BWI

by J. CHIN ALEONG
& FRED F. SEIFERT

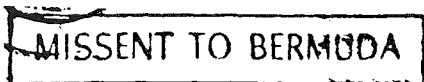
Postal clerks are not infallible, thus now and then one will get a letter into the wrong mail bag, and it will be sent to a country other than that to which it is addressed. This intermediate country will reroute it to its proper destination, and to explain the misrouting and consequent delay will often apply a MISSENT TO handstamp to the cover.

The following compilation is based on items in our collections as well as information gleaned from various philatelic handbooks. We do not suggest that it is complete and request any additional information that our members possess.

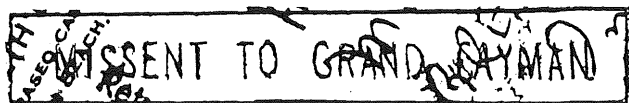
ANTIGUA Two or three types. (See BCPJ No.44, p.130.)

BAHAMAS One line, 81 x 6 mm. Known 3 SEP 64 in purple (See Illus.)

MISSENT TO THE BAHAMAS



Missent to British Guiana



MISSENT TO BERMUDA

**MISSENT TO
BRITISH GUIANA.**



MISSENT TO GRENADA W.I.

BARBADOS Three types are mentioned in Handbook by Benwell and Britnor:
1. Two lines, 32½ & 30 mm, 3½ mm letters. ca. 1873 (M5a)
2. Two lines in 60 x 21 mm box. Known 1 SEP 44, black. (M5b)
3. One line, 43 x 3 mm. Known 1 MAR 60, purple. (M5c)
A fourth type, not listed in B & B, is known from 4 NOV 63 to 17 JAN 69, in purple. (See BCPJ No.46, p.231.)

BERMUDA Ludington lists one type (MISC 25). Probably same as No.1, below.
1. One line, 61 x 3 mm. Known 1964, red. (See Illus.)
2. One line in 54 x 9 mm box. Known 1960. (See Illus.)

BRITISH GUIANA
1. Two lines, 38 & 52 mm, 4 mm letters. Probably a brass stamp. Known 1886, black. (See Illus.)
2. One line, 61 x 3 mm, upper and lower case letters. Known 1960 in purple. (See Illus.)
3. One line, 72 x 10 mm box. Known 1965, purple. (See Illus.)

CAYMAN ISLANDS
1. Listed in Aguilar & Saunders Handbook, one line in rectangular box. No dimensions given. Illustration measures 85 x 11 mm, but may not be accurate as to dimensions and could be same as No.2. Said to have been current in 1959.
2. One line in 81 x 12 mm box. Known 1962. (See Illus.)

GRENADA
1. A cover with a one line MISSENT TO GRENADA mark is illustrated in the July 1947 *Jamaica Philatelist*. The mark appears quite similar in size and style of letters to No.2, below, but lacks the W.I. Used FEB 1928.
2. One line, 74 x 6 mm. Known 1967, blackish purple. (See Illus.)

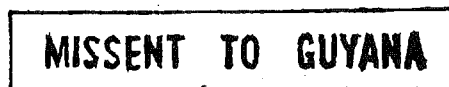
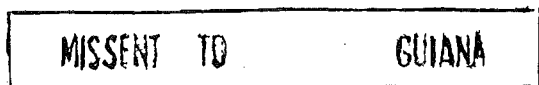
GUYANA

1. After Independence, the British Guiana boxed mark (No.3 on previous page) was altered by cutting out BRITISH and was thus used pending manufacture of a new stamp. Known used in 1967 in purple. (See Illus.)
2. One line in 61 x 11 mm box. Known 1967, purple. (See Illus.)

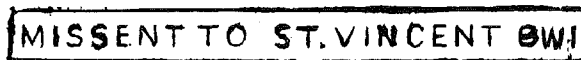
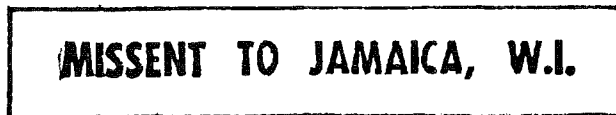
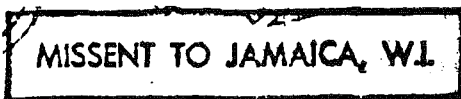
JAMAICA

1. From Foster Handbook, MISSENT TO/JAMAICA, AUG 1872. (TR7)
2. From Foster Handbook, MISSENT TO/JAMAICA B.W.I. Known used 23 JAN 1891. (TR8)
3. One line, MISSENT TO JAMAICA B.W.I. Known 1953, in purple. (See Illus.)
4. One line, MISSENT TO JAMAICA, W.I. in 62 x 12½ mm box. Known 1964-65 in purple. (See Illus.)
5. One line, MISSENT TO JAMAICA, W.I. in 83 x 15 mm box. Known 1967 in purple. (See Illus.)
6. One line, MIS-SENT TO JAMAICA, W.I. in 72 x 16 mm box. Known 1964 in purple. (Not Illus., but similar to No.7.)
7. One line, MIS-SENT TO JAMAICA, W.I. in 69 x 14 mm box. Known 1966 in purple. (See Illus.)

Note: No.'s 6 and 7 may be duplicate stamps of identical design. The strike of No.6 shows wear and spread which would account for its slightly larger size.



MISSENT TO JAMAICA B.W.I



ST. LUCIA

One line in 40 x 9 mm box. Known 1969 in black. (See Illus.)

ST. VINCENT

1. One line in 81 x 8 mm box. Known 1942 in black. (See Illus.)
2. One wavy line. (See BCPJ No.47, p.31.)

We have not seen any of this type of mark from British Honduras, Dominica, Montserrat, St. Kitts-Nevis-Anguilla, Trinidad, Turks Islands or the British Virgin Islands.

A regular feature of Robson Lowe's monthly journal, *The Philatelist*, is REVIEW OF REVIEWS by Ian Hamilton. In each issue, the author comments on some of the sixty or so philatelic publications sent to him for review. We were pleased to note in the March issue a very favorable review of the December 1968 BCPJ. And speaking of *The Philatelist*, we highly recommend this masterpiece of the graphic arts to our members. The current subscription rate is \$4 per annum; Five years for \$17 or \$36 for Life, but the price goes up from 1 October 1969, so rush in your order to 50 Pall Mall and tell Robbie that Fred sent you!

A CHANGING ANGUILLA

by Rick Rodgers

Early in February of this year, I began planning a seven-island trip among the Leeward Islands for the month of May, with ideas and tips from my good friend Gale Raymond. I planned a three day stay for most of the islands, but a good deal more for my special favorite, Anguilla, whose stamps I have particularly collected since the first overprints. Too, I wanted very much to meet in person and get to know better some of the friends with whom I've corresponded during the past several years.

All was going well until word came from the West Indies that on 19 March 1969 Anguilla had been invaded by crack British paratroopers (the Red Devils), as well as British Marines and Scotland Yard police units, in hopes of bringing the island and its people back into the British Commonwealth fold. My visit there seemed to be a lost cause, but I wrote the British Commissioner, Anthony Lee, asking if it would still be possible for me to enter the island. In a few days his reply arrived, saying he could see no reason why I should not come, and wishing me a pleasant stay.



ANGUILLANS CALL RONALD WEBSTER THEIR PRESIDENT BUT BRITISH PREFER LEADER.



LONDON POLICEMAN ON ANGUILLA WEARS A COMBINATION OF POLICE AND ARMY GARB.

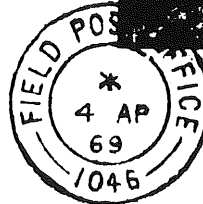
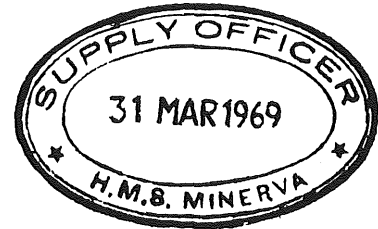
Posted at Anguilla one week after the invasion, his letter reached me through the British Embassy in Washington, franked with U.S. Postage! I later learned that for a week or so after the invasion the Anguilla Post Office was closed, the British F.P.O. had not yet been established, and British mail went out by diplomatic or military pouch via Antigua, for further dispatch via Embassy channels. The cover has an Anguilla return address, so is in itself an interesting piece of Anguilla postal history.

By the time I started my trip, Anthony Lee had been replaced on Anguilla by Acting Commissioner John Cumber. On St. Maarten I found airport personnel strangely silent and noncommittal about any services or flight schedules to or from Anguilla. However, from other sources I learned of the "catch-as-catch-can" system in use, and eventually "caught" it. On St. Maarten I had a most delightful visit and stamp session with one of our newest B.C.P.S.G. members,

Stetson Risdon, to whom my special thanks for much-needed information on the how, when and where of the beautiful Dutch/French island.

I flew to Anguilla on Saturday, May 24th, by a Valley Air Service, 6-seater, Piper Aztec light-plane. Immigrations men at Sint Maarten had been told to discourage travelers to Anguilla, due to increased security measures by the British on the island. However, I took the chance, with no real hope that I would be allowed to stay. On arriving at Wall-Blake Airport, I was quickly cleared by the Anguilla Customs and Immigration, but then underwent a very exhausting interrogation by British officials.

I was fortunate enough to have been officially vouched for by a leading resident of Anguilla, and passed my official interrogation. Although admitted, I was ordered to be on the outgoing plane the following Wednesday. For my stay the delightful HIBISCUS HOUSE guest home in The Valley became my headquarters. Although it has only two guest rooms, I recommend it and Mrs. Florita Callendar's splendid cooking most highly!



J.F. AUSTEN L/REG
POSTMAN
H.M.S. MINERVA

POSTAL MARKINGS USED ON MAIL OF BRITISH FORCES ON ANGUILLA

On the philatelic side of the visit, I got off to a slow start, as the P.O. was closed Saturday, Sunday and Monday (a holiday). Bright and early Tuesday morning I was at the P.O. to visit my friend G.K. "Bob" Harrigan, post my covers and see the Post Office at work. It was quite a shocker to see the Administration Building (P.O., Treasury, etc.) completely surrounded with double rolls of barbed wire, except for a narrow path. The second shock was seeing a large Union Jack flying from the flagpole where the Anguillan three-friendly-porpoises flag so recently flew in the soft sea breeze.

In my conversation with Postmaster Harrigan, I learned that the only stamps on sale over the P.O. counter were the pictorial first definitive set and the Easter set issued on 31st March. Remainders of the Girl Guides set, Salt Industry and January 1969 Independence overprinted set were in the wall safe, but could NOT be sold pending instructions from England on their destruction.

I was told that contracts with a philatelic agency in England may well no longer

be in effect, and that future issues might be handled by the Crown Agents. From other high sources on the island, I heard word of changes in forthcoming new stamps, to be issued very soon, and which probably will have been accomplished by the time this article appears in print.

While I was there a man was placed on trial and fined for forging a small number of the first Independence overprint on St. Kitts-Nevis-Anguilla stamps. These are detectable particularly by the fact that the obliterating mark was done by a felt-point pen, rather than a printing slug.

Checking over the various Anguilla postmarks in the P.O., I found none that have not been previously reported in this Journal. I did revive for the day the use of the old obsolete vertical-oval "R" registration marking on some mail to the states, as well as the old brass "T" postage due marking on a few covers. However, the latter were all delivered in U.S.A. totally without postage due charges! Charles Sawyer had posted some short-paid covers to me on Anguilla, but these too were delivered to me without charge, as there was no provision for such by the Anguilla P.O. Mr. Harrigan expressed the hope that Anguilla might have a Postal Museum in the future to preserve some of its unique stamps and postal markings for future generations.

I was not able to actually visit the F.P.O. 1046 mail facility for British personnel, as it is located inside "Fort Alamo", heavily protected and strictly off-limits to visitors and islanders. However, the small F.P.O. tent with its one mail clerk is located next to the NAAFI (the British PX), and I was able to persuade a few British acquaintances to post a very limited number of covers inside the fort. On the previous page is illustrated the corner of a cover showing the F.P.O. 1046 cancel dated 4 AP 69. Gale Raymond's and Jack Field's covers dated 26 MR 69 are the earliest I have seen.

Probably the rarest and most interesting of all Postal Markings from the Anguilla invasion are those from the *H.M.S. Minerva*, the ship which brought the invasion troops and supplies from Antigua. These are also illustrated on the previous page.

Coin collectors in the Group will be interested to know that the dies for the Anguilla gold coins had reached the island, pending approval. None of the gold coins have actually been minted, and it is now highly unlikely that they ever will be.

On Wednesday, May 28th, I turned homeward with many memories and a knowledge of Anguilla which can only be obtained by actually being among the happy people of the island. Someday I hope to return to again see the advancements these people are making to better their Island in the Sun.

INFORMATION NEEDED----

Col. R.H. Webb, a specialist in Canadian Forces Postal History, passes along a query via Reg Lant. He has a cover from Port of Spain, Trinidad, dated JA 18 44, addressed to Victoria, British Columbia, with the sender's name on the reverse, Lieut. R.T. McKeen, C.M. Camp, P.O.S., Trinidad, W.I. Col. Webb would like to know if any member has knowledge of Canadian Troops stationed in Trinidad during World War II, as all of his data indicates no Canadians were ever stationed there. If you are able to help on this please send your information to the Editor. Identification of "C.M. Camp" should provide the answer to this mystery.

ADDENDA TO *Current Postmarks of Grenada*

by Eric H. Heyer

I much appreciated the excellent and thorough article on Current Postmarks of Grenada by Harvey O'Connor in the April 1969 Journal. Harvey and I met quite by accident at Ross Point Inn on Grenada early last December. We did not talk to each other in the beginning other than to say good morning and good evening. To tell the truth, I suspected Harvey to be a distinguished Professor of Art or of Literature and Poetry, for most of the time he would sit reading quietly or study the sunset and the beautiful scenery from Ross Point. But ultimately we began to converse about the islands, then progressed to stamps, postmarks and post offices, and soon found out that we were both B.C.P.S.G.'ers. After that we had a good time doing some postmark-hunting together.

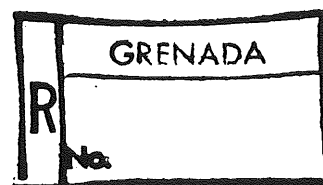
To answer the questions posed by our Editor at the end of the above-mentioned article, the Type 23A mark reading OFFICIAL PAID was still in use on DEC 9, 68, but only on official mail. The Type 23B mark with only G.P.O. at top, and GRENADA at the bottom was being used on DEC 11, 68 at one of the registration windows, and I also found it on a post card to a friend, dated DEC 3, 68. The L'Esterre postmark, which Harvey had not seen, is Type 23D, exactly like the one from Windward.

With permission of Acting PMG, Mr. Martin M. Pierre, and with the help of two friendly young ladies, I was able to acquire examples of a few miscellaneous markings used at the Grenada G.P.O. I gave the young ladies some index cards and asked them to get me an impression of every rubber stamp and cancelling device used at the different windows and from every desk and drawer. Those of any postal significance are shown below. I did not get the DEAD LETTER OFFICE mark, but will send out an inquiry to see if it is still in use.



INSUFFICIENTLY
ADDRESSED.

GONE AWAY



ON POSTAL SERVICE



VIA AIR MAIL
PAR AVION

UNCLAIMED

DECEDE (DECEASED)

CANCELLED

Grenada issues a few other interesting postal and stationery items. There are 6¢ (blue) and 15¢ (red) aerogrammes with the imprinted stamps of the same design as the QE II definitive issue but in one color only. A 9 x 11½ cm post card is of beige stock with the 4¢ stamp, as S.G. #196, imprinted in red. A newspaper wrapper of the same color has the 1¢ stamp in green, the design of the stamp being identical to that on the Jamaica wrapper. Obviously both wrappers are by the same printer.

Regular British Postal Orders (money orders) are used in Grenada as in most of

the other British islands of the Caribbean. These bear an imprinted stamp showing a profile view of the Queen looking to the left, framed by a border of leaves, a rose, a thistle, acorns, etc. surmounted by a crown. The name of the island is overprinted across the top of this stamp. At the bottom of the stamp is the word "POUNDAGE" with a ribbon underneath on which the fee is printed. On the Grenada 1/- Postal Order, the original fee of THREE PENCE is lined out by three parallel bars with 9 CENTS beneath. The 1/- Postal order is printed in blue and black, while other denominations have other colors in combination with black. For example, the fl is in green and black. I wish we could show an example of these handsome Postal Orders in the Journal, but there is some question as to the legality of reproducing them.

By the way, the old style Type 23 mark with heavy letters and G.P.O. GRENADA running more than 180° around the top half was still in use at the money order window as of last December, where it was being used to cancel Postal Orders.

An amusing incident happened early in the morning on 29th November 1968. At one of the small post offices, the postmistress was unable to set up her date stamp for this date because the 29 block had been lost. She felt quite embarrassed at not being able to give me the correct date on the covers and index cards that I presented to be postmarked. She said "I will put the 2 into the device and then stamp the 9 behind it by hand." I had to assure her that it was not of such importance, and that I would be happy if the cancel just read 2 NO 68.

Harvey O'Connor calls our attention to the book, *This--Is Grenada*, by Frances Key, Caribbean Printers, Trinidad, 1967. On page 40 is found the following: "There are two theories as to how the village of Perdmontemps (Pronounced Ped Muh Ta) got its name. One is that Fedon, leader of a slave revolt, came that way to attack St. George's and failing called it 'Perdmontemps' or 'loss of time'. The other is that it is a corruption of 'Piedmontagne' or 'foot of the mountains.'" I note that it is given as Perdmontemps on the map drawn by the Directorate of Overseas Surveys (1965) and on the Official List of Grenada's Postal Stations. Why then does the cancelling device spell it Piedmontagnes? Has anybody a good guess?

ANEGADA, B.V.I.---- by Dr. Norman D. Thetford

Stan Durnin's report of his B.V.I. visit in the February 1969 Journal brought to mind a visit I made to Anegada in 1942. The postmistress had a date stamp, but the latest year mark was 1935. She expressed a willingness to postmark any letters for me provided I could furnish my own B.V.I. stamps, as she had none whatsoever. Unfortunately, I had brought none with me. Subsequently, the Medical Officer took along some covers for me on one of his regular visits to Anegada and had them postmarked. The mark was a double ring type with ANEGADA at top and BRITISH VIRGIN ISLANDS at bottom, both between the rings. At the sides were curved bars (*Narrow-spaced Birmingham Type B 1 --Editor*). There was also a rubber stamp Registration block bearing the island name. The postmark was kept locked in the Commissioner's safe to prevent it being misused.

With a resort planned for, or perhaps already under construction on Anegada, perhaps we may again see some postal activity from there.

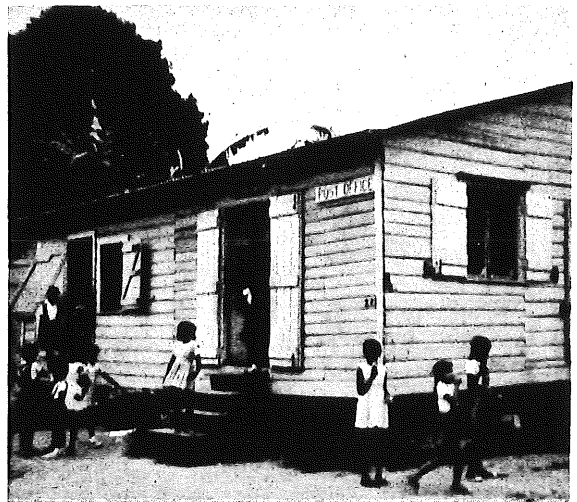
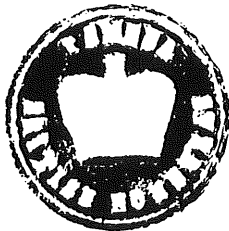
RAMBLIN' AROUND IN BRITISH HONDURAS

by GALE RAYMOND

"Middlesex? No pos'office there now, mon, for many year!" I waved my official British Honduras (B.H.) Post Office List, but the old gentleman just smiled and shook his head.

April 1969 found me in British Honduras, on the eastern coast of Central America, in a round of adventures which included a narrow escape from a striking tommyguff (fer-de-lance) snake in some ancient Mayan ruins, and rescue from an uninhabited remote cay in the barrier reef off the B.H. coast. Needless to say, I somehow managed to visit many of the tiny village sub-p.o.'s up, down and away back in B.H., and up to, around and over the Guatemalan border.

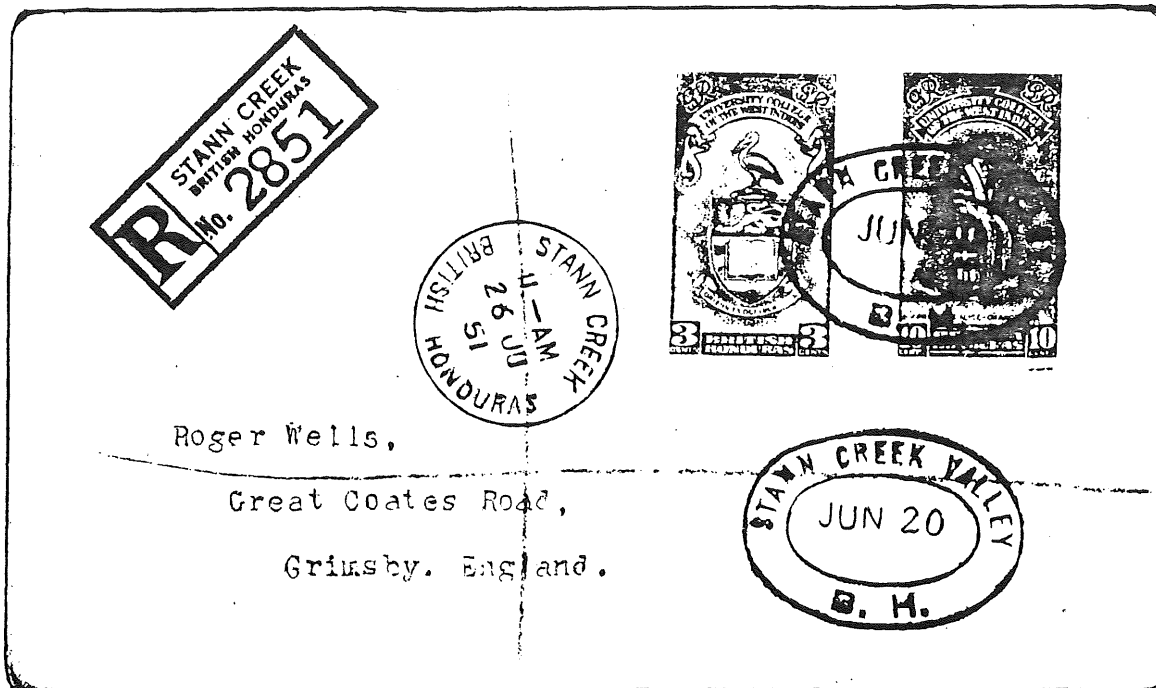
In the process, I managed to solve most of the "Mystery of Stann Creek Valley" (see BCPJ Whole No.15, SEP 1963). Stann Creek Town itself, in southern coastal B.H., is the "measuring point" for distances up along the Stann Creek Valley, now the citrus-growing district. The road winds northwest up the valley and over the jungle-covered hills and ridges for some 50 miles, where it joins the Belize-Cayo road. Traditionally, all locations, villages, etc. are measured or designated by miles distant, in this case from Stann Creek Town, with mileage posts regularly spaced. Back in the banana-growing days before the Panama disease, a narrow-gauge railway twisted up the valley for 24 miles to bring the bananas to the port, Commerce Bight, three miles from Stann Creek Town, being in operation by 1910. This carried a p.o., STANN CREEK RAILWAY, with a purple 31 mm double ring CDS known in 1915 and 1917. (See illustration below.) It was reported to have a TRD in 1919. Replaced by an all-weather road in 1940, the railway was junked. There is a record of Commerce Bight having had a P.O., but I've seen no report of its datestamp.



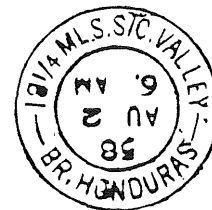
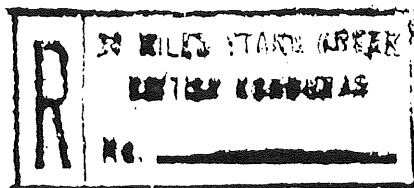
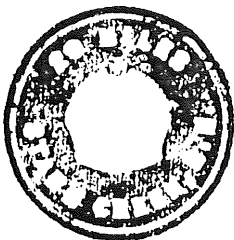
POMONA SUB-POST OFFICE

Travelling up the "Valley", I spotted a sign POST OFFICE at the Johnson Store (12½ miles). This proved to be POMONA Sub-Post Office, reopened 7 DEC 1965. It rarely cancels mail now, but has a very old CDS (double circle) reading POMONA, BRITISH HONDURAS with no dates in the center, and also has a P.O. seal similarly inscribed. (See illustrations above.) The photo shows the Johnson store at lunch-time! From an earlier existence, Pomona had an oval TRD (1944-47, at least) plus the old CDS, but was closed by 1957, probably earlier. Mrs. May Johnson is the

current Postmistress. (Editor's Note: Mrs. Johnson wrote to us last November saying in part "...The stamper I have here prints with the year 1967. I have asked for a stamper with the correct date. The Postmaster at Stann Creek Town told me he will give me one but I haven't seen it as yet. The ink I was given to wet the sponge so that I can cancel the stamps is not good....". The cover had the stamps canceled with the double circle mark shown on the previous page, but with date, 930 AM/16 AU/67, although the actual mailing date was about mid-November, 1968.)



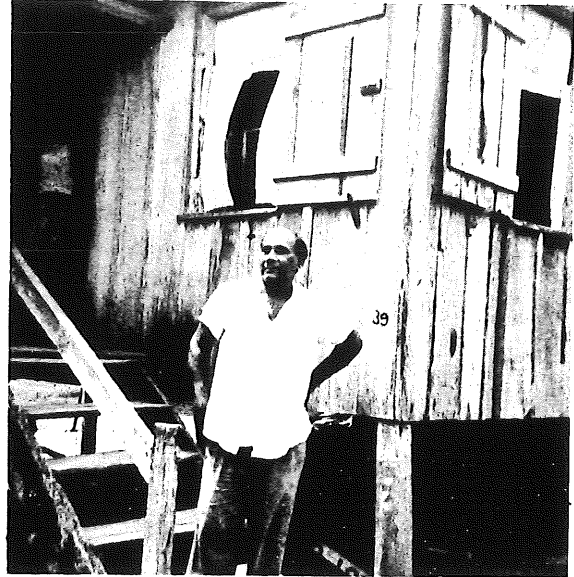
Further up the Valley, Middlesex (with no P.O. now) proved to be the site where the old oval TRD, STANN CREEK VALLEY, was used, also known as 22 Miles. I have never seen a postmark inscribed "22 Miles". My only cover bears the oval STANN CREEK VALLEY TRD, and while no year is given on the TRD, another postmark shows it to be 1952. The cover illustrated above is from the collection of our Editor, and the Stann Creek CDS indicates it is from 1951.



From 1942 to 1951, a sub-p.o. existed at 20 MILES (see further) but I found no information on it. By March 1958 there was an office at 18½ MILES replacing that at 22 MILES. Its CDS actually read 18½ MLS. S/C VALLEY BR. HONDURAS as illustrated above. Chester Ritchie was Postmaster. This office closed in FEB 1963, and a new sub-p.o. opened at 18½ MILES in the farm home of Isaac Daniels, its present location. (See photos next page.)

Oddly, the ONLY canceller ever available at this 18½ MILES office has been the old "20 MILES STANN CREEK, B.H." mailbag seal. It is still in use today on the rare occasions when a cancel is applied. His only other postal mark is a boxed rubberstamp Registry mark, no longer even slightly legible. Fortunately, he sent me examples of both markings in 1963 when still readable. (See Illus. above).

At the present time there is too little ink remaining in Mr. Daniels' inkpad to be to make a dark enough impression to be reproduced in this Journal.



TWO VIEWS OF THE 18½ MILES S.C.V. SUB-POST OFFICE WITH P.M. ISAAC DANIELS

Representations have been made to the G.P.O. for the supply of proper date-stamps and postal equipment for the 18½ MILES Sub-P.O., hopefully filled by now. This office serves some 45 families in the area, with mail arriving at it once or twice a week by truck. I'm especially indebted to Mr. Isaac Daniels and his fine family for my most enjoyable visit in his home, a delightful and friendly occasion of considerable historical interest.

Further rambles to the tiny B.H. Sub-P.O.'s will appear in the next Journal, so tune in on the next issue.

PRICES REALIZED - 8TH MAIL AUCTION SALE - JUNE 6, 1969

#529-\$100.00	#541-\$ 4.00	#553-\$ 6.75	#565-\$ 13.25	#578-\$ 7.25
530 3.00	542 7.50	554 12.25	566 7.25	579 7.25
531 7.50	543 4.50	555 7.25	567 3.25	580 10.00
532 17.50	544 16.00	556 7.25	568 7.25	581 3.75
533 9.00	545 11.25	557 15.00	569 7.25	582 7.25
534 5.00	546 4.00	558 7.25	570 12.25	583 7.25
535 6.50	547 8.50	559 15.00	571 7.25	584 15.00
536 14.00	548 4.50	560 7.25	573 4.00	585 7.25
537 3.50	549 8.50	561 7.25	574 7.25	586 3.50
538 5.50	550 13.00	562 7.25	575 8.50	587 180.00
539 8.50	551 7.25	563 12.25	576 7.25	
540 6.00	552 8.50	564 7.25	577 7.25	

DON'T FORGET TO SEND IN YOUR LOTS FOR THE MAIL/FLOOR AUCTION AT FLOREX, AND DO IT NOW! REMEMBER THAT DONATION LOTS ARE WELCOME AND PROVIDE A WAY FOR YOU TO HELP THE GROUP. SEND TO: ROBERT TOPAZ, 34 MARYELLEN RD., WABAN, MASS. 02168, U.S.A. HELP US TO MAKE THIS SALE A BIG SUCCESS.

JAMAICA JOTTINGS

by Robert Topaz

Sorry to have missed the last issue, but there does seem to be a dearth of news these days in Jamaica Postal History. Everything I have to record is of a modern nature, but here goes for the record.

OPENINGS:

KELLAM, St. Mary, opened 14 FE 69. TRD Type 37 noted 28 FE 69. Forwarding Office: Guy's Hill.
CONNORS, St. Catherine, opened 21 DE 68. TRD Type 37 noted 26 FE 69. Forwarding Office: Old Harbour.
CANE RIVER, St. Andrew, opened 4 MR 69. TRD Type 37 noted 13 MR 69. Forwarding Office: Bull Bay.
SPRING VILLAGE, St. Catherine, opened 21 MY 69. TRD Type 37 noted 21 MY 69. Forwarding Office: Bushy Park. Proof strikes exist dated 15 OC 68.
ARMSTRONG, St. Elizabeth, opened 18 AP 69. TRD Type 37 noted 3 MY 69. Forwarding Office: Balaclava.
(All of the above strikes are in violet ink.)

CLOSINGS:

DUXES closed temporarily on 2 JU 69.
LANCES BAY closed temporarily on 3 MR 69.
GARDEN HILL closed temporarily on 12 FE 69.

REOPENINGS:

COKA reopened 1 MR 69.
DEAN PEN reopened 17 MR 69.
LANCES BAY reopened 16 AP 69.

NEW TRD'S:

LUMSDEN was using a violet ink TRD Type 37 from 13 NO 68 to 12 FE 69.
REFUGE was using a violet ink TRD Type 37 from 12 AP 68 to 5 FE 69.
CHANTILLY was using a black ink TRD Type 37 on 19 MR 69.
CLARKS TOWN was using a violet ink TRD Type 37 on 13-15 MR 69.
ALBION was using a black ink Type 37 TRD from 14 JA 69 to AP 69.

ODD MARKS:

MAY PEN was using violet ink in their machine canceller on 21 AP 69. Can anyone supply any further dates of violet ink usage?
CROMWELL LANDS was noted in the new type MSR (as issued in 1968) dated 13 JA 69. This is highly unusual as it is not the normal practice to have sub-agencies use postmarks. Can anyone throw any light on this subject?

SLOGANS:

Two new slogans noted at Kingston were:
INTERNATIONAL/CONSUMERS SEMINAR/1969 first noted 10 AP 69. This slogan is unusual in that the year slug is left off of the machine CDS. Because of this omission other slogans have recently been seen using this same CDS without the year.
MENTAL HEALTH/WEEK was noted from 5 to 14 AP 69.
One older slogan has come to my attention:
DRIVE SAFELY/SPEED KILLS/J.A.A. dated 15 NO 58 courtesy of Tom Moseley. Since then I have seen another strike of this mark.

STAMPS:

While I do not attempt to cover the field of new issues or modern stamps, two interesting comments have come across the pile of papers which effectively hide my desk. Perhaps they may be of some interest to you.

John Whelan reports finding two copies of the 3d "Mahoe" stamp with the INDEPENDENCE overprint, where the tops of the letters "EN" following the "D" in the overprint are missing. Has anyone else noted this so that we can determine if it is a constant variety? Help appreciated.

Ronnie Wong promised us the Coin Centenary in June, but it appears to have been delayed and our latest information, thanks to Werner Framke, is that it will be issued on September 29th. Ronnie also informed us back in April-May that the Harrison firm was starting on the decimal overprints for October release.

Have a good Summer!

DISCOVERY OF A BERMUDA MODERN RARITY

by P.N. GREENSHIELDS

Our member, Geoffrey A. Osborn, has persuaded Mr. P.N. Greenshields, the discoverer of the missing 3d. value and name on the Bermuda Olympic issue, to write up the story for the Journal. Here is Mr. Greenshields' account of the event.

The stamps were purchased at Hamilton post office here in Bermuda. I first bought one to put on a local letter, was about to wet the gum and noticed that the value 3d. and Bermuda were missing. I immediately went back to the girl at the counter and purchased a further 24. I was hesitant to purchase more, had there been more, because it might have drawn the assistant's attention to the error and caused an embarrassing situation, which I luckily avoided.

Only one further copy has been discovered. This copy was purchased after my good fortune, as I have met the gentleman and discussed the time of purchase with him. There is every indication that all the copies that existed have been sold and, as it was at the time when local Christmas cards were being posted, and, as a lot of local Bermudians still send sealed Christmas cards, it is generally thought that the remainder will be lost.

The stamps were joined in strips of six vertically, there being three copies torn by the assistant when I first purchased them. One copy I glued to an envelope and posted it to myself. This copy and a further copy were sold to Sir Henry Tucker, the Government leader of Bermuda. (*Sir Henry is also a member of the BCPFG.*) A further 3 copies were sold to an American visiting Bermuda. One of the three was torn, and the last mint copy of the three cost him £450.

I have since sold a mint copy for £1000 and a torn copy for £280. There is one copy now in the hands of Robson Lowe for auction in London on the 28th of May with a reserve of £300 on it. I have forwarded a further copy to H.R. Harmer in America, and they seem to feel it would fetch something in the order of \$1000, somewhat different from the £1000 at the time of the initial interest.

As a matter of interest, I met the Postmaster General the other day who told me that since this error his staff has taken great pains in checking the outgoing stamps and an error in the form of a color omission was brought to his attention

which only affected four stamps on a sheet of sixty. This would seem to prove wrong the general opinion that if a color is omitted it must affect sixty or one hundred and twenty, or two sheets, and not just a few stamps.

I do not collect stamps, and the remaining copies are all for sale. Interested persons may contact me at P.O. Box 525, Hamilton, Bermuda.

(EDITOR'S NOTE: An illustration of one of these stamps in the Robson Lowe auction of 28th May shows it to be an offset image--i.e. a mirror image with the runner at the left, soccer player at right, Queen facing to right, etc.)

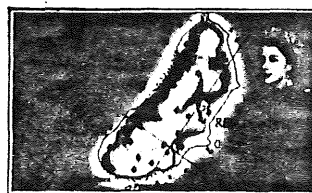
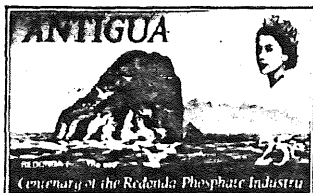
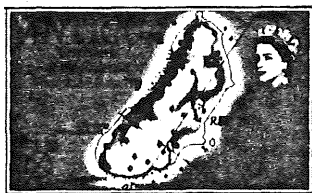
NEW ISSUES

ANGUILLA

10 JUN 69 Flowers of the Caribbean. Set of four stamps: 10¢-Amaryllis; 15¢-Bougainvillea; 40¢-Hibiscus; 50¢-Cattleya Orchid. Lithographed by Format International Security Printers from designs of John Lister Staff Artists in sheets of 25 stamps on unwatermarked paper

ANTIGUA

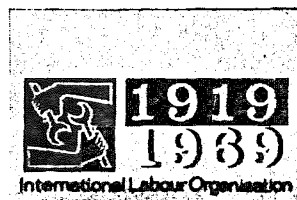
1 AUG 69 Centenary of the Redonda Phosphate Industry. A set of three stamps as illustrated. Photogravure printed from designs by R. Granger-Barrett by Enschede en Zonen in sheets of 50 on watermark Block CA paper.



19 JAN 70 40th Anniversary of Air Services in Antigua.
14 OCT 70 Centenary of Death of Charles Dickens.

BARBADOS

5 AUG 69 50th Anniversary of the I.L.O. A set of two stamps, 4¢ and 25¢ in common design. Printed by Enschede en Zonen by lithography in sheets of 50 stamps on unwatermarked paper. Designs by Sylvia Goaman.
10 NOV 69 Boy Scouts Association.
69 New Definitives.



BERMUDA

SEP 69 Treasure.
SEP 69 Christmas.
70 Decimal Currency.

BRITISH HONDURAS

4 AUG 69 Hardwoods. Set of four stamps printed on simulated wood-grain paper. 5¢-Zircote; 10¢-Rosewood; 22¢-Mayflower; 25¢-Mahogany. Each value will be in panes of 9 stamps with a decorative border around each pane.
1 SEP 69 New Value Definitive-½¢.
1 OCT 69 Christmas 1969.

BRITISH VIRGIN ISLANDS

- 69 Tourist Issue.
- 69 New Definitives.
- 70 Spanish Main.
- 70 Centenary of Death of Charles Dickens.
- 70 Centenary of British Red Cross.

CAYMAN ISLANDS

- 1 OCT 69 Christmas 1969.
- 17 JUN 70 Centenary of Death of Charles Dickens.

DOMINICA

- JUL 69 CARIFTA-I.L.O. Issue. A two-part set lithographed by Bradbury Wilkinson & Co. in sheets of 50 on unwatermarked paper. The I.L.O. part features famous Etchings by Jean F. Millet. 15¢-Spinning; 30¢-Threshing and 38¢-Flax-Pulling. The CARIFTA part consists of four values, each showing the CARIFTA clasped hands emblem and additional features as given: 5¢-Banana and Cocoa; 8¢-Map of Dominica and Plane; 12¢-Map of the Caribbean Area; 24¢-Ships at Harbour.

GRENADA

- 8 JUN 69 International Human Rights Year Issue. Four values: 5¢ & 35¢- Governor Dame Bynoe; 25¢-Dr. Martin Luther King Jr.; \$1.00-Belshazzar's Feast by Rembrandt. Printed in sheets of 50 stamps by photogravure

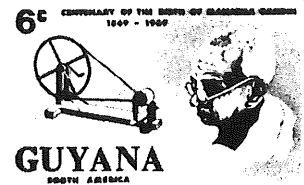
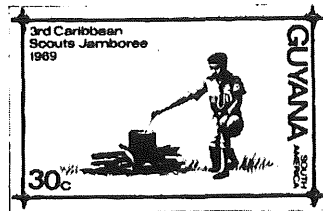
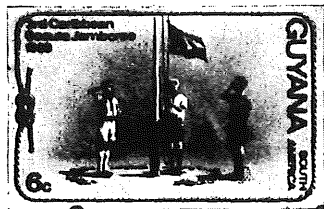


by J. Enschede en Zonen of Holland. Name of designer not given in the publicity release.

- 1 JUL 69 Third and final part of New Definitives: 3¢, 8¢, 35¢ and \$5.00.

GUYANA

- 13 AUG 69 Third Caribbean Scout Jamboree and Diamond Jubilee of Scouting in Guyana. Two designs: 6¢, 25¢ and 50¢ in one and 8¢ and 30¢ in other. Designed by Miss J. Toombs and lithographed by Bradbury Wilkinson on Lotus Blossom Bud watermarked paper in sheets of 50 stamps.



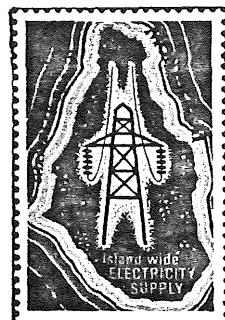
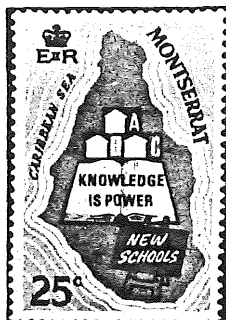
- 1 OCT 69 Centenary of the Birth of Mahatma Gandhi. Two stamps in same design as shown above, values 6¢ and 15¢. Designed by G. Drummond and lithographed by Format International in sheets of 50 on Lotus Blossom Bud watermarked paper.
- 17 NOV 69 Christmas.
- 69 Arts and Culture Week.

JAMAICA

- 29 SEP 69 Coins.
 1 OCT 69 Decimal Overprints.
 70 Tourism.

MONTSERRAT

- 29 JUL 69 Development Projects. 15¢-Telephone System; 25¢-New Schools;
 50¢-Air Transport Service (Planes of LIAT airline); \$1.00- Island
 wide Electricity Supply. Lithographed by Perkins Bacon Ltd. in



sheets of 50 on Block CA watermarked paper.

- 1 NOV 69 Christmas 1969.
 69 Fish Issue.
 70 New Definitives.

ST. KITTS

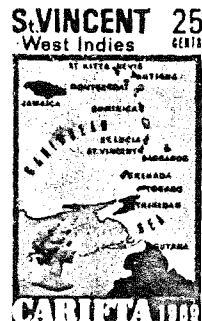
- 1 SEP 69 Sir Thomas Warner.
 17 NOV 69 Christmas.
 70 Centenary of British Red Cross.
 70 Centenary of Death of Charles Dickens.
 70 New Definitives.

ST. LUCIA

- 69 Views of Old St. Lucia.
 69 Christmas 1969.
 70 Centenary of Death of Charles Dickens.
 70 New Definitives.

ST. VINCENT

- 1 JUL 69 1st Anniversary of CARIFTA. 2 and 8 cents in common design and 5
 and 25 cents in common design. Designed by J.E. Cooter based on local
 designs. Delacryl printed by Thos. De La Rue & Co. Ltd. in sheets of
 50 stamps on Block CA watermarked
 paper.
 20 OCT 69 New De finitives.
 69 Statehood.
 70 Bi-centenary of Anglican Cathedral.



NOTE: The overprinting of the Methodist Conference Issue
 which was released on 14 May 69 was in black and not gold
 as originally announced by the Crown Agents Stamp Bureau.

TRINIDAD & TOBAGO

- 1 SEP 69 Moon Landing. 6¢, 40¢ & \$1. Designed by G.L. Vasarhelyi and printed
 by Thos. De La Rue & Co. Ltd. The insignias of Apollo 8, 9, 10 and
 11 will be shown on tabs.

TURKS & CAICOS

- 1 OCT 69 Christmas 1969.
- 69 Decimal Overprints.
- 70 Centenary of Death of Charles Dickens.
- 70 Centenary of British Red Cross.

A late report indicates that Grenada will issue a set of eight commemoratives for the Moon Landing. They will be printed in multi-color photogravure from designs by G.L. Vasarhelyi and will show all phases of the flight. Values are to be ½¢, 1¢, 2¢, 8¢, 25¢, 35¢, 50¢ and \$1. Release date not announced.

Our thanks to the following for supplying the above information and material for illustrations: JOHN LISTER LTD. (Anguilla); INTER-GOVERNMENTAL PHILATELIC CORPORATION (Dominica, Grenada, Montserrat, Trinidad & Tobago) and the CROWN AGENTS for the remaining colonies and countries.



One of our newer members PETER P. McCANN, is shown receiving the Crown Agents North America Stamp Trophy from Kenneth A. Goldsmith (left), the Crown Agents representative in Washington D.C. for his winning entry exhibited at STAMPEX in London earlier this year. This was the first exhibit that Peter has entered, and we salute him for his success.

NEW ANTIGUA SPECIMEN STAMPS REPORTED----

Nat Surtees writes as follows: "Re. W.G. Cornell's article on Antigua in the FEB 1969 Journal---- Specimen Stamps, Urwick's SG 5 and my SG 15, 16, 19, 27, 28 and 29 are all over printed with the same "Specimen", 15 x 2½ mm. At a smaller auction in April there was a lot consisting of a used pair of SG 15, plus SG 13 and 15 "Specimens". I sent for that lot (Est. Value 65/-) and found that these two "Specimen" were in a much smaller type, as far as I know, unrecorded. Unfortunately, I did not measure the overprint, as I intended to go to that sale and buy the lot. Something came up to prevent me from doing so, thus I mailed in a bid of £11 which I thought would certainly get it. It did not, and on asking for the price realized, I found it sold for £11.10.0. I only hope that some member of BCPSG got it and will provide us with further details."

WE PLAN TO ENCLOSE THE PROSPECTUS FOR FLOREX WITH THIS ISSUE IF A SUPPLY REACHES US BEFORE THE MAILING DATE. AT THE MOMENT THIS IS DOUBTFUL, SO IF YOU DON'T FIND A COPY ENCLOSED, DROP A LINE TO LARRY RESNICK AND ASK HIM TO SEND YOU ONE. DON'T FORGET HIS NEW ADDRESS IS 1720 S.W. 84TH AVENUE, MIAMI, FLORIDA 33155. GET A COPY AND ENTER AN EXHIBIT!

RECENT REALIZATIONS BY AUCTION ALFIE

This feature is being established on a trial basis. If you find it of interest drop a line to your Editor, and he will give Alfie the go-ahead to scan future auction results for similar material. We can't spare the space unless our members really want this information.

In the listings which follow, the numbers are Scott, the first amount given is the Scott Catalogue value, while that in parentheses is the realization.

EARL P.L. APFELBAUM, FEB. 21, 1969.

Antigua 58-64, VF OG,	\$89.95	(\$60.00)
Bahamas 17, VF OG,	\$250.00	(\$145.00)
Barbados 165-179, F-VF OG,	\$33.75	(\$18.00)
Bermuda 71-79, F OG	\$22.95	(\$13.00)
Cayman Islands 69-80, VF OG	\$229.05	(\$125.00)
Dominica 83-85, VF OG	\$98.00	(\$54.00)
Grenada 7A, F OG block of four	\$60.00	(\$52.00)
Montserrat 75-84, F-VF OG	\$131.60	(\$72.50)
St. Kitts-Nevis 24-36, F-VF OG	\$136.35	(\$75.00)
St. Lucia 57-63, F-VF OG	\$28.45	(\$17.00)
Trinidad 2, VF OG sheet mgn block of 4	\$20.00	(\$15.00)
Turks & Caicos 60 -70, F-VF OG	\$27.05	(\$17.00)

H.R. HARMER, MAR. 5-7, 1969.

Bahamas 10, F used	\$75.00	(\$35.00)
Bahamas 43, F OG	\$175.00	(\$155.00)
Bahamas Ela, VF OG, gum stain	\$150.00	(\$70.00)
Barbados 57, F, light cancel	\$145.00	(\$150.00)
Barbuda 1-11, F-VF OG	\$69.20	(\$47.50)
Bermuda 54, F OG	\$75.00	(\$50.00)
Bermuda 98, F OG	\$70.00	(\$36.00)
Bermuda 143-162, F-VF NH block of 4	\$61.80	(\$33.00)
Br. Guiana 160-170, F-VF OG	\$53.15	(\$33.00)
Br. Honduras 71, F NH	\$100.00	(\$70.00)
Br. Honduras 104, F NH	\$80.00	(\$52.50)
Cayman Islands 28, VF OG	\$25.00	(\$14.50)
Cayman Islands 44, VF OG	\$35.00	(\$20.00)
Dominica 34, F OG	\$70.00	(\$36.00)
Grenada 16, F OG, gum toned	\$50.00	(\$30.00)
Jamaica 83-87, F-VF OG	\$54.00	(\$28.00)
Leewards 83, VF OG	\$55.00	(\$38.00)
Montserrat 21, F OG	\$70.00	(\$40.00)
St. Kitts-Nevis 36, VF OG	\$110.00	(\$72.50)
Trinidad & Tobago 10, 11, F-VF OG	\$75.00	(\$50.00)

ROBERT A. SIEGEL, APR. 9-12, 1969.

Antigua 67-76, VF OG	\$112.75	(\$62.50)
Bahamas 85-89, F-VF OG,	\$29.95	(\$13.00)
Bermuda 53-54, VF OG	\$120.00	(\$58.00)
Br. Honduras 14, extremely F* block of 4	\$24.00	(\$12.00)
Br. Honduras 56, VF OG block of 4	\$130.00	(\$140.00)
Br. Honduras 104, F OG	\$80.00	(\$47.50)
Cayman Islands 69-80, VF mint	\$229.05	(\$110.00)
Montserrat 40, F OG	\$30.00	(\$16.00)
St. Lucia 4, extremely F OG block of 4	\$70.00	(\$55.00)

OUR SECRETARY REPORTS

New Members:

ADAMS III, ALFRED B.
DANIELS, GEORGE N.
JAYSON, LEONARD
MATTHEWS, WILLIAM H.
McCANN, PETER P.
RISDON, STETSON M.
TURNER, ROBERT W.
YOUNG, KENNETH C.

ANDERSON, ELMER E.
DOWNS, DR. WILBUR G.
KREGEAR, RODNEY D.
MATTISON, GORDON N.
OWEN, GUILFORD
SLINGSBY, JOHN
TYMERSON, JAMES W.
ZEHETNER, WERNER

BONDOR, PAUL L.
HALE, FRANK R.
LABIUK, EUGENE M.
MAUDENS, ARTHUR J.
REED, FRANK J.
THOMPSON, JOHN E.
WATTS, MALCOLM D.

New Applicants:

BAILEY, JOHN N., 81, Ard Na Mara, Malahide, Dublin, Eire.
BEGBIE, FREDERICK A., 7 Viewpark Gardens, Bonny Rigg, Midlothian, Scotland.
CANTENS, AGUSTIN J., 626 N.E. 61st Street, Apt.5, Miami, FL 33137.
DUNN, WILLIAM R., P.O. Box 94, Floyd, VA 24091.
HAYS, CDR. JANE L., USCG (RET), 2060 W. Acapulco Drive, Miramar, FL 33023.
HAYWARD, CHARLES W., 2134 G. Street N.W., Washington, DC 20037.
HOLLOWAY, JACK H., 102 Thunderbird Drive, Marshalltown, IA 50158.
LIMRICK, BRIAN, 3 Pinefield Crescent, Elgin, Morayshire, Scotland.
SHEPHERD, ANTHONY, 3 Willowfield Road, Halifax, Yorkshire, England.
TATHAM, WILLIAM C., 11835 Whitley Street, Whittier, CA 90601.
WILSON, DR. KENNETH A., 5910 Auckland Avenue, N. Hollywood, CA 91601.

Collecting interests, etc. for the above applicants will be given in the October Journal.

New Addresses:

BOTWRIGHT, ROY J., 59 Trowley Rise, Abbots Langley, Watford, Herts., England WD5 0LN.
HIGGINS, RICHARD D., 14139 S. Western Avenue, Blue Island, IL 60406.
JELLINS, KENNETH M., 2907 Telegraph, Berkeley, CA 94705.
KROHN, EDWARD J., Box 583, Miami Springs, FL 33166.
MANN, ROBERT W., 21 Highland Avenue, Fort Erie, Ontario, Canada.
McFARLANE, JAMES R., Apt.10, 6 Birdsucker Drive, Kingston 8, Jamaica, West Indies.
ZEHETNER, WERNER, Box 1854-B, Montreal 110, Quebec, Canada. (Temporary).

PERSONAL MENTION----

The new President of the Border Philatelic Society of El Paso, Texas is DANIEL WARREN, while the position of Secretary is filled by DANIEL F. VOOYS. We suspect that the latter must be related to our member DANIEL W. VOOYS, but have no word on this. In any event, with this team at the helm, the Border P.S. is certain to have a DANdy season!

DICK HIGGINS and BERT LATHAM are also serving in elected office with their area and local clubs, Dick as Vice-President of the Illinois Federation of Stamp Clubs and Bert as Vice-Chairman of the Redhill Philatelic Society.

At various stamp exhibitions in May and June, our members fared quite well. ELAINE DURNIN took the Best Of Show silver bowl and a First Award in the topicals at MAIPEX in Falmouth, Maine; JACK ARNELL received the RA Silver Tray for his Bermuda and COLIN BAYLEY a Gold Award for his Barbados, both at the exhibition of

Continued on Page 164.

M E M B E R S' M A R T

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me know what you have and what you would like in return. Perhaps we can work out
a deal. WARREN BUCHANAN, 49 Mansfield Avenue, Darien, Conn. 06820.

Continued from Page 163.

the RA Stamp Club in Ottawa, Canada; JAMES E. WATSON won a First Award at ROMPEX,
Denver, Colorado, and also received the Mrs. A.E. Pade Award for the best exhibit
by a Coloradan; and GEORGE T. TURNER not only took a Gold at WESTPEX, but also at
TOPEX where he received the President's Award. Well done all!

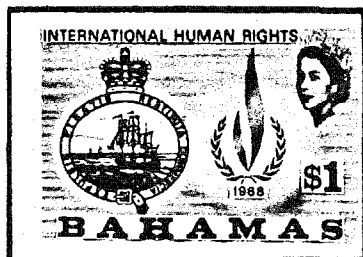
ERIC HEYER, BERNIE CHIN, BEN RAMKISSOON, JAY FREDRICK and BILL TATHAM all managed
to attend SANDIPEX at San Diego, California. Naturally, a few BCPSG meetings had
to result.

In the literature department, we note that RON WARD is co-author of the recently
published *Sheffield Postal History from Earliest Times to 1850*. Copies available
from Ron at 12/6, plus postage.

REG LANT'S European holiday came to a sad and sudden end shortly after it started
when a fire at a Belfast hotel put both Reg and Helen in the hospital for 10 days.
Both suffered severely from smoke inhalation, and at last report Reg said that he
and Helen were finding recovery a very slow process.

On his recent trip to the BWI, RICK RODGERS reports two wonderful visits with our
beloved Bahamas Bum, EDDIE ADELSON, in Miami and with STETSON RISDON on the Dutch
island of St. Maarten.

AL HIGGINS was recently presented the "President's Medal" of the Collectors Club
of New York for having served 10 years as Treasurer of that organization.



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AND AS WE GO TO PRESS----

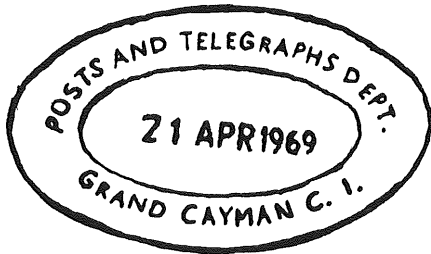
From Tom Giraldi comes word of a Caymans CDS of the current 23 mm single ring type which is new to us. It reads GPO GEORGETOWN M.O.B. GRAND CAYMAN around the ring and C.I. at the bottom, upright, but inverted with respect to the beginning and end of the other text. The date is JU 2 69. At the edge of the cover is a small portion of the recently reported machine cancellation. This missed the stamp and the MOB mark was subsequently applied to the stamp to cancel it.

Also from Tom is the report of a SPECIAL DELIVERY straight-line handstamp for the GPO at Georgetown, Grand Cayman. It was

SPECIAL DELIVERY

in use at least as far back as June 1968.

Werner Framke provided us with an example of the TRD used by the PMG at Georgetown, Grand Cayman. It is found only on Official mail and in violet ink. All strikes



that we have seen have been dated in 1968 and 1968, the earliest being 29 JUN 1968.

The Trinidad SAVE/PRECIOUS/WATER slogan, Warren Type 16b, with CDS D to left, has been reported by Tom Giraldi for 31 May 1969. This is the first report of that slogan with this CDS, previous examples having been with CDS C.

We made an error in typing Tom Moseley's Jamaica Registration Envelope listings in the last Journal (page 120). Please delete Item #4a. It may exist, however Tom has never seen nor heard of it.

Will the kind soul who sent a post card to us from SNUG CORNER, Grenada, please stand up and take a bow. It was a mark that we needed and we are most grateful.

Continued on Page 166.

JOURNAL BACK ISSUES

THE FOLLOWING BACK ISSUES OF THE BCPJ ARE STILL AVAILABLE:

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TELEPHONE: 617 HA6-2712

Our sincere thanks go to Warren Buchanan who, after reading of our financial situation, sent in a check for \$10 to cover his 1970 dues with instructions to "Keep the Change". Thanks as well to our good friend Eric Heyer for a donation.

This issue will be a few pages shorter than the past few have been. Our aim is to try and get our finances in the black and keep them there. A smaller issue does pose problems in trying to fit all of the fine material we receive into its pages, and we have had to hold back for future publication a number of excellent articles. If you don't find something you sent in on these pages, please try to understand our situation.

WITH THE UTMOST REGRET WE REPORT RECEIPT BACK FROM THE POST OFFICE OF THE JOURNAL SENT TO WILLIAM B. STITT EARLY IN JUNE, MARKED "DECEASED". WE HAVE NO DETAILS OF BILL'S PASSING, BUT KNOW THAT HE WAS HAVING SOME SORT OF CARDIAC PROBLEM.

BILL WAS ONE OF OUR CHARTER MEMBERS AND ALWAYS A STRONG SUPPORTER OF THE GROUP. HE WILL BE MISSED BY ALL OF US.

There have been a few additions to our Library, thanks to the generosity of a few of our members. Gale Raymond has provided a copy of *The Bahama Islands* by Ludington and Raymond, with compliments of the authors. Chuck Cwiakala donated a translated extract of the Revenue Stamps of the British Caribbean from the 1915 Forbin Catalogue. Chuck also donated the Catalogue of Sales 3 and 4 of the Dale-Lichtenstein auction, while Jack Field provided a copy of the Robson Lowe Handbook-Catalogue of the St. Vincent Sale held on 20 April 1955.

We appreciate that many of our newer members do not have a list of items in our BCPSG Library. We hope to be able to publish a new list soon. Till then we suggest that you drop a note to Bob Lovett and see what he has if you need any specific information.

THINK POSITIVE! THINK ABOUT ATTENDING FLOREX IN NOVEMBER, AND WE'LL BE SEEING YOU THERE!



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