

# BRITISH CARIBBEAN PHILATELIC JOURNAL

APRIL 1970  
VOL. 10 NO. 2  
WHOLE NO. 54

UNIT NO. 27  
OF THE APS

published by THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP

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



INTER-ISLAND SCHOONERS CAN USUALLY BE FOUND LOADING OR UNLOADING CARGO AT THE DOCKS IN FRONT OF THE ST. KITTS G.P.O. --*Photograph by Eric H. Heyer*

## IN THIS ISSUE:

PRESIDENT'S PAGE.....	34	CURRENT BERMUDA CDS MARKINGS.....	35
JAMAICA JOTTINGS.....	38	CUNARD MAIL BOATS, HALIFAX-BERMUDA..	39
BERMUDA CANCELLED TO ORDER STAMPS....	42	GRENADA RETURNED LETTER MARKINGS....	43
POSTAGE DUES OF TRINIDAD & TOBAGO....	44	LKD FOR BARBADOS "POSTED ON BOARD"..	45
A 1917 BARBADOS P.O.W. COVER.....	47	ST. LUCIA REVISITED.....	48
ANOTHER PROVISIONAL FROM BARBADOS....	51	GUYANA GLEANINGS.....	52
REPORT FROM TRINIDAD.....	53	ANTIGUA ADDENDA.....	53
A TRD GROWS IN FREEPORT.....	54	AIR MAILS OF THE WEST INDIES.....	55
MEETING WITH BWISC AT PHILYMPIA.....	59	OUR SECRETARY REPORTS.....	60
HAIL EAGLE HALL, FAREWELL BLACK ROCK..	61	NEW ISSUES.....	62
PERSONAL MENTION.....	65	AND AS WE GO TO PRESS.....	68



THE BRITISH CARIBBEAN PHILATELIC JOURNAL

Published bi-monthly in the even numbered months. Available only to members of the B.C.P.S.G. with subscription included in membership fee of \$4.20 per annum in U.S. Funds. Membership application forms and additional information may be obtained from Membership Chairman or U.K. Representative.

PRESIDENT

Stanley C. Durnin

VICE PRESIDENT

Dr. John C. Arnell

SECRETARY

Bryan J. Walker  
285 Parkhurst Drive  
Fredericton, N.B.  
Canada

TREASURER

Mark W. Swetland  
102 Woodland Road  
Madison, NJ 07940  
U.S.A.

ASST. TREASURER &  
U.K. REPRESENTATIVE

Alfred J. Branston  
144 The Avenue  
Highams Park  
London E.4  
England

PUBLIC RELATIONS

Charles E. Cwiakala

MEMBERSHIP CHAIRMAN

Alfred N. Johnson  
2610 Virginia St.  
Baytown, TX 77520  
U.S.A.

ADVERTISING

Robert Fashingbauer  
Dr. R.A. Ramkissoon

LIBRARIAN

Robert P. Lovett  
R.D. #1  
Newtown, PA 18940  
U.S.A.

**PRESIDENT'S PAGE**

As this is being written, I am winging my way between Saudi Arabia and Spain. Having just finished reading my copy of the February Journal, I feel very proud to be a member of the Group that is responsible for such a tremendous contribution to philately.

Our Treasurer's Report indicates that all of you want the Group to continue as is, without cutbacks to save money. With your help, we will do our best to do so, but we must go beyond merely being satisfied with the status quo. Too small a percentage of the membership has been contributing material for the Journal. From issue to issue, I see mostly the same writers and the same islands covered. Why aren't you writing for the Journal? Why don't you tell us what you know or what you would like to know about some of the islands that are being neglected? We need your philatelic knowledge for the Journal!

I now have personal knowledge of some 15 members from outside the U.K. who plan to be in London this coming September for PHILYMPIA and our meeting with BWISC. Detailed information about planned activities will be found elsewhere in this issue. If you plan to attend the luncheon, please note that reservations cannot be made after 30 April, and are limited to the first 100 who apply.

Some of us have booked rooms at the Cumberland Hotel, Marble Arch, London W.1. Those of you who have ever attended one of our gatherings, know the advantage of the members living close together. There is always a stamp session going on in one of our hotel rooms, and these usually turn out to be the best part of all the activities at the Show. One can pick up more gossip, philatelic knowledge, and material by 'room hopping', than on the Exhibition Floor itself. We suggest that you join us at the Cumberland if you do not have your arrangements made at some other hotel, but book early to avoid disappointment.

*Stan*

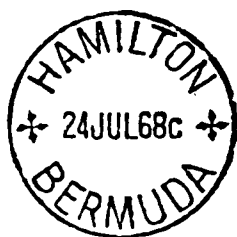
# CURRENT BERMUDA CDS MARKINGS

by M.H. Ludington

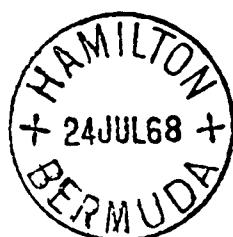
Further to Dr. Ramkissoon's illustrations on page 206 of the December 1969 Journal, my latest information is that other datestamps were also in use in 1969, though some of the earlier types may not have had the figure "7" for the new decade, and so may now have had to be discarded.

The Type Numbers of the H15 group, the 30 mm. diameter datestamps, have been classified by me as follows:

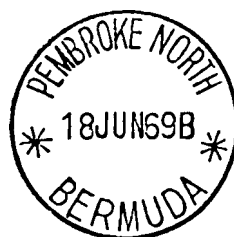
- H15 Ornamental crosses and collection letter.
- H15a Ornamental crosses but no collection letter.
- H15b Asterisks and collection letter. (So far Pembroke North only).
- H15c No ornaments but with collection letter.



H15



H15a



H15b



H15c

Dr. Ramkissoon's illustrations show the following handstamps:

- Top row: Types H15a I and II, H15c I and II.
- 2nd row: Type H15 II, III and V.
- 3rd row: Types Hamilton H12, Registered H12, Air Mail H12 and Perot P.O. H15 II.
- 4th row: Types Bailey's Bay H15c, Crawl H12a, Devonshire South H12, Flatts H12 and Harrington Sound H15.
- 5th row: Types Paget H15, Mangrove Bay H15, Pembroke North H15b and Somerset Bridge H15.
- 6th row: Types Southampton H13, St. Georges H12 I and II and Warwick H12 II.

The following were also in use (or available for use) in 1969:

- HAMILTON: Types H14 II and III, H15 I and IV; Parcel Post Types H12, H14 and H15 I, II and III.
- PEROT P.O.: Type H15 I.
- BAILEY'S BAY: Type H12 was still available but seldom used.
- CRAWL: Our fellow member, Geoffrey Osborn, informed me that a new datestamp in Type H15c was first used on 22 DEC 69.
- DEVONSHIRE SOUTH: Type H12c was still available.
- FLATTS: Type H12c was still available.
- WARWICK: Type H12 III was still available.

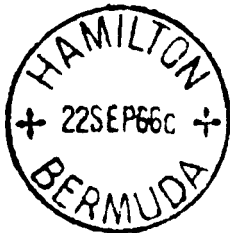
The major differences between the five Type H15 handstamps of Hamilton are:

- a) The left side of the H if extended through BERMUDA:
  - I: just touches the right side of the D.
  - II: just touches the left leg of the A.
  - III: passes through the right side of the D.
  - IV: passes through the left end of the crossbar of the A.

V: passes through the right leg of the A.

b) The left side of the A of BERMUDA if extended through HAMILTON:

- I: is very nearly in line with the second stroke of the M.
- II: passes through the left leg of the M.
- III: passes through the right end of the crossbar of the A.
- IV: just touches the left leg of the M.
- V: is very nearly in line with the second stroke of the M.



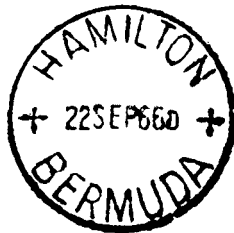
H15 I



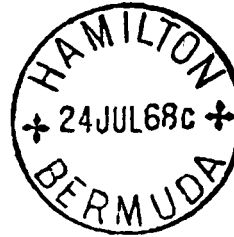
H15 II



H15 III



H15 IV

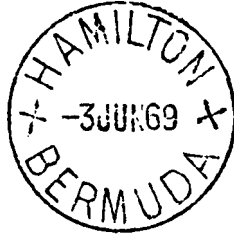


H15 V

- c) The space between the M and the U at the top: I, II, III and IV: 1 mm.; V: 2 mm.
- d) The width of the U at the top: I: 2.5 mm.; II, III, IV and V: 2 mm.
- e) The height of the D: I, II and III: 4 mm.; IV: 4.25 mm.; V: 3.5 mm.  
The width of the D: I and III: 2.5 mm.; II, IV and V: 2.25 mm.
- f) From the top left corner of the B to the top of the A in BERMUDA: I, II, III and IV: c. 16.5 mm.; V: c. 18 mm.



H15a I



H15a II



H15c I



H15c II

The most obvious differences between Types H15a I and II are the positions of the two ornaments. In II they are approximately in line with the date line. In I they are both askew, particularly the right ornament which is almost X instead of +. In the early 1960s there was a third Type H15a handstamp (H15a III, not illustrated), but it was not in use in 1966, nor have I seen it since. The angles of the ornaments were intermediate between I and II. Another clear difference between the three handstamps can be seen by extending the vertical stroke of the T of HAMILTON. In I the extension passes through the right side of the R of BERMUDA, in II it passes through the left side of the R, and in III it passes through the top left corner of the M.

The two Type H15c handstamps are very similar, but on clear strikes the following small differences are visible:

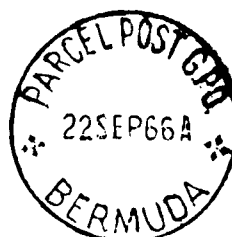
- a) Minimum distance between the H and the B: I: 11 mm.; II: 11.5 mm.
- b) In I the lower loop of the B is slightly larger than the upper. In II the upper and lower loops are almost of equal size.
- c) In I the D is slightly flatter on the right side than in II.



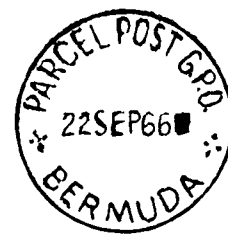
H15 I



H15 II



H15 III

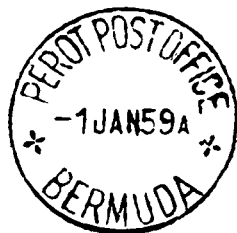


H15 IV

The four Type H15 PARCEL POST handstamps show marked differences:

- a) Diameters: I and II: 30 mm.; III: 30.5 mm.; IV: 29.5 mm.
- b) I and II have no full stops after G, P and O, whereas III and IV have, though sometimes they print rather faintly.
- c) The minimum distance between the P of PARCEL and the B: I: 8.75 mm.; II: 9 mm.; III: 10 mm.; IV: 7.5 mm.
- d) On I the ornaments are practically straight, and each arm has a leaf-shaped tip instead of the diamond-shaped tips on II, III and IV. On II the ornaments are practically straight. On III and IV they are askew. On I and II the right ornaments are smaller than the left. On IV the left side of the right ornament is damaged.
- e) The vertical of the P of PARCEL if extended:
  - I: just touches the bottom of the right ornament.
  - II: passes through the upper part of the right ornament.
  - III: passes about half way between the right ornament and the A.
  - IV: passes through the top of the right ornament.

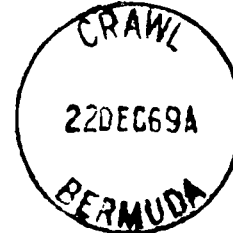
Other minor differences exist, such as the shapes and angles of certain letters.



H15 I



H15 II



H15c

In the two PEROT POST OFFICE handstamps the vertical of the P of POST if extended through BERMUDA:

- I: passes between the U and the D.
- II: passes through the M.

WARWICK Type H12 III is believed to be still in use. PAGET Type H13a was still in use in 1963, but I have not seen any later examples. PAGET has had a machine cancellation since 29 September 1965.

# **JAMAICA JOTTINGS** by Robert Topaz

This being our first report for 1970, to start the year off on the right foot we have an astounding group of early markings to report. I suggest all you students of early STAMPLESS material study the following carefully.

VERE - T3 mark noted 28 FE 1808, size 21 x 11 mm.

GREEN POND - T4 mark noted in red ink and dated 4 NOV 1821.

MAYHILL - T4a mark was noted for 10 MY 1816, an EKD.

ST. ANN'S - P11a mark noted 16 FE 59.

PD14 - noted in the 1/2d amount, dated 7 SP 1849.

D1 (MORE TO PAY) - noted in red ink 5 JA 44, and black ink 19 JY 59.

MONTEAGUE - T3 mark noted 30 AP 22.

MANCHIONEAL - P7 mark was recently reported to Tom Foster on a cover with an A52 oblit on a 4d GB adhesive. This is an outstanding discovery if validated. As a matter of fact, almost any experienced collector of Jamaican material would bet against almost any of the above.

In the Glassco collection, a DRY HARBOUR cover was noted with an A36 type H oblit and carrying a P8 mark of Dry Harbour dated 9 DE 59 with Index "2" in the mark.

Also noted were: a cover with A48 on a GB stamp with the P3 mark of HOPE BAY dated 15 AP 59; a cover with 6d GB cancelled A01 and MILE GULLY P9a, 0 Index, dated FE 59; and a P9a of the same town with I Index, dated 9 AU 59.

The following offices were temporarily closed: JACKS RIVER on 31 OC 69 and MOUNT ROSSER on 15 DE 69.

ROCKY POINT reopened on 16 DE 69 and was using its single ring mark. Other reopenings were: HALSE HALL on 13 OC 69, MYLERSFIELD on 12 NO 69, and MANGO VALLEY on 1 NO 69.

A number of new Postal Agencies were opened as follows:

FLETCHERS LAND, Kingston, 11 DE 69, TRD Type 37 in violet ink noted 23 DE 69. The word JAMAICA is very closely bunched in this mark.

HIGGIN TOWN, St. Ann, 12 DE 69, forwarding office - Lime Hall. TRD Type 39 in violet ink was noted used 17 DE 69. This is the first TRD of this type put in use for many years. It has sans serif letters in both the office name and JAMAICA.

GORDON PEN, St. Catherine, 9 DE 69, forwarding office Spanish Town. TRD Type 39 noted 31 DE 69 in violet ink.

HUNTS TOWN, St. Mary, 19 DE 69, forwarding office - Bonny Gate. TRD Type 39 in violet ink noted 24 JA 70.

PRESTON HILL, St. Mary, 22 DE 69, forwarding office - Hampstead, TRD Type 37 in violet ink noted 21 JA 70.

AIRPORT MONTEGO, St. James, 6 OC 69, forwarding office - Montego Bay. TRD Type 37 was noted in violet ink for 25 OC 69.

LIME TREE GARDENS was using violet ink strikes on 4-11 OC 69. The new MSR 1968 was noted for BROMLEY - 20 OC 69, PRIORY - 4 OC 69, and ABOUKIR - 23 OC 69. DENBIGH was using a black ink TRD Type 37 on 28 SP 69. COXSWAIN was using a violet ink MSR in late 1969. Incidentally, the Postal Guide spells this office as COCKSWAIN.

A new "BUY ANTI-TB, etc." slogan with the double-bar cross at the right of the text has been noted 27 NO 69. The National Heritage Week slogan mentioned in the NOV 69 Journal as being used at Kingston has also been noted from Half Way Tree. The GIVE NUGGATS NOW slogan has been noted from Mandeville, Montego Bay, Half Way Tree and Cross Roads, as well as from Kingston. The Nuggets campaign is sponsored by Jamaica Broadcasting System and the Junior Chamber of Commerce to raise funds for the needy.

# **The Cunard Mail Boats, Halifax-Bermuda, 1840-48**

by J.C. Arnell

In the summer of 1833, the Halifax-Bermuda-Halifax portion of the route followed by the monthly transatlantic Admiralty packets out of Falmouth, England was discontinued. Instead the packets returned to England after fourteen days at Halifax, and a contract was given to Samuel Cunard of that port to carry the Mails between Halifax and Bermuda. This kind of activity was not new to Cunard, for he had provided for the carriage of a winter mail between Halifax and New York for a number of years shortly after the War of 1812. He had also operated a monthly mail boat between Bermuda and Annapolis, Maryland for the first nine months of 1827, and since that time had been operating a similar service between Halifax and Boston.

Because the transatlantic crossing was subject to the vagaries of wind and weather, the arrival of the packets at Halifax was haphazard, and no regular schedule could be established for the Boston and Bermuda mail boats. Instead, they had to wait at Halifax, sometimes for weeks, for the packet and then prepare to sail as soon as possible after the Mails had been transferred to them. After waiting at their destination a fixed number of days, they returned to Halifax with the return Mails for England.

Once the decision was made to replace the transatlantic sailing packets with paddle-wheel steamers, there was the prospect for the first time of following a fairly rigid schedule of arrivals and departures at the several ports of call. In accordance with the contract he had signed with the British Admiralty in 1839 to carry mail between Liverpool and Boston with an intermediate stop at Halifax, Samuel Cunard had ordered four vessels for the new service which was to begin in July 1840. The new schedule called for two trips a month during eight months of the year, and one monthly trip during the winter months of November, December, January and February. A mail boat service was to be operated between Halifax and Bermuda to connect with each arrival from and departure to Liverpool. New articles of agreement were drawn up between the British Admiralty and Samuel Cunard, setting down the details of the planned improved Halifax-Bermuda mail boat service, and were signed by the principals on the 25th June, 1840.

Some of the terms of this contract are given below:

*"the said Samuel Cunard will at all times during the continuance of this Contract provide maintain keep seaworthy and in complete readiness for the purpose of conveying as hereinafter provided Her Majesty's Mails (under which term all Despatches and Letters are to be included) which shall at any time and from time to time by the said Commissioners or Her Majesty's Postmaster General be required to be conveyed between Halifax in Nova Scotia and the Island of Bermuda a sufficient number (not less than four) of good substantial and efficient Sailing Vessels of not less than 100 Tons burthen old measurements...."*

*"That the said Samuel Cunard shall and will during the continuance of this Contract diligently faithfully and to the satisfaction of the said Commissioners and with all possible speed in every case convey in the said Vessels as hereafter mentioned Her Majesty's Mails twice each way from and to Halifax and Bermuda in each of the months March April May June July August September and October and once each way in each of the months of November December January and February."*

*"That one of such Vessels so approved of and equipped and manned as aforesaid shall leave Halifax with Her Majesty's Mails onboard within 24 hours"*

after the arrival at that Port from England of each of the Mail Steam Packets about to be employed under a Contract already entered into.... and shall proceed direct to such Port in the Island of Bermuda as the said Senior Officer shall from time to time direct and their deliver Her Majesty's Mails to the Postmaster or other Person duly appointed to receive them and that such a Sailing Vessel....shall be ready to leave Halifax with Her Majesty's Mails on the 14th day of July now next ensuing.

"That every Vessel employed in the performance of this Contract, after remaining not more than 4 Complete days at Bermuda, shall depart thence direct for Halifax with Her Majesty's Mails onboard, and there deliver the same to the Postmaster, or other Person duly appointed to receive them...."

The contract continued with the details of the terms of reference of the Admiralty Agent who was to be carried on each vessel to have charge of the Mails. A Penalty of £100 for failing to depart at the specified time was provided for, with additional penalties of £50 for each further delay of six hours without cause. The contract was "for one year certain to be computed from the day on which the first Vessel shall leave Halifax with Her Majesty's Mails for Bermuda and afterwards from Year to Year until the expiration of Six Calendar Months notice in writing to determine the same which notice shall be given either by the said Commissioners, or....by the said Samuel Cunard...." For this service Cunard was to receive the sum of £4469 per annum by equal quarterly payments.

For Cunard this new contract merely represented a diversion of effort from the Halifax-Boston run to that between Halifax and Bermuda. He already had four mail boats, *Lady Ogle*, *Velocity*, *Margaret* and *Roseway*, so that he could meet the terms of the new contract without having to increase the size of his fleet. However, the two trips a month during eight months of the year generally kept three of the vessels in service, as a round trip took three weeks to a month on the average. This service between Halifax and Bermuda was operated for eight years from August 1840, until August 1848, when Cunard introduced his small propeller-driven steamers, *Ospray*, *Falcon* and *Kestrel* on the run.

The lengths of the voyages of the four sailing vessels on this mail run are of interest because of the seasonal variations. The following tables show the length of each trip in days, together with the averages of the corresponding trips in each of the eight years, for both the southbound and northbound voyages. Figures in brackets are estimates resulting from incomplete reporting in the newspapers of the day, and where no voyage was made it is indicated by a cross.

SOUTHBOUND VOYAGES

Halifax to Bermuda

<u>MONTH OF DEPARTURE</u>	<u>1840</u>	<u>1841</u>	<u>1842</u>	<u>1843</u>	<u>1844</u>	<u>1845</u>	<u>1846</u>	<u>1847</u>	<u>1848</u>	<u>AVERAGE</u>
January		10	12	5	13	6	5	9	5	8
February		19	14	9	9	11	9	9	8	11
March		7	9	9	7	5½	4½	14	6	8
April		7	6	(8)	6	5	7	9	9	8
May - 1		12	(8)	10	9	6½	8	13	12	10
May - 2		(18)	11	9	11	13	9	16	9	12
June - 1		6	6	(14)	(12)	15	12	6½	8	10
June - 2		5	12	14	18	9	15	8½	10	11
July - 1		18	17	15	17	13	20	(8)	10	15



SOUTHBOUND VOYAGES (cont.)

<u>MONTH OF DEPARTURE</u>	<u>1840</u>	<u>1841</u>	<u>1842</u>	<u>1843</u>	<u>1844</u>	<u>1845</u>	<u>1846</u>	<u>1847</u>	<u>1848</u>	<u>AVERAGE</u>
July - 2	(13)	9	12	10	9	15	14	15	14	12
August - 1	x	18	14	11	13	9	11	(26)	17	15
August - 2	7	9	9	14	7	12	9	(10)	STEAM	10
September - 1	x	15	18	8	7½	10	9	10		11
September - 2	(7)	6	10	6	7	9	12	6		8
October - 1	10	8	5	6	(9)	8	5½	7		7
October - 2	10	9	21	15	5	6	(9)	11		11
November - 1	6	6½	4	4½	10	13	10	6		8
November - 2	13	7	9	8	9	9	8	12		9
December - 1	x	10	8	10	9	9	6	11		9
December - 2	10	6	11	9	10	10	10	6		9

NORTHBOUND VOYAGES

Bermuda to Halifax

<u>MONTH OF DEPARTURE</u>	<u>1840</u>	<u>1841</u>	<u>1842</u>	<u>1843</u>	<u>1844</u>	<u>1845</u>	<u>1846</u>	<u>1847</u>	<u>1848</u>	<u>AVERAGE</u>
January		10	10	12		6	8	7	10	9
February		15		19	(12)	9	6	8	10	11
March		11	10	12	12	11	6	24	(15)	13
April		7	9	9	4	5		10	11	8
May - 1		7	6	9	6	9	8	9	4½	7
May - 2		9	5	9	7	5	12	8	5½	8
June - 1			7		6	6	6	8	(10)	7
June - 2			5		5	7	8	4½	(9)	6
July - 1		7	7	11		16	4½	12	7	9
August - 1		7	12	8	6	8	10	8	5	8
August - 2	7	11	8	6	8	8		12	11	9
September - 1	x	9		8	11	6	7	10	STEAM	9
September - 2	8		9	8	6	6	9	5		7
October - 1	9	14	10	15	6	(10)	11	6		10
October - 2	17	7	6	6	6½	14	5	9		9
November - 1	11	16	9	14	8	8	7	9		10
November - 2	x	9	12	8	9	8		7		9
December - 1	7	10	13	14	8	9		9		10
December - 2	x	10	7		(8)	6		8		8

The averages of all the voyages recorded are 10.9 days on the southbound leg and 9.0 days on the return. This probably reflects the effect of the Gulf Stream. As the vessels had to cross it, the captains would probably have attempted to cross it quickly on the way to Bermuda to minimize its delaying effect, but would have tried to ride it on the return to Halifax. Of possibly more interest is the seasonal effect on the voyage length. On southbound voyages the average between October and April was less than 9 days, while during the remaining months it was over 13 days. On the return trips the corresponding averages were just under 10 days and over 8 days. The main cause of the longer voyages was the lack of wind or a light head wind during the summer months, rather than adverse weather, which might have been the first presumption.

Typical of the problem in the summer are the following accounts from the *Bermuda Royal Gazette*:

"Capt. Charles Allen, of the Mail-boat *Margaret*, has sent us a copy of the Log kept on board his vessel, on his recent passage to these Islands from Halifax -- the 'remarks' we subjoin. -- He had the wind directly ahead the whole time, varying only from S.W. to S.E. by S. -- generally from the S.W. -- Capt. Allen in a note to us observes, 'It has been the most tedious passage I have experienced since I first took charge of a Mail to these Islands -- now nearly seven years. There have not been 2 hours that I could lay my course during the whole passage.' " (28 July 1846). The voyage took 20 days.

\* \* \*

"Our Missing Mail - There is but little doubt from the length of time that the Mail-boat must now have been at sea, that some accident has happened to her. If crippled in her masts or spars -- we fear no more -- it would almost be impossible from the prevalence of light Southerly winds, since the gale of the 4th & 5th inst., for her to have reached Bermuda ere this." (24 August 1847).

"Mail-boat *Margaret* arrived Thursday, 26 August -- encountered severe gale which drove her to Eastward and after she came into latitude, light & contrary winds prevented her reaching island sooner. She arrived on the day First August Mail was due." (31 August 1847). The voyage took approximately 26 days.

\* \* \*

"Mail-boat *Velocity*, Norwood arrived Saturday, 24 June, 10 days, Halifax -- was in latitude of Bermuda on fourth day after leaving Halifax, and was becalmed for the remaining six days a little to the Eastward of the Island; had he not fallen into the Eastward, the Mail might have been landed here on the 13th day, from the time of its leaving Liverpool." (The Cunard steamer *America* had arrived at Halifax on 12 June, 8½ days after leaving the Mersey.) (27 June 1848).

No similar accounts occur in the winter, although occasionally reference is made to a stormy passage. However, in such cases the trip was generally fairly fast, unless a mast was carried away or other damage sustained.

\*\*\*\*\*

#### BERMUDA "CANCELLED TO ORDER" STAMPS---- by James B. Hale

Back in 1937 I was 15 years old and collecting jointly with my father. At that time one of his life-long friends had retired and moved to Bermuda. This family friend was very generous in plying our philatelic interests with a continuous assortment of first-day covers, first flight covers and stamps, both mint and used, from Bermuda.

At the time of the GVI Coronation issue, I received two sets of that issue, stuck down on a sheet of note paper and cancelled-to-order with the BAILEY'S BAY CDS, and dated 14 May 37. These were enclosed in a letter mailed shortly after the first day date. Apparently they were purchased over the counter at the Bailey's Bay post office, although I am not positive of this. They may have been cancelled as a favor to the buyer. Several years ago I sent them to Mr. M.H. Ludington, who stated that he had not seen this type of usage and that it was definitely against regulations. I would be interested in knowing if any other Journal readers have seen similar items.

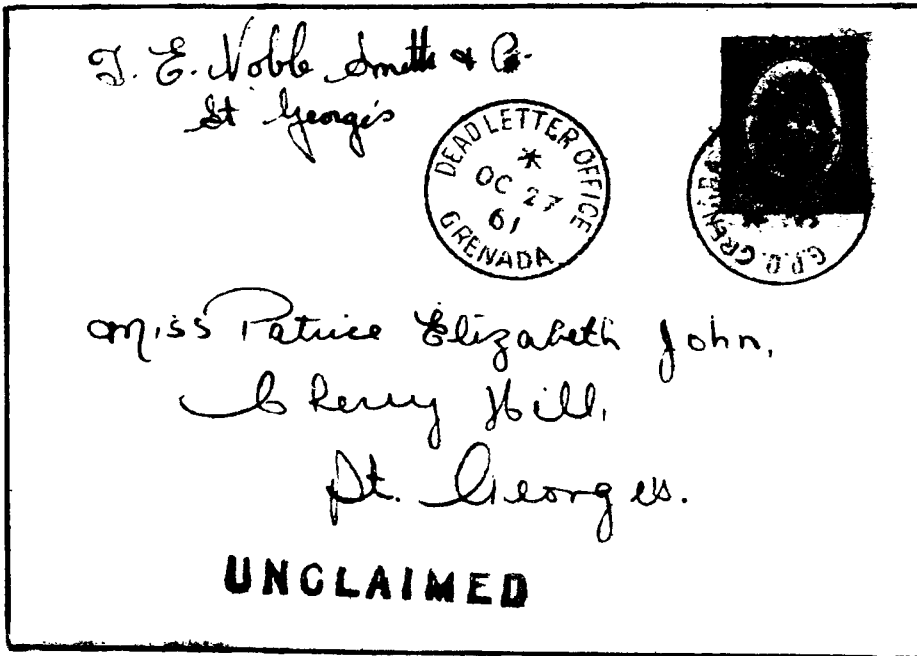
\*\*\*\*\*

# Some Grenada Returned Letter Markings

by Harvey O'Connor

In the early 1960's, T.E. Noble Smith & Co. of St. George's, Grenada, mailed out a number of statements to its customers. No envelopes were used, the statements being folded and sealed with a bit of tape, and the address and postage stamp being placed on the reverse side of the sheet.

A number of these bills were unclaimed by the addressees and were returned to the sender. They show a few interesting instructional markings which merit being recorded. Shown below is one postmarked at the G.P.O., St. George's, JU 26 61, and addressed to St. George's. The straight-line UNCLAIMED mark is obviously that of the G.P.O. The



DEAD LETTER OFFICE CDS is a mark I have not seen reported previously. I would welcome reports of any other strikes of it.

A statement postmarked G.P.O., AP 4 63 and backstamped Chantimelle on the same date, bears a manuscript UNCLAIMED, which could mean either that Chantimelle had no stamp for that purpose, or having one just didn't bother to use it. This cover is stamped with a large RETOUR, probably applied on its return to the G.P.O. The strike is not complete, but the probable reconstruction is shown below. This is, of course, the French language "RETURN" mark prescribed by the U.P.U. for International Mail, and its use on Inland Mail is unusual.

RETOUR

UNCLAIMED

~~RETOUR~~

UNCLAIMED

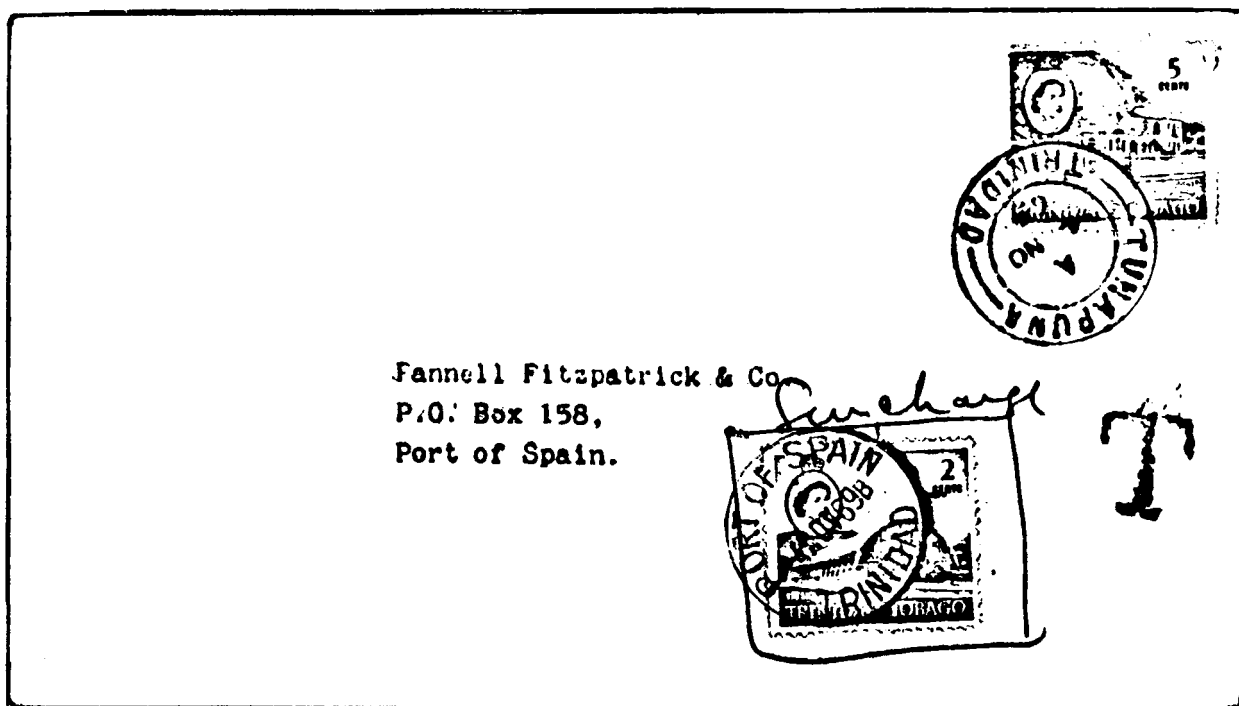
Other covers and markings noted are: G.P.O., JA 14 64, backstamped Sauteurs, JA 11 64, (obviously an error), with small UNCLAIMED and large RETOUR, shown upper right; G.P.O., MR 4 63, b.s. Snug Corner, MR 8 63, with UNCLAIMED, shown lower left; and G.P.O., of MR 4 63, b.s. St. Davids, AP 4 63, with UNCLAIMED, shown lower right.

# Provisional and New Postage Due Stamps of Trinidad & Tobago

by J. Chin Aleong

On 1 January 1969, the inland postage rates of Trinidad and Tobago were increased. That for letters rose from five cents to six cents, and for printed papers from two cents to three cents. This meant that both classes of mail prepaid at the old rates were liable to a surcharge of two cents (double the deficit of one cent).

By November 1969 sufficient mail prepaid at the old rates had been posted and surcharged to exhaust the stock of the then current 2¢ postage due stamp (SG D26aa) at both Port of Spain and San Fernando. Since the new postage due stamps had not yet been received, the 2¢ stamp of the 1960 definitive set (SG 285) was provisionally used as a postage due stamp.



The earliest example of this use seen is on a cover from Tunapuna to Port of Spain, illustrated above. The 5¢ stamp (SG 286) being 1¢ short of covering the postage fee, the Tunapuna P.O. stamped its "T" handstamp to call attention to the deficit. At the G.P.O. the provisional 2¢ postage due stamp was affixed and enclosed in a manuscript rectangle above which has been written "Surcharge", both in red ink. The added stamp was then cancelled with the Port of Spain CDS. Both postmarks are dated 4 NOV 69.

Similar covers have been seen with dates up to 25 NOV 69. In one case the stamp has been handstruck with a "T", 10 mm high, in a 17 mm diameter circle. (See illustration on next page.) The cover originated at University on 24 NOV 69, and the provisional postage due stamp is postmarked at Port of Spain on 25 NOV 69.

The same practice was followed in San Fernando in November and December 1969, except that above or below the rectangle is written "Sur Tax" rather than the "Surcharge" of Port of Spain. An example of this is shown on the following page. The cover was mailed at University P.O., postmarked 28 NOV 69. The San Fernando postmark on the "Sur Tax" adhesive reads DE 69, the day not showing.

On 25 November 1969, the 2¢ stamp of the new Postage Due Set was used in Port of Spain. This new set, which was briefly described in the February 1970 Journal, was lithographed by Bradbury Wilkinson in sheets of 100 (10 x 10) on unwatermarked paper and the perforation is 14. The colors and values are: 2¢-green; 4¢-bright purple; 8¢-violet; 12¢-orange; 50¢-blue and 60¢-sage green. The color names are mine. The 2¢ used at Port of Spain on 25 NOV 69 is shown below. Also shown is the "T" stamp of the P.O. at University which was used on the cover on which this new 2¢ postage due stamp was used, as well as on several of the others mentioned in this article. All strikes show parts of a circle around the "T", but whether this is a part of the design or merely due to the base of the stamp registering is not certain.



As far as is known, the other values of the new Postage Due Set have not been put into use as this is written early in March. Presumably, they will be issued as stocks of the old set are exhausted.

Speaking of the old set, it is interesting to note the long life it enjoyed. On page 46, overleaf, is shown a Memorandum from the Postmaster General of Trinidad, dated 17 November 1884, to a postal patron, advising that the first of these "Special Stamps" would come into use on 1st January, 1885. The original of this Memorandum belongs to Mr. J. McIntosh and is reproduced through his courtesy.

The original design has been in use for just short of 85 years, perhaps setting some sort of record for longevity. In 1948 the values were changed from Sterling to the new decimal currency, but the original frame lingered on. The 1913 merger of Trinidad postage stamps with those of Tobago went unrecognized by this "Surcharge Postage" series. Now, at long last, the new design reads TRINIDAD & TOBAGO, and bright colors take over from the somber black of the past.

\*\*\*\*\*

NEW LKD FOR BARBADOS "POSTED ON BOARD" MARKING---- by Michael Sheppard

I have just been fortunate enough to find a post card addressed to England written on the 11th March, 1904, bearing a clear but slightly smudged strike of POSTED ON BOARD in black ink. It is an unboxed, single-line mark, 49 mm long and with letters 3½ mm in height.

On consulting *The Postal Markings of Barbados* by Benwell and Britnor, BWISC, 1961, I find this mark listed as Type Q.1. While the length is given as 48 mm, smudging of my strike could account for the extra 1 mm in length. The above book records dates of use from 8 DEC 1900 to 21 DEC 1901. My card bears a Trinidad stamp cancelled with a Barbados CDS, the month and year being MR 04, but the date not discernable. This adds just over two years to the known life of this mark. It also brings us to just over a year for the gap between the LKD of this mark and the EKD, 22 APR 1905, of the more familiar boxed, three-line, Posted on Board mark, Type Q.2.

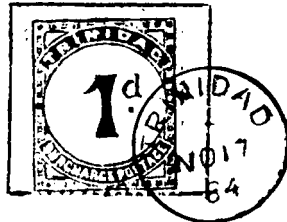
GENERAL POST OFFICE,

Port-of=Spain,

14<sup>th</sup> November, 1884.

MEMORANDUM.

On and after 1st January, 1885, the sum to be collected in Trinidad, from the addressee, on unpaid and insufficiently paid Correspondence will be represented by a Special Stamp or Stamps similar to the specimen below.



These Stamps will be affixed to the cover of the Letters, &c.

With a view to expediting the delivery of Mails by abolishing the present system of debiting unpaid charges in the books of this Department, and also of preventing errors by overcharges, I beg to solicit your co-operation by providing your messenger, on the arrival of each Mail, with a sum sufficient to cover the charges on any unpaid or insufficiently paid Correspondence so that such charges may be collected when the Correspondence is delivered.

From the date mentioned, all Registered and Unpaid Correspondence for your Firm, arriving by English Mail, will be delivered in the room set apart for delivery to Private Boxholders together with the ordinary Correspondence.

I am,

Sir

Your most obedient Servant,

Postmaster-General.

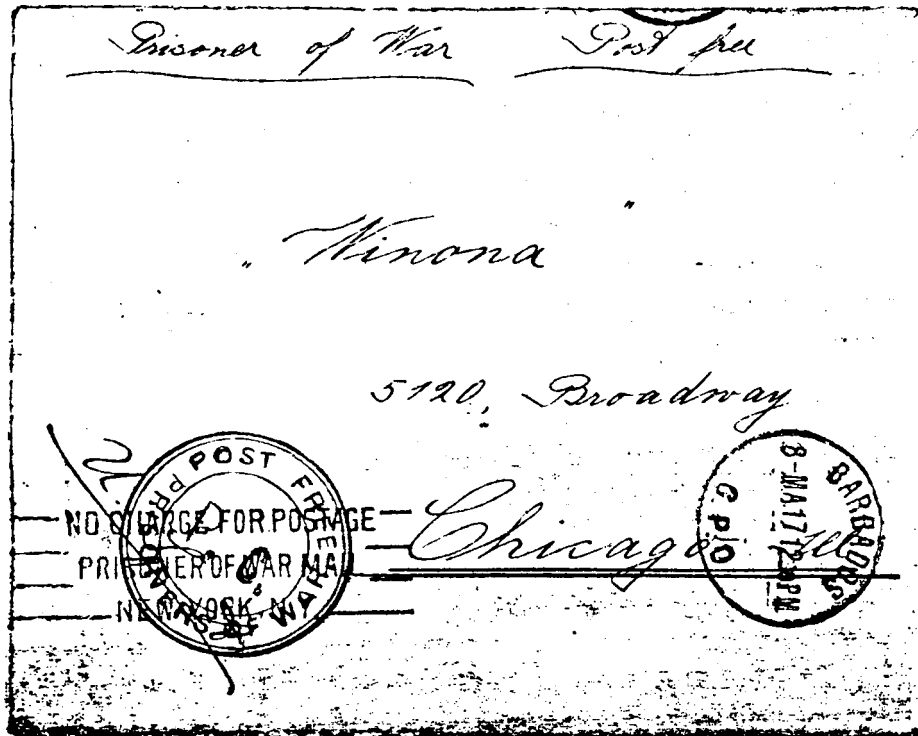
J. B. A. Ayres de

Port of Spain

# A 1917 Barbados P.O.W. Cover

by Charles E. Cwiakala

A few months ago while visiting a friend and looking over some of his material, I saw the Barbados P.O.W. cover pictured below. After a few vain attempts to buy or swap for it, I settled for a photocopy. Since I cannot recall having ever read or heard of a similar item, it seems worth putting 'on the record', so here are the main details.



The reverse of the cover identifies the sender as "HEINR. WAHMER, PRISONER OF WAR" at the "DETENTION CAMP, GLENDAIRY PRISON, BARBADOS, BRITISH WEST INDIES". His letter was still in the cover and bears a printed heading, GLENDAIRY DETENTION CAMP, BARBADOS.

The letter, dated 4 March 1917, is written in German. In it, Herr Wahmer conveys his thanks for a letter of February 20th which offered to send him, money, reading matter, etc. He asks the addressees not to have expenses on his account since the political situation has changed so much since their letter was written (*U.S. was about to enter War*) that even they might find themselves in the same position as his. He says that once he believed that it would be difficult to be without such amenities, but one soon learns to get along and be thankful to have just enough to eat, which thank God he has.

The triple-ring handstamp on the face of the cover reads POST FREE/PRISONERS OF WAR and P.C. (Postal Censor) in the center. The strike is in violet and has the initials of the Censor, U.L.A., in manuscript across the strike. The Barbados CDS and the New York mark are in black. The latter reads NO CHARGE FOR POSTAGE/PRISONER OF WAR MAIL/NEW YORK, N.Y., and has the appearance of being a machine mark.

Can any of our members add anything to the story of Glendairy Detention Camp?

\*\*\*\*\*

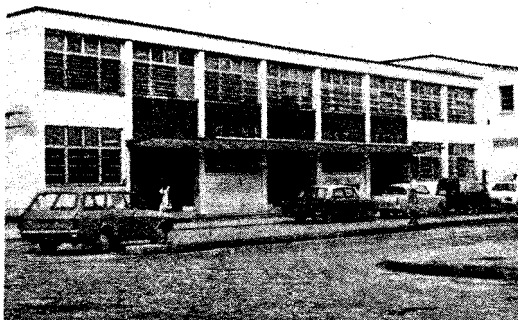
GOOD RESOLUTION FOR TODAY: "I WILL SEND PAYMENT FOR 1970 MEMBERSHIP DUES RIGHT NOW!"

# St. Lucia Revisited

by Eric H. Heyer

Whenever we return from a visit to the Caribbean, friends who see our color slides and hear us talking about the islands invariably ask "Which island do you like best?" This is a difficult question to answer, for each island has some features which we find attractive as well as some which detract from its natural beauty and character. No doubt, we prefer the Windward Islands, including Dominica which is actually a part of the Windwards, despite the fact that it was administered as a part of the Leeward Islands for a time and used Leewards stamps.

To us, the Windwards are more beautiful than the other Caribbean islands, rugged and green with wild mountain ranges forming the backbone of each island. But which of the islands we like most is hard to say. When we are in St. Lucia, we love that island for all its spectacular scenery and its beautiful bays. Then when we get to Grenada, the Spice Island, we love it for its beaches, its soft perfumed air and its oldfashioned, unchanged appearance and way of life. It will take more than several short stays to decide which island one likes best.



GENERAL POST OFFICE IN CASTRIES

Castries, St. Lucia, has become quite a modern town since the big fire of 1948 completely destroyed the center of town. A large multi-story department store, new restaurants, ice cream parlors and other modern office buildings have been erected along Bridge Street, the main street of the town, and several parallel and intersecting streets. It is a thriving community and full of life. Also on Bridge is the modern G.P.O., pictured at the left.

We arrived at Vigie Airport, whose single runway occupies a peninsula forming the outer side of the Castries Harbour, just as darkness was settling.

While we were waiting for our luggage to be unloaded, someone behind me said "Eric!" It was Bob Devaux who, with his lovely wife, Pamela, and his children had come to pick us up and take us to the Villa Hotel on the side of Morne Fortune. In the course of our stay, we had several very pleasant evenings with Pamela and Bob, and he took time off from his busy work schedule on several days to show us the town and meet friends, old and new.

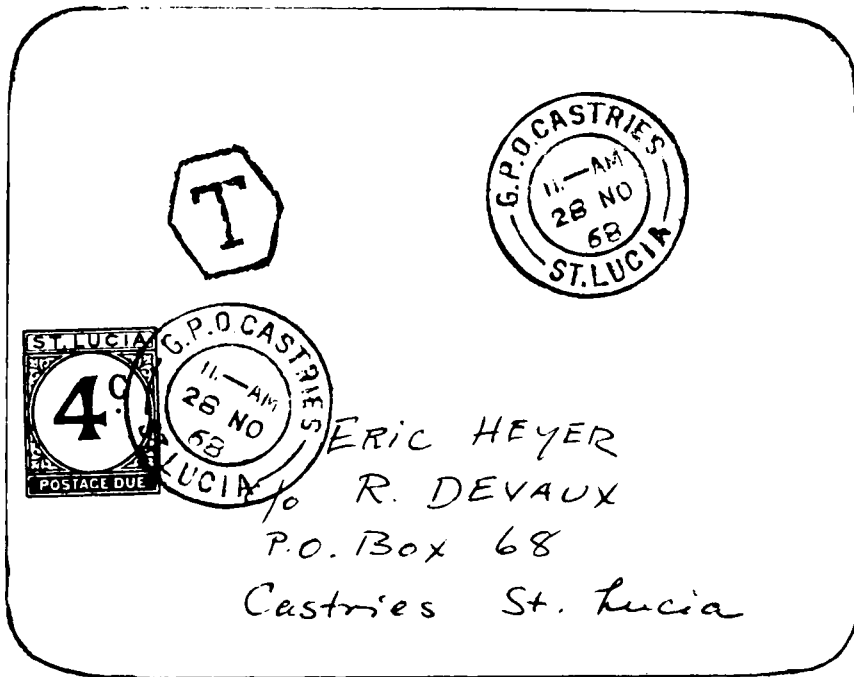
When we got to the G.P.O. the next day, we found to our pleasant surprise that our very helpful friend, Mrs. Annette James, formerly the assistant to the P.M.G., had become Acting P.M.G., while her former boss had moved up to the Ministry of Communications.

One item of considerable expense on our trip had been the rental cost of cars to get to the outlying smaller P.O.'s. When I explained to Mrs. James that I would like to have cancels on index cards and covers of as many P.O.'s as possible, she had a good idea. Her suggestion was that I address the index cards to myself, c/o Bob Devaux's P.O. Box, put a 2 cents stamp on each, and she would have the cards go out to the sub P.O.'s with the Mail Van and be cancelled there.

This idea really paid off, for during the 5 days we had allowed for St. Lucia we were able to make only two longer trips, besides visiting a few of the sub P.O.'s in and around Castries. These latter included Hospital Road, Chaussee, Conway and Leslieland. Conway is a funny little P.O. about 8 feet long and 4 feet deep. In fact



it is a soft drink stand on the north (airport) side of the bay where all the small fishing boats are parked on the beach. From there one gets a very picturesque view across the harbor towards the big pier where the banana boats tie up at the loading sheds. Bob took us down there one night to see the women carry the stems from the shed to the ship's elevator. They walk slowly in single file with a stem of bananas on their head and sing a rhythmic song timing their steps. The pay is 2 cents for carrying a stem about 100 feet from shed to ship, and the work goes on through the night until all are loaded.



On some of the addressed index cards I purposely left off the 2 cent stamp to see what sort of markings would be applied. One such item, posted at the G.P.O. is seen at the left. The hexagonal boxed T was handstamped to indicate that the card was to be taxed. Then a 4 cents Postage Due adhesive equal to double the normal postage was applied. The two strikes of the G.P.O. cancel show the office of mailing and cancel the postage due adhesive.

The machine canceller was in use at the G.P.O. during our visit, the seven wavy line obliterator version showing up on some of our covers.

Details of the various machine cancellations can be found in the BCPJ of October 1969.

Our longest trip was south to Soufrière, with a side trip to Marigot Bay along the way. The latter area now has a fine Yacht Harbor and lovely new hotels, but somewhat on the expensive side. The first stop on the way was at La Croix Maingot where the P.O. is in a private house located amongst trees about 60 feet above the road. To reach it one must negotiate a steep goat path. It had rained during the night making the red soil very slippery, and had it not been for the tree roots forming some sort of foothold, I don't think I could have made it. The Postmistress was a very young woman and the best looking one we had met on our travels. She provided P.O. service by opening a shuttered window and operating from a small table inside.

Roseau P.O. is at a sugar factory in the cane fields, where the company's bookkeeper is also the spare time Postmaster. From here the road towards Soufrière climbs up to a bluff, down into the next creek bed, then up again always curving around the mountain with breathtaking views over ocean and bays. Of course, unforgettable is the first view of the Pitons from a high point above Soufrière.

L'Anse La Raye and Canaries are picturesque fishing villages with somewhat more modern P.O.'s, especially the one at L'Anse La Raye. We made a stop on the road after leaving Canaries when we saw a local man and his two boys. Our young driver, who had climbed a couple of trees at a previous stop to get Lulu some nutmeg and other fruit, asked the man if he could get us some coconuts for drinking. The two boys climbed some very tall palms to get just the right age of coconut. Then the man took off the husk, cut off the proper end with his machette and we had the most delicious cool drink at 5¢

per coconut. Our driver thought we had overpaid the man! Nothing was wasted; the small dog the natives had with them ate the mushy inside of the nut with an enormous appetite.

The list of Post Offices given to us by Mrs. James showed no change from that given in the June 1968 Journal (#43, page 84), so we will not repeat them here. The postmarks were also the same as shown there, although in a few cases the asterisks had come or gone. Since these small type blocks are removable, they can drop out when the date is being changed and not be replaced until another time. The Marchand CDS shown below is typical of that used at all of the outer P.O.'s except Dennery which has St. Lucia at the top following the office name.



Return to Sender  
Unclaimed.....  
No such address.....  
Address incomplete.....  
Moved Address unknown.....  
No such Post Office.....  
Refused by Addressee.....  
Deceased unknown.....

**PAQUEBOT**

**First Day Cover**  
ST. LUCIA B.W.I.



At the G.P.O. the RETURN TO SENDER handstamp shown above provides seven reasons why delivery could not be made. A boxed handstamp is used to cachet FIRST DAY COVERS at the G.P.O. The old PAQUEBOT mark, Studd No.A448, which has served since 1934, was still in use.

The oval registration postmark at Castries and the larger D.P.O.'s are all similar to that of SOUFRIERE, shown above. The standard blue Registration Labels are also used.

Some of my index cards were returned to me after I was back at home, enclosed in an "On Her Majesty's Service" cover. This cover had several interesting markings, one being a single line ON POSTAL SERVICE. The strike is too weak to be reproduced, but it is about 57 mm long with 3 mm sans serif letters. On the same cover, the triple oval GENERAL POST OFFICE/ST. LUCIA, shown above, is initialed by Mrs. James to validate its use.

Our last afternoon was spent at Vigie Beach where once before we had stayed at the "Blue Waters" Hotel. For us it is always sad to leave an island we love. We hope to get back again!

\*\*\*\*\*

CUMBERLAND HOTEL TO BE BCPSG HEADQUARTERS DURING PHILYMPIA----

Thanks to the efforts of Art Courtney acting as our liaison in London, some of us who will be coming over for PHILYMPIA next September have booked rooms at the Cumberland Hotel, Marble Arch, London W.1. Gale Raymond and your Editor will share a room, and the Durnins, Adelsons and Wongs also have confirmed reservations. If you haven't made other arrangements, why not join us there. The rate quoted us is 190/- for a double room with private bath and breakfast. For a First Class Hotel in London that is a fair rate. When requesting reservations write directly to the Hotel and mention that you are with the BCPSG contingent. Act promptly, though, for London hotels fill up fast, and the park benches in Hyde Park are not very soft!

# Another Provisional from BARBADOS

by Reuben A. Ramkissoon, M.D.

The attempt by Barbados to stretch its dwindling supply of postage stamps until the appearance of the new definitives on 4 May 1970, fell a bit short of its mark as far as the 4¢ denomination was concerned. Thus, on 11 March 1970, a provisional issue of the current 5¢ definitive (SG #326), revalued to 4¢ by overprinting, was released to bridge the gap.

There is some irony in this situation. Only last August the 5¢ definitive was in short supply. At that time the 4¢ Harbour Police Centenary commemorative was overprinted ONE CENT for use with the 4¢ definitive to make up the 5¢ inland letter rate. It is obvious that this contributed to the present shortage of the 4¢ definitive.



The overprint reads 4 X, with the X intended to obliterate the 5 on the printed stamp. That it did not always succeed in doing so can be seen on the block of four shown at the right, above. In this example, but for a fortunate shift to the left accompanying the upward displacement, Her Majesty's portrait might have been obliterated, a fate normally reserved for deposed monarchs! It will be noted that this block has an imperf upper margin. This was produced by the printer cutting off the top of the sheet before overprinting--probably necessary to make the sheets fit on his press.

The strip of three, left above, illustrates another variety, overprint double, on the lower stamp. Impressions of the overprint on parts of the gummed side, indicate that the sheet was folded over during the initial printing. When the error was discovered, the sheet was unfolded and again run through the press.

Another variety (not illustrated) has some stamps in the sheet without an overprint. Again, it was produced by a partially folded sheet, evidenced by impressions on the back, but here the error was not corrected by a second overprinting.

\*\*\*\*\*

*Stamp Collecting* (London) reports an example of the obsolete Bahamas 8d aerogramme with the black central vignette (Paradise Beach) completely missing. It is stated to have been used normally, receiving the Freeport postmark dated 9 July 1964. Also reported by S.C. is a complete sheet of 25 stamps of the 1969 Cayman Islands 1/2d with the gold printing omitted.

# GUYANA GLEANINGS

by Fred F. Seifert

Ever since the report in the September 18th, 1969 issue of *Stamp Collecting* of the sale by Guyana of "Just over 4,000,000 stamps from unsold stocks of recent commemorative issues....cancelled (c.t.o.)....for a nominal sum to a stamp dealer....", we have been looking for a clue as to what sort of postmark had been applied to invalidate these remainders. Now, thanks to Joe Chin Aleong, we have something to report.

Joe recently sent us a copy of the advertisement in the November 1969 issue of *The Philatelic Exporter* in which E. Mosden of New York offers that material as reported in the February 1970 BCPJ, page 31. The advertisement illustrates one of each of the stamps being sold. Although none shows more than a fragment of a postmark, it has been possible to identify that used on several of the stamps. It turns out to be a handstamp that, to the best of our knowledge, has never been used to postmark mail or cancel stamps. Thus, these few adhesives, at least, are clearly identified as remainders, rather than "in used condition" as stated in the Mosden offer.



The marking to which we refer is that shown to the left. There are four of these G.P.O. COUNTER handstamps known to us, which differ only in the Roman Numeral, I, II, III or IV, following the word COUNTER. They are used by window clerks at the G.P.O. in Georgetown to validate Money orders and other postal and fiscal

papers which they sell. None of the strikes in the advertisement shows the Roman Numeral, so we cannot determine which specific handstamp was used.

We note that the Mosden advertisement carries the ASDA and PTS symbols. Perhaps we have been a bit naive in thinking that membership in those organizations was reserved for those whose professional ethics were above reproach. After St. Lucia and now Guyana, it begins to look that way.

The WELDAAD Post Office is now using a new Birmingham Type B3 postmark. It is shown here at the left, with the original mark of the same type at its right for comparison.



It will be noted that the letters in this new handstamp are more widely spaced, resulting in shorter arcs at the sides. The strike is dated 20 NO with year omitted, but the adhesive tells us that it is 1969. Another strike of this same mark dated 11 NO also has the year missing. We have not noted new handstamps for any other P.O.'s or P.A.'s, so this may be a replacement for a

lost or damaged stamp. It would be well, though, for those who collect postmarks of Guyana to be on the lookout for further new marks.

MACKENZIE machine postmarks do not come our way too often, but we can report covers of 20 OCT and 5 NOV 1969 with the POST EARLY/FOR/CHRISTMAS slogan, as well as one dated 22 JAN 1970 with the STOP/ACCIDENTS slogan.

Ben Ramkisson reports the Guyana definitives on watermarked paper, released last year for philatelic sales, are gradually being put on sale at the stamp windows of the G.P.O. The 3¢ and 5¢ appeared in late February, and the 50¢ went on sale on 12 March 1970.

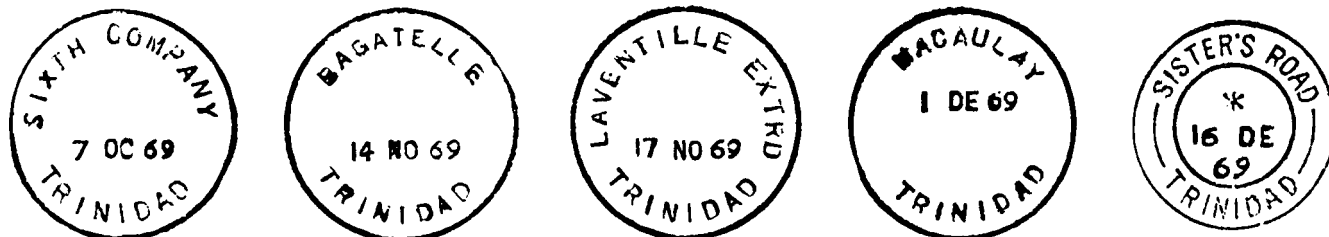
Supplies of the British Guiana FOUR CENTS stamped envelope appear to be exhausted, for a Guyana envelope with same stamp design but SIX CENTS and a deeper violet has appeared. Noted used at WAAKENAAM, 8 NO 69.

# REPORT FROM TRINIDAD

by J. Chin Aleong

A new slogan SHARE IN THE WEALTH/TRINIDAD & TOBAGO/NATIONAL LOTTERY with a rectangle containing \$\$ to the right of the lower two lines, has been in use in Port of Spain. Ben Ramkissoon reports strikes with Warren CDS Type D to right for 24 DEC 1969 and Fred Seifert reports the same configuration for 17 FEB 1970. Ben also has a strike with CDS Type D to left for 23 FEB 1970.

Opening Day strikes of the postmarks of five of the six new Postal Agencies mentioned on page 26 of the February 1970 Journal are shown below.



In the Trinidad Philatelic Society Bulletin for January-February 1970, W.H. Matthews reports an unusual T & T World War II postmark. It is described as a Birmingham (B1) type found on a copy of the 3¢ K.G.VI stamp, SG 248. The top reads RECEIVED FROM, but the bottom part cannot be deciphered. Based on a few more or less legible letters, he guesses that the lower part reads H.M. SHIPS. Has anyone ever seen such a mark?

The Trinidad & Tobago Carnival issue was not released on 2 February as originally announced. The actual release date was 6 February. In Press Release & Trade Letter #70-01, dated January 21, 1970, the Inter-Governmental Philatelic Corporation stated that the Printers of this issue were J. Enschede & Zonen, Holland. However, the imprint at the bottom of the sheets reads THE HOUSE OF QUESTA. Can anyone offer an explanation?

\*\*\*\*\*

## ANTIGUA ADDENDA

by WILLIAM G. CORNELL

In addition to the Antigua Q.E.II varieties listed in the February 1968 and February 1969 Journals, the 1970 Commonwealth Q.E.II Catalogue also lists the following

<u>CW #</u>	<u>DESCRIPTION</u>
S48b	15¢ Independence, 1967, flaw on flag
S51a	4¢ Methodist, 1968, flaw in roof

These varieties were described in the October 1968 Journal.

The JL Simplified Catalogue of Q.E.II Varieties was not issued in full this year, but a Supplement to the 11th Edition of 1968 was issued. New Antigua varieties listed in addition to those discussed in the August 1969 Journal are as follows:

- . 1965 I.C.Y. 4¢ Plates A1-A1, Row 2, No.1. Chain broken at right with thick link above.
- . 1965 I.C.Y. 4¢ and 15¢ Plates A1-A1, Row 6, No.4. Left hand leaves extensively broken.
- . 1965 I.C.Y. 15¢ Plates A1-A1, Row 10, No.2. Extensive break in right bottom part of scroll.
- . 1966 Churchill ½¢ and 35¢ Plates 1A-1A-1A-1A, Row 5, No.4. Circular flaw in color of background just below St. Paul's.
- . 1966 Football 6¢ and 35¢ Plates A1-A1-A1-A1, Row 5, No.5. Large brown flaw on Queen's forehead.

# A TRD Grows in Freeport

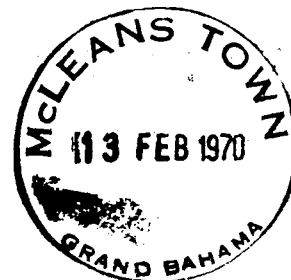
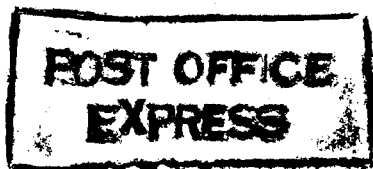
by Fred F. Seifert

Anyone who has ever collected postmarks is well aware of the fact that rubber stamps grow larger with use, especially when used with inks intended for metal stamps. We are indebted to Tom Giraldi for supplying us with specimens of a recent FREEPORT TRD which well illustrates such growth, and points out why it is difficult to determine if two strikes are from the same stamp by comparing measurements.



The strikes above tell their own story. In less than two months time, the height has grown from about 35 to 45 mm, and the letters have thickened and grown by at least a millimeter. It is interesting to compare the date portions of the strikes. The day, month and year characters of the earliest strike are of about uniform size. By the next strike, NOV and 1969, which have been in constant use, have grown considerably, while the 28, which has seen no more than a day or two of use, is about the same size as the 17 in the first strike. In the last strike, a new month and year appear, and are small compared to the day.

With the Bahamas Bum busily occupied catching up on his work after a spell of illness, and Gale Raymond equally busy following his return from one of his "rambles", we have excused them from supplying their columns for this issue. Instead, we pass along what Bahamas news has come our way.



Tom Giraldi reports a new family of 30½ mm, single ring, steel die CDS from FREEPORT. All have the format shown left, above. He has seen these reading STAMPS 2, 3, 4 and 5. Presumably STAMPS 1--possibly others--exist. In the same style is a mark reading R.L.E. 2 FREEPORT/GRAND BAHAMA, dated 26 JAN 70. We can only guess at the meaning of the letters R.L.E., but perhaps it could be REGISTERED LETTER ENCLOSURE. Most of the larger P.O.'s have a limited access enclosure where registered mail is handled. Again, other numerals may exist, R.L.E. 1 being almost a certainty.

Also from Tom, the POST OFFICE/EXPRESS boxed handstamp shown above was found on several FREEPORT covers of early February 1970. Its condition indicates it has been in use for quite some time. Tom remarks that the GRANTS TOWN CDS of 18 FEB 70, seen above, looks like a new mark to him. Indeed it is, measuring 30½ mm compared to the Types 7I and 7II known from that office, which are 26 mm in diameter. Thus we can list Grants Town as having Type 8.

Gale Raymond provides the McLEANS TOWN TRD above with letters larger than previous TRD.

# AIR MAILS OF THE WEST INDIES

## SUPPLEMENT NO.4

BY DR. JOHN M. LOCKIE

Some time has elapsed since the publication of the last supplement to this list. The delay has been mainly due to the confusion of the "Caribair" flights originating in Puerto Rico and the U.S.V.I. There are still numerous blanks in our knowledge. The original inaugural date was February 1st, 1967, but according to the latest information, only Martinique, Barbados and St. Lucia were served on that date. The dates of other inaugural flights vary from July 1st, 1967 to as late as January 1st, 1968, depending on the airline being granted "mail rights" by the respective Island governments.

The following list is complete, as far as I am able to ascertain, to the end of July, 1969. Any further information will be most welcome.

I have received invaluable help from Mr. Ken Sanford of the A.A.M.S., and also from our Bob Topaz for corrections and additions to the listing of Jamaica F.F.C.

The covers of the First B.W.I.A. Viscount flights in the Caribbean between various Islands, e.g. Barbados, Jamaica, Trinidad, (and also Bermuda) have their cachets printed in a variety of colors, including magenta, green, red and blue.

<u>DATE</u>	<u>FROM:</u>	<u>TO:</u>	<u>NOTES:</u>
<u>ANTIGUA</u>			
2 MAR 67	San Juan, P.R.	Antigua	Caribair inaugural flight postponed from 2 MAR. Handstamped 1 JY in addition. Backstamped St. John's 1 JY 67.
1 JUL 67	Charlotte Amalie, St. Thomas, V.I.		

No special cachet.

3 APR 67	Curaçao	Antigua	First flight by ALM (Antilles subsidiary of KLM). Backstamped St. John's 3 AP 67.
----------	---------	---------	---

Special cachet:- Double line circle 44 mm in red, inscribed FIRST FLIGHT TO ANTIGUA/THE 6 STAR AIRLINE, and in center SIX STARS/ALM/APRIL 3RD 1967/LM 941.

10 DEC 67 (a) New York	Antigua	BOAC Inaugural VC10 Flight.
15 DEC 67 (b) Antigua	New York	Backstamped St. John's 15 DE 67. Backstamped Kennedy AMF 15 DE 67.

Special cachets:- (a) inscribed to left NEW YORK - JET - ANTIGUA and to right FIRST/FLIGHT/BOAC/VC10. In blue for NYGPO, magenta for AMF, green for UN.  
(b) 2 line in purple, inscribed BOAC/VC10 INAUGURAL FLIGHT - ANTIGUA NEW YORK.

### BAHAMAS

28 APR 66	(a) New York	Freeport	Pan American to Freeport direct.
	(b) Washington	Freeport & Nassau	Backstamped 28 AP 66 and return flights.

Special cachets:- (a) Rectangular, blue-NYGPO, red-NYAMF, green-UN, inscribed FIRST DIRECT SERVICE/NEW YORK-FREEPORT/map of East Coast/PAN AMERICAN.  
(b) As above, but in purple.  
Return flights from Freeport & Nassau on the same day had no cachet.

15 MAY 68 (a) New York Freeport & Nassau Northeast Airlines Inaugural Flights.  
(b) Boston Freeport & Nassau Backstamped 15 May 68  
And return flights.

Special cachets:- (a) Rectangular, blue-NYGPO, red-NYAMF, green-UN, inscribed FIRST FLIGHT/NEW YORK TO BAHAMAS/FREEPORT/NASSAU/BAHAMAS "COACH"/NORTHEAST AIRLINES.  
(b) Similar cachet, but in magenta.  
Return flights - no cachet.

22 JUN 68 (a) Philadelphia Nassau Eastern Airlines Inaugural Flights.  
(b) Baltimore Nassau Backstamped 22 JUN 68

Special cachets:- (a) In red, inscribed EASTERN AIRLINES/INAUGURAL FLIGHT/Jet over Liberty Bell/PHILADELPHIA-NASSAU (A.M.F.)  
In green, as above (Philadelphia G.P.O.)  
(b) In black, double lined frame 56 x 45 mm, inscribed EASTERN AIRLINES/INAUGURAL FLIGHT/BALTIMORE/Cut of Jet Aircraft/NASSAU.

BARBADOS

1 FEB 67 San Juan, P.R. Barbados Caribair Inaugural. Backstamped 1 FEB 60. 323 stated to exist.

Special cachet:- Oval in black, 42 x 37 mm, inscribed around circumference FIRST UNITED STATES LOCAL SERVICE FLIGHT TO BARBADOS/CARIBAIR, and in center US AIRMAIL/ROUTE AM59/1 FEB 1967. MAY OF ISLANDS/plane.  
Same cachet in magenta for return flight on same day.

2 MAR 67 Charlotte Amalie, Barbados Caribair Inaugural. Cachet as above  
St. Thomas, V.I. in black and magenta.

10 DEC 67 New York Barbados BOAC Inaugural. Backstamped 15 DEC 67.  
Cachet as Antigua & in same colors.

15 DEC 67 Barbados New York BOAC Return Flight. Backstamped 15 DEC 67, Kennedy AMF. No cachet.

APRIL 1969 SAS is alleged to be starting a service from Copenhagen and Zurich to Barbados and Trinidad around this date. I have seen no covers as yet.

BERMUDA

14 MAR 69 Boston Hamilton First Northeast Airlines direct  
and return. flight.

Special cachets:- Square, magenta from Boston P.O., grayblue from AMF, inscribed FIRST FLIGHT/BOSTON TO BERMUDA/MAY OF ISLANDS/NORTHEAST AIRLINES.  
The return flight on the same day had an azure cachet with identical legend, except that the directional legend was reversed.

BRITISH GUIANA

In first brochure, page 9, first item, note that the cachet is in violet.



CAYMAN ISLANDS

17 DEC 66	Georgetown	Miami San Juan, P.R.	Inaugural BWIA Jet Flight. Return flight on same day.
-----------	------------	-------------------------	--

Special cachet:- None, but a few of the Georgetown covers were franked with the stamps issued that date to "mark the opening of the Grand Cayman Airport Jet Service" and depicting a BAC One-Eleven jet. (The flights were made by a Boeing 707). A few specially printed BWIA covers showing a map of the route have been seen.

15 MAY 67	Miami Georgetown	Georgetown Miami, Costa Rica	Inaugural LACSA Jet Flight. Backstamped 15 MY 67. Return flight on same day.
-----------	---------------------	---------------------------------	--

No special cachet. The BAC 1-11 jets were used for this flight.

DOMINICA

1 SEP 67	U.S.V.I.	Dominica	Caribair Inaugural.
	No covers known.		

GRENADA

1 AUG 67	San Juan, P.R.	Grenada	Caribair Inaugural. Backstamped 11 AU 67.
----------	----------------	---------	--

No special cachet. Information about the date of the inaugural flight is meagre, and covers of other dates - July 67 and Jan 68 - all known.

JAMAICA

1 DEC 30	Guayaquil, Ecuador	Kingston	First Flight by Panagra to connect with DEC 3 PAA flight from Canal Zone.
----------	--------------------	----------	--

Special cachet:- Black, 52 x 33 mm, inscribed PRIMER CORREO AEREO/GUAYAQUIL-KINGSTON/ECUADOR - JAMAICA/1 DICIEMBRE 1930/ADMINISTRACION/CORREOS DE GUAYAQUIL.

2 DEC 30	Panama	Kingston	First PAA flight.
----------	--------	----------	-------------------

Special cachets:- (i) 56 x 25 mm, inscribed AGENCIA POSTAL DE COLON/plane - PRIMER VUELO/ (all in violet) COLON-JAMAICA.  
(ii) 62 x 28 mm, inscribed Biplane/PRIMER VUELO/AGENCIA POSTAL/COLON, REPUBLICA DE PANAMA/PARA/KINGSTON, JAMAICA.  
(iii) on reverse, inscribed FIRST FLIGHT/INAUGURATING/AIRMAIL SERVICE/ TO JAMAICA BWI.

Note:- See Supplement No. 1.

19 NOV 31	Kingston	Barranquilla & Cristobal	First PAA flight.
-----------	----------	--------------------------	-------------------

Special cachet:- Diamond shaped, black, 92 x 67 mm, inscribed AVION AMERICAN --- CIENFUEGOS, KINGSTON, BARRANQUILLA, CRISTOBAL and in center REPUBLICA DE CUBA/ SECRETARIAT DE/PRIMER VUELO/NOVIEMBRE 17 DE 1931 and handstamped in black POSTPUESTO EL 19 NOVIEMBRE, 1931.

8 AUG 32	Haiti	Kingston	PAA flight.
----------	-------	----------	-------------

Special cachet:- Blue, 56 x 56 mm, inscribed PREMIER VOL/PORT AU PRINCE/KINGSTON DIRECT/  
plane flying between islands/PAN AMERICAN/AIRWAYS SYSTEM.

8 AUG 32 Dominican Republic. Kingston PAA flight.

Special cachets:- (i) star-shaped, red, inscribed CORREO AEREO PRIMER VUELO/SANTO DOMINGO-  
KINGSTON/AGO 8/1932.  
(ii) oval, violet, 68 x 44 mm, inscribed ----CORREO AEREO/PEDRO DE MACORIS  
RD/KINGSTON, JAMAICA/AGO 8 1932.

25 APR 53 New York Montego Bay First Avianca flight.

Special cachet:- Pictorial, black, inscribed FIRST FLIGHT/FROM NEW YORK/TO MONTEGO BAY/  
APRIL 25/1953 with map at side and, in scroll, AVIANCA/OLDEST AIRLINE  
IN THE AMERICAS.

19 SEP 53 Great Britain Kingston Goodwill Tour to Canada and W.I. by  
139 RAF Squadron. Only 6 covers  
stated to exist. No cachet.

Note:- Air Jamaica flights between Jamaica and New York and Jamaica and Miami have been  
established.

ST. KITTS

21 JAN 66 U.S.V.I. Basseterre Inaugural date of Caribair flights.  
Basseterre U.S.V.I. Backstamped same day.

No special cachets known.

ST. LUCIA

1 APR 66 Miami Castries BWIA Jet inaugural. Backstamped 2 AP.

No special cachet.

1 FEB 67 San Juan, P.R. Castries Caribair inaugural. Backstamped 1 FE.  
Castries San Juan, P.R. Backstamped 4 FE.

Special cachet:- As for Barbados but inscribed St. Lucia. In black from San Juan and black  
and/or magenta from Castries.

2 MAR 67 Charlotte Amalie, Castries Caribair inaugural. Backstamped 3 MR.  
St. Thomas, V.I.

Special cachet:- As for Barbados, in black.

ST. VINCENT

1 SEP 67 U.S.V.I. St. Vincent ?Caribair inaugural.

No known cachet. Apparently St. Vincent inaugural was on same day as that for Dominica.

TRINIDAD & TOBAGO

12 DEC 44 Port of Spain Jamaica BWIA First Flight. See Supl. No. 1.

Special cachet:- Violet, 52 x 20 mm, inscribed FIRST FLIGHT/BWI AIRWAYS/TRINIDAD/JAMAICA.

24 MAY 66 Amsterdam Port of Spain First KLM flight. No backstamp.  
via Zurich, to Panama City  
Lisbon, etc.

Special cachet:- 4 lines, green, inscribed LE VLUCHT - KLM - 24-5-66/AMSTERDAM-FRANKFURT-  
ZURICH/LISSABON-PORT OF SPAIN/CARACAS-CURACAO-PANAMA CITY/(KL773).

6 APR 66 Caracas Port of Spain First Flight KLM DC-8.  
18 MAY 66 No. Backstamp.

Special cachet:- 37 mm dia. circle, purple, inscribed around periphery CARACAS-PORT OF  
SPAIN 6 APRIL 1966/LO VUELO DC-8 and in center KLM with insignia.  
Stamps (Venezuela) postmarked 18 MAYO 1966.

18 MAY 66 Curaçao Port of Spain First Flight KLM DC-8.  
Backstamped P. of S./26 MAY 66.

Special cachet:- Double lined oval, 40 x 56 mm, green, inscribed OPENINGS VLUCHT/  
18 MEI 1966 and in center DC 8/CURACAO/TRINIDAD/KL 774.

Note:- Both of these last two flights were delayed until 25 May, awaiting the granting  
of landing rights in Caracas and Curaçao.

24 MAY 66 Panama Port of Spain First KLM Flight.  
Backstamped P. of S./26 MAY 66.

No special cachet, but circular handstamp inscribed CORREOS/PANAMA R.P./25 MAY 1966/  
SECCION AEREA/INTERNACIONAL and mauve handstamp - monoplane/CORREO AEREO.

CARIBAIR INAUGURATIONS: (1967/8) Several dates, i.e. 1 JUL 67, 5 AUG 67, 1 & 2 JAN 68  
from San Juan and St. Thomas, and 9 & 10 AUG 67 from Port of Spain are mentioned. I  
have heard of one cover postmarked San Juan 5 AUG 67 and backstamped Port of Spain  
10 AUG 67, without cachet. The picture is very confused. Have any members any more  
definite information?

BRITISH VIRGIN ISLANDS:- I have still to hear of, or see, any FFC from these Islands.

\*\*\*\*\*

MEETING WITH BRITISH WEST INDIES STUDY CIRCLE AT PHILYMPIA 1970 SET FOR 21ST SEPTEMBER---

The joint meeting of the BCPSG and BWISC will be held in Empire Hall, site of PHILYMPIA,  
on 21st September 1970 at 2 P.M. The meeting will be preceded by a luncheon for members  
of both groups at the Restaurant of the Royal Kensington Hotel, 380 Kensington High St.,  
London W.14.

The British West Indies Study Circle is acting as host in offering sherry beforehand to  
all those attending the luncheon. Sherry will be served from 12 NOON until 12:25 P.M.  
in the Aperitif Bar Lounge, followed by luncheon in the Hotel Restaurant. Luncheon will  
be over by 1:50 P.M. to allow members of both groups to attend the Joint Meeting at the  
Empire Hall, virtually next door to the Hotel. The meeting room has been reserved from  
2 P.M. to 5 P.M.

Cost of the luncheon is 55/- or U.S. \$6.75, and requests for reservations must be sent  
with remittance, prior to 30 April, to: Philip Saunders, Little Caymans, Kingsthorpe,  
Hereford, England. The Restaurant will accommodate only 100, and seats will be allocated  
in strict order of application. Make checks and M.O.'s payable to BWI Study Circle.

OUR SECRETARY REPORTS

New Members:

BARTLETT, GRAHAM C.	BROWNE, EDWARD L.	BUGGELN, ROBERT W.
CHELF, PHILIP C.	EDWARDS, DAVID G.	HAHN, ALFRED W., JR.
HARPER, MERRITT C.	JAMES, HUGH A.H.	JONES, PHILLIP C.
KEDRIERSKI, JERRY B.	KIMBER, GEORGE H.	MEADLEY, RICHARD G.S.
PINTHER, HAROLD O.	STORER, HUGO D.	SUTCLIFFE, ARTHUR P.D.
TRUMBULL, ARTHUR J.	WILSON, LT.CDR. MICHAEL R.	WILSON, SAMUEL L.

New Applicants:

BAKER, SAMUEL G., 5040 Commonwealth Drive, Sarasota, FL 33581. Electrical Inspector. British Caribbean, used only. Sponsored by Bryan J. Walker.

BOWMAN, GEORGE W., 549 S. Helberta Ave., Redondo Beach, CA 90277. Aerospace Engineer. Antigua stamps, postal history, postmarks and phil. literature. Sponsor: A.N. Johnson.

BRINEY, ROBERT E., 233 Lafayette St., Apt. #2, Salem, MA 01970. Math. Teacher (college level). Japan, GB, Australia, Jamaica, Bermuda, Br. Commonwealth FDC's and Postal Stationery. Sponsors: C.E. Cwiakala and E.M. Adelson.

COLLINS, F.W., Stoborough Croft, St. Cross, Winchester, Hampshire, England. Stamp Dealer. Br. Commonwealth before 1935, sp. BWI & CGH. Sponsor: C.E. Cwiakala.

CONCELMAN, CARL W., 109 Butters Row, Wilmington, MA 01887. Engineer. US, BNA, GB and Vatican. Sponsor: Fred F. Seifert.

COONS, WILLIAM, 159 Preston Rd., Columbus, OH 43209. Manufacturer. Bermuda and other Caribbean areas. Sponsor: E.M. Erickson.

DOUGHERTY, MYER, 538 N. Marble St., Rockmart, GA 30153. U.S. Army, retired. BWI, Br. Oceania, Br. Europe, etc. town cancels, FDC's. Sponsor: Byron R. Cameron.

ELAND, MICHAEL J., 15 Compton Rd., Hayes, Middlesex, England. Personnel Manager. BWI and Bermuda. Sponsor: Alfred J. Branston.

GALLAGHER, SCOTT, P.O. Box 42253, Cincinnati, OH 45242. Engineer. Early U.S. and Confederate. Sp. Postal History of Puerto Rico. Sponsor: W.G. Cornell.

HAUSMANN, EDWARD H., 117 Alcorn Ave., Toronto 190, Ont., Canada. Editor and Writer. BNA plus BVI. Sponsor: Stanley C. Durnin.

JENNINGS, EDGAR P., 125 Zamora Ave., Coral Gables, FL 33134. Retired from Singer Co. BWI, US, GB, Canada, Cuba. Sponsor: Fred F. Seifert.

JONES, GILBERT E., 23 Alder Way, Streetly, Sutton Coldfield, Warks., England. Commer. Engineering Office Manager. Br. Honduras & Jamaica, stamps & pmks. Sponsor: Alfred J. Branston.

KRUEGER, W. LAWRENCE, 1005 NW 62nd Ave., Margate, FL 33063. Bookkeeper. Brit. Amer., Pitcairn, Tristan da Cunha. Sponsor: Byron R. Cameron.

LISTER, JOHN, 37 Bury St., St. James's, London S.W.1, England. Specialist Dealer. Sponsor: C.E. Cwiakala.

LLEIDA, JOSEPH V., Box 261, Nassau, Bahamas. Merchany. Br. Empire, Commonwealth, etc. Sp. Bahamas, Bermuda and Barbados. Sponsors: C.E. Cwiakala & E.M. Adelson.

MILES, RAYMOND J., 4015 Hamilton Pk. Drive, San Jose, CA 95130. Electronic Tech. Rep. Br. Caribbean - General. SP. Pmks. Sponsor: A.N. Johnson.

MITCHELL, DESMOND, 51 Inverlochy Blvd., #5, Thornhill, Ont., Canada. Salesman. BWI with emphasis on Jamaica. Sponsor: Reg H. Lant.

MUNOZ-MELLOWES, DR. CARLOS, 3102 Tucker Ln., Los Alamitos, CA 90720. Physician. Brit. America, sp. BWI. Sponsor: A.N. Johnson.

POLLARD, TOMAS G., JR., P.O. Box 637, Tyler, TX 75701. Attorney an Counselor at Law. USA, Brit. America. Sponsor: Daniel C. Warren.

RIVEROLL, JOHN A., P.O. Box 32, Corozal Town, British Honduras, Central America. High School Teacher. Br. Commonwealth and Latin America. West Indies Elizabethan stamps. Sponsor: R.A. Ramkissoon.

SLATTERY, DAVID L., 1018 Camino Ramon, San Jose, CA 95125. Computer Programmer. BWI and Canada. Sponsor: A.N. Johnson.

WERTH, RICHARD T., 2300 Mardale Drive, York, PA 17403. International Sales Supervisor. GB & Cols. Sp. Bahamas, Barbados, Bermuda. Sponsor: Leonard B. Zemaitis.

Resignations:

ELKINS, DR. H.K., LEVINE, DR. E.J., MAGUIRE, H.A., de TARTAS, D.A. all in good standing.

Change of Address:

APFELBAUM, EARL P.L., 1420 Walnut Street, Philadelphia, PA 19102.

CHIN, BERNARD A., 2460 E. Knightwood Circle, Santa Susana, CA 93063.

HELLINGS, MICHAEL B.B., 36 Cramond Terrace, Edinburgh 4, Scotland.

KIRKLAND, ISAAC R., Creole Petroleum, Amuay Refinery, Judibana, Falcon, Venezuela.

\*\*\*\*\*

# Hail Eagle Hall! Farewell Black Rock!

On 20 October 1969, The Honourable N.W. Boxhill, Minister of Communications and Works of Barbados, formally opened the EAGLE HALL POST OFFICE AND LIBRARY building. It was built to replace the BLACK ROCK Post Office which had become inadequate to serve the growing needs of that area of St. Michael in which it was located, and with its opening the latter office was closed.



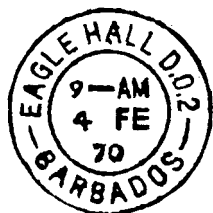
THE OLD



AND

THE NEW

Shown left, above, is the Black Rock Police Sub Station. The Black Rock Post Office was housed in the small unit in the right foreground, at the top of the steps. The photo was taken after the P.O. had closed and the signs had been removed. All that remains of the postal facility is the Letter Box at the left of the gate. Pictured at the right is the new Eagle Hall P.O. and Branch Library.



EAGLE HALL P.O. has three Birmingham Type B3 handstamps such as that shown here. The others read D.O.1 and D.O.3. Just what D.O. means has not been established, but Eric Heyer who obtained the two photographs of the P.O.'s from a friend in Barbados, suggests it might be DUTY OFFICER. Tom Giraldi has supplied a Registered cover from Eagle Hall and notes that the rubber stamp Registration "label" is the old Black Rock one, with the name cut off. Joe Chin Aleong provided the cover from which the postmark shown above was copied. Thus the story is put together from bits of information from several of our members. Can anyone confirm that the building dedication date, 20 OCT 69, was the actual date on which Eagle Hall P.O. was opened for postal business?

# NEW ISSUES

## ANGUILLA

23 FEB 70 FLORA ISSUE. 10¢-Morning Glory; 15¢-Blue Petrea; 40¢-Hibiscus; 50¢-Flame Tree. Multi-color lithographed in sheets of 25 stamps from designs prepared by John Lister Ltd.

70 DEFINITIVE ISSUE. The *Crown Agents Stamp Bulletin* for February 1970 lists this issue as in preparation, but gives no details.



## ANTIGUA

2 JAN 70 PROVISIONAL 20¢ DEFINITIVE. The current 25¢ definitive was overprinted 20¢ in black to meet a need for more of the latter value when postal rates were changed. While the quantity overprinted has not been announced, it has been stated by the Crown Agents Stamp Bureau that their allocation was but 50,000 stamps for sale to the trade.

30 JAN 70 COIL STAMPS. Release was delayed from 20 JAN 70.

16 FEB 70 40TH ANNIVERSARY OF AIR SERVICES IN ANTIGUA. 5¢-Sikorsky S.38; 20¢-Dornier X (or DoX); 35¢-Hawker Siddeley 748; 50¢-C124 Globemaster; 75¢- Vickers VC10. Designed by R. Granger Barrett and lithographed by John Waddington of Kirk-stall Ltd. in panes of 25 on Block CA watermarked paper.



MAY 70 CENTENARY OF THE DEATH OF CHARLES DICKENS.

3 AUG 70 NEW DEFINITIVES.

SEP 70 MILITARY UNIFORMS. 1, 5, 25, 50 and 75 cents.

OCT 70 CHRISTMAS 1970.

## BAHAMAS

23 FEB 70 GIRL GUIDE AND GIRL SCOUT DIAMOND JUBILEE. 3¢, 12¢ and 15¢ diamond-shaped stamps as shown below. Designed by Mrs. Robert Sands, a member of the



Bahamas Girl Guide Executive Committee, based on rough sketches submitted by various Girl Guide groups. Printed by Harrison & Sons Ltd.

BARBADOS

- 4 MAY 70 NEW DEFINITIVE ISSUE. Sixteen values from 1¢ to \$5, showing a range of famous landmarks. Designed in the Art Department of John Waddington Ltd. Photogravure printed by Thomas De La Rue & Co. Ltd. on Block CA watermark paper in sheets of 25 stamps.
- MAY 70 25TH ANNIVERSARY OF THE UNITED NATIONS.
- 70 TOURISM ISSUE.
- 70 CHRISTMAS 1970.

BARBUDA

- 16 FEB 70 KINGS AND QUEENS OF ENGLAND SERIES. A series of stamps portraying all of the English Monarchs from William I through Elizabeth II will be released one at a time at a rate of two each month. The following issue dates have been announced thus far: FEB 16, MAR 2 & 16, APR 1 & 15, MAY 1 & 15, JUN 1 & 15 and JUL 1. All are 35¢ values. The first 8 were offset printed by Format International, while numbers 9 and 10 were printed by Questa Colour Security Printers Ltd. All were designed by R. Granger Barrett.
- MAR 70 PROVISIONAL 20¢ DEFINITIVE. The 1/2¢ Barbuda Map stamp has been overprinted 20¢ because of a rate change. Release date not known.
- 16 MAR 70 EASTER 1970. Three stamps arranged se-tenant to form a triptych. Values are 25¢, 35¢ and 75¢. Artwork by R. Granger Barrett and printing by Questa in sheets of 30 comprising ten strips of three stamps.

BERMUDA

- JUN 70 NEW DECIMAL DEFINITIVES. (See FEB Journal.)
- 70 CHRISTMAS 1970.

BRITISH HONDURAS

- 2 APR 70 ORCHIDS. 5, 15, 22 and 25 cents.
- 2 JUL 70 HARDWOODS. 5, 15, 22 and 25 cents.
- 2 OCT 70 CHRISTMAS 1970.



BRITISH VIRGIN ISLANDS

- 4 MAY 70 CENTENARY OF DEATH OF CHARLES DICKENS.
- 10 AUG 70 CENTENARY OF BRITISH RED CROSS.
- 16 NOV 70 SPANISH MAIN. 1/2, 10, 30 and 60 cents.

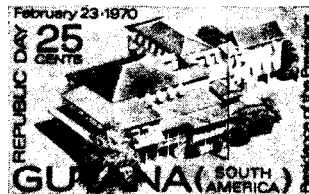
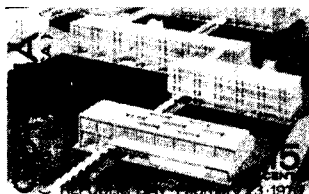


CAYMAN ISLANDS

- 17 MAR 70 EASTER. 4 x 1/4¢, 10, 12 and 40 cents.
- 17 JUN 70 CENTENARY OF DEATH OF CHARLES DICKENS. 1, 12, 20 and 40 cents.
- 8 SEP 70 NEW DEFINITIVES. As current issue, but with new decimal value tablets.
- NOV 70 TOURIST ISSUE. Postponed from 6 JAN 70.

GUYANA  
GUYANA

23 FEB 70 REPUBLIC DAY 1970. Four stamps, 5, 6, 15 and 25 cents as shown below.



Designed by L.D. Curtis and Delacryl printed by Thos. De La Rue & Co. Ltd. in panes of 25 on Lotus Blossom Bud watermarked paper.

24 MAR 70 EASTER 1970. 6¢ and 25 ¢ depicting Rubens' "Christ on the Cross" and 5¢ and 15¢ Rubens' "Descent from the Cross". Border designed by J.E. Cooter and lithographed by Questa Colour Security Printers Ltd. in panes of 25 on unwatermarked paper.

70 25TH ANNIVERSARY OF UNITED NATIONS.  
70 CHRISTMAS 1970.

JAMAICA

11 MAR 70 NATIONAL HEROES. 1, 3, 5, 10 and 15 cents as shown below. Designed by



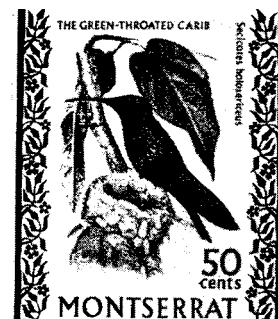
G. Vasarhelyi and photogravure printed by Joh. Enschede en Zonen in panes of 25 on unwatermarked paper.

23 MAR 70 EASTER 1970. 3¢-"Christ Appearing to St. Peter" by Carraci; 10¢-"Christ Crucified" by Antonello; 20¢-The Easter Lily. Lithographed by Enschede on Jamaica Pineapple watermarked paper in panes of 25 stamps.

MONTSERRAT

The proposed Easter 1970 set will not be issued, per the Crown Agents.

70 NEW DEFINITIVE ISSUE. Thirteen values: 1¢ through \$5, depicting different birds, all designs being similar to those shown below. Photogravure printed by Harrison & Sons Ltd. from designs by V. Whiteley, on Block CA watermarked paper in panes of 25 stamps.



70 CENTENARY OF THE BRITISH RED CROSS.  
70 IRISH SETTLERS.  
70 TOURISM.

ST. KITTS

2 FEB 70 NEW DEFINITIVE ISSUE. Amended release date as 1 February fell on a Sunday.  
1 MAY 70 CENTENARY OF DEATH OF CHARLES DICKENS. 4, 20, 25 and 40 cents.  
JUL 70 ARTS FESTIVAL ISSUE.  
14 SEP 70 STAMP CENTENARY ISSUE.  
16 NOV 70 CHRISTMAS 1970.

ST. LUCIA

2 FEB 70 NEW DEFINITIVE ISSUE. Amended release date as 1 February fell on a Sunday.



ST. LUCIA (cont.)

- 7 MAR 70 EASTER 1970. A triptych formed by three se-tenant stamps, 25¢, 35¢ and \$1. Designed by V. Whiteley using the Hogarth Triptych from St. Mary Redcliffe Church (now in Bristol City Art Gallery) and lithographed by Joh. Enschede en Zonen on Block CA watermarked paper. Each pane consists of 30 stamps (10 x Triptych).
- 8 JUN 70 CENTENARY OF DEATH OF CHARLES DICKENS. 1, 25, 35 and 50 cents.
- SEP 70 CENTENARY OF BRITISH RED CROSS.
- 70 CHRISTMAS 1970.

ST. VINCENT

13 MAR 70 20TH ANNIVERSARY OF REGULAR AIR SERVICES. A set of four stamps which depict four of the types of aircraft that have been used to maintain services to and from St. Vincent during the last two decades. 5¢-DHC6 Twin Otter of



LIAT; 8¢-Grumman Goose of British Guiana Airways (now Guyana Airways Corp.); 10¢-Hawker Siddeley 748 of LIAT; 25¢-Douglas DC3 of BWIA. Designed by R. Granger Barrett and lithographed by Joh. Enschede en Zonen on Block CA watermarked paper in panes of 50 stamps.

- 1 JUN 70 CENTENARY OF BRITISH RED CROSS.
- 7 SEP 70 150TH ANNIVERSARY OF THE ANGLICAN CATHEDRAL.
- 70 CHRISTMAS 1970.

TRINIDAD & TOBAGO

2 MAR 70 GANDHI CENTENARY ISSUE. 10¢ and 30¢. (New release date).

TURKS & CAICOS

- 2 FEB 70 NEW CONSTITUTION 1969. 7¢ & 35¢ in common design as shown at right. Designed by L.D. Curtis and lithographed by Bradbury Wilkinson & Co. Ltd. on Block CA watermarked paper in panes of 25 stamps.
- 17 MAR 70 EASTER 1970. 5¢, 7¢ & 50¢ featuring three engravings of Albrecht Durer. Designed and recess engraved by Enschede in panes of 25 stamps on Block CA watermarked paper.
- JUN 70 CENTENARY OF DEATH OF CHARLES DICKENS. 1, 3, 15 and 30 cents.
- OCT 70 100TH ANNIVERSARY OF BRITISH RED CROSS.



This list is based on data furnished by the CROWN AGENTS, except for Bahamas and T & T of which information comes from an Inter-Governmental Philatelic Corporation release. Our special thanks are given to Geoffrey Oakden, Crown Agents Stamp Sales Representative in New York for his excellent cooperation in keeping us current on New Issues.

\*\*\*\*\*

PERSONAL MENTION----

JOHN J. BRITT, JERRY KEDRIERSKI and SAM STEWART have been elected to serve on the 1970 Board of Directors of the Hollywood (Florida) Stamp Club. In the three years since it was founded, the Club has grown so rapidly that there is now a waiting list of those who would like to join.

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

50¢ per line, minimum two lines. A line can accommodate a maximum of 81 letters, figures and spaces. Cash or check must accompany all advertisements. Send copy and payment to COL. FRED F. SEIFERT, 3106 FLORIDA ST. N.E., ALBUQUERQUE, NM 87110

---

WILL TRADE a Panton CAYMAN ISLANDS Postage Due cover that originated in PAPUA for same from ST. HELENA. JACK FIELD, 854 Orange Grove Ave., San Fernando, CA 91340.

---

The KIRKLANDS are now in Venezuela where Kirk is helping Creole Petroleum Co. get a few Refinery Units started up. He and Anne are living in a 12 x 60 foot house trailer, with air conditioning and 1½ baths. Not bad for 'roughing it' there in the Tropics! They expect to be there for from six months to one year.

The framed pages that we use to make up our cover and advertising pages have been supplied by JOHN GAVELEK. They save us much labor, and win for Johnny a special gratitude reserved for those who lend us a hand.

BOB FASHINGBAUER is teaching evening courses in Philately and Numismatics at one of the High Schools in his area. We are sure he will stress the need for joining a Specialist Society--BCPSG, for instance!

The most recent rambles of GALE RAYMOND took him to Puerto Rico. He reports that he had several fine visits with new member, HUGO STORER, who is especially keen on all aspects of St. Lucia stamps and postal history.

ED WEINBERG manages the new Eric Etkin Ltd. store at 245 Powell Street, San Francisco, CA 94102. Business must be good, as we haven't had a letter from Ed in at least two years.

A note from DR. BEN RAMKISSOON advises that he, Connie and their two children are packing their bags come September, and off to London and PHILYMPIA. Ben says he has a brother in London who has volunteered to keep the family amused while he is otherwise occupied during the Exhibition.

---

**CONVERSATION PIECES**

Our Postal History Material of the World has postmarks, covers, proofs, specimens, used abroads, unlisted rarities, postal stationery, fakes, forgeries, multiples and Cinderellas. We specialize in British West Indies postmarks and numeral obliterations but many elusive items of the world are in stock. Drop us a line. It might take months till we get around to answering you, but the old bum, our staff of one, won't be rushed. We also buy and are much faster in that department.

- 1954 Bahamas coils – complete paste up strips of 5 values. . . . . \$30.00
- 1965 Bahamas unissued coils complete paste up strips of 5 values . . . . . \$300.00
- 1964 Jamaica coils – complete paste up strips of 4 values. . . . . \$25.00



**BAHAMAS STAMPS**  
B.W.I. Cancellation Specialists  
BOX 333, ULETA, FLA. 33164

MARK SWETLAND has been on a business trip to Holland, so if he owes you a letter or hasn't mailed your 1970 dues card, please be patient and don't gripe. If we don't let Mark spend a little time on behalf of his employer, he could be sacked and have to dip in our Treasury to support himself and family!

It was back to school for MAJ DAN WARREN. Until the end of June he will be studying at Fort Sam Houston (San Antonio), Texas. His temporary address is 1213 Lang Drive, Fort Sam Houston, TX 78234.

CLINT von POHLE has been looking into the idea of going back to Mandeville, Jamaica for a year or two at his old printing job there. Recently, he went down to see how things looked and was shocked at how much living costs had jumped since his tour in Jamaica in the 1940's.

We continue to get new reports of members planning to attend PHILYMPIA. The latest word is from BYRON CAMERON who expects to take one of the A.P.S. Charter Flights.

DR. ED DOAK enjoys discovering just where the various BWI Post Offices and Agencies are located. He would like to recruit as many other members as possible to join in this facet of our hobby. Ed offers to be BCPSG Geographer and asks that interested members contact him. We find that we get more pleasure from postmark collecting if we are able to pinpoint the location on a map of the P.O. or P.A. concerned. Let's give Ed a hand.

We are not sure just what LOWELL MALO has been studying at the Parks Air College of Aeronautical Technology, but can say that he will be thus occupied until his return home about the end of July.

ERIC HEYER considers that his troubles of late can be blamed on the "Ides of March" which since Caesar's time have arrived to bring grief to man. The purchaser of his previous home fell in arrears on payments on the mortgage; Eric had a bad attack of bursitis in one shoulder; then medication he took to relieve the latter produced an adverse reaction with the medication that Eric was taking for his heart condition!! However, as we all know, you can't keep a

BACK ISSUES

The following back issues of the BCPJ can still be supplied:  
WHOLE NUMBERS: [redacted], [redacted], 39 and 40.....  
.....@ 50¢ each, POSTPAID.  
WHOLE NUMBERS: 44 to date.....  
.....@ 70¢ each, POSTPAID.

SEND ORDERS TO THE EDITOR



**BRITISH CARIBBEAN  
POSTAGE STAMPS**

Find the unusual and the elusive in the H. R. Harmer, Inc. auctions.

Request auction catalogue and leaflet "How to Buy at Auction".

**H. R. HARMER, INC.**

*International Stamp Auctioneers*  
6 West 48th Street, New York, N.Y. 10036  
(212) 757-4460

**SPECIALIST** ◆◆◆◆  
◆◆◆◆ **MATERIAL**

WE HAVE AN EXTENSIVE STOCK OF CANCELLATIONS, COVERS, SPECIMENS, ESSAYS, PROOFS AND THE LIKE FROM THE BRITISH CARIBBEAN COUNTRIES, AS WELL AS THE REST OF THE WORLD.

*We will gladly send a selection on approval to any member of the British Caribbean Philatelic Study Group. Just tell us what kind of material you would like to see.*

WILLIAM BOGG

**NEW ENGLAND STAMP COMPANY**

45 BROMFIELD STREET,  
BOSTON, MASS. 02108  
TELEPHONE: 617 HA6-2712

good man down, and Eric proves he is just that by philosophically ending his letter with "One just has to bounce with what is happening, and I feel pretty good again."

Telephone toll rates here in the U.S. are now at an alltime low and mail service is somewhat uncertain. This may account for the increased number of calls we get from members. Recent calls included one from JAY FREDRICK; another was from ED ADELSON with his visitors JOHN GAVELEK and RONNIE WONG joining in. We also heard from MARK SWETLAND. It was great talking to all of you! (Our number: 505-268-7106.)

AND AS WE GO TO PRESS:

A letter from BILL MATTHEWS provides some new and interesting information regarding the Trinidad Red Cross Stamp/Label. This reached us too late for this Journal, but we promise to print it in the next issue.

A press release by the Inter-Governmental Philatelic Corp. has just arrived. From it we learn of a Bahamas U.P.U. Hq. Bldg. issue in May, 3¢ & 15¢, lithographed from designs of L.D. Curtis by John Waddington Ltd. on Block CA paper. Both stamps show the new U.P.U. Headquarters Bldg., Berne, Switzerland.

The same release also advises that in May the Centenary of the British Red Cross is honored by Montserrat with four stamps of 3, 4, 15 and 20¢ values, showing a number of Red Cross activities. Lithographed by Waddington from designs of V. Whiteley on Block CA watermarked paper.

Finally, the release reports that Grenada issued an Easter set in late March. This one will really make those collectors who go for fine arts and religious themes dig deep in their wallets. Each design takes up two stamps of the same value. Thus it is necessary to buy pairs to get the four paintings depicted. Values are 5, 15, 25 and 60¢, and as the coup de grâce for the philatelist's bankroll, they also provide a souvenir sheet with pairs of the 25 and 60¢ stamps. Face value of the set is BWI \$3.80, and a Happy Easter to you!

PRESIDENT NIXON ASKS CONGRESS TO INCREASE 3RD CLASS POSTAL RATES BY 67%. HELP!!!

# PHILYMPIA

## SEPTEMBER

## 18-26

## LONDON

## 1970

***The Robson Lowe stand is number 85***

where you can see PRIVATE TREATY selections, SPECIAL OFFERS, also BOOKS: many standard works for the philatelist and postal historian.

ON VIEW IN LONDON DURING THE EXHIBITION:

Many valuable lots from our October and November London sales, from our October Basle sales and our Australian November sale.

***Come to London · September '70 ·***

### **ROBSON LOWE LTD.**

**50 PALL MALL,**

**LONDON, S.W.1., England.**

CABLES: STAMPS, LONDON, S.W.1.

TELEX: 915 410

WHEN REPLYING TO THIS ADVERTISEMENT PLEASE MENTION THAT YOU SAW IT IN THE BRITISH CARIBBEAN PHILATELIC JOURNAL.