

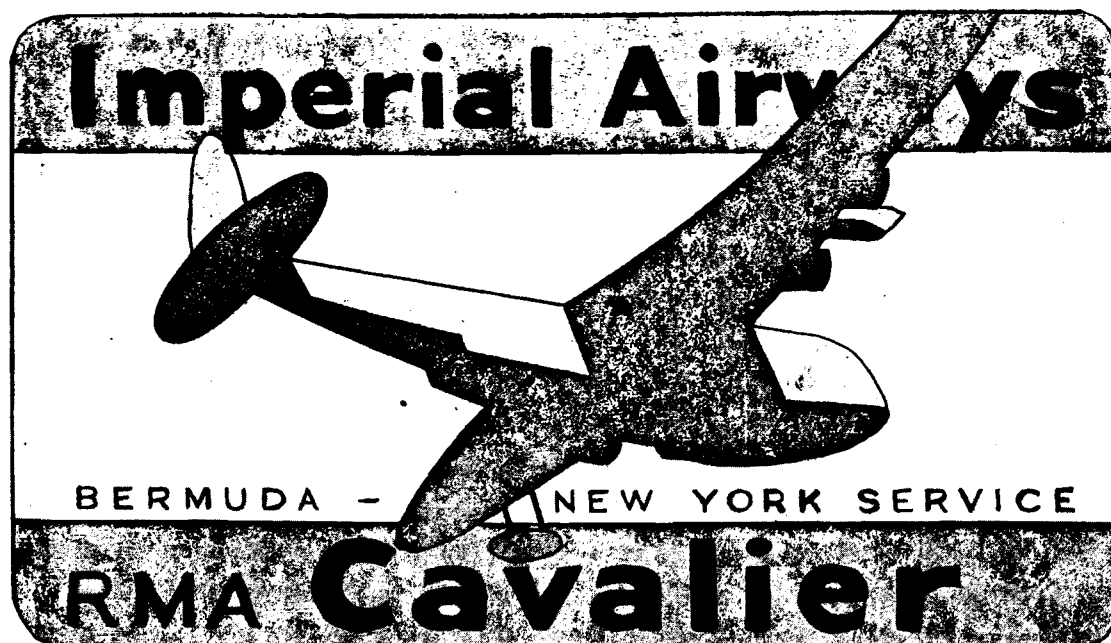
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IMPERIAL AIRWAYS OFFICIAL FIRST FLIGHT FROM HAMILTON, BERMUDA, TO NEW YORK WAS FLOWN BY THE R.M.A. "CAVALIER" ON 16 JUNE 1937. A NEW THREE-PART SERIES ON FIRST FLIGHTS OF BERMUDA STARTS ON PAGE 131.

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President's Message

The theory of "Growth for Growth's Sake" has never been espoused by BCPSG officers or trustees. Recruitment of new BCPSG members is directed to those collectors who are known to have a genuine interest in the postage stamps and postal history of the British Caribbean area.

The new membership roster, coupled with up-to-date secretary reports on new member applicants, indicates that the BCPSG ranks will surpass the 500-mark in 1975 — a milestone for any specialized philatelic society. Indeed, our ranks have swelled since that day in 1961 when Bob Topaz founded what today is the BCPSG. Based on year-end tallies of active members, the secretary reports record our growth as follows:

1961 - 82	1966 - 182	1971 - 421
1962 - 107	1967 - 200	1972 - 463
1963 - 130	1968 - 278	1973 - 474
1964 - 150	1969 - 346	1974 - 488
1965 - 178	1970 - 392	

As of this writing (20 AUG), our secretary has reported receipt of the 53rd new member application for 1975. Theoretically, these new members have increased the membership past the 500-mark, but year-end adjustments must be made for members who have resigned, have died, or have been deleted from the rolls because of non-payment of dues.

We still intend to grow, but not in the context of "growth for growth's sake". To that end, the membership is invited to contact our secretary for BCPSG membership applications, should a friend who is not a member have potential or serious interest in the postal history of the British Caribbean.

CHUCK

FIRST FLIGHTS OF BERMUDA PART 1

by Charles E. Cwiakala

The first flight over Bermuda carrying souvenir mail occurred on 22 May 1919. On that day, two United States Navy pilots, Ensigns G. L. Richard and W. H. Cushing, were at port at St. George's aboard the "S. S. Elinore", the ship being docked for minor repairs. Included in the ship's operational equipment was a small, American-made "Naval Scout Hydroaeroplane". That afternoon, the plane was flown by the two pilots from alongside the ship moored in Murray's Anchorage to Hamilton, landing midway between Lower Ferry Steps, Front Street, and White's Island.

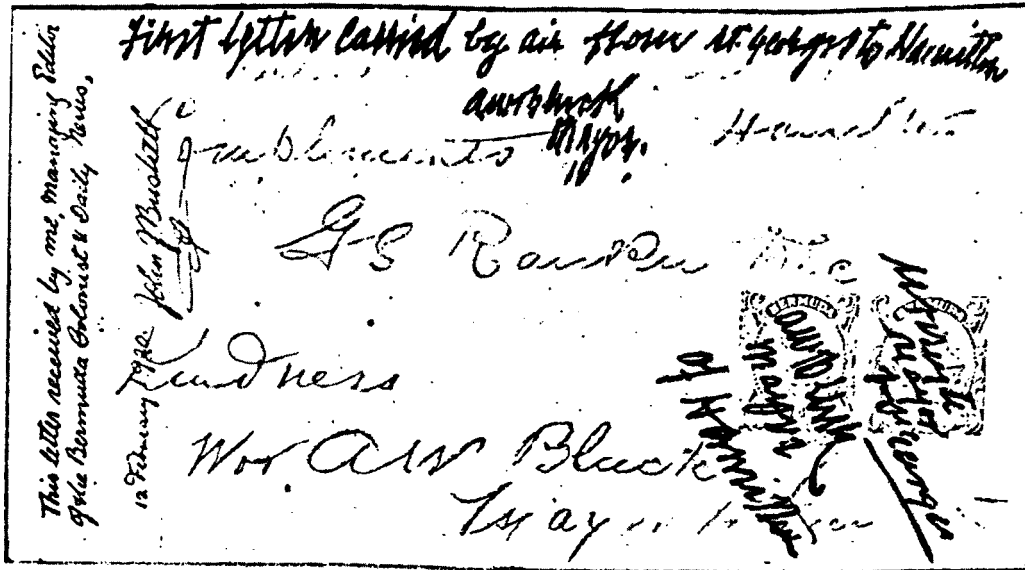
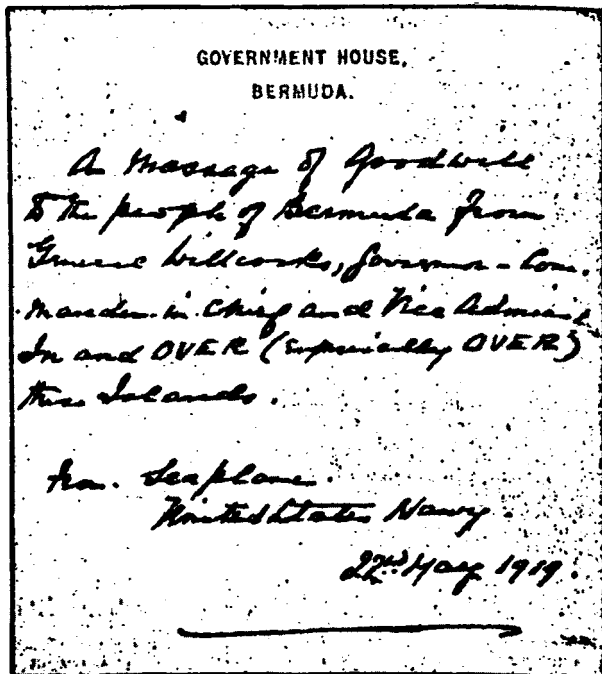


Fig. 1.

Occupying the seat vacated by Ensign Cushing, General Sir James Wilcocks, the Governor of Bermuda, took off with Ensign Richard for an aerial tour of the island. The hydroaeroplane cruised west along Hamilton's waterfront to Pitt's Bay, across Pembroke to Spanish Point, on to the Dockyard, encircled Ireland Island and returned.



While in flight, Governor Wilcocks dropped a "message from the sky" off Spanish Point; the packet consisting of a Union Jack attached to a wooden float, and a canvas covered package containing a letter (Fig. 1) with an enclosure addressed to the "...people of Bermuda..." (Fig. 2). A swimmer, Dudley St. G. Butterfield, discovered the packet in the Cove at Point Shares, Pembroke, on 24 May and was forwarded.

Fig. 2

THE ARRIVAL OF THE ZEPPELINS, 1925-1928

The post-WWI years evidenced little in the way of aerophilatelic interest in Bermuda. It was not until 1925, with the advent of zeppelin visits to Bermuda, that collectable flight covers became available to the Bermuda postal historian. As part of their WWI reparations, Germany delivered to the United States the newly built Zeppelin "LZ-126"; the lighter-than-air behemoth arriving at Lakehurst, New Jersey, on 15 October 1924. The United States Navy renumbered this new addition the "ZR-3" and christened it the U.S.S. "Los Angeles".

The first Lakehurst-Hamilton flight of the U.S.S. "Los Angeles" began on 21 Feb. 1925; plans calling for the mooring of the airship to the U.S.S. "Patoka" at anchor off Bermuda. Heavy storms made the programmed mooring impossible, and the mail was dropped over the island; no mails were carried from Bermuda for the return trip.

Covers were canceled with ordinary postmarks at New York for the outward bound flight but, in addition, the special "Air Mail Service" cds was applied on the face of the covers, serving as a quasi cachet. The outbound flight carried 2,341 covers from New York, but a few others were postmarked at Lakehurst during the last minutes of the departing flight.*

The second Lakehurst-Hamilton U.S.S. "Los Angeles" flight began on 21 April 1925, with the same type of special red "Air Mail Service" cds being applied on the adhesive as was used for the 21 Feb. 1925 flight. Covers from this flight can be found canceled as early as 15 April 1925, since the flight was originally scheduled to depart on the 16th.

The return flight to Lakehurst began on 23 April 1925, with three sacks of mail weighing approximately 100 lbs. being carried from Bermuda; some of the covers being canceled in Hamilton as early as the 16th. Two types of cachets were applied to mail departing Bermuda, the three-line type being the scarcer of the two. A small number of covers were dispatched from Hamilton using U.S. postage canceled aboard the U.S.S. "Patoka" mooring ship. Finally, a large number of covers were forwarded without any cachets being applied; these are quite common, but not especially desired by avid collectors.

The starting date for the first trans-Atlantic crossing (Friedrichshafen to Lakehurst, New Jersey) of Germany's "LZ-127", the "Graf Zeppelin", was 11 October 1928. Some mail delivered aboard the airship was "dropped" at various points along the route. Mail posted aboard the "Graf Zeppelin" was not franked with the special German two mark (for post cards) and four mark (for letters) Zeppelin stamps, nor was this mail cacheted with the special oval marking.

The mail dropped over St. George's was contained in a small linen bag; the "drop mail" missed the shoreline, fell into the ocean, was immediately recovered, dried and then forwarded by normal means.

PIONEER FLIGHTS OF THE 1930s

Lt. Lewis A. Yancey, William H. Alexander and Z. Bouck, all American pilots, departed on an experimental survey flight from New York to Bermuda on 1 April 1930. The object of the experimental survey flight was to test sea and wind parameters for a possible trans-Atlantic

* Illustrations of cancellations, cachets, pertinent markings, etc. will appear in Part 3, the checklist of this series.

flight. Wind conditions delayed their programmed arrival time in Bermuda and their customized "Stimson" seaplane landed in the ocean approximately fifty miles from Bermuda for an overnight stay. They resumed their flight on the morning of 2 April 1930, arriving at Hamilton at approximately 9:00 a. m. A very small number of covers were carried on the flight; the covers are manuscript inscribed in green ink "By Air from New York-Bermuda" and are signed by Lt. Yancey. No souvenir covers were carried on the return flight to New York.

On 29 June 1930 the first non-stop New York to Hamilton and return flight was completed by Roger Q. Williams (pilot), Capt. J. Erroll Boyd (relief pilot) and Harry P. Connor (navigator); the 1,560 mile route was flown in 16 hours and 58 minutes. This crew flew a Bellanca monoplane, christened the "Miss Columbia", which already had crossed the Atlantic in June 1927 and was destined to do so once more in October 1930.

Although the flight did not land in Bermuda, a bag of mail, primarily postal cards, was dropped over Hamilton. The mail is canceled at Westbury, New York, on 28 June 1930 and bears a cachet reading "FIRST/PLANE/MAIL/BERMUDA/AND/RETURN"; the postal cards were further imprinted with an additional cachet upon completion of the flight and returned to the States via ship. Some of the cards are signed by Williams and his crew.

Mrs. Beryl Hart and Lt. William S. MacLaren attempted the first trans-Atlantic flight on 7 Jan. 1931. Their plane, the "Trade Wind", was to fly from New York to Paris via Bermuda and the Azores. The two fliers completed the first stage of the trip to Bermuda, rested for three days, then continued their journey to the Azores. They never arrived at Horta, the capital of the Azores, and no trace of them was ever found.

Covers and cards from the first leg of the trip, New York to Hamilton, are canceled at East Orange, New Jersey, on 3 Jan. 1931 (the original starting date of the flight — the flight date was postponed to 7 Jan. because of sextant problems and bad weather). The covers and cards to Bermuda were backstamped at Hamilton or St. George's (or both) on 8 Jan. 1931. Existing mail from the first leg of the trip includes a corner card illustrating the route of the proposed trip and the text "FIRST COMMERCIAL TRANS-ATLANTIC AIRPLANE FLIGHT".

Between the Hart-MacLaren flight in 1931 and the Hamilton-New York Imperial Airway's "Cavalier" first flight in 1937, no special flights were made which carried souvenir or first flight covers. On 7 (?) Mar. 1936, mail was accepted from Bermuda for carriage on the U. S. airmail network; the covers flown on this new service bear both U. S. and Bermudian adhesives. Both U. S. and Bermudian stamps had to be placed on the envelope in order to secure this service; certain shops in Hamilton which were under license to sell Bermudian stamps also sold U. S. stamps to those customers requesting them. On 12 Sep. 1936 the German flying-boat "Aeolus" landed in Bermuda while making the first survey flight over the Atlantic for that government, arriving via the Azores and heading for Port Washington (New York). No mail was dispatched from Bermuda aboard the "Aeolus", but it has been stated that several copies of the Bermudian newspaper "Royal Gazette and Colonist" were placed aboard the plane for delivery to the U. S.

In preparation for the official first flight in June 1937, the first survey flights between New York and Hamilton were made by both Imperial Airways and Pan American Airways in May 1937. On 25 May 1937, the Imperial Airways flying-boat "Cavalier" flew from Bermuda to New York, returning to Bermuda on 26 May 1937. Also on 25 May 1937, the Pan American Airways flying-boat "Bermuda Clipper" flew from New York to Bermuda, returning to New York on 26 May 1937. Further trial and survey flights were completed during May and the

early part of June, but souvenir mails were not carried by any of the planes.

In anticipation of the programmed inauguration of regular air service from Bermuda, the Bermuda G. P. O. announced the air mail postage rates for transmittance of correspondence over the designated routes in May 1937. The rate from Bermuda to New York, or any other U.S. air terminal, for surface transmittance to the ultimate U.S. destination was to be 9d/ $\frac{1}{2}$ oz. For continued air service from New York to U.S., Canadian or Newfoundland addresses, the rate was to be 1s 3d/ $\frac{1}{2}$ oz. The rates progressed up to a maximum of 4s 6d/ $\frac{1}{2}$ oz. for transmittance by air to more distant foreign points.

THE OFFICIAL FIRST FLIGHTS, 1937-1940

The long-awaited and well-publicized Imperial Airways official first flight from Hamilton to New York was inaugurated on 16 June 1937. On that day, the R.M.A. "Cavalier", piloted by Capt. William Neville-Cumming, flew the route to New York; the publicity for the flight resulting in the carriage of over 38 lbs of mail with each piece being handstamped with a three-line cachet commemorating the flight. Since Imperial Airways was not allowed to carry U.S. mails, covers do not exist for the return trip flight. The "Cavalier" flying-boat continued flying this route until 21 January 1939. On this ill-fated day, the "Cavalier" was lost at sea while enroute from New York to Bermuda, and all the mail being carried was lost.

To commemorate the historic first flight event, on 16 June 1967 the Bermuda G. P. O. used a special machine duplex slogan postmark for one day only, the text reading "30th ANNIVERSARY/OFF/COMMENCEMENT COMMERCIAL FLIGHT/U.S.A.-BERMUDA-U.S.A./16th JUNE 1937".

On the same day as the "Cavalier" first flight (16 June 1937), the Pan American Airways "Bermuda Clipper" flew from New York to Bermuda. However, since no official mail contract had been negotiated with PANAM, no mails were carried on this occasion. Thus, neither Imperial Airways nor PANAM were officially allowed to carry the U.S. mails to Bermuda! This ironic impasse was remedied by the carriage of an unofficial mail from the U.S. to Bermuda in November 1937. Because of harsh winter conditions in New York, Imperial Airways transferred their U.S. terminal to Baltimore, where PANAM already had landing rights. One hundred covers were postmarked in Baltimore on 16 Nov. 1937 and were flown to Bermuda on the regular PANAM passenger service on 17 Nov. 1937. Upon arrival in Bermuda, Bermudan adhesives were placed on the 100 covers. The covers were then officially flown from Hamilton to the new Imperial Airways terminal in Baltimore on 18 November 1937.

The first OFFICIAL flight from Baltimore to Bermuda took place on 16 March 1938. The Pan American Airways flying-boat "Bermuda Clipper", piloted by Capt. R.O.D. Sullivan, flew to Bermuda carrying 71,113 pieces of mail cacheted to commemorate the event. The return flight left on the following day (17 March 1938) carrying a much smaller amount of mail, some of it cacheted unofficially by private parties. The New York-Bermuda-New York and Baltimore-Bermuda-Baltimore routes were designated by the U.S.P.O.D. as Foreign Air Mail Route No. 17 (F.A.M. 17), now a part of F.A.M. 18.

After a period of negotiations, reciprocal arrangements were made and mail was flown between the U.S. and Bermuda by both PANAM and Imperial Airways. With the loss of the Imperial Airways "Cavalier" in 1939, the airline withdrew from the route because of a shortage of planes, and PANAM became the only carrier of mail in both directions. PANAM augment-

ed the capacity of the route by placing a second flying-boat into service in March 1939, the "Clipper No. 20".

With the advent of the spring of 1938, and the accompanying warmer weather and better flying conditions in the northern climates, the home base of the PANAM "Bermuda Clipper" was once again changed, this time to Port Washington, on Long Island in New York. To commemorate the event, PANAM carried a small amount of mail from Bermuda on the first flight to this new terminal on 7 April 1938, the flight covers being impressed with an explanatory two-line cachet. Aerophilatelic purists do not consider this a true flight cover because only the U.S. base was changed, and the inaugural flights on this route actually occurred almost a year earlier, on 16 June 1937.

Preparing for the inauguration of the "Southern Route" from the U.S.A. to Europe, PANAM initiated a survey flight using the flying-boat "Yankee Clipper", piloted by Capt. Harold E. Gray, on 26 March 1939. The plane departed Baltimore on this date and flew to Lisbon, Portugal (via the Azores), arriving on the continent on 30 March 1939. The survey flight then continued to Southampton via Biscarosse and Marseilles, France, arriving in England on 4 April 1939. The "Yankee Clipper" then proceeded to Foynes, Ireland, and on 12 April 1939 initiated the return flight via Southampton, Lisbon and the Azores. However, for some unknown reasons, the flying-boat landed in Bermuda on 15 April 1939 previous to returning to the States.

Covers have been recorded (scarce), which are signed by Capt. Gray and other members of the flying-boat's crew; each of the covers bearing the adhesives of the countries visited (U.S., Portugal, France, Great Britain and Ireland) and postmarked on the various dates the flight was in those countries. However, it is not known whether any of these souvenir covers on this record trans-oceanic survey flight were delivered at the Bermuda stop-over.

The official first flight to Europe via the "Southern Route", designated F.A.M. 18 by the U.S.P.O.D., occurred on 20 May 1939. On that day, the flight left New York for Marseilles (via the Azores and Lisbon), returning to New York via the same route on 27 May 1939. Mail from points beyond Marseilles was dispatched via regular connecting service in Europe. On 9 June 1939, the first mails to and from Bermuda were accepted for carriage on the "Southern Route", being transported by the PANAM flying-boat "Dixie Clipper". These covers each had one (e.g. Bermuda), or more (e.g. England), privately applied cachets; however, not all the mail carried on the flight was impressed with these cachets.

The inauguration of the "Northern Route" from the U.S.A. to Europe, also designated part of F.A.M. 18 by the U.S.P.O.D., occurred on 24 June 1939. This route originated in New York and terminated in Southampton, England, via Shediac (N.B., Canada), Botwood (Newfoundland) and Foynes (Ireland). Bermuda mails were accepted for "Northern Route" transmittance on 21 June 1939, connecting at New York for the 29 June 1939 arrival of the first flight. For some unexplained reasons, the elaborate cachet prepared for covers departing from New York and delivered from Bermuda were not applied to the Bermudian covers.

During the autumn of 1939, PANAM "Southern Route" flying-boats passed over Bermuda, creating several aerophilatelic postal history items of interest to specialists. On 1 September 1939, the PANAM "Yankee Clipper", enroute from the Azores to New York, made its first call at Bermuda; unfortunately, mails were not delivered, nor dispatched, at Bermuda. On 6 September 1939, the PANAM "Dixie Clipper", enroute from New York to the Azores, made its first call at Bermuda; again, mails were not delivered, nor dispatched, at Bermuda.

However, on 10 September 1939, the PANAM "Dixie Clipper", enroute from Lisbon to New York, delivered a small amount of unofficial mail to Bermuda, but no dispatches were made for the continuing flight to New York. On 13 Sept. 1939, the PANAM "American Clipper", enroute from New York to Lisbon, delivered a large volume (19 lb., 6 oz.) of mail to Bermuda, the first to be delivered to Bermuda by this service. On 19 September 1939, PANAM carried the first mails on this "Southern Route" service from Hamilton to New York; although the volume of mail was relatively large (10 lb., 7 oz.), relatively few of the covers were of a philatelic nature.

On 19 November 1939, the first dispatch of mail from Bermuda was accepted for carriage via F.A.M. 18 from the U.S.A. to Europe. The mail was originally scheduled to depart on 16 Nov. 1939, but bad weather postponed the flight. Bermuda dispatches were destined for the Azores (2 lb., 8 oz.), Lisbon (1 lb., 2 oz.), Paris (12 oz.) and London (7 lb., 11 oz.). As small as the volume of mail being carried was, it is stated that even a smaller amount of the covers were of a philatelic nature.

On 21 November 1939, the first dispatch of mail from Bermuda was accepted for westward carriage via F.A.M. 18 to Port Washington, an alternate PANAM terminal. Apparently, no special cachets were applied at Bermuda for this flight, and no covers of this flight have been recorded. If covers from this flight repose in philatelic hands, they can be authenticated only by the presence of a proper backstamp. Also, they can be suspected of being on the flight by the presence of a contemporary notation on the cover, although the proper backstamp is lacking.

Because of the very severe winter conditions during 1939/1940, PANAM progressively moved to their alternate U.S. east coast terminals further and further south. The first terminal transfer was to Baltimore, then to Norfolk (Virginia), then to Charleston (South Carolina), and then, finally, to Miami (Florida). PANAM continued the carriage of mails on the F.A.M. 18 route, even though the southern cities were not technically served on this route.

The only flight covers identified as being dispatched to and from Bermuda in conjunction with the alternate PANAM terminals are those between Norfolk and Bermuda. On 10 January 1940, the first mails were dispatched from Hamilton to Norfolk, and on 20 January 1940, the first mails were dispatched from Norfolk to Bermuda.

(To be continued)

NOJEX UPDATE

It is our hope that this October Journal is received by members before NOJEX, 24-26 October. NOJEX will be held at the Coachman Inn, 10 Jackson Drive, Cranford, New Jersey.

The BCPSG business meeting will be held on Saturday, 25 October, from 12 noon to 2 p.m. The BCPSG breakfast/auction will be held on Sunday, 26 October, from 10 a.m. to 1 p.m. Check at the NOJEX registration desk for location of meetings.

Remember the Friday night buffet at Mark Swetland's home. Transportation will be provided from the Coachman Inn.

SEE YOU ALL AT NOJEX!

PROBLEM ST. VINCENT POST OFFICES

by J. Chin Aleong

In the book "St. Vincent" by A.D. Pierce, J.L. Messenger and Robson Lowe, and to which I shall refer as PML, the postal history markings are listed in great detail, but only up to 1915. In a few cases, there are some gaps within the period studied.

This is one of a series of articles which is being written in the hope of generating additional information so that eventually a fairly complete listing of the postal markings of St. Vincent up to 1972 may be compiled.

This article deals with, and seeks information on, the cancellations of the following post offices:

- | | | | |
|----------------|--------|------------|------|
| 1. Bridgetown | opened | 21 July | 1905 |
| 2. Troumaca | " | 1 April | 1910 |
| 3. Orange Hill | " | 1 June | 1912 |
| 4. New Adelphi | " | 1 July | 1913 |
| 5. New Ground | " | 1 December | 1932 |

1. BRIDGETOWN

The office at Union was closed and transferred to Bridgetown on 21 July 1905. The datestamp in use at Union (PML #67, Fig. a) before it was closed has a LKD of November 1904, suggesting that this datestamp was not used after the move.

The first datestamp with the name Bridgetown (PML #47, Fig. b) was proofed in London on 27 February 1908, and probably forwarded on 2 March 1908. It has an EKD of 13 April 1908.

The other Bridgetown datestamp known to me is shown in Figure 'c'.



Fig. a



Fig. b



Fig. c

Presently known dates of use of these datestamps are:

	EKD	LKD
(a) UNION	13 NOV 1884	NOV 1904
(b) BRIDGETOWN/ST. VINCENT, B.W.I. Code B.	13 APR 1908	1929
(c) BRIDGETOWN/ST. VINCENT, B.W.I. Asterisk	?	6 MAY 1954

2. TROUMACA

Troumaca opened on 1 April 1910, but the only two Troumaca datestamps known to me are recent ones (Figures d and e).

In an article 'Wanderings of a Philatelist' which appeared in "Gibbons Stamp Monthly" of November 1928, the Rev. W.G. Iremonger stated that the type of cancellation in use at Troumaca "consists of a small single lined circle", in which "the name of the place is taken by the

plain St. Vincent and a letter 'c'". This is probably the basis for what is listed as PML #18, but which is not illustrated.



Fig. d



Fig. e



Fig. f

- (d) TROUMACA/ST. VINCENT B.W.I. Asterisk.
- (e) TROUMACA/ST. VINCENT, WEST INDIES

- 20 JAN 1942 25 MAY 1964
- 31 MAY 1967 in use 1972

3. ORANGE HILL

Orange Hill opened on 1 June 1912 and I have no record of an Orange Hill datestamp until 1928. It seems that this datestamp (Fig. f) was still being used in 1967.

- (f) ORANGE HILL/ST. VINCENT B.W.I. Code C.

1928 8 APR 1967

4. NEW ADELPHI and NEW GROUND

A post office was opened at New Adelphi on 1 July 1913, but the first record I have of a New Adelphi datestamp (Fig. g) is dated 9 November 1931.

In his November 1928 article, Rev. W.G. Iremonger, in effect, states that New Adelphi was using a small St. Vincent cds with code letter 'A'. Again, this is probably the basis for what is listed as PML #19.

The office at New Adelphi was transferred to New Ground on 1 December 1932 and the evidence is that the New Adelphi datestamp accompanied the move as it has a LKD of 1 February 1933, while the first New Ground datestamp (Fig. h) has an EKD of 23 May 1933. One other New Ground datestamp is known to me (Fig. i).

Incidentally, the New Adelphi cancellation is quite possibly the scarcest of all St. Vincent postmarks, including the abbreviated and extended cancellations, and I would especially welcome reports of any examples of this cancel.



Fig. g



Fig. h

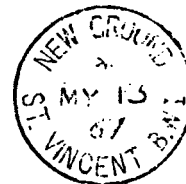


Fig. i

- (g) NEW ADELPHI/ST. VINCENT BWI Asterisk.
- (h) NEW GROUND/ST. VINCENT Asterisk.
- (i) NEW GROUND/ST. VINCENT B.W.I. Asterisk.

- 9 NOV 1931 1 FEB 1933
- 23 MAY 1933 4 NOV 1938
- 8 NOV 1963 13 MAY 1967

I have outlined what I know of the cancellations used at these offices and, explicitly, the problems are:

1. What datestamp did Bridgetown use from 21 July 1905 to April 1908 ?
2. What datestamp did Troumaca use from 1 April 1910 to the 1930s ?

- 3. What datestamp did Orange Hill use from 1 June 1912 to the 1920s?
- 4. What datestamp did New Adelphi use from 1 July 1913 to November 1931?



Fig. j



Fig. k



Fig. l



Fig. m



Fig. n

To help provide possible answers I would appreciate reports of any examples of the datestamps shown in Figures 'a' to 'i' that confirm or extend any of the dates listed. I would especially welcome reports of any examples of any small St. Vincent cds with code letter 'A' or 'C' (such as are illustrated in Figures 'j' to 'n') with dates from 1905 onwards.

THE EDITOR'S NOTEBOOK

As I write this editorial in the early part of August, I wonder how many of you are giving much thought to your stamps and postal history. Here in Bermuda, as I am sure is the case elsewhere, there are just too many outdoor activities to settle down to serious philately. I have thumbed through some of my transatlantic letters with the idea of deciding what to add to my existing exhibit for BERMUPEX 75 at the end of November, but have not achieved very much. At least my Bermuda entry is ready to go. Fortunately, by the time you read this the weather will have cooled a bit here and I shall make my final effort to get my entries ready for Bermuda's first international show. I might add that there have been quite a few North American entries already.

For many, the first touch of frost will have passed your way and perhaps provided the excuse to pull out your albums and get back to work. To others, I am sure that it was a welcome relief from the heat of what appears to have been an exceptional summer in both North America and England. Most of our weather maps have shown temperatures elsewhere that matched or bettered ours. A strange situation for a semi-tropical island.

The heat and change of pace which affects us all in the summer shows up in the flow of material for the Journal. Fortunately, for the first time since I became editor, we have almost enough articles for an issue ahead because many excellent items and articles were received earlier. This backlog will soon disappear and unless you all get to work on your writing again, we shall be short by the first issues of 1976. So now is the time to send something in!

A few members have written to ask whether I want anything from them. Of course I do. If you have several things to be written up, do so and send them all in. We shall space them over several issues in all probability, but having them allows us to plan the content of each issue to give greater variety than would otherwise be the case.

Have a good 1975-76 season of British Caribbean philately and tell us about it!

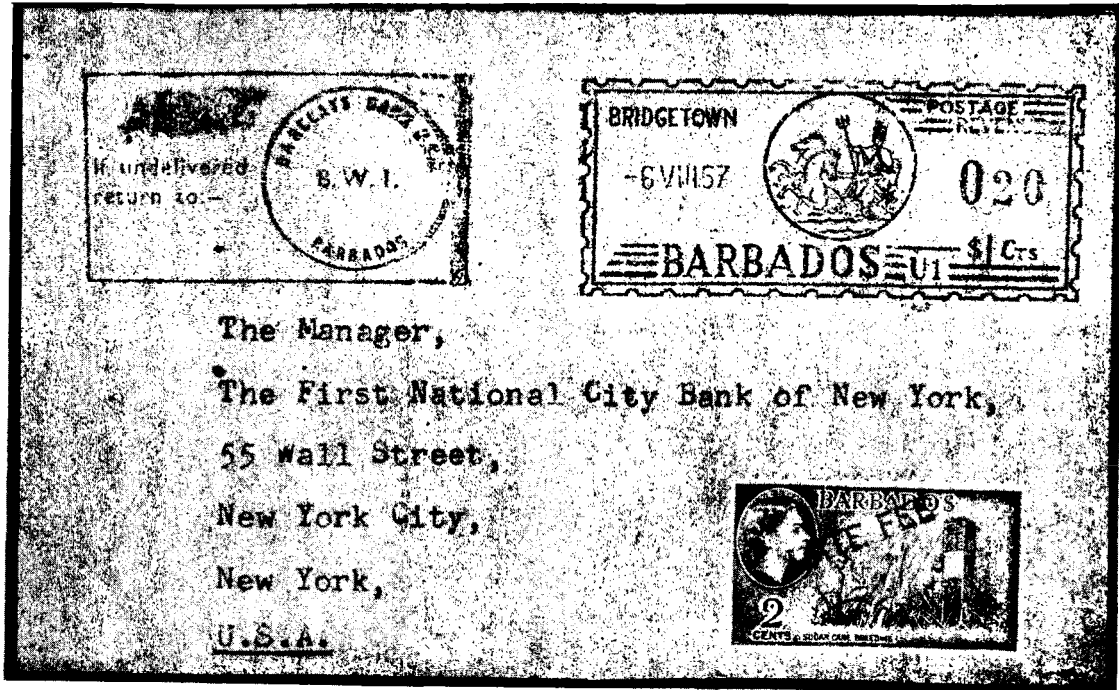
JACK

ANTIGUA WATERMARK MIX-UP ----

'Watchman' in the 10 July issue of "Stamp Collecting" notes that the Antigua 1974 Military Uniforms stamp, through a printer's mix-up, was printed on Malawi Cockerel watermarked paper. He does not indicate what quantity is involved, but does say that they are rare.

Barbados Seahorse Meter

Barclays Bank, Bridgetown, Barbados used an interesting meter during 1957. The design incorporates the Seal of the Colony which depicts the reigning monarch on a chariot drawn by a pair of seahorses. Paul Larsen, in reporting this, asks if anyone can extend the period of use?



The other interesting aspect of this cover was the fact that it was posted after a normal deadline and was charged an additional 'LATE FEE' of 2 cents. This 3½ mm x 20 mm purple strike is similar to Type M.6c in "The Postal Markings of Barbados" by Benwell and Britnor. This example extends the EKD from June 1959 back to 6 August 1957.

GIBRALTAR USED IN JAMAICA ???

Dr. Matt Radnofsky, a Gibraltar specialist, supplies information that GIBRALTAR CAMP, JAMAICA was the location of a large group of Gibraltar exiles in WWII. Genuine postally-used covers are known from this Jamaica post office, bearing Gibraltar postage stamps, canceled clearly by the GIBRALTAR CAMP, JAMAICA datestamp. Reports of any such surviving covers would be welcomed, as well as any particulars on the acceptance, official or unofficial, of Gibraltar postage stamps in this peculiar situation in Jamaica. Please send information c/o G.J. Raymond, Box 35666, Houston, Texas 77035, USA.

HELP!

Your assistant editor needs suitable photographs for the front cover of the BCPJ, i.e. post office pictures, pictures of exceptional covers, anything that would be of general interest to our membership. Also please send a brief description of what is pictured. Black and white glossy photos are preferable. Photos will undoubtedly have to be cropped (cut), therefore it is best to send photos which you do not want returned. Send them to Elaine R. Durnin, PO Box 354, Sidney, OH 45365.

JAMAICA JOTTINGS

by Robert Topaz

We regret to hear of the passing of Lloyd Brandon of Jamaica. Lloyd was a very helpful man for me and I certainly appreciated his every effort. I am hard pressed to replace the constant flow of information that he passed along from Jamaica, and I shall sorely miss it. I surely wish that one of our Jamaica members might volunteer to help out with new office openings and closings, new TRDs, etc.

Unfortunately, my first alternate source of material in Chicago had a fire in his office and my own flow of material from Jamaica has stopped — at least temporarily. What I need is HELP HELP HELP!!

Fortunately, dear old Scriv from Bristol has stepped forward and is good enough to share his knowledge, but we really need more than one source to get any coverage at all. Now, if Hugh James will get a little non-busy maybe we can survive.

Tom Moseley thinks that we have neglected the obliterator field just about the time he is coming up with some new and unique strikes. Among the strikes that have been found recently are the following:

A55/F6	A64/F6	A74/12	F81/03	F97/03	G14/03
193/23	199/F3	631/22	642/02	C/12	193/11

This should give heart to those obliterator hunters who thought the field was completely mined — go get 'em, tigers!!

Reg Lant may be up in the seventies, but he is still sharp as a new tack. Reg has reported two new markings for the Canadian Forces in Jamaica in the form of Foster type B markings of the Y Force Military Censor. He reports #16 without the "Y" and #18 with the "Y", both used in 1942 and both in black ink. Great going, Reg.

I seem to have accumulated a lot of notes about new information, but my records are confused with all that has been going on, so please be tolerant if I repeat.

PIMENTO GROVE and HADDINGTON both closed temporarily on 17 September 1974. It is not known if they have reopened.

There is a new Tax (due marking) mark that has appeared. It is about 25 mm in diameter with an 11 mm "T" in the circle. The letters are much heavier than in previous marks, about 2.5 mm thick. The mark is stamped in a reddish ink and was noted in November 1973 along with a new version of the "Insufficiently Paid for Transmission by Air" marking.

New TRDs have been noted for the following offices (they are all in violet ink and are type 37, Foster 41, unless otherwise noted): ASKENISH, 16 SP 74; BEESTON SPRING, 28 OC 74; BORDER, 21 DE 74; BOTTOM ST. TOOLIES, 37x (no asterisks), black ink, 17 JA 74; BRAINERD P.O. 1, 27 DE 74; CANE RIVER, 15 NO 74; CASTLETON, 17 MR 75; CENTRAL VILLAGE, new with asterisks lower, 7 MR 75; DENBIGH, new, 28 JA 75; FLETCHERS LAND, 37x, 3 FE 75; HIGGIN TOWN, 3 JA 75; W.D.O. Kingston, 16 DE 70; LEAMINGTON, 18 MR 75; MEADOWBRIDGE, new, 14 DE 74; MONGRAVE, 29 MR 75; MOUNTAINSIDE, 8 JA 75; NEW YAR-

MOUTH, ? JA 75; RESOURCE, blue ink, 2 DE 74; RICHMOND, black ink, 18 MR 75; SANGSTER INTERNATIONAL AIRPORT, 16 JA 75; SAVANNA LA MAR, 14 JA 75; SAVANNA LA MAR, black ink, 31 DE 74; SLIGOVILLE, 25 SP 74; SOMERTON, 18 NO 74; SPALDING, black ink, 18 AP 75; TROUT HALL, 2 AU 74; WALKERSWOOD, 30 AU 72; WELCOME HALL, 6 MR 75; WHITFIELD TOWN, black ink, 8 FE 75.

New steel marks noted are as follows (all marks are MSR, black ink, with asterisks, except where noted): BLACKSTONEDGE, 10 DE 74; BOG WALK, 10 FE 75; BROWNS HALL, violet, 21 FE 75; CLOVER HILL, 3 DE 74; CONSTITUTION HILL, MSR 1968, 21 MY 71; CRAWFORD, violet ink, 26 SP 73; CRAWFORD, black ink, 27 JA 75; GORDON PEN, 29 NO 73; HADDO, violet ink MSR 1968, 2 JA 75; HOPETON, 20 JA 75; HUNTS TOWN, 3 JA 74; JUBILLEE TOWN, violet ink, 6 MR 75; MAHOE, 15 FE 74; MONTEGO BAY, index #3, 24 AP 74; NAIN, 2 DE 74; ORANGEFIELD, 21 MR 75; RED GROUND, 13 MR 75; SPALDINGS, 16 JA 75 to 4 MR 75; SPRING BANK, 9 SP 74; TIME & PATIENCE, violet ink, ? FE 75; UNION HILL, 13 FE 75; WEST PROSPECT, 24 OC 74 in black; WEST PROSPECT, 20 NO 74 to 11 MR 75 in violet.

Also using violet ink during this period was FRIENDSHIP, D.R., 5 JA 75 to MR 75; WARSOP, B1, 8 OC 73; MOUNT HOREB, DR, 8 JA 74.

Correction: MOUNT REGALE is using a MSR 1968 mark, not an MSR.

Big doings in Cranford, NJ, and Bermuda this fall. Hope to see you all in one or both areas. Don't forget the auction in Cranford in October.

Membership Information

NEW MEMBERS:

All applicants listed in the August 1975 Journal have been admitted into membership.

NEW APPLICANTS:

ASHLEY, William B., 85 Barrow St., Apt. 2S, New York, NY 10014. Quantitative Analyst. Collects stamps and postmarks of Barbados Dominica, Jamaica; various Pacific Islands.

By Elaine Durnin

BAYLEY, Keith H., PO Box 61, Bridgetown, Barbados, West Indies. Insurance Manager. BWI, Bahamas, Bermuda, Guyana, Belize, BVI and Falkland Islands. By Charles E. Cwiakala

COCKING, Brian, 14 Birchington Ave., Birchencliffe, Huddersfield, West Yorkshire HD3 3RD England. Commercial Manager. Bahamas, Barbados. By Malcolm Watts

HENDERSON, John G., 5 North Methven St., Perth, Scotland, Great Britain. Antique and stamp dealer. Jamaica, Siam, Persia. By A. P. D. Sutcliffe

KING, Eric W., O.B.E., PO Box 3, Belmopan, Belize, Central America. Chief Agricultural Officer. Specializes in British Honduras. General BWI, Canada. By Alfred J. Branston

LEE, Geoffrey W., 4 Grove Park, Tring, Herts., HP23 5JL, England. Retired bank officer. Br. Caribbean, Great Britain, Isle of Man and Channel Islands. By Alfred J. Branston

MacINNES, Andrew I., PO Box 497, Georgetown, Guyana, South America. Religious minister. U.K. and W.I., mainly Br. Guiana, Guyana, Trinidad, Barbados and Jamaica.

By J. C. Arnell

MILLER, Willard F., 5042 Redstart, Houston, TX 77035. Claim Representative. Antigua, Canada, U.N. By Gale J. Raymond

SULLIVAN, Michael K., 909 Mohican Pass, Madison, WI 53711. Teacher. British Empire 1840 to independence of each colony, Specimens, Tobago. By A.N. Johnson

YOUNG, M. Clifford, 475 Commonwealth Ave., Boston, MA 02215. Manufacturer. Confederate States, Blockade-run mail. By A.N. Johnson

CHANGE OF ADDRESS:

ALDEN, John, 15 A Pratt St., Providence, R.I. 02906
BECK, Richard J., PO Box 847, Biloxi, MS 39533
BIANCOTTI, J.W., RR #2, Somerset, PA 15501
BOGG, William G., New England Stamp Co., 643 5th Ave., Naples, FL 33940
BURKE, P.W.C., 6 Waterside Pl., Princess Rd., London NW1 8JT, England
DANIELS, Rolfe B., Mexico City-C/CCS, Department of State, Washington DC 20520
GIRALDI, Thomas E., 1719 Forest Cave Dr. #304, Mt. Prospect, IL 60056
HORTON, Ralph, 5 Westhall Rd., Welton, Lincoln, England
KELLNER, M.A., 700 Commonwealth Ave., Suite 1206-C, Boston, MA 02215
KIEFFER, Lincoln E., 31 C Bradford Lane, Rossmoor-Jamesburg, NJ 08831
MINK, Ellsworth B. III, 108 S.E. 8th Ave., Ft. Lauderdale, FL 33301
MOSS, J. Stephen, 21 Alpine Dr., Latham, NY 12110
OLSEN, Florence, R.R. #2, Box 44, South Salem, NY 10590
RAMKISSOON, Dr. Reuben A., 120 N. Oak St., Hinsdale, IL 60521
SAWYER, Charles E., 2016 Main St., No. 1113, Houston, TX 77002
THOMPSON, John E., 59 Halsey Dr., Old Greenwich, CT 06870
WALKER, W. Danforth, 4401 Lee Highway, Apt. 71, Arlington, VA 22207
WINEGAR, Donald M., 2 Hillcrest Dr., Country Knolls, Ballston Lake, NY 12019

RESIGNATIONS:

AHROON, L.A.; CARTER, Betty; GOLTRA, Col. E. R.; SLOTER, Zane B.; SUTTON, Dr. E. C.; WEDDERBURN-MAXWELL, J.

The following members are dropped from membership due to their individual failure to pay their 1975 membership dues (they have all failed to answer direct letters from our BCPSG treasurer): ASKA, P.; BARTLETT, G.C.; BODILY, R.; BROOKES, B.A.; CONFORD, D.; DUNN, W.R.; DODGE, W.G.; DART, R.R.; EDWARDS, Dr. B.; FOSTER, T.; GOBIE, H.; HARVEY, G.C.; HERZOG, P.; HUBER, V.L.; LISTER, J.; McFARLANE, J.R.; MURPHY, S.A.; PEREIRA, J.R.; PERREAULT, D.; SALTZMAN, K.M.; SILK, D.; WALKER, B.J.; WARD R.; WARNER, G.L.

CORRECTIONS TO MEMBERSHIP LISTING:

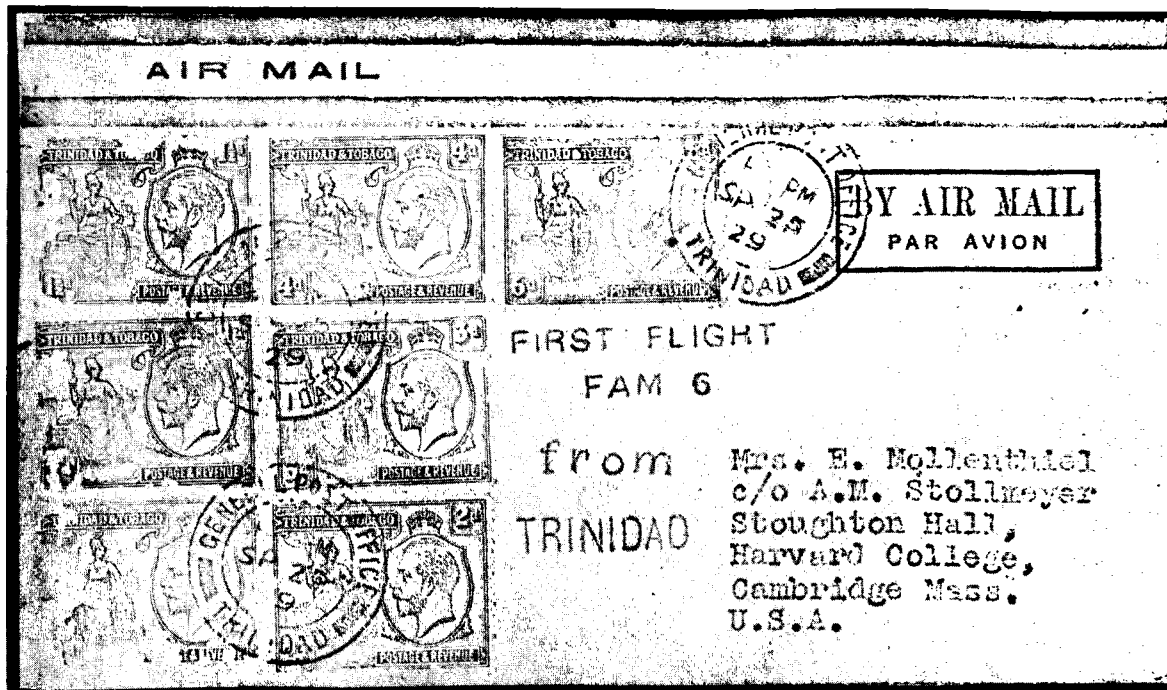
Please make the following corrections to the 1975 Membership Listing --

BOTWRIGHT, Roy J., change town name to Hemel Hempstead (no comma).
FAIRIES, Belmont, change last name to FARIES.
LATHAM, Albert H., 12 Somerset Road, Meadville, Redhill, Surrey, England RH1 6LS.
LISTER, John, change to St. James's (not Jame's).
RENSHAW, E. Brian, change Mannsfield to Mansfield.
RITCHIE, Dr. Geoffrey G., 16 Stray Walk, Harrogate, North Yorkshire, HG2 8HU, England.
STEPHENS, Frederick, 19 Leeds Rd., Wakefield, West Yorkshire, WF1 3JW, England.
THOMPSON, Brian E., change town name to Saffron Walden (no comma).

SEND YOUR CHANGE OF ADDRESS TO THE SECRETARY AS SOON AS YOU KNOW IT.

Trinidad First Flight Cover Update

In response to Fritz Roett's request for additional information on the "FIRST FLIGHT/FAM 6" and "from TRINIDAD" markings on a 25 September 1929 cover reported in the October 1974 BCPJ, Ted Hill of Vancouver, Canada, sends a similar cover with the two markings differently spaced than those on Fritz's. This confirms Fritz's statement that they were two separate cachets.



The cover was salvaged by Ted from somebody's old shoe-box in Port of Spain, but not before the roaches had had a good meal on the stamps. He says that perhaps some collectors will be amused "to see what moth-eaten covers some other people are willing to collect". Unfortunately, he can shed no further light on the history of these covers other than what Fritz reported.

He also reports another cover apparently carried on the same flight (as far as San Juan), which bears a Port-of-Spain CDS which shows the same date and hour as the postmarks on Roett's cover. This cover bears no trace of any cachet and is backstamped San Juan "7 p. m., Sep 26, 1929". This latter postmark incorporates a rectangular box enclosing a sketch of a biplane.

Hill also reports his collection includes another cover apparently carried on this flight to Castries, where it was backstamped. It again shows no cachet.

NEW ANTIGUA VARIETY REPORTED ----

The growing reputation of the British Caribbean Philatelic Study Group has brought news of a new Antigua variety. Richard Muller wrote to H. E. Harris giving them details of this variety. They, in turn, gave Muller the address of our librarian, Bob Lovett, who then forwarded Muller's letter to Mark Swetland.

Richard Muller advises that he has a copy of the 1974 issue in honor of the 100th anniversary of the Universal Postal Union 2¢ stamp which reads "FOSTAL" instead of "POSTAL". This is a new variety to H. E. Harris and to Mark who has answered Muller to this effect. He has also requested a photo of this stamp which, if forthcoming, will be published in a future BCPJ.

The Posts of St. Lucia

Part 5

by Geoffrey G. Ritchie

SECTION 6 UNDERPAID MAIL

When a letter, postcard, or other postal item is posted unpaid or underpaid it can be treated in several different ways, depending on the normal practice of the postal administration concerned:

1. If it carries the sender's address, the letter can be returned for him to make up the full postage by affixing additional stamps. This appears to be the practice in the US.

**RETURNED FOR
ADDITIONAL POSTAGE** _____

TA

INSUFFICIENTLY PREPAID
Forwarded by Surface Mail

TC

**AIR MAIL
POSTAGE & FEES**

_____ CTS PER 1/2 OUNCE

REQUIRER _____

AFFIXED _____

RETURNED FOR _____

TB

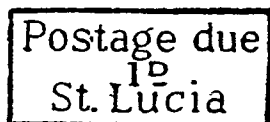
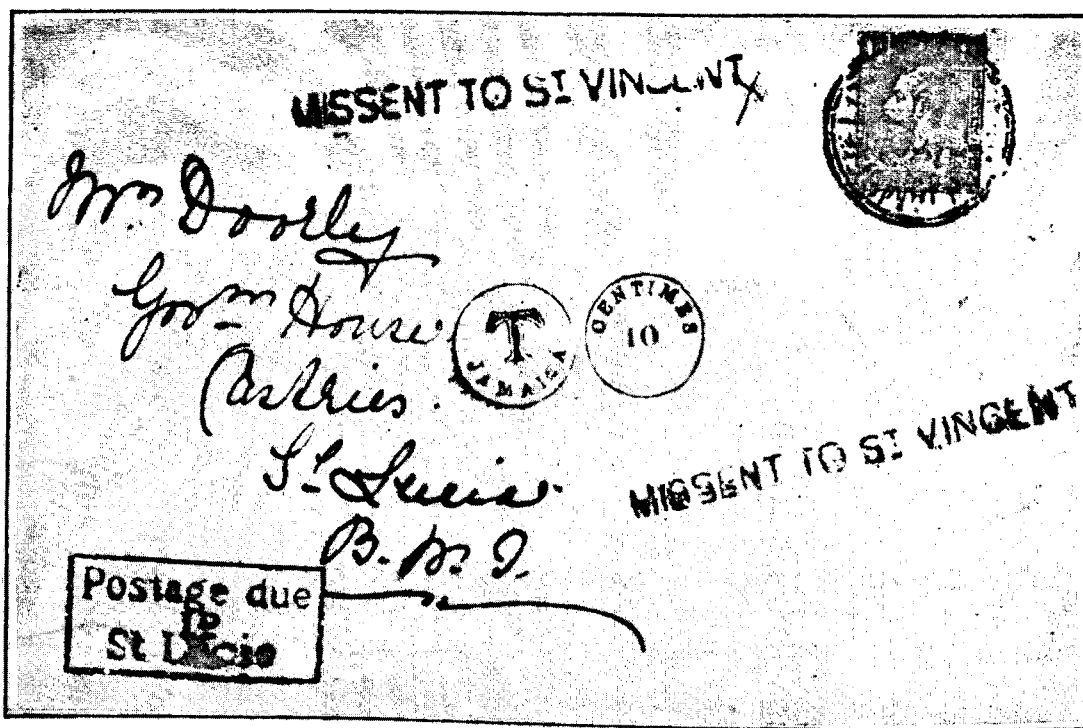
Figures TA and TB are strikes of handstamps in the GPO Castries (August 1974), but no commercial strikes have been seen. In TB, the word REQUIRER would seem to be an error for REQUIRED.

2. Unless the letter bears a stated minimum percentage of the postage for the particular service required, it may be forwarded by a cheaper service, with or without a deficiency marking. Nowadays, this refers particularly to airmail items, which, in the UK, may be sent by surface mail unless at least 75% of the correct postage has been prepaid. In St. Lucia, however, there appears to be no consistent practice; from the time in transit, some unstamped air letters to the UK have obviously been forwarded by air, while others have not. The stamp TC presently exists at the GPO, but again no actual usage is known. In passing, it may be said that consistency is seldom met with in any country in any aspect of their handling of underpaid mail.
3. The letter can be marked with the deficient postage and then forwarded to its destination in the usual way, the recipient then paying the deficiency and fine. Most "postage-due" letters fall under this heading, and these are now discussed further.

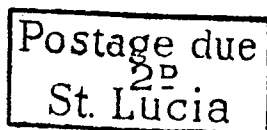
Incoming mail from abroad, and indeed internal mail also, will have been marked by the office of origin if insufficiently franked, and normally all that remains to do is for the delivery office to affix postage dues (if it uses them) and collect the amount due from the addressee. However, in St. Lucia postage dues are used only at the GPO Castries. For letters not touching the capital, for example from Vieux Fort to Laborie, the practice appears to be merely to mark the amount due. With local letters this will be $T\frac{10}{5}$ (see below for explanation), and 10 cents will be collected from the addressee.

Postage due stamps are required only for accounting purposes, and, in fact, normal postage stamps would do equally well. These are known to have been used for this purpose in at least one St. Lucia sub-office, and, indeed, they are used regularly instead of postage dues by some of the world's postal administrations, such as Switzerland, Liechtenstein, the Cayman Islands, and others.

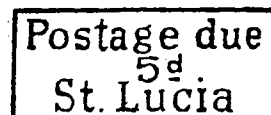
This account of the posts of St. Lucia does not cover adhesive stamps, and, likewise, the postage-due "labels" are outside its scope. However, as in the case of the postage stamps, the St. Lucia dues also were preceded by "pre-stamp" markings. The earliest underpaid item possessed by the writer is a postcard from Ireland to Choc, which arrived in Castries on 17 January 1906. This was $\frac{1}{2}$ d underpaid, and had been marked T5 (gold centimes) in the UK. The 1d to be collected was shown by a blue-penciled figure 1, presumably applied at Castries. However, the first handstamped charge marks are those shown below as PD1-PD6. Their date of introduction is not known, but probably it would be after the fire of 1927; they became superfluous when the locally printed adhesive ones were issued in 1931. A picture of a strike on an underpaid letter from Jamaica is illustrated in Figure PD1.



PD1



PD2



PD5

Postage Due Handstamps. All as Type PD1, but PD5 possibly with 5d.

PD1	1d	to pay	21. 7.29	-
PD2	2d	to pay	? . 3.29	-
PD3	3d	to pay	-	-

PD4	4d	to pay	-	-
PD5	5d	to pay	-	-
PD6	6d	to pay	-	-

Adhesive postage dues were, from their introduction, canceled with contemporary circular date stamps of Castries. However, probably commencing in 1971, a change was made to rubber stamps for this purpose (PD7). The first was one of a long series of General Post Office rubber stamps, which prior to this time had been used only as departmental identification stamps; for example, on the front of mail on post office business.



PD7

EKD 26 July 71



PD8

EKD 17 March 73

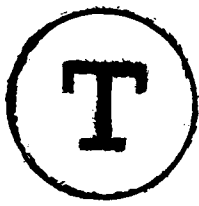
A similar stamp, with 'Postage Paid' in the center instead of the date, has also been used to cancel dues, but it is rare in this use. Later, in early 1973 (March ?), another stamp was substituted (PD8), which reads ACCOUNTS BRANCH G.P.O. ST. LUCIA. The main use of this had been on inter-office mail as, for example, when the GPO sent a consignment of stamps or postal orders to a subsidiary office by registered mail.

T-MARKS

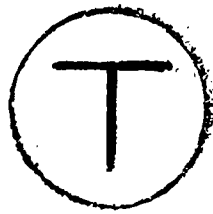
The handstamps normally applied to underpaid items at their office of origin are the T-marks. According to the rules of the UPU, each member country can deal with its internal underpaid mail in any way it likes and there is no obligation to conform to the UPU rules for underpaid international mail. However, international mail has to be marked with a T (for Tax) in the top center of the envelope, together with an indication of the amount due from the addressee. This is done by inscribing a fraction in which the denominator is the single-weight postage to the country in question and the numerator is twice the deficiency. When the letter is dealt with in the delivery office in the country of destination, the recipient country's foreign rate is multiplied by this fraction and the addressee pays this amount. It will be noted that he does not pay exactly twice the deficiency, but rather the same relative amount in his own country.

This method of calculation gets over the difficulty inherent in the method used before 1967, in which the deficiency was converted from the sending country's currency into a fictional currency known as 'Gold Francs' and then re-converted to the currency of the receiving country. This method relied on each country knowing the rate of exchange of its own currency against the gold franc, and in the present state of daily varying exchange rates this is no longer practicable. From this summary of UPU practice it will be seen why, in many countries, T-marks are supplied only to offices which handle international mail.

Castries GPO has used T-stamps (T1-T4) for over 50 years, the earliest here recorded dating from 1924. In theory, T-marks could date in St. Lucia from 1881, the year of entry to the UPU, but the following tentative list gives those so far reported. The unique type T3, seen on a letter to Grenada, appears out of character considering the long unbroken use of Type T4 at Castries (including the year 1968). I have however been assured by a Grenada specialist that T3 is not a Grenada type. Can anyone report another strike of T3?



T1



T2



T3



T4



T5

Taxe Marks, with presumed Office of Use

T1 Thick T, with serifs, in 25 mm circle	Castries	2. 6.24	-
T2 Thin T 14 mm high, no serifs, 26 mm circle	Castries	27. 6.32	8. 5.33
T3 Thin T 13 mm high, no serifs or circle	Castries	24. 3.69	-
T4 Serifed T 9 mm high in hexagon	Castries	13. 9.46	30. 8.73
	Gros Islet	25. 8.72	-
	Micoud	9. 8.72	-
	Soufriere	18.12.46	-
T5 Serifed T approx. 12 mm high	Mabouya Valley	9. 9.72	-
	Saltibus	17. 7.73	-
	Vieux Fort	18. 7.73	-

Offices not possessing T-stamps (and sometimes even some that do!) mark letters in manuscript.

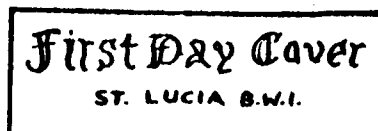
In Col. Reid's notebook, Guy Kilburn has found a strike of a T-in-triangle mark, which appears to be the standard French type of T-mark. I have a very similar mark on a letter from French Guiana to St. Lucia of 27 May 1932, but I do not know of the use of such a mark in any British territory. Until, therefore, proof is provided, this cannot be listed as having been used at Castries. In the same notebook are strikes of T5, given as Patience and Micoud, and of T4, said to be "all other post offices". This does not agree entirely with the list given above, and reports of any such strikes would be very useful.



SECTION 7 OFFICIALLY APPROVED CACHETS

In the October 1970 Journal, Bob Devaux gave a list of slogan and First Day Cover "post-marks". These are handstamped marks, and since they are not used to cancel the adhesives they are referred to here as "officially approved cachets". The following list may or may not be complete, and it incorporates much additional material supplied by Guy Kilburn.

First Day Cover



1. 12 May 1937 only

2. 2 June 1953 - 1954

3. Oct 1953

**BUY ST. LUCIA
LOTTERY TICKETS**

**HELP THE SOUFRIERE
FIRE RELIEF FUND**

4. Aug 1954

5. June-July 1955

**GIVE TO THE
PRINCESS ALICE
APPEAL**

**SEE THE WEST INDIES ON THE
FEDERAL SHIPPING SERVICE**

6. Feb-March 1965

7. 8-9 August 1961

AGRICULTURAL EXHIBITION

2ND & 3RD. JUNE 1963

World United Against Malaria.

UNION STATION, ST. LUCIA.

FIRST DAY COVER

8. April 1962

9. 3 May - 3 June 1963

10. 18 Dec 1960 onwards

**AGRICULTURAL EXHIBITION
UNION STATION, CASTRIES.
20th - 22nd FEBRUARY, 1965.**

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

**JAYCEES
Road Safety Week**

11. 1-22 February 1965

12. 25 Oct 1965 onwards

13. 30 Sept-7 Oct 1967

**VICTORIA PARK (St. LUCIA)
IS THE VENUE FOR
1st WINDWARD ISLAND
CUP. WINNERS CUP
COMPETITION AUG. 3rd - 6th**

**1969 ST. LUCIA PICTORIAL DIARY
AN ISLAND TRAVEL PUBLICATION**

14. 10 July - 6 Aug 1968

15. August 1968

**PREMIER JOUR D'EMISSION
FIRST DAY COVER
22nd SEPTEMBER 1969
BI-CENTENARY OF THE BIRTH
OF NAPOLEON**

**1970 POPULATION CENSUS
EVERYONE COUNTS**

**ST. LUCIA JAYCEES
10th ANNIVERSARY
1960 - 1970**

16. 22 September 1969

17. 7-26 March 1970

18. 2-7 July 1970

**St. Lucia in the 8th Continent
of the world the Caribbean.**

19. ?

HEADS OF STATES CONVENTION

HOTEL LA TOC — ST. LUCIA

JULY 12th TO 18th 1974

20. 12-18 July 1974

PHILATELIC EXHIBITION

HOTEL LA TOC — ST. LUCIA

29 AUGUST, 1974

21. 29 August 1974

**St. Lucia Girl Guides Association
Golden Jubilee
1925 — 1975**

22. February 1975

An error of date occurred in the single-ring cancellation used at Hotel La Toc in conjunction with No. 20; MY was accidentally used instead of JY for 1½ days on 15/16 July.

(to be continued)

THE GRENADINES — BY MAILBOAT ----

Dr. John M. Buckner has sent a copy of an article 'Mailboat Odyssey: A Long Day's Journey Through the Grenadines', written by Ralph Blumenthal and published in the 27 April 1975 issue of the 'New York Times'. The article is interesting, humorous, and typical of West Indian life.

The "Seimstrand", a 101-foot, two-deck, 150-passenger vessel, is described as "a cross between the Staten Island ferry and Bogey's African Queen". It carries mails twice a week on a 12 hour run from St. Vincent to Union and back, stopping at Bequia, Cannouan and Mayreau. Round trip cost is \$8 (presumably U.S.). It also serves Mustique twice a week and Barbados once every two weeks.

Although the "Seimstrand" turns around at Union, one can continue through the Grenadines to Grenada by mailboat. To do this one must get off at Union, take a ferry to Carriacou, and then continue on the Grenada mailboat.

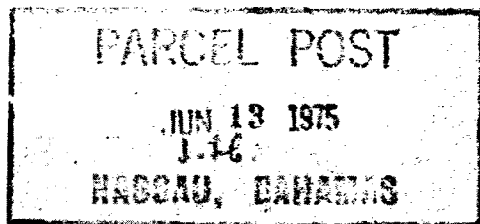
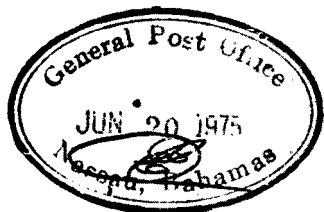
Blumenthal advises that there are small, motorized vessels that can be taken through the Grenadines; however, they are cheaper and "thus attract poorer passengers willing to put up with crowdings and occasional sinkings".

ST. LUCIA CHANGES AGENTS ----

The Crown Agents have announced that as of 4 July 1975 they no longer represent St. Lucia. On 16 July the Inter-Governmental Philatelic Corporation announced their appointment as exclusive worldwide agents for the sale of St. Lucia postage stamps.

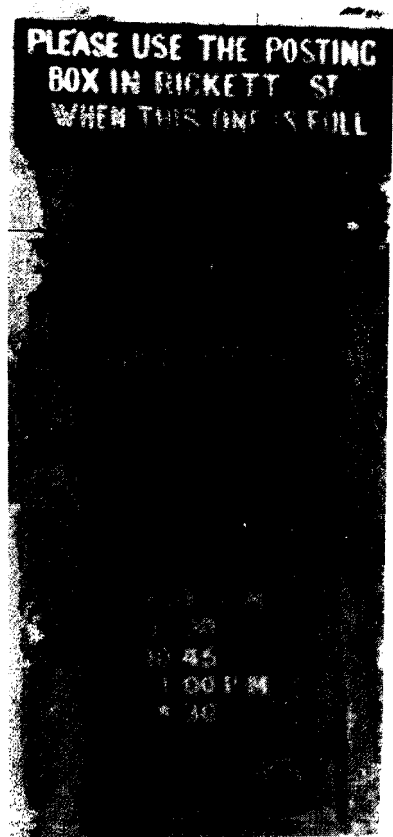
BITS & PIECES from HERE & THERE

BAHAMAS - Gale Raymond advises that RAGGED ISLAND is utilizing the island Commissioner's Office TRD.



*With the Compliments
of*
LADY BUTLER

Joe Lleida reports official oval TRDs in use from Government House, Department of Statistics, Ministry of Tourism, Ministry of Works, and the Office of Permanent Secretary, Ministry of Home Affairs, in addition to these illustrated markings.



BARBADOS

Eric Heyer has sent along this photograph of the mailbox next to the entrance to the GPO at the Public Building in Bridgetown, Barbados. The sign above the mailbox reads "PLEASE USE POSTING BOX IN RICKETT ST. WHEN THIS ONE IS FULL".

Frank Gibbons explains:

"Since the government decided to have a five-day work week, Monday to Friday, and the post offices are closed on Saturday, this mailbox gets quickly filled-up on Saturday. Thus the reason for the sign on top indicating the nearest other mailbox to be used."

BELIZE - Charles Ricksecker advises that the new butterflies definitive have watermark sideways left on the 15¢, 16¢ and \$10 values, while all others have watermark sideways right. The 15¢ value also appears with sideways right watermark.

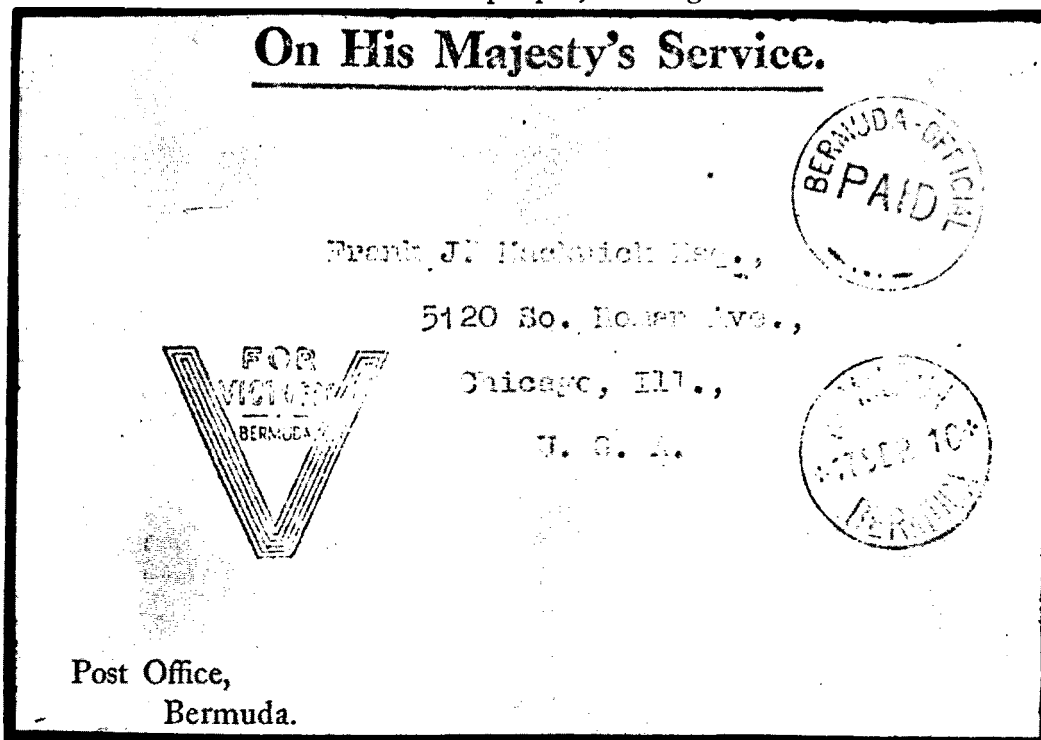
BERMUDA - In his article on Bermuda POW Letters (page 70, June 1975 BCPJ), Ralph Group wonders why the covers he describes bear adhesives rather than being franked with the INTER-NEE'S MAIL/NO POSTAGE handstamp. Fred Seifert notes that while he has never seen an

order or postal regulation prescribing use of Internee and POW franks, he has observed use of such franks only on surface mail. The covers he has or has seen that were sent by air all bear adhesives. From this he concludes that the Internee and POW franking privilege covered only surface mail.

Ian Morgan also comments on the above mentioned Internee mail article. During the war, he exchanged Christmas greetings with an old Bermuda schoolmate, who was interned at "Huntley Towers" with his German wife. As a result, Ian has two covers of the type described by Ralph Group in his article, both represent an earlier usage than previously reported. The details are:

- 1 JAN 41 "Internee Mail No Postage" in purple. Type CM21 Censor No. 35.
- 5 JAN 42 "Internee Mail, No Postage" in black. Type CM21 Censor No. 22.

Tom Giraldi has raised a question about this "V FOR VICTORY - BERMUDA" handstamp. Both this and the "OFFICIAL PAID" are in purple, although the latter has darker undertones.



The present Bermuda Postmaster General and his senior officials are certain that the Victory stamp was not official, but admit that the evidence shows that it was applied at the Post Office. Perhaps a patriotic postal worker was responsible.

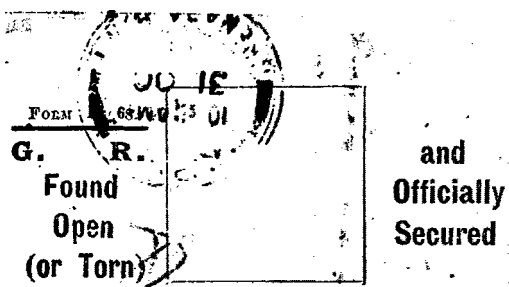
James Tymerson has spotted a second constant variety on the 1/3//15¢ stamps of the 1962 historic building issue (see October 1974 BCPJ). This is on the fifth stamp of the twelfth row (#60) of Plate 1B, i. e. the lower right hand stamp of the plate block. It consists of a line flaw running from the corner of the building diagonally upwards to the center of the frame of the first lower window on the side of the building.

Ben Ramkisson reports three recent cancels used to commemorate the 1925 USS "Los Angeles" flight to Bermuda and Puerto Rico. ZEPPEX '75, Brookfield, Illinois, used a red postmark reading "1925 LOS ANGELES/MAIL FLIGHTS TO/BERMUDA AND PUERTO RICO" on 18 September 1975. PURIPEX XXI, San Juan, Puerto Rico, used a cancel "AIRSHIP LOS ANGELES/TO PUERTO RICO 1925" on 20 September. Hamilton, Bermuda, also used a cancel

for the event on Bermuda Day, 18 September.

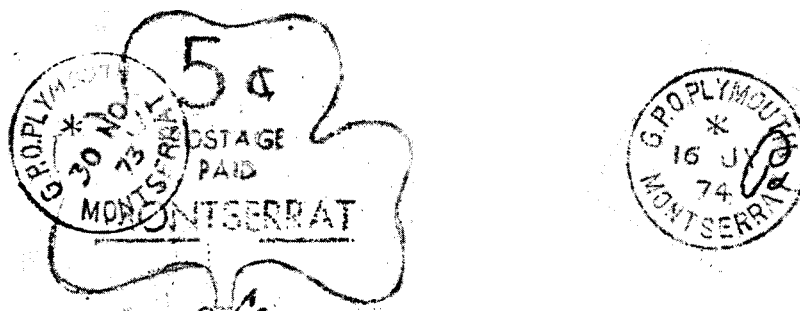
DOMINICA - Fred Seifert provides the following observation: "In April 1961 the BWI of T. Charleton Henry was auctioned by Harmer, Rooke & Co. in New York. Lot #520, a cover franked with Dominica Scott #8 and bearing two red ink strikes of "PAID DOMINICA Ap. 26 79" on the front, sold for \$80 or £33.33 at the then current rate of exchange. This same cover is illustrated in color on the front cover of the July 1975 issue of Robson Lowe's "The Philatelist" with a note that it realized £900 in the 12 March 1975 Robson Lowe Pall Mall sale! Off cover, the stamp which is in superb condition and canceled with a clean strike of the A07 obliterator might justify a top price of about £6. Some of the early stamp soakers must be tossing in their graves!"

GRENADA - Tony Shepherd has recently found a cover from Barbados to Grenada in a dealer's box of envelopes. The cover bears two 1d adhesives, is datestamped 23 October 1941 at GPO Barbados, and has a GPO Port-of-Spain transit stamp. Of particular interest is this label on the back sealing the envelope flap. This label is marked Form D.68 with a large "G. R." below. Its presence was explained by the phrase printed on it: "Found Open (or Torn) and Officially Secured". The label has a red crayon initial and was datestamped at GPO Grenada on 31 October 1941.



MONTSERRAT - Joe ChinAleong made a short business trip to Montserrat in November 1974 and hoped to obtain some of the local overprints. He found the GPO sold out of them, however he was able to obtain some odd values and a few sets from various contacts. He reports a plate pair of the 10¢ on 60¢ showing a clear double overprint.

Joe also confirms that the shamrock POSTAGE PAID handstamp mentioned by John Willem in the October 1974 Journal was in fact used and was applied in green. The illustration shows such a mark dated 30 November 1973. He is a bit puzzled by the note and illustration in the October 1974 Journal as it shows a 21 March 1974 date and John mentioned that its use "is being considered but has not been put into use".



Joe confirms that the GPO was using the regular datestamp G. P. O. PLYMOUTH/MONTSERRAT as a paid mark, with 'Pd' being applied in ink across the datestamp. This has been seen with 'Pd' both in red and black. The use appears to be confined to bulk mailings of bills and receipts, which are paid by cash. According to the information Joe received, this paid mark was first used, then replaced by the shamrock postage paid mark for a short time, then put into use once again.

It is clear that much more information is needed on the use of these two paid markings and Joe would like to hear from any member who can report examples of their use.

ST. KITTS-NEVIS - Fred Seifert advises that the Lava air post stationery new issue report for March 1975 indicates that the current 5¢ aerogramme has the new watermark AIR CONQUEROR, while the 15¢ has the new AIR CONQUEROR E watermark.

ST. LUCIA - A list of the Castries registration labels appeared in the June 1975 Journal, but Geoff Ritchie reports that since then he has been shown this label by Trevor Bates. It is on



the reverse side of a plain (unopened) envelope to St. Kitts franked by two sets of the 1937 Coronation in pairs (not a FDC). The label is type set in black/white and imperf., but it is not possible to tell whether it came from a coil or a sheet. Can anyone say

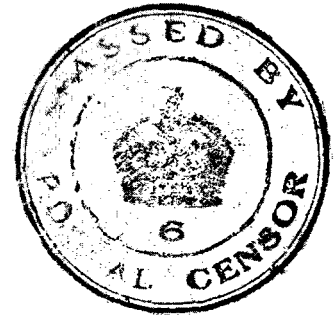
whether this was a post office issue or a private production? From the high registration number there should be quite a few others about!

TRINIDAD - Brian Renshaw has sent along two additions to Fred Seifert's list of postal meters appearing in the August 1974 Journal. These are:

NE 45 Century Eslon Limited, Port of Spain (21 III 73).

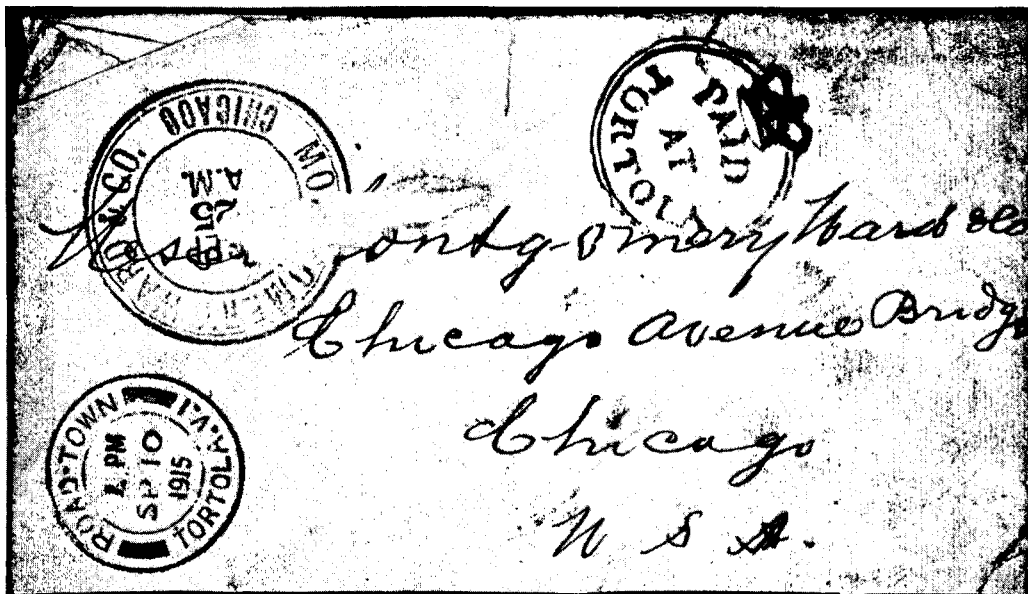
P 6 National Commercial Bank of Trinidad & Tobago Ltd., Port of Spain (19.2.73).

Tony Shepherd has sent in this illustration of a large triple circle handstamp reading "PASSED BY POSTAL CENSOR 6". This was taken from a 1940 cover from the Dominican Republic to Trinidad. Tony notes that this is similar in design to the ones used on St. Kitts and believes that there are several of them, although this is the first he has seen. Can anyone add anything?



Ben Ramkissoon reports that the Gasparillo Postal Agency moved into new quarters which opened to the public on 1 July 1975. A skeleton postmark was in use, along with the regular single ring handstamp. Earliest example of the skeleton strike that Ben has seen is 4 July.

VIRGIN ISLANDS - Bill Bogg has sent in this cover which was mailed at Road Town on 10 Sep-



tember 1915. Two ½d adhesives were placed over the envelope flap at the back instead of in

the proper position on the front. As a result, in addition to the Road Town datestamp, the Crowned Circle PAID AT TORTOLA was struck above the address. The front of the cover also bears a Montgomery Ward, Chicago, arrival stamp of 25 September. There is also a St. Thomas transit mark of 16 September on the back. All markings are in black except the Montgomery Ward one.

Ben Ramkisson reports the following two meters in use: N001 - Roadtown Wholesale, Ltd., and N002 - Little Dix Bay Hotel, Valley, Virgin Gorda. Charles Ricksecker reports 003 in use at Cable and Wireless, Ltd.

DON'T FORGET TO SEND YOUR BALLOT TO THE SECRETARY. VOTE NOW.

NEW ISSUES

ANTIGUA

21 JULY 75 ANTIGUA MAPS. Announced in the August BCPJ. New release date.

26 AUG 75 14th BOY SCOUT JAMBOREE. Set of four values plus souvenir sheet: 15¢ - bugler against sunset, 20¢ - scouts of different races, 35¢ - Lord Baden Powell, \$2 - scout dancers from Dahomey. Designed by G. L. Vasarhelyi and lithographed by House of Questa in two panes of 25 each. No watermark. (CA, SG, IG)

BAHAMAS

22 JULY 75 INTERNATIONAL WOMEN'S YEAR. Set of two stamps: 14¢ - Rowena Rand, well-known Bahamian, and 18¢ - modernistic conception of equality for women. Designed by Jennifer Toombs and lithographed by Questa Security. (IG)

BARBADOS

29 JULY 75 ANGLICAN DIOCESE 150th ANNIVERSARY. New release date. Details announced in the August Journal. (CA)

18 NOV 75 CROP-OVER FESTIVAL. Set of four values and souvenir sheet: 8¢ - Pony Float, 25¢ - Stiltsman, 35¢ - Maypole Dancing, 50¢ - Cuban Dancers. Designed by R. Granger Barrett and lithographed by House of Questa. Watermark CA. (CA, SG)

BELIZE

NEW PRINTING. The watermark on the ½¢ definitive has changed from CA Block to CA Spiral.

GRENADA

SEP 75 BUTTERFLIES. Set of seven values and souvenir sheet depicting butterflies: ½¢, 1¢, 2¢, 35¢, 45¢, 75¢, \$2, souvenir sheet bears \$1 stamp. Designed by Waddingtons and lithographed by Questa Security.

GRENADA GRENADINES

AUG 75 BOY SCOUT ISSUE. Set of seven values and souvenir sheet portraying various scout badges: ½¢, 1¢, 2¢, 35¢, 45¢, 75¢, \$2, souvenir sheet bears \$1 stamp. Designed by Waddingtons and lithographed by Format International. (IG)

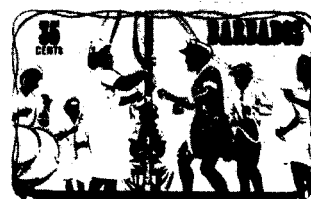
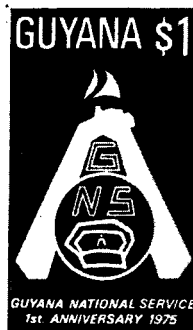
GUYANA

26 AUG 75

NAMIBIA DAY. Set of four stamps showing different views of the Freedom Monument in Georgetown, Guyana. The monument was unveiled on Namibia Day 1974, during a visit to Guyana by the Council for Namibia. Values of the stamps are 10¢, 35¢, 50¢, and \$1. Designed by PAD Studio and lithographed by House of Questa in two panes of 25 stamps each. Lotus Blossom Bud watermark. (CA)

2 OCT 75

1ST ANNIVERSARY OF NATIONAL SERVICE. Set of four values plus souvenir sheet, the designs of which incorporate the letters GNS and clasped hands: 10¢, 35¢, 50¢ and \$1.00. Designed by C. Henriques and adapted by PAD Studio. Lithographed by House of Questa in two panes of 25 stamps each. Lotus Blossom Bud watermark. (CA, SG)



MONTSERRAT

NEW DEFINITIVE PRINTING. The 2¢ value has been printed on CA Sideways watermarked paper.

1 SEP 75

OLD LOCAL COINAGE. Set of four diamond shaped stamps plus souvenir sheet: 5¢ - One Bitt 1785-1801, 10¢ - Eighth Dollar 1785-1801, 35¢ - Quarter Dollars 1785-1801, and \$2 - One Dollar 1785-1801. Designed by JE Cooter and lithographed by House of Questa in two panes of 25 each. CA Block watermark. (CA)

ST. KITTS-NEVIS

SEP 75

INTERNATIONAL WOMEN'S YEAR. Date to be confirmed. Set of four values: 4¢ - Evangeline Booth, Salvation Army General; 25¢ - Sylvia Pankhurst, Suffragist leader; 40¢ - Marie Curie, discoverer of radium; \$2.50 - Lady Annie Allen MBE, teacher and guider. Designed by Jennifer Toombs and lithographed by House of Questa in two panes of 25. Watermark CA. (CA)

NEW PRINTING. The watermark on the 5¢, 6¢ and 20¢ has changed from CA Block to CA Spiral (sideways reverse).

1 NOV 75

OPENING OF FRIGATE BAY GOLF COURSE. Announced in the August Journal. New release date.

ST. LUCIA

28 JULY 75 DEFINITIVE NEW PRINTING. Four values, 4¢, 5¢, 10¢, and 15¢, have been reprinted on Spiral watermarked paper. (IG)

ST. VINCENT

SEP 75 U.S. BICENTENNIAL. Set of 10 stamps issued in sheets of 10. The first nine stamps each depict four U.S. Presidents from George Washington to Richard Nixon, while the tenth stamp shows Gerald Ford and the White House. The values are: ½¢, 1¢, 1½¢, 5¢, 10¢, 25¢, 35¢, 45¢, \$1 and \$2. There is also a souvenir sheet comprising one each of all the stamps plus two labels, one of which shows George Washington and King George III. A special presentation pack comprising the complete set of 10 stamps in sheets of 10 plus the souvenir sheet was also released. Designed by Gordon Drummond and printed by Questa of London.

TURKS & CAICOS

NEW PRINTING. The watermark for the 1¢ and 20¢ is still CA Block, but now upright for the first time.

Information in the foregoing listing has been provided by the Crown Agents Stamp Bureau, StanGib Ltd., Inter-Governmental Philatelic Corporation, and Joe Lleida.

ST. KITTS ECCA ISSUE DELAYED LOCALLY -----

The St. Kitts issue commemorating the opening of the ECCA Headquarters Building was released by the Crown Agents on 28 April 1975 as announced in the June BCPJournal; however, the local release was delayed until 2 June 1975 because of the late arrival of the stamps in the islands.

TRINIDAD HAVING STAMP PROBLEMS -----

The 26 June 1975 issue of "Stamp Collecting Weekly" notes that George Lane, chairman of Trinidad's Stamp Advisory Committee, has advised that the island is having certain stamp problems. The 1975 Carnival issue had not arrived and would be held over for 1976 when it did arrive. Other issues planned by Trinidad, an Inter-Governmental Corporation country, for 1975 are to commemorate International Women's Year and Dr. Lennac Pawan. Although dates had been set for these issues, they could not be confirmed until the arrival of the stamps on the island.

As specialist dealers in the Central American countries (which by our definition includes British Honduras), we occasionally come across nice BH material. The blocks, varieties, covers, etc. are offered in lists appearing in "The Central American Philatelist". The 17th issue is about to appear, and as always, contains material for the specialist along with research findings, questions and the like. Subscriptions are \$2 for 10 issues; 5 overseas....And at present we would particularly like to buy back issues of the "British Caribbean Philatelic Journal"..Muchas Gracias!!!

Sra. Dorotea Margarita J.

Agents for Robson Lowe International
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Personal Mention

BILL BOGG (New England Stamp Co.) left Boston's hard winters behind and opened his new quarters in Naples, Florida, this past September.

PHILIP SAUNDERS, founder of the British West Indies Study Circle, died on 28 May at 75 years of age. Philip was quite instrumental in getting BWI philately organized. Our condolences to his wife Rose.

Our treasurer, **BEN RAMKISSOON**, has moved from Costa Mesa, California, to Hinsdale, Illinois, where he is associated with Hinsdale Hospital.

DR. JOHN BUCKNER has sent us an interesting clipping from the "New York Times" concerning **DOC YARRY'S** son **MARK**. Seems that Mark mentioned to a cab driver in London that he was a stamp collector and in the course of the conversation mentioned that some forgeries were worth more than the real stamps. This casual remark embroiled him in helping Scotland Yard catch a ring of counterfeiters by posing as a gangster. At last word Mark was in hiding.

Doc Yarry writes that Mark's "trials and adventures are many". To back this up he has sent various articles on Mark's hot air balloon adventures, one of which was the first hot air balloon trip across the Alps in Switzerland, as well as some examples of balloon mail. Seems that things at the Yarry household are anything but dull!

JACK ARNELL took a trip to Canada at the end of May going to Toronto, Edmonton and Ottawa. He presented a paper on Bermuda's early naval history to the annual meeting of the Canadian Historical Association in Edmonton.

GEORGE and **ELAINE BOWMAN** were in Ohio in June for his parent's 50th wedding anniversary. While there they visited with **STAN** and **ELAINE DURNIN**.

The **DURNINS** were also visited by **CHARLES RICKSECKER** and his parents, **MARIE** and **GRANT** before Charles left in August to return to the Virgin Islands.

WILLIAM MC FARLAN reports that he is back home after seven months in a nursing home with diabetes. He is working on an article on two trips to Tobago made a few years ago on a small Norwegian ship, the "Meteor". As a long-time postal employee, Bill made some friends in the postal service on the island.

Another member recovering from several months of confinement for ill health is **FRANK FREEMAN** who has had four operations and cobalt radiation the first half of this year. Hope all is well with you now, Frank.

July 15th saw **DR. JOHN M. BUCKNER** leaving for London to begin a 'trekking' expedition to Russia and the Balkans.

FRANK R. SAUNDERS has produced a booklet on "Antigua 1938: The Definitive Issue". It is available for £1 from Frank, 80 Hillside Ave., Bitterne Park, Southampton SO2 4JY England.



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FRANK DEAKIN took a Gold Medal for his Barbados display at ESPANA 1975 in Madrid in April.

EDDIE ADELSON has been having quite a bout with ill health lately. He was in the hospital for surgery and had been home for just a short time before having a heart attack. We all wish you a quick recovery, Eddie.

LAURIE FRANKS reports that the southern hemisphere winter (our summer) was especially brutal in New Zealand. Heavy snows, coupled with a storm having wind gusts up to 107 m.p.h., did \$15 million of damage — and this was their second such this year!

The BCPSG is people, and people do things that fellow members are interested in. Don't be just another name on a roster; let your assistant editor know what YOU'VE been doing so we'll all know of your activities through this Personal Mention column. Share yourself with your fellow BCPSGers.

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Postal History

- INDEPENDENT ANGUILLA - Stamps, Covers and rare interim St. Kitts 1967 TRD.
ANTIGUA - 19th and 20th century Covers. Rare KGVI Specimen Stamps.
BAHAMAS - Covers - Stampless, Chalons, TRDs. Postmarks on and off cover.
BARBADOS - 19th and early 20th century Covers. Postmarks and Specimen Stamps.
BERMUDA - 19th century and later Covers, Specimen Stamps and numeral Postmarks.
BRITISH GULANA - a few good Covers and Specimen Stamps.
BRITISH HONDURAS - Covers, Stamps, Postmarks and Specimen Stamps.
BRITISH VIRGIN ISLANDS - Good Covers, Stamps and Specimen Stamps.
CAYMAN ISLANDS - Covers, Stamps and Specimen Stamps. Jamaica stamps used in Cayman Islands.
DOMINICA - Covers, Stamps, Specimens and unauthorised stamps on cover.
FALKLAND ISLANDS - Covers, Stamps and Specimen Stamps.
GRENADA - Covers, Stamps and Specimen Stamps.
JAMAICA - Stampless to modern Covers. Rare Specimen Stamps, Errors. Inverted Watermarks.
LEEWARD ISLANDS - Covers, Stamps, Specimen Stamps and Postmarks.
MONTSERRAT - Covers, Stamps and Postmarks.
ST. KITTS - Covers, Stamps, Specimens and Postmarks.
ST. LUCIA - Covers including rare 1927 TRD, Stamps and Specimens.
ST. VINCENT - Covers, Stamps, Postmarks and Specimens.
TRINIDAD - The RAREST WRAPPER with 19th century New Brunswick Ship Letter CANCEL and Forwarding Agent's cachet.
TOBAGO - Crowned Circle Cover and Postmarks.
TURKS ISLAND - Covers, Stamps, Postmarks and Specimen Stamps.

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