

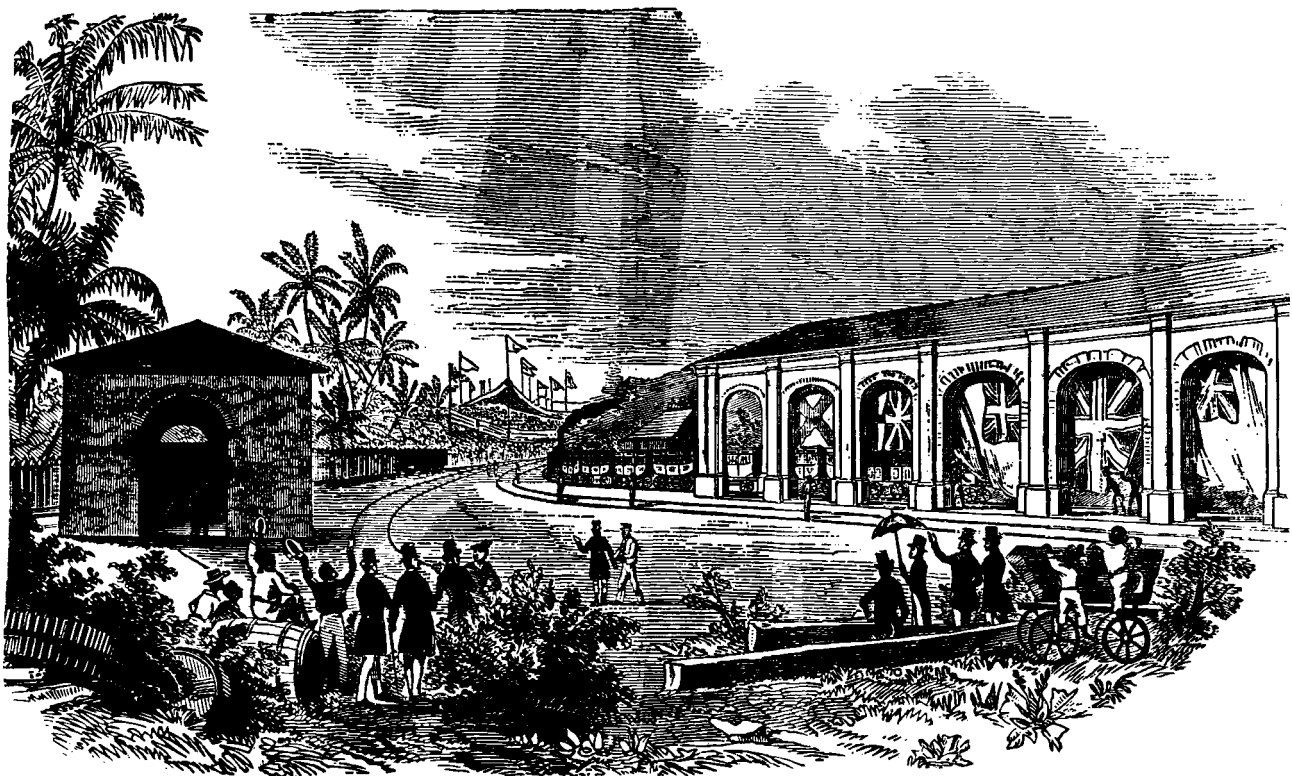
BRITISH CARIBBEAN PHILATELIC JOURNAL

OCTOBER 1976
VOL. 16 NO. 5
WHOLE NO. 92

UNIT NO. 27
OF THE APS

published by THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP

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OPENING OF THE JAMAICA RAILWAY.—KINGSTON TERMINUS.—(SEE NEXT PAGE.)

THE "OPENING OF THE JAMAICA RAILWAY — KINGSTON TERMINUS" AS TAKEN FROM A WOODCUT ILLUSTRATING AN ARTICLE PUBLISHED IN "THE ILLUSTRATED LONDON NEWS," 31 JANUARY 1846. A NEW THREE-PART ARTICLE, "JAMAICA RAILWAY TOWN CANCELLATIONS," BEGINS IN THIS ISSUE ON PAGE 137.

(Photo Courtesy of Institute of Jamaica)

IN THIS ISSUE:

PRESIDENT'S MESSAGE	134	ST. LUCIA NEWS.....	153
AN INTERESTING ANTIGUA COVER....	135	LEEWARD ISLAND UPDATE.....	155
CANDIDATES FOR TRUSTEE	136	GIBRALTAR CAMP COMMENT	158
JAMAICA RAILWAY TOWN CANCELS ..	137	MEMBERSHIP INFORMATION	159
BERMUDA RAILWAY PARCEL STAMPS	144	BITS & PIECES FROM HERE & THERE.	160
WHAT HAPPENS IF I KNOCK OFF	145	ANTIGUA ARMED FORCES UPDATE ...	162
THE EDITOR'S NOTEBOOK.....	146	AN UNRECORDED TURKS CANCEL? ...	163
POSTAL MARKINGS OF GRENADA	147	NEW ISSUES	164
BCPSG-TORTOLA COVERS AVAIL.	152	PERSONAL MENTION.....	166



THE BRITISH CARIBBEAN PHILATELIC JOURNAL

Published bimonthly in the even numbered months. Available only to members of the B.C.P.S.G. with subscription included in the membership fee of \$7.50 per annum in U.S. funds. Membership application forms and additional information may be obtained from Membership Chairman or U.K. Representative.

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President's Message

Increased BCPJournal printing costs, coupled with additional air-freighting, custom broker, and local forwarding fees, has forced us to discontinue the Air-Express shipment of the Journal to the UK for local franking and mailing by John Cronin.

An exhaustive study has shown that it has been costing the Group \$10.98 US per UK and European member per year for the cost of the printing of the Journal, envelopes, air freight and postage expenses. Dues paid are only equivalent to \$7.50 US. It has become economically unfeasible for us to continue in this vein.

Effective this October 1976 issue, the Journal will be forwarded to all overseas members via printed matter surface mail. US and Canadian members will receive their Journals via the bulk and printed matter classes as in the past.

The 1977 Dues (subscription) Form and Trustee Ballot will be forwarded by our Treasurer on 1 November. The form includes optional postage payments for the delivery of the Journal by First Class (US and Canada) or Air Mail Printed Matter (overseas) for those members desiring these services.

Costs for printing and mailing the Journal have once again escalated in the past year, and your officers have thoroughly reviewed the current situation. It has been decided that we can maintain the current \$7.50 yearly fee for fiscal 1977 by employing certain cost-saving techniques, but that the matter will be reviewed on a regular basis.

CHUCK

***** ATTENTION *****

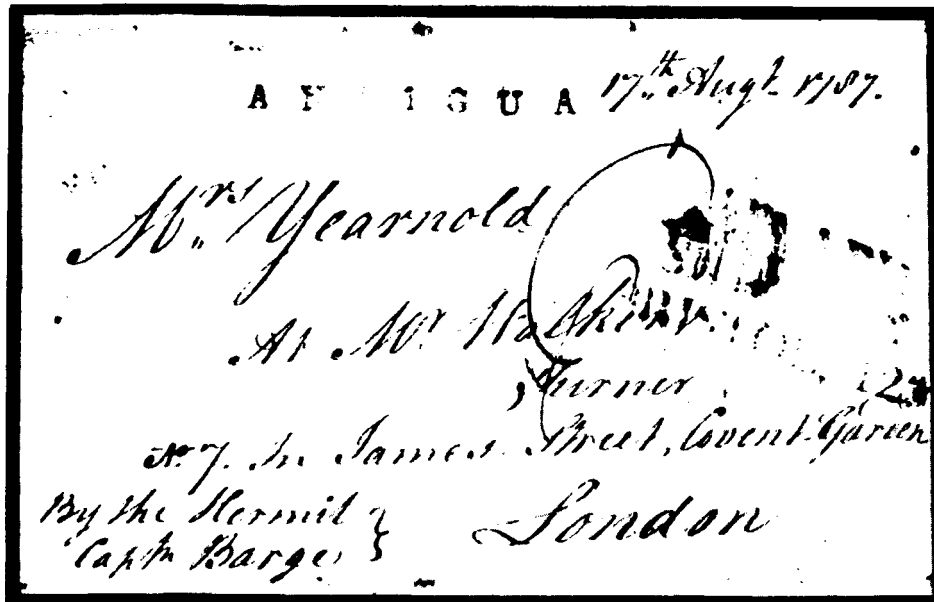
Jack Arnell is resigning as Journal editor effective 1 January 1977. PLEASE SEND ALL FUTURE MANUSCRIPTS, as well as items for Bits & Pieces, Personal Mention, etc., to (Mrs.) Elaine R. Durnin, P.O. Box 354, Sidney, OH 45365, USA.

An Interesting Antigua Cover

by Stella M. Pearse

An early letter in my collection may well be of interest to other Antigua collectors. It is clearly dated on the front 17 August 1787 and has a London arrival mark of OC 17 87. This represents a transit time of 61 days to London and fits in nicely with Leonard Britnor's "Sailing Ships" which gives a range of 23-84 days for a voyage starting at Barbados, thence to Dominica, Antigua, St. Kitts, with Crooked Island as the last port of call in the Indies.

The letter is endorsed 'By The Hermit, Capt. Barge' and is addressed to a Mrs. Yearnold at Mr. Walkers, No 7 in St. James Street, Covent Garden. The letter informed Mrs. Yearnold that her husband 'has recently drunk himself to death in St. Kitts'. There is no mention of either the "Hermit" or Captain Barge in the Britnor book.



The most interesting point about this letter is the straight line strike of Antigua, which has a resemblance to type PD6, as illustrated in the "Antigua Monograph" in the August 1974 BCPJ (page 67). However, there are two important differences: 1) there is no period after ANTIGUA, and 2) there is a substantial difference between the two A's in my strike and those shown in PD6 with respect to the sizes of the serifs at the foot of the down stroke — they seem to resemble the A's in PD5.

A consideration of known dates of use and dimensions raises further questions. PD 5 is known to have been used on 1 April 1786 and was 38.5 x 3 mm. PD 6 is known for the period 9 April 1788 - 20 July 1789 and was 46 x 3 mm. A sub-variety of PD 6, known to have been used in 1787 but measuring only 44x3 mm, is also listed. The strike on my cover, while dated 1787, is, however, 46 x 3 mm. This raises some questions with regard to the sub-variety of PD 6 which are not answered in the Antigua Monograph. These are with specific reference to the actual characteristics of the letters, and whether there is a period after ANTIGUA or not. In particular, are the A's of the sub-variety similar to PD 5 or PD 6 with regards to the lengths of the serifs? Can the 44 mm length be confirmed, or could it be 46 mm? If the latter were the case, then my cover is an example of the PD6 sub-variety; otherwise, it would appear that the strike on my cover is a new variety.

I am interested in the opinions of other Antigua collectors on this.

CANDIDATES FOR TRUSTEE

Each year three members are to be elected to serve as Trustees of the British Caribbean Philatelic Study Group. In past years, the voting for Trustees has been disappointingly light; therefore, in order to stimulate heavier voting, your officers have decided to include the Trustee ballot as part of the annual dues renewal notice which will be sent to members directly via first class mail in November.

A profile of the six candidates for BCPSG Trustee for the period 1977-1979 inclusive follows:

GEORGE W. BOWMAN of Redondo Beach, California, graduated from the United States Military Academy at West Point, New York, in 1952 and is now an aerospace engineer at the McDonnell-Douglas Astronautics Company. Interested in all phases of postal history for Antigua and the Leeward Islands, Caribbean first flights, and in the stamps of North Borneo, George has been active in the fields of philatelic writing and exhibiting. His byline has appeared in the BCPJ and he has contributed several sections to the Antigua Monograph. George was awarded the G. W. Collett trophy by the British West Indies Study Circle on two occasions (1970-71 and 1972-73). He lists memberships in over half a dozen philatelic societies.

JOSEPH CHIN ALEONG was born in Trinidad where he now resides. A graduate of University College, Dublin, Ireland, Joe is a former teacher and lecturer. He now is an executive with an oil company marketing in the Eastern Caribbean from the British Virgin Islands down to French Guiana. Joe is especially interested in all aspects of St. Vincent and Tobago philately and in the postal markings of all the British West Indies. Besides the BCPSG, Joe lists membership in the BWISC and is a life member of the Jamaica Philatelic Society and the Trinidad Philatelic Society. Joe's byline has appeared in the BCPJ from time to time.

THOMAS E. GIRALDI, born in Illinois where he now resides, graduated from Illinois Benedictine in 1965. Tom now works as a research chemical technician at Borg Warner Corp. His philatelic interests lie primarily with all aspects of the Cayman Islands and BWI censorship during the world wars. He also collects BWI postmarks in general. Tom's byline has appeared in the Journal from time to time and he is a regular contributor to the "Bits & Pieces" section. Tom has collected stamps for 20 years and lists memberships in the BWISC, War Cover Club, and Civil Censorship Study Group.

PETER P. McCANN resides in Strasbourg, France, where he is currently Head of the Cell Biology Section at the Merrell Research Center associated with the University of Strasbourg. Peter is a graduate of Columbia College and received his doctorate from Syracuse University in 1970. His current specialized philatelic interests are covers from the Cayman Islands, Turks & Caicos, and British Virgin Islands. Other interests include the Falkland Islands and Dependencies and Tristan Da Cunha. He received the Crown Agents Americas Senior Trophy at STAMPEX in 1969. He is currently revising previously published information about modern Cayman Islands postal history which will appear in a future issue of the Journal.

A. P. DEREK SUTCLIFFE of Huddersfield, England, is a graduate of Cambridge University. He is now a solicitor and local government officer. Derek specializes in postal history and his main philatelic interests are Jamaica and certain French Colonies, especially the French West Indies. He is a past president of both the Huddersfield Philatelic Society and the "Roses", as well as being a member of the Cinderella Stamp Club, the Denby Dale P. S., and the BWI Study Circle. Derek has been a contributor to the BCPJ.

ROBERT TOPAZ, residing in Waban, Massachusetts, was born and brought up in the Boston area. Bob attended Tufts University and has worked most of his adult life for a large shoe

company of which he is now president. He collects postal history items of the BWI, specializing in Jamaica, British Honduras, and Grenada. Bob was the founder and first president of the BCPSG, also serving as president in 1965 and 1966. His "Jamaica Jottings" column appears from time to time in the BCPJ and he serves the Group as auction manager. Bob enjoys membership in numerous philatelic societies.

Please send the combined Trustee ballot and dues renewal notice in as soon as you receive it in the mails in November. Deadline for receipt of the Trustee ballot is 31 December 1976.



1977 Dues Notices will be sent to members directly by Treasurer Ben Ramkissoo and UK Director Al Branston during the month of November. Please assist us by returning these notices with your check on receipt.

Due to the constantly rising costs for the production and forwarding of the BCPJ, we must take a much harder line on delinquent members this year. As stated in a past Journal, if dues are not received by the date that the February Journal is mailed, a "Last Journal" reminder will be inserted into that issue. If dues are not received by the date that the April issue is mailed, that issue and all coming issues will not be mailed and the member will be considered as dropped for non-payment of dues. To be reinstated, the member must pay that year's dues PLUS postage for any Journals missed because of the delinquency. This policy has been made necessary by high postage costs incurred to send reminders to delinquent members (sometimes as many as three reminders).

Your co-operation in this matter is essential.

JAMAICA RAILWAY TOWN CANCELLATIONS

Part 1

by Robert Topaz, Col. Fred F. Seifert, and Charles E. Cwiakala

Since its founding in 1671, the Jamaica Post Office has employed just about every known means of transportation for moving the mails. One such means was the Jamaica Railway which began operating in 1845 as the first such system to be established in the British Colonial Empire.

While much of the mail carried by the Jamaica Railway bears no distinctive markings to identify it as such, some pieces are found with postmarks showing that they were mailed at various railway stations or on the trains themselves. All of these markings are scarce, some being quite rare. Forming a collection of them is a challenging project.

There have been a number of articles on these railway markings published in the past 47 years, the most recent one having appeared some ten years ago ((1)). However, the latter enjoyed but a small circulation, and with new information and data to add, your authors consider an up-dated report is in order.

((1)) Similarly numbered references shall appear at the end of this series.

The History of the Jamaica Railway

THE ILLUSTRATED LONDON NEWS.

OPENING OF THE JAMAICA RAILWAY.

The completion of a line of Railway from Kingston to Spanish Town, in Jamaica, is a most gratifying instance of colonial enterprise; and proves that the energies of the people have not been repressed even by the sweeping calamities of fire and tempest, incident to their country. Somewhat more than two years since we had to record the burning of a great part of the city of Kingston; and, it is with very different feelings that we now call attention to this town as a terminus of the newly completed Railway.

The opening took place on Friday, the 21st of November last. The event had been long and anxiously anticipated; and, in order to invest it with the just degree of importance, his Excellency the Governor, the Lieutenant Governor, the several heads of departments civil and military, the hon. Members of the Council and Assembly, and a large number of the more wealthy and influential members of the community, were invited to attend the ceremony; and a most propitious day rendered this attendance very general and numerous. An enormous crowd of spectators was collected all around the stations, and several very extensive booths were filled with well-dressed females. His Excellency the Earl of Elgin arrived at a little after eleven o'clock, attended by his brother, Lieutenant-Colonel the Hon. Robert Bruce, and accompanied by the Receiver General. He was received by a guard of honour from the 1st West India Regiment, the band of that regiment playing the national anthem. After a short conversation with Mr. William Smith, the Projector and Resident Director of the Company, and a recognition of the numerous gentlemen who were collected on the occasion, his Excellency was conducted at about half-past eleven o'clock to the handsome state carriage provided by the Company for the accommodation of her Majesty's representative, and the Company's new engine "The Projector" having been attached, the train, consisting of some eight or ten well filled carriages, started on the first railway excursion in the British West Indies; the excellent band of the 1st West India Regiment taking its stand in the last, third class, carriage, and playing lively airs.

The train passed at a slow pace through the suburban portions of the line, which were densely thronged on both sides with crowds of wondering citizens, who loudly cheered the novel exhibition as it passed before them. These crowds were more or less to be seen along the whole line of railway. At the embankment through the morass, beyond Hunt's Bay, generally known as "The Islands," the trains stopped, and his Excellency alighted, and walked forward with Lieut.-Col. Bruce, Mr. Smith, and the Engineer, Mr. Miller, in order to examine this difficult work. At the new bridge over the Rio Cobre, the train made a second stoppage, in order to water the engine, and arrived at the Spanish Town terminus at about half-past twelve; the speed being kept very low the whole distance, for the double purpose of allowing to the passengers a view of the works, and of preventing the possibility of accident amongst the crowd of spectators collected at both termini, as well as along the road.

At Spanish Town, the Governor descended, and proceeded to examine the stations in course of erection, and the other works and designs of the Company at that terminus. Meanwhile, the engine was adjusted to the other end of the train, and his Excellency and the other passengers having taken their seats, the train started on its return at one o'clock, reaching the Kingston Station in about 40 minutes. The speed on the return was, during a portion of the distance, considerably increased, a maximum speed of 30 miles an hour having been attained; but on nearing Kingston, the rapidity was very greatly diminished, with the same objects as those already stated. A second trip was shortly afterwards made, when a large number of other persons who had been favoured with tickets took their seats, and were similarly taken along the line and back, the return train on this occasion performing the distance (nearly 12 miles) in 25 minutes.

At a little after two o'clock, his Excellency the Governor and his distinguished party, and about 120 of the civil and military authorities, and influential gentlemen of the city, sat down to a superb *déjeuner*, provided at the expense of the Company, at the Victoria Rooms, in Duke-street. William Smith, Esq., the Resident Director, took the President's chair, being supported on his right by the Earl of Elgin, the Vice-Chancellor, Lieut.-Colonel Bush, 1st West India Regiment, and the Hon. Duncan Robertson; and on his left by Lieut.-Col. the Hon. Robert Bruce, the Attorney-General, the Hon. Thos. James Bernard, and the Hon. Alexandre Bravo; opposite to Mr. Smith, and at the same table, sat the Speaker of the Assembly, with Lieut.-Colonel Warren, Adjutant-General, on his right, and Captain Darling on his left. John Nethercole, Esq., and David Smith, Esq., the manager, acted as Vice-Presidents. Several well-timed speeches were made; and the company did not separate till a late hour.

We perceive that the spirit of Railway enterprise is rife in Jamaica: in the *Dispatch*, whence we have abridged the preceding Report, we find advertised an Atmospheric line (Pillbrow's) from Milk River to Montego Bay (Westerly.)

The idea of a Jamaica railway system was conceived in 1843 by two brothers, William Smith of Manchester, England, and David Smith of Jamaica. They formed a company, and with a working capital of £150,000, easily raised, design and construction were soon under way.

The first section of the line was from Kingston to Angels, a small village just one-half mile northwest of the Spanish Town outskirts. This section of the line, £222,250 being the completed cost, was officially opened on Friday, 21 November 1845, and gave the Jamaica Railway its first 14½ miles of track.

The opening was celebrated as a gala event, with the Earl of Elgin, then Governor of Jamaica, and many other dignitaries attending and making the first trip from Kingston to Spanish Town and return. Music was furnished by the band of the First West India Regiment.

The train was pulled by the locomotive "Projector". This locomotive and its counterpart, the "Patriot", were 2-2-2 outside cylinder, single-framed tender engines, built by Sharp Brothers of Manchester, England. These two locomotives were originally destined for usage by the Berlin-Hamburg Railway, but were delivered to Jamaica, to expedite delivery, with two replacements then constructed for the German company.

As the state of the art of locomotive construction progressed, from time to time new models were introduced on the Jamaica Railway, and older engines were modified in the Kingston shops ((2)). Finally, steam gave way to the diesel power that is presently in use.

The first section of track remained the length of the line until 18 July 1869, when it was extended from Spanish Town to Old Harbour. This extension, built at a cost of £60,000, added 10½ miles to the railway system.

ILLUSTRATION 1

Illustration 1. The 'Opening of the Jamaica Railway' as described by a reporter for the 'Illustrated London News' (31 January 1846).

In the following years, unsuccessful efforts were promoted attempting to convince the Jamaican Government to guarantee the loan required to extend track from Old Harbour to Porus. In 1877, the government purchased the railway, assuming official possession on 1 April 1879.

The government immediately consolidated its newly-acquired transportation system, repairing and maintaining the current equipment, and, thus, strengthening the railway's financial position. By 1881, £535,000 in loans were raised for two programmed line extensions. The Old Harbour to Porus extension (24½ miles) was opened on 26 February 1885. The Angels (Spanish Town) to Ewarton extension (14½ miles) was opened on 13 August 1885.

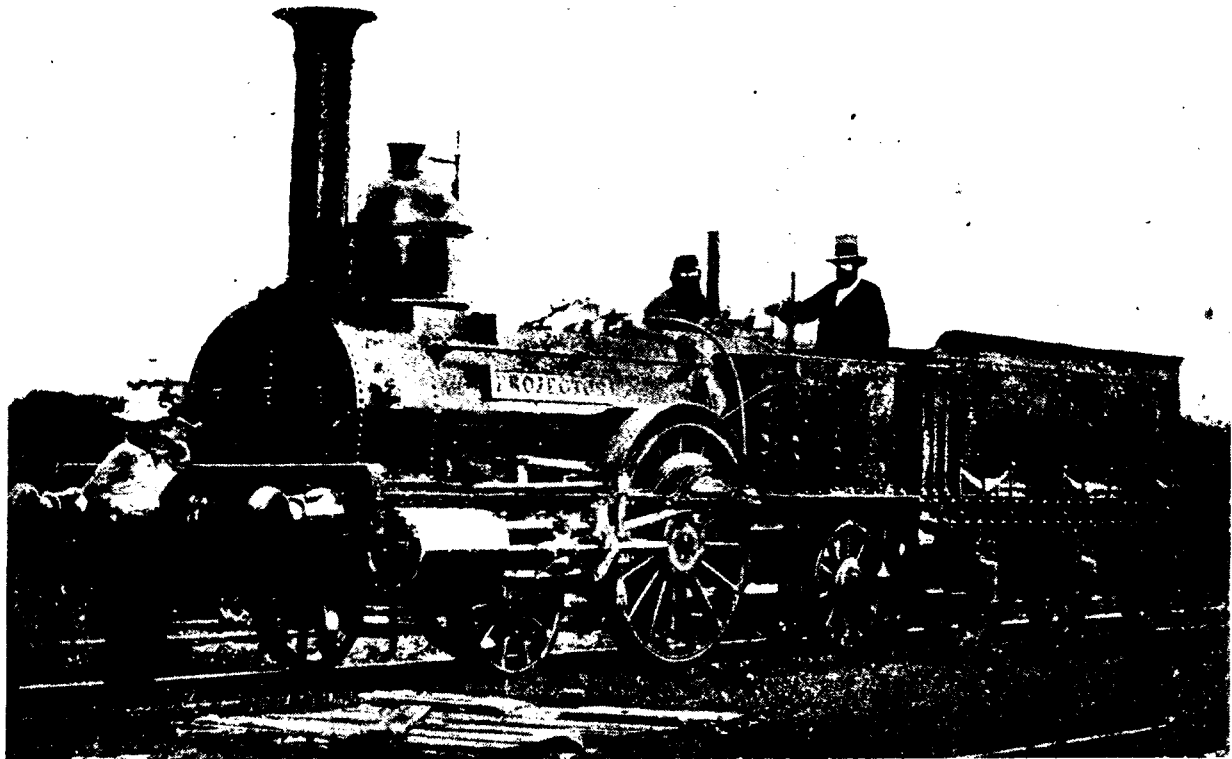


ILLUSTRATION 2

On 1 January 1890, the government sold the railway to the West Indian Improvement Co., an American syndicate. The purchase price was £800,000, £100,000 being given as cash and the balance given as four per cent Second Mortgage Bonds. A stipulation in the sales contract was that the new owners would build two proposed line extensions, Porus-Montego Bay and Bog Walk-Port Antonio, at a rate of 12½ miles per year. The new company was given the authority to raise up to £1,500,000 by the issuance of bonds.

The new American owners extended the line from Porus to Montego Bay (66 miles) in 1894. The Bog Walk to Port Antonio extension (54½ miles) was completed in 1896. However, the American owners were unable to make a financial success of the railway, and, in 1898, after they had defaulted in paying interest on the mortgage bonds, the bondholders assumed ownership. In 1900, a Supreme Court decision enabled the government to resume direct ownership.

Since the 1900 ownership of the railway by the Jamaican Government, two new line extensions were constructed; however, because of political in-fighting, the extensions were not completed

Illustration 2. The "Projector", the locomotive which pulled the first Jamaica train.

until after 13 years of government ownership. The first extension, from May Pen to Chapelton (13 miles) was opened on 10 March 1913, at a cost of £90,000. The Chapelton to Frankfield extension (10 miles), a continuation of the 1913 line to Chapelton, was opened on 16 March 1925.

During the Second World War, additional trackage was constructed to serve the U. S. Military Bases at Fort Simmonds/Vernam Field and the U.S. Navy facility at Portland Bight. These extensions (two miles) were between Old Harbour and Inverness, directly south to Port Esquivel. The spurs to Fort Simmonds/Vernam Field were taken up in the 1960's. The base had been turned over to Jamaica after the war, but by the time the Jamaican Government had decided how to utilize the land, time, and tropics, and because of looting of buildings, little was left but the real estate which was put back into agriculture. This was probably the best thing to do anyway, as this land exhibits one of the rare flat pieces on the island.

Since that time, the only further construction has been an $18\frac{3}{4}$ mile extension built by Alcoa Minerals Ltd. of Jamaica, with physical connection to the Jamaica Railway Company system to haul bauxite (aluminum ore) from their mines to a specially-constructed port. The line is leased to the railway company, with Alcoa providing the rolling stock, and the railway the motive power. With this addition, the total track mileage became 229.

Establishment of the Railway Station Posts

Just when mail began to be carried by the railway is not recorded, but it is known that in 1873 the postmaster terminated a mail contract because he found the service to be unreliable. He decided that the £200 per year costs for transporting the mail by rail would be put to better use by paying for the same service using the road system between Kingston and Spanish Town.

Mail carts were manufactured in England and sent to Jamaica for the carriage of local mails, but this type of service proved to be even more unreliable than the railway contract service.

By 1878, thought was once more given to the carrying of the local mails by the Jamaica Railway. On 1 August 1878, Postmaster F. Sullivan issued the following official notice:

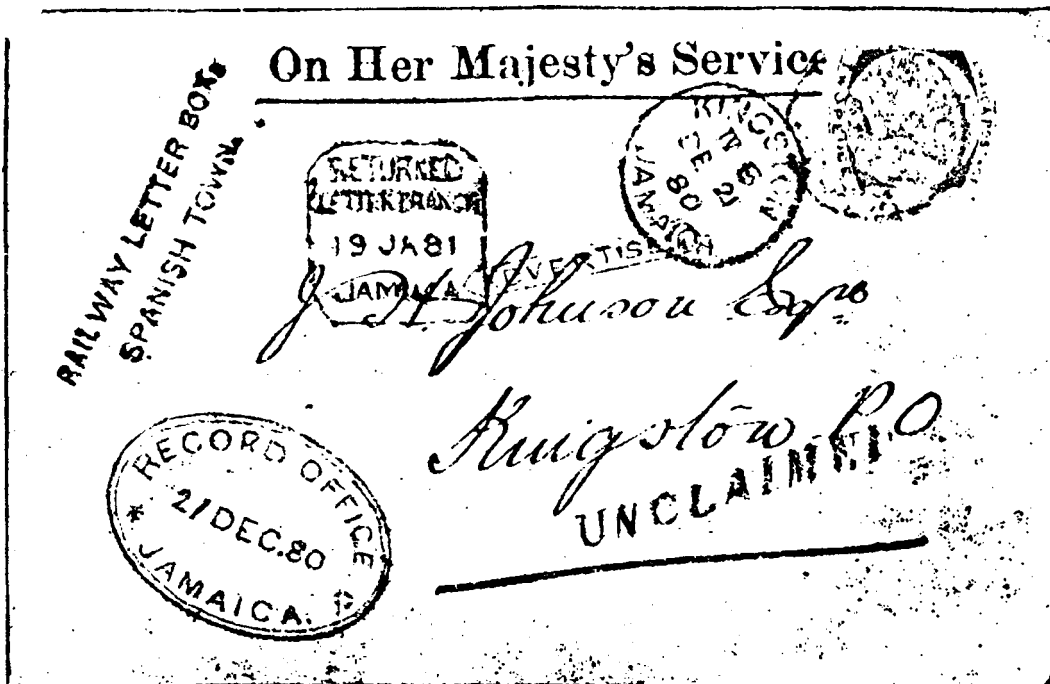
"On and after August 5th Daily Mails will be carried by Railway between Kingston and Spanish Town and Old Harbour. For the convenience of the public a Post Office Receiving Box will be placed at each Railway Station. "

Thus, by virtue of this official announcement, we are informed that railway post office receiving boxes were placed at Kingston, Spanish Town and Old Harbour stations as early as 1878. Whether this service continued between 1890 and 1900 when the American company and the bondholders operated the railway is not known.

By 1900, with resumption of government ownership, letter boxes were installed at all railway stations having passenger facilities. These railway station letter boxes were emptied ten minutes before the arrival of the scheduled train, were taken to the railway station office, and were postmarked with the special cancellation devices provided by the Jamaica Post Office. The mail was then placed on the train for delivery to its ultimate destination.

Mail posted in these boxes is readily identified, for the stamps were canceled with the station datestamps which also served (and still do!) to validate railway tickets. These have a die, covered by an inked ribbon, facing upward, the item to be stamped being placed face down a-

against the ribbon. It is then struck with a flat plate on a spring-loaded arm to make an impression of the die. Most of the stations used at least two types. Strikes generally bear dates between 1901 and 1926, and are in blue ink. Red, black, and purple strikes are also found, but are rare.



The unique example of the "Type S" railway station postmark for Spanish Town. (Col. F. F. Seifert collection)

Because of the downward trend of the economy following the excesses of the First World War, the Jamaican Government decided to curtail the luxury of railway station post offices. In most cases, these offices duplicated the services of the normal post offices of the same names and in the same towns. Effective 31 December 1924, the government withdrew the facilities for the posting of mail at the railway station receiving boxes, and the use of the special cancellations for obliterating the mails was discontinued. However, it appears that some of the station offices continued using their cancellation devices, since their usage has been recorded at some stations as late as 1945 ((3)); it should be noted, however, that all examples of the late usage of these cancellation devices are recorded as being on official mail — exceptions may exist.

The Railway Station Post Offices

Early Jamaica postal historians erred when listing the actual number of railway stations having post office facilities. L. C. C. Nicholson listed 44 different railway stations having postal facilities ((4)), as did A. N. Johnson ((5)). B. de Burca recorded 40 different railway station post offices ((6)). T. Foster created order from chaos, comprehensively listing the 41 Jamaica railway station post offices, and the types of cancelers used at these stations ((1)).

Using the Foster listing as the one being reflective of the highest degree of accuracy, we list these 41 different offices as follows:

- | | | | |
|---------|-------------|-----------|------------|
| ALBANY | ANNOTTO BAY | BALACLAVA | BUFF BAY |
| ANCHOVY | APPLETON | BOG WALK | BUSHY PARK |

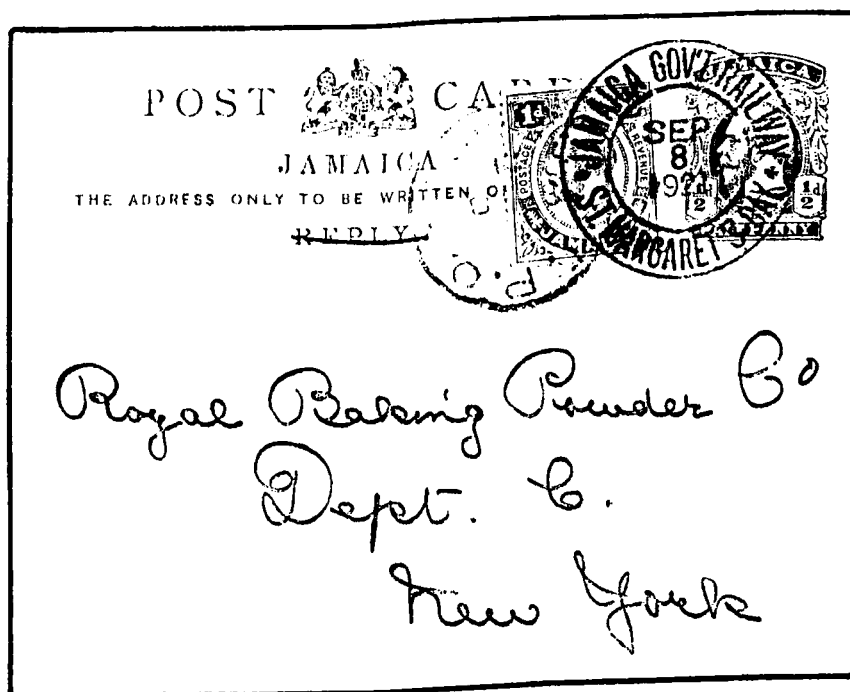
CAMBRIDGE
 CATADUPA
 CHAPELTON
 CLARENDON PARK
 DANKS
 EWARTON
 FOUR PATHS
 GRANGE LANE
 GREGORY PARK

GREEN VALE
 HARTLANDS
 HIGHGATE
 HOPE BAY
 INVERNESS
 IPSWICH
 KENDAL
 KINGSTON
 LINSTAD

MAGGOTTY
 MAY PEN
 MONTEGO BAY
 MONTPELIER
 OLD HARBOUR
 ORANGE BAY
 PORT ANTONIO
 PORUS
 RICHMOND

RIVERSDALE
 ST. MARGARET'S BAY
 SPANISH TOWN
 SUTTONS
 TROJA
 WILLIAMSFIELD

The Nicholson and Johnson listings record BERNARD LODGE, NEW WORKS and WINDSOR CASTLE SIDING as being Jamaica railway station post offices. According to the 1919 Jamaica Handbook ((7)), these three stations were merely non-postal stops, having neither postal nor telegraph facilities.



An excellent specimen of the "Type S3" railway town cancellation for St. Margaret's Bay (8 September 1921). These handstamps are seldom found struck so clearly, and original entires with these marks are very scarce. (Col. F. F. Seifert collection)

BERNARD LODGE was a stop at a sugar plantation and refinery, being located about one mile southeast of Spanish Town; this station is no longer in use. NEW WORKS is a small village approximately midway between Linstead and the track wending north-northeast towards Riversdale; it must be assumed that this entry was listed in error. WINDSOR CASTLE, incorrectly named WINDSOR CASTLE SIDING by both Nicholson and Johnson, is approximately midway between Annotto Bay and Buff Bay; this non-postal station is being used to this day. Using the same reference ((7)), STONEHEDGE SIDING on the Montego Bay line can be eliminated as a railway station post office.

Similarly, there are a number of towns serviced by the railway which did not have stations of their own, much less railway station post offices. The most prominent non-postal railway towns include the following:

ANGELS	DARLING SPRING	MARK POST	SILOAH
BEIFIELD SIDING	FRANKFIELD	MORGANS PASS	SPRING GARDEN
BRYANS BAY	GLENROY	MOUNT CAREY	TROUT HALL
BURLINGTON	GOLDEN GROVE	RAHEEN	WATER VALLEY
CAENWOOD	GROVE PLACE	RICHMOND HILL	WHIM
CROOKED RIVER	ITER BOREALE	SANDY BAY	WILTSHIRE
	KNOLLS	SEVEN RIVERS	

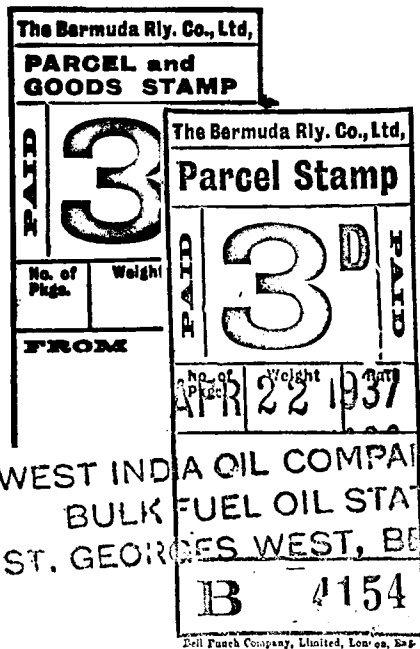
There are/were another number of small villages serviced by the Jamaica railway, but they too were strictly of the non-postal town types being discussed in this article.

(to be continued)

BERMUDA RAILWAY PARCEL STAMPS

by Lynn D. Wallace

In my collection I have two covers which were apparently sent from the West India Oil Company's bulk fuel oil storage outside the town of St. George's, Bermuda, to the company's Hamilton, Bermuda, distribution point.



One of these covers has a red Parcel Stamp (3d Paid) with serial number B4154. This stamp is dated APR 22 1937 and is tied to the envelope with a three-line originator's address reading: WEST INDIA OIL COMPANY, S. A./BULK FUEL OIL STATION/ST. GEORGES WEST, BERMUDA.

The second cover has a similar stamp, except that it is a Parcel and Goods Stamp and is No. P6910 and there is no cancellation.

From the serial numbers on these two stamps, this must have been a common way of sending papers and small parcels between railway stations. The two covers described above may have contained bills of lading and accompanied the shipments, although this may have been the easiest way for the oil company to maintain communication between its offices. The railway ran past the bulk storage facility so that envelopes could be put on any train on its way out of St. George's or received from trains headed into St. George's. On the other hand, the sub-post office was some distance away and only provided two mails a day to and from Hamilton.

The charge for this service was three times the contemporary inland postage of 1d, indicating that businesses considered the timeliness and convenience of this form of delivery well worth the 3d. Do any other members have examples of this type of mail or information about the method of operation?

More on "What Happens If I Knock Off?"

(Editor's Note — The following comments by member Russell Sibley were motivated by Byron Cameron's article "What Happens If I Knock Off?" which appeared in the June 1976 Journal. Russell is a Vice-President and Trust Officer of the Marine Midland Bank, Rochester, New York.)

I read with great interest Mr. Cameron's article on Wills, stamp collections, etc., which appeared in the June issue. We should all be much indebted to him for putting forth many good and helpful ideas, particularly the priority item of having a Will. I speak from the vantage point of 18 years as a Trust Officer, preceded by almost 10 years as a practicing attorney and would like to make one or two reactions and thoughts which deal specifically with New York State law, but which might be pursued by those living in other states. Of course, anyone living outside the United States might be bound by an entirely different set of laws and practices.

One of the most common misapprehensions deals with joint property and the possible avoidance of estate taxes by having everything so owned. There is a presumption in the federal estate tax laws (and in those of New York as well) that all of the joint property (not 50%) represents contribution by the deceased unless the survivor can satisfy the tax people that he or she did have funds or other property by way of wages, inheritance or the like which could have gone in the common pot. Note that the burden is entirely upon the survivor and not the taxing authorities and Cameron correctly states that receipts, canceled checks or copies of income tax returns with W/2's attached may be required to prove the survivor's contribution. The risk, of course, is that if the tax authorities are not satisfied, the property may be taxed twice, on the death of each owner.

The suggestion that standard printed Will forms be used in lieu of an attorney represents what used to be called a penny-wise and pound-foolish approach. I have seen too many of these Wills prepared by lay people end up in the courts for interpretation, or were thrown out altogether, because, for example, the beneficiary under the Will was also a witness, or language was used in the form which was either contradictory or not clear. The cost of untangling some of these messes far exceeds what an attorney would charge. There was a gentleman who enjoyed a brief notoriety with his Will forms and handbooks and he did well enough at it to have been able to afford a nice house on Montserrat some years ago. I can only hope that he did not follow his own advice given in his handbook.

The advice given with regard to disposition of a stamp collection is good and, at least in New York State, there is a line of cases which says that if a person owns a significant collection of stamps, coins or the like, the Will should specifically refer to that collection because the general bequest language disposing of "furniture, household furnishings and personal effects" has been held NOT to include a collection.

It is also very helpful to an executor for the collector to leave a letter of suggestions regarding his or her collection and, if it is contemplated that the collection will be sold, that letter could indicate the names of interested groups such as ours or particular dealers who might be helpful. Considerable time can be saved thereby and if a person does not live in an area where there are many qualified stamp dealers, the time required to be spent in looking for a dealer might be disproportionate to the value of the collection.

Cameron also makes a good suggestion with respect to a bequest to a charity and while I would not agree that many collections are ignored, there is no sense in running a risk. If you want a charity to have the benefit of the proceeds of the sale of your collection, or it is of estate

tax advantage to secure a deduction for this gift to a charity, you are well advised to remit the gift to a charity which is fully tax exempt under Section 501 (c) (3). Most charities with which I have dealt are anxious to comply with the wishes of the testator, and if they have specific authority to sell, will try to obtain top dollar since it is, of course, in their interest to do so. Here again, making available written instructions on where to look and to whom to turn can be very helpful.

These comments are in no way intended to detract from the excellent mind-stirring comments in the article, but I did feel it important to clarify or correct a couple of the points made.

THE EDITOR'S NOTEBOOK

Summertime in Bermuda is never a good time to take philately very seriously, and this year has been worse than usual, as there were too many distractions. First of all, we had the visit of the Tall Ships, pausing here, as many did, between the Tenerife-Bermuda and Bermuda-Newport races. Other boats, mainly larger yachts which only took part in the latter race, arrived a week or so earlier and added color to our normally colorful scene. No sooner had the Tall Ships left on 20 June than the yachts in the biennial Newport-Bermuda Race, which left Newport two days earlier, began to arrive and for the next week every berthing facility in Hamilton Harbour was filled with the pride and joy of ocean racing, dressed daily with signal flags. As the Secretary of the Royal Hamilton Amateur Dinghy Club, a part-time job I took on in March, I had a busy June, for the club accommodated a dozen large Tall Ship yachts and over forty Newport-Bermuda boats in succession.

Many of you probably saw the start of the Tall Ships Race from here. For those of us on the spot, it will remain a never-to-be-forgotten sight. There was enough wind and the sea was a bit rough away from the protection of the island. Nevertheless, local craft of every description, from large tenders and cruise boats to outboard runabouts, were out at the starting line, together with the hundred-odd contestants. The lay of the starting line to the wind direction caused the Class A (the square riggers and other large training ships) skippers to favor the end near HMS "Eskimo," the eastern marker ship, so that they clustered near her for the start. The congestion was unbelievable.

When HMS "Eskimo" fired the warning and starting guns, great clouds of smoke billowed through the rigging of the nearby square riggers. Almost concurrently, there was a collision between "Libertad" and "Juan Sebastian de Elcano," which brought down the latter's foretopmast. A second collision brought down the maintopmast of the "Gazela Primeira." These events taken together made the scene resemble a re-enactment of the Battle of Trafalgar. This is all past history now, and all that is left are the pictures taken on that day and the very attractive Tall Ships commemorative issue put out by the Bermuda Post Office.

As the Newport-Bermuda yachts were getting ready to leave, the Royal Yacht "Britannia" arrived for a week-long visit to await Queen Elizabeth and Prince Philip, who were here for a few hours on 3 July before they sailed for Philadelphia and the American Bicentennial.

There is a short breather now before the small group of local philatelists tackle the large job of staging BERMUPEX 76. This is already shaping up as a major week of philately. The Robson Lowe auction has been expanded to two days, more dealers have booked in from both sides of the Atlantic than last year, and entries are already coming in from far afield. As the BERMUPEX 76 chairman, I shall be almost too busy to prepare my own exhibit.

JACK

THE POSTAL MARKINGS OF GRENADA

by John A. Cronin and W. Danforth Walker

The following is a continuation of a series of articles upon which the authors hope to form a basis for a comprehensive handbook of Grenada's postal history. Comments as well as additional information should be sent to John A. Cronin, 35 Moors Close, Hurn, Christchurch, Dorset BH23 6AL, England, or to W. Danforth Walker, 4401 Lee Highway, Apt. 71, Arlington, Virginia 22207, U.S.A.

CHAPTER X

SHIP LETTER AND PAQUEBOT MARKS



SL 1
40 x 27 mm
capital letters 5 mm high
lower case letters 4 mm high

EKD 2 FE 1804

LKD 26 JY 1815

No known usage between 2 FE 1804
and 15 AP 1815.

GRENADA
SHIP LETTER

SL 2
GRENADA 30 x 4.5 mm
SHIP LETTER 38.5 x 4.5 mm
Sent out 27 AU 1841

SL 1 and SL 2 were applied at the St. George's, Grenada, post office to letters using private ships rather than the government packet. The only known example of SL 2 is on an undated cover to the Colonial Bank, Grenada.

All known examples of SL 3 have SHIP LETTER cut out and CARRIACOU used as a handstamp, as discussed in Chapter 1. If properly used, it would be the same as SL 1 from Hillsborough, Carriacou, post office.

CARRIACOU
SHIP LETTER

SL 3
CARRIACOU 33 x 4.5 mm
SHIP LETTER 39 x 4.5 mm
Sent out 27 AU 1841



SL 4
25 mm diameter
letters 3 mm high
EKD 3 DE 1904
LKD 24 AP 1905

PAQUEBOT

SL 5
31 x 6 mm
Sent out 4 AU 1899
EKD 7 AP 05
LKD 15 AU 56

Four examples of SL 4 have been recorded. Three examples are on loose Grenada 1892 Pos-

tage Due stamps, and one example appears as a transit strike on a Kingston, St. Vincent, post card to Grenada.

SL5 was applied to mail posted on board a ship which was en route to Grenada or docked at St. George's, Grenada.

CHAPTER XI

RED CROSS AND BELGIAN RELIEF LABELS

The Red Cross and Belgian Relief labels are only known used as seals. They were applied to covers to indicate that the person posting the cover was a contributor to one of these charities.

In Trinidad, a label similar to the Grenada Red Cross label was officially authorized for use as a ½d postage stamp on Red Cross letters for one day only, 18 September 1914. Any information concerning the use in Grenada of the Red Cross or Belgian Relief labels as postage stamps would be greatly appreciated.



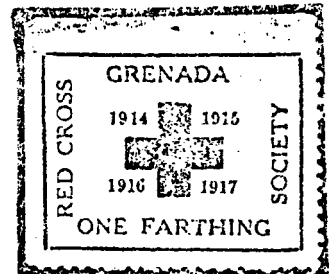
RX 1

EKD 12 NO 15
LKD 21 JA 20



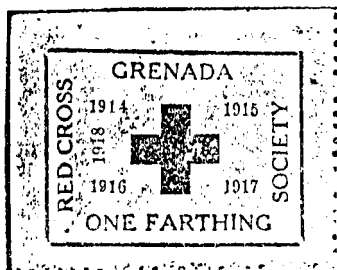
RX 2

EKD 22 JU 18
LKD 5 OC 18



RX 3

EKD 17 JY 17*
LKD 9 JA 18



RX 4

EKD
LKD 27 AU 20



BELGIAN RELIEF LABEL

Color red orange
48 x 53 mm whole stamp
43 x 48 mm central design

EKD 6 MR 1915
LKD 26 NO 1915

*Concerning the EKD for RX 3, two labels off cover are known with a Grenville postmark, one dated 17 JY 16 and the second has the same date with a second year date of '17' which we assume is the correct year.

It is reputed that the Belgian Relief label was used to raise funds to aid Belgian refugees who fled to the West Indies because of floods and the ravages of World War I.

Two printings of the Belgian Relief label are known, the first on white paper in 1915, and the second on buff paper which is thought to have been printed in 1916. The perforation of the Belgian Relief label is 11.7 intermediate to rough. All known labels have at least one side imperforate.

CHAPTER XII

MISCELLANEOUS MARKINGS

MIS 1 was apparently used when books and other printed matter were sent at the special book post reduced postage rate.

MIS 2 was applied on covers received before postal business had finished for the day, but after the appropriate out-going mail had closed.

PER BOOK POST.

MIS 1

40 x 3 mm
EKD 20 JA 1883
LKD 5 MR 1887

TOO LATE

MIS 2

<u>POST OFFICE</u>	<u>SIZE</u>	<u>EKD</u>	<u>LKD</u>
G. P. O.	38 x 6	11 MR 1892	
"	37 x 6*	31 MY 1917	2 AU 1945
Gouyave	37 x 5.5	22 DE 1897	
Sauteurs	37 x 5.5	9 FE 1965	
Carriacou	37 x 6	12 AU 1965	

* Sent out 15 NO 1902

LATE FEE

MIS 3

40 x 5 mm
EKD 22 FE 1894
LKD 18 DE 1914

SECOND POSTMAN

MIS 4

38.5 x 9 mm box
Only seen once*

A LATE FEE (MIS 3) is paid if mail is posted after the official closing time and the sender wants his cover carried on the departing mail boat.

*MIS 4 has been seen only once on a local post card dated 30 DE 1922 from Gouyave to St. George's. We assume that the handstamp was applied at St. George's with the reason for use unknown.

UNCLAIMED

MIS 5

<u>POST OFFICE</u>	<u>SIZE</u>	<u>EKD</u>	<u>LKD</u>	<u>COMMENTS</u>
G. P. O.	40 x 5	26 JU 61		
"	50 x 4	27 OC 61		
"	46 x 5	? FE 67		
GPO/Sauteurs	27 x 2	8 JY 53	14 JA 64	

GPO/Grenville	27 x 2	8 JY 53	
Grenville	49 x 5.5	23 SP 30	
"	41 x 5	4 FE 52	
St. David's	46 x 5	4 AP 63	Possibly sent out on 13 DE 1893?
Hermitage	41 x 5	11 JY 61	
Snug Corner	50 x 6	8 MR 63	Possibly sent out on 13 DE 1893?
Union	30 x 4	11 MY 51	

UNCLAIMED handstamps are applied to covers not claimed by the addressee.



MIS 6

40 x 12.5 mm

MIS 6 was used on Grenada postage due stamps to indicate that the postage due fee is not collectable. It is only known in red except for a strike on a cover to Union dated 5 DE 1958, but this strike is thought to be by favor and does not appear with a postage due stamp.

EKD 23 SP 30

LKD 1½d postage due of 1921-22

RETOUR

MIS 7

<u>POST OFFICE</u>	<u>SIZE</u>	<u>EKD</u>	<u>LKD</u>	<u>COMMENTS</u>
G. P. O.	28 x 4	28 JY 51	22 NO 52	Only known in purple
"	22 x 7	23 SP 30		Only known in red
"	71 x 15	4 AP 63	29 FE 66	
Grenville	28 x 4	3 NO 52		In blue - possibly GPO?
Sauteurs	71 x 15	18 JY 61	17 FE 62	
St. David's	71 x 15	14 FE 66		
Hermitage	28 x 4	11 JY 61		Possibly GPO?

The handstamp RETOUR (MIS 7) is applied to a cover when the cover should be returned to the sender because it is unclaimed or undeliverable to the addressee.

REBUTS

Non-Réclamé (not claimed)



MIS 8

21.5 x 6.5 mm

Assumed same meaning as MIS 7.

EKD 23 SP 30*

LKD

* in red

MIS 9

49 mm long

Not claimed by addressee.

EKD 23 SP 30*

LKD

* in red

MIS 10

53 x 32 mm

The authors have no information on the Windward Island Garrison.

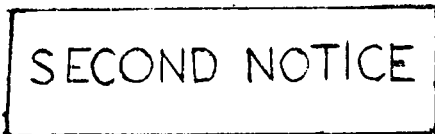
Recorded on two covers, both dated 2 DEC 1944.

**Insufficiently Paid for
transmission "BY AIR"**

MIS 11

52 mm long
3.5 mm high - upper case
2 mm high - lower case

Noted once on a cover posted at Carriacou
16 JY 46 and backstamped GPO 17 JY 46.

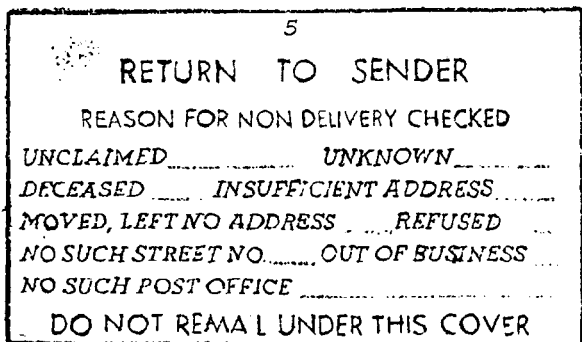


MIS 13

57 x 17 mm

Second notice that a registered cover is being held at the post office.

EKD 9 OC 65
LKD

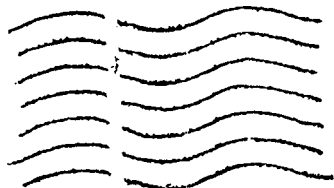


MIS 15

77 x 44 mm - box

EKD 8 JY 71*
LKD 13 DE 71*

* Dates of arrival at G. P. O. Grenada.



MIS 17

40 x 21 mm

A machine obliteration used with a
21 mm machine CDS type P. O. 21.

EKD 11 AU 59
LKD 13 AP 60

**NOT CALLED FOR
NON RECLAME**

MIS 12

42 x 3 mm - top
34 x 3 mm - bottom

EKD 5 MY 56
LKD

**INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR**

MIS 14

45.5 x 2 mm - top
37 x 2 mm - bottom

EKD 11 JY 70
LKD X

**POSTAGE
PAID**

MIS 16

27 x 7.5 mm - top
14.5 x 7.5 mm - bottom

Used on bulk mailings where
sender pays postage in cash.

EKD 13 NO 70
LKDX

**VIA AIR MAIL
PAR AVION**

MIS 18

43.5 x 3.5 mm - top
36 x 3.5 mm - bottom

A post office handstamp to indicate
that a cover is an air mail cover.

EKD 19 DE 46
LKD 24 AU 60

BCPSG - Tortola Covers Available

His excellency, Governor Walter W. Wallace of the British Virgin Islands, has been contacted to officially open the convention of the British Caribbean Philatelic Study Group when it convenes on 22 October on Tortola, advises BVI Postmaster Ted Fahie.

Fahie adds that the five members of the BVI Stamp Advisory Committee will also be in attendance, as well as other dignitaries of the BVI Government.

Jay Fredrick will be presenting his outstanding collection of the Postal History of the BVI from the earliest stampless cover markings through the KGV era. His display will impress the BVI officials themselves, we're sure. Arrangements are being made to have Jay's material on display in a central Road Town location for the entire population to view.

The exhibition portion of the BCPSG convention has been dubbed TORTOPEX, and Postmaster Fahie is contacting other BWI postal administrations to furnish philatelic material for display.

A special "cancellation cachet" will be supplied by the BVI Post Office and will picture an inter-island sailing schooner, the BCPSG inscription, date, and "TORTOPEX." Members wishing to receive the special covers should order them IMMEDIATELY from Secretary W. Danforth Walker, 4401 Lee Highway, Apt. 71, Arlington, VA 22207. There will be a limit of five covers per written request. For each cover ordered, kindly forward a self-addressed envelope and the equivalent of 50¢ U.S. in unused U.S., U.K., or Canadian postage stamps. The covers will be air mailed directly from Tortola.

Details concerning the availability of the covers arrived at the Journal editorial office quite late, therefore, members must act on this as soon as possible. Dan Walker is leaving for Tortola on 20 October, so your requests must reach him by that date.

1976 BCPSG AUCTION UPDATE ----

The 1976 BCPSG Auction will take place on Tortola during the meeting there 22-25 October. The auction list appeared in two parts in the June and August issues of BCPJ. If you have not submitted your bids as yet, Secretary Dan Walker, 4401 Lee Highway, Apt. 71, Arlington, VA 22207, USA, will accept them until he leaves for the BVI on 20 October. He will hand carry any late bids received by that date.

ST. VINCENT NEWS AND NOTES ----

Certain values of the Fish and Sea Mammal definitive set of St. Vincent have been reprinted due to diminishing stocks. The reprinted values, 4¢, 10¢, 20¢, \$1, and \$2.50, were released on 12 July, as were the following values of the Grenadines of St. Vincent Shells and Molluscs definitive series -- 4¢, 5¢, 6¢, 8¢, 10¢, 20¢ 35¢, 50¢, and \$1.

In all cases, the reprints bear the indicator "1976" just below the stamps' designs, while the original prints of St. Vincent read "1975" and those of the Grenadines bear no date indicator.

A limited quantity of the 45¢ Hummingbird and Hibiscus issue of 20 May (see June BCPJ New Issues) has been found with the CA Spiral watermark in upright position whereas the entire printing was thought to have been on CA Spiral watermark inverted paper. The St. Vincent Philatelic Services, GPO, Kingstown, is filling orders for this "upright" watermark version on a first-come basis. Hurry for this one if you need it.

ST. LUCIA NEWS

by Geoff Ritchie

The following notes are somewhat disconnected, but they contain new information that was obtained in the island during my recent visit, or subsequently from Guy Kilburn. They should be read in conjunction with Parts 1 through 5 of the "Posts of St. Lucia" which has been appearing in the BCPJ in serialized form from time to time since August 1974.

1. Recently, I acquired a QV Die II 3d stamp with what appears to be a hitherto unknown type of A11 cancellation (Figure 1). This is wider than the normal obliterator, the latter being listed as Type C1 in the August 1974 Journal (p. 65). As stated there, two varieties of this cancellation are known to exist. These were sent out from London on the 14th and 28th of April 1858 respectively, and in the earlier strike the two 1's are about 1 mm wider apart than in the second cancellation. The strikes of these shown in Figure 2 are taken from photostats of pages in the London Proof Book, which were sent to me by Dan Walker. There seems to be no reason why the new type should be a fake, and reports of other strikes would be welcome, particularly if on dated cover.



Fig. 1 New type

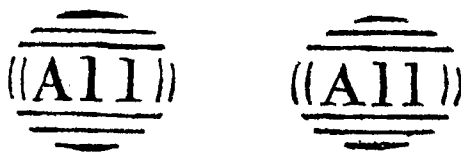


Fig. 2 The two types of C1

2. A new canceling machine has been installed in the GPO, Castries, but strikes from this seem quite elusive. The need for a second machine is not clear, but my theory is that the original machine, which, although put into use about 1957 and certainly not used continuously, gave so much trouble that a new one was ordered. In the meantime, however, it was put into good working order, and, as a result, the new one has been little used. For example, during November 1975 only one of the many items sent or seen by myself was canceled by it. The impressions are quite different, the new lettering being more condensed (e.g., Castries measures 13½ mm instead of 16 mm) and the new lines are thicker (MC5).



Machine cancellation MC5

EDK: 14.10.75 LDK: 24.11.75

3. The time is often omitted from the Castries datestamps. This applies to both machines where it is replaced by a centrally situated line, and to handstamps C22 and C32d, where a replacement short thick bar can be found centrally or to either side, but usually to the left.

4. The registration handstamp S4 of Castries is now known originally to have had a downstroke after the R. The illustration SA represents the original state of this item, which fairly

rapidly degenerated into the worn type found on letters from 1929 to approximately 1934. Guy Kilburn first found a letter of 4.10.28 with a strike showing the down-stroke, and, subsequently, I have found another dated 25.2.28. Type SA should thus be renumbered S4, and the worn variety becomes S4a. My opinion is that the change was due to use for a short time with the black ink meant for metal stamps, which has a deleterious effect on rubber.

Castries is now using a new dark blue registration label (L16), printed by a somewhat similar process to L15 but with sharp corners, a six-digit number and a full stop after ST. The earliest copy seen was used on 18.1.76. Similarly, Vieux Fort is currently using labels similar to L15 of Castries, but inscribed ST LUCIA (VIEUX FORT) in two lines.

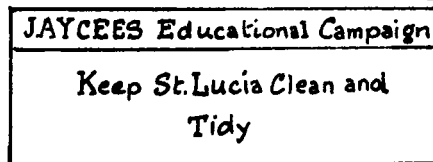
5. In the February 1975 Journal (p. 8) it was stated that the status of some of the original district offices would be checked. According to Mr. Henry, Deputy Postmaster, the distinction between district and sub-offices lies in the types of business they can transact, and the present district offices are: MARCHAND (in Castries), DENNERY, MICOUD, VIEUX FORT, SOUFRIERE and ANSE LA RAYE. Thus Gros Islet, Laborie, Choiseul, and Canaries are now merely sub-offices. With the exception of Micoud, the district offices use blue registration labels (those used by Marchand are, in fact, inscribed CASTRIES and supplied from the GPO stock).

6. A new sub-post office was opened at Balata, three to four miles east of Castries, on 4 May 1976. The date stamp shows the letters "S. P. O." incorporated into the canceler for the first time.

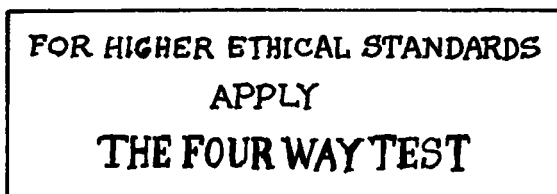


Another sub-office additional to the list in the February 1975 Journal is Aux-Lyons, opened in the latter part of 1975. According to Mr. Henry, this datestamp was wrongly spelled when received from London (Au Leon, as on the map?), and it was returned for alteration. This raises the whole question of how certain St. Lucia place names should be spelled. For example, with Fond(s) St. Jacques, Desruisseau(x) and Fond d'Assau or Assor (Assau) there is a discrepancy between the spelling on the map and that on the datestamp. As most of the names are French of nearly 200 years ago and the "patois" spoken today is not a written language, it would appear that the spellings are largely phonetic. In the words of the same official "Who is to say how they should be spelled!"

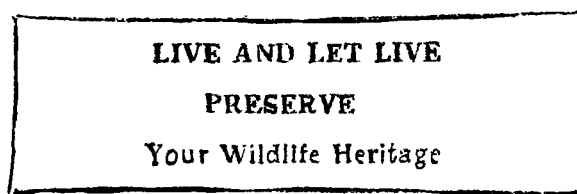
7. Three 'officially approved cachets' can be added to the list given in the October 1975 Jour-



23. April 1975



24. March 1976* (see following Ed. Note)



25. May 1976

nal, (pp.148-50). These are shown as numbers 23-25. According to Guy Kilburn, the text of

number 24 is from some motto of the local Rotary Club. (Ed. Note - this would answer Tom Giraldi's question in the August 1976 Journal under "Bits & Pieces" (p.122). Tom had an example dated 25 February 1976 so would pre-date Geoff's March example.) Number 25 was brought into use, for obvious reasons, with the new definitive series of stamps showing birds, which, incidentally, was issued locally on 17 May 1976.

8. Some postal rates have recently been increased. The main changes are — local mail has been doubled to 4¢ unsealed and 10¢ sealed; to most other Caribbean territories it is now 20¢; air postcards and aerograms to the UK are now 30¢. It is only a short time since local unsealed letters were raised from 1¢ to 2¢, when, in order to reduce the large stock of 1¢ stamps remaining and for which there was now no real use, the 2¢ stamp was taken off sale at the GPO. In spite of this, $\frac{1}{2}$ ¢ (!) and 1¢ stamps were included in the American Bicentennial set.

9. For a short time in November 1975, postage dues were canceled by means of a ball point pen. This was due to the counter girl having been insufficiently briefed. When this was discovered, she thereafter "borrowed" the oval registered cancellation which was, of course, normal practice at one time.

Leeward Island Update

by Charles Ricksecker

A trip within the past year took me to Antigua, Montserrat, St. Kitts, and Nevis. The following account is a summary of various postal markings and other items of philatelic interest encountered on my travels.

At the Antigua GPO, the four windows which were open each employed matching CDS's and boxed registry handstamps with the respective coded identification letters A, B, C, and D. A fifth matching pair, with code letter E, is employed when the fifth window is open.

Although none of the village sub-post offices had new CDS's, each has been supplied with new boxed registry handstamps, which read SUB POST OFFICE/(name).

Similarly, the two branch post offices of Barbuda and All Saints have also been supplied with new registry handstamps. The handstamp from Barbuda, which is in the same format as above, reads BRANCH OFFICE/BARBUDA, while that from All Saints, the only one applied in purple ink, is in a different format, and reads BRANCH OFFICE/All Saints. The name of the village on this latter mark is not in block capital letters like the rest, and the shape of the "R" to the left is noticeably different. A 1974 cover from All Saints, courtesy of Tom Giraldi, shows an example of an All Saints registry handstamp reading SUB POST OFFICE/ALL SAINTS which matches the format of the others.

A new sub-post office is in operation at Coolidge International Airport, but it does not possess its own distinctive postmarking equipment. Although selling stamps over-the-counter, the clerk explained that their primary function was to act as a depository for the bags of incoming and outgoing air mail. A cover, which was posted at the drop slot, returned with an ordinary St. John's machine cancel.

At Montserrat, the GPO is using CDS's with code letters A, *, C, and D. None of the village postmarks have changed. All post offices in Montserrat use the same registry labels, which currently are simply inscribed "Montserrat." The shamrock Postage Paid canceler has been replaced by several automatic meter machines, which are now authorized and in operation by

the licensees. The GPO, however, is still using an oval rubber handstamp which has been noted on parcel post and official GPO correspondence.

A postal drop slot has finally been installed at Blackburn Airport, Montserrat.

At the St. Kitts GPO, examples were obtained of all the spare CDS's in their possession which are inscribed with the village names of the SPO's on St. Kitts. All CDS's inscribed BASSE-TERRE are in current use, and six such were counted. Two additional CDS's were noted inscribed G. P. O. /REGISTERED. No spares were uncovered of any CDS for Nevis or Anguilla.

The GPO also erroneously stated that none of the Statehood TRD's are in current use. Although this may be quite true for St. Kitts, such was definitely not the case in Nevis.

Recent covers from Dieppe Bay, Old Road, and Sandy Point were each canceled with steel CDS's, while the most recent registered cover from Cayon was uncanceled with only a rapidly deteriorating boxed registry handstamp in black.

The SPO at Cayon is now located in a new government building some distance down the road from its former location. It is to be presumed that the pleasant elderly lady who used to run the Cayon SPO from her living room over a cup of tea has died, for her house is now boarded up. Because of the holidays, a closer inquiry could not be made.

On Nevis, both post offices still have their Statehood TRD's, although the one at Gingerland is deteriorating. The Charlestown postmistress insisted that she only has one Statehood TRD, although evidence from covers seems to indicate the existence of two. She provided examples of one Charlestown Statehood TRD and four steel double-ring CDS's all inscribed CHARLESTOWN. Two of the steel CDS's have seen heavy use and show evidence of damage to the outer rings. She also noted that she has a spare CDS inscribed GINGERLAND.

At Gingerland, the postmistress provided examples of that office's Statehood TRD and steel CDS. At the time of my visit, the date in her Statehood TRD read May 1975, but after dusting off the device a bit, she proceeded to cancel the entire day's mail, all 20 pieces, with the Statehood TRD with current date 31 DEC 1975.

Both postmistresses further explained that the Statehood TRD's were originally resurrected in 1974 because the "74" year date slugs for the steel CDS's had not arrived. This explanation agrees with the theories expressed in a previous article (October 1974 BCPJ), in which it was noted that, in order to conform with postal regulations which stipulate that the year date must be clearly expressed on all registered letters, the TRD's had to be employed in the interim, for only those devices carried the necessary "74" year date. Technically speaking, the TRD's no longer serve this function, for the steel CDS's now carry the correct year date slugs.

However, although all TRD's on St. Kitts were again withdrawn from use on the arrival of the "74" year date slugs for the steel CDS's, neither postmistress on Nevis saw any harm in using the TRD's to cancel any type of mail, registered or otherwise, even after this stipulated time period.

The Charlestown postmistress is supplied with black, blue-black, blue, and purple ink pads, and on the day of my visit chose the latter color when providing examples of her TRD on covers presented to her. On other occasions, she has used blue-black, and blue, but, wisely, does not use black ink. The Gingerland postmistress only has black ink.

Both postmistresses further noted that they had received numerous overseas requests for covers bearing examples of their TRD's.

As for postal stationery, Antigua has a new 25¢ registered envelope (size G) and a new 10¢ air letter sheet (with a blue "stamp" of the same design as the 10¢ coil), in addition to the old 15¢ registered envelopes in several sizes and the old 15¢ plus 5¢ surcharged ALS, with the map design, which has now gone through several surcharge printings.

Montserrat has no postal stationery on current sale whatsoever, and has not had any for many years, current offerings in New York of certain postal stationery items inscribed "Montserrat" to the contrary notwithstanding.

The current postal stationery of St. Kitts-Nevis was described in the December 1975 BCPJ.

The definitive issue of postage stamps of all three territories are fairly hopeless to try and explain, for they each had an awful mix-match of various printings on sale. However, the most interesting encounter occurred on Antigua, where the 5¢ definitive (for the local rate) was sold out. Since no commemoratives were available in this denomination, the 5¢ coil machine was taped over, and one of the four clerks sparingly rationed out the meager supply by peeling them off the coil roll one at a time upon presentation of a local letter. The ensuing disgust on everyone's part is unprintable in proper English, but suffice it to say that the country people of the West Indies have an uncanny knack for clever expressions in as loud a voice as possible, to the point where an outsider might have assumed that the clerks were selling fish rather than stamps.

It was comforting to note, however, that if one had a letter for continental Europe, Africa or Asia, there were three different 75¢ denominations on sale from which one could choose. Also, if one wished to register said letter, there were several different \$1 denominations available. It is unfortunate that such a situation must exist, for one can only conclude that it is the peculiar way that the New York corporation which handles Antigua's overseas philatelic sales sees fit to extend thanks for enjoying the privilege. Exact duplicate experiences have been encountered during the Christmas season at the GPO's in both Dominica and Grenada during the last several years.

Furthermore, unless one was ordering first day covers or commemoratives, the Philatelic Sales window at the Antigua GPO was abysmal. The clerk at that window not only had no knowledge of the various definitive printings, but, upon opening her supply book, was found to have only two different denominations in stock. She had no postal stationery whatsoever. Fortunately, I was able to obtain what I needed from two of the regular windows instead, thanks to the extreme courtesy of the two very adept clerks involved.

A memorable quotation was collected from the other end of the GPO, where one of the hapless clerks was licking stamps being applied to some new set of first day covers. When queried as to whether Antigua has yet authorized the use of meter machines, she replied, in mid-lick and with eyes bulging with despair, "No, but I certainly wish that we did!"

On the contrary, at the GPO in Montserrat, all was calm. All the definitive denominations were on sale, albeit in a variety of printings. No surcharged varieties could be found. In this instance, Jeweline Roberts, the Philatelic Sales clerk, extended every courtesy. The only fault to be noted was that no postal rate sheet was on public display, and none could be obtained over the counter, leaving the customer completely in the dark as to current postal rates.

At the GPO St. Kitts, the stamp situation was desperate, with the $\frac{1}{2}$ ¢, 1¢, 2¢, 3¢, 4¢ and 25¢ definitive denominations being unavailable over the counter, the latter two being temporarily replaced by the current commemorative set. Actually, none of the denominations were sold out and all were freely available at the Charlestown post office. It was later explained to me that the GPO was guarding a limited supply of these lower denomination definitives, thus preventing anyone from buying them out and provoking a real shortage, pending the release of a new definitive series later in 1976. This new series was originally slated for 1975, but no reason was advanced for the hold up. It can be speculated that, given the final settlement of the Anguilla question, the new stamps cannot be released until the territory changes its official designation from State of St. Christopher-Nevis-Anguilla to State of St. Christopher-Nevis.

As a sign of the changing times, Valley Air Service of Anguilla is again providing direct flights between St. Kitts and Anguilla. As to postal rates, both governments still only charge the local rate on letters posted between the two, and, as could be noted from the mail bags being placed on board, Valley Air Service holds the mail contract. Since I flew on this airline, I was also intrigued to observe several fellow passengers carefully switch from using their Anguilla passports to their St. Christopher-Nevis passports, depending upon which authority was involved. As part of the over-all reconciliation, no one seemed to note any discrepancy.

As for the mail service between St. Kitts and Nevis, the mail bags were noted being placed on board the government-owned M. V. "Liamuiga," the vessel currently providing twice-daily passenger and cargo ferry service between the two islands.

Politically, both the governments of Antigua and St. Kitts-Nevis intend to seek full independence within the next year.

Gibraltar Camp Comment

by Thomas Foster

In the October 1975 issue of BCPJ (page 140), a small item appeared concerning WWII covers bearing Gibraltar postage stamps and GIBRALTAR CAMP, JAMAICA, cancellations. I would like to offer the following clarification of this situation.

When the Gibraltar Camp was formed in Jamaica, the post office serving the camp was initiated at the same time and full postal services were always in evidence. I have never heard of, nor seen, any such cover as Dr. Radnofsky describes (October 1975 BCPJ), and regard it as very doubtful! The Jamaica Post Office has always been extremely jealous of its efficiency and, as many readers are no doubt aware, stopped the US Army from using US stamps in the island for a long time during World War II. In any case, as full postal facilities were available to the camp inmates, there would certainly be no need to use Gibraltar stamps!

What Dr. Radnofsky may be referring to, and which I have seen and can confirm exist, are letters from Gibraltar to Gibraltar Camp, Jamaica, bearing quite naturally Gibraltar stamps. As was the normal practice in Jamaica at that time, such letters bear the receiving datestamp of the Gibraltar Camp Post Office and sometimes the circular black TRD-like handstamp of the Camp Headquarters, which administered the camp as a military unit.

I would be interested in seeing a photostat of any cover which cannot be explained by the above.

Membership Information

NEW MEMBERS:

All applicants listed in the August 1976 Journal have been admitted into membership.

NEW APPLICANTS:

BARNSTONE, Howard, 1303 Vassar Pl 5, Houston, TX 77006. Architect. Collects British Honduras. By Elkin M. Adelson

BENDON, James, PO Box 673, London SW13 0EJ, England. Philatelist and postal historian. Entire world to 1920. By J.L. Fredrick

NATHANSON, Hyman Michael, 4th Floor, Harmain House, PO Box 10509, Johannesburg 2000, South Africa. Attorney, Managing Director. Britannia types of Barbados and Trinidad. By Charles E. Cwiakala

NESTOR, Joseph M., 3260 Perry Ave., Bronx, NY 10467. Mechanical engineer. British America — used, etc. By Thomas J. Chara

NIXON, J. Edward, 255 Cortleigh Blvd., Toronto, M5N 1P8, Canada. Actuary. Specialized Bermuda, only pre-1900. By Elkin M. Adelson

NYE, David E., 9380 M-38, Frankenmuth, MI 48734. Spanish and history teacher. BWI and Latin America. By Fred F. Seifert

PARTRIDGE, Ronald Fredrick, "Eagle House," Tingewick, Buckingham, MK18 4NN, England. Retired. Grenada postmarks. By W. Danforth Walker

RICHTER, Robert C., Jr., 7718 Bellfort, Houston, TX 77061. Lawyer. British Honduras, 1888-91 prov. By W. Danforth Walker

RUDES, Kathy (Mrs), 2920 E. Park Pl., Milwaukee, WI 53211. Children's librarian. Barbados, Trinidad, St. Kitts. By Charles E. Cwiakala

SINGH, Donald R., 25 Brockwell Park Gardens, London SE24 9BL, England. Student. Grenada stamps. By Charles E. Cwiakala

ULRICH, George H., Jr., 311 Algonquin Rd., Franklin Lakes, NJ 07417. Retired. Specializes in Bermuda, India and States, Ceylon, Pakistan, Br. Asia, Lundy Is. locals; semi-specializes in Antigua, Dominica, and British America to 1972. By C. Kilbourne Bump

REINSTATE:

HELLINGS, Michael B.

DECEASED:

HART, Ralph A. (see page 166)

CHANGE OF ADDRESS:

ADAMS, Alfred B. III, 128 Vidal Blvd., Decatur, GA 30030.

BRASSLER, Norman, Buck Hill Falls, PA 18323.

BROOKS, Rev. Peter, 35 Carr Rd., Nelson, Lancs., BB9 7JS, England.

BUCHANAN, Warren D., 728 Hope St., Stamford, CT 06907.

CAWSTON, Basil G.W., 560A Bahia Circle, Silver Springs Shores, Ocala, FL, 32670.

CHENEY, Dr. Clark A., Exec. Enterprises Bldg., 236 S. Fraley Blvd., Dumfries, VA 22026.

MANDOS, Joseph, 83 Jeteemale Dr., Beach Haven -West, Manahawkin, NJ 08050.

MANN, Sy, 2030 West Country Club Dr., N. Miami Beach, FL 33180.

ZEHEITNER, Werner, PO Box 548, Montreal, Que., H4V 2Z2, Canada.

ZEMAITIS, Leonard B., 696 Maryland Ave., York, PA 17404.

BITS & PIECES from HERE & THERE

ANTIGUA - Bill Cornell has learned from Gil Holmes that Antigua has begun to use meter stamps, with No. 001 used by Barclays Bank and 002 by the Royal Bank of Canada.

Since the publication of the Antigua censor markings section of the Antigua Monograph in the August 1976 Journal, the following new information has come to light:

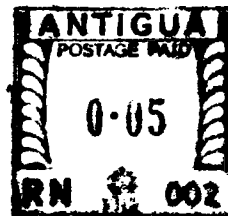
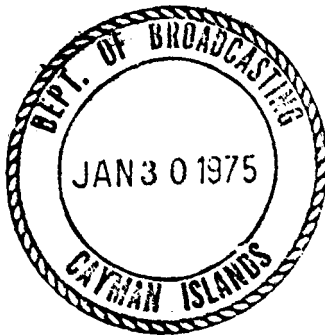
Bill Cornell has a cover with the Figure 16 censor mark, with central number 019, used at APO 855 on 5 September 1944. Accordingly, the 13 January 1943 date in the third line of the second paragraph on page 111 should be changed to 5 September 1944.

In addition to numbers 000, 006, 012, and 015, APO 806 used the Figure 16 mark with number 007 and, as noted above, APO 855 used 019. The third paragraph on page 111 should be revised accordingly. (Number 016 appeared at both APO's, as stated.)

The fourth paragraph on page 111 should be modified to read as follows —

"A circular censoring device (Figure 17), carrying a central code number 0109, was also used at APO 855. The EDK AND LDK of this mark are unknown, as are the other APO's, if any, where this type of mark may have been employed. However, Fred Seifert has the Figure 17 mark on a cover from APO 855 dated 6 May 1944, and George Bowman has the mark on a cover postmarked ? June 1945."

Finally, Cornell advises that he owns a cover with the Figure 18 handstamp dated 11 July 1942. Thus, the 6 May 1942 date in the first line of the last paragraph on page 112 should be so revised.



BAHAMAS - The slogan BAHAMAS THE COUNTRY/OF 700 ISLANDS SENDS/BICENTENNIAL GREETINGS/TO THE U. S. A. was reported in the June 1976 BCPJ. Joe Lleida advises that on 14 July all local mail was canceled with the slogan portion of the marking upside down.

BERMUDA - On 1 July 1976, the machine canceler with the slogan COME TO BERMUDA/THE ISLES OF BEAUTY on the right had the HAMILTON/BERMUDA datestamp inserted upside down for the 10:30 a. m. mail.

BRITISH HONDURAS - Eric King reports that he has a British Honduras S.G. #122 which has the right half of the BRITISH EMPIRE/EXHIBITION 1924 with the wavy lines and lion machine cancel (see February 1976 BCPJ, page 27), indicating that this slogan was also used by the colony.

Eric also reports that the Independence Post Office, which continued to use the British Honduras CDS after the name change to Belize, had the datestamp removed late in April 1976. Until

a new INDEPENDENCE, BELIZE, CDS is obtained, the mail carries the BELIZE city frank.

CAYMAN ISLANDS - On a recent trip to the Caymans, Peter McCann purchased several air letter sheets at the GPO, only to find that one of them has the stamp properly printed but all other markings are completely missing. He says he believes it escaped detection because the instructions were missing, not the printed stamp. He wonders if this might be considered a major error?

Mike Wilson sends a DEPT. OF BROADCASTING handstamp with the comment that it is the only marking on an OHMS cover which saw genuine postal service to England.

Tom Giraldi has two covers with this Special Delivery marking on the faces. One cover is regular airmail and bears a Cayman 50¢ stamp, while the other is air-mail registered with 70¢ postage affixed. Both covers are addressed to Chicago, Illinois. Tom would like information on this marking.



DOMINICA - Gus McVicker has sent in the following announcement from the "Dominica News Chronicle" of 16 March 1976 regarding the temporary closure of the Canefield sub-post office:

"It is notified for general information that the Sub-Post Office at Canefield is temporarily closed with effect from Tuesday 16th March, 1976.

"In the meantime, residents of Roger and Canefield are requested to call at the General Post Office, Roseau for their mails.

"The public will be notified when postal services are restored in the area."

P. S. ROCK, Postmaster General"

Does anyone know when Canefield opened?

ST. VINCENT - St. Vincent utilized a special commemorative cancellation on 4 July 1976, for the one day only. The cancel incorporated an illustration of the Liberty Bell and the wording AMERICAN BICENTENNIAL - PHILATELIC BUREAU, ST VINCENT · 4 JULY 1976 and was used to cancel covers bearing stamps previously issued by St. Vincent to honor the Bicentennial. The handstamp was applied in red ink and only 500 sets of ten cacheted covers were thusly postmarked.

TRINIDAD - Dr. Alfred E. Hill sends in a xerox of a postcard franked only with the Trinidad Red Cross Society label clearly canceled San Fernando SP 23 15. Thus another example appears after the 18 September 1914 date, the only day on which this label was supposed to be used for postage purposes. Hill's post card is inscribed in manuscript "O. H. M. S." and also "Service of wounded soldiers." The card is signed by L. M. Holburn and the reverse of the card gives details of the next meeting of the Red Cross Society in Port of Spain.

A rectangular stamp with a double-line border. The text reads "Insufficiently Paid for Transmission by Air Mail" in a bold, sans-serif font.

A rectangular stamp with a double-line border. The text reads "INSUFFICIENTLY PAID FOR TRANSMISSION BY AIR" in a bold, sans-serif font.

Ben Ramkisson sends two examples of INSUFFICIENTLY PAID FOR/TRANSMISSION BY AIR MAIL markings. The top left marking was used in 1971 and the marking at the right is currently in use.

Antigua Armed Forces Update

by George W. Bowman

In my not-too-well-organized philatelic files is an interesting narrative by Richard Shepherd published in the October 1947 issue of the "War Cover Bulletin" (WCB). This article, entitled 'A Brief History of the Postal Service, Naval Air Station, Antigua, Leeward Islands,' is an informal account of one man's experiences as a military base construction supervisor on Antigua from early 1941 through mid-1942. It was used as a reference for my Antigua Armed Forces Postal Services monograph section which appeared in the April and August 1976 issues of the BCPJ.

One of Shepherd's main points is that the US Navy took over command (and presumably the postal affairs) of the Parham site in April 1942 — the base having previously been built by troops of the US Marine Detachment (see August BCPJ, page 112). A comment to Shepherd's story by the WCB editor at that time reads:

"When the Navy took over the postal facilities in Antigua it apparently refused to honor philatelic mail. Covers sent by the editor and others were held for four years. The editor has such a cover returned in November, 1945, and cancelled with a straight-line handstamp reading 'ANTIGUA, B.W.I.'"

For a considerable period of time after reading of Shepherd's adventures, I had tried to learn more about the "straight-line handstamp", a mark I had never seen. I was entirely unsuccessful until the first week in August, 1976, when Chuck Cwiakala forwarded to me an old postcard previously received by him from Dan Walker. The card, franked with a pair of the Ben Franklin half-cent US definitives of 1938, was given to Dan by Paul T. Newson of Eugene, Oregon. It is a self-addressed item, mailed by Newson to someone of authority in Antigua for philatelic canceling. I don't know when during the war Newson sent the card to the island; however, comments in his letter to Dan, dated 4 July 1976, describe what happened:

"The Antigua B.W.I. card...I sent some stamped cards there and this is the way they were returned...under cover...postmarked APO 855, Fleet P.O., New York, Navy, New Orleans, on return address. I have no idea what this straight, one-line rubber stamp was used for on the base, perhaps before their cancelling device was received."

ANTIGUA, B. W. I.

The handstamp, applied in blue ink, measures 41 mm in length; the letters are seriffed and are 3 mm high. A comma appears after ANTIGUA, and the letters B.W.I. are each followed by a period.

The reverse of the card carries nothing except the following penciled notes in Newson's handwriting:

"Mailed to me, under cover, postmarked U. S. Army Postal Service, APO 855, December 3, 1945, Fleet P.O. N. Y. Navy, New Orleans."

It is difficult for me to understand why, in the experience of both the WCB editor and Newson, such a long period elapsed between the time they sent their items to Antigua and the time they got them back. The "cop-out" explanation is that military postal units on Antigua (and probably everywhere in the Caribbean) were burdened with duties considerably more important than satisfying the requests of cover buffs. However, what happened here, in my opinion, is

ridiculous. As I have said, I don't know how long Newson had to wait, but a four-year delay in the editor's case seems quite uncalled for.

Furthermore, I am curious as to why the postcard was mailed back to Newson under cover. Why not directly? He apparently made no such stipulation that his postcards be returned in a separate envelope. The WCB editor's comments suggest that his material was returned directly, although this cannot be proved.

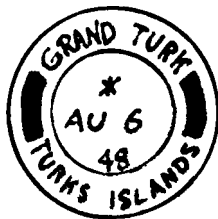
To go a step further, I have received from BCPsGer Alan F. Doyle a xerox of a patriotic cover franked with a US three-cent "Navy" commemorative of 1937, which has been canceled with this same ANTIGUA, B.W.I. handstamp. Alan's notes inform me that the back of the item incorporates a penciled "NAAF (Naval Auxiliary Air Field) Navy 11." (The "11" obviously signifies FPO 11.) Here again, it is impossible to tell whether this cover was sent back to the addressee (whose name and address are illegible on the xerox) directly or under separate envelope. In addition, there is no clue as to when the ANTIGUA, B.W.I. was applied to the stamp, since no date whatsoever appears on the cover.

Does any reader possess covers showing information regarding the real purpose of this ANTI-GUA, B.W.I. mark, and when it was first used? Any data would be greatly appreciated.

An Unrecorded Turks Cancel?

by Mike Wilson

In a recently purchased bundle of Turks and Caicos Islands covers I was surprised to find a cover with what appears to be a previously unrecorded postmark.



The double ring circular cancel has GRAND TURK and TURKS ISLANDS separated by thick black bars approximately 8 mm long; over the date there is an asterisk instead of the more usual index letter 'A'.

The cover, dated 6 August 1948, has three of these strikes canceling the $\frac{1}{2}$ d, 1d, $1\frac{1}{2}$ d, and 3d KGVI definitives which pay the ordinary air mail rate to the USA — even then, I presume it went by sea to Jamaica.

According to Morris Ludington, July 1963 BWISC Bulletin, the Grand Turk cancellation at that time had no black bars, while the previous one in use 1938 to 1944 had only small bars.

I would be grateful to hear of any other examples of this mark that may exist and for any information that may be available about it.

'Watchman' in the 10 June 1976 issue of "Stamp Collecting Weekly" points out that Bahamas 1970-71 "whiter paper" (or woodfree paper) printings of the definitive set given "a" numbers by Gibbons (S.G. 295a-309a) are now clearly defined in the "Commonwealth" catalog as CW. 103-14 with a mint and used price of £55 for the set of 12. 'Watchman' considers these "howling rarities" as there are probably less than 1,500 sets and advises Bahamas collectors to purchase these stamps now.



NEW ISSUES



ANTIGUA

16 AU WATER SPORTS. Details in August 1976 BCPJ. New issue date. (IG, CA)

4 OC FISH. Set of four values: 15¢ - French Angelfish; 30¢ - Yellowfin Grouper; 50¢ - Yellowtail Snappers; 90¢ - Shy Hamlet. Designed by Gordon Drummond and litho. by House of Questa on unwatermarked paper. (CA)

BARBADOS

17 AU US BICENTENNIAL. Set of four values: 15¢ - a map design to show that South Carolina was founded by Barbadians; 25¢ - portrait of George Washington against map of Bridgetown; 50¢ - Declaration of Independence; \$1 - Prince Hall, born in Barbados in 1748. Designed by G. L. Vasarhelyi and litho. by Walsall. (CA, SG)

7 JY WORLD CRICKET CUP. Set of two values, 25¢ and 45¢. Designed by PAD Studio and lithographed by House of Questa on unwatermarked paper. The Crown Agents advise that there was not an official first day cover for this issue. (CA, SG)

NEW PRINTING. The following definitives have new printings: 1¢ and \$10 on CA Block upright paper; 3¢, 4¢, 5¢, 10¢, 15¢, \$2.50, and \$5 on CA Block sideways paper; 35¢ on CA Block sideways right and left paper. (CA, SG)

AU NEW DEFINITIVE VALUES. Two new values, 20¢ and 45¢, have been issued. The 45¢ design was formerly the 50¢ value and the 20¢ is a completely new value. The 50¢ stamp will not be available from the Crown Agents after the release of the 45¢ value. Designed by PAD Studio and photogravure printed by Harrison & Sons. The 20¢ is printed on CA Block upright paper and the 45¢ on CA Block sideways watermarked paper. (CA)

12 OC 125th ANNIV. OF POST OFFICE ACT. Set of four values: 8¢ - early postman and bicycle; 35¢ - modern postman and scooter; 50¢ - early letter to Spanish Town; \$1 - modern post office delivery van. Designed by Jennifer Toombs and litho. by House of Questa on CA watermarked paper. (CA)

BELIZE

NEW PRINTING. The following definitives have new printings: \$2, \$5, and \$10, all on CA Block sideways watermarked paper. (CA, SG)

30 AU DEFINITIVE OVERPRINT. A change in postal rates has necessitated the overprinting of the 26¢ definitive with the new value 20¢. The 26¢ stamp was withdrawn from sale on 29 August. (CA, SG)

18 OC WORLD CRICKET CUP. Part of omnibus two value set: 35¢ and \$1. See Barbados listing for details. (CA)

BERMUDA

16 AU CRICKET CLUB MATCH 75th ANNIV. Reported in August 1976 BCPJ. New issue date. (CA, SG)

CAYMAN ISLANDS

16 AU OLYMPICS 1976. Two values, 20¢ and 50¢, depicting the French Class 470 racing dinghy, an Olympic event in which the Cayman Islands participated. Designed by Clive Abbott and lithographed by Thomas De La Rue & Co. on CA Spiral watermarked paper. (CA, SG)

NEW DEFINITIVE PRINTING. The 3¢, 8¢, 10¢, and 20¢ definitives have been reprinted on CA Spiral Sideways watermarked paper and the \$2 on CA Spiral Inverted paper. (CA)

DOMINICA

26 JY WORLD CRICKET CUP. Set of two values, 15¢ and 25¢, in omnibus design. (IG)

AU VIKING SPACE MISSION TO MARS. Set of eight stamps and souvenir sheet: ½¢ - Viking spacecraft system; 1¢ - Titan at launch pad; 2¢ - Titan III D/Centaur D-IT; 3¢ - Orbiter and lander capsule; 45¢ - capsule and unopened parachute; 75¢ - capsule and opened parachute; \$1 - Lander descending to surface; \$2 - space vehicle on surface of Mars. Designed by PAD Studio and lithographed by Format. (IG)

GRENADA

AU AIRCRAFT. Seven different aircraft were depicted on a set of six stamps and souvenir sheet. Designed by Waddington and litho. by Questa. (IG)

SP VIKING/HELIOS SPACE MISSIONS. Set of seven values and souvenir sheet depicting various phases of the Helios and Viking missions. Designed by PAD Studio and litho. by Questa. (IG)

GUYANA

3 AU WORLD CRICKET CUP. Set of two 15¢ value stamps in omnibus issue design. (CA, SG)

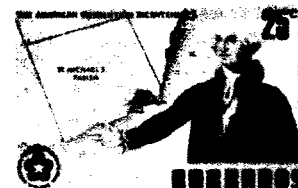
NEW DEFINITIVE PRINTING. The 15¢ and 25¢ definitive values have been printed on Lotus Blossom Bud Sideways watermarked paper. (CA)

21 OC DEEPAVALI FESTIVAL 1976. Set of four values and souvenir sheet: 8¢, 15¢, 35¢, 40¢. Design taken from local artwork and adapted by G.L. Vasarhelyi and litho. by John Waddington Ltd. on Lotus Blossom Bud paper. (CA)

JAMAICA

9 AU WORLD CRICKET CUP. Set of two values, 10¢ and 25¢, in omnibus issue design. (CA, SG)

4 OC CHRISTMAS 1976. Set of three values and souvenir sheet: 10¢, 20¢, and 50¢. Design by Clive Abbott taken from 1837 Belisario prints. Litho. by Waddingtons on Jamaica Pineapple watermarked paper. (CA)



MONTSERRAT

4 OC CHRISTMAS 1976. Set of four values and souvenir sheet: 15¢, 20¢, 55¢, and \$1.10. Four scenes of the Nativity outlined by the harp shape of Montserrat designed by Leslie Curtis and litho. by Format. (CA)

ST. KITTS, NEVIS, ANGUILLA

8 JY WORLD CRICKET CUP. Set of two values, 12¢ and 40¢, in omnibus issue design. (CA)

26 JY US BICENTENNIAL. Reported in August BCPJ. Issue date. (CA, SG)

ST. LUCIA

19 JY WORLD CRICKET CUP. Set of two values, 50¢ and \$1, in omnibus issue design, and souvenir sheet. (IG)

AU ROYAL NAVAL CRESTS. Set of four values showing crests of various ships: 10¢ - HMS "Ceres"; 20¢ - HMS "Pelican"; 40¢ - HMS "Ganges"; \$2 - HMS "Ariadne." Designed by J. Cooter and litho. by Walsall. (IG)

ST. VINCENT

16 SP WORLD CRICKET CUP. Two values, 15¢ (82,500 printed) and 45¢ (55,000 printed), in omnibus design. (SVPS)

ST. VINCENT GRENADINES

12 JY NEW DEFINITIVE. A \$10 value has been added to the Shells and Molluscs definitive issue of November 1974. This stamp was printed and delivered to St. Vincent at the same time as the rest of the values for this definitive issue in 1974, but, as there was little call for its use at that time, it was placed in reserve. Demand for this value has now necessitated its release. (SVPS)

15 JY US BICENTENNIAL. Three values, 25¢, 50¢, \$1, depicting US Bicentennial coins were issued. Designed by J. Cooter and litho. by Questa. (SVPS)

23 SP ST. VINCENT MAPS BOOKLETS. Seven \$2.50 booklets, one for each of the main populated islands, have been released. Designed by Gordon Drummond and litho. by Questa on CA watermarked paper. Printing quantity of each booklet is 20,000. (SVPS)

TRINIDAD & TOBAGO

4 OC WORLD CRICKET CUP. Set of two values, 35¢ and 45¢, in omnibus design. (CA)

NEW DEFINITIVE SERIES- Part I. Set of five values and souvenir sheet: 5¢ - Columbus sailing through the Bocas by Camps Campins; 10¢ - old view from the present Trinidad Hilton site by Cazabon (born in Trinidad in 1813); 20¢ - Trinidad landscape by Cazabon; 35¢ - Los Gallos Point, Trinidad, by Cazabon; 45¢ - Corbeaux Town, Trinidad, by Cazabon. Designed by John Waddington Studio and litho. by Questa on CA Spiral wmk. paper. (CA)

DEFINITIVE NEW PRINTING. New printings of the 5¢ on CA Block sideways and 10¢ on CA Spiral Upright watermarked paper have been released. (SG)

Information in the foregoing listing has been provided by the CROWN AGENTS STAMP BUREAU, STAN-GIB LTD., INTER-GOVERNMENTAL PHILATELIC BUREAU, and ST. VINCENT PHILATELIC SERVICES.

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FORTHCOMING AUCTIONS

2/3 DECEMBER -

The Bermuda auction will include four remarkable collections:

BERMUDA

The Arthur Pierce collection, strong in proofs, and the J.F. Drake collection of covers, including many unique items such as the 1874 THREE PENCE provisionals.

GRENADA

The Livingston Dickason collection with fine blocks and covers, the latter including a bisect, also essays and proofs.

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The E.C. Francis collection of classics, mint and used with fine covers and village cancellations — also Jamaica, Trinidad, and the Windward Islands.

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It is our sad duty to report that RALPH A. HART died of lung cancer on 12 July 1976 at Lakewood, Ohio, at the age of 63.

Ralph was a retired senior vice president of the Standard Oil Co. (Ohio), having joined that company in 1934 as an accounting clerk.

Soon after his retirement in 1975, Ralph devoted himself to becoming a serious student of postal history. He began garnering the highest of philatelic awards at exhibitions across the country with his displays of "Early British Honduras," "Great Britain Stamps Used in Jamaica" and "Early Newfoundland," the latter exhibit meriting a Small Gold at INTERPHIL '76.

Quite a few BCPSGers had the opportunity to meet Ralph at various exhibitions. We all found him the kind of person one could not help liking. Fred Seifert has described him as "a gentleman in the true sense of the word." We will all miss seeing Ralph at future exhibitions.

Our condolences to his wife Lorna and family.

Personal Mention

BASIL CAWSTON, on vacation in England during the spring and early summer, went along with MIKE SHEPPARD to Mike's local philatelic society. While there, Basil met up with fellow BCPSGers REYN RADFORD and BERT IATHAM. Further meetings were planned before Basil returned to the States.

BILL and AUDREY CORNELL and STAN and ELAINE DURNIN spent a week-end together at the Durnin's home in Sidney, Ohio. The topic of conversation? What else but Antigua and the Leeward Islands!

In early April, FRANK WINTERS attended the American College of Radiology Conference in Bermuda. He and his wife spent an evening with JACK and CELIA ARNELL discussing the usual things BCPSGers and tourists find interesting.

PETER McCANN visited San Marino in August.

A new Ohio Postal History Society was formed in March and CHARLES BALL was elected president.

In July HENRY SPELMAN purchased the West Coast auction firm of Robert Lewenthal Co. and will now hold several auctions a year in addition to his regular stamp business. He is also editor of the American Stampless Cover Catalog.



A few of the fellows who managed to break bread together during INTERPHIL were, l. to r., STAN DURNIN, EDDIE ADELSON, JAY FREDRICK, GALE RAYMOND, and ED AD- DISS. FRED SEIFERT and MARK CASSIDY were at the adjoining table with DOROTHY ADELSON and ELAINE DURNIN. The setting was a cozy little French restaurant on a quaint little Philadelphia street; the conversation was strictly BWI.

Wedding bells recently rang for WARREN BU- CHANAN, reports CHUCK CWIAKALA.

FRED SEIFERT was judge at the Concho Val- ley Stamp Club show in San Angelo, Texas, in August.

STAN DURNIN was guest speaker at the Post Mark Collectors Club convention banquet in Philadelphia, Pennsylvania, in August. The subject of his talk was "Prospecting for Post- marks in the BWI." ELAINE DURNIN took Best in Show with a display of "Shakespeare- an Characters in US Town Postmarks."

PAUL ROHLOFF gave a talk on "US Waterway Markings" to the Chicago Philatelic Society in September.

BCPSG members winning awards at this year's STAMPEX were BERT LATHAM (a silver gilt medal for "Jamaica — Conveyance of Mail"), RAY AUSTIN (silver medal for Ba- hamas "Staircase" issues), and STIRLING BAKER (bronze-silver medal for "The War Stamp Overprints of Jamaica").

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BERMUDA - 105, 140, 144, 149, 150, 151, 152.

BRITISH GUIANA - 252, used sheet.

BRITISH HONDURAS - 85, 163, 182.

CAYMAN ISLANDS - 153.

DOMINICA - MR3.

GRENADA - 20, a real showpiece.

JAMAICA - 148, 152.

NEVIS - Color proof in violet blue, pair of type A2.

ST. CHRISTOPHER - 14, 20.

ST. KITTS - 120 used. Proof of type A5, ship on India, vignette.

ST. VINCENT - 145.

TURKS ISLANDS - 57, two panes of 120 stamps. A Gem.

VIRGIN ISLANDS - MR1.

SPECIMEN STAMPS AND MANY LARGE BLOCKS OF MOST ISLANDS.

BERMUDA CHRISTMAS SEALS in PROGRESSIVE PROOFS

1946 - 8 singles and 8 blocks of four.

1951 - 7 " " 7 " " " plus one imperf. pair and block.

1952 - 7 " " 7 " " "

1953 - 7 " " 7 " " " plus one imperf. pair and block.

1947, 1948, 1949, 1950 - a single and block of each stamp as issued.

GRENADA - Scott #47 (S.G. # 56), Specimen stamp - \$20 without gum; \$30 with gum.

TRINIDAD - Scott #91 (S.G. #125), Specimen stamp - \$20 without gum; \$30 with gum.



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