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## EDITOR'S NOTEBOOK

I don't need to tell you that there has been a change in the format of the Journal as well as in the Editor. It is a virtual impossibility to follow the exceptional standards and dedication set in the past by Fred Siefert, and later Elaine Dur- nin, and the Journal — like most other things in life — must, as a matter of necessity, change. While the alteration in size may distress some, the benefits in going to a professionally prepared and printed magazine are numerous. I would request that you reserve judgement, at least for a while, so that the full benefits of the new format can be apparent. The decision to change was not made lightly, nor without sufficient consideration of alter- natives.

Many thanks to all of those who responded with articles, as the real measure of any publication is not the format, or the Editor, but the content contained within its pages. Keep them coming. DAN

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## THE BRITISH CARIBBEAN PHILATELIC JOURNAL

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## President's Message

I am honored that the Board of Trustees has chosen me to serve as your President for the next term. Stepping into Paul's shoes will be a difficult act to follow, and I seriously doubt that I will be able in any way to improve upon the efficiency with which he guided us for the past two years. However, let me confidently state here — in my initial President's Message — that I will do all that I can to insure that the BCPSG continues to grow and prosper.

I am very pleased to announce that our entire slate of appointed officers has agreed to continue to serve the Group with their special talents and experience for an indefinite period. These men are Bill Bogg, Advertising Manager; Chuck Cwiakala, Public Relations Manager; Tom Girdali, Membership Chairman; Paul Larsen, Awards Chairman; Bob Lovett, Librarian; and Bob Topaz, Auction Manager.

It is not too early to make your plans to attend the 1979 Annual General Meeting, to be held in Elizabeth, New Jersey, on 26-28 October, in conjunction with the NOJEX Show. Ed Addiss and Mark Swetland are doing the spade work to co-ordinate the Group's activities for the event, and I will have more to say about the meeting in a future **Journal**.

Again, I thank the Trustees for electing me your President, and I especially thank the six appointed members mentioned above for staying on in their respective positions.

GEORGE

# Air Mail History of Trinidad and Tobago

by Dr. Reuben A. Ramkissoon

## INTRODUCTION

The air mail history of Trinidad began in September, 1929, when the Foreign Air Mail (FAM) No. 6 was extended to South America, and Trinidad became one of the two stops along the route. Trinidad and Dutch Guiana were originally designated by the Post Office Department as part of FAM 5. These two routes have been merged as FAM 5.

There are recorded flights preparatory to mail-carrying in 1920, 1921 and 1926, but there is no evidence of mail (regular or souvenir) being carried prior to September, 1919.

## 20 Sept. 1929: SAN JUAN, PUERTO RICO-PARAMARIBO, DUTCH GUIANA

Pan American Airways began FAM 6 shortly after being established. The flight originated in San Juan, in January, 1929. This route was extended to Paramaribo, Dutch Guiana, on September 22, from San Juan, with two intermediate stops at Port-of-Spain, Trinidad, and Georgetown, British Guiana.

From	To	Postmark	Cachet	Pieces
a. Miami	Port-of-Spain	Sept. 20-22	Magenta (fig. 1 )	?
b. Port-au-Prince	Port-of-Spain	Sept. 20-22	Blue	123
c. Santo Domingo	Port-of-Spain	Sept. 21-22	Black	23
d. San Juan	Port-of-Spain	Sept. 22	Magenta, Black	4,251
e. St. Thomas	Port-of-Spain	Sept. 22	Magenta, Black	67
f. St. Johns	Port-of-Spain	Sept. 22-22	None	207
g. Castries	Port-of-Spain	Sept. 22-22	Black	318
h. Port-of-Spain	Georgetown	Sept. 22-23	None	423
i. Port-of-Spain	Paramaribo	Sept. 22-23	None	179

Colonel Lindbergh was the pilot for this historic flight. The return flight between Paramaribo and Miami, began on September 25, with stops along the route, terminating on September 28, 1929.

j. Port-of-Spain	Miami	Sept. 26-28	None	3,227
k. Port-of-Spain	Castries	Sept. 26-26	None	266
l. Port-of-Spain	St. Johns	Sept. 26-26	None	233
m. Port-of-Spain	St. Thomas	Sept. 26-26	None	166
n. Port-of-Spain	San Juan	Sept. 26-26	None	500
o. Port-of-Spain	Santo Domingo	Sept. 26-27	None	?
p. Port-of-Spain	Port-au-prince	Sept. 26-27	None	61
q. Port-of-Spain	Havana	Sept. 26-27	None	169
r. Georgetown	Port-of-Spain	Sept. 25-26	None	446
s. Paramaribo	Port-of-Spain	Sept. 25-26	None	789

At least two covers have been shown from the northbound leg of this flight (Port-of-Spain to Miami) which illustrate cachets that are not among those listed in the American Air Mail Catalog, Volume 3, Fourth Edition, 1970. Each cover is postmarked at the General Post Office, September 25, 1929, and mailed to USA addresses.

Each of the two covers (Fig. 3 and Fig. 4) carry two cachets with a similar text, but with different spacings, indicative of two separate handstamps used: (1) 'FIRST FLIGHT/FAM 6' (2) 'from TRINIDAD'

It is apparent that these cachets are scarce, but it is not known if they represent, indeed, handstamps applied at the General Post Office, or privately.

### 18 Feb. 1930: SANTIAGO, CHILE-MIAMI, FLORIDA

Shortly after Pan American Airways was formed (1928), a group of businessmen formed a new company, entitled New York, Rio de Janeiro and Buenos Aires Air Line, Inc. (N.Y.R.B.A.) They acquired control of Trimotors Safety Airways which held contracts for mail routes along the Atlantic seaboard of South America and North America. In addition, it had exclusive use of 19 aerodromes between Northern Brazil and Argentina from the French Campagnie Generale Aeropostale.

A major effort by N.Y.R.B.A. to obtain the United States contract to carry mail to the West Indies and east coast of South America failed, and the contract went to PAA (August, 1930). N.Y.R.B.A. was subsequently absorbed by PAA.

During the intervening period of about a year, N.Y.R.B.A. carried mail in South America, West Indies and Miami, Florida. Trinidad was served in February, 1930 when first through service between Buenos Aires and Miami was completed. The northward flight included small mail dispatches to several points served by PAA in the September, 1929 flight.

a. Buenos Aires	Port-of-Spain	Feb. 24	Magenta, purple brown	9
b. Georgetown	Port-of-Spain	Feb. 24	None	?
c. Port-of-Spain	Miami	Feb. 24	None	?
d. Port-of-Spain	Castries	Feb. 24	None (Airline label in red. Fig 2	?
e. Port-of-Spain	St. Thomas	Feb. 24	None	?
f. Port-of-Spain	San Juan	Feb. 24	None	?
g. Port-of-Spain	Santo Domingo	Feb. 24	None	?
h. Port-of-Spain	Port-au-Prince	Feb. 24	None	?
i. Port-of-Spain	Havana	Feb. 24	None	?

Arrival postmarks are February 25, 1930 for all points to and including San Juan, and February 26, 1930 for all the others. Southbound dispatches took place on February 27, 1930, from Dominica, and on March 7, from Port-of-Spain.

### 27 Feb. 1930: ROSEAU, DOMINICA-GEORGETOWN, BRITISH GUIANA

a. Roseau	Port-of-Spain	Feb. 27	None	21
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Fig. 1

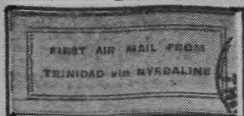


Fig. 2



Fig. 3

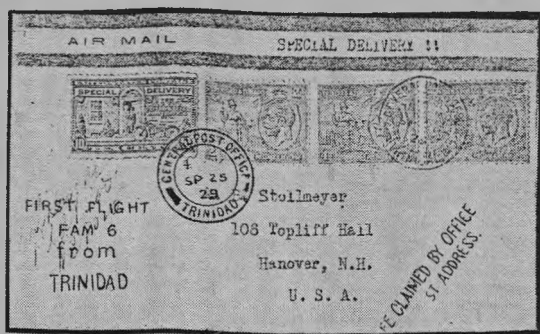


Fig. 4



Fig. 7



Fig. 5



Fig. 6



Fig. 8

**7 March, 1930: PORT-AU-PRINCE-BUENOS AIRES**

a. Port-au-Prince	Port-of-Spain	Mar. 7	Blue (Fig. 5)	?
b. Castries	Port-of-Spain	Mar. 7	None	?
c. Port-of-Spain	Santiago de Chile	Mar. 8	None	?
d. Port-of-Spain	Georgetown	Mar. 8	None	?

e. Port-of-Spain	Paramaribo	Mar. 8	None	?
f. Port-of-Spain	Montevideo	Mar. 8	None	?
g. Port-of-Spain	Buenos Aires	Mar. 8	None	?

Exchange of mail between Trinidad and the adjacent Caribbean islands took place during the next several months.

### 8 April, 1930: PORT-OF-SPAIN-BRIDGETOWN, BARBADOS

a. Port-of-Spain	Bridgetown	Apr. 8	None	29
------------------	------------	--------	------	----

The sister island (ward) of the colony was included in an inter-island inaugural service in May, and to Grenada in July, 1930.

### 8 May, 1930: TRINIDAD-TOBAGO, and return

a. Port-of-Spain	Scarborough	May 8	None	487
b. Scarborough	Port-of-Spain	May 17	None	443

### 20 July, 1930: TRINIDAD-GRENADA, and return

A weekly service was begun on July 20, 1930, but all of the dispatched mail was postmarked on July 19. The flight by Pilot Cobb took place in the flying boat 'Porto Rico'. Covers dispatched beyond were carried by ordinary mail.

a. Port-of-Spain	St. Georges	July 19	None	224
b. St. Georges	Port-of-Spain		None	221

This was the last flight inaugurated by N.Y.R.B.A. before it lost its bid for the West Indies mail contract in August, 1930, to PAA.

PAA extended its service to Santos, Brazil (FAM10) on November 10, 1930, with service as far as Para, Brazil on November 13. Eventually the Santos extension inaugural flight took place on November 24, 1930.

### 10 NOV. 1930: PORT-OF-SPAIN-PARA, BRAZIL

a. Port-of-Spain	Cayenne, French Guiana	None	?
------------------	------------------------	------	---

### 24 NOV. 1930: PORT-OF-SPAIN-PARA, BRAZIL

a. Port-of-Spain	Maranhao	None	?
b. Port-of-Spain	Fortaleza	None	?
c. Port-of-Spain	Natal	None	?
d. Port-of-Spain	Bahia	None	?
e. Port-of-Spain	Victoria	None	?
f. Port-of-Spain	Rio-de-Janeiro	None	?

The PAA Miami-Jamaica direct service was opened on December 2, 1930, but first acceptance of Trinidad mail for Jamaica via Miami occurred on January 2, 1931.

### 2 Jan. 1931: TRINIDAD-JAMAICA, via MIAMI

a. Port-of-Spain	Kingston	None	?
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The French Camapgnie Generale Aeropostale (1930) made a flight by Mermoz over the portion of their ship route from France to South America via West Africa and Brazil. The company subsequently reverted to paquebot for regular mail service, and operated only occasional flights when necessary. A weekly all-air service began in 1936.

Efforts to develop, perfect and concentrate their South American service took place in 1930-31 to Argentina. An offshoot connecting service between Brazil and the French West Indies was tried. As part of this service, a flight was inaugurated between Trinidad and Venezuela on January 9, 1931, with extension to two other cities.

### 9 JAN. 1931: TRINIDAD-VENEZUELA

a. Port-of-Spain	Caracas	Yes (Fig. 6)	500
b. Port-of-Spain	Cuidad Bolivar	Yes	
c. Port-of-Spain	Maracaibo	Yes	

### 8 JAN. 1931: FRENCH GUIANA-TRINIDAD

a. Cayenne	Port-of-Spain	Black	?
------------	---------------	-------	---

The special cachet appeared in two lines in black, "Premier Service par Avion/Guyace Francaise, le 8 Janvier, 1931."

Completing the so-called "Lindbergh Circle" in essence provided a junction of FAM 5 and 6 at Port-of-Spain, and permitted the dispatch of mail in either direction of the "Circle." Originally, the Port-of-Spain-Paramaribo flying route was considered part of the FAM 5, but later was designated as part of FAM 6.

The "Lindbergh Circle" is generally regarded as a distinct entity, and this check list will, accordingly, include under FAM 5 all dispatches originating on this route and for delivery at any point of the "Circle" whether FAM 5 or 6. The converse is true for FAM 6 where listings are of dispatches originating on route 6 for delivery at any point of the "Circle" for routes 5 or 6. Coincident with the junction at Port-of-Spain, Maturin, Venezuela was made a stop on the route.

### 10 Feb. 1931: MIAMI-PORT-of-SPAIN (Completing the 'Lindbergh Circle')

a. Miami	Port-of-Spain	Purple	1
b. Cristobal	Port-of-Spain	Purple (Fig. 7)	12
c. Panama City	Port-of-Spain	Magenta (Fig. 9)	?
d. Colon	Port-of-Spain	Purple	?
e. Kingston	Port-of-Spain	None	?
f. LaGuaira	Port-of-Spain	None	?
g. Maracaibo	Port-of-Spain	Purple	?
h. Curacao	Port-of-Spain	Purple	?
i. Cristobal-Port-of-Spain-Maracaibo		Green	?
j. Cristobal-Port-of-Spain-Georgetown		Green	?
k. Maturin	Port-of-Spain	None	300

Miami was supplied a cachet for FAM 6 mail for normal dispatch to Trinidad and Maturin. The first dispatch was on February 9, but mail received after this initial dispatch was forwarded on February 10, 1931 via Cristobal, Canal Zone, and received the Canal Zone-Maturin cachet in transit.

**10 Feb. 1931: PORT-OF-SPAIN-CRISTOBAL (route as above)**

a. Port-of-Spain	Maturin	Purple (Fig. 8)	301
b. Port-of-Spain	LaGuaira	Purple	102
c. Port-of-Spain	Maracaibo	Purple	82
d. Port-of-Spain	Curacao	Purple	?
e. Port-of-Spain	Barranquilla	Purple	51
f. Port-of-Spain	Cartegena	Purple	38
g. Port-of-Spain	Cristobal	Purple	98
h. Port-of-Spain	Colon, David, Panama	Purple	17
i. Port-of-Spain	San Jose, Pontarenas	Purple	23
j. Port-of-Spain	Managua	Purple	12
k. Port-of-Spain	Tela	Purple	10
l. Port-of-Spain	San Salvador	Purple	13
m. Port-of-Spain	Belize	Purple	12
n. Port-of-Spain	Cozumel	Purple	13
o. Port-of-Spain	Kingston	Purple	11
p. Port of Spain	Havana	Purple	14

On March 1, 1931, the Cuban government contract became effective, and Cuban mail dispatched to all points on the various FAM routes. Camaguey was the dispatch points for FAM 6 and 10.

**1 Mar. 1931: CAMAGUEY-SANTOS**

a. Camaguey	Port-of-Spain	Blue, purple, black	68
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**2 Mar. 1931: HAVANA-PORT-OF-SPAIN**

a. Havana	Port-of-Spain	Blue, black (Fig. 10)	68
-----------	---------------	-----------------------	----

All Cuban mail was cleared through Havana.

The Dornier DO-X Flying Boat made a call at Port-of-Spain on August 19, 1931, on its way to the United States from Paramaribo. Mail stops were made, in addition, at Antigua, Puerto Rico, Haiti and Cuba. A special cachet was applied to covers from Trinidad (Fig. 10). The aircraft reached New York on August 27, 1931, and after it was overhauled, the return flight to Germany began on May 19, 1932. It completed the 20,000 mile tour in 19 months.

**19 Aug. 1931: TRINIDAD - MIAMI**

a. Port-of-Spain	St. Johns	Violet (Fig. 10)
b. Port-of-Spain	San Juan	Violet
c. Port-of-Spain	Miami	Violet

Extension of FAM 10 to Buenos Aires, Argentina, was made on short notice by PAA. It began from Miami on October 26, 1931 and left Buenos Aires on November 7 for the return flight. A number of new points were served in Brazil, as well as Montevideo, Uruguay.





Fig.9



Fig.11



Fig.12



Fig.14

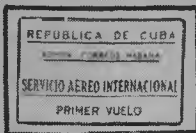


Fig.10



Fig.13



Fig.15

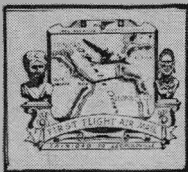


Fig.16



Fig.17



Fig.20



Fig.19

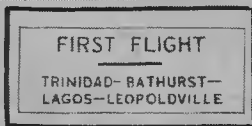


Fig.18

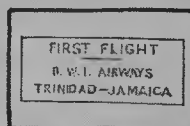


Fig.21



Fig.22



Fig.23

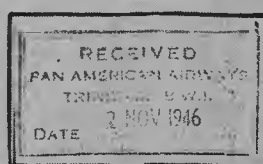


Fig.24

**27 Oct. 1931: MIAMI — BUENOS AIRES and return**

a. Port-of-Spain	Buenos Aires	None	?
b. Port-of-Spain	Florianopolis	None	?
c. Port-of-Spain	Porto Alegre	None	?
d. Port-of-Spain	Rio Grande del Sul	None	?
e. Port-of-Spain	Montevideo	None	?
f. Buenos Aires	Port-of-Spain 7 Nov.	Black	?
g. Montevideo	Port-of-Spain 7 Nov.	Purple, blue	12

For operating reasons, Nuevitas, Cuba and San Pedro de Macoris, Dominican Republic, were substituted in place of Camaguey and Santo Domingo, on December 4, 1931. Because of an FAM 5 change that took place on the same date, and cachets provided were similar, the resulting confusion produced covers which carried wrong or corrected cachet imprints.

**4 Dec. 1931: NUEVITAS/SAN PEDRO — PARAMARIBO**

a. Nuevitas	Port-of-Spain	Dull green	?
b. San Pedro	Port-of-Spain	Purple	?

**8 Dec. 1931: TRINIDAD — DOMINICAN REPUBLIC**

a. Port-of-Spain	Pedro de Macoria	None	?
------------------	------------------	------	---

A special flight was made in July, 1932 to Barbados and St. Vincent by Mr. Michael Cipriani, a solicitor from Port-of-Spain, with J. H. Lickford, co-pilot, in a Moth aircraft named "The Humming Bird." He offered to carry mail which was accepted by the Postmaster. Two separate bags of mail were made up for St. Vincent and one for Barbados. On arrival at St. Vincent, the crew was greeted by Major H. W. Peebles, British Administrator, who informed them that they were the first airmen to land on the island. The mail received was postmarked July 29, 1932. Another mail bag was taken aboard (100 letters) and flown to Barbados the following day. Both the Trinidad and St. Vincent dispatches were backstamped July 30, 1932.

**28 JULY, 1932: PORT-OF-SPAIN — BARBADOS AND ST. VINCENT**

a. Port-of-Spain	Bridgetown	July 28	None	309
b. Port-of-Spain	Kingstown	July 29	None	240

The French possessions in the West Indies were slow to take advantage of air mail facilities, requiring clearing of a great deal of red tape from Paris, before permission was received. The first dispatches took place on various dates during the first part of 1935, and in July, 1937, with extension of FAM 6 to Martinique and Guadeloupe by PAA.

**20 March, 1935: PORT-OF-SPAIN — MARTINIQUE**

a. Port-of-Spain	Fort-de-France	None	?
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**26 April, 1935: GUADELOUPE — TRINIDAD**

a. Point a Pitre	Port-of-Spain	None	?
------------------	---------------	------	---

**17 July, 1937: TRINIDAD/MARTINIQUE/GUADELOUPE**

a. Port-of-Spain	Fort-de-France	None	?
b. Port-of-Spain	Point a Pitre	None	?

With the addition of Guanta (Barcelona), Venezuela on May 8, 1936 by PAA, Trinidad became a transit point, with the inaugural flight on May 10, 1938.

## 10 MAY 1938: GUANTA-PORT-OF-SPAIN

a. Guanta                      Port-of-Spain                      Purple                      ?

K.L.M. Royal Dutch Airlines had begun West Indies operations (1934) for Curacao and Dutch Guiana. It was not until October, 1938 that Trinidad was a part of an experimental flight from Curacao to Barbados. Captain Andre de la Porte piloted the Lockheed aircraft carrying approximately 3,500 letters from Trinidad to Barbados. A rectangular cachet (Fig. 12) was used on letter franking of 10c. Some covers carried a printed inscription, similar to the cachet. Mail on the return flight carried a smaller cachet (Fig. 13). A much smaller quantity of mail was carried.

The regular service followed on February 4, 1939 after this experimental flight, but mail volume was small, as little publicity was given. The service was extended to Paramaribo, Dutch Guiana on September 4, 1939. Survey flights to Ciudad Bolivar, Venezuela and regular service followed later in January, 1940.

## 19 OCT. 1938: CURACAO/TRINIDAD/BARBADOS and return Experimental Flight

a. Port-of-Spain              Bridgetown                      Violet (Fig. 12)              3,500  
b. Barbados                      Trinidad                      Violet (Fig. 13)              ?  
c. Port-of-Spain              Curacao                      Violet                      ?

## 4 Sept. 1939: CURACAO/TRINIDAD/PARAMARIBO and return

a. Port-of-Spain              Paramaribo                      None                      ?  
b. Paramaribo              Port-of-Spain                      None                      ?

## 4 FEB. 1939: CURACAO/TRINIDAD/BARBADOS and return, Regular Service

a. Port-of-Spain              Bridgetown                      None                      ?  
b. Bridgetown              Port-of-Spain                      None                      ?  
c. Port-of-Spain              Curacao                      None                      ?

## 15 DEC. 1939: TRINIDAD — VENEZUELA, Experimental Flight

a. Port-of-Spain              Ciudad Bolivar                      None                      ?

## 5 JAN. 1940: TRINIDAD — VENEZUELA, Regular Service

a. Port-of-Spain              Ciudad Bolivar                      None                      ?

British West Indian Airways was established in November, 1940, by Lowell Yerek, a New Zealander. Their first surveyed flight was on November 20, 1940, from Trinidad to Barbados. Mail was carried in both directions. A cover from Trinidad to Barbados has been seen with forwarding postmark of November 26, and arrival date of the 27th. This would be in accord with reported covers from Barbados to Trinidad carrying postmarks of November 27, for dispatch and arrival. Some of the latter covers were autographed by the pilots, S. Wilson and M. J. Meade.

The Company owned only one aircraft at the time of its formation. Too, during the War years, trained personnel were impossible to obtain, so pilot and co-pilot also helped with the maintenance. When a second aircraft was obtained a year later (1941), additional funds were also available from Great Britain for airfield construction in the adjacent islands.

In 1943, an agreement was reached between B.W.I.A. and the governments of Trinidad, the Windward Islands, and the Leeward Islands, forming a public company named British West Indian Airways, Inc. Public shares were taken by the people in the islands, and a block held by the government of Trinidad.

Mail services were authorized to be carried between the various islands, at the rate of 2½ pence per letter — one of the lowest such rates in the world. Mail service began to St. Vincent, Grenada, St. Lucia, Antigua and St. Kitts. Little is known of the details of this initial service. Covers exist for the inaugural flight to Jamaica on December 13, 1944, and marked with a cachet ( ). Service to Georgetown, British Guiana was started on September 6, 1945. The pilot was Capt. D. W. Douglas. No special cachet was applied, but arrival date of September 7, 1945 has been documented.

**26 NOV. 1940: TRINIDAD/BARBADOS and Return (B.W.I.A. Survey Flight)**

a. Port-of-Spain	Bridgetown		None	?
b. Bridgetown	Port-of-Spain	Nov. 27	None	?

Pan American Airways services to Trinidad next came in February, 1941, when a southern alternate route of FAM 18 transatlantic service, via Bolama, Portuguese Africa, Belem, Brazil, Port-of-Spain, Trinidad, and San Juan, Puerto Rico. This was an alternate route made necessary due to war conditions. Wendell Wilkie, returning from an inspection trip to England, was a passenger on the first aircraft to use this alternate route.

Little advance notice was given for this inaugural flight, but cacheted covers are known for Trinidad dispatch from Lisbon and Bolama (Fig. 14). No dispatch mail from Trinidad to Puerto Rico or the United States were flown, since these inaugural took place in 1929.

**6 FEB 1941: LISBON/BOLAMA/TRINIDAD/NEW YORK**

a. Lisbon	Port-of-Spain	Red (Fig. 14.)	6,000
b. Bolama	Port-of-Spain	Red	6,000

A route (FAM 22) across South America to Africa was undertaken by PAA at the request of President Roosevelt, and inaugurated three months later. The first service dispatched from Miami on the eve of the Japanese attack on Pearl Harbor, on December 6, 1941. The route was via San Juan, Puerto Rico, Trinidad, Belem, Natal, Bathurst (Gambia), Lagos (Nigeria) to Leopoldville (Belgian Congo). This route was also a ferry service for war supplies to the Middle East.

There were three first flight dispatches from Trinidad: to Bathurst, Lagos and Leopoldville, respectively, and marked by three appropriate cachets (Fig. 15, 16, 17) by the company. The Post Office applied the official rectangular cachet as well (Fig. 18).

### 7 DEC. 1941: PORT-OF-SPAIN — BELGIAN CONGO

a. Port-of-Spain	Leopoldville	Purple	?
b. Port-of-Spain	Bathurst	Purple	?
c. Port-of-Spain	Lagos	Purple	?

### 14 DEC. 1941: BATHURST — MIAMI

a. Bathurst	Port-of-Spain	Purple	?
b. Lagos	Port-of-Spain	Black	?
c. Leopoldville	Port-of-Spain	Dec. 12	Purple

The return flights carried 2,392 pieces of mail from Lagos, 3,610 pieces from Leopoldville, the latter on December 12, 1941. The Bathurst dispatches were by the flight leaving on December 30, but all mail carry the December 14 postmark. Mail for Port-of-Spain was likewise delayed due to wartime conditions, and were not backstamped until January 15, 1942.

The FAM 22 route is no longer flown under this designation, as most of the African points included are presently serviced by FAM 18.

### 13 DEC. 1944: TRINIDAD — JAMAICA

a. Port-of-Spain	Kingston	Purple (Fig. 21)	?
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This wartime inaugural carried a cachet, and represented the first British West Indian Airways flight between these islands. All covers carried were censored.

### 6 SEPT. 1945: TRINIDAD — BRITISH GUIANA

a. Port-of-Spain	Georgetown	None	?
------------------	------------	------	---

Extension of BWIA service to South America (British Guiana).

On July 18, 1946, PAA inaugurated direct service between Trinidad and New York, as part of the New York-Buenos Aires direct flight. Other stops were at Rio de Janeiro and Montevideo. An official cachet was applied at Port-of-Spain (Fig. 23), and covers were duly backstamped at New York on July 19, 1946.

### 18 JULY, 1946: NEW YORK/BUENOS AIRES Direct Service

a. New York	Port-of-Spain	Purple (Fig. 22)	1,179
b. Port-of-Spain	New York	Purple (Fig. 23)	1,844

On November 1, 1946, PAA introduced reduced air mail rates, and covers were serviced at the 10c. rate, received at Port-of-Spain on November 2 (backstamped) along with a 'Received' rectangular handstamp by PAA (Fig. 24.).

(To be continued)

## THE 1980 GROUP MEETING IN LONDON

by Al Branston

Most cordial relations have been established with the British West Indies Study Circle and the Roses Caribbean Society, who have assured us of their wholehearted and enthusiastic support for our 1980 London meeting. One very important and particularly welcome point is that the major cost, renting a room, will be met from Group funds. It has therefore been possible to ask members of the three organizations for a nominal charge of only 25p to cover the badge and registration fee.

We are now in a position to make a provisional room booking against a date. The rest of the program, including events for the ladies, can then be tackled.

Finally, a reminder: The London International will be held at Earl's Court May 6-14, and the Group meeting will therefore fall during that period. More information will be published as it becomes available.

---

### GRENADA'S TETE-BECHE STAMPS — More Information

by Dan Walker

In the BCPJ of December 1978, #105, I reported a pane of the ½d 1883 tete-beche with the white diagonal flaw on stamp number 31 from the bottom right hand quarter of the Crown CA watermarked paper. Alfred Charlton had listed this flaw only on the bottom left hand quarter of the same paper. Pat Burke reports that he has a pane of 60 of the 1d value of 1887 with this flaw in the same position and on the same paper as well. This is further evidence that the tete-beche stamps were printed in sheets of 60, on Crown CA paper cut into quarters prior to printing. If this theory is correct, the white diagonal flaw should also exist on upper left and right quarters; examples are needed on postmarked stamps to confirm that the flaw developed late in the life of the plate.

---

### MEMBERSHIP REPORT

Members at the end of 1977 .....	497
Less:	
Members Resigned .....	11
Dropped for non-payment of Dues .....	33
Deceased .....	3
	<hr/>
	47
Plus:	
New Members .....	43
Reinstated .....	3
	<hr/>
	50
Membership at the end of 1978 .....	500
Plus, during the year we added the Trinidad Philatelic Society to Membership	

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BESSIE and TOM CHARA enjoyed an eleventh venture into the Caribbean Sea, spending a week at Caneel Bay Plantation in the U.S. Virgin Islands, and a week at Little Dix Bay, Virgin Gorda, British Virgin Islands. Postmistress Nora Potter at Valley Post Office, Virgin Gorda, sends best wishes to many BCPSG members she has met over past years.

# A History of Antigua Civil Censorship

by George W. Bowman

The subject of civil censorship procedures, particularly the various censorship devices (i.e., handstamps, labels, etc.) used during World War II, is as fascinating a branch of postal history as it is complicated. As a specialist for many years in Antigua material, I have been continually researching the civil censorship history of that island from 1939 through 1945. It has been a job — still far from complete — made considerably more difficult by the fact that Antigua, as the administrative seat of the entire Leeward Islands group, processed not only her own mail but also acted as a “transit” censor station for mail traffic to and from the other presidencies of the Leewards.

In previously published analyses (references 1 and 2), I talked about dozens of covers passing through my hands that bore the various labels and handstamps that I am tabulating in this article. However, such details (which generally included descriptions of adhesive stamps used and postal rates charged) are out of place here. To keep this discussion fairly short, I intend to write about only the **censorship** aspects of the covers of those references, to which the interested reader should turn should he desire further information. Those articles coded all the censorship devices into two basic divisions: “S” (for stamp — specifically, a handstamp), and “L” (for label). I have retained such type designations here.

Although this article deals with civilian and not military censorship, I feel that it is appropriate to first briefly describe the strategic role assigned to American forces on Antigua during the war years.

The arrival of U. S. military personnel on the island began in March of 1941, with the establishment of a temporary Marine Detachment base near the village of Parham, on the north coast. Concurrently with the construction of this base, begun the previous December, U. S. Army Engineers were laying down an airstrip about four miles northeast of St. John's. By June of 1941, the area surrounding this small runway had grown into a considerably important airfield and was named in honor of Captain Hamilton Coolidge, killed in World War I action over France. From late 1941 through March of 1944 Coolidge Field was the home of two Air Force tactical units, the 12th and the 35th Bombardment Squadrons, whose primary mission was anti-submarine patrolling operations over the waters of the eastern Caribbean.

(The **National Geographic Magazine** (reference 3) has published interesting articles describing the economic impact of the construction of these bases and the presence of American forces in the Leeward and Windward Islands.)

It is difficult to say exactly when the civil censorship system was commenced in Antigua — or in any political entity, for that matter. The central censorship facility, located in St. John's, was probably under the jurisdiction of a supervisor, designated as a "chief censor". Under his control were a number of "examiners", whose functions were to open letters both leaving and entering the island, inspect them, and, under normal circumstances, reseal them and send them on their way. An examiner finding suspicious or sensitive material would turn the item over to the chief censor or his delegate, who would take whatever further action was appropriate. This, of course, is the reason why so few covers exist bearing an indication of  **censor** activity, as compared with those showing processing by an  **examiner** — only the "questionable" mail was brought to the censor's attention. If a ratio of unopened-to-opened mail existed, or in other words, if a policy was in effect specifying the percentage of letters to be selected by the examiners for inspection, I have not heard of it.

The earliest World War II censorship device of any sort from Antigua known to me is on a cover mailed from St. John's to Tampa, Florida, and postmarked 15 SP 39<sup>1</sup>, only two weeks after Germany invaded Poland. The device is a white "Passed by Censor" label (Figure 1), with black letters having an overall length of 54 mm. The dimensions of the label itself are 76 by 25 mm, and the top and bottom edges are perforated. The cover was opened for inspection and resealed with buff gummed tape, over which the label was affixed. A manuscript "2" in blue pencil appears on the label, which I have classified as Type L1.<sup>2</sup>

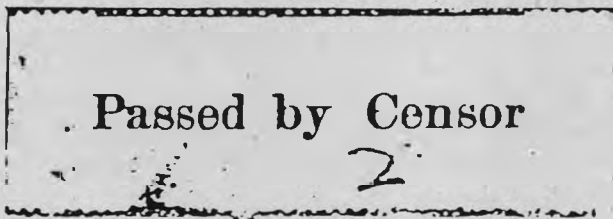


Figure 1, Type L1

Chronologically, the next Antigua censor device (Type S1) is a circular hand stamp ANTIGUA / (Crown) / PASSED BY CENSOR, with an overall diameter of 40 1/2 mm (Figure 2). The outer circle is doubled; the inner circle is a single ring of 26 mm diameter. The height of the letters is 2 1/2 mm, and the height of the crown

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1. When used as part of a complete date, months are abbreviated in this article as JA, FE, MR, AP, MY, JU, JY, AU, SP, OC, NO, and DE. This is done only to achieve consistency and not to accurately describe the arrangement or configuration of a cancellation.

2. It is likely that this label, and others like it where identification to a specific country is lacking, was printed in Great Britain and distributed for general use throughout the Empire. There is no way to determine where a label of this type was used unless it is on cover. I have seen no other example of Type L1 used in Antigua or anywhere else.

is 16 mm. The period of usage ranges from an earliest date known (EDK) of 1 NO 39 to a latest date known (LDK) of 24 SP 41. Handstamps similar to Type S1 were also used in St. Kitts, Grenada, and Trinidad, suggesting that these devices were not locally made but rather were fabricated in Great Britain.

All covers I have seen bearing a Type S1 device have buff tape applied to the opened end, with the handstamp "tying" the tape to the envelope. A blue-pencil inscription, similar to that on the Type L1 label, is almost always found on covers in conjunction with Type S1. This mark, which appears to be a "2", is generally written across the edge of the tape and continues onto the envelope proper.<sup>3</sup>



Figure 2 — Type S1

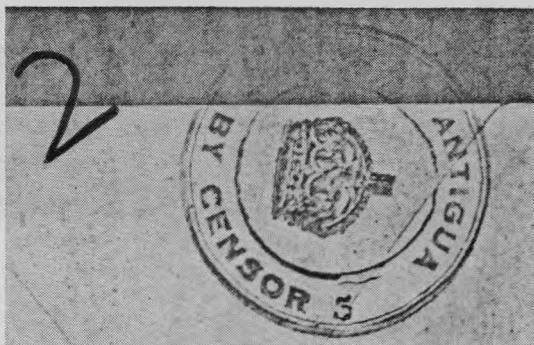


Figure 3

An interesting point about Type S1 is the "cockeyed" orientation of the phrase PASSED BY CENSOR, i.e., the letters are not symmetrically placed within the double ring. When these words are compared with the position of the crown, it is readily seen that, for the sake of balance, something should appear after the letter "R".

And sometimes something does. Figure 3, reproduced from a cover (Bogg)<sup>4</sup> posted at St. John's with a CDS of 22 (?)Y 40 (obviously either May or July), clearly shows the number "5" after CENSOR. In the absence of further data, this would indicate that, during the life of this handstamp, the number either gradually wore away or was removed for a specific purpose. However, the majority of covers I have seen bearing Type S1 (and that covers the entire EDK/LDK range) don't show a 5 or anything else in that area.

---

3. The blue figure (and similar marks described under Types L1 and S2) may not have been intended to represent the digit 2 at all. Many of them resemble "curli-cues" or check marks, leaving the final determination of whatever they are in the mind of the observer. In fact, the "2" of Figure 4 looks more like a 6.

4. Throughout this article, names in parentheses indicate the source of data for the cover being described.

An earlier strike, applied in February of 1940, is pictured in Figure 4. No trace of a digit is seen in the blank space. Figure 5 illustrates Type S1 on a cover (Bogg) mailed from St. John's on 28 AP 41. Here there is a partial impression of a number — but the number is not a 5. It is conceivable that it was originally a 2, 3, 8, or 9.<sup>5</sup>

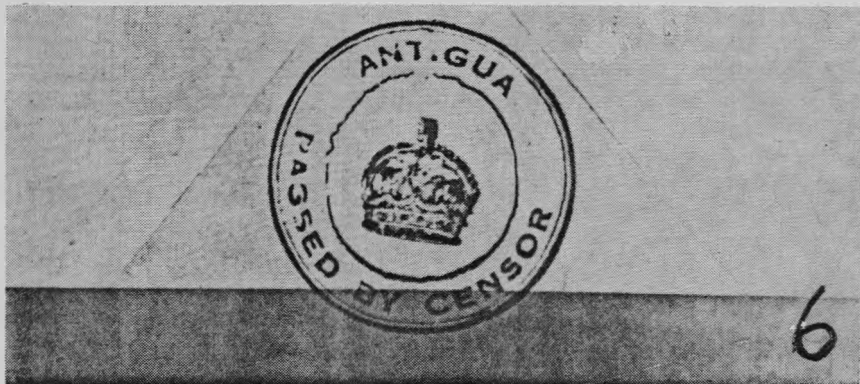


Figure 4



Figure 5

At this point, it becomes apparent that more than one Type S1 handstamp must have been used during its EDK/LDK range, for the following reasons:

1. The Figure 5 example (with the digit) was applied **later** than the Figure 4 example **without** a digit.

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5. Figure 5 also shows one corner of the device's entire surface, appearing to the right of ANTIGUA and intersecting the base of the manuscript. An interpolation of this mark to each of the other three corners reveals that the total handstamp size is a square of about  $1\frac{3}{4}$  inches.

2. The partial digit on Figure 5 is **not** a 5, as is the Figure 3 digit.

3. In Figure 4, there is evidence of impression breakdown of the inner circle between nine and twelve o'clock. This structural weakening could not have occurred earlier than the smooth curve of the corresponding arc of Figure 5 if only one device were used.

\* \* \*

Type S1 was followed by a locally-produced handstamp EXAMINED BY CENSOR / \_\_\_\_\_ANTIGUA (Figure 6). This device (Type S2) incorporates all-capital letters which appear to contain serifs; in some cases, depending upon the strength of the impression, the serifs are not readily apparent. The length of EXAMINED BY CENSOR measures 90 mm. In the top line the height of the letters is 6 mm; those of the bottom line are 1 mm shorter. Like Type S1, the handstamp was normally struck on the tape after the cover had been examined and resealed.

The EDK of Type S2 is 2 OC 41 (Fox), and its LDK is 15 DE 42 (Kieffer). During this period some curious "varieties" of this handstamp cropped up.

The basic (and earliest) configuration of the device is shown in Figure 6. It was regularly used at least in October and November of 1941, and perhaps as late as the following January. But a cover post-marked 26 JA 42 clearly shows that a rectangular "blob" has replaced the word ANTIGUA (Figure 7). Finally, a third configuration (Figure 8) has the word ANTIGUA and the blob removed from the bottom line; a wavy horizontal line — perhaps a continuation of the line in Figure 6 — extends the entire length of the handstamp. All examples I have seen of the Figure 8 strike are on covers posted between 9 FE 42 and 25MR42.

EXAMINED BY CENSOR  
ANTIGUA.

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Figure 6, Type S2

EXAMINED BY CENSOR

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Figure 7

I have not been advised of examples of any of the three Type S2 varieties on covers between 25 MR 42 and 15 DE 42. The latter item, a singularly late and isolated use of the device (Kieffer) has come "full-circle" back to the basic configuration of Figure 6.

Here, as in Type S1, there must have been more than one hand-stamp used, since it is unlikely that a solid blob would have (no, **could** have) been created on the device where the word ANTIGUA previously existed. Furthermore, the word ANTIGUA, appearing once again on the Kieffer 15 DE 42 item, could not have been created in an area where **nothing** previously existed. (It is assumed that both Types S1 and S2 were rubber stamps with integral, non-removable characters. However, if they were of metal, with removable slugs, then the theory that only one device of each type was ever employed is reasonable.)

EXAMINED BY CENSOR

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Figure 8

Supplementing the Figure 6 basic Type S2 strike, in most cases, is the familiar blue-pencilled 2 (or curli-cue, or pigtail, or whatever you choose to call it), tying the tape to the envelope. This mark was also applied to the aforementioned Figure 7 version of Type S2 (26 JA 42), and on one (and only one, that I know of) example of Figure 8 the EDK of that configuration, 9 FE42. The remaining covers that I have examined bearing the Figure 8 device contain, in lieu of the "2", an inscription "B/2", also in blue (Figure 9).

EXAMINED BY CENSOR

B/2

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Figure 9

As will be more fully explained in the next paragraph, in the Colonial censorship system the code letter B was specifically assigned to Antigua. A cover (Broderick) bearing the Figure 8 Type S2 configuration and postmarked 5 MR 42 is the earliest instance in my experience of the letter B being part of any device applied to an item **known** to have been censored in Antigua. A study of the usage dates of all three Type S2's suggests that, as a general rule, the B/2 inscription was written on covers where ANTIGUA had been removed from the device.



In early 1942 British Colonial censor facilities commenced using labels printed in England and identified by the previously mentioned code letter (or letters) as to location of use. As noted above, in the case of Antigua the letter was B, which was later changed to IB. (Montserrat and St. Kitts, two other Leewards presidencies, were initially given code letters AA and BB, respectively.) The code letter on the label was normally followed by a slash and a number, generally of three digits. Although not proven, it has been **proposed** that the number was one of a block allocated to a particular Colony during a definite time period. It is apparent that these numbers showed an increasing trend in absolute value as the war progressed, reaching a high (for Antigua) of 952 in 1945.

Most of these labels, not only for Antigua but for all Colonies, incorporate a "P.C." number — the P.C. signifying "Postal Censorship". The OPENED BY EXAMINER label, by far the most common, was identified by the notation P.C.90.<sup>6</sup>

The earliest use of a coded printed label in Antigua was on a cover (Larsen) posted at St. John's on 13 AP 42. This label (Type L2) contains lower case letters with initial caps, with the words Opened by Examiner measuring 69 mm in length (Figure 10). The lettering of this type (and of all labels subsequently described herein) is in black. The LDk of Type L2 is 10 JY 42 (Bogg).

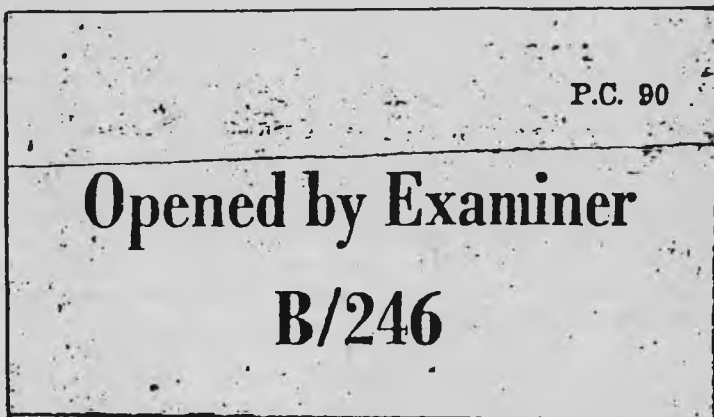


Figure 10, Type L2

6. Other P.C. numbers include, for example, P.C.5, a form stating that the cover was already open when it reached the censor; P.C.23, a RETURNED TO SENDER label; and P.C.66, an OPENED BY CENSOR label.

(To be continued)

It is with sincere regret that we must report the death of Dorothy Adelson, Uleta, Florida, the widow of Eddie Adelson. Dorothy died at the age of 65 while visiting her daughter Pam in Anchorage, Alaska, on December 19, 1978. Services were held at the Forest Lawn Memorial Chapel, December 22.

# The Mails Got Fouled Up in the Good Old Days Too

by C. Kilbourne Bump

On Thursday 14 May 1891, the purser of the S.S. "Orinoco" went to the Post Office in Hamilton, Bermuda as usual to pick up the mail bags leaving for New York on this steamship of the Quebec Steamship Co. The "Orinoco" had left her dock in Hamilton the day before and had anchored in Grassy Bay where the mail, passengers and last minute cargo were taken out to her on the 14th. The mail had been delivered to the "Orinoco" by two o'clock in the afternoon and was well on its way toward the open sea. About two o'clock the postmaster's clerk noticed a mail bag under the table in the Hamilton postoffice and reported it to the Postmaster General immediately. He in turn phoned the shipping agents at once that the New York mail bag had been left behind. A boat was sent to try to intercept the steamer but it was too late and the "Orinoco" was already too far out and beyond the reach of signals.

The mail bag contained orders for purchases to come from New York on the return trip of the "Orinoco", advices of shipments to New York and a large amount of money in the form of bills of exchange. As soon as the error was known on Front Street the merchants and bankers urged the Governor to take immediate steps to forward the mail. The Governor in turn promptly engaged the American ocean going steam tug "Gladisfen", which was stationed in Bermuda, to take the bag to New York. She sailed the following day at 4 o'clock in the afternoon, a loss of about 24 hours. The "Gladisfen" reached New York on 18 May, one day after the "Orinoco". Since the "Orinoco" did not leave New York on its return trip until 24 May, presumably no serious commercial consequences resulted from the mix up.

The cost to send the "Gladisfen" to New York was L150. The Quebec Steamship Co. offered to share the responsibility for the error, paid L75 and the "Gladisfen" owners billed the Bermuda Government for the other L75. The legislature debated the matter for some time and agreed that the L75 should be paid but did not believe it was the Government's responsibility. On the other hand there was no money in the Post Office Department budget for this sort of expense. It was finally decided that the L75 should be paid either by the Postmaster General, being the responsible person in charge of the operation where the mistake was made, or, as the Legislature put it, by his surety who had posted his bond. There is no record of who this unfortunate person was.

I would be very much interested in any covers or post cards from Bermuda backstamped New York on 18 May 1891 as evidence that they were carried on this trip of the "Gladisfen".

# The Single Postcards of Queen Victoria

by Michael Vokins

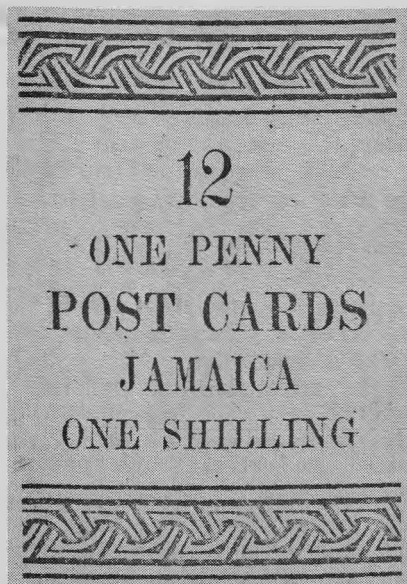


Figure 1

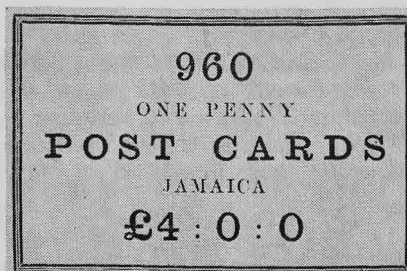


Figure 2

The production of postal stationery for Jamaica by de la Rue was initiated by a letter to the Colonial Office from the General Post Office, Jamaica, dated 7th April 1877 and signed by Fred Sullivan, at that time Postmaster for Jamaica.

In the letter he reports that he has had printed a temporary issue of postcards, ½d and 1d for inland use and 3d for Postal Union purposes. The issue is described as "rough and comparatively expensive" but "the boon is fully appreciated by the public." For regular use he requests that postcards be imported from England and submits "a pattern of the neatest design of Post Card I have yet met with, — viz: the New Zealand Issue." To the sample cards submitted are stuck the current Jamaica ½d, 1d and 3d stamps. The initial order proposed is for 20,000 at ½d, 50,000 at 1d and 30,000 at 3d.

On the 1st of May the Secretary of State by letter authorized the Crown Agents to comply with the request and they in turn passed the order to de la Rue on 2nd May.

By the 4th of May de la Rue were able to submit designs based on the New Zealand sample card. Designs were prepared in duplicate for each value, one copy on buff paper as used for English 'Thin' postcards and the other copy on white cardboard as used for English 'Stout' postcards. De la Rue quoted L15 for each of the printing plates as they would be able to use the existing Postage Dies.

For the cards themselves the cost on thin paper was quoted at 8s 6d per 1000 for an order of 20,000, reducing to 6s 9d per 1000 for an order of 100,000. The corresponding prices on stout card were 18s 6d and 15s. These prices included making the cards into packets of 12 and then into bundles of 480 cards if thin paper, or 240 cards if stout cards. Special bands and labels were designed to package the cards (Figure 1).

In a Memo of 8th May de la Rue record acceptance of their second design and in a letter of 16th May the Crown Agents officially ordered the printing plates and first printing but on thin card corresponding to the New Zealand card submitted as sample, rather than the stout card which de la Rue had been discretely advocating.

The printing of the first order for postcards was completed by 22nd September and de la Rue took the opportunity to write a long letter to the Crown Agents in which the merits of stout card are again extolled. Specimens were prepared on both the "buff paper" used for the printing and also the "white cardboard" as used for English Stout postcards. As well as samples glued to a sheet de la Rue provided "loose specimens in an envelope in order that there may be no difficulty in realizing the difference in quality."

Pressing the case further de la Rue wrote that the "stout cards have found so much favour with the English public that they have in a great measure superseded those of the thin quality." The Crown Agents are also reminded that the ½d card had to be printed in a rich brown colour, because the correct maroon colour would not give a clear impression. On the stout white card de la Rue pointed out that the 1d and 3d have the same colours as the postage stamps while on the buff paper the colours are "somewhat modified".

However these representations went unheeded and Jamaica postal stationary continued to be printed on "buff paper". Ironically the precedent set by the New Zealand sample had been created by de la Rue themselves as they had supplied the New Zealand Government with the buff paper used to manufacture the postcard.

The first printing was invoiced on 26 September, 1877, for three printing plates of 21 multiples each and the ½d postcards are described as "printed in copper red on the same buff paper as the English postcards." The numbers supplied were:

½d single card	19,320
1d single card	47,736
3d single card	28,560

This is the only printing of the 3d postcard; the second printing followed in March 1879, the 1d being reprinted a total of 8 times and the ½d 17 times. The records of that period do not mention the printing of Specimens.

The 1928 Handbook on Jamaica has a chapter on postal stationary which in two respects is not in accord with the information available from the de la Rue records.

1. The Provisional postcards printed in Jamaica and issued 1 April, 1877, are described as deputising for the belated issue from London. In fact the successful issue of the Provisionals was part of the argument requesting a London printing — even though the success was apparently only a week old!

2. The de la Rue postcards are described as sold out very quickly necessitating a further printing of Provisional cards. This can only be correct if the first printing was sent to Jamaica in two consignments as a further printing was not invoiced until March, 1879.

Postage rates were altered on the 1st April, 1879, in consequence of a new Postal Convention signed in Paris on the 1st June the year before and this resulted in the stock of 3d single cards for overseas use being overprinted in Jamaica: 'UNIVERSAL POSTAL UNION, ONE PENNY HALF-PENNY'. Thus it was not until 24th November, 1882 that Fred Sullivan needed to write to London ordering 1½d single cards intended for Universal Postal Union purposes. The General Post Office in London was asked to select a colour different from those used for the current postage stamps. At the same time ½d, 1d and 1½d reply cards were ordered for the first time.

The 1½d International single card (as it is described in the invoices) was reprinted 6 times after the initial printing of 3120 of 11 April, 1883, but had to be replaced by a new 1d International single card in 1890. Postcards were ordered on 22nd December 1890 and the next day de la Rue pointed out that the 1d cards would have to be of the larger International size, requiring a new 1d single plate (24 set) at a cost of £12. This was authorized on 30th December and the first printing invoiced on 10 April, 1891, for 24,480 cards plus 400 specimens. The stock of 1d Inland single cards in Jamaica were overprinted 'HALF-PENNY' to make them valid for inland use, the rate throughout Jamaica being reduced to ½d from 1st January, 1890.

**References**

Crown Agents, volumes 3, 4 and 22.  
 Day Books, volumes G to T.  
 Jamaica Handbook, Stanley Gibbons 1928.

**CHECK LIST OF PRINTINGS**

**INLAND CARDS**

<b>½d single card</b>			<b>1d single card</b>		
1877	26 Sept	19,320	1877	26 Sept	47,736
1879	7 March	49,440	1878	7 March	24,960
1888	22 Oct	4,872	1881	28 March	20,640
1890	3 Feb	34,080	1881	31 March	52,200
1891	27 Feb	72,840	1884	11 Jan	49,680
1892	1 Feb	24,408	1885	31 Oct	36,960
1892	3 Dec	34,200	1886	1 Nov	30,108
1893	30 Dec	48,960	1888	18 Feb	36,480
1894	28 Nov	24,960	1888	22 Oct	48,264
1894	28 Nov	2,400			
1895	18 Nov	73,428			<b>TOTAL</b> 347,028
1896	19 Oct	73,608			
1897	5 Aug	81,120			
1898	24 June	129,876			
1899	18 Aug	50,172			
1900	15 Oct	101,664			
1901	20 July	51,156			
1902	19 April	101,280			
		<b>TOTAL</b> 977,784			

**INTERNATIONAL CARDS**

<b>3d single card</b>			<b>1d single card</b>		
1877	26 Sept	28,560	1891	10 April	24,480
					+ 400 specimen
1883	11 April	3,120	1895	18 Nov	12,156
1884	11 Jan	1,620	1896	19 Oct	12,300
1885	21 Jan	2,520	1897	5 Aug	14,772
1885	5 Dec	3,344	1898	17 March	15,360
1886	1 Nov	2,484	1898	24 June	32,520
1888	18 Feb	8,208			<b>TOTAL</b> 111,588
1889	31 Dec	4,080			
		<b>TOTAL</b> 25,376			

President GEORGE BOWMAN received an APS Writers Unit No. 30 Gold Medal at SESCAL for an article on 1928 West Indian Aerial Express Covers; quite a few BCPSGers were in attendance, including Russ Ott, Rick Rodgers, and Gale Raymond.

W. KENNETH WATSON received a large silver medal at CAPEX last year for an entry of Jamaican Packet Letters.

MINORU ISHIHARA won a Gold Medal at CAPEX '78 for his St. Vincent Perkins, Bacon exhibit.

## THE STANLEY DURNIN MEMORIAL AWARD

As announced in the "British Caribbean Philatelic Journal" for August 1978 (Vol. 18, No. 4), the Stanley Durnin Memorial Award will be presented annually for the best article appearing in the Journal.

The initial award will be made for the best article appearing in Volume 19 of the Journal beginning in the February 1979 issue. Date of presentation will be determined by the President in consultation with the Awards Chairman. If possible, Elaine Durnin will make the initial presentation; subsequently, she will make the presentations whenever and wherever possible.

The form of the award has not yet been determined. However, it will not be one of those pot-metal "Victory" trophies.

Since the BCPSG is primarily a study (research) group, articles indicating originality and original research will be most welcome. In this category can be included articles that clearly point out areas where research is needed.

The Stanley Durnin Memorial Award Committee has formulated the following guide lines for the competition:

Any article by a BCPSG member, accepted and published by the Editor, is eligible.

Fundamentally, an article should be clear, united, coherent, with emphasis and variety.

An article should be developed logically; it should be interesting, indicate research and/or expose or expound information heretofore unpublished, or enlarge on information already published.

An article should be syntactically and grammatically correct with no misspelling. (In this connection, errors in grammar and spelling might be overlooked if the article is otherwise outstanding.)

The Stanley Durnin Memorial Award Committee is composed of George Bowman, Fred Seifert, Elaine Durnin, Ben Ramkissoon and Mark Cassidy (Chairman).

Our Editor, Dan Warren, now expects to be inundated with a tidal wave of articles.

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