

# BRITISH CARIBBEAN PHILATELIC JOURNAL

PUBLISHED BY THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP

VOL. 22, NO. 4  
W/N 122

EDITOR: George W. Bowman, 549 South  
Helberta Ave., Redondo Beach, CA 90277  
Phone (213) 540-7079

OCTOBER 1982



BCPSG'er KING PARKER and the real Cayman Islands  
first flight! (See page 107)

## Inside...

LADY McLEOD: THE VESSEL AND THE STAMP	By William H. Matthews	110
ANTIGUA MONOGRAPH		117
BELIZE FORCES POST OFFICE	By Gale J. Raymond	122

**PLUS:** Censored in Nevis? 106; Editor's Message 109; The "Midas" Collection 112; G. P. O. Georgetown Postal Markings in Guyana, Part Four 114; Barbados Armed Forces Air Letter Form 125; Followup: The Caye Service Stamp 126; Secretary's Report 128; More "Caye" 128; The Town Cancels of Trinidad and Tobago, Part VIII 129; Personal Mention 133; This and That from Here and There 134; Barbados Mini-Meeting 140.

**PRESIDENT**

W. Danforth Walker

**VICE PRESIDENT**

Edward F. Addiss

**SECRETARY**

Howard C. Austin  
229 W. Lexington Blvd.  
Glendale, WI 53217

**TREASURER**

Dr. R. A. Ramkissoon  
3011 White Oak Lane  
Oak Brook, IL 60521

**INTERNATIONAL  
DIRECTOR**

Alfred J. Branston  
11 Patching Hall Lane  
Chelmsford, Essex  
CM1 4DH, England

**INTERNATIONAL  
DIRECTOR (FINANCE)**

Bruce Walker  
21 Orchard St.  
Aberdeen, AB2 3DA  
Scotland

**MEMBERSHIP  
CHAIRMAN**

Thomas E. Giraldi  
872 W. Grant Drive  
Des Plaines, IL 60016

**PUBLIC RELATIONS**

Dr. Peter P. McCann  
Merrell Research Center  
2110 E. Galbraith Road  
Cincinnati, OH 45215

**ADVERTISING MANAGER**

Elaine K. Bowman  
549 S. Helberta Ave.  
Redondo Beach, CA 90277

**LIBRARIAN**

Robert P. Lovett  
RD #1  
Newtown, PA 18940

PRINTING BY  
RAUB'S OF REDONDO

**THE BRITISH CARIBBEAN PHILATELIC JOURNAL**

Published five to six times each year. Available only to members of the BCPSG with subscription included in the membership fee of \$15 per annum in U. S. funds, due January 1st. Membership application forms and additional information may be obtained from the Membership Chairman or the International Director.

Articles may not be reproduced or published without written permission of the Editor.

**CENSORED IN NEVIS?**

by Tony Shepherd

During my research of the censorship of mails to and from St. Kitts/Nevis in the Second World War (published in *Roses Caribbean Handbooks 1 and 2*), I never found any evidence to suggest that a Censor's Office was ever established on the island of Nevis. All postal censorship for both islands appears to have been carried out at Basseterre on St. Kitts.

Recently Bill Graham sent me a xerox of a cover indicating the existence of a Censor operating at Charlestown, Nevis, during the early part of 1940. This cover, of a commercial nature, was sent from a chemist ("druggist" to our American friends!) in Charlestown to Detroit, Michigan, and is franked with St. Kitts adhesives paying the then-current rate of 3d. to North America. It is postmarked with a slogan cancellation "CABLE AND / WIRELESS / VIA / IMPERIAL", dated 1 May 1940.

*To page 129*

# THE REAL CAYMAN ISLANDS FIRST FLIGHT

BY KING PARKER, JR., PETER P. McCANN, AND THOMAS E. GIRALDI

Although it has generally been accepted that the Cayman Islands had its first air mail service as of late 1947, when Wing Commander Owen Roberts inaugurated air service, in reality this is not true. This version of the story has been perpetuated by lack of information in various published accounts, particularly in the 1962 book by Aguilar and Saunders on Cayman Islands Postal History. Figure 1 shows an example of a 1947 Caymans flight that never actually took place on the date shown (October 18, 1947), but which is interesting for several reasons, one of which being the never previously explained small rectangular cachet with the words "Jamaica Air Transport" crossed out. This cachet, and the title "Jamaica Air Transport", can now be revealed as being major clues in the 35-year-old puzzle of the true story of the Cayman Islands' first air mail flight. BCPSG member King Parker, Jr. was in fact the owner of Jamaica Air Transport and the pilot of the actual first flight, which took place on November 23, 1946. The whole story of this almost unknown and previously unrecorded page of Caymans postal history can now be told.

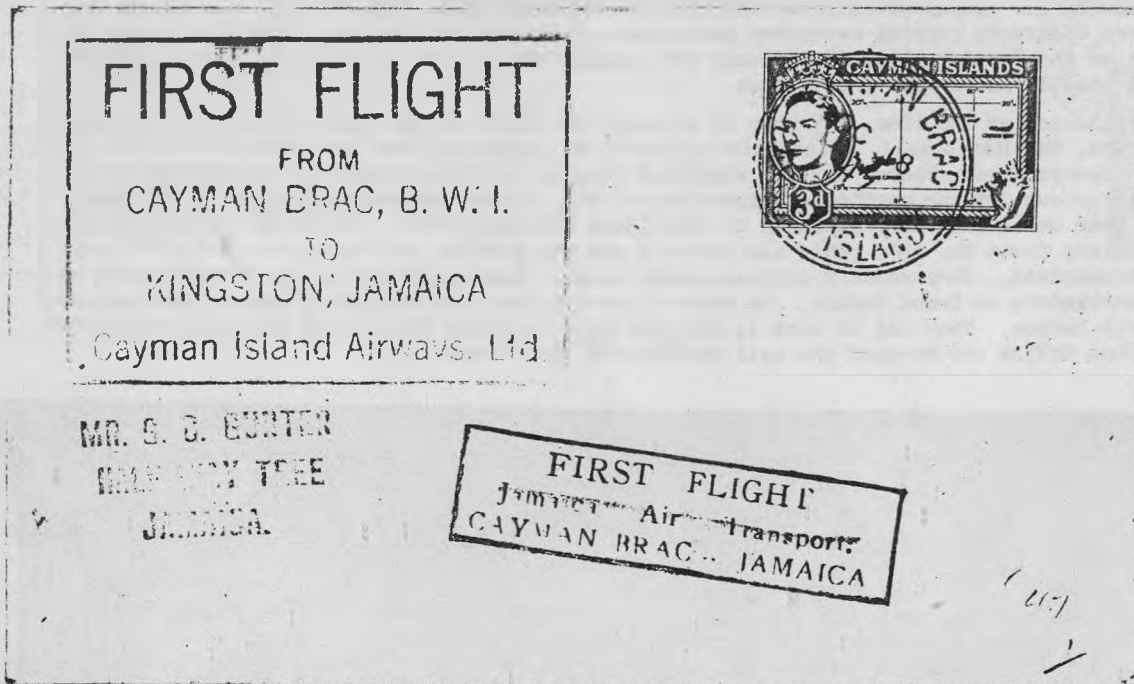


FIGURE 1  
(Obverse)

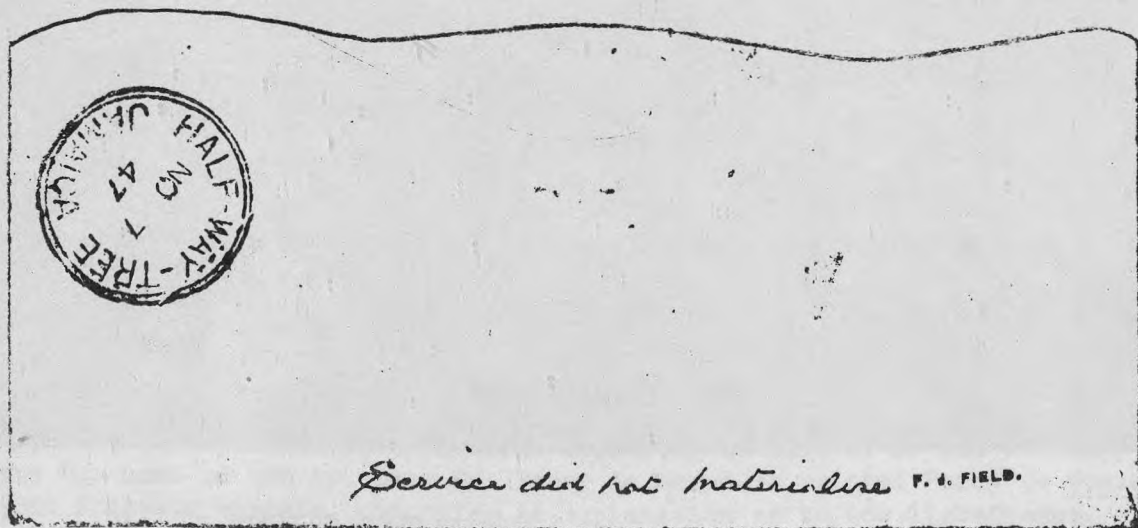


FIGURE 1  
(Reverse)

Notice manuscript "Service did not materialise".

King Parker, Jr. flew with the Royal Air Force Transport Command for four years, and after release from active duty in June 1945 went to Tampa, Florida, where he and several other ex-RAF pilots formed an airline. They purchased from the Canadian Government twenty war surplus Canadian Vickers Supermarine Stanraer seaplanes. Unfortunately, due to circumstances beyond their control, only about six were ever delivered to Tampa.

They made several trips into the South American Amazon jungle to bring back tropical fish for a large New York aquarium. During that time they also bought seven DC-3's to fly freight into Colombia, where they had established excellent relations with the Colombian Government. However, after several months of this operation, they discovered that the major airlines were not liking the competition. At this point Parker saw an interesting-looking opportunity in Jamaica.

On all of their freight flights out of Florida, Parker and his partners had refueled in Kingston, Jamaica, and on one of these flights they were offered an exclusive airline franchise, using their flying boats to operate from Kingston Harbor to Montego Bay. Parker moved his family to Kingston in October of 1946, and started operating with four of the flying boats he had purchased from his former partners. In November he was asked to explore the possibility of providing weekly flights to the Cayman Islands, and was promised a mail and freight subsidy if he could operate on a regular schedule. Although the contract was not executed until June of 1947, he started flying his Cayman Islands run on November 23, 1946.

On the original Jamaica Air Transport flights Parker flew a daily schedule from Kingston to Montego Bay. The Canadian Vickers Stanraers carried seventeen passengers, plus mail and freight. The planes were affectionately known as the "greasy clipper", because the engines threw a lot of oil, and at the completion of a trip the tail usually had a very greasy look.

Parker was not a collector at the time, but when he extended the route to the Cayman Islands in November his agent in Kingston, Roy Macdougall, a long time philatelist, suggested that they prepare several first flight covers. No covers were prepared for the westbound flight, but twelve made the round trip and were date-stamped in Georgetown for the eastbound flight (Figure 2). Parker continued to operate the Stanraers for about a year until they were replaced by amphibious Catalina PBV's. His first PBV is pictured on Cayman Islands stamp Scott No. 130. This was really a one-man airline, as Parker was the pilot and his wife was the stewardess. They usually carried a full load of passengers and cargo on their one round trip per week to Georgetown on Grand Cayman. On many of their trips they stopped at Cayman Brac, an island with no natural harbor. They had to land in the open sea, and when the sea was too rough they simply flew over the Post Office and dropped the mail sack out of the window.



FIGURE 2

Total postage on cover =  $11\frac{3}{4}$ d.

The transition from Jamaica Air Transport to Cayman Islands Airways came in 1947, when Parker formed the new company with a PBV amphibian flying boat he purchased from the Canadian Government on June 28, 1947, and which he later sold under extremely difficult circumstances in December of that year.



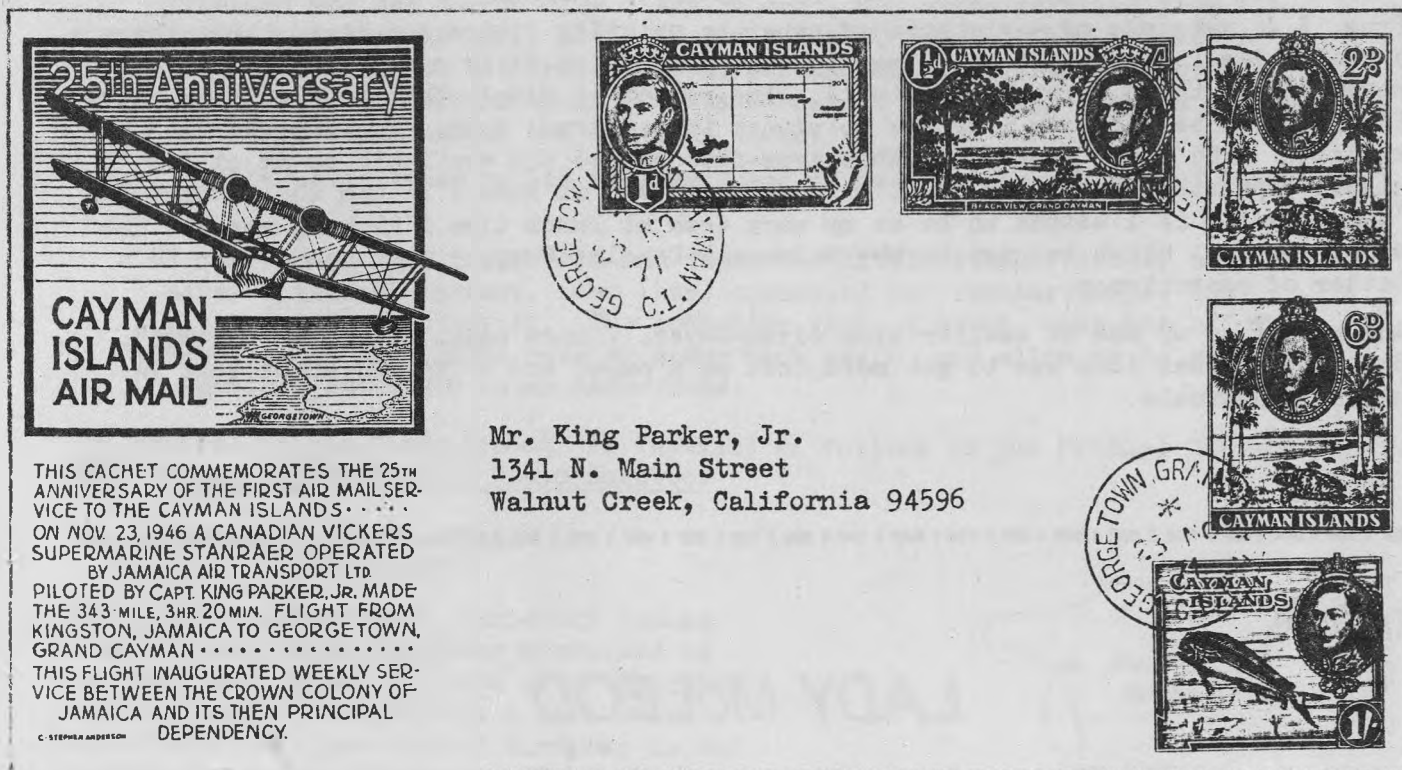


FIGURE 3

These difficulties had started the previous September, when Parker received a hurricane warning on the 15th and was advised not to leave Florida for the Caymans. The hurricane had already hit the Caymans with destructive force and was approaching the southern coast of Florida. On September 17th Parker was forced to fly his plane north as far as Little Rock, Arkansas, to escape the hurricane's path. It was not until October that the first complete flight of the PBY was made to Georgetown, Grand Cayman; then to Cayman Brac; and then on to Kingston. The second full flight was not until the 17th of November, and was delayed due to governmental red tape and extreme political pressure in Washington from the major airlines. This second flight almost came to grief when one engine quit between Key West and Havana, and Parker was forced to turn around and land at Key West and then go on up to Miami for repairs. He put his passengers on scheduled airlines to Kingston, and then to the Cayman, which was still being served by the Stanraers operated by Parker's reserve crew. Finally, it was in December of 1947 that Parker made a deal to sell his control to Bahamas Airways, represented by Wing Commander Owen Roberts. Soon afterwards, Parker left for California to enter the contracting and real estate development business. Wing Commander Roberts' role in the airline, whose name was changed to New Caribbean International, continued until his fatal accident in April 1953, and has been well documented. King Parker, Jr.'s role, however, has never been described until now.

The front cover of this Journal shows a photo of the PBY used in the Cayman Islands Airways period, with Parker at the controls. This picture was superimposed in the aerial view of Georgetown Harbor shown on Scott No. 130. Figure 3 illustrates a commemorative 25th anniversary cover (a total of only 100 were produced) Parker prepared to observe the historic 343-mile flight from Kingston to Georgetown on November 23, 1946.

## Editor's Message

In Robson Lowe's "The Philatelist" for March/April 1982, "Regulus" briefly (and generally favorably) reviewed the entire 1981 (Volume 21) run of British Caribbean Philatelic Journals. He mentions an error appearing on page 21 of the February number, where the name of the esteemed Mr. Percy de Worms is printed Percy de Wossus! I apologize for this mistake, and offer no explanation as to how it happened.

But from my point of view, the most significant of Regulus' comments is his description of Journal format as a "...bewildering number of type-faces and styles in each number".

True, I do make use of a plethora of separate printing styles and sizes. But there's a reason for it, even though it may prevent production of an esthetically "normal" magazine (if there is such an animal). The reason is simply that I never know where I'm going to be whenever I decide to plunge into Journal work. Two typewriters (one equipped with three interchangeable type-face balls) are available to me at two widely-separated locations. If I'm in my stamp den at home I'll use the Group's IBM "Executive"; if I happen to be at my work desk at lunch time I'll bang away on the other machine, which belongs to the McDonnell-Douglas Company. It comes down to a matter of convenience.

And as far as my use of smaller type sizes---yes, I once again plead "no contest". But the original idea was to get more text on a page, and we talked about that in previous Journals.

*To page 124*

Trinidad

## *LADY McLEOD*

### *The Vessel and the Stamp*

by William H. Matthews

#### 1. THE VESSEL

John Lamont (1782-1850) was born in Scotland and came to Trinidad as an overseer on plantations for the Glasgow firm of Messrs. Eccles. In 1809 he purchased Cedar Grove (in Naparima) and various other estates, including River Estate and Cascade (now part of Port of Spain), where he built his residence.

He purchased the 66-ton paddle steamer "Lady McLeod" from the Glasgow firm of Robert Napier and it was completed in 1845. The original survey of the ship, dated August 28, 1845, is located in the National Maritime Museum in Greenwich, England.

Under the command of Captain David Bryce, the vessel sailed from the Clyde on September 5, 1845, for Trinidad, via Cork and Madeira. She arrived in Port of Spain 48 days later, on October 23.

In a lecture entitled "John Lamont---A West Indian Planter 100 Years Ago", delivered to the Trinidad Historical Society in January 1936, Sir Norman Lamont gave the following information on the vessel "Lady McLeod", taken from a letter written by John Lamont to his brother:

"An amusing touch follows: 'Our Governor, Sir Henry McLeod, has arrived with his Lady, to whom he was recently married at home after twenty-two years courtship. She has some fortune, and as she does not like the climate, we anticipate a change of Governors, and I know not but that it may be beneficial---poor Colonists, without a voice in the management of our own affairs, loaded with taxes, without a check on improvident expenditure!

"Poor Lady McLeod! Strange that, in spite of her 22 years courtship and her dislike of the climate, she alone among Governor's wives should have been immortalized on a postage stamp! For the earliest stamp issued in

Trinidad was the 4-cent blue 'Lady McLeod', now worth anything from £75 to £200, issued in April 1847, by David Bryce, owner of the steamship 'Lady McLeod', for the prepayment of postage on letters carried by his vessel between Port of Spain and San Fernando. The stamp bears a picture of the vessel, beneath the initials 'L.McL'.

John Lamont's next letter to his brother seems to bear on the subject of the "Lady McLeod":

"I arrived on 27th (October), and found the little steamer safely arrived after a tedious passage. She (has) commenced her regular trips, and gives great satisfaction. The commander will, I trust, take her off my hands soon, and let me have my money back again, and allow me to give my undivided attention to my cane-farms.

The arrival of the "Lady McLeod" is reported as follows in the Friday, October 24, 1845, issue of the Port of Spain Gazette:

"ARRIVAL OF THE STEAMER  
'LADY McLEOD'

"The Lady McLeod Steamer, anxiously looked for, for some days past, was signalled on Thursday afternoon, and soon after perceived steaming up the Gulph at a rate which would have left the City of Glasgow, in her best days, nothing to boast of. She got up her steam abreast of the North Post, and was at her anchorage in one hour and forty-five minutes afterwards.

"We have been enabled to glean the following additional intelligence with regard to this steamer:--her power is 60 horses, and her measurement: 66 tons; she has two engines of 30 horse power each. It is in contemplation that once each week, viz., on Saturdays, she should go as far as Cedros, starting from Port of Spain at 6 AM, and after landing her passengers at Couva and San Fernando, reach La Brea at 11, then go to Cedros and return to La Brea so as to afford parties going to the Pitch Lake 5 hours clear; she will then continue her route to Port of Spain, and it is expected will be at her anchorage at half-past 7. (Ed: See Figure 1.)



FIGURE 1

SHIP NEWS

ARRIVED

<u>October</u>		<u>Days Out</u>
23	Steamer, Lady McLeod; Bryce; Greenock	48
	Cork	45
	Madeira	28 "

On November 7, 14, 21, and 28 (1845) shipping notices concerning the "Lady McLeod" were inserted in the Gazette by Turnbull Stewart and Company on sailing arrangements (Figure 2) and then on mail arrangements (Figure 3).

David Bryce, Master of the vessel, apparently purchased her in December 1845; he in turn sold her to a group of five Trinidad merchants in 1851. In 1854 the ship foundered off Vistabella Point, San Fernando, and had to be abandoned. The ship's bell survived and was on display at the Trinidad Philatelic Society's Southern Exhibition in 1972.

APPEARING IN PORT OF SPAIN GAZETTE, VOLUME XX, NUMBERS 89 AND 91, WHOLE NUMBERS 2088 AND 2090, FRIDAY, NOVEMBER 7, 1845, AND FRIDAY, NOVEMBER 14, 1845:

(Shipping Notice - spread over two columns of newspaper.)

(Woodcut: ship fully rigged,  
with volumes of smoke issuing  
from funnel.)

STEAMER "LADY McCLEOD"

ON and AFTER MONDAY the 10th instant, the Steamer will leave Port of Spain for San Fernando, with light Freight and Passengers

On MONDAYS AND WEDNESDAYS at 9 o'clock AM precisely  
On TUESDAYS AND THURSDAYS at 11 o'clock AM precisely.

She will leave San Fernando for Town at 3 o'clock PM, each day as formerly.

She is intended to start from Port of Spain every SATURDAY Morning at 7 o'clock, for Cedros, touching on her way both Up and Down at San Fernando and La Brea.

Passengers to and from Couva and Pointe-a-Pierre must be taken off and brought on board by their own Boats.

FARES

Couva or San Fernando	Saloon \$1.00	Fore Cabin \$0.50
La Brea	Ditto \$2.00	Ditto \$1.00
Cedros	Ditto \$3.00	Ditto \$1.50

Passengers from Port of Spain for La Brea, returning the same day, will be only charged one-half fare on their return.

FREIGHT

Any packages not exceeding 200 pounds weight will be taken on Freight at double the usual Drogheraga rate.

TURNBULL STEWART & CO.  
Agents

Port of Spain, November 7, 1845

(A similar but abridged Notice by Turnbull Stewart and Co., Port of Spain, November 8, 1845, appeared in the Trinidad Spectator and Port of Spain and San Fernando Advertiser. Volume I, Numbers 47 and 49, Wednesday, November 12, 1845, and Wednesday, November 19, 1845.)

FIGURE 2

## THE "MIDAS" COLLECTION

Included with this issue (insofar as the supply lasts!) are color plates of certain BWI stamps from the "Midas" collection, which was sold by Robson Lowe in Zurich on 30 September. Although this important sale is now history, the Lowe organization has kindly made these reproductions available, together with a commentary, as a matter of interest to BCPJ readers.

We are grateful to Mr. Lowe for giving BCPSG members the opportunity to add these beautiful "stamps" to their philatelic libraries. His "Midas Commentary" begins on page 127.



APPEARING IN PORT OF SPAIN GAZETTE, VOLUME XX, NUMBERS 93 AND 95, WHOLE NUMBERS 2092 AND 2094, FRIDAY, NOVEMBER 21, 1845, AND FRIDAY, NOVEMBER 28, 1845:

(Shipping Notice.)

(Woodcut: ship fully rigged,  
with volumes of smoke issuing  
from funnel.)

STEAMER

LADY McCLEOD

LETTERS, MONEY, and SMALL PARCELS will be carried from this date for subscribers only, at One Dollar per Month from each Subscriber or Estate, payable quarterly in advance; letters of non-subscribers will be charged 10 cents each.

Letter-box at MICHELL MAXWELL'S, San Fernando, and at TURNBULL STEWART & CO.'S, Port of Spain.

The steamer will continue her trips to La Brea every Saturday, leaving Port of Spain at 7 AM, and San Fernando at 10 AM, and remain at La Brea until 2 PM, to give parties an opportunity of visiting the Lake.

She cannot proceed further until sufficient remuneration is secured her.

N.B. - The Commander can only be held responsible for parcels or letters containing Money for which a receipt is given and a commission paid of One Half per Cent.

TURNBULL STEWART & CO.

Marine Square, 21st November, 1845

FIGURE 3

2. THE STAMP

The following notice appeared in the Port of Spain Gazette for April 16, 1847:

"The Subscriber experiencing inconvenience in collecting the Money for Letters of Non-Subscribers, has procured Labels, which may be had of him or the Agents for the Steamer, at five cents, or Four Dollars per Hundred.

"No other letters but those of subscribers who have paid in advance, or such as have these labels attached, will be carried, from and after the 24th instant.

"Freight for parcels and small packages as heretofore.

16th April 1847.

SIGNED - DAVID BRYCE  
Proprietor.

"

Apparently Bryce, having difficulty in providing small charge to customers wishing to send letters by his vessel, decided on the use of a prepaid label as a means of circumventing this difficulty.

As the notice quotes a price per 100 for the stamps, it suggests that they were in sheets of 100, but this has not been verified. The sale in quantities of 100 also indicated the extent the service was being used.

Although the Lady McLeod was not an "official" issue, its use was sufficiently wide and proper on a regular basis for it to be accorded the honour of being accepted as the first adhesive stamp issued in a British Colony, some six months before the famous "Post Office" Mauritius stamps appeared.

The Lady McLeod stamp itself is most attractive both in design and colour, and extremely well produced, apparently by lithograph from an engraved die. The lack of information on the actual printing results in the speculation that both the design and printing were done locally by a Charles Petit, who was in the area at the time.

Normally, the stamps were cancelled by a pen cancellation in the form of a cross, although some examples are known with diagonal cancelling lines in ink and also with a corner torn off.

There are several Lady McLeod stamps in existence in various collections, but those still on cover are highly prized. A prime example, from the Queen Elizabeth collection, was included in the Royal Exhibit at the LONDON 1980 Exhibition.

References: "The Philatelic History of Trinidad to 1862", by J. B. Marriott, FRPSL.  
 The Trinidad Philatelic Society Bulletin.  
 The Trinidad Historical Society.  
 The National Maritime Museum, Greenwich, England.  
 The Port of Spain Gazette.

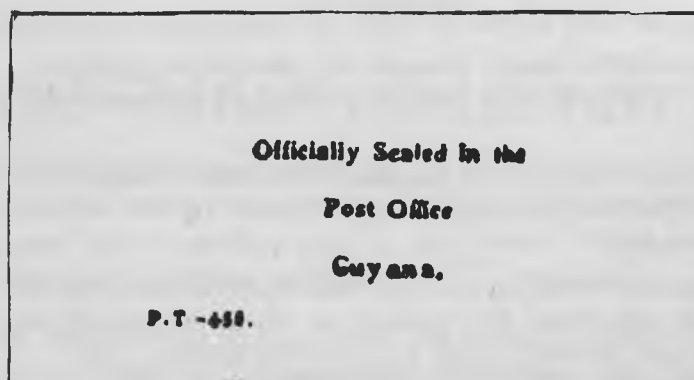
(Ed: A xerox of the Lady McLeod post-construction survey form, titled "IRON SHIPS", to which reference is made in the second paragraph of this article, was forwarded to me along with the manuscript. However, due to the poor quality of its reproduction, it cannot be used as an illustration herein. If readers wish to see this survey, I will be happy to forward a copy (hopefully, a legible copy---but don't hold me to it!) to anyone supplying a stamped, self-addressed No. 10 envelope. The survey specifies major dimensions (internal and external) of the Lady McLeod; plating thicknesses; details of framing, planking, and fasteners; sail measurements; and much more in the way of nautical minutiae. Nothing philatelic, but plenty to interest a retired sea-captain!)

## G.P.O. GEORGETOWN POSTAL MARKINGS IN GUYANA

by Michael R. Rego

PART FOUR - CONTINUED FROM APRIL 1982 JOURNAL

NOTE: These three marks were described on page 66 of the April 1982 Journal.



The enclosed letter is returned to you for the reason assigned to

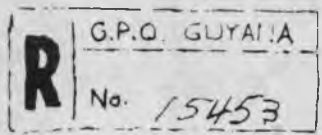
HRET1

Received in a Mutilated Condition at G.P.O. Georgetown, Guyana.

HRAP1	Returned for/Additional Postage of .. Violet. Various manuscript figures for additional postage.	Recorded use 15 JN 74 - 3 MY 77.
HTAX1	T in Triangle. Violet.	Recorded use 26 FE 74 - 6 JN 74.
HUNC1	NOT CALLED FOR/UNCLAIMED. Black.	Recorded use 12 FE 76.
HUNC2	UNCLAIMED 64 x 8 mm. Black.	Recorded use 1 AU 80.
HRET1	Handstamp as illustrated on OGGS Cover. Black.	Recorded use 24 AU 76.
OSL1	Official seal label. Black printing.	Recorded use 6 AP 68 - 30 OC 79.
HOSL2	Boxed handstamp tying OSL1. Violet.	Recorded use 30 OC 79.

In the past, registered letters have nearly always received registration labels. However, this practice is being gradually abandoned in favor of the application of a registration number by means of a handstamp or manuscript number. A registered handstamp (HREG1) has been used at the G.P.O. from 1966. It is known struck in black or violet ink, with an additional number inserted inside as illustrated. Both manuscript and handstamp numbers are recorded.

HREG1 R/G.P.O. GUYANA handstamp. Black, violet. Recorded use 13 AU 66 - 3 SE 73.



HREG1



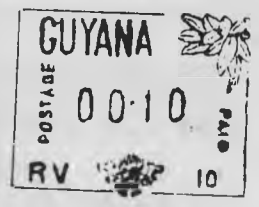
GMM1



GMM2



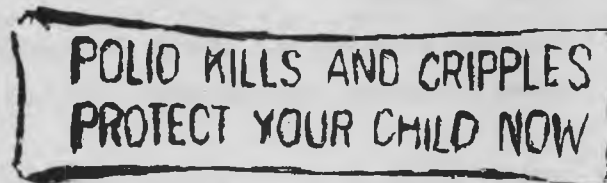
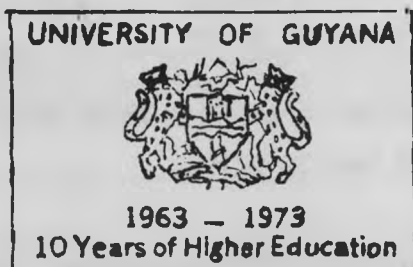
GMM3



The Guyana Post Office has issued meter marks to commercial companies and Government Departments for many years. The meter marks are nearly always struck in red; a few have been seen in violet. The meter number is inside a boxed design, with the GEORGETOWN/GUYANA datestamp alongside and occasionally the company's slogan further to the left. Three basic designs and their numbers are shown.

GMM1	Numbers U19, U24, U33, U34.	GMM2a	Similar to GMM2, but shorter. Numbers NE5, NE19, NE49, NE50.
GMM2	Numbers N18, N24, N25, RN20, RN21, RN22.	GMM3	Numbers RV001, RV003, RV004, RV005, RV007, RV008, RV10.

It is not certain whether the two slogan handstamps shown below were applied at the G.P.O. It seems likely that the "University..." slogan was used at the G.P.O., as it is known struck in black on several local covers postmarked at Georgetown on the 8th, 9th, and 10th of October 1973. The "Polio Kills..." slogan, also in black, is on a cover from the Wismar Post Office to Montserrat via the Georgetown G.P.O., and posted on 6 April 1973.



First Day Covers are known since May 1966 Independence. These have been cancelled by a wide selection of postmarks, including special FDC cancels. Originally the new issues of stamps had the standard GPOla datestamp applied, and alongside would appear a commemorative handstamp (HFDC-1 through -4). In later years the practice has been to employ special handstamps solely for the issue, and these cancellers are known in a variety of forms and sizes.

As the issues are numerous, the author has elected to record only the wording and measurements found on the special handstamps, which are known only on First Day Covers.

HFDC1	PHILATELIC/BUREAU/Georgetown/Guyana S.A. In violet.	Recorded use 13 AU 69 - 17 SE 71.
HFDC2	G.P.O. GEORGETOWN/Guyana In violet.	Recorded use 26 MY 66 - 23 FE 67.
HFDC3	G.P.O. GEORGETOWN/GUYANA In violet, black.	Recorded use 26 MY 67 - 14 NO 75.
HFDC4	G.P.O. GEORGETOWN/GUYANA In violet.	Recorded use 29 MR 76 - 27 DE 78.
25TH ANNIVERSARY IN PARLIAMENT	31-29/19 mm. Black.	27 AP 78.
WILD LIFE CONSERVATION/GEORGETOWN GUYANA	34-32/21 mm. Black.	15 FE 78.
SIR ROWLAND HILL CENTENARY/GEORGETOWN GUYANA	34-32/22 mm. Black.	11 JN 79.



HFDC1



HFDC2



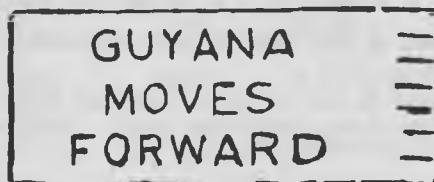
HFDC3



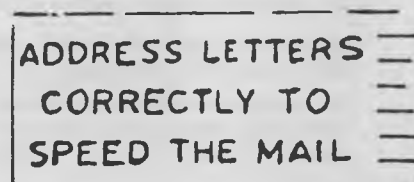
HFDC4

Electrical Machine Cancels are commonly found on covers from the GPO. Two types exist---GPO GEORGETOWN and AIR MAIL GPO. The machine cancels have always been used with a slogan. The slogan cancels the adhesive, while the datestamp falls on the cover. These slogans have been changed from time to time, and the list below records those employed. Errors exist showing the slogan reading upright but with the datestamp inverted, and also with the datestamp year plug missing.

- 1) GUYANA/MOVES/FORWARD 1966, 1969, 1970, 1971, 1973, 1974, 1975, 1976, 1977, 1979, 1981.
- 2) STOPⓈ/ACCIDENTS 1967.
- 3) POST EARLY/FOR/CHRISTMAS 1968, 1969, 1973, 1974, 1975, 1977, 1978, 1980.
- 4) ADDRESS YOUR/LETTERS CLEARLY 1974, 1977, 1979, 1980.
- 5) FIRE/PREVENTION/WEEK 1979, 1980.
- 6) (Symbol) GUYANA EFFICIENCY YEAR/(Y) to prosperity through efficiency. 1968.
- 7) REMEMBER TO/QUOTE YOUR/DISTRICT NUMBER 1975, 1980, 1981.
- 8) ADDRESS LETTERS/CORRECTLY TO/SPEED THE MAIL 1967, 1968, 1969, 1970.
- 9) U P U DAY/JOURNEE de L'UPU/OCTOBER 9 1974? (Part strike on SG 546)
- 10) GUYANA/CO-OPERATIVE/FEBRUARY 1970? (Part strike on SG 449)



EMC1



EMC2

I wish to extend my sincere thanks to Tom Giraldi, Geoff Ritchie, Tony Shepherd, and Pete Driffield, who have provided much material over the past years, and a special thanks to Michael Webster, who again has been most helpful with photocopies and recordings of these postmarks.

Finally, very special thanks go to the Rev. Ian MacInnes, who has helped greatly with research and material alike.

M. R. REGO

---

## Antigua Monograph

The following pages contain the third and final portion of Section 16 of the Antigua Monograph, entitled POSTAL STATIONERY. The first two parts of this section were published in the April and July 1982 Journals. As was pointed out previously, it must be noted that illustrations are not necessarily actual size.

The next section of the Monograph, covering the first type 6d. Queen Victoria issues comprehensively analyzed by "Mr. Monograph Man", Bill Cornell, will begin in either the December 1982 or February 1983 BCPJ.



## 16.4.2 LEEWARD ISLANDS REGISTRATION ENVELOPES

All registration envelopes issued by the Leeward Islands from 1892 through 1913 were of a 2d. value, most of them existing in a wide variety of shades (from grey to dark blue) in the color of the stamp and the printed text. A pair of envelopes in a Queen Victoria design appeared in 1892, one each of a G and an H<sub>2</sub> size. Another pair was issued in 1902, in similar sizes and format to the Victorian envelopes but having the head of King Edward VII silhouetted in the stamp ((1, 2)). The same year also saw varieties of the Edwardian items appear with the flap on the address side instead of in the earlier position on the reverse of the envelope. All succeeding Leeward Islands envelopes had the flap on the address side, as did all Antigua items from 1903 to the present. As pointed out by Larsen ((14)), the flap on the address side would be more convenient for checking that the registration fee had been paid.

The Victorian and Edwardian stamp designs were generally similar, except that the latter contained a crown. In addition, in the Victorian envelopes the words LEEWARD ISLANDS REGISTRATION are curved around the top of the stamp, with the words TWO PENCE placed at the bottom. The positions of these phrases are reversed in the Edwardian issues.

The basic design of the Edwardian stamp was again utilized in 1913, with the issue of three envelopes (Sizes F, G, and H<sub>2</sub>) containing a King George V silhouette ((1, 2)).

Subsequent to the increase of the registration fee to 3d., a series of four envelopes with that value appeared in F, G, H<sub>2</sub>, and K sizes in 1926. Each item was imprinted with a blue stamp depicting King George V in the design of the current adhesive definitives. However, the stamp was surrounded by an ornate "frame" incorporating the words REGISTRATION and FEE at the top and bottom, respectively ((1)). This was the first time that a K-size envelope had been issued by either Antigua or the Leeward Islands.

The H/G Catalogue notes two King George VI envelopes as issued in 1938. These were of a 3d. denomination, with the stamp design identical to that of the Leeward Islands post cards of that year. The frame with the words REGISTRATION FEE is similar to that of the King George V envelopes, but is curved at the top to fit the stamp contour.

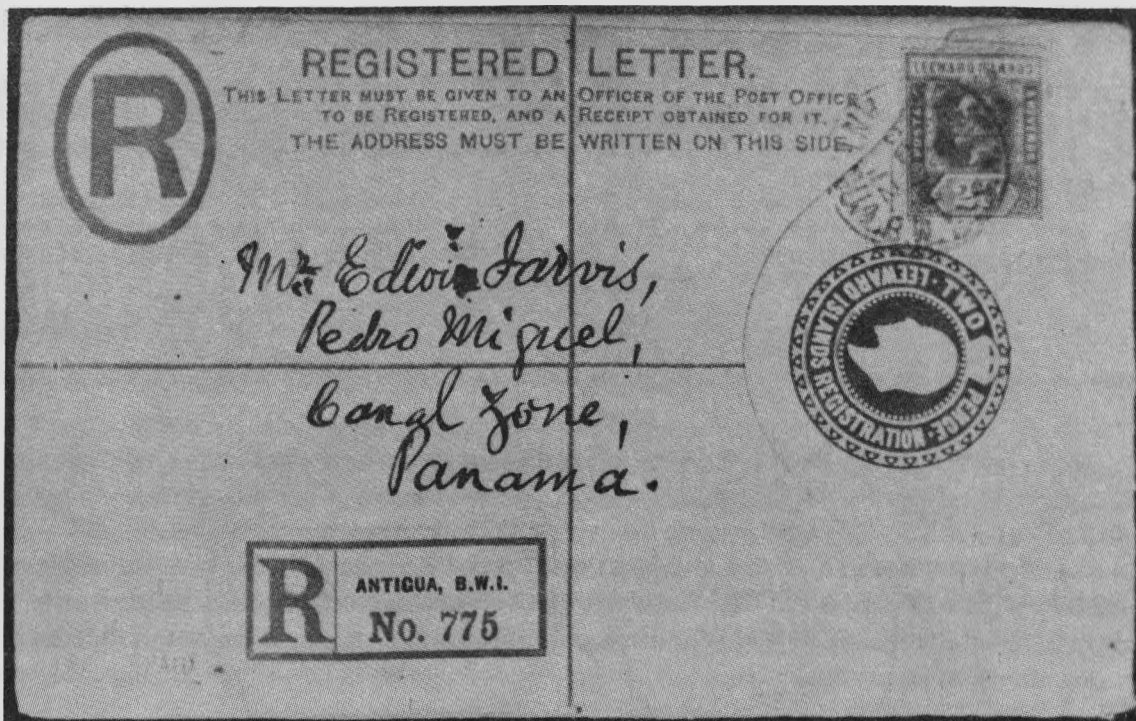
The catalogued 1938 registration envelopes were in Sizes G and H<sub>2</sub>. Larsen has also noted these envelopes in uncatalogued Sizes F and K ((14)).

Many of the Leeward Islands (and Antigua) registration envelopes exist with different lettering and format styles, even among identically-sized items. For example, a number of envelopes carrying one catalogue number have the registration instructions printed in either a 3-line or a 4-line configuration. The varieties are too numerous to be listed here.

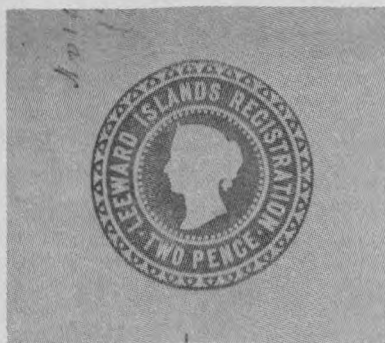
All Leeward Islands registration envelopes were made by De La Rue ((6)), of scrim-lined paper.

The types of Leeward Islands registration envelopes issued in 1892 and 1902 are illustrated below. The check list covers all envelopes.

The colors of stamp and text on the 1903 Antigua envelopes, as well as on the 1892 and 1902 Leeward Islands envelopes, vary widely through ultramarine, blue, and grey shades (see check lists). This may be due to fading, tropicalization, or differences in inks between stamp and text ((6, 14)).



H/G No. 1



H/G No. 2



## CHECK LIST

## LEEWARD ISLANDS REGISTRATION ENVELOPES

<u>H/G No.</u>	<u>Value</u>	<u>Year</u>	<u>Size</u>		<u>Color</u>
			<u>Inches (approx.)</u>	<u>mm.</u>	
1	2d.	1892	5.98 x 3.78 (G)	152 x 96	Ultramarine to grey (i, ii)
1a	2d.	1892	8.86 x 3.94 (H <sub>2</sub> )	225 x 100	Ultramarine to grey (i, ii)
2	2d.	1902	5.98 x 3.78 (G)	152 x 96	Blue (i, iii)
2a	2d.	1902	8.86 x 3.94 (H <sub>2</sub> )	225 x 100	Blue (i, iii)
3	2d.	1902	5.98 x 3.78 (G)	152 x 96	Blue (same as 2, except flap is on address side (iv))
3a	2d.	1902	8.86 x 3.94 (H <sub>2</sub> )	225 x 100	Blue (same as 2a, except flap is on address side (iv))
4	2d.	1913	5.24 x 3.27 (F)	133 x 83	Blue
4a	2d.	1913	5.98 x 3.78 (G)	152 x 96	Blue
4b	2d.	1913	8.86 x 3.94 (H <sub>2</sub> )	225 x 100	Blue
5	3d.	1926	5.24 x 3.27 (F)	133 x 83	Ultramarine
5a	3d.	1926	5.98 x 3.78 (G)	152 x 96	Ultramarine
5b	3d.	1926	8.86 x 3.94 (H <sub>2</sub> )	225 x 100	Ultramarine
5c	3d.	1926	11.50 x 5.98 (K)	292 x 152	Ultramarine
6	3d.	1938	5.98 x 3.78 (G)	152 x 96	Ultramarine
6a	3d.	1938	8.86 x 3.94 (H <sub>2</sub> )	225 x 100	Ultramarine
--	3d.	1938	5.24 x 3.27 (F)	133 x 83	Ultramarine ((14))
--	3d.	1938	11.50 x 5.98 (K)	292 x 152	Ultramarine ((14))

NOTE: Envelopes 1 and 1a depict Queen Victoria; envelopes 2 through 3a, King Edward VII; envelopes 4 through 5c, King George V; and envelopes 6 through remainder, King George V.

- (i) Flap on reverse side. All succeeding envelopes have flap on address side.
- (ii) Stamp and text individually come in a wide variety of shades from ultramarine to grey.
- (iii) Stamp in blue; text varies from grey-blue to grey.
- (iv) Stamp in blue (shades); text varies from blue to grey.

#### 16.5 AIR LETTER SHEETS (AEROGRAMMES)

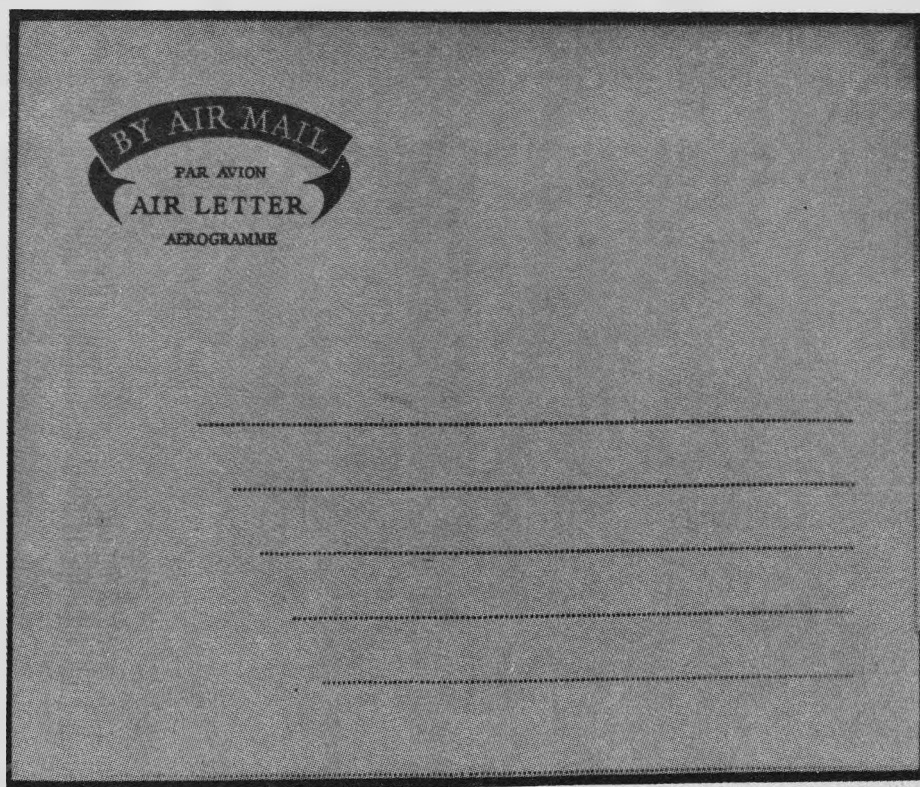
No air letter sheets are listed under Antigua by Higgins and Gage. Although the air letter service from the island was started in the mid-forties, the Colony did not issue its first air letter form until 16 January 1967 ((31)). Prior to that date, several different blank forms were used ((6, 32, 33)), requiring the affixing of adhesive stamps to make up the necessary rate. Bulger ((32, 33)) reports that the first type ("Apsley") forms were printed in England and sold by private traders at  $\frac{1}{2}$ d. each. A number of varieties of shades and word settings are known.

Two types of these blank forms are shown in the illustrations below, the first printed in blue on grey and imprinted "Apsley Air Letter" on the reverse, and the second printed in blue on blue and undesignated as to manufacturer. The St. John's General Post Office was stocking the second type in 1963. A variety of the second type is marked "Apsley" ((6)). Bulger ((32, 33)) reports a third type on white paper, manufacturer unknown, and noted used in Antigua in 1945-46.

The imprinted aerogramme, issued in January 1967, incorporates a stamp (15¢ value) showing an aircraft silhouette over an Antigua map. At the lower left of the aerogramme, as folded for use, appears an old stone windmill printed in black. The aerogramme also features a scene showing a pair of young couples enjoying themselves on a beach, a photograph evidently taken in the English Harbor area, due to the typically arid and hilly background landscape. (The photograph is the work of the Hannau Robinson Colour Productions, Inc.; a similar picture, showing the same four people in slightly different poses, appears on the jacket of an LP phonograph entitled "This is Antigua, with the Hell's Gate Steel Band", manufactured and distributed by Sound, Tapes, and Records, Ltd., Kingston, Jamaica.)

To comply with postal rate changes effective 1 January 1970, when the aerogramme rate was advanced to 20¢, this aerogramme was re-valued on that date. The illustration below shows the original imprinted stamp, plus the 5¢ increase re-valuation applied in black to the left of the imprint.

A fourth type of aerogramme, in larger format, is valued at 10¢ for local use, with the same decorations as on the third type.



Blue on  
Grey



Blue on Blue



Imprinted  
Aerogramme

with this Journal and send in your order today!!



## CHECK LIST

## AIR LETTER SHEETS (AEROGRAMMES)

<u>H/G No.</u>	<u>Value</u>	<u>Year</u>	<u>Size</u>		<u>Color</u>
			<u>Inches (approx.)</u>	<u>mm.</u>	
---	---	1949	9.53 x 7.76	242 x 197	Blue on grey
---	---	1963	9.45 x 7.83	240 x 199	Blue on blue
---	15¢	1967	9.65 x 7.95	245 x 202	Multicolored on blue
---	20¢	1970	9.65 x 7.95	245 x 202	Multicolored on blue
---	10¢	?	11.50 x 8.15	292 x 207	Blue on blue

NOTE: Dimensions given exclude sealing flaps.

## REFERENCES:

- ((31)) Cornell, W. G., "Antigua Addenda", BCPJ, W/N 38, July 1967, pp. 71-73.  
 ((32)) Bulger, E., The British West Indies Philatelist, September 1952.  
 ((33)) Bulger, E., The British West Indies Philatelist, December 1952.

## (CONCLUSION)

.....

## BELIZE FORCES POST OFFICE

by GALE J. RAYMOND

It was April 1982. In those few moments between tropical twilight and darkness, a motor-rigged cayuca, motor shut, silently veered through the surf toward a jungle-rimmed rocky shore, somewhere along the Pacific coastline of El Salvador. We jumped into the water to pull the native boat hard ashore. Beneath my foot a rock turned, and I fell with a splash. From the silence of the jungle a blast of machine-gun fire laced the water alongside, shocking our brains with its explosive violence! Whether I jumped or flew back into the boat, I don't recall now. Suffice to say that within moments we were blaring full-motor back to sea, acutely aware that if that gunner had so wished, we'd now be dead.

At such times no question arises as to whether it was rebel guerillas, Sandinistas, dissidents, or native jaguar hunters. So much for that unforgettable foray and other classified activities in this strategic area between Nicaragua and El Salvador!

A trip that really started at an obscure, tiny naval facility at Isla Tigre, in the Gulf of Fonseca, on the short Pacific side of Honduras, in time took me enroute again to Belize and its main British Army Base, located not far out of the city toward the airport. The station was on full combat alert for the Falklands crisis and the increasing probability of a Guatemalan invasion.

Duties fulfilled, and with courtesies of the base extended, I requested and received official permission to visit, research, and photograph their Field Post Office (Fig-



ures 1 and 2). Postal Officer Ewing was quite busy with a truckload of mail just flown in from the United Kingdom. With mailbags whizzing past me, I nevertheless garnered the current postal markings on cover (albeit just a few) for the historical record.

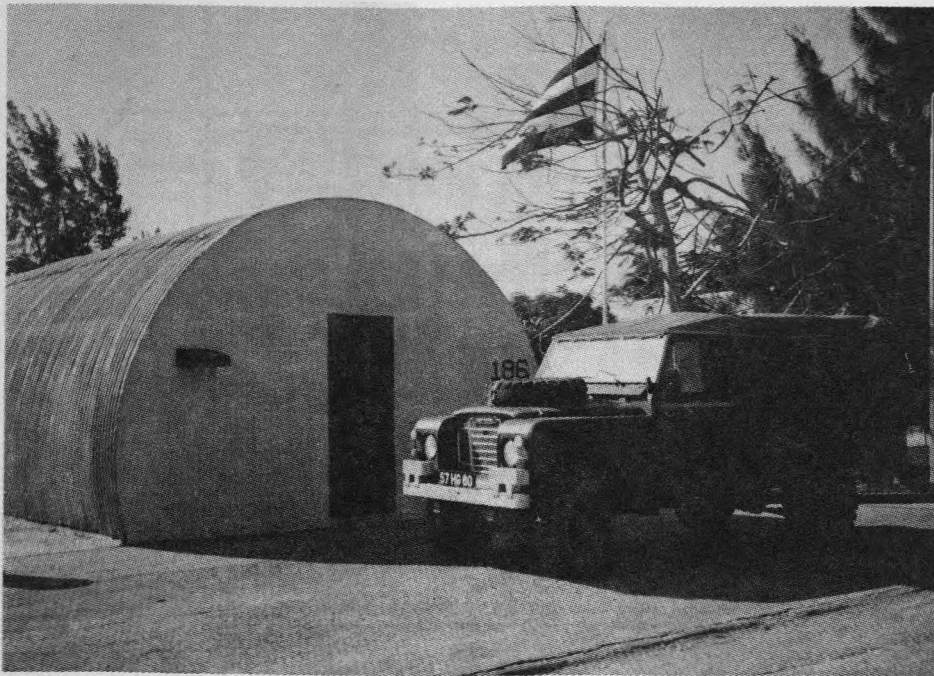


FIGURE 1

The sign in Figure 2 is behind the truck



FIGURE 2

The "stock" datestamp of FPO 188 for this base was still on hand, just a bit different from the one I encountered here previously in 1969, when Belize was still British Honduras. In connection with certain commando units, a very sharp new CDS of "F.P.O. 939" was in use here at BRITISH FORCES POST OFFICE 12. A boxed marking, general purpose, reads BFPO BELIZE. With a little urging, the postal clerk dug a bit deeper into the office safe and brought out various rubber-stamp markings for packets, etc. The circular one reads "FORCES POST OFFICE 193", with a star at the bottom and the date in one line. Scarcer yet, as it is seldom preserved from bulky parcels, is the large rectangular dater inscribed "FORCES POST OFFICE 193, PARCEL POST"

with a date line across the center. Its format is preserved herewith on a cover, although such is not the normal usage. (Figures 3 through 5 show these cancels.)

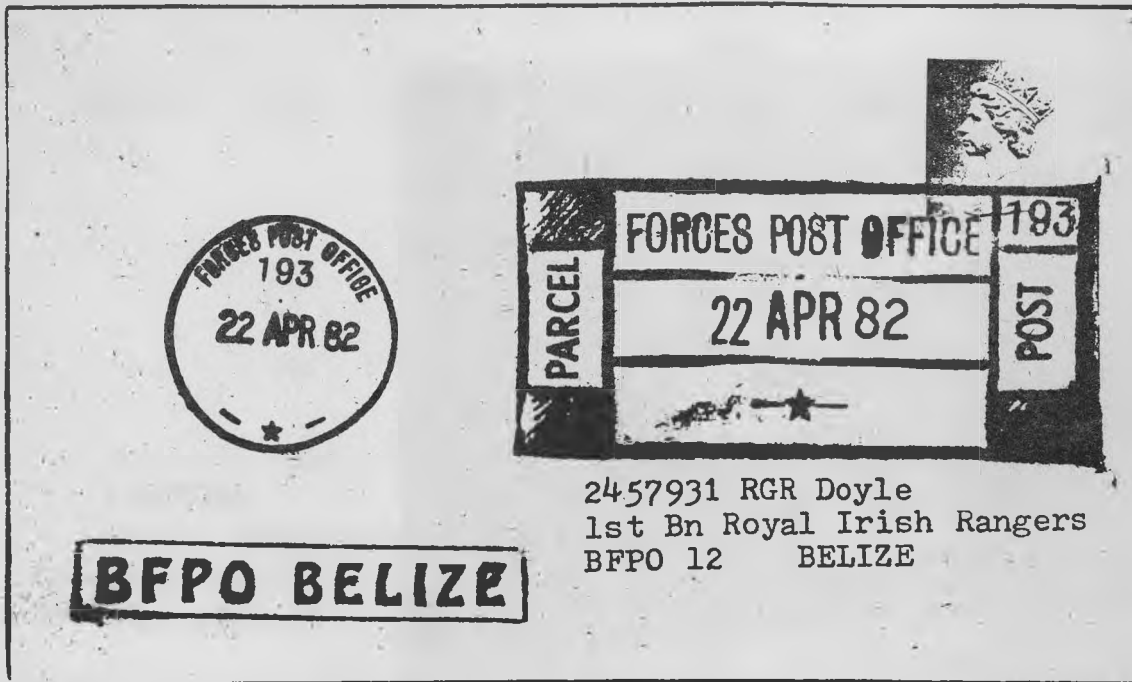


FIGURE 3

FIGURE 4



FIGURE 5



While there are, of course, smaller and less-conspicuous contingents in strategic areas of Belize, my covers from those facilities are not yet back; they quite probably will be cancelled at BFPO 12 with one of the aforementioned datestamps. It was pleasing to encounter keen stamp collectors among the troops, although few knew or even cared about the postal markings side.

I found time to meander up "bush country" to a few old and new Belize civil post offices, for photos and postal markings, but I'll write about them later!

---

EDITOR'S MESSAGE (Continued from page 110)

Actually, I find it satisfying to consider that, although a professional reviewer such as Regulus calls attention to the varying type styles in the BCPJ, none of the BCPSG members ever did. I really don't think that the Journal suffers all that much, and it looks as if BCPSG'ers don't care about it one way or the other. Am I right?

So, thank you, Regulus, for your thoughts. They are most respectfully appreciated, both by myself and Journal contributors. And score one for your side in the Percy de Wossus affair. However, I must point out that (1) Latt is really Lant, (2) Sweetland is really Swetland, and (3) in the BCPJ's you reviewed, these names were correctly printed wherever they appeared.

GEORGE

Stick this Flap Down.

<p>AIR LETTER TO ARMED FORCES</p>	<p>Postage 6d. to U.S.A. &amp; Canada 1/- to U.K. and beyond.</p>
<p><b>BY AIR MAIL</b></p>	
<p>IF ANYTHING IS ENCLOSED, THIS LETTER WILL BE SENT BY ORDINARY MAIL.</p>	
<p>Number, Rank or Rating and Name.....</p>	
<p>Unit (Company, Battery, Ship, Squadron, etc.).....</p>	
<p>Regiment, Branch. Establishment or Station.....</p>	
<p>Service ..... <b>OVERSEAS.</b></p>	

Stick this Flap Down.

P.O. 875.

FROM (Sender's full name and address)

M.....

.....

.....

Whilst holidaying in Barbados during July of 1981, I had the pleasure of spending an evening with BCPSG'er Edmund Bayley. I viewed his magnificent collection of Barbados material, and then we discussed Barbados philatelic matters in general. (I briefly mentioned my visit with Edmund in the July 1982 issue of the BCPJ.)

When Edmund asked if I had ever before seen the Air Letter form shown in the illustration, I answered

with an emphatic "No!" I later asked my friend Warren Allayne if he knew anything of this type of form. He, too, replied with an emphatic "No!"

Later, upon checking back issues of the "Barbados Advocate", I noted the following announcement in the 26 September 1944 issue of that newspaper:

"The Legislative Council passed a Bill to make provisions relating to the Civil Establishment of this Island. A Resolution to approve that from the first of October 1944 the postage chargeable on the Special Air Letter Service Forms addressed to members of His Majesty's and Allied Forces in the United Kingdom and places beyond, shall be one shilling per form and sixpence per form to the United States of America and Canada."

From this it can be deduced that the date of issue of this form was 1 October 1944.

The form was printed by the Advocate Printing Works, who also produces the Barbados Advocate newspaper. (Later Air Letter forms, however, were printed by "Apsley" of Canada.)

Despite a considerable amount of searching, and repeated questions put by Warren, no used examples of this Forces form have been found. Has any reader ever seen one?

Many Barbadians serving in the Allied Forces abroad remembered receiving these forms with missives from their "Island Home", but stated that they hadn't bothered to save them. Perhaps someday a postally-used example will turn up!

---

## Followup: The Caye Service Stamp

(Ed: Last April Dan Walker forwarded me an extract from The London Philatelist, Volume XXXVII, No. 440, August 1928, entitled "Notes on St. Christopher and British Honduras - (A Paper Read Before the Royal Philatelic Society, London, May 31st, 1928)" by the Hon. Secretary, L. J. Gilbert-Lodge, FRPSL. A portion of this extract is, in my opinion, worth repeating here, because it gives the substance of the "Metropolitan Philatelist" source to which Owen Phillips refers on page 110 of his "Caye Service Stamp" article in the February 1982 BCPJ.)

"...I now touch upon a very rare local which has been mentioned in Mr. Melville's "Phantom Philately". In that article he suggested that the stamp had been inspired by the Uganda type-written stamp which came out in March, 1895, as the earliest known dated copy was one in his possession dated September 18th, 1895. My copy is, as you see, dated July 28th, 1894,\* eight months prior to the Uganda stamp, and certainly a pioneer among typewritten stamps. The history of this local is as follows, and I suggest places it on the same plane as the Lady McLeod, though that stamp was issued before the regular stamps of Trinidad.

It appears that in 1894 the principal partner in Cuthbert Brothers, who lived part of the year at St. Georges Caye and who possessed the only steam launch, was urged by friends to form a private company to carry on a local post and passenger service with a regular tariff. It was for this post that the 3 cent stamps were made.

The following I have found in The Metropolitan Philatelist of December, 1894:

'Enclosed I send you an envelope bearing a new local or private stamp. The history is as follows:

'Near Belize there are a great number of small islands or keys (locally written 'caye'); one of them, St. Georges Caye, is a summer resort specially frequented by the people from Belize. Formerly, about a hundred years ago, St. Georges Caye was the capital of the Colony and all important documents were dated from then. Up to two years ago, we could go and return again by sailing-boat, but since then a wealthy Belize merchant, who built a magnificent

---

\* (Ed: This is apparently the EDK example mentioned in Owen's article.)

house on this caye, bought a steam yacht and transported his friends to and fro. At the beginning of last season, it was necessary to establish a daily service and to that end a syndicate was formed to guarantee the expenses of the yacht. Everything was satisfactorily arranged but, by and by, it was found out that this service was much used by people who did not contribute anything toward the expense, sending many letters which were delivered free of charge. Therefore Messrs. Cuthbert Bros., the owners of the yacht, concuded to charge 3 cents for each letter. The idea was first to engrave a stamp with the vignette of St. George; this, however, was found to be too expensive. The stamp herewith shows you the adopted style, which is a plain rubber stamp (query type written). The impression 'Cuthbert Bros.' across the stamp is the cancellation mark of the firm. As you see, it is simply a local and private stamp, but legitimate, and should find a place in the albums of all collectors of such.' "

## THE MIDAS "CARIBS"

"Midas" is a collector who loves stamps. Years ago he decided he did not want to collect albums and that he would rather have one lovely stamp than an album full. Having formed a collection of over seven hundred pieces he suddenly realised that he wanted to expand several countries which had developed a particular appeal. He shipped the others over to us for unreserved sale in Zurich on 30 September 1982.

The LEEWARDS group sparkles: The Antigua with the 1862 unwatermarked 6d. and the 1863 6d. yellow-green; the Dominica One Penny on 6d. (possibly unique unused) and double on the 1/- used; Montserrat has the inverted S errors on the 1876 1d. and 6d. green and blue-green (probably unique), 1884 CA 14 1d. and CA 12 1d. as well as the CA 14 4d.; St. Christopher has the 1886 inverted ONE PENNY on 6d. green and the very rare 1888 ONE PENNY on 2½d. without the bar; Virgin Islands contributes two 1d. perf. 15 x 12 of 1886 and the 1889 1/- light brown. All are mint unless otherwise stated.

The WINDWARDS are stronger but Midas is expanding his classic Bahamas, leaving the local 1918 double WAR TAX on 1/- and the 1919 WAR CHARITY double on the 1d. Numerically, Barbados is the strongest island with the 1861 pin perf. 14 and 12½ ½d., the 1863 1/- blue (with the pen cancellation removed---it only exists this way), an imperf. between pair of the 1866 1/-, the 1873 5/-, the 1876 CC 14 1/- aniline, and perf. 14 x 12½ 4d., a used pair of the 1876 1d. on 5/- and the straight serif type mint. Grenada has two 1861 6d. perf. 11-12½, one being on laid, the 1871 6d. vermilion double used, the 1881 ALF-PENNY and an unsevered pair of the 1883 diagonal POSTAGE on the revenue 1d. St. Lucia has the imperforate 1863 1d. lake and a pair of the 1864 1d. black as well as the inverted ONE HALF PENNY on the 3d. printed in 1892. St. Vincent has a wealth of rarity starting with the 1861 intermediate 1d. rose-red and 6d. yellow-green followed by the 1873 lilac-rose, the 1880 5/- perf. and imperf., the 1881 4d. on 1/-, 1881 star 1d. drab and 4d. bright blue; De La Rue printings have the 1882 CA 14 4d. dull ultramarine, the 1883 CA 12

*To page 129*

## BCPJ ADVERTISING POLICY

Advertising space is available on either a 'per issue' basis or a yearly contract basis. Per issue rates: Full page \$40.00; Half page \$22.00; Quarter page \$12.00; Eighth page \$8.00. Yearly contract rates, cheaper than above and covering five issues per year, are available from Advertising Manager upon request. Camera-ready, actual size ad copy required; however, Editor reserves the right to modify any ad to correct spelling, punctuation, and minor style errors. Outside ad dimensions, including "white space" border area: Full page, width 7", height 9½"; Half page, width 7", height 4¾"; Quarter page, width 3½", height 4¾"; Eighth page, width 3½", height 2 3/8". DUE DATES FOR AD COPY: Advertisers should insure that their copy reaches the Editor prior to the specified date for each Journal noted below. Make checks payable to the British Caribbean Philatelic Study Group, not to the Editor or the Advertising Manager.

For December '82 issue: 15 October '82	For April '83 issue: 15 February '83
For February '83 issue: 15 December '82	For July '83 issue: 15 May '83



# Secretary's Report

## NEW MEMBERS:

All applicants listed in the July 1982 Journal have been admitted to membership.

## NEW APPLICANTS:

DOIG, Kenneth F., 4238 B West 135th Street, Hawthorne, CA 90250.

Material Planning Manager. Collects Ethiopia, Sudan, Somaliland, Africa, British Honduras, and Caribbean cancels. By George W. Bowman.

BENSON, Stephen A., P. O. Box 1233, Eureka, CA 95502.

Projectionist. Collects Cayman Islands, British Honduras, Bermuda, and bisected stamps on piece or cover. By Howard C. Austin.

CAMPBELL, Howard H., 6030 S.E. 41st Avenue, Portland, OR 97202.

Lawyer. Collects used Antigua and other Caribbean islands. By George W. Bowman.

## RE-INSTATED:

BANEGAS-HILL, Arthur; BOTWRIGHT, Roy J.; CARTWRIGHT, Dennis G.; CURRENT, Thomas G.; HANCHELL, Louis W. A.; SAVILLE, Dr. Peter H.; WILSON, Dr. Brian D.

## ADDRESS CHANGES/CORRECTIONS:

AUSTIN, Howard C., 229 West Lexington Boulevard, Glendale, WI 53217.

ZEHETNER, Werner, P. O. Box 548, Montreal H4V 2Z2, Quebec, Canada.

NEIL, Nigel R. J., 1 Wolseley Gardens, Edinburgh EH8 7DG, Scotland.

LEWIS, Howard F. Change Membership List entry to read 921 Industrial Drive, West Chicago, IL 60185. (Was 911 Industrial Drive.)

JORDAN, John M., c/o Interpool, 630 Third Avenue, New York, NY 10017.

BOMANG, John Joseph, Jr., P. O. Box 1172, Hawthorne, CA.  
(Zip code should be 90250, not 90205.)

To page 138

## MORE "CAYE"

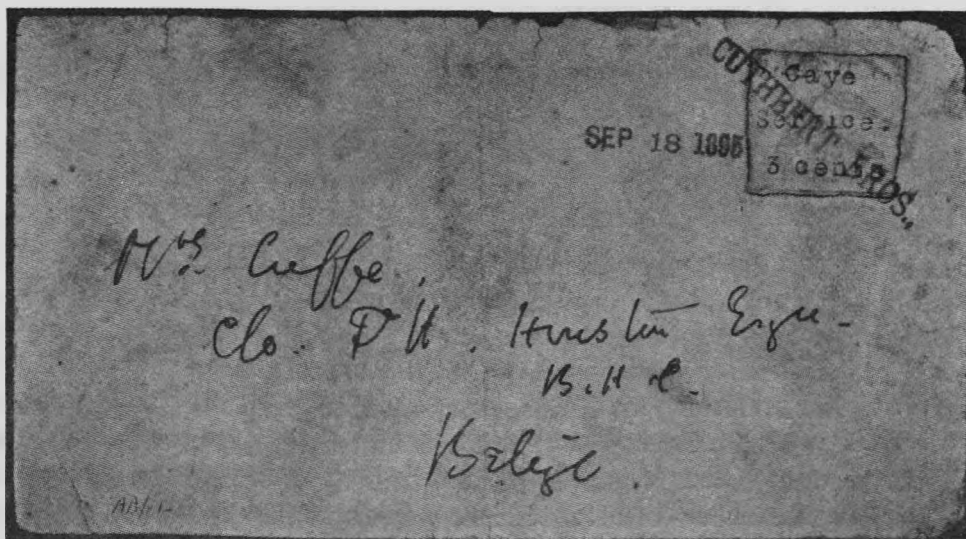
by

GEORGE BOWMAN

Just before "pasting up" my final layout for this issue, I received the illustrated photo from Peter Collins, Editor of The Philatelist.

This is a striking example of a Caye Service local,

dated 18 September 1895, and is scheduled to be sold by the Robson Lowe firm on 28 October in London. My thanks to Peter for making a photo of this beautiful "gem" available!



## THE MIDAS "CARIBS" (Continued from page 127)

4d. grey blue and the 1885 4d. red-brown as well as the CA 12 colour trials  $\frac{1}{2}$ d. orange, 1d. red, 1d. blue, 5/- carmine-lake and CA 14 5/- rose (4 copies known). It is not only the sun that shines in the Caribbean.

Then there is BRITISH HONDURAS with such pleasantries as the 1878 CC 14 1d. imperf. between pair, the 1888 CC  $12\frac{1}{2}$  2 CENTS on 3d., the CA 14 5 (instead of 50) on 1/-, the black TWO on 50 CENTS on 1/- and double in red and black, 1891 black 6 and bar inverted on 10 CENTS on 4d. and the 1899 50c. on 1/- overprinted BEVENUE. JAMAICA has the 1897 CA 14 1/- brown 8 error in a pair, the 1906 1/- deep brown with same in a block of six and the 1910 1/- black on green in a vertical strip as well as the corner copy of the 1920 1/- with the frame inverted, which once belonged to King Carol of Romania. Tobago has the "1d" on half 6d. orange, the 1886 double PENNY on  $2\frac{1}{2}$ d. blue, a pair of the inverted and a single double  $\frac{1}{2}$  PENNY on 6d. stone and the 1891 double  $2\frac{1}{2}$  PENCE on 4d. grey.

In the northeast, BERMUDA has the 1865 6d. dull purple, a used pair of the 1875 One Penny on 2d., and a mint strip of three of the 1894 1/- imperforate horizontally. From the deep south come two superb FALKLAND COVERS bearing the small and large franks.

These 112 lots catalogue over £230,000 (with two unpriced). They are nearly one third of one of the most exciting stamp auctions ever held.

(Ed: Copies of the Midas sale catalogue are still available for reference purposes at \$10.00 by second class air mail. Write to Robson Lowe, Ltd., 39 Poole Hill, Bournemouth BH2 5PX, England.)

## CENSORED IN NEVIS? (Continued from page 106)



The most interesting feature of the envelope is the Censor's handstamp on its face. This censorship device, of an "H2" type format, has been recorded with the numbers 2, 3, and 4. The device applied to this cover is numbered 5, and appears to have had the words ST. KITTS erased from around the top of the mark, as only the top portion of the ST in ST. KITTS is visible (see illustration at left). The mark is in purple ink.

This is, as far as I know, the first recorded example of this censorship device. By its existence, the presumption is that a separate Censor's Office did operate at Charlestown, but only for a short period of time.

In 1939 Nevis' population was only somewhere between 11,000 and 12,000. Perhaps, due to the resultant relatively small amount of mail entering and leaving the island, it

*To page 137*

Morris Ludington announces that copies of his new book "Bahamas Early Mail Services and Postal Markings" (see page 138) are not available directly from him. Sales of the book are being handled solely by the New England and/or New England North Stamp Companies (see page 139), at a price of \$50 plus \$5 postage and insurance.

# THE TOWN CANCELS OF TRINIDAD AND TOBAGO

by Edward F. Addiss, Reuben A. Ramkissoon,

and Walton Van Winkle

(PART VIII - Begins on next page)

<u>TOWN</u> <u>OPENING DATE</u>	<u>TYPE</u>	<u>EKD</u>	<u>LKD</u>	<u>RARITY</u>	<u>INDEX</u> <u>LETTERS</u>	<u>NOTES</u>
VALSAYN 5 DE 77	X	5 DE 77	X			"VALSAYN PO"
	XIIIa	5 DE 77	X		*	"VALSAYN P.O.". An example recorded in London 10 SP 70
VANCE RIVER 1 DE 61	XIIIa	1963	X		None	An example recorded in London 18 SP 61
VEGA DE OROPOUCHE ?	XIIIa	4 JY 56	10 DE 64	VS	None	"VEGA D'OROPOUCHE"
	X	28 OC 65	X			"TRINIDAD" missing
WILLIAMSVILLE 2 JU 1886	IIa	7 AP 87	8 JU 07	U	A,B,C	
	IIIa	8 OC 07	3 MY 32	C	A,B,C,O,P,Y	An example recorded in London 6 JU 07
	V					Reported to exist
	VIIb	2 MR 31	20 FE 76	C	A,B,C	
	X	16 NO 78	X			
WOODBROOK ?	IIa	1887	? AU 05	C	A,B,C	
	IIIa	5 JY 06	3 MY 32	C	A,B	
	Vb	8 OC 26	26 MY 30	VS	A,C	
	VIIa	13 MY 32	X		A,B,C,D	
	XIIIa	9 JA 61	X		A	Examples recorded in London 28 NO 60, 2 JU 65 and 6 AP 66

### Tobago Town Cancels

BELLE GARDEN ?	XII	12 MR 46	X		A,B
BETHEL ?	VIIb	15 NO 38	X		A,B,C
BLACK ROCK 1 JY 52	VIIa	6 AP 53	X		None
BLOODY BAY 1 NO 72	X	10 SP 73	30 NO 73	VS	
	XIIIa	25 NO 75	X		*
BON ACCORD 1 OC 64	XIIIa	1 OC 64	X		*

BUCCO POINT 1 JY 52	XIIIa XIIIa	24 AU 54 23 MR 70	10 MR 65 X	VS *	*	"P.O.BUCCO POINT" "BUCCO POINT". An example recorded in in London 30 JY 58
CANAAN ?	VIIa	22 MR 43	X		A,B	
CARNBEE 8 JU 55	X XIIIa	7 DE 55 7 AU 58	28 DE 57 X	S *		Date in two lines; year in full ("1957")
CASTARA ?	IIIa VIIa	17 AU 04 16 AP 48		VR A	A A,B	An example recorded in London 12 NO 02
CHARLOTTEVILLE ?	VIIa XIIIa	26 MR 41 8 MR 70	23 SP 67 X		A,B None	
DELAFFORD ?	VIIa	13 OC 38	X		A,B	
DES VIGNES ROAD 1 FE 61	XIIIa	10 JU 69	X		None	An example recorded in London 2 SP 60
GLAMORGAN 1 NO 72	X XIIIa	28 JU 73 25 FE 75	8 DE 73 X	VS *		
GOLDEN LANE 1 JY 52	VIIb	5 MR 56	X		None	
GOODWOOD ?	VIIa	18 JA 47	X		B	
HOPE 1 MR 46	IX X	19 DE 51 Ca 1978	X X		A	
JOHN DIAL 2 DE 72	X XIIIa	29 NO 73 22 MR 75	28 JA 74 X	VS *		
LAMBEAU ?	VIIa	13 MY 43	X		A	
L'ANSE FOURNI 1 JU 70	X	1 JU 70	X			
LES COTEAUX ?	VIIa	11 FE 41	X		A,B	
MASON HALL ?	VIIa	? MY 43	X		A,B	

<u>TOWN</u> <u>OPENING DATE</u>	<u>TYPE</u>	<u>EKD</u>	<u>LKD</u>	<u>RARITY</u>	<u>INDEX</u> <u>LETTERS</u>	<u>NOTES</u>
MORIAH ?	Va	21 FE 29	24 SP 35	R	B	
	VIIb	2 OC 47	24 JA 67	C	A,B	
	XIIIa	9 MY 70	X		None	
MOUNT GRACE ?	VIIa	12 FE 40	14 OC 74	U	A,B	
	X	19 MR 76	1 AP 76	VS		"MT GRACE PA"
MT PLEASANT ?	VIIa	29 MY 47	X		A,B	
MOUNT ST. GEORGE ?	VIIa	4 AP 46	X		A	
PARLATUVIER ?	VIIa	7 AP 46	X		A,B,C	
PATIENCE HILL 1 MR 46	IX	6 AP 48	X		A	
PEMBROKE ?	VIIa	23 MR 40	10 JA 72	C	A,B	
	XIIIa	1964	X		*	"PEMBROKE P.O."
PLYMOUTH ?	VIIa	12 OC 40	X		A,B	
ROXBOROUGH 18 MY 00	I	15 JA 01	24 JY 07	U	A,B,C	"ROXBORO". An example recorded in London 28 SP 00
	IIIa	2 JA 08	23 DE 35	C	A,C,K,J,M,S, U,X,Z	An example recorded in London 4 JU 07
	VIIa	17 SP 40	X		A,B	
	X	18 MR 70	X			
SCARBOROUGH ?	IIIa	2 JY 08	24 DE 35	C	A,B,C,D,E,F, G,H,I,J,K,L, M,N,O,P,Q,S, T,U,V,W,X,Y,Z	Examples recorded in London 4 JU 07 and 6 OC 08
	V					Reported to exist
	VIIc (1)	18 OC 32	13 NO 51	C	A,B,C	
	VIIId (2)	20 JA 40	9 MR 68	C	A,B,C	
	VIIa (3)	8 AP 39	X		A,B,C	





(1)

(2)

(3)

"SCARBOROUGH P.O."  
 Lines 13 ½ mm long  
 Lines 10 mm long  
 Lines 12½ mm long

XIIIIa	15 MY 70	4 JA 77	C	A,B
XIIIIa	24 SP 60	X		*
XIIIIa	17 JU 69	X		*
XIIIIa	2 OC 71	X		A,B
XIIIIa	15 OC 75	X		*

SIGNAL HILL  
 1 JY 74  
 SPEYSIDE  
 ?

An example recorded in London 12 NO 02.  
 Not known used  
 Known to exist

VR

TRD				
VIIa	25 AU 34	X		A,D
X	10 MY 66	22 JU 66	VS	
XIIIIa	26 JA 70	X		*

WHIM  
 14 MR 66

An example recorded in London 3 JA 66

(Conclusion)

EDITORIAL APOLOGY  
 DEPARTMENT:

Sorry that the captions "Figure 1" and "Figure 2" were omitted from the bottom of page 71 of the July 1982 Journal. However, I feel confident that, even though I neglected to "figure" those photos, no BCPJ reader would have had trouble identifying them!

**Personal  
 Mention**

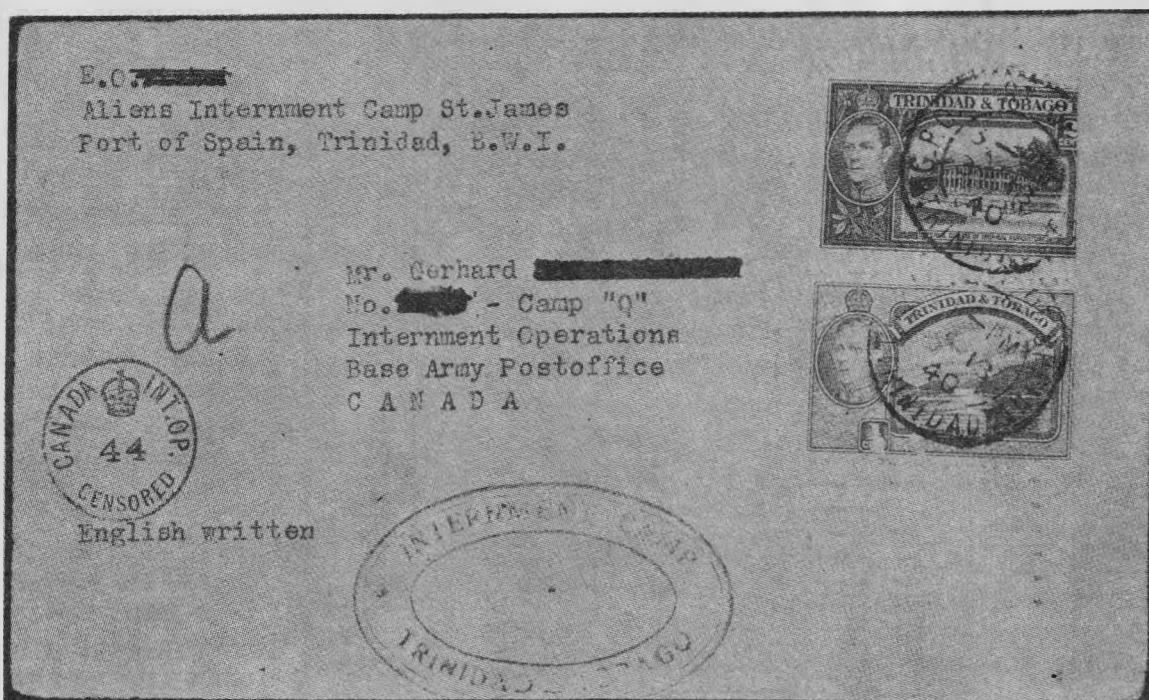
JOSEPH RORKE's magnificent exhibit "Black Jacks", which received a Gold Award at ARIPEX '82, garnered the Grand Award at WESTPEX, held at San Francisco on 30 April-2 May 1982. Joe's display, earning him a spot in the APS World Series of Philately competition, also was presented a Show Gold, the Richard Wolfers "Gold Tong" Award for the best classics exhibit, the APS Award for the best exhibit by an APS member, and the U.S. Philatelic Classics Society Award. The BCPSG can be proud of any member who wins the top prize at a national show, regardless of the fact that the exhibit is not of the BWI area. Congratulations, Joe!

\*\*\*

## This and That...

Two items of correspondence, a letter dated 22 May 1982 from FRED SEIFERT and an aerogramme dated two days later from BRIAN RENSHAW, have answered RON WIKE's question on page 60 of the April 1982 BCPJ. Ron's problem was not being able to find the name "Rentoel" on any Trinidad map.

Fred included a xerox of the pictured cover. The item is franked with 3¢ in Trinidad adhesives, cancelled by a G.P.O. Port of Spain CDS dated DE 18 40. The sender of the cover, E. O. Fischer, gives his return address as "Aliens Internment Camp St. James Port of Spain, Trinidad, B.W.I."



According to Fred (who promises to submit a detailed article on the subject in the near future---we'll be looking forward to it!), sometime after December 1940 it was decided that a code name would be used for the camp at St. James. The code selected was "Rented", not "Rentoel", as Ron had thought. The illustrated cover bears an oval cachet in purple of the Internment Camp. The cachet is missing on later covers; it was probably retired when the Rented code name was adopted.

Brian adds that "Rented" was "...the address used by German civilians interned at the St. James Camp during World War II. It would seem that the code name 'Rented' was not used in the early part of the camp's WWII existence, as I have a registered cover from the camp to the U.S.A. of 23 September 1940 with the full address. It is also referred to as 'Military Prison, St. James' on a World War I card of October 1914."

Our thanks to Fred and Brian for supplying this interesting data.

\*\*\*

GEOFF RITCHIE writes that:

"The Roses Caribbean Philatelic Society has just published its Handbook No. 5, entitled 'The Military Mail of Jamaica', by A. P. D. (Derek) Sutcliffe. Its cost to Roses non-members is £6.00 plus postage (£3.30 air mail printed matter to the U.S.A.). It consists of 148 "Size A4" pages, and those pages up to Number 35 include a catalogue of the handstamps and labels used in postal censorship. This is followed by chapters on the military censorship of the British Forces, the Canadian Army, and the

U. S. Forces. There are also chapters on POW camps, patriotic mail, and patriotic labels. The book concludes with a chapter on the military mail of Jamaica and ten appendices, ranging from a summary of naval and military events from the earliest times to the Royal Navy vessels which are known to have called at Jamaica or been in the West Indies. The book is fully illustrated at the end of each chapter, and has been issued in memory of Thomas Foster.

"The 'Roses' states that Handbook No. 4, 'Postal Registration in British Guiana', by M. R. Rego, is still available. This contains 41 Size A4 pages and costs £2.00 plus postage, etc. (£1.30). Handbooks Nos. 1, 2, and 3 are sold out.

"Please remit in pounds."

We appreciate Geoff's kindness in sending the Group a copy of Handbook No. 5, which has been placed in the BCPHG Library.

\*\*\*

In a letter dated 8 May 1982, JOHN SAYLOR requested information concerning the registered BVI cover shown below.



The item is postmarked on 9 February 1891 with a Tortola Code Letter C CDS. The adhesives, totalling 5½d. (one each of SG Nos. 24, 26, 27, 29, and 31), are cancelled with the A91 obliterator. The London registry handstamp, in red, is dated 26 February 1891; a Munich date stamp on the reverse reads 28 February. John states that he believes that the rate from the BVI to England at that time was 4d. per half ounce, and he wonders what the extra 1½d. represents---perhaps it's the total charge for the registry fee and the London-to-Munich leg of the journey?

In addition to seeking any data concerning the reasons for the 5½d. charge, John wishes to contact all BCPHG members whose interests include "Used Abroad" and "Mail-boat" cancellers. Write to him at 31 Overhill Road, Wyomissing Hills, PA 19609.

\*\*\*

PETER BROOKS offers some corrections and comments to the first portion of Section 16 of the Antigua Monograph, published in the April 1982 BCPJ. He states that he has an example of Antigua post card H/G 3 sent to London on 23 December 1887. This extends, by a considerable amount, the LDK of 2 June 1887 for that card as noted in the third paragraph of sub-paragraph 16.1.1. He also specifies an LDK of 19 January 1898 for Leeward Islands envelope H/G 2a, rather than the 1 November 1893 date discussed on page 43 of that article.

Peter notes that certain auction lists, including that of our BCPSG sale at CAPEX in 1978, reveal plenty of other EDK-LDK data that is "fresher" than that specified in the monograph. He has very kindly offered to "check these out" and to forward such updated information for the Journal. Thanks, Peter---we'd appreciate that!

\*\*\*

TOM GIRALDI recently sent examples of Belize covers showing the following markings:

1. A BELIZE INDEPENDENCE handstamp (Figure 1) used during the fall of 1981. Tom provided two covers showing this mark, one each, in red and in violet.
2. A new (?) CDS from DANGRIGA. Tom's example (Figure 2) is dated 9 AM, 24 MR 82.
3. A mysterious circular mark in purple with the inscription LIBERTAD/BELIZE. Tom sent two covers bearing this handstamp, both posted at COROZAL TOWN. One cover, postmarked 10 AM, JU 27 81, shows the LIBERTAD mark as pictured in Figure 3; the other, postmarked 2 PM, 27 AU 81, has the mark with a manuscript 27-8-81 (Figure 4). The handstamp has a diameter of 27 to 28 mm, with letters 2½ to 3 mm in height. Is this an official Post Office mark of some sort, or---?

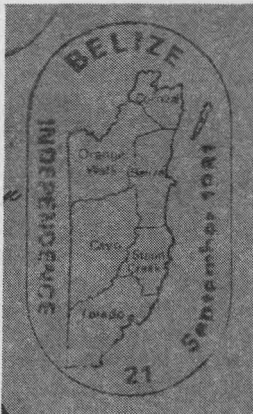


FIGURE 1



FIGURE 2

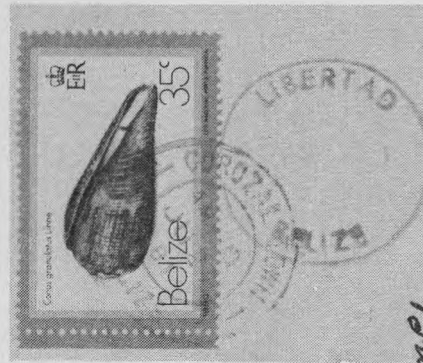


FIGURE 3



FIGURE 4

\*\*\*

ED ADDISS sent a xerox of an interesting cover: The item, franked with an airmail label and 9d. in Bermuda adhesives, was postmarked at Hamilton on 2 December 1938. Directly below the stamps, and struck in red, is the two-line handstamp shown at the right. Of this mark Ed comments "...I have not seen this before, but since I don't follow Bermuda closely, it may be common."

POSTED TOO LATE  
FOR AIRMAIL

\*\*\*

In describing BOB THORNE's Grenada post card (see page 99 of the previous BCPJ) your Editor made a couple of mistakes, due primarily to the somewhat unclear handwriting of the sender of the card. The writer's name is "Slinger" (not "Slugh") who, according to Dan Walker, was a stamp dealer in Grenada, and the date of the 8d. stamp is 1883 (not 1882). This latter correction, of course, torpedoes the reason for even printing the final paragraph of the last Journal's entry at all.

A subsequent letter from Bob suggests that the 8d. and 1/- stamps to which Slinger refers were SG Nos. 35 and 36, and that they were replaced by Key Plate issues (SG 54 and 55) invoiced by De La Rue on 4 May 1895.

...from Here and There



may have been determined that the Censor could perform his duties just as efficiently at the Central Censorship Office on St. Kitts as he could at Charlestown.

If any reader can add dates of usage of this mark, it would be of great help in confirming the existence of censorship facilities on Nevis.

(Ed.: The digit "5" exists on at least one other mark of this type. In my article "A History of Antigua Civil Censorship", appearing in the February 1979 issue of the BCPJ (W/N 106), I describe this handstamp having the words ANTIGUA and PASSED BY CENSOR 5, pictured at the right. This mark, designated Type H2 in the Roses Handbooks, is the same as that which my article calls Type S1.)



EXPLORATION - WRECKDIVING - U/W PHOTOGRAPHY - FIELD RESEARCH WORLDWIDE  
INTERNATIONAL COURIER EXTRAORDINARY ASSIGNMENTS

GALE J. RAYMOND & ASSOCS. (INTERNATIONAL), INC.

5410 W. Bellfort (Mail: P. O. Box 35666), Houston, Texas 77235, U.S.A.

PRIVATE ISLANDS For Sale, Purchase, Lease. Island Appraisals a Specialty.  
SRA, SCV, Explorers Club. Serious Inquiries Only. Phone (713) 726-1119.

### *Specialised British West Indies Auction*

*A selection of fine items included in the 29th October Sale:—*

ANTIGUA	1815 EL with good strike of the large fleuron without year date.	£90
	1858 GB 6d lilac, fine strike of the very scarce A18 obliterator.	£120
BARBADOS	1893 (Feb 25th) local cover with crowned circle "Paid at Barbados"	£50
	in black, used during a shortage of ½d stamps.	
BERMUDA	1877 cover franked with 1d rose and 6d dull mauve.	£200
	Clear circular "HAMILTON MY17 77 BERMUDA" and fine "PAID LIVERPOOL US PACKET" cds.	
BR. GUIANA	1853-59 1c plate proof in black on thick wove paper.	£60
DOMINICA	1847 soldiers cover addressed to "Lieut. Col. Maclean, Comd. H.M. Troops, St. Kitts". Fine Dominica double arc cds.	£150
JAMAICA	1801 EL with clear strike "SHIP LETTER JAMAICA".	£150
	(The earliest recorded date of use)	
	1859 GB 4d rose cancelled by "DRY HARBOUR" cds (Type P8)	£275
	The only recorded example.	
LEEWARD IS.	1938-51 £1 brown purple and black/red (Sg114), 1mm.	£50
MONTSERRAT	1897 Leewards reg. env. with 2½d tied by fine Montserrat cds.	£55
ST. CHRISTOPHER	1783 EL endorsed "p the ship Charming Betsy" with 2 line "PLYMOUTH SHIP LRE".	£75
ST. LUCIA	1913 reg. cover with 1912-20 vals. to 5/-. Fine.	£80
TRINIDAD	1877 cover franked with 1876 6d tied by Trinidad cds.	£85
VIRGIN IS.	1899 ½d with variety HALFPFNNY (SG43a), f.u.	£50

*Write for complimentary catalogue to :-*

## **Pennymead Philatelic Auctions.**

(DAVID N. DRUETT) SCOTTON, KNARESBOROUGH, N. YORKS. HG5 9HN. ENGLAND



## PERSONAL MENTION (Continued from page 133)

Congratulations to President DAN WALKER for winning a Gold Award at PHILEXFRANCE, staged on 11-21 June 1982 at Paris, for his "Grenada Postal History", and to RUSSELL OTT, whose "Obliterators of British Honduras" was awarded a Silver Medal at ROMPEX '82, held at Denver on 21-23 May. The "Egypt Postal History, 1800-1900" exhibit of our Bermudan BCPSG Supporter MARCEL DESLANDES, which won a Vermeil at ARIPEX '82, also earned Marcel a Silver Award at PHILEXFRANCE.

\*\*\*

MORRIS LUDINGTON, whose previous literary credits include (in collaboration with Gale Raymond) "The Bahamas Islands---a History and Catalogue of the Handstamps and Cancellations" has written a new book "Bahamas Early Mail Services and Postal Markings". Bob Lovett announces that Morris has donated a copy of his latest publication to the BCPSG Library. This is a valuable addition to the Library, and we thank Morris for his generosity.

## SECRETARY'S REPORT (Continued from page 128)

## ADDRESS CHANGES/CORRECTIONS (Continued)

LYTHGOE, Brian G., c/o The Chartered Bank, GPO Box 21, 4-4A Des Voeux Road, Central Hong Kong.

Congratulations to MIKE SHEPPARD, FRED SEIFERT, and KIL BUMP, who were elected to serve on the BCPSG Board of Trustees through 31 December 1987.

## WE'LL SEE YOU AT ESPAMER '82!

### CARIBBEAN PHILATELIC AUCTIONS

The specialised postal auction for  
the stamps and cancellations  
of the

### WEST INDIES

and

### CARIBBEAN AREA

Pre-Stamp, Censored, First Flights, Maritime,  
Postage Dues, Missents, Smaller Office and  
Unusual Postmarks, Proofs, Specimens, Errors,  
Varieties, Adhesives and Literature.

GET ON OUR MAILING LIST NOW!

### CARIBBEAN PHILATELIC AUCTIONS



P.O. BOX 91

(Est: 1976)

HARROGATE

NORTH YORKSHIRE HG2 0AB

Telephone: Harrogate (0423) 69020

## SPECIALIST MATERIAL

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

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

WILLIAM BOGG

### NEW ENGLAND STAMP COMPANY

643 5th Avenue South

Naples, FL 33940

Telephone: 813-262-6226

Bob Topaz

# NEW ENGLAND NORTH

Bill Bogg

**P.O. Box 216 - Waban, MA 02168  
Tel. 617-527-4784**

We have stamps, proofs, color trials, specimens, and especially COVERS of the British West Indies as well as the rest of the world. We send them on approval to BCPSG members on request. No sales are final!! This month we are featuring

## BAHAMAS

Ludington's BAHAMAS MAIL SERVICES and POSTAL MARKINGS - the 1982 updated edition of Bahamas postal history and cancellations - a very limited edition \$55.00

We have the following TRD covers available - mostly 1960 QEII period, among others:

<u>BIMINI</u>	3L I	red ink	Comm.	\$35.00	<u>FRESH CREEK</u>	2C III	black	Comm.	\$ 7.50
	C I	black	Comm.	15.00	<u>ANDROS</u>	C III	violet	Phil.	4.00
	C I	blue	Comm.	20.00	<u>GAMBIER</u>	3L2F I + 3L2F II			
	C I + 2C II	black	Phil.	12.50			violet	Phil.	10.00
	C II	blue	Comm.	7.50			rare but favor C blk. or brown		10.00
	C III faults	blue	Comm.	5.00	<u>GOVERNOR'S HARBOUR</u>				
	C III comm.	blue	Phil.	5.00		3LF	violet	Phil.	3.00
	3L II + Marlin	blue	Phil.	35.00		20V	violet	Phil.	3.00
<u>CAREERS WEEK</u>	3L F	violet	Phil.	10.00	<u>HARBOUR ISLAND</u>	20V	violet	Comm.	20.00
<u>NASSAU</u>					<u>HATCHET BAY</u>	C	violet	Comm.	3.00
<u>CHURCH GROVE</u>	20V	violet	Phil.	7.50		20V	black	Phil.	4-5.00
<u>FOX HILL</u>	20V	violet	Phil.	7.50		20V	black	Comm.	10.00
<u>FOX TOWN</u>	2 C	violet	Comm.	10.00		20V	blue	Comm.	10.00
	2 C	violet	Phil.	7.50		4LF	blue	Comm.	5.00
<u>FREEPORT</u>	20V I	violet	Phil.	5.00		4LF	blue	Phil.	4-5.00
	C I	black	Phil.	25.00		4LF	black	Comm.	5.00

Above codes are from Ludington. Phil. = philatelic cover. Comm. = non-philatelic

WE APPRECIATE YOUR PATRONAGE

BOB TOPAZ AND BILL BOGG

NEW ENGLAND NORTH  
P. O. BOX 216  
WABAN, MA 02168  
U.S.A.

These are but a few of the many cancellations we have in stock. Please ask us about them.

## BCPSG BARBADOS MINI-MEETING

This past summer TONY SHEPHERD visited Barbados for the second time in two years. While there he organized this BCPSG get-together (from left, DR. MAURICE FITZ-ROETT, EDMUND BAYLEY, Tony, and KEITH BAYLEY). Tony promises to submit a sequel to his July 1982 BCPJ "Philatelic Pilgrimage", covering all the post offices he missed on his first trip!



---

### SECRETARY'S MEMBERSHIP SUMMARY

MEMBERS AT END OF 1980	474		
Less: Members resigned	32	Plus: New members	31
Members deceased	5	Re-instated members	9
Members dropped			
non-payment of			
dues	73		<u>40</u>
	<u>110</u>	MEMBERS AT END OF 1981	404

---

## CARIBBEAN COLLECTIONS

LONDON — 27th October 1982

The Eric Creed and C. McGregor collections with St. Vincent classics, die and plate proofs, large mint blocks with fine shades (some ex Burrus) and abbreviated village cancellations, Barbados, Caymans, Grenada, and British Honduras with the Caye local on cover.

If your collecting interests are limited to not more than three countries, our Busy Buyers Service could be of interest to you. Write for details.

REMEMBER...

*We sell your stamps where they sell best*

**ROBSON LOWE LTD.**

A Member of the Christies International Group

10 KING STREET, ST JAMES'S, LONDON SW1Y 6QX, ENGLAND

Cables: "Stamps London SW1" Telex: 916429

V.A.T. No. 323/7655/54



## President's Message

Writing this in mid-August, I am hopeful that this issue of the Journal will be announcing the first fruits of Ian Woodward's labor of love. Virtually on his own, Ian has prepared monographs of interesting British Caribbean philatelic subjects. Most of the material has appeared in past Journals but, since the originals were serial articles, they are difficult for a researcher to find and thus are time consuming to use. How much handier it will be to have these excellent philatelic research works in individual volumes that are easy to locate. Although most of these monographs are not new, at least two have never appeared in print. Ian's grand award winning Jamaica Obliterator exhibit and my Grenada Postal History exhibit will be available in this series.

I have only had an opportunity to review one monograph, the proof copy of the Grenada Postal History exhibit. I can attest that the reproduction of the exhibit pages is excellent. The stray black streaks and black dots that normally detract from such a reproduction have been eliminated. The illustrations of postal marks and even the postage stamps are of an extremely high quality, allowing the reader to study the cover and the explanatory writeup unimpeded. Since this particular monograph presents the most difficult reproduction problems, it is evident that all the monographs will be excellent additions to everyone's philatelic library. I should also point out that the BCPSG will financially benefit from your purchases, but once again I remind you that the production run will be quite small.

This issue should arrive at about the time the Group is having its annual meeting in Puerto Rico at ESPAMER '82. Next year our annual meeting will be at BALPEX, just north of Baltimore, Maryland. BALPEX is one of the most popular stamp exhibits in the country; it attracts excellent exhibits (364 frames of 16 pages each this year), quality dealers, and a large crowd. Keep next year's Labor Day Weekend, September 3-5, 1983, in mind for this event and our 1983 annual meeting.

