

BRITISH CARIBBEAN PHILATELIC JOURNAL

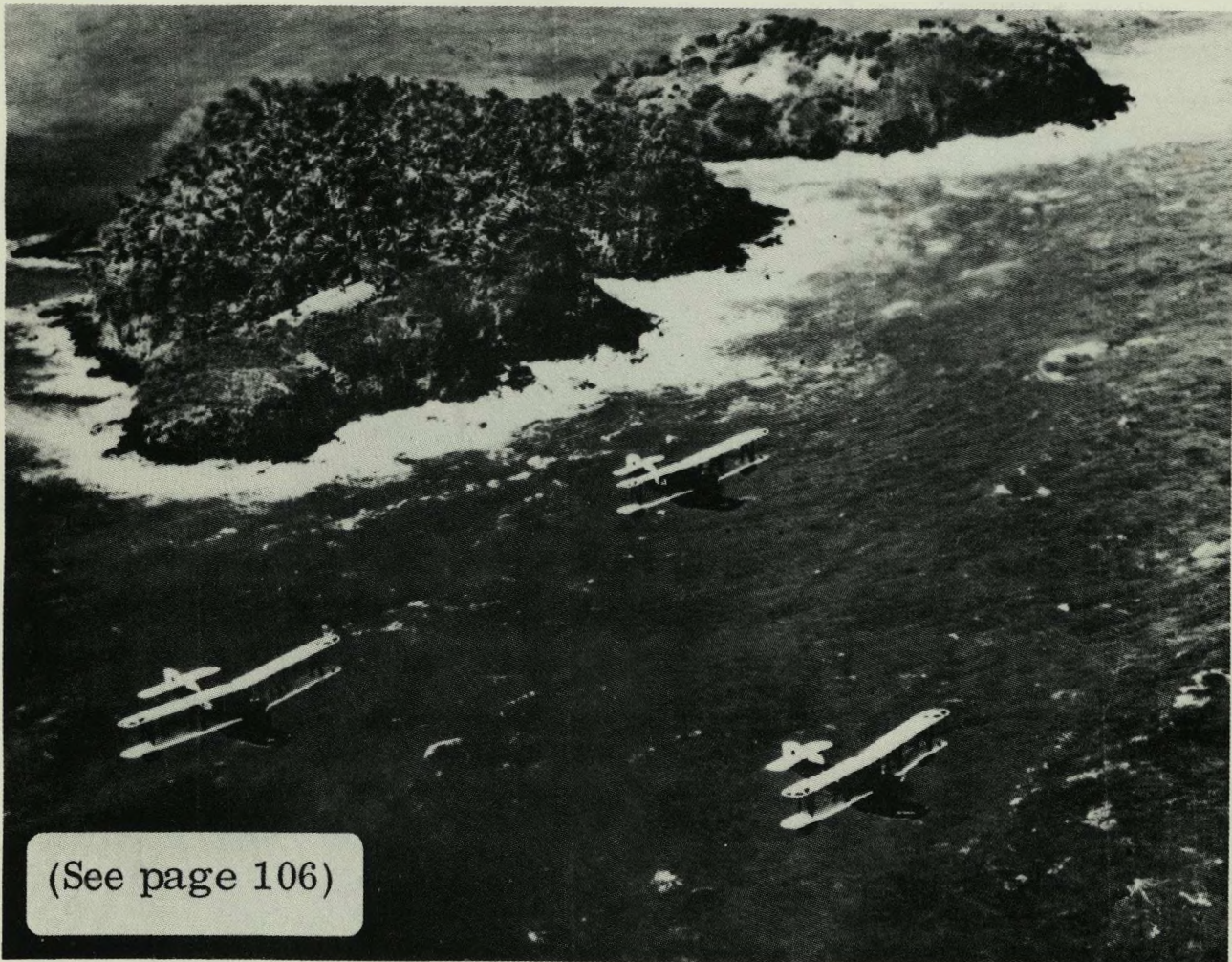
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OCTOBER 1983



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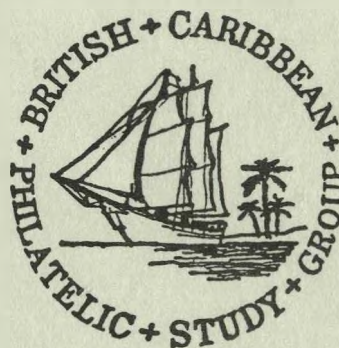
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**President's Message**

I am writing this at my new home in West Palm Beach, Florida, having moved from New York City for business reasons. It is something of a cultural shock but I'm enjoying it. One regret is that, so far, I've not been able to bring my collection down. I didn't realize how much I would miss going over my material, checking dates and rates. It's like being separated from a good friend after years of close harmony. Fortunately, this situation will soon be remedied.

Not long ago we all received our copy of the 1983 BCPSG Auction List. Chuck Cwiakala, you are to be congratulated! What a wonderful job! This must be by far our largest auction, with 600 lots and, for the first time, illustrations of some of the better items. I believe that the realizations will justify Chuck's time and hard work. Hopefully, this will encourage members to submit better items for future sales.

I hope that some of you will come forward to consider our Hon. Editor's plea for BCPSG "Group"

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TRINIDAD AND TOBAGO FIRST AIRMAIL FLIGHT

THE 1927 "PAN AMERICAN" FLIGHT

by William H. Matthews

Some sixteen years ago I purchased an accumulation of covers, most of which were sent to Trinidad from Canada and the United States. When I examined these items, I found three covers from Trinidad to Grenada marked "Via Airmail", and all dated April 6, 1927. (One of these is shown in Figure 1.) Checking my records, I found that these covers pre-dated by two years what I had understood to be the first airmail flight to Trinidad---the PAA/Lindbergh FAM 6.

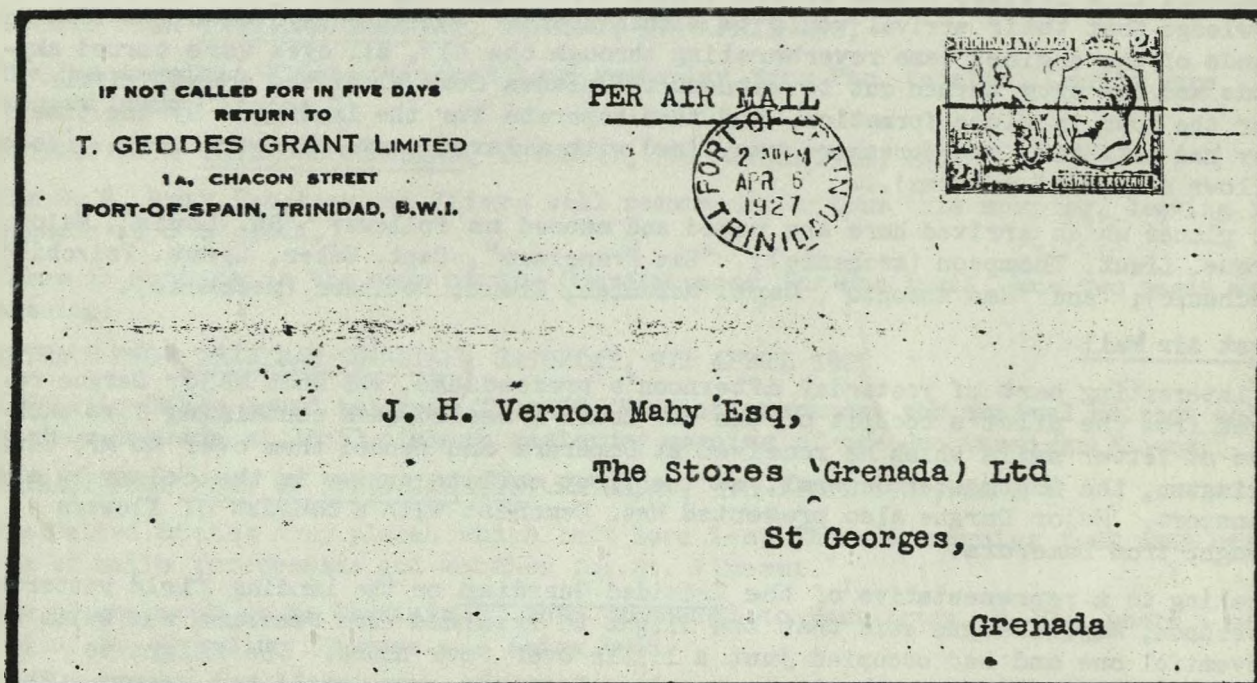


FIGURE 1

Subsequently, upon visiting the Public Library in Port of Spain, I checked the newspapers of the period to find that, early in 1927, five U. S. Air Force amphibian aeroplanes left the United States on a goodwill tour of South America and were collectively known as the "Pan American" flight; the Colonel Lindbergh FAM 6 proving flight came to Trinidad two years later in 1929. In fact, while this USAF South American tour was in progress, Lindbergh became the first person to fly the Atlantic Ocean from West to East.

The USAF flight visited most countries in South America and carried the first air mail between several of them. Very few of these covers now exist, as most were commercial letters with no "etiquette" applied.

Unfortunately, there was a disaster when two of the planes, "New York" and "Detroit", collided over Buenos Aires, killing the crew of the latter. After that, the flight consisted of the remaining three planes only. From Trinidad the flight proceeded north along the Caribbean islands and back to the United States.

I contacted the United States Information Service (USIS) in Port of Spain, who obtained four photos in connection with the flight; these are shown here. As a result of

obtaining these photos I discovered that other photos I had acquired earlier---supposedly relating to the Lindbergh flight---were also of the USAF flight.

Following are extracts from the Trinidad Guardian and the Port of Spain Gazette of the period giving the story of the flight.

EXTRACT FROM TRINIDAD GUARDIAN, TUESDAY, 29TH MARCH 1927, PAGE 9

"Flying from Georgetown, Demerara, in three amphibian planes the U. S. Army airmen on the Pan American flight arrived here at 2:40 o'clock yesterday afternoon, alighting in the harbour off the Wrightson Road foreshore in the vicinity of the West India Oil Company's storage tanks.

"Early yesterday morning a telegram received by the Pacific Coast Cable Board announced that flying from Paramaribo in three sea planes the Pan American airmen, under command of Major Dargue, had all alighted safely on the Demerara River at noon Sunday, and they had left for Port of Spain at 10:40 A.M. yesterday. News of the departure from British Guiana of the fliers spread quickly and soon it was common knowledge that their arrival would be within hours. Consequently, when the first sounds of the engines came reverberating through the air, all eyes were turned skywards and the city turned out to witness the planes come along the coast, circle over the town in close formation, and then separate for the landing. By the time they had alighted, the foreshore was lined with a large crowd of spectators...(then follows a list of persons)...

"The planes which arrived here are named and manned as follows: "St. Louis", Major Dargue, Lieut. Thompson (mechanic); "San Francisco", Capt. Eaker, Lieut. Fairchild (mechanic); and "San Antonio", Capt. McDaniel, Lieut. Robinson (mechanic).

First Air Mail

"An interesting part of yesterday afternoon's proceedings, was when Major Dargue removed from the pilot's cockpit of the St. Louis a sealed sack containing five packages of letter mails which he received at Demerara and handed them over to Mr. Edwin Edgington, the Postmaster General, as the first mail to arrive in the colony by air transport. Major Dargue also presented Mrs. Demorest with a bouquet of flowers brought from Demerara.

"Speaking to a representative of the Trinidad Guardian on the landing field yesterday afternoon, Major Dargue said that the flight to Trinidad from Demerara was quite an uneventful one and had occupied just a little over four hours. The flight to Georgetown, he said, from the last stopping place was over jungle and swamps. They had over 400 miles of it.



FIGURE 2

Major Dargue being met by members of the local Defence Force on arrival of the "Pan American Flight" in Trinidad on Monday, March 28th, 1927. From left: Capt. Gordon Smith, Dargue, (unidentified), and Col. E. May (Inspector General of the Trinidad Defence Force).

"From Trinidad, he said they were going to Puerto Cabello, Venezuela, returning to Trinidad on Saturday to leave on Tuesday for Grenada and St. Vincent.

"Questioned about the flight generally, Major Dargue said that they set out with five planes: St. Louis, San Antonio, San Francisco, New York, and Detroit. Over the flying field at Buenos Aires the New York, of which he was in command with Lieut. Whitehead as mechanic, and the Detroit, with Capt. Wolsey and Lieut. Benton (mechanic) came to grief, both occupants of the Detroit being killed as a result of the accident. Major Dargue said that he and Lieut. Whitehead landed safely. Lieut. Whitehead is expected to arrive here on Tuesday next.

"Asked about the accident, Major Dargue refused to give any further information. The fliers will take off from here at 8:00 tomorrow.

"Mr. Louis Tucker of the Tucker Still and Motion Picture Company was the official photographer for the occasion and took pictures of the landing of the planes, the reception given the airmen (Figure 2), and the handing over to the PMG of the first mail to reach the island by air."

EXTRACT FROM TRINIDAD GUARDIAN, TUESDAY, 5TH APRIL 1927

"The Pan American Fliers returned here yesterday from Pto. Cabello...mails were brought from Caracas."

EXTRACT FROM TRINIDAD GUARDIAN, THURSDAY, 7TH APRIL 1927, PAGE 6

"The U. S. Army Pan American Fliers will resume their tour this morning, leaving for Grenada at 8 o'clock."

There is nothing in the copy of the Guardian seen for 8th April, but two pages were missing.

EXTRACT FROM TRINIDAD GUARDIAN, SATURDAY, 9TH APRIL 1927

"A Pacific Cable Board telegram from St. Vincent announces the arrival at that colony from Grenada at 10:53 o'clock yesterday morning of the Pan American Fliers."

EXTRACT FROM PORT OF SPAIN GAZETTE, SATURDAY, 9TH APRIL 1927, PAGE 4

"The United States Army planes which left here last Thursday morning took away one bag of mails for Grenada and another for St. Vincent."

The planes went on to Martinique, then proceeded to Washington, D. C., where a meeting of the Aviation Congress was being held.



FIGURE 3

The five planes of the "Pan American Flight" before leaving the U. S. A. on December 22nd, 1926. From left: New York, San Antonio, San Francisco, St. Louis, and Detroit.

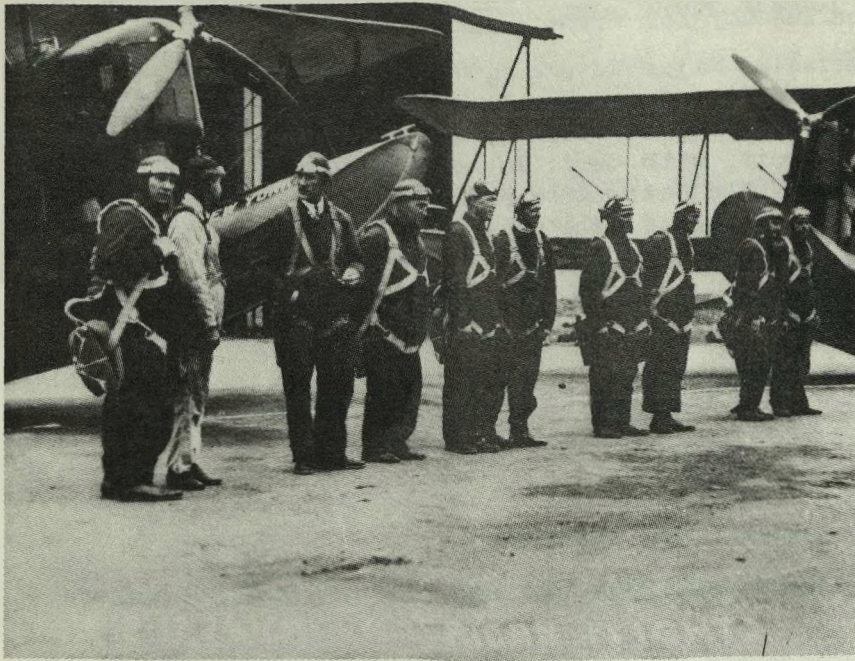


FIGURE 4

The "Pan American Fliers" before leaving the U. S. A. From left: Lt. Robinson, Capt. McDaniel, Capt. Woolsey, Lt. Benton, Major Dargue (in command), Lt. Whitehead, Lt. Thompson, Lt. Weddington, Capt. Esker, and Lt. Fairchild. Capt. Woolsey and Lt. Benton were killed when the New York and the Detroit collided over the flying field at Buenos Aires.



FIGURE 5

One of the "Pan American Flight" amphibian planes with one wheel in the soft mud while coming ashore at Port of Spain, Trinidad.

Figures 3 through 5 are USAF photos, made available through the courtesy of the USIS. The photo on the Journal cover shows the Detroit, San Francisco, and St. Louis passing Duarte Island en route to Colombia.

CORRECTION: A correction should be made to John Alden's comments on page 96 of the July 1983 Journal. In the third line from the bottom, change "had been given" to "were candidates for".

REG LANT'S JAMAICA JOTTINGS

Thanks to Bruce Walker for providing the basis for this Journal's "JJ" column. Due to lack of space much of his input, including xeroxes of covers bearing hitherto unreported Jamaica handstamps, must be held over till the December 1983 issue.

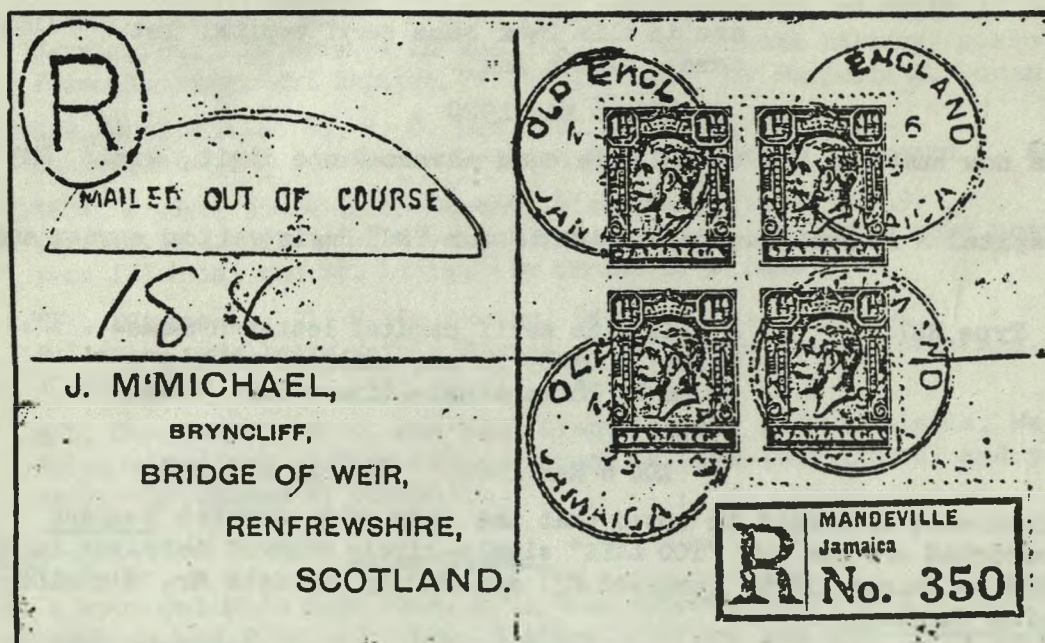


FIGURE 1

The most outstanding item Bruce submitted is a registered cover from post town Old England, mailed to Bridge of Weir, Scotland, and franked with a block of King George V 1½d. definitives cancelled with an Old England double-ring CDS of March 6th, 1929 (see Figure 1). The cover apparently was placed, contrary to regulations, in a letter box instead of being presented for certification at a post office registration wicket, thus resulting in the application of the MAILED OUT OF COURSE marking. In this case the mark is a previously unknown example, in violet ink, within a segment of a double ring with a single straight line base.

The cover also bears an (apparent) Old England manuscript Registration Number 188, a previously unreported thin large capital letter "R" enclosed within a single-line oval, and a Mandeville Registration Label No. 350. Although this does not conclusively indicate Mandeville as the "application" post office, Clint von Pohle reports that he recently acquired several registered covers of the same era, including one mailed from Mandeville to Chicago, Illinois, on March 19th, 1934. Clint's item is handstamped with a similar large thin "R-in-an-oval", thus proving that the MAILED OUT OF COURSE segment mark was indeed applied at Mandeville.

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We are adding the MAILED OUT OF COURSE marking to our "RM" Registration series as follows:

Type RM2

A framed straight-line marking enclosed within a segment of a double ring, with a 60-mm single line base. The words

MAILED OUT OF COURSE

are in slim 2½mm sans serif capital letters. Violet ink.

EDK 6 MAR 1929

The present items now numbered RM2 to RM11 are each advanced one digit, viz.: RM3 to RM12.

The thin large capital R in oval has been added to our "RS" Registration series and numbered:

Type RS7

A thin sans serif capital letter R measuring 13 mm by 10 mm, enclosed within a 23 mm by 18 mm single-line oval. Violet ink.

EDK 6 MAR 1929 LDK 19 MAR 1934

As a matter of interest, it should be noted that the only other Jamaica segment handstamps yet reported are the two "TOO LATE" single-circle segment markings in use from November 1878 to January 1899, numbered M37 and M38 by the late Mr. Nicholson in his 1928 Jamaica Handbook.

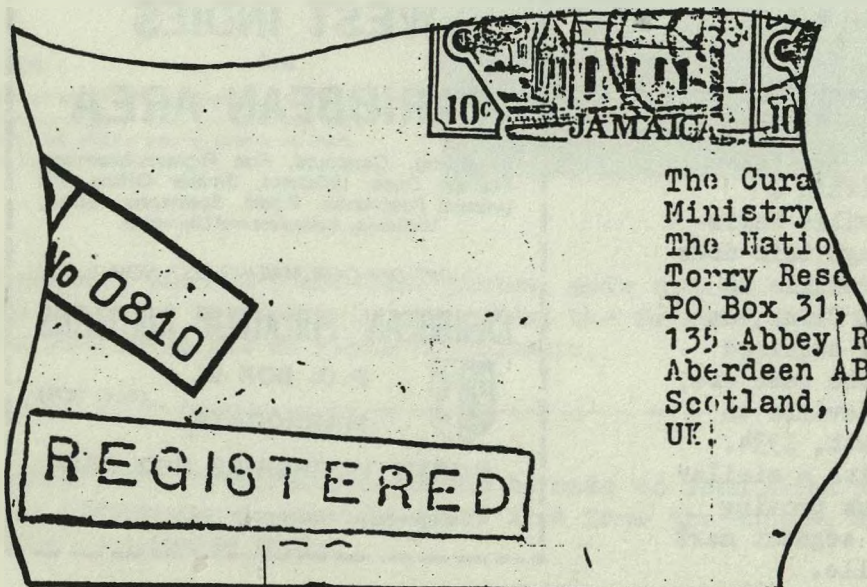
Bruce's second item is a registered cover from Mona, Jamaica, to Aberdeen, Scotland, posted on January 17th, 1983, and handstamped with a previously-unreported REGISTERED mark within a rectangle measuring 68 mm by 11 mm. Shown in Figure 2, this mark is designated Type RG7.

Type RG7

A framed single straight-line mark REGISTERED within a single-line rectangle. 6 mm sans serif block capital letters. Violet ink.

EDK 17 JAN 1983

FIGURE 2



On behalf of the Group membership I am sending Bruce a "Thank You" note for allowing us to share in the review of his material. It is hoped that his example will encourage other members to provide us the opportunity to do likewise with their still-to-be-reported material.

Reg

Secretary's Report

NEW MEMBERS

All applicants listed in the July 1983 BCPJ have been admitted to membership.

NEW APPLICANTS

HATHAWAY, Bradford A., 87 Avcoot Road, Mattapoisett, MA 02739.

Journalist. Interested in whaling-related postal history, postal history of Massachusetts, and British Virgin Islands. By Marjorie A. Doran.

FINNE, Mrs. Vivian W., P. O. Box 366, Calpella, CA 95418.

Retired teacher. Collects British Commonwealth. By Howard C. Austin.

NELSON, Frank, 95-24 110th Street, Richmond Hill, NY 11419.

Purchasing agent. Collects Antigua, Jamaica (including town postmarks), Leeward Islands, and St. Lucia. By Thomas E. Giraldi.

KEEFE, Eugene L., 211 Wilde Avenue, Drexel Hill, PA 19026.

Salesman. Collects United States, British and French Colonials. By Thomas E. Giraldi.

ADAMS, Charles J., P. O. Box 723, Grand Cayman, Cayman Islands, West Indies.

Antique dealer. Interested in Cayman Islands (mint, used, and postal history). By Thomas E. Giraldi.

DECEASED

In a note dated in late June, Eric King reported that OWEN PHILLIPS, M.B.E., passed away on May 24th in Mobile, Alabama. During the past three years Owen contributed to the BCPJ a number of interesting and informative articles pertaining to the stamps and postal history of British Honduras and Belize. The most significant of his works delved into the history of the famous "Caye Local" stamp; his latest article, published in the December 1982 Journal, discussed the "phantom" post office at the Radio Station. Death was caused by heart failure.

Owen was an enthusiastic supporter of the BCPSG, and will be missed by both British Honduras specialists and general B.W.I. collectors alike. (See Ian Matheson's tribute to Owen on page 127.)

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For December '83 issue: 15 October 1983
For February '84 issue: 15 December 1983

For April '84 issue: 15 February 1984
For July '84 issue: 15 May 1984

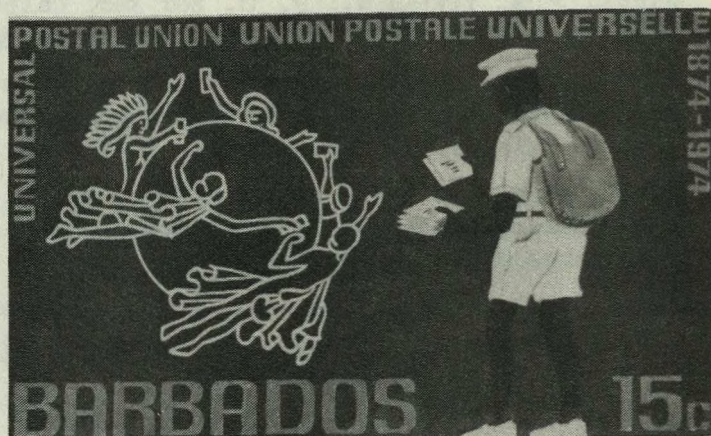
THE U.P.U. CENTENARY ISSUE OF BARBADOS

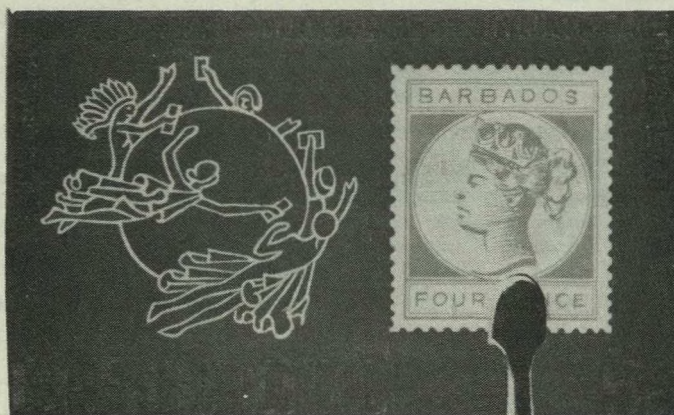
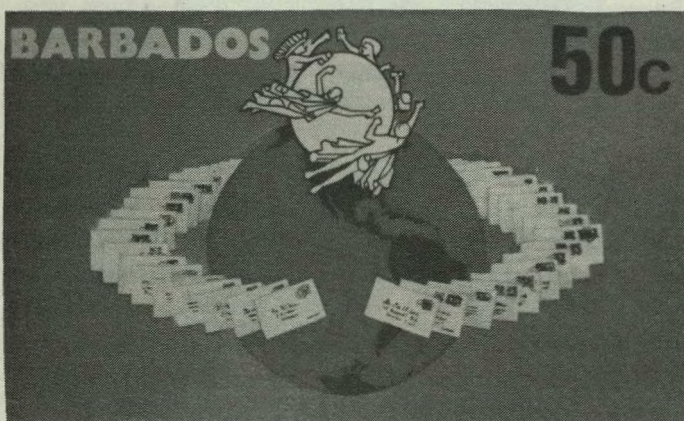
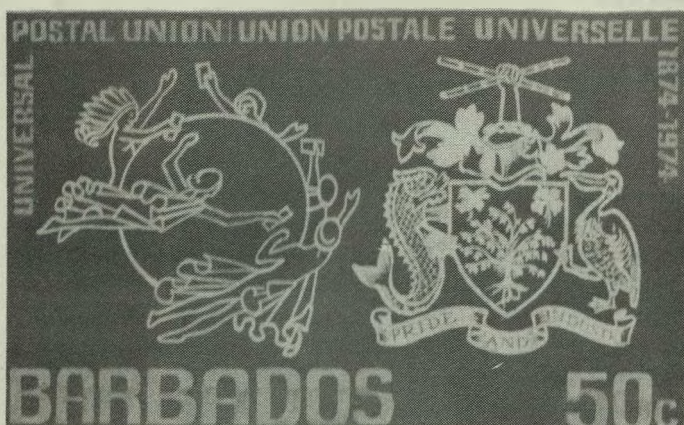
by EDMUND A. BAYLEY

The first International Convention governing letter mail for a significant number of countries was concluded in Berne, Switzerland, on October 9th, 1874; it created a General Postal Union, with originally 22 members including the whole of Europe, the United States, and Egypt. Because of the early accession of a great number of other countries, in 1878 the Union took the name of the Universal Postal Union, and in 1947 became a specialised agency of the United Nations.

Barbados joined the Union on September 1st, 1881, having passed an Act entitled "An Act to Enable the Colony to Enter the International Postal Union" on May 10th of that same year. It is interesting to note that at no time was the Union ever referred to as the "International Postal Union".

In 1949, Barbados celebrated the 75th anniversary of the Union with the issue of four stamps, and the Centenary in 1974 with the issue of another four stamps and a souvenir sheet. Illustrated in this article are copies of the artist's drawings or essays of the 15¢ value (2); the 35¢ (1); and the 50¢ (2), which were prepared for approval of the Barbados postal authorities. None of the designs were accepted in total, and one each of the 15¢ and 35¢ were rejected. It is noteworthy that the 5¢ value (issued as an 8¢ stamp) features the Four Pence of the 1882 issue, the intention being to depict the current Bar-





badian stamps when the Colony joined the Union. It should, of course, have shown the 1875-1878 Issue (see Barbados UPU Formula Cards).

Unfortunately, I do not have the original artist's drawings; the illustrations herein are reproduced from photographs.

Editor's Message

This time the Journal is thinner than usual, running only 28 pages instead of the normal 36. It was necessary to reduce the size of this issue in order to get "back on budget", since the previous magazine not only contained a whopping forty pages but also carried a 34-page auction list insert and extra stamps representing about a 50% increase in postage.

While on the subject of the auction list, I'll say something now that I didn't get the chance to say earlier. It was prepared in its entirety by **CHUCK CWIAKALA**. You probably knew that already, but I just wanted to make sure that every BCPSG'er understands where the credit should go. Right on the heels of his BCPJ Index in April's Journal, and without even stopping for breath, Chuck put together that richly illustrated, descriptively detailed, and philatelically invaluable document you received with July's mailing. And he gave it to me in camera-ready shape; all I had to do was stick on the page letters and take it to Kathy for printing.

This issue's printing cutoff date was 31 August, which means that the report of our Annual Meeting will have to wait until December. At that time we hope to print not only details and photographs of our goings-on in Cockeyville, but also prices realized from our BCPSG auction.

GEORGE

Some Thoughts on the 1953 Coronation Issue

by MICHAEL R. WILSON

On 2 June 1953, to commemorate the Coronation of Her Majesty Queen Elizabeth II, a special issue of stamps was made. We all know the design chosen, which was common to all the Crown Colonies: the Queen's head drawn by Edmund Dulac from a portrait by Dorothy Wilding displayed on a black background surmounted by a crown. A decorative border with the word "Coronation" appears at the top and the date "2 June 1953" at the bottom. An unobtrusive stamp---one value for each Colony and with no major varieties---not much scope for display. Numbers issued vary from 350,000 for Turks and Caicos Islands to over six million for Jamaica (and over 15 million for Hong Kong!).

The die was engraved by Bradbury Wilkinson but, with only three exceptions, the stamps for the BWI Colonies were printed by De La Rue---the exceptions being Turks and Caicos Islands, Cayman Islands, and Bermuda. As I understand it, the stamp was issued in Post Office size sheets of 60 arranged in ten rows of six, but they were printed from both frame and vignette plates of 120. The printed sheets were cut before distribution, leaving no gimmicks or uncut sheets to provide for the "gutter-pair" enthusiast.

Looking at some plate blocks, I noted that those for the Turks and Caicos are numbered 1-3, 1a-3a, 1-4, and 1a-4a; the frame plate is the first numbered. The numbers appear in the bottom right hand corner under Stamps 59 and 60. Now, while the "a" plates have only two perforation holes in the right hand margin or selvedge, the other two plates have the right hand margin perforated all the way across. None of these four plate have the bottom margin perforated.

I hesitate to draw a firm conclusion from this, but I would like to put forward one theory. Were the two Post Office size sheets printed side by side, with the "a" plate sheets on the right, the whole being perforated before the cutting operation? If so, would the left hand corner blocks show an opposite perforation pattern?

A nice explanation! But if this is so, can someone then explain why the Cayman Islands---also printed by Bradbury Wilkinson---show a reverse pattern? There, the 1a-2a plate has a perforated right hand margin, suggesting that it was on the left of the two sheets in printing.

Then, what about the third Bradbury Wilkinson printing, that of Bermuda? I have no examples to help here, but I hope that some reader may be able to report from this popular island. I note that the plate numbers used were the same as for the Turks and Caicos Islands. How about the De La Rue printings?

If these is some very simple explanation for this I would be delighted to hear it. Anyhow, why not get out your collections and look at this erstwhile neglected little stamp. Do you have any interesting blocks? I would be pleased to hear from anyone, either directly or through the BCPJ, who has more information about them.

The commercial: I would be pleased to hear from any BCPSG'er who has for sale any imprint or corner blocks (all four corners) from Turks and Caicos Islands!

Antigua Monograph

Beginning on the next page is the final portion of Antigua Monograph Section 15.1, entitled "Victorian Six Pence Stamps". The first and second parts of this section were published in the April 1983 and July 1983 BCPJ's.



The Malburin Mark on Stamp 87 is illustrated at the left above, where a rectangular mark of color appears just outside the top outer frameline over the N of ANTIGUA. The remaining plate flaws (with the exception of the flaw on Stamp 47) are illustrated in Morley and Marshall's paper and are described as follows:

- Stamp 24 - There is a nearly horizontal scratch on the Queen's nose.
- Stamp 35 - There is a dot of color near the center of the diagonal bar of the N of PENCE.
- Stamp 40 - There is a long, light diagonal mark of color slanting upward to the right in the diagonal bar of the N of PENCE.
- Stamp 47 - Fine lines of color appear in the letters UA.
- Stamp 71 - There is a diagonal dash of color in the cross-bar of the T at the left, and fine scratches between the inner and outer top framelines.
- Stamp 116 - There is a short, strong, rectangular mark of color, slanting upward to the right, in the diagonal bar of the N of PENCE.

The retouch on Stamp 118 is illustrated at the right above, showing strengthening of the vertical lines in the engine turning below EN. The retouch on Stamp 120 (in clear printings) shows strengthening of the diagonal lines in the engine turning below SIX ((25)).

IMPERFORATES

The so-called "imperforates" of the Perkins-Bacon issues of the 1d. and 6d. stamps have long been in question. The bulk of the evidence indicates that known imperforate varieties are probably derived from either imperforate-horizontally or imperforate-vertically sheets or part-sheets, or from oddly-wide-margined singles ((6)).

Gibbons catalogues two imperforate varieties of the 6d. stamps: SG 8a--imperforate pair of green, Small Star watermark; and SG 10a--imperforate pair of yellow-green, Small Star watermark. However, Gibbons notes that these have been questioned, since previously recorded copies are imperforate-between pairs which have been trimmed ((6)). This agrees with Surtees ((25)) who notes that these are known only in vertical used pairs, and that it therefore appears that at least one sheet of each was imperforate in either the top or bottom two rows. The 1891 London Philatelic Society book on BWI stamps ((30)) states that unsevered pairs of the 1d. and 6d. are known imperforate.

OVER →

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So-called "imperforate" singles have been reported ((2, 6, 10, 24, 31)). For example, the Hopkins sale contained five used examples of 6d. stamps, all having RPSL certificates, the only examples then (1942) "authenticated". E. K. Thompson ((29)) notes that about a dozen certificates had been issued by 1973. The Thompson collection contains examples varying in color from blue-green to yellow-green, including stamps from the Higginbottom, Riesco, and Gilbert-Lodge collections.

The irregular arrangement of the stamps in the sheet, coupled with the relatively crude perforation methods of Perkins-Bacon, obscure the authenticity of "imperforates". Furthermore, F. F. Seifert notes that Bacon and Napier ((9)) state that the Perkins-Bacon perforation practice called for perforating all rows (or columns) in one direction of any batch of stamps, and then resetting the machine and turning the sheets around to perforate them in the other direction, thereby increasing the chance of producing a sheet imperforate in one direction.

FORGERIES

Crude forgeries exist of the 6d. in various shades of green and of the 1d. in vermilion, lithographed and perforated 13. These are said to have been made in sheets of 25 for unscrupulous packet makers ((32)), and have been attributed to Spiros Brothers of Hamburg ((32, 33)). Copies examined (see illustration at right) are "used", with odd forged cancellations formed of matrices of dots irregularly spaced $2\frac{1}{2}$ to 3 mm apart, unlike any known Antigua cancellation ((6)).



Earee ((34)) describes the forgeries, as distinguished from genuine stamps, as follows:

- Color - Very pale chalky green as compared to various darker shades of green. (However, Cornell ((6)) notes several examples in blue-green and dark green.)
- Paper - Unwatermarked, but very white, as compared to genuine pinkish-white.
- Engine turning - Composed of dots, as compared to definitive marks. The 17 dots in the outer vertical rows of background are inconspicuous compared to the genuine prominent diamond-shaped marks. Where the hair springs, in front of the forehead, beneath the coronet, there is a dim blotch, compared to the genuine sharply-defined spot (one of the 17 diamonds, slightly enlarged).
- Coronet - The band is jewelled with rows of pearls, with one oblong jewel beneath the second cinquefoil, as compared to the genuine upper row of pearls and lower row of a few oblong jewels.
- Head - The lower half of the ear is shown by an indistinct mark, compared to the genuine ear. The lower part of the cheek and the back of the neck are heavily shaded, compared to the genuine uniform shading all over the face. The background is shaded outside of the entire face, compared to the genuine shading only beneath the chin.

REFERENCES

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- ((31)) Cornell, W. G., Notes on the Tapling Collection, British Museum, London, 1965.
- ((32)) Parker, C. A., Communication to W. G. Cornell, October 1965.
- ((33)) Hopkins, A. E., "Antigua", in The Regent Encyclopaedia of Empire Postage Stamps, Robson Lowe, London, 1935, Encyclo. pp. 179-180; Catalogue pp. 232-235.
- ((34)) Earee, Rev. R. B., "Album Weeds (How to Detect Forged Stamps)", pp. 5-6. (available from the HJMR Co. as their No. 5102A). See also Australian reprint of 3rd Edition, Part 1, pp. 15-16, The Manuka-Ainslie Press, Acton, Canberra.

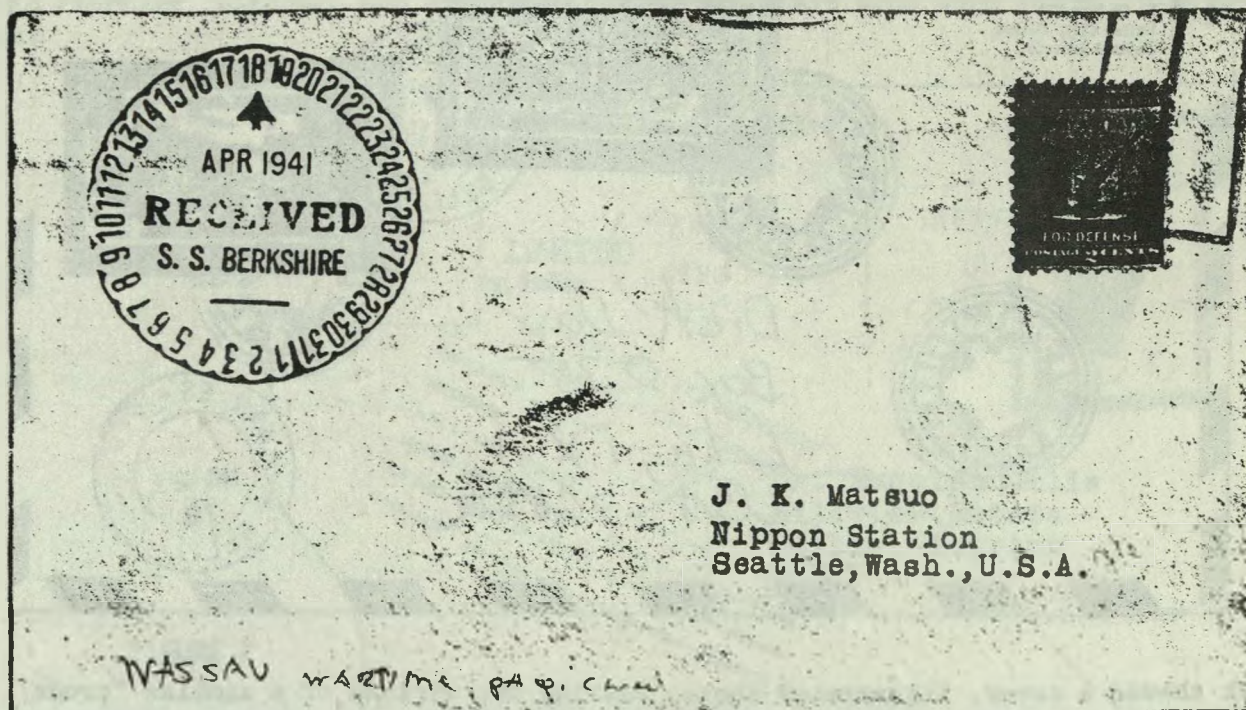
(CONCLUSION)

.....

Your Editor received a colorful postcard, mailed on 16 June 1983, from BRUCE WALKER in Gibraltar. He stated that he was enjoying his holiday at The Rock, where he was seeing the "friendly" Alps and even planning a side trip to Tangiers. The long expanse of sand pictured on his card contained a considerable number of sun worshipers, but not nearly as many as I normally see here on the Los Angeles beaches on any hot weekend.

This and That...

On page 55 of the April 1983 Journal, DON WELSH inquired about a rectangular hand-stamp used to cancel Bahamas adhesives on a cover airmailed in 1941(?) from Nassau to Canada. Like the cavalry, GALE RAYMOND has come to the rescue with an explanation of the mark, accompanied by the illustrated cover. Gale says:



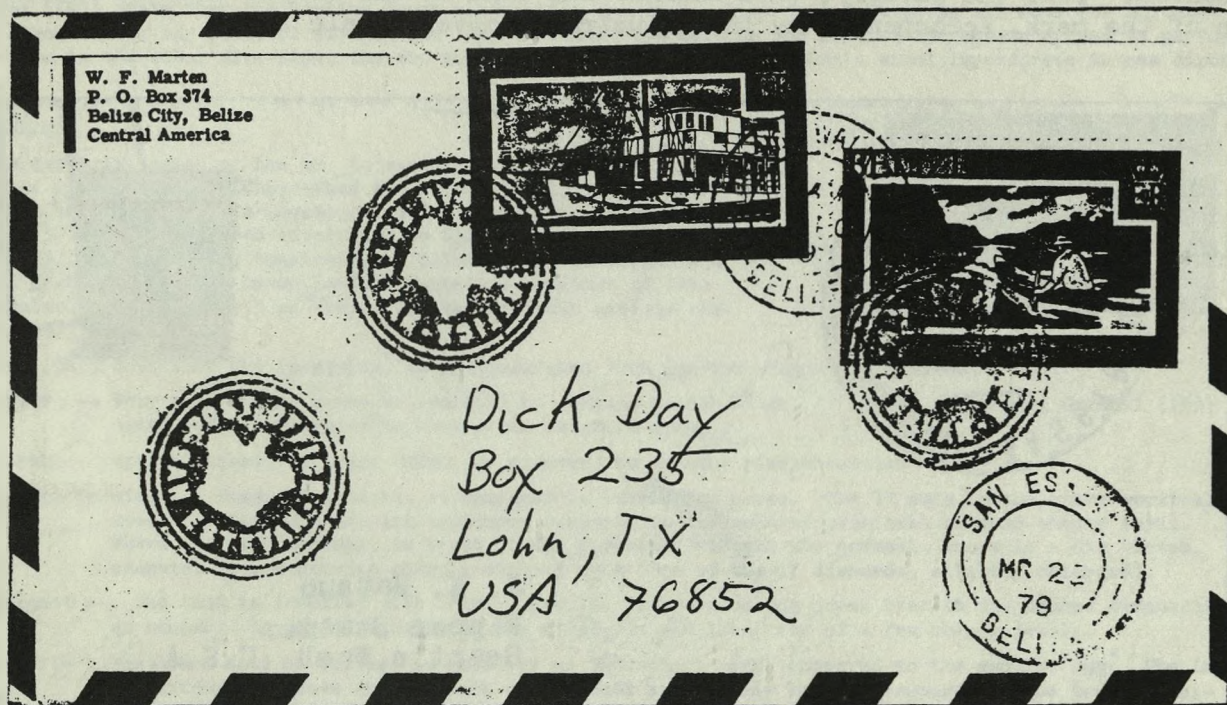
"The cancellation above was in fact a 'dumb killer' marking used on paquebot mail at the Nassau GPO from about (early) 1941 to 1944. Its use on Bahamas stamps on an airmail cover, such as Don's example, is unusual and most interesting. A PAA 'Air-mail Paquebot' marking was also used in 1941 for last-minute mail posted at the airport itself, but this also was discontinued to permit proper amount of time for censorship. A full strike of the above boxed cancel has never been reported. However, it is similar to a 'T' (Postage Due) marking then available but rarely used, then or now. (See also: 'Bahamas Early Mail Services and Postal Markings', by Morris H. Ludington, page 129)."

DIETRICH WERNER's observations on page 55 of the April 1983 BCPJ brought replies from both GALE RAYMOND and DICK DAY. The subject of Dietrich's comments, you'll recall, was a crude-looking circular "20 MILE/STANN CREEK, B.H." device which he claims was not a canceller at all but merely a mail package sealer.

Gale explained that he found this instrument at a sub-post office called "18½ Miles", not "20 Miles". "It was", he said, "inherited from the 20 Miles sub-post office, and actually was the only cancelling device of any kind available at the 18½ Miles facility. Serious inquiries along Stann Creek Valley revealed no evidence that a postal dater inscribed either 18½ MILES or 20 MILES had ever been officially issued."

Gale went on to say that the postmaster at 18½ Miles never cancelled outgoing mail at all; he merely passed it on to either the Stann Creek Office or the Belize Office, depending upon which direction the bus, car, mail truck, hip pocket, or whatever was headed. If prodded by an insistent "postal historian", he would cancel stamps with the sole device at his disposal---this 20 MILES mailbag seal. But he had done this for only a brief period of time, as his ink pad had completely dried out.

"The postmaster had asked the GPO several times previously to supply a date stamp", Gale continued, "but he was told that the volume of mail (or lack thereof) did not justify the expense." (Ed: That seems to me to be a pretty weak excuse. Just how much would the Belize government have to spend for a simple cancelling device? Or for that matter, for stamp pad ink?)



Dick showed a cover, illustrated above, bearing two strikes of a similar "crude/crown" type of cancel inscribed "POST OFFICE/SAN ESTEVAN". The envelope was also cancelled with a normal San Estevan, Belize, CDS dated March 22, 1979. This is apparently a case where the San Estevan postmaster used both the CDS and the mailbag sealer for cancellation purposes! (The cover also bears an unreadable CDS of 9 A.M., (?), 1979, from Orange Walk Town.)

The reverse of the pictured item contains a Lohn CDS dated November 9, 1979. It's anybody's guess as to why the cover took 7½ months to travel from Belize to Texas.

Thanks to both Gale and Dick for the data. How many more such sack sealers, do you suppose, are being used as postal cancellers in back-country Belize?

MICHAEL WATMAN has been regularly submitting for publication tid-bits of data pertaining to Belize. His first series of comments began on page 93 of the previous BCPJ; additional items of information appear here, and still more will be printed in the next Journal.

Mike's first item (Figure 1) is an example of the FORCES POST OFFICE 293 which GALE RAYMOND discussed on page 77 of the previous Journal. Gale's cover did not show the mark clearly.

Mike then submitted the following:

(1) An all-purpose "RETURNED TO SENDER/REASON CHECKED" handstamp (Figure 2) struck in blue on an inland cover post-marked at " (?) ity", Belize (probably "Belize City") on March 7, 1983.

(2) A handstamp "1980's/Decade/FOR BELIZEAN/SELF-SUFFICIENCY/N.A.T.S." (Figure 3). This mark appeared on mail from

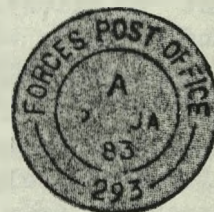


FIGURE 1

various offices beginning in mid-February. The initials N.A.T.S., according to Mike and new BCPSG'er CARL TROY, stand for "National Agricultural and Trade Show", an affair held each spring in Belmopan. (In 1983 the dates were 30 April and 1 May.) ERIC KING states that the NATS Committee distributed twelve of these handstamps as follows: (a) One each to nine post offices---Belize City, Belmopan, Benque Vieto del Carmen, Corozal, Dangriga, Orange Walk, Punta Gorda, San Ignacio, and San Pedro Ambergris Cay; (b) One each to the Chamber of Commerce, the private sector organization, and the Ministry of Natural Resources. The handstamps were all brought into use in February, although not simultaneously. They have been seen in red, blue, and black.

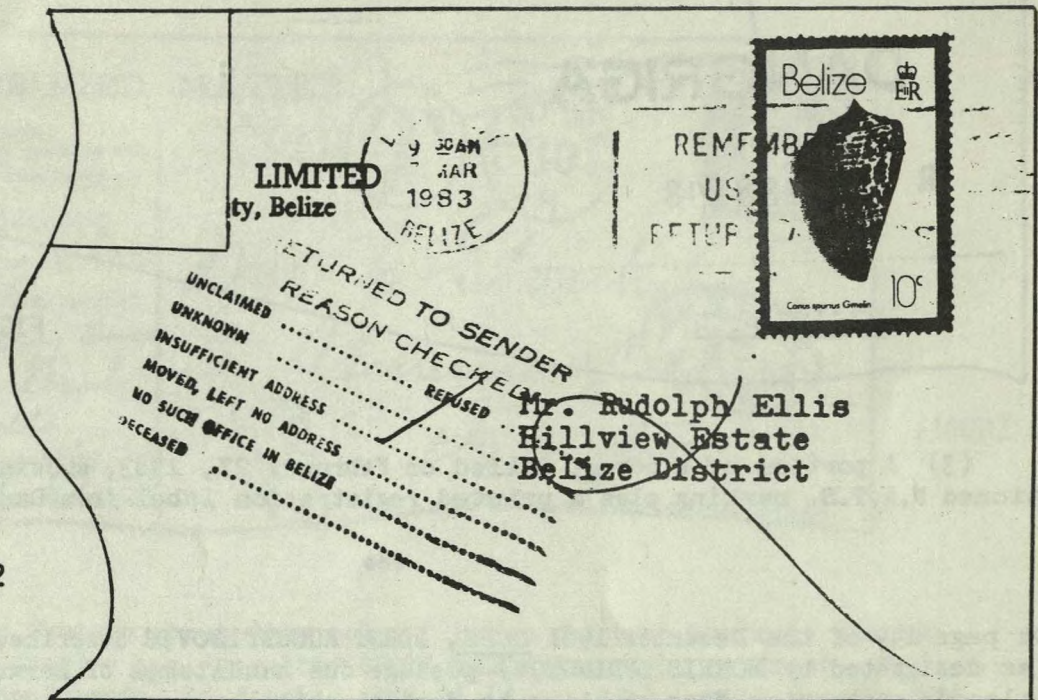


FIGURE 2

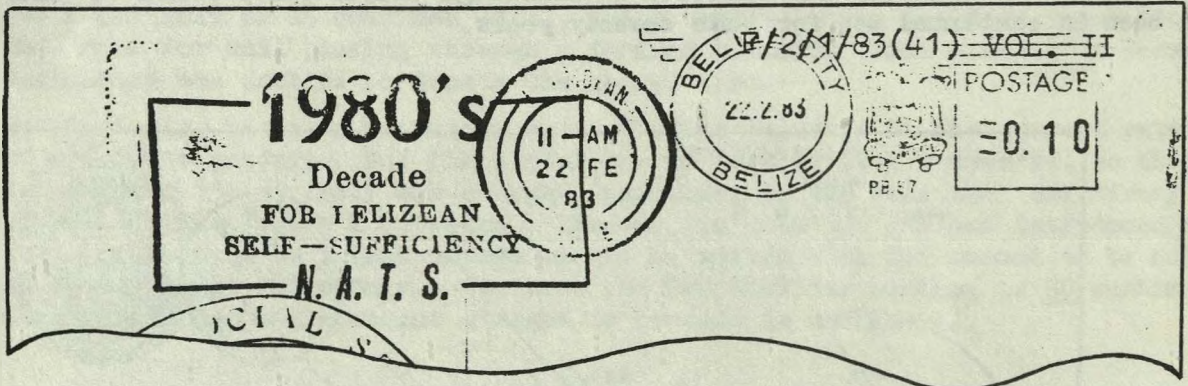


FIGURE 3

OVER →

BCPSG Awards Chairman PAUL LARSEN announces that Group medals will be made available for deserving BWI exhibits at the 56th Annual FILATELIC FIESTA. This show, whose Grand Award winner qualifies for the APS Champion-of-Champions competition, is sponsored by the San Jose Stamp Club, Inc., and will be held on 10-12 February 1984. A prospectus may be obtained by writing to Exhibits Chairman Peggy Nash, P. O. Box 21429, San Jose, CA 95151.

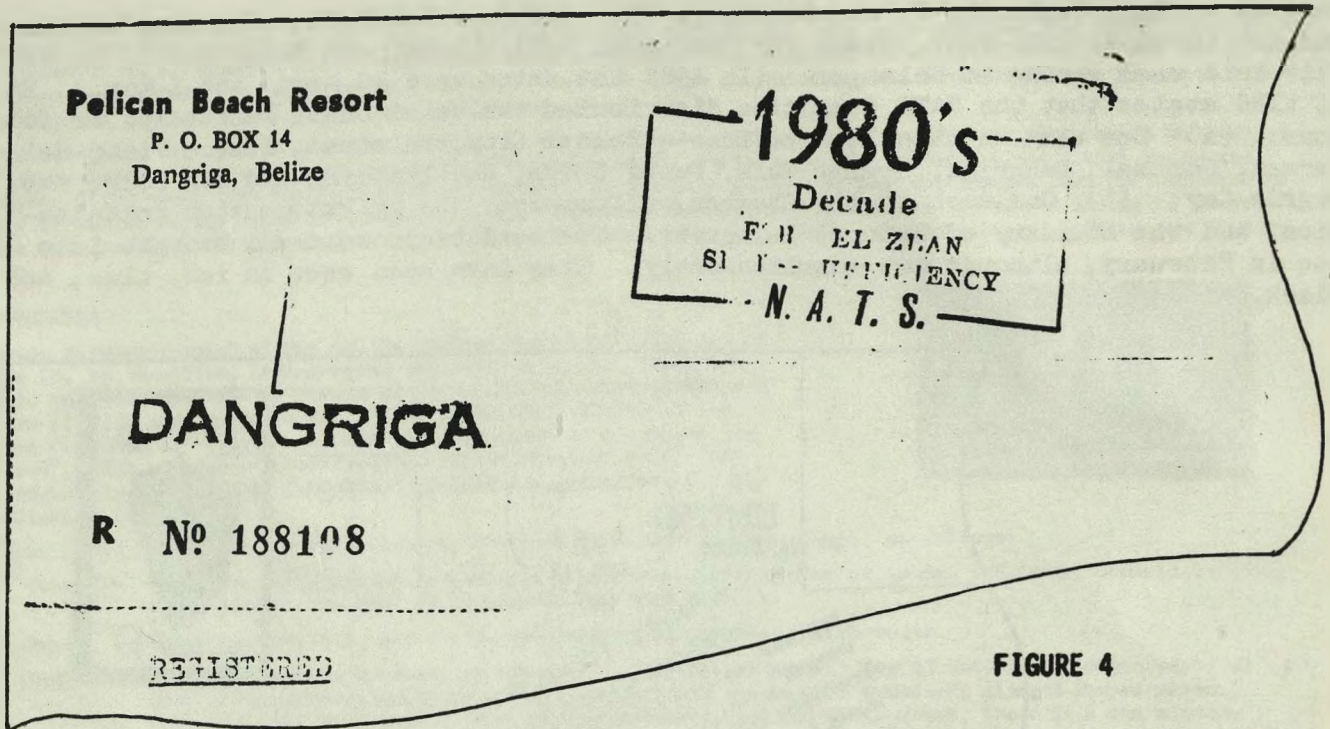


FIGURE 4

(3) A portion of a cover, mailed on February 27, 1983, showing the aforementioned N.A.T.S. marking plus a printed registration label from Dangriga (Figure 4).

On page 149 of the December 1981 BCPJ, HORST AUGUSTINOVIC described the Type "DUE 2" (as designated by MORRIS LUDINGTON) postage due handstamps of Bermuda. Prior to that island's conversion from sterling to decimal currency early in 1970, this "DUE 2" configuration---consisting of a double oval, the words POSTAGE/DUE, and an adjustable center section in which any denomination in shillings and/or pence could be inserted ---had been in continual use for some seventy years.

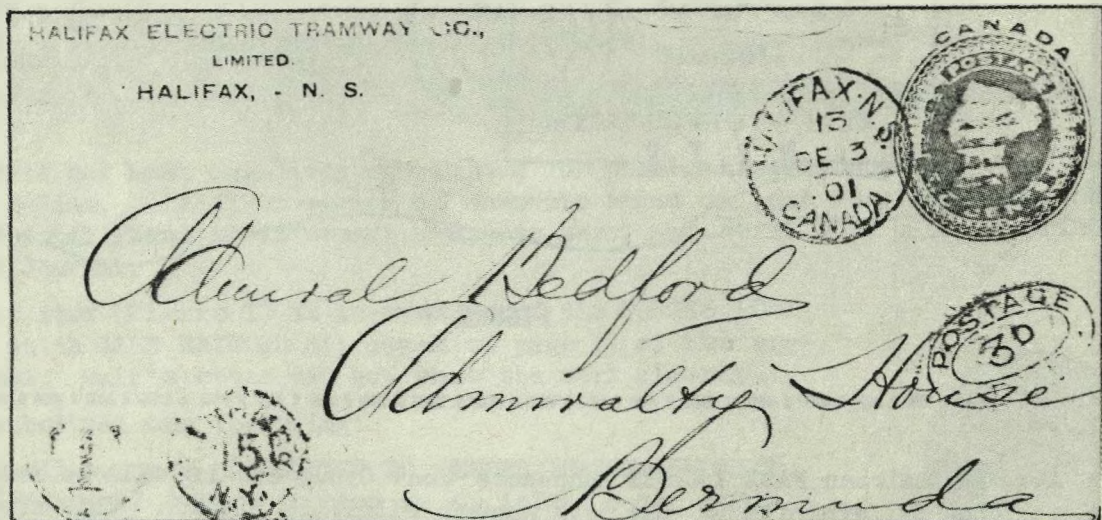


FIGURE 1

CHARLES FREELAND submitted xeroxes of two items to Bermuda---a stamped envelope and a postcard---each dating from the early 1900's and bearing black "DUE 2" marks of the 3d. denomination. The envelope (Figure 1) is backstamped at Bermuda on 17 Dec-

ember 1901; the postcard (Figure 2), which carries no Bermuda arrival mark, was sent from Brooklyn, New York, and was machine-cancelled there on 2 August 1910. What is particularly interesting about these items is that the figuring in the double oval on the envelope is larger than the corresponding figuring on the postcard. According to Horst, the type with the larger configuration has a recorded life from 1901 to 1903 only. A strike in red for May 1901 is listed in Morris' handbook, and Charles' Figure 1 envelope is the earliest known mark in black. Can any member cite another example in red, or extend the life of the black mark before 17 December 1901 or after 1903? Horst advises that the EDK of the smaller configuration mark is April 1906; this leaves us with a three-year gap to "narrow down".

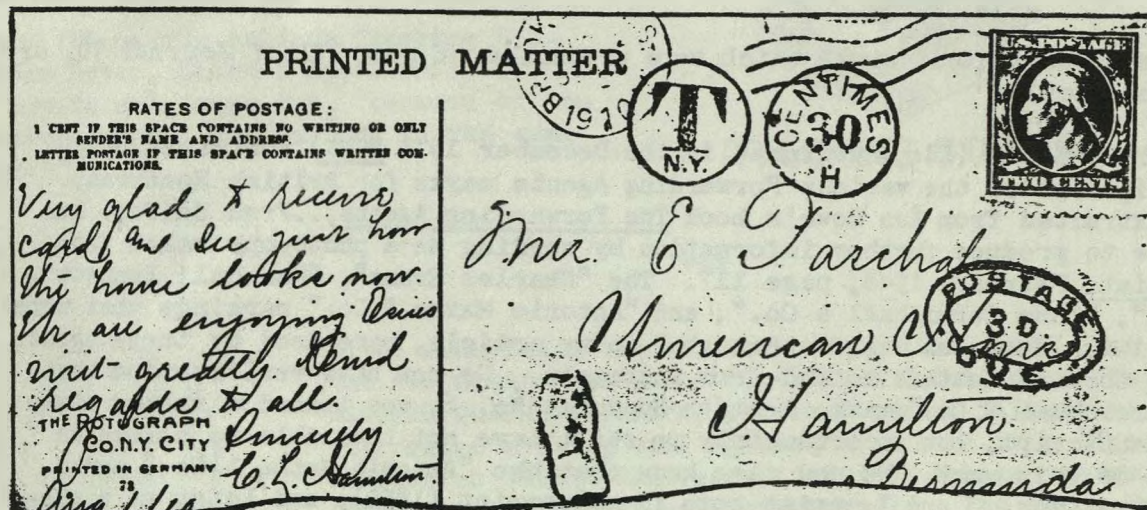


FIGURE 2

Another interesting feature about this pair of items concerns the rate and tax markings, on which Charles has consulted GEOFF RITCHIE as well as Horst. The envelope, from Canada to Bermuda, is franked with 2¢ (i.e., 1d.), which was the "Empire" rate at the time. However, in the absence of a ship sailing directly to Bermuda, the item must have been placed in the New York bag, where it correctly attracted a tax mark of 15 centimes (i.e., 1½d.), representing the deficiency from the 2½d. rate for mail passing through a foreign country. Upon arrival in Bermuda, the deficiency was doubled to denote the amount due.

The postcard also has a 2¢ franking, which Charles believes is the correct rate for a card without a message. But the sender has in fact written a message, so that the letter rate (5¢ or 2½d.) was charged, resulting in the same 1½d. deficiency as was applied to the Figure 1 envelope. However, in 1906 the UPU had introduced a new rule stating the deficient covers should be marked with the amount to be collected, and not the deficiency. So, here the New York tax marking is 30 centimes (i.e., 3d.), although the amount charged in Bermuda is unchanged.

Long-time BCPSG'ers may recall that in the December 1971 and December 1972 Journals (Whole Numbers 64 and 70) CHARLES CWIAKALA listed all examples known at that time of forwarding agents' cachets (or FAC's) used in British Caribbean countries. Chuck had prepared two such lists: a preliminary tabulation in Journal 64 and an updated one in Journal 70. He acknowledged two primary sources of data for his preliminary list: The Forwarding Agents, by Kenneth Rowe; and "Forwarded By" Handstamps, by Harry M. Konwiser.

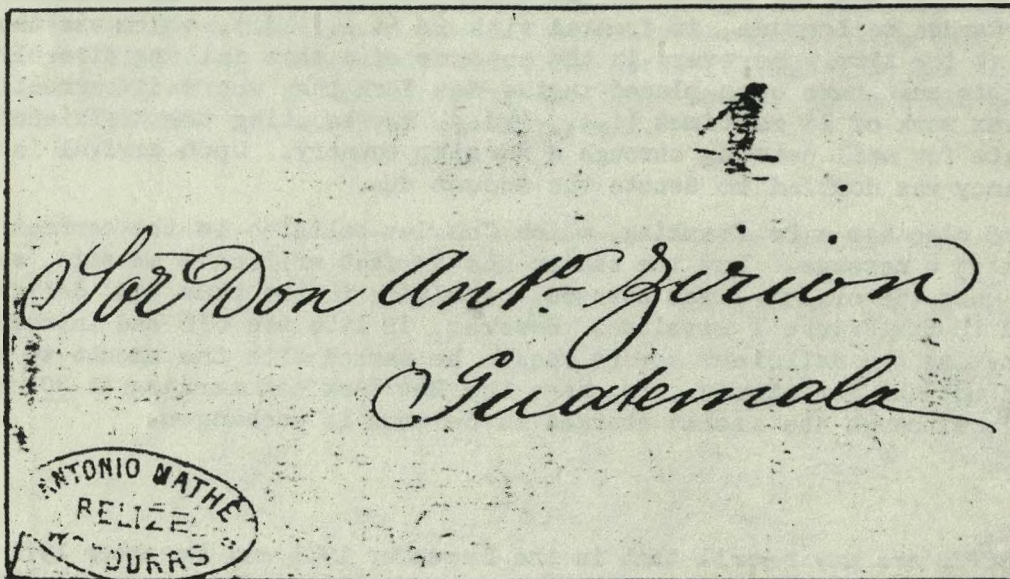
British Honduras FAC's noted in Chuck's article were six in number:

1. 1839 (Charles Evans) - Manuscript marking on letter from the U.K. forwarded to Guatemala.

2. 1839 (Marshall Bennett) - Manuscript marking on letter as 1. above.
3. 1845 (F. Samoyano) - Manuscript marking on letter as 1. above.
4. (Deleted)
5. 1850 (Antonio Mathe & Co.) - Manuscript marking on letter from Guatemala.
6. 1854 (John Carmichael & Co.) - Rubber handstamp on letter from the U.K. that was forwarded to Guatemala. Illustration and details not available.
7. 1859-1862 (Antonio Mathe & Co.) - Rubber handstamp on letter from the U.K. that was forwarded to Guatemala. Illustration and details not available.

Chuck's comments on this listing, which were presented on page 171 of Journal 70, are repeated here exactly:

"My preliminary article (Ed: Published in the December 1971 BCPJ) contained only skimpy descriptions of the various Forwarding Agents marks for British Honduras. These were extracted from Ken Rowe's book The Forwarding Agents... Fred Seifert has now been able to produce further information by sending me a photocopy taken from The Philatelist, February 1948, page 117. The "Charles Evans", "Marshall Bennett", "F. Samoyano", "John Carmichael & Co.", and "Antonio Mathe & Co." markings that were listed as British Honduras Nos. 1 through 7 in my article, were used by these agents in Belize to forward letters to and from Guatemala. We now have verification that the "John Carmichael & Co." mark, British Honduras No. 6, was indeed a rubber stamp and not in manuscript, but unfortunately we still have not been able to secure an illustration of this mark. We now also know that the "Antonio Mathe & Co." marks, British Honduras Nos. 5 and 7, exist both in manuscript (1850), and later as a rubber stamp (1859-1862). Again, we have not been able to obtain an illustration of the recorded cachet."

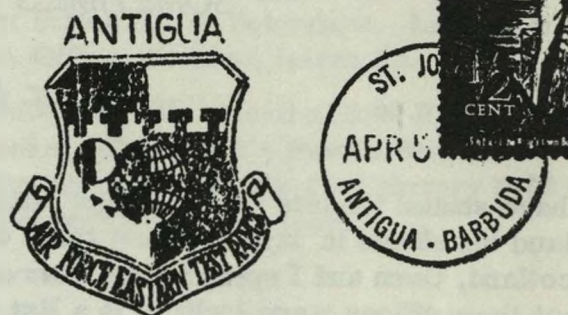


CHARLES FREELAND recently submitted xeroxes of the Antonio Mathe & Co. FAC's shown above and to the left. These illustrations prove that No. 7 in the tabulation includes not one but at least two FAC's from this firm. Charles was not able to provide a copy of the Antonio Mathe "manuscript" FAC listed as No. 5.

From BEN RAMKISSOON comes news of the two handstamps shown. He found the MISSENT TO JAMAICA mark on an airmail cover posted at Minneapolis on 5 January 1979, and addressed to Coryal Village, Trinidad. This mark is identified as Type MS9 in Reg Lant's article beginning on page 40 of the April 1983 BCPJ. Reg's discussion, however, pegs the LKD at 28 December 1978; Ben's discovery moves the LKD forward about a week, probably to 6 or 7 January.

The CDS on the Antigua Tracking Station cover, dated 5 April 1983, is "new to me", says Ben, "because of the words Antigua and Barbuda in the same mark".

MISSENT TO JAMAICA

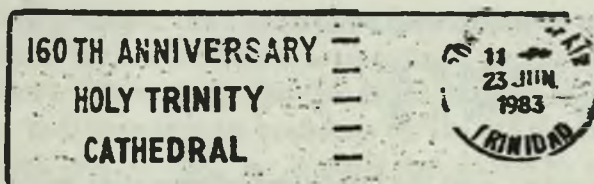


TRACKING STATION



After submitting the two marks described above, Ben passed along the two additional marks (both from Trinidad) shown here. The MARGAND QUARRY postmark, pictured rather illegibly at the left, represents a new postal agency; the mark is a "Type 13" per the Addiss/Van Winkle/Ramkissoon Trinidad-Tobago postmark classification serialized in earlier Journals. The "Holy Trinity" slogan is in use at Port-of-Spain; the example Ben

sent was used in conjunction with a machine postmark dated "11 AM/23 JUN/1983".



...from Here and There

PRESIDENT'S MESSAGE (Continued
from page 102)

Leaders" as suggested in the July Journal. As George points out, it is an honor and a privilege to serve as Group Leader, and at the same time interesting and fun.

ED

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.

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PHANTOM POST OFFICES

or

SOMETIMES I BELIEVE IN GHOSTS

by Dr. Ian A. Matheson

I have studied the late Owen Phillips' interesting article in the December 1982 BCPJ, and applaud his efforts in laying to rest some of John Forrest's "phantoms". Some years ago, in Scotland, Owen and I spoke to Mr. Forrest on the subject, and Mr. Forrest later informed me that these offices were included in a list of Post Offices obtained by Ted Proud in 1970-1971. The list included several offices which did exist but which were not included in the 1968 UPU Post Office list as they had opened more recently. There was therefore no reason to doubt the existence of these others. Who drew up the original list will probably remain a mystery.

Regarding the other "phantom", I would like to state that Owen's RADIO STATION CDS is probably not a philatelic irregularity but more likely of some significance to early British Honduras aerophilately.

In the British Honduras Gazette of 1930, a section dated 30 April announced that the aeroplane arriving on Saturdays for the Pan American Airways (PAA) air mail and passenger service had been withdrawn from service on April 26th. On 26 June 1930, it was announced that from 4 July the new schedule missed out the overnight stop in Belize. Hence the southerly mails were made up on Friday and Saturday at 10:15 A.M., and the northerly mails on Saturday and Monday at 8:00 A.M. However, the important statement is dated 31 July and announced that the air mails would be closed at the Belize GPO at the following times:

Southwards	-	Friday and Saturday	10:30 A.M.
Northwards	-	Saturday and Monday	8:30 A.M.

Late letters would be posted at the Radio Station up to the following times:

Southwards	-	Friday and Sunday	11:30 A.M.
Northwards	-	Saturday and Monday	9:00 A.M.

The flight departure times varied over the next few years, and the following information was published in the Gazette:

25th August 1930: Closing time south at the GPO was changed to 9:30 A.M. Friday, and 10:30 A.M. Saturday.

29th January 1931: Closing time north was 8:30 A.M. on Mondays and Thursdays, and the closing time south was 9:30 A.M. on Tuesdays and Fridays. Late letters could be posted at the office of Pan American Airways, Newtown Barracks, up to 15 minutes before departure of the planes.

2nd December 1931: Closing time for Puerto Barrios, San Salvador, Managua, and Panama was 9:30 A.M. on Saturdays at the GPO. Closing time for Payo Obispo, Merida, Havana, and Miami was 11:30 A.M. on Saturdays at the GPO. Late letters could be posted at the Pan American Airways office, Newtown Barracks, up to the arrival time of the planes.

- 4th February 1932: A Belize - Puerto Barrios - New Orleans air mail service was inaugurated. The mails closed at 10:00 A.M. on alternate Mondays. On the other Mondays a direct Belize - New Orleans service was operated, the mails closing at 3:00 P.M.
- 3rd March 1932: The Belize - Puerto Barrios - San Salvador - Managua - Panama air mails closed at the GPO at 8:30 A.M. on Saturdays. Late letters could be posted at the PAA Office, Newtown Barracks.
- 19th July 1932: The Belize - New Orleans direct route air mails closed at 3:00 P.M. on Thursdays of alternate weeks. The Belize - Puerto Barrios - New Orleans service continued as before (see 4th February 1932) in the weeks when the direct service did not operate.
- 26th April 1933: The Belize - New Orleans services were unchanged.
- 23rd May 1934: Mail posted at the PAA Office, Newtown Barracks, for northbound planes should be posted by 10:15 A.M. that day.
- 15th October 1935: The Pan American Airways service arrives Saturdays at 10:30 A.M. and departs at 1:30 P.M. the same day. Air mails closed at the GPO at 12:15 P.M. (registered mail at noon). The PAA Office will close for supplementary mail at 1:00 P.M.
- 26th October 1935: The arrival time for the Pan American Airways service was 11:00 A.M. on Saturdays and the departure time was 2:00 P.M. the same day. The closing times were 12:15 P.M. at the GPO and 1:30 P.M. at the PAA Office.
- 7th November 1935: Air mail closing time at the GPO was 1:15 P.M. and at the PAA Office 1:30 P.M. on Saturdays.
- 22nd February 1937: Air mails for carriage by plane will be closed on Fridays at 12:45 P.M. Supplementary mails closed at the PAA Office at the airport at 1:45 P.M. on the same day.

It is probable that not all service changes were reported in the Gazette. This would therefore cause the one or two non-sequiturs in the above notices. However, it would appear from the above information that the Radio Station did indeed receive mail officially and cancelled it prior to transmission overseas by air mail. It is unlikely that any other post office functions were carried out, so it could therefore be considered as a postal agency. Whether the counter was always open for receipt of mail is not stated, but the Radio Station postmarks of which I am aware (sadly, not in my own collection!) are dated 13 November 1929 (Wednesday), 7 May 1930 (Wednesday), and 18 November 1930 (Tuesday). As these do not correspond to flight departures, it is probable that mail could be handed in at the Radio Station at any time and not just at the supplementary mail times.

There was a period of overlap in 1930 when datestamps are known from the Radio Station and from the Barracks. Whether both were open simultaneously, whether the Radio Station CDS was also used at the Barracks office, or whether the overlap dates are only philatelic items cancelled by favour cannot be ascertained. It seems rather unlikely that mail could be handed in at either location. It is obvious, however, that the BARRACKS CDS was used at the Pan American Airways Office. Again, the dates I have heard of do not correspond to departure dates, indicating that the counter was always open. The Barracks CDS seems to have been lost in the hurricane of 10th September 1931, but the air service continued. The replacement canceller was inscribed PAA OFFICE, and has been reported from 1932 to 1934. All four dates I know of are Sundays in 1932 and 1933 and on both northbound and southbound mails. The Gazette notices of 2 December 1931 onwards state that the Belize-Miami and Belize-Pan-

ama mails closed at the GPO on Saturdays. The PAA Office postmark dates indicate that the flight did not leave until Sunday. A couple of years ago, Owen Phillips wrote that he thought he remembered that the planes left on Sundays. Although all PAA Office cancellations appear to have been applied on Sundays, this does not indicate when the office was open but only when the mails were closed. It would appear from the dates seen that the Belize-New Orleans service was less popular than the Belize-Miami air service.

The Gazette indicates that the late posting of supplementary mails could still be made at the PAA Office until at least 1937. The latest recorded date of the PAA OFFICE CDS is 1934 (J. Forrest, writing in Postal History International, March 1974). It is therefore my belief that the AIRPORT CDS seen from 1935-1938 was also used by Pan American Airways on supplementary mails. The dates of which I am aware are 10 February 1935 (Sunday - see PAA Office comments above), 4 April 1935 (Thursday - departure to New Orleans) and 2 July 1937, 1 October 1937, 3 December 1937, and 21 January 1938 (Fridays - departure to Miami). The Sunday date is timed 9:00 A.M. consistent with a morning departure after an overnight stop in Belize. The Friday dates are all timed 2:00 P.M., 15 minutes after the closing of the supplementary mails.

BCPSG'er Eric King informed me a couple of years ago that the air mails were carried by a flying boat which landed in the sea off Newtown Barracks. Miami and Tela were also sea landings, and in Nicaragua the plane landed in Lake Managua. I do not know when the flying boats were discontinued, but I would guess that the change occurred in 1934 or 1935. The PAA Office would then have been moved to the airport as inscribed on the latest of the datestamps. The Gazette notice of 23 May 1934 confirms that the PAA Office was at the Barracks at that time, and the notice of 22 February 1937 confirms that it had moved to the airport.

As the Belize City GPO has occupied several premises (Regent St., Albert St., and Paslow Building, to list but three), and has always been considered as a single post office, I would contend that the Radio Station, Barracks, PAA Office, and Airport are all different datestamps for the same postal agency, albeit from different locations.

Radio Station is therefore not a "phantom". The problem lies in considering the four offices listed above as separate offices as has been done in previously published articles. I think the list of Post Offices should be reduced not by one but by three.

The illustrations accompanying this article show the different datestamps used on supplementary mail from Belize.



FIGURE 1

FIGURE 2

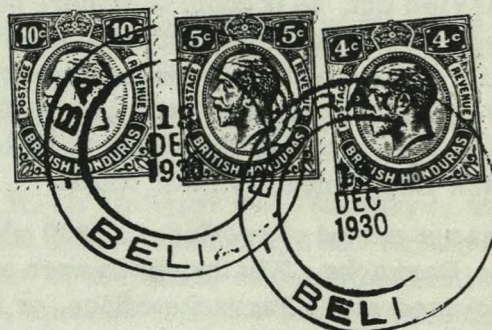


FIGURE 1 - Double circular datestamp used at the Radio Station, 1929-1930.

FIGURE 2 - Portion of cover sent to United States, cancelled with double-ring Barracks TRD, used 1930-1931. Known in blue-black and violet.

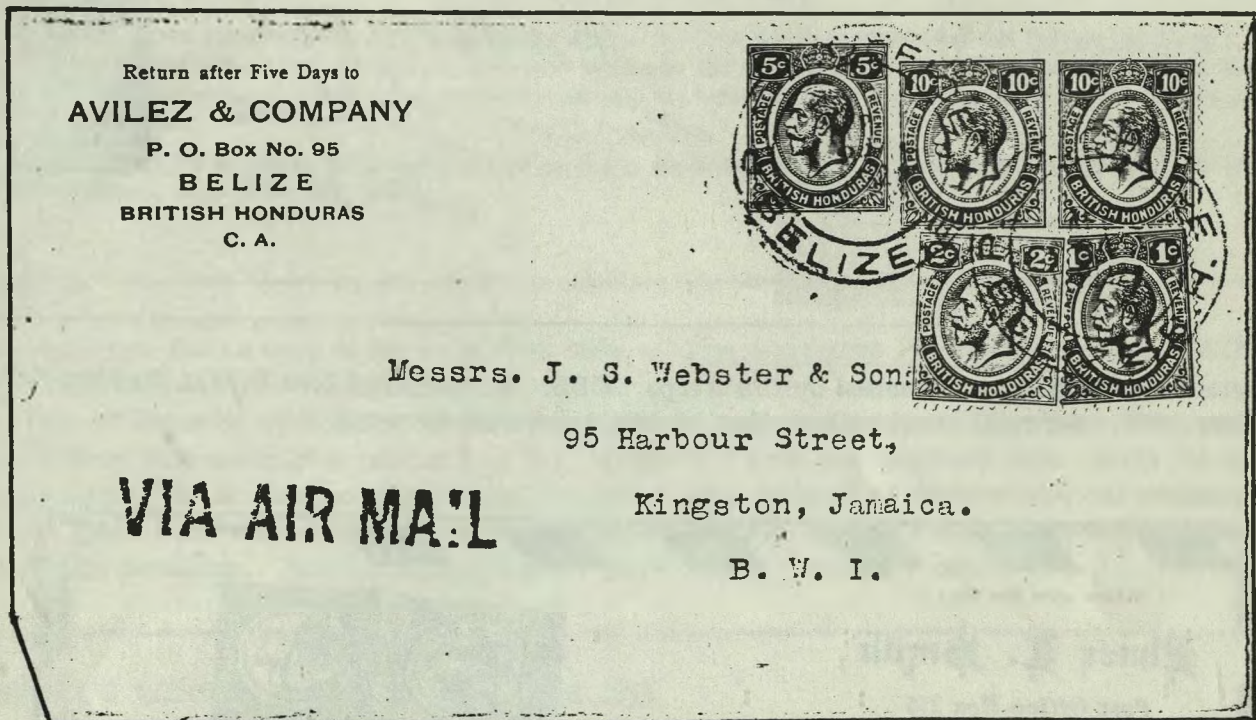
FIGURE 3 - Portion of cover to United States, cancelled with double-ring PAA Office TRD in black. Dated Sunday, 30 April 1933.



FIGURE 3

FIGURE 4

Cover to Jamaica cancelled with PAA Office TRD in magenta. The VIA AIR MAIL cachet, also in magenta, was also used at the PAA Office. Dated Sunday, 24 April 1932.



OVER →

LUDINGTON AND WALKER WIN IN WASHINGTON

At the NAPEX Show, held in Washington, D. C., on 10-12 June 1983, two veteran BCPSG'ers were presented with awards. MORRIS LUDINGTON's exhibit "Bermuda, Bahamas, and the Blockade, 1861-1865" earned a Show Gold, plus the Society of Philatelic Americans Research Award. DAN WALKER won a Show Vermeil for his display "The Postal History of North Borneo". Congratulations to both!

SECRETARY'S REPORT (Continued from page 109)

CHANGES IN COLLECTING INTERESTS

Wynns, John P.: British Guiana and Jamaica.

To page 127

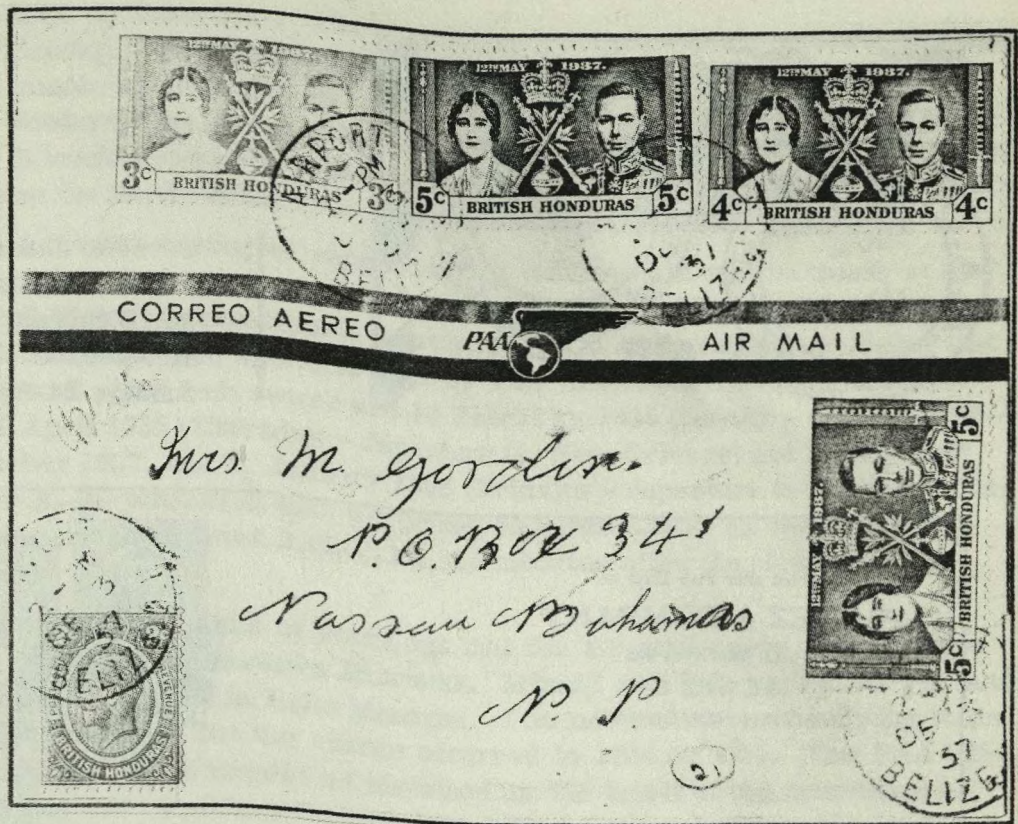


FIGURE 5

Cover to the Bahamas cancelled by the Airport CDS. Postmarked 2:00 P.M., Friday, 3 December 1937. Airmail envelope supplied by Pan American Airways.

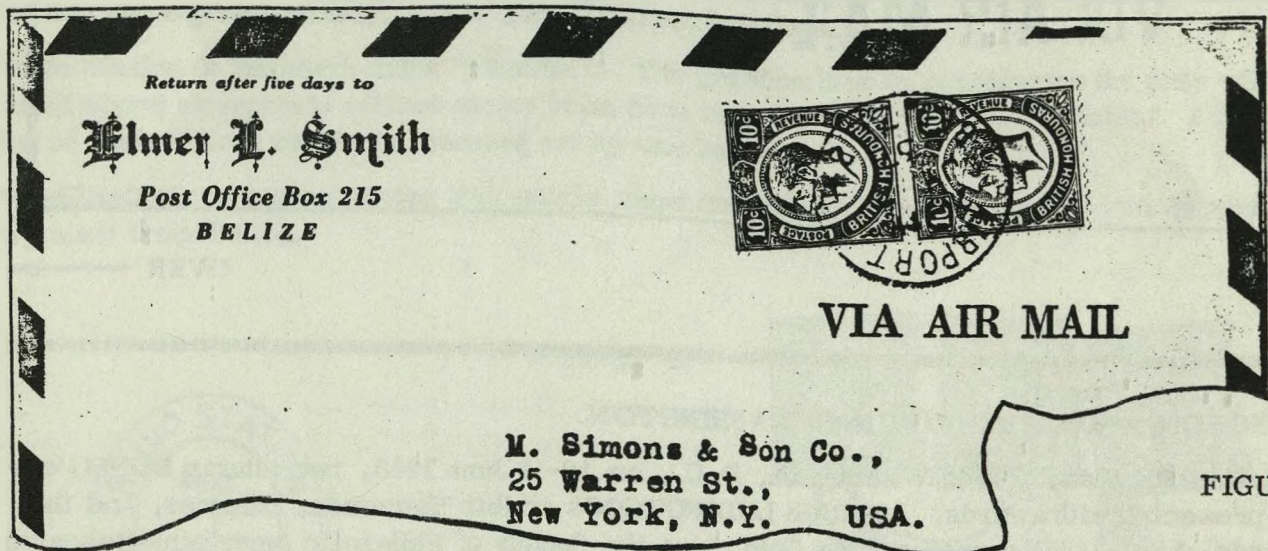


FIGURE 6

Cover to the U. S. cancelled by the Airport CDS. Overstamped by 1¢ (rate was 4¢ surface plus 15¢ airmail). This suggests that postage stamps may not have been sold at the PAA office at the airport. Postmarked 2:00 P.M., Friday, 2 July 1937.

I would like to thank Eric King and John Forrest for their useful correspondence, and to thank Ed Addiss for first pointing me in the direction of the British Honduras Gazette. I also wish to acknowledge the invaluable data supplied by Owen Phillips prior to his sudden passing last May.

IN REMEMBRANCE OF OWEN PHILLIPS ...

Owen Phillips, MBE, died in Mobile, Alabama, on May 24th, at the age of 76. His death is a sad loss, not only to his family but to philately as well. His almost total recall of events of yesteryear never ceased to amaze me. My wife and I had often listened, fascinated, as he would recall the day Charles Lindbergh landed in Belize in 1927, or describe the aftermath of a devastating hurricane, or identify the logging team and locations on a series of old grubby postcards I had acquired somewhere. A visit to Owen's home in Edinburg was always a special occasion.

Every time I bombarded him with questions by post he would endeavour to find answers for me, even though in recent years an unsteady hand compelled him to use a typewriter for correspondence. His enthusiasm and knowledge will indeed be missed.

Owen was buried in Mobile beside his sister, Joan Sylvestre.

DR. IAN A. MATHESON

FIRE STRIKES RAUB'S PRINTERS

It is with sadness that I announce that Raub's Printing Service, the firm which has published the British Caribbean Philatelic Journal for almost four years, was destroyed by fire on the evening on July 2nd. I cannot say whether Kathy will re-open the business in the future; for several weeks she has been burdened with the paperwork of insurance settlements and the like.

Until the status of RPS is known, the Journal will be printed by the Sonshine Printing Service (that's Sonshine with an "O", not Sunshine), also of Redondo Beach.

GEORGE

Make sure you find a copy of the July 1983 issue of The American Philatelist and read JACK ARNELL's scholarly work beginning on page 611. Entitled "Currency vs. Sterling: Different Kinds of Pounds, Shillings, and Pence", the article describes the difficulties facing postal historians who attempt to rationalize the "unnatural" rate markings on some early stampless covers. These strange rates were, in most cases, caused by depreciated currencies, but how these fees were calculated with respect to lowered currency standards has long been a confusing problem. Jack's explanation is a great job of "sorting it out".

SECRETARY'S REPORT (Continued from page 125)

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BUMP TAKES GOLD AT BOSTON

At the tenth annual Boston show, staged in the Park Palace Castle on 13-15 May 1983, BCPSG'er KILBOURNE BUMP was awarded a Gold for his "Charges on 19th Century Letters to and from Bermuda". The show, sponsored jointly by the Boston Philatelic Society and the New England Chapter of the American Stamp Dealers Association, was oriented primarily toward postal history exhibits. Congratulations, Kil!

MORE CONTENTS: President's Message 102; Secretary's Report 109; Editor's Message 111; Antigua Monograph 112; This and That from Here and There 115

IN THE NEXT JOURNAL: Jack Arnell's "Accountancy Markings"; an Antigua correspondence examined by Peter Brooks; Martin Willcocks' news of a Jamaican Bishop Mark; and more.

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