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"War is Hell," admits GALE RAYMOND, shown here with Army soldier Linda Ray at Cuban warehouse, Point Salines, Grenada. Read Gale's account of postal operations during and after Operation "Urgent Fury" on Page 31.

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**President's Message**

I have just completed an interesting experiment, in that I tried to recall from memory the names of all of the British West Indian Colonies. (I missed two.) The main purpose of this experiment was to find out which of the Colonies have not received a full-length philatelic study, or if the books that do exist are sadly out of date. A new handbook by John Challis on the Turks and Caicos Islands has just come out, and we are eagerly awaiting handbooks on the Cayman Islands and the British Virgin Islands. For the present there is the ongoing study of Antigua per the "Antigua Monograph". The Townsend and Howe book on British Guiana could be updated, and the same would apply to the St. Vincent study by Pierce, Messenger, and Lowe which goes only up to the year 1915. British Honduras, Dominica, Grenada, and St. Kitts-Nevis-Anguilla all have no handbooks. Finally, both Jamaica and Trinidad-Tobago need updates. So there is plenty of opportunity for an individual or a

*To page 44*

# OPERATION 'URGENT FURY'

by Gale Raymond

On 19 October 1983, the Marxist Government of Prime Minister Maurice Bishop of Grenada was violently overthrown in a military coup. The dissident faction was the hard-core communist Cuban-trained Peoples Revolutionary Army (PRA), who felt that Bishop's brand of communism was "too soft". The PRA's first show of force was to machine-gun a crowd of people, leaving the street strewn with dead and wounded. The Caribbean islands, already alarmed by the spectre of a massive airfield being built by Cuban so-called "construction workers", immediately established a task force and requested United States participation.

Convinced by intelligence reports---and subsequently confirmed by captured Cuban documents---that the nearly one thousand Americans living or studying on Grenada were to be seized as hostages by the Cubans, U. S. Marines were diverted, en route as replacements in Beirut, to Grenada, where they landed on 25 October. Rather than by Cuban "construction workers", the leathernecks were confronted by 1,100 combat trained Cuban soldiers with heavy anti-aircraft fire, plus the PIA militia. American paratroopers, Rangers, Caribbean forces, and aircraft joined the Marines and U. S. Navy to rescue the American students and citizens. By mid-November, only scattered resistance remained from Cuban and PRA elements hidden in the mountains and offshore islands. The Cuban warehouses were found to contain sufficient Soviet and Cuban arms and ammunition to support an army of six thousand, hardly necessary to promote the Cuban gift of an airfield to encourage tourism! Experts agree that Grenada was to have been a major facility and supply base for terrorist activities in the Caribbean islands and Central America. At the time of this writing, the Marines have gone on to Lebanon, having been replaced by U. S. Army 82nd Airborne Division combat and support troops.

Finding myself involved in my eleventh war, I attempted to keep tabs on the island's postal history developments, in addition to carrying out my usual duties. At the onset, Grenadians huddled in their homes in terror of the PRA "mongooses". All services, including postal facilities, were closed down. When the task force came in, from land, sea, and air, its members distributed leaflets asking the civilians to stay indoors to avoid harm. As tensions eased, the curfews were lifted, and the G.P.O. re-opened about 1 November. Such mail as had accumulated was bagged, and as a courtesy, first class mail was flown out to the main U. S. air supply base at the Grantly Adams Airport on Barbados. There the mail re-entered the international postal stream.

Initially, the small mails from the invasion troops, Naval and Marine, went back aboard ship and out via U. S. N. shipboard post offices, as "free-mail". Few of these "stampless" covers seem to have survived.

When the 82nd Airborne troops arrived on Grenada, their first mails, written mostly on bits and scraps of paper, were flown back to Fort Bragg, North Carolina. There a group of Division wives sorted out letters to themselves, then placed the rest into proper envelopes, addressed them, and ran the batch through an Army meter postage machine in the Fort Bragg Post Office. Much of this mail was written on cheap tablet paper, can labels, napkins, C-ration cardboard cartons, and even toilet paper, attesting to the suddenness of troop movements. In the pressure of battle, some female soldiers, support troops but combat trained, found themselves under fire. Someone shipped them home (along with the mail) by troop carrier plane as "Situation Too Hazardous". But some Commanding General sent them straight back a day or so later, with a complete vote of confidence in their ability and training (albeit instructing them to stay out of combat zones!).

On Grenada, U. S. APO 34028 was established on 3 November in the partially-finished Cuban terminal building at the Point Salines airstrip. Crammed in amid other make-shift facilities, the APO consisted basically of two wooden tables and a field chair

(Figure 1). No postage stamps were on sale. All mail was collected free of postage, but 20¢ stamps of the gray "wildlife" booklet panes were being added, provided by a Corps office at Fort Bragg. (On 28 November, the U. S. Congress approved free postage provisions for U. S. forces in Grenada and Lebanon.)



FIGURE 1

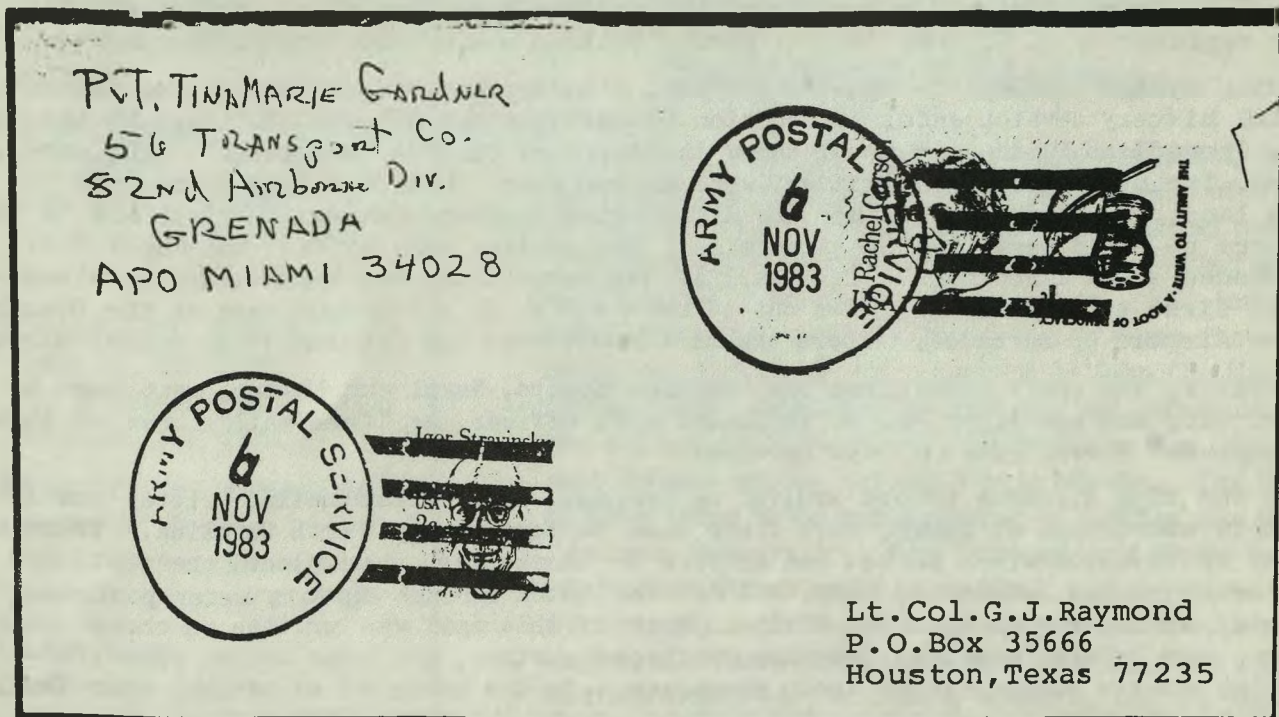


FIGURE 2

Cancellations are invariably illegible, but covers show that a stock "ARMY POSTAL SERVICE" 4-killer-bar rubber hand cancel was initially used, with no APO designation therein (Figure 2). An APO 34028 Branch Post Office at the Adams Airport on Barbados, also established on 3 November, continues to use a duplicate of the Figure 2 hand can-

celler. However, by 15 November the Grenada APO had begun using a new hand cancel reading "ARMY POSTAL SERVICE / APO MIA 34028". with the date in three lines, as depicted in Figure 3. (MIA is the abbreviation for Miami, Florida.) Again, typical strikes are illegible. This single cancel was the only one available of any kind from APO 34028; not even a standard double-ring general purpose date stamp, or a parcels marking handstamp, were on hand.

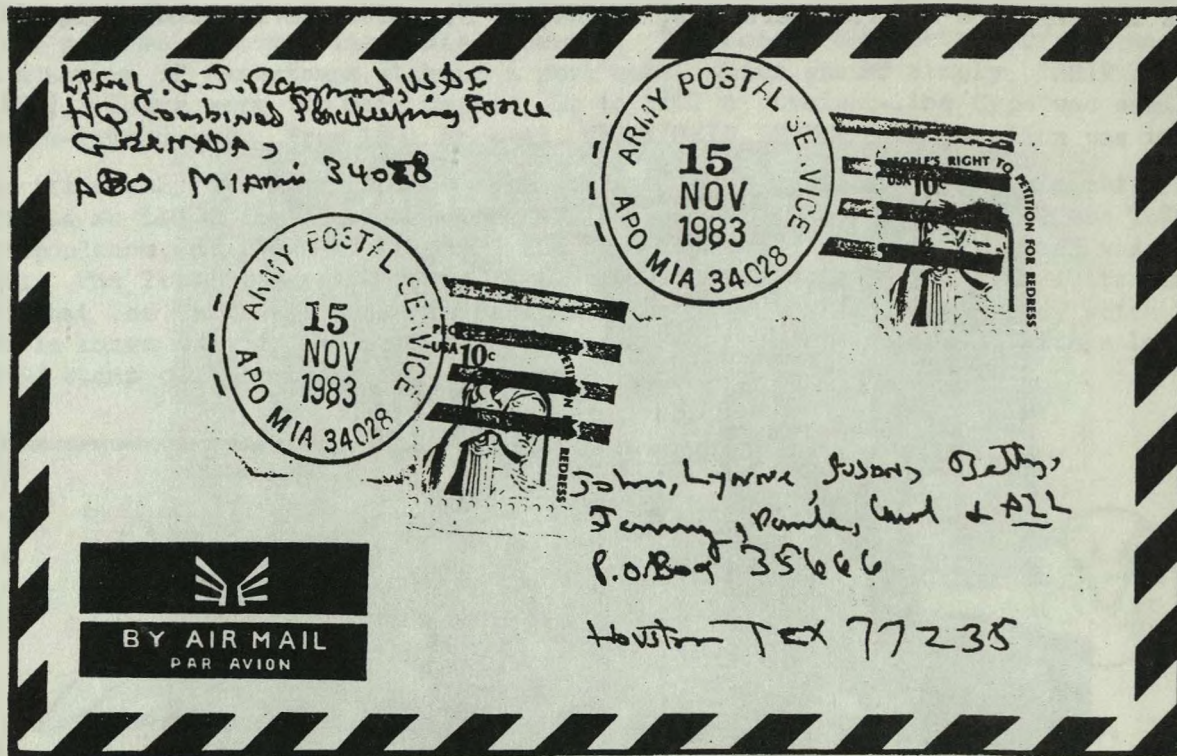


FIGURE 3

Due to lack of time and cargo space, and the pressure of combat situations, philatelic mail was normally either short-stopped at the Branch APO on Barbados, where it received the blank stock APO hand cancel, or passed on to the Post Office at Fort Bragg.

The temporary U. S. Mission, at Ross Point Inn, has its own stock of postage stamps for non-classified mail going via APO, but most mail goes out by pouch. All in all, postal facilities are at best "temporary", as almost all troops will have departed by 23 December 1983. A small U. S. detachment was stationed at Carriacou, in the Grenadines, where it found another Cuban warehouse full of Soviet arms, ammunition, and explosives. This detachment relays mail on to the Point Salines main base for processing, as do troops at Petit Martinique, etc. "Headquarters, Combined Peacekeeping Force" took over the Cuban Headquarters, which had been strafed, bombed, and partially burned out, in the old Holiday Inn---now the Grenada Beach Hotel. A "mail box" sits in a covered patio between the buildings, and is cleared regularly by a member of the "305 Postal Unit, Postal Operations", which passes it on to the Point Salines base.

While moving out material from the Cuban warehouses, quarters, and offices, I kept a keen eye peeled for Cuban covers. But no such luck; their one-day advance tipoff had given them time to burn such personal items. The G.P.O. in St. George's said that the Cubans often bought stamps philatelically, but no one, either at the G.P.O. or at the sub-post office closest to Cuban Headquarters, had seen a letter posted by a Cuban. As in Angola, Ethiopia, Benin, and Nicaragua, such mail outside the Cuban pouches also apparently was forbidden here. Certainly no mail from Cuba passed through the Grenada civil postal system to the "construction workers".

Upon looking into current postal arrangements of the Caribbean detachments of the Combined Peacekeeping Force, I found that the Dominicans of the Royal Dominica Police Force were simply using the Grenada civil postal system, with no concession rate. Most of their mail was to Fort Rupert, St. George's. The St. Vincent Police were receiving their mail "c/o Police Headquarters, Kingstown, St. Vincent", from where it was relayed. All the Islands Forces are due to expand strongly, at which time it is anticipated that more specific Forces postal service facilities will evolve. Other nations involved are Jamaica, Barbados, St. Lucia, St. Kitts-Nevis, and Antigua-Barbuda.

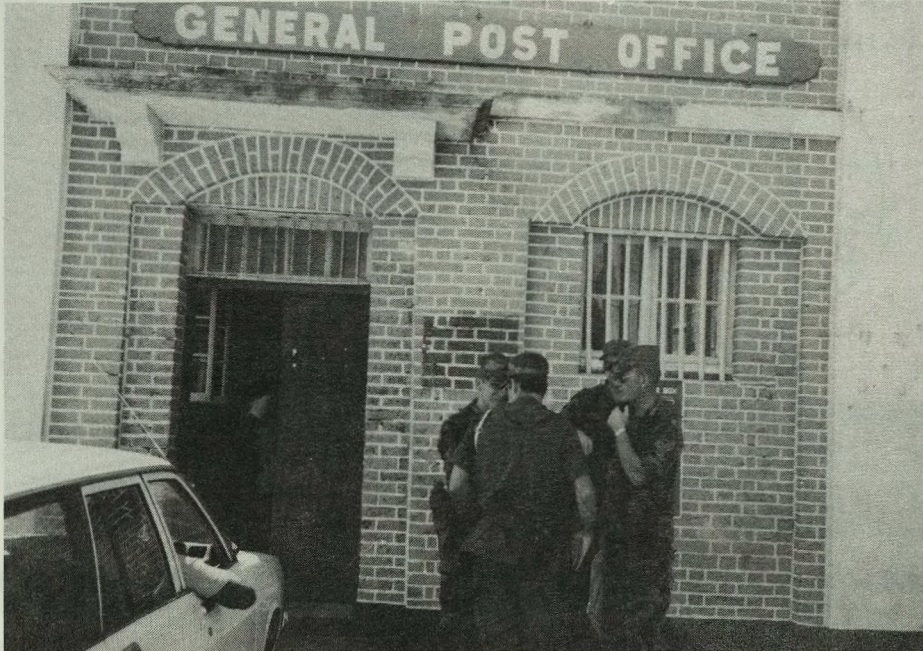


FIGURE 4

American troops in front of Grenada G.P.O.  
November 1983

Not wishing to overlook the Grenada G.P.O. (Figure 4), I dropped by for a visit with PMG Leo Roberts, Mrs. Marjorie Murray, Molly Hinds, and others. The G.P.O. re-opened, with "business as usual", about 1 November, and a first mail went out by U. S. Navy on 4 November. No new datestamps had been ordered, nor stamps overprinted, the latter being entirely the province of the Inter-Governmental Philatelic Agency in New York, who can be counted upon to commemorate events in depth. Noting crestfallen faces as a package of stamps was being opened, I was able to glimpse an early view of their new Christmas souvenir sheet---featuring Donald Duck! While these do seem to bring in considerable revenue to the packet and juvenile trade, and from tourists, the locals generally pass them by with contempt. For those ordering used examples of the Grenada/Grenadines stamps, the philatelic clerk keeps at hand a "PETIT MARTIN-IQUE" datestamp, reportedly identical to that on the island itself.

During the hostilities, sub-post offices at Calliste and Calivigny (each about the size of a phone booth!) disappeared into thin air. The datestamps were later dug out of the rubble and are now back in service---apparently none the worse for wear!

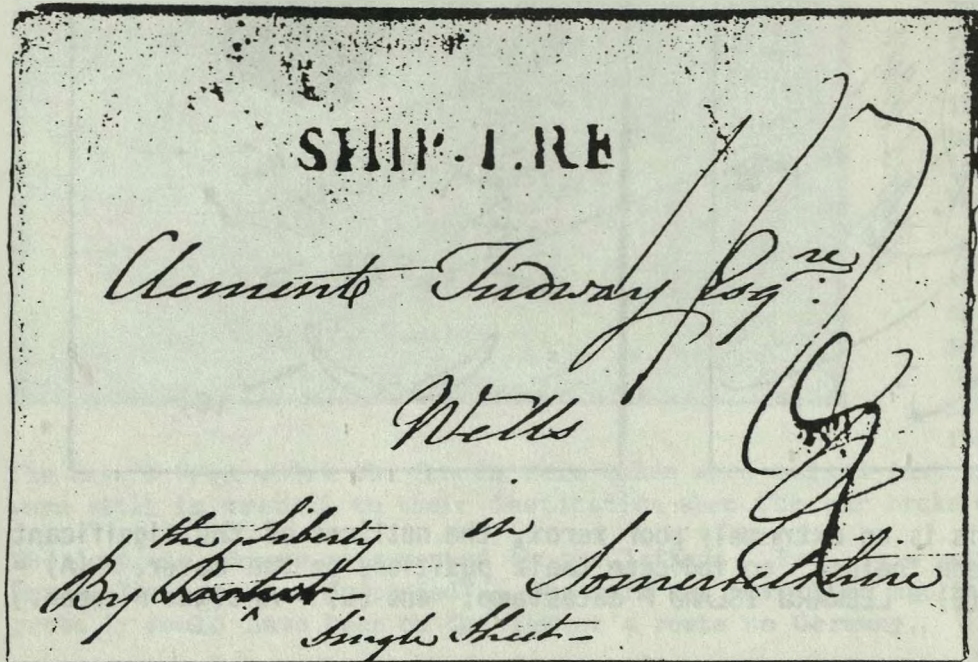
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CORRECTION: A misprint appeared on page 121 of BCPJ W/N 127, October 1983. The MARGAND QUARRY, Trinidad, CDS should be identified as a "Type X", not a "Type 13".

## 1. An "Unstamped" Ship Letter

In the March 30th-April 12th, 1983, Stamp and Postal History News, W. B. Parker contributed an article discussing Unstamped Ship Letters. He states that occasionally letters that had been carried by private ship arrived in London without receiving the handstamp of the port of entry. Such letters needed to be identified as Ship Letters for the purpose of computing postal charges. The London Ship Letter Office was issued a series of handstamps without a port name, which stated simply "SHIP LETTER" (or LRE). There were two main types: Up to 1801 a straight-line type was used and later re-introduced. From 1801 an oval CROWN/SHIP LETTER configuration was in use.

I can trace only two such letters from Antigua, both carried by the same ship. One is listed as LL162 in "The Codrington Correspondence". The other, from the Tudway Correspondence, is shown in Figure 1 and is a duplicate of a letter which was sent by Packet. The letters are endorsed "By the Liberty", and the Codrington letter indicates that the Captain's name was Forster. The SHIP LRE mark is in red, which I believe is known only in 1793. The letter is dated October 9th, 1793, with a London arrival stamp of December 17th, 1793.



DEC 17 93  
(on reverse)

FIGURE 1

## 2. "Unstamped" Packet Letters

Did the procedure described above have an equivalent in the handling of Packet mail? The answer seems to be that it did. When Packet letters were for any reason brought into Great Britain without a Packet handstamp applied in the Packet Office of the country of origin, such letters were identified as Packet Mail by a handstamp applied in Great Britain.

I assume that such letters missed the Packet Office's sealed bag and were handed directly to the Captain or even written on board. Being carried separately, they can be termed "Loose" Packet Letters.

The handstamps applied in Great Britain are of three main types:

1. A circular stamp, undated, e.g., Falmouth Packet Letter (1798-1807). This indicates the Packet Station only.
2. A circular datestamp, e.g., LEEWARD ISLAND F with date (1813-1837). This indicates the Packet Station (F for Falmouth) and the place of origin.

3. A boxed or framed undated **PACKET LETTER** stamp (known as late as 1846 on Antigua mail).

Letters from Antigua are known with these markings. Upon arriving at Falmouth they received one of the first two marks and, if upon reaching London there was still no marking on the letter, the Foreign Branch handling Packet Letters applied the boxed **PACKET LETTER** stamp.

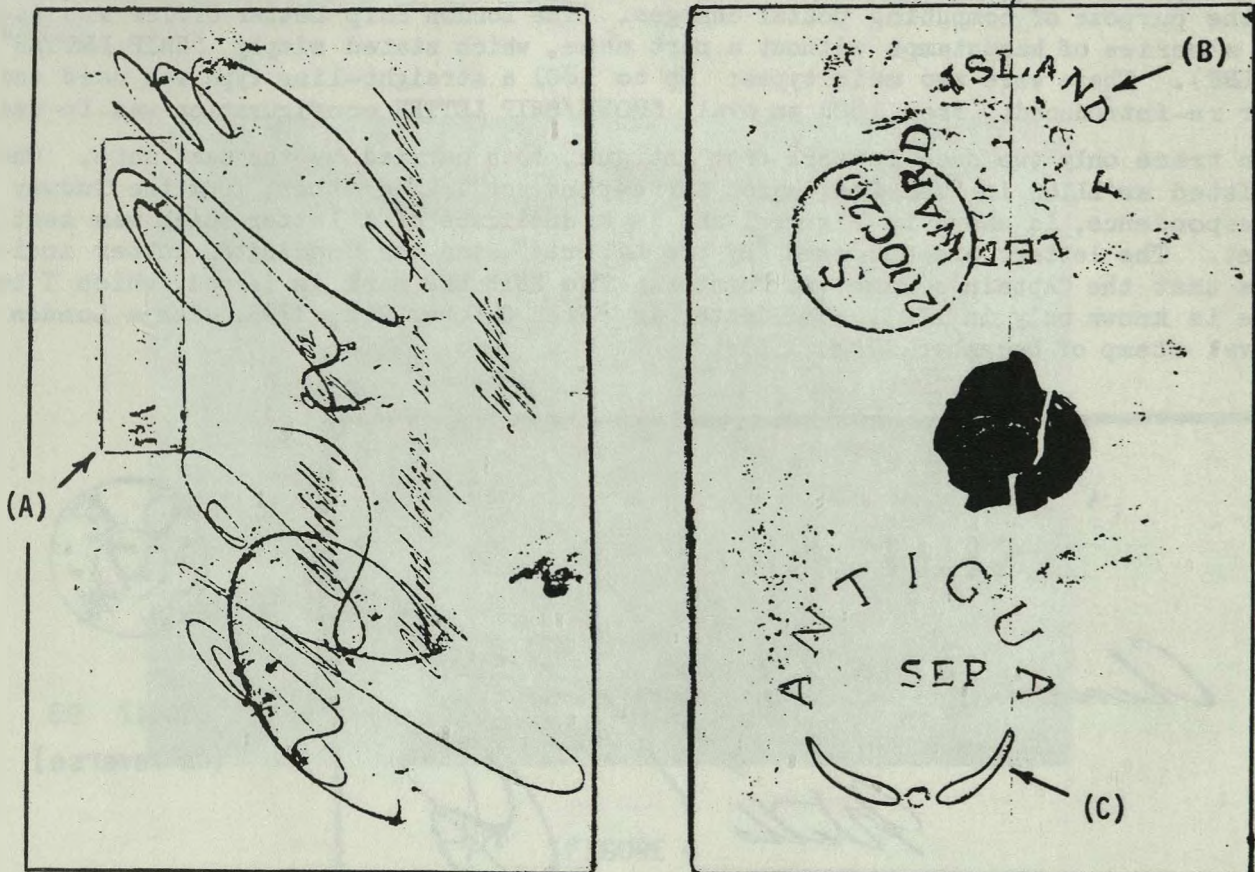


FIGURE 2 [Since this is an extremely poor xerox, the outlines of the significant postal markings have been "helped" to indicate their positions on the cover. (A) = Boxed **PACKET LETTER**; (B) = **LEEWARD ISLAND F** datestamp; and (C) = Antigua Fleuron.]

It can be said that these handstamps are not found on letters from Antigua that were handstamped with any of the Antigua Packet Office handstamps. This would seem to be true of Packet mail from any island of the West Indies. For example, an 1846 letter written on board the "Reindeer" off Montserrat is marked only with the framed **PACKET LETTER** in green. Another cover from Montserrat in 1839, said to have been handed directly to the Captain, is termed a "loose" letter, and is marked with the framed **PACKET LETTER** in red. From Antigua a letter dated December 11th, 1845, marked with a London arrival stamp of January 7th, 1846, carries the framed **PACKET LETTER** only.

The one extravagant exception to the above rule is a cover of 1822 bearing three packet handstamps: the Large Fleuron of September 9th applied in Antigua; the **LEEWARD ISLAND F** datestamp in green for October 18th, 1822, applied at Falmouth; and the boxed **PACKET LETTER** on the front of the cover. One can only conjecture that this letter (Figure 2) was delivered to the Packet Office in Antigua too late to catch the sealed bag. However, it was handstamped but carried as a "loose" letter, and therefore was stamped in Falmouth and London with other "loose" letters. I assume that the sealed bag was sent unopened from Falmouth to London, where this letter arrived on October 20th.



# Undeliverable Mail from Barbados

by COLIN H. BAYLEY, M.B.E.

Collectors of BWI postal history material have cause to appreciate the practice of many German residents in, or visitors to, the Caribbean islands of mailing substantial quantities of philatelic items, primarily postal stationery, to relatives and friends in Germany and other European countries. Many of these items bore stamps of obsolete issues which had not been demonitized. This practice became established in the 1880's, and continued through the rest of the nineteenth century and up until World War I.

The illustrated registered letter, postmarked at Barbados on 16 July 1914, is in this "obsolete stamp" category. Addressed to Bohemia, it is franked with a variety of adhesives of earlier issues of the island.



This particular item, consisting of the front of the cover only, is one of three that I acquired some years ago from a dealer in England who had purchased them in a portion of the Barbados collection belonging to the late Herbert Bayley.

All three "fronts" carry a handstamp consisting of a rectangular box, 30 mm by 85 mm, containing the inscription UNDELIVERABLE/L.P.S. in capital letters 7 mm high.

The covers from which the fronts were taken were mailed just prior to the war, and were still in transit to their destination when the war broke out.

The complete phrase represented by the letters L.P.S. is a matter of conjecture; it may be "Letter Post Suspended". The mark may have been applied in England, which probably would have been on the letter's route to Germany.

After the handstamp was applied the letter would have been returned to Barbados. There, in the absence of any indication of the sender's name and address, it would have been sent to the Dead Letter Office. As shown by its highly deteriorated condition, it remained in the DLO for a considerable period of time, a prey to termites, dampness, and mildew. How it came into Herbert Bayley's possession, I do not know.

It may be of interest to close this short article with some personal reminiscences having bearing on these fronts. Many years ago I was told on good authority that, around 1907, some rooms in the offices of the Post Office Department in the Public Buildings in Bridgetown, which had been used as Dead Letter Rooms since the early 1800's, were cleared out and their contents taken to the local garbage dump which, at that time, was near the ocean in the Fontabelle area of Bridgetown. I well recall having been told this by an uncle who collected stamps and who, along with other collectors in the garbage dump area, fattened their collections by buying stamps and covers retrieved from that part of the dump containing the DLO material.

This makes a good story, which I have not reason to doubt. The fact is that many other older stamp collectors, whom I knew as a boy in Barbados, told me that they had received their start in the hobby with stamps acquired in this way.

# A "LADY BOAT" SUMMARY

by Mike Rego

On page 152 of the December 1982 Journal, George Bowman suggested that "some enthusiastic student of maritime postal history" might eventually produce an article tying together all known data pertaining to "The Ladies"--those famous vessels of the Canadian National Steamship Line. I have just recently completed this effort, and am picturing below all such Lady Boat markings of which I am aware.

Having given some thought to the subject of Type numbers, I have assigned all Type 1's to Lady Nelson, Type 2's to Lady Hawkins, Type 3's to Lady Drake, Type 4's to Lady Somers, and Type 5's to Lady Rodney. The Colborne, Connector, and Prince Henry, three other CNS vessels plying Caribbean waters in the 1930's, are assigned Types 6, 7, and 8 respectively.

The "A" codes are straight-line marks, the "B" codes are straight-line vessel marks, the "C" codes are tonnage marks, and the "D" (and subsequent) codes are various miscellaneous handstamps. Thus, every handstamp recorded has been illustrated in this article, some of them clearly shown for the first time.

Most of these CNS marks were originally mentioned and recorded in previous BCPJ's by Morris Ludington, Stan Durnin, Alex Thomson, and Charles Freeland.

## KEY:

Antigua	AT	Dominica	DO	St. Kitts	SK
Barbados	BA	Grenada	GR	St. Lucia	SL
Bermuda	BE	Montserrat	MO	St. Vincent	SV
British Guiana	BG	Jamaica	JA	Trinidad	TR
British Honduras	BH	Nevis	NE	Trinidad and Tobago	TT
Bahamas	BS	Porto Rico	PR	Tobago	TO

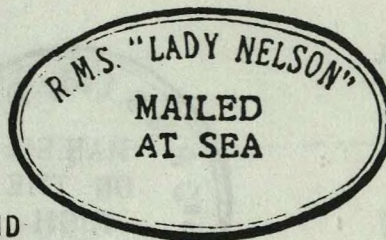
Country designation without underline or parentheses = Country of origin, viz. BE  
 Country designation underlined = Country of transit, viz. BE  
 Country designation in parentheses = Destination, viz. (BE)

TYPE	SIZE	RECORDED USE	COLOUR	COUNTRY
<u>LADY NELSON</u>				
1A	Length 59 mm.	2 May 1929	Blue (B1)	BG
1B	Length 28 mm.	2 May 1929	B1	BG
1D	Length of oval 52 mm. Height of oval 31 mm.	? Nov 1931 - 31 Jan 1938	B1, black (bk), magenta (ma), purple (pu), violet (vi)	(BG), <u>BE</u> , (BA), <u>SK</u>
1E	OD 25 mm., ID 23 mm.	17 Jul 1939 - 7 Jan 1942	Bk, vi	TT, (BA)
1F	OD 34 mm., ID 22 mm.	? ? 1936 - 9 Sep 1937	B1, vi	SK, NE, ST, (SL)
1G	OD 36 mm., ID 23 mm.	27 Jan 1951 - 20 Oct 1952	Vi	SV, (BA), BA

TYPE	SIZE	RECORDED USE	COLOUR	COUNTRY
<b>LADY NELSON</b>				
1H	OD 24 mm., ID 22 mm.	7 Jan 1942 -	Ma	SK, NE, (BG)
<b>LADY HAWKINS</b>				
2A	Length 59 mm.	24 Jun 1929 - 27 Aug 1929	Bk, vi	BE, <u>SL</u>
2B	Length 27 mm.	24 Jun 1929 - 27 Aug 1929	Bk, vi	BE, <u>SL</u>
2D	OD 31 mm., ID 23 mm.	31 Apr 1931 - 19 Nov 1937	Bl, vi, bk	(BG), (SV), (AT), (TR), SL, AT, SV, GR, BS
2E	OD 29 mm., ID 17 mm.	26 Jan 1938 - 2 May 1939	Bl, vi	DO, TT, SL, <u>BA</u>
2F	OD 29 mm., ID 17 mm.	13 Aug 1941 -	Vi	

MAILED AT SEA

1A

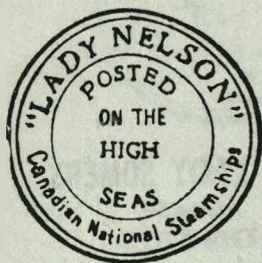


1E

LADY NELSON

← 1B

1D



1F



1G



1H

MAILED AT SEA

2A

LADY HAWKINS

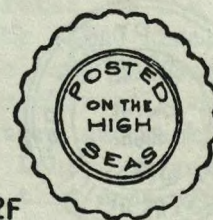
2B



2D



2E



2F

TYPE	SIZE	RECORDED USE	COLOUR	COUNTRY
<u>LADY DRAKE</u>				
3A	Length 48 mm.	? Jan 1929 - 5 Apr 1932	Ma, bl	BG
3C	4-line	5 Apr 1932 -	Bk?	BA, <u>BS</u>
3D	OD 42 mm., ID 39 mm.	11 Aug 1932 - 3 Feb 1936	Vi, ma	GR, SV, <u>TT</u> , <u>BA</u> , <u>SK</u>
3E	OD 33 mm., ID 30 mm.	9 Mar 1936 - 24 Apr 1939	Vi, bk, ma	(BG), (TR), MO, (AT)

LADY SOMERS

4A	Length 59 mm.	15 Apr 1929 - 1 Oct 1931	Vi, bk	<u>BE</u> , BA
4B	Length 29 mm.	18 Jun 1929 -	Vi	BA, <u>BS</u>
4C	4-line	1 Oct 1931 -	Bk	<u>BE</u>
4D	OD 32 mm., ID 19 mm.	16 Jun 1932 - 2 Sep 1939	Bl, bk	<u>BG</u> , <u>BE</u> , (BA), (SK)

MAILED AT SEA

3A

R. M. S. Lady Drake  
No. 155050  
Net Tonnage  
Gross Tonnage



3D



3E

3C  
(Tonnage figures illegible)

MAILED AT SEA

4A

LADY SOMERS

4B

RMS. LADY SOMERS  
154459  
MONTREAL  
N/T. 4940

4C



4D

MAILED AT SEA

5A

5B → LADY RODNEY

"LADY RODNEY"  
MONTREAL -- 154460  
GROSS 8194 NETT 4936

5C

TYPE	SIZE	RECORDED USE	COLOUR	COUNTRY
<u>LADY RODNEY</u>				
5A	Length 57 mm.	3 May 1929* - 20 Aug 1931	Bl, bk, vi	BH, (BS)
5B	Length 28 mm.	3 May 1929 -	Bk	BE
5C	3-line	14 Apr 1930 -	Vi	BH, (BS)
5D	OD 35 mm., ID 18 mm.			
5E	OD 35 mm., ID 19 mm.	8 Feb 1936 - 21 Nov 1952**	Vi, bk, ma, bl-bk	TT

\* First voyage.  
\*\* Last voyage.

COLBORNE

6A	Length 43 mm.	3 Mar 1936	Bl-bk	<u>PR</u>
6B	Length 58 mm.	3 Mar 1936	Bl-bk	<u>PR</u>
6D	Length 47 mm.	3 Mar 1936	Bl-bk	<u>PR</u>

CONNECTOR

7A	2-line	9 Oct 1933 - 14 Feb 1938	Bk, pu-bk	JA, (BH)
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PRINCE HENRY

8D	OD 32 mm., ID 18 mm.	29 Jul 1936 -	Bk	<u>JA</u>
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5D



5E

MAILED AT SEA

6A

R.M.S. COLBORNE

6B

CANADA WEST INDIES MAIL

6D

MAILED AT SEA.

R.M.S. CONNECTOR

7A



8D

I also wish to state that I have been compiling a series of studies of the shipping lines to the West Indies. Already completed are the RMSP Company, the HAPAG Line, the French Line, and the Leyland Line; I am currently working on the history and markings of the CNS Line. My goal is to publish this data, in two to three years, in one volume

entitled "Steamship Lines Serving the West Indies and Their Post Office Paquebot Markings". I wish to correspond with other BCPSG'ers on this subject, and would be extremely grateful for any pertinent data. All letters will receive a prompt reply. (Ed: Mike's address is 24 Wentworth Drive, Crofton, Wakefield, West Yorkshire WF4 1LH, England.)

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## WOULD YOU BELIEVE THAT 100 SKALOJS = 1 DALO = 50 CENTS?

(Ed: The following article, by Linn's Stamp News "Cinderella" Columnist Jim Czynl, adequately explains the background of the Bahamas-postmarked Atlantis cover described by Clyde Carriker in the December 1983 BCPJ. This article was published in the November 28th, 1983, issue of Linn's.)

# Labels recall lost continent of Atlantis

The legends about the lost continent of Atlantis have aroused the imagination of the curious for almost 11,000 years. Any library has at least a few books which relate tales and stories of the searches and expeditions to locate this antediluvian land.

These scientists, archaeologists, adventure seekers, or merely dreamers have had this lost continent located in the Mediterranean Sea, the Atlantic Ocean, the Pacific Ocean, and the Caribbean Sea.

Every one of them can furnish evidence of the reality of Atlantis by the discovery of ancient ruins from following the directions in one of the many myths and tales.

Approximately 50 years ago, the Atlantis legend finally reached the philatelic world. During 1934, a set of triangular stamps was prepared for use by the postal service of Atlantis, which was now to be found located somewhere in the West Indies.

There were a number of people prominently associated with the Empire of Atlantis, but the most conspicuous was J. L. Mott, a reputed Danish sea captain.

Captain Mott was a colorful character. He spent (or tried to) Atlantis money, carried an Atlantis passport denoting his Atlantean citizenship, and even drove a car which had Atlantis license plates.

The stamps were released December 2nd, 1934, and were valued in "skaloj" with 100 sk. equalling one dalo which was valued at 50¢ in U.S. currency.

The design of the stamps was the Atlantis coat of arms. It was either printed in black or was embossed without color. A light yellow and a goldenrod color paper was used.

Values noted are 2 sk., 3 sk., 7 sk., 9 sk., and 75 sk. These exist with the Atlantis and value either press printed or handstamped.

The stamps of the first issues were released rouletted. These triangular stamps also were used as temporary fractional currency.

In 1935, a set of six stamps was released featuring the portrait of Queen Marie within ornamental frames. The center of the stamp is always printed in black.

The values and colors are: 5 sk. blue on bluish; 10 sk. orange on tan; 25 sk. orange on yellow; 50 sk. red on cream; 75 sk. green on greenish; and 1 d. purple on pink. They exist either perforated 12½ or imperforate.

The 75 sk. stamp was later revalued to 8 sk. Atlantis stamps exist on covers usually postmarked at Odino, the capital, or at Thoro. They are also found with those cancels and used in conjunction with Bahamas or U.S. postage.

In 1938, further stamps were issued for Atlantis but these also were inscribed for use in the Lemurian Empire and its dependency of Mu. The Lemurian Empire was the Pacific Ocean counterpart of Atlantis.

The stamps released for joint use in Atlantis and Lemuria are as follows:

Various values of the Queen Marie series handstamped with a "LEMURIA" overprint; a 3 sk. inscribed Atlantis and Lemurian Empire which depicts a map of these two empires; two 75 sk., one in blue, the other in violet featuring ancient warriors and a temple; and two 5 d. depicting Queen Marie and Captain Mott, again printed in either blue or violet.

The issues released for joint use in Atlantis and Mu are as follows:

Various values of the Queen Marie series with either a handstamped or press printed "y Mu" overprint; three 75 sk. printed in violet, depicting various archaeological scenes; and a 2 d. printed in blue featuring an ancient temple.

I have only seen the pictorial stamps of Lemuria and Mu in imperforate condition.

With the beginning of World War II, the Atlantis scheme faded from philatelic view.

Later, there was some speculation that these stamps were only window dressing, prepared by the Germans, so they could chart American coastal waters and the sea lanes in the Caribbean prior to the outbreak of the war.

Whether this story is true or not will probably never be known but the stamps remain highly interesting for all collectors.

(Ed: Subsequent to making the necessary arrangements to reprint Jim Czul's article, I received an additional Atlantis input from GALE RAYMOND. Gale stated that a considerable amount of space was devoted to this watery subject in "Album Weeds: The Postal History of the Lost Continent of Atlantis", by Robert W. Murch, published in the 1957 American Philatelic Congress Book. Gale supplied a xerox of the cover shown in Figure 1, and explained: "From 1934 to 1940, 'mail' appeared to and from Atlantis, often with Bahamas stamps additionally 'in transit'. Reportedly, the capital was 'Odon'. The cover bears a cancel of a previously unrecorded sub-post office called 'Thoro'!"

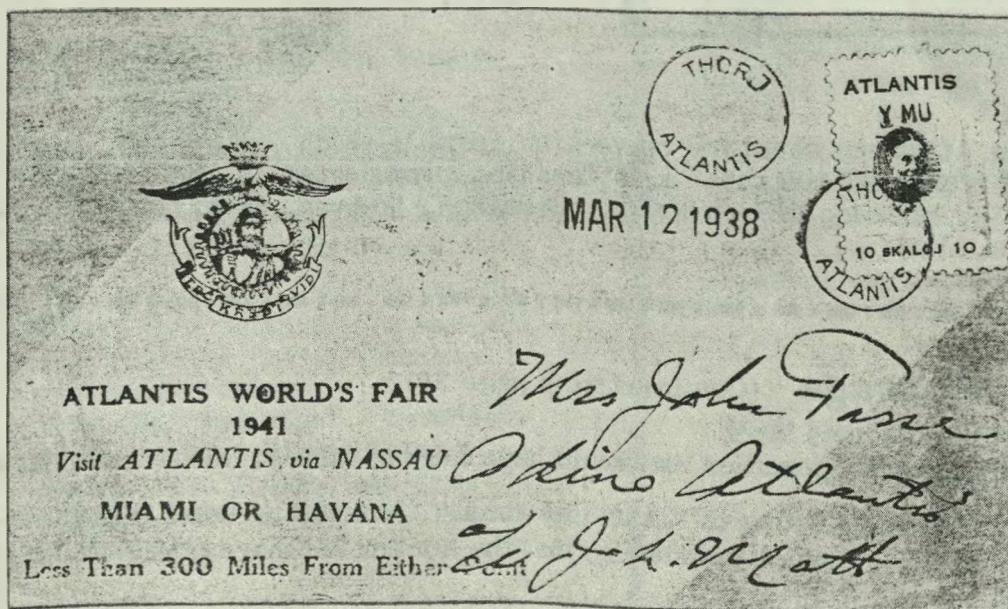



FIGURE 1

Gale continues: "Oddly, no one ever really found his Atlantis, or Mu, despite a widely advertised 1938 tourist cruise from Miami aboard the vessel 'Abel' (see Figure 2)."

Note that the Latin phrase of Figure 2 reads SERC KREDI VID I, not SERC KREST VID I as surmised by Clyde in the December BCPJ.

FIRST PASSENGER TRIP  
TO  
**ATLANTIS**  
THE ANCIENT EMPIRE FROM  
MIAMI, FLORIDA  
By CRUISER ABEL  
SAILING JANUARY 3rd, 1938



Mail, Freight and Passenger Service will  
now be maintained, connecting with  
regular Travel Lines at Nassau.

The parts of the ancient Empire of Atlantis now to be visited are just off the beaten path, therefore have heretofore been missed.

The sacred Wells, as used for religious human sacrifices, prehistoric Caves, etc., can be visited by small craft on Treasure Hunts, Pearl Fishing, Historical Research, etc., at \$4.50 per day.

First cruise 11 days, following trips from 5 days up.

**ATLANTIS**  
BOAT AND AIR LINE  
Thoro Atlantis via Nassau, Bahamas  
Through your Agent.

FIGURE 2

In the light of the Atlantean monetary conversion formula which Jim quotes, it appears that my "jolak/swango/hravashta" relationship, promulgated at the bottom of that BCPJ's page 134, has been proven wrong. Bismarck, however, is still the capital of North Dakota. )

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## President's Message (Continued from page 30)

team who wants to put something together that could have lasting value to fellow enthusiasts.

Please remember our October meeting in Boston this year. Also, please send in your auction lots to Chuck Cwiakala as soon as possible so that the auction list may be printed and sent out in time for all to bid.

ED



# Secretary's Report

## NEW MEMBERS

All applicants listed in the February 1984 BCPJ have been admitted to membership.

## NEW APPLICANTS

WIESE, Gunther G., Apartado Postal 1196, Tegucigalpa, Honduras, Central America.  
Civil engineer. Collects Honduras and British Honduras. By Malcolm D. Watts.

BATCHELOR, M. S., Box 175, New Canaan, CT 06840.

Economic planner. Collects mint British Commonwealth. By Michael E. Mead.

UZNANSKI, Jerome, 4447 South Keeler, Chicago, IL 60632.

Maintenance engineer. Collects United States, Scandinavia, Canada, and British Caribbean area. By Howard C. Austin.

SCHMID, Dr. Ernest W., Jr., 903 River Drive, Marion IN 46952.

College professor. Collects Great Britain, BWI, and U.S. Bicentennial issues. By Howard C. Austin.

YEAW, James R. D., P. O. Box 755, Hermosa Beach, CA 90254.

Consultant. Collects mint British Caribbean stamps. By Howard C. Austin.

McMAHON, Thomas J., P. O. Box 17, Pelham, NY 10803.

Executive. Collects Bermuda, Grenada, Leeward Islands, and Ireland. By Michael E. Mead.

KABEL, Don, Box 2987, Sitka, AK 99835.

Sales and service technician. Interested in Trinidad and BWI postal history. By Howard C. Austin.

GAGE, Peter W., Box 824, League City, TX 77573.

Security manager. Collects postally-used British Honduras, Belize, Cayman Islands, Turks and Caicos Islands, and British Virgin Islands. By Howard C. Austin.

KLUGMAN, Dr. Keith P., 71 Rutland Road, Parkwood 2193, Johannesburg, South Africa.

Pathology registrar. Interested in British Virgin Islands, Danish West Indies, and Great Britain used in DWI. By Thomas E. Giraldi.

## WANTED

Will trade at Scott value mint issues Dominica/Turks and Caicos for used examples B.W.I. except Jamaica. P. Higgins, P.O. Box 2960, Gainesville, FL 32602.

## 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

To page 52

## BERMUDA ISN'T REALLY IN THE BAHAMAS!

by Horst Augustinovic

It would seem that some post office clerks could do with a lesson in geography, at least as far as knowing where Bermuda is located. More and more of our incoming mail here at Hamilton is sent to all sorts of exotic places before ending up in a mailbag destined for Bermuda.

Although some of our mail has recently been missent as far as Manila, Rangoon, and Korea, the more common missent marks we see are of Central America and the Caribbean---with the exception of Hamilton, Ontario; Hamilton, New Zealand; and Hamilton, Georgia!

The most common assumption is that Bermuda is somewhere in the Bahamas, and we therefore find Bahamas missent marks most often. This is nothing new, of course, and as I have examples going back to 1918, I decided to do a listing of these marks. Hopefully other members will provide information on additional types and extend the dates, and it will then be possible to do a more complete listing with the various types designated numerically. Meanwhile I am listing the types known to me alphabetically for temporary reference.



<u>ITEM</u>	<u>SIZE</u>	<u>EKD</u>	<u>LKD</u>	<u>COLOR</u>
A	50 x 4½ mm	August 1918	January 1951	Black
B	50 x 4 mm	February 1965		Black
C	52 x 11 mm	December 1963		Violet
D	73 x 5 mm	November 1965		Black
E	55 x 11 mm	October 1971	June 1978	Violet
F	84 x 6 mm	March 1976 May 1982	December 1981 July 1982	Violet Black
G	77 x 7½ mm	October 1978	December 1978	Violet
H	65 x 6 mm	August 1979	Current	Violet
I	77 x 3 mm	September 1982 October 1982	Current November 1982	Violet Black

Although the lengths of types A and B are identical, the letters of type B are shorter and are shaped somewhat differently. Also, in type B the crossbar of the letter A is lower.

The lettering of types C and E is identical; however, the frame is longer and the spacing between the words is larger in type E.

(Ed: The type I appears identical to that supplied by Tom Giraldi and described on page of the December 1983 Journal. The color of Tom's strike (violet or black) wasn't specified, but if it were black it would extend Horst's LDK above from November 1982 to December 1982.)

MORE "MISSENT" NEWS

by HORST AUGUSTINOVIC

It seems that several "MISSENT" handstamps have been "misplaced" recently. For example, the mark that had been in use in the Cayman Islands for the past few years (Figure 1) has now been replaced with a simple CDS\* and manuscript marking (Figure 2). Manuscript marks are also seen on missent mail from Grenada and Barbuda (Figure 3) as well as from Trinidad, where it is usually noted in combination with the "Returned Letter Branch" datestamp (Figure 4). (Incidentally, this datestamp was changed in 1982 to the "single" from the double-ring version shown in Figure 5.) Last but not least, I can report a new "MISSENT TO BELIZE" handstamp where "C.A." has been added, presumably following that country's independence (Figure 6).

MISSENT TO GRAND CAYMAN

Figure 1

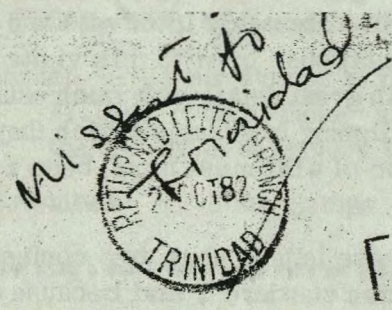


Figure 4

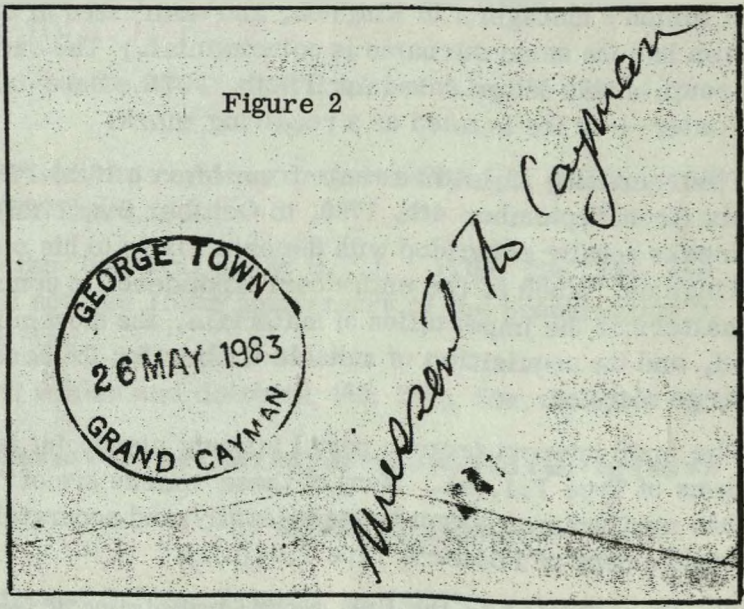


Figure 2



Figure 5

Missent to Grenada  
Missent to Barbuda.

Figure 3

Figure 6 →

MISSENT TO BELIZE

MISSENT TO BELIZE, C. A.

\* (Ed: This GEORGE TOWN / GRAND CAYMAN CDS is described on page 159 of the December 1983 Journal.)

## TWO TYPES OF TYPE T.1.(a)?

by Robert V. Swarbrick

I was most fortunate recently to acquire a group of early letters to and from Jamaica in the period 1778-1815. The items are mainly correspondence between Simon Taylor and his family, his agents, and his business managers. The Taylors, who owned vast estates throughout Jamaica, were reputed to be "the richest family to come out of the Indies".

Simon Taylor was born in 1740 and died in April of 1813. He was initially buried at Vale Royal, but upon the sale of that estate he was re-entombed at Lyssons, near Morant Bay.

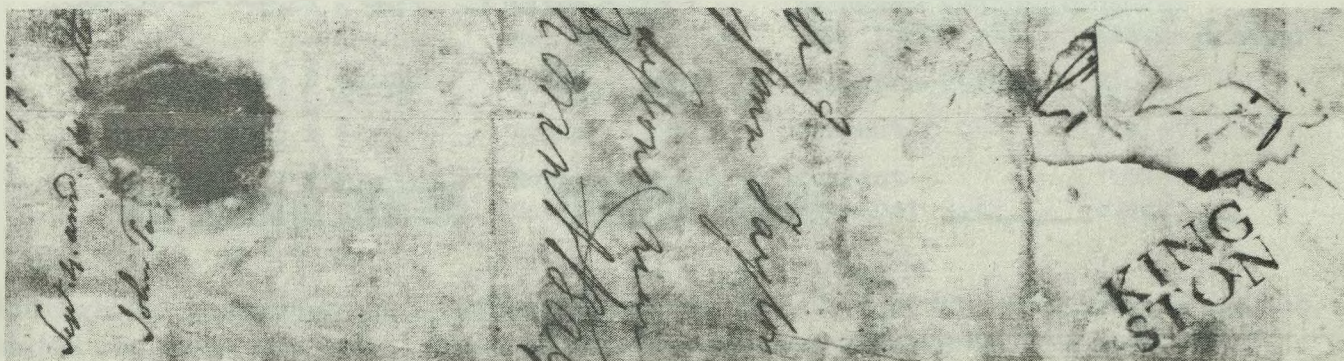
The first interesting fact that emerges from a study of the letters is that the internal postal system in Jamaica was not the inefficient machine as it is sometimes portrayed. In fact rather the opposite is true, since quite often Simon's manager at Kingston wrote to make arrangements "to meet in a few days", a phrase implying that mail delivery to Morant Bay would take about two days.

Having arranged the letters into proper sequence, I decided to "work up" what I thought would be the easiest section. This is a group of 24 letters, 23 of which were from John Taylor, one of Simon's managers in Kingston, and addressed to Simon in Lyssons. (The fact that both men had the same surname is coincidental.) The exceptional letter is the earliest item of the group, a ship letter dated April 20th, 1778. Here a Type T.1.(a)---as designated by Thomas Foster---strike is used as a receiving mark.

The remaining 23 letters range from March 13th, 1784, through October 9th, 1790. The last six (from September 4th, 1790, to October 9th, 1790) are dated at weekly intervals and the breaks usually coincided with Simon's visits to his other plantations, or with his visits to Kingston. Much of the entire correspondence is concerned in great detail with such estate matters as the importation of materials, the movement of shipping in vessels which they owned, and the acquisition of suitable timber for the construction of what must have been a very large mansion.

The main interest from a postal history standpoint is that these letters show two configurations of Type T.1.(a). Many of these marks are of "exhibition standard", and because of this measurements can be made easily and accurately. (Unfortunately, to date I have not found a copy of Foster's Type T.1.(b).)

The Type T.1.(a) in the first group, consisting of fourteen letters between April 20th, 1778, and September 1st, 1787, all measure 22 mm by 12½ mm. The Type T.1.(a) in the second group, dated between August 23rd, 1788, and October 9th, 1790, all measure 20½ mm by 11 mm. There are ten of this type, one of which is illustrated actual size.



From this data I feel that we can safely identify two distinct varieties of this most attractive Type T.1.(a) mark! Would other members care to check their holdings and see whether this classification agrees date-wise with their copies?

The ship letter is quite fascinating. Addressed to Simon at Lyssons, it is from his brother in London, and speaks of the necessity to conclude a peace treaty with the American colonies as quickly as possible because of the threat from France. Somehow one feels that nobody's heart was really in that conflict!

---

## PROPOSED STAMP PROGRAM FOR 1984

### British Virgin Islands

Vernon Pickering, author of the book "Early History of the British Virgin Islands", which was reviewed in the previous Journal, announces that the following five stamp issues, with a total face value of about \$11, have been announced for 1984:

20 February - Four stamps to celebrate the 60th anniversary of the World Chess Federation (10¢, 35¢, 75¢, and \$1).

16 April - Four stamps to commemorate the 250th anniversary of Lloyd's List of Ships (15¢, 25¢, 50¢, and \$1).

(TBD) - Four stamps and a souvenir sheet to commemorate the Olympic Games (15¢, 30¢, 50¢, 75¢, and \$1.70 souvenir sheet).

1 August - Four stamps to promote the "Festival of the B.V.I." (10¢, 20¢, 30¢, and \$1.50). One of these values will note the 150th anniversary of the proclamation of the abolition of slavery in the B.V.I.

5 November - Four stamps depicting whales and dolphins (8¢, 20¢, 50¢, and \$1).

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## BOOK REVIEW

by GEORGE W. BOWMAN

The long-awaited handbook "Turks Islands and Caicos Islands to 1950" by John J. Challis, is now available from Malcolm D. Watts at a cost of £17.65 postpaid to U.K. members or the equivalent (postpaid by surface mail) to other parts of the world. (See Malcolm's address in his Caribbean Philatelic Auctions ad on page 58.)

This volume, designated Roses Caribbean Philatelic Handbook No. 6 and consisting of 118 data-packed "Size A4" pages, will probably take its place in philatelic literature as the "standard" reference work for its subject. I am not a collector of Turks and Caicos material, but if I were I certainly would not hesitate in securing a copy of Challis' book for my personal library.

The work contains sixteen chapters, as follows:

- |   |  |
|---|--|
| 1. Introduction and History               | 6. The Issued Stamps of the Turks and Caicos Islands |
| 2. Postal Service and Rates               | 7. The Perkins Bacon One Penny Plate                 |
| 3. Air Mails                              | 8. Watermark Varieties                               |
| 4. The Preparation of the First Stamps    | 9. Estimated Number of 1891 Provisionals             |
| 5. The Issued Stamps of the Turks Islands |  |

- |  |   |
|--|---|
| 10. Re-entries on King George V<br>-1922 and 1928 Issues | 14. Postal Stationery                       |
| 11. The 1935 Silver Jubilee Issue<br>and Varieties       | 15. Fakes, Forgeries, and<br>Doubtful Items |
| 12. Postal Markings and Cancellations                    | 16. Miscellaneous                           |
| 13. Postal Censorship in the Turks<br>and Caicos Islands |   |

Chapter 5 is further split into eleven subdivisions, each dealing with a particular issue of Queen Victoria adhesives or provisionals. Chapter 12 contains descriptions of nine different categories of postal markings and cancellations, including pre-stamp, official, ship mail, cable and wireless, and missent marks. Also included are early and modern maps of the islands. The book is copiously illustrated throughout with line drawings and photographs; the quality of the photos is consistently good.

The review copy will be forwarded to the BCPSG Library.

\*\*\*

Mike Rego, whose "Lady Boat Summary" appears in this issue, reports that a publication entitled "The Lady Boats - The Life and Times of Canada's West Indies Merchant Fleet" is available from Joe Chin Aleong at £11 or \$16.50 U.S. (postpaid). Written by Felicity Hanington and Captain Percy A. Kelly, M.B.E., the book contains 176 pages, with 36 pages of photographs and 13 pages of technical information.

I have not seen the publication, and thus can suggest only that interested BCPSG'ers contact Joe for further information. Joe's address is P. O. Box 128, San Fernando, Trinidad, West Indies.

Back copies of all Journals issued in 1980 through 1983 (except for the February 1980 and April 1980 numbers) are available from the Editor at \$3.00 each, plus \$1.00 handling charge to cover shipment by third class mail. Back issues of many Journals published prior to 1980 are still available from Tom Giraldi at the same price as above. Write Tom to ascertain which particular numbers are on hand. Make checks payable to the British Caribbean Philatelic Study Group.

## BWISC CONVENTION REPORT

The second biennial convention of the British West Indies Study Circle, our Group's "sister" organization in England, took place at the Regent Hotel, Leamington Spa, on Friday and Saturday, 21-22 October 1983. The affair commenced with a sherry party on Friday evening, attended by some 35 BWISC members and their guests.

The following morning the convention was officially opened by VICTOR TOEG, President of the BWISC, at which time attendees were given the opportunity to inspect various philatelic displays prepared by the members. Two exhibits of particular interest were TONY SHEPHERD's "Barbados Railway" display and BOB SWARBRICK's magnificent Jamaica collection. Bob's material began with examples of the first straight line marks and continued through to the postal history of recent times. (Ed: See Tony's article on the Barbados Railway in the August 1980 BCPJ.)

After lunch, SIMON GOLDBLATT presented a program entitled "West Indies Assorted", and showed remarkable examples of many categories of philatelic material, including watermark varieties, errors, and cancellations, from almost every British West Indies country.

It was announced that MIKE SHEPPARD, who has served as Editor of the BWISC Bulletin for twelve years, will resign from that position effective with the BWISC's Annual General Meeting in 1985. BCPSG'ers who are also members of the BWISC will be in unanimous agreement that Mike has performed an outstanding job in the Editor's chair for those dozen years---that's 48 issues of the Bulletin!---and it is hoped that the BWISC will find a replacement for Mike with little or no difficulty.

The only convention attendee BCPSG member living in the United States was our new Group Public Relations Chairman, MARK SWETLAND. Mark and Jean, who were enjoying a European vacation at the time, were also present at the first BWISC Convention held at Leamington in October of 1981.

This year's convention was an outstanding success, and many of those who attended (eventually totalling more than seventy members and guests) let it be known that they were already looking forward to "Convention Number Three".

---

## LEEWARDS LEDGER

by Rob Wynstra

(Ed: Some of the regularly appearing country-oriented columns (or "departments", if you wish) printed in past BCPJ's include REG LANT's "Jamaica Jottings", BILL CORNELL's "Antigua Addenda", and observations by "The Bahamas Bum". A new such feature beginning in this issue, and anticipated to be published on a regular schedule, is ROB WYNSTRA's "Leewards Ledger". Rob has authored many articles pertaining to Leeward Islands philately and postal history; his works have appeared in Linn's Stamp News and Scott's Stamp Monthly. A specialist in Leeward Islands postmarks, Rob's initial BCPJ contribution here is a pleasing sample of what promises to be a most interesting column.

And speaking of regular columns, let me announce that more are on the way. In the next issue, for example, BOB DANZER kicks off his "Bermuda Briefs", and JAY FREDRICK begins his "B.V.I.Q's - Quests, Queries, and Quotes"! )

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For those interested in Leeward Islands cancellations, the village of Wesley, located in the isolated northeastern part of Dominica, has always been a mystery. Now, thanks to information provided by Chuck Cwiakala, part of that mystery may have been solved.

In 1875, Dominica initiated an inland postal system to serve the isolated rural villages. According to my latest information, the local postmasters were instructed not to cancel mail bound for overseas or for Roseau. Such letters received the normal Dominica cancellation at the General Post Office in the capital.

A few letters addressed to other small villages did not fall into that category. The stamps, of course, could not be left uncanceled. To overcome this problem, postal clerks simply wrote the name of the originating village across the face of the stamps. This accounts for the scarcity of these Dominica manuscript marks.

If that is correct, any cover showing such a mark should be addressed to someone living in one of the rural areas. A photograph on page 174 of the October 1978 BCPJ shows the only recorded example on cover. The letter is addressed to Eden Estate in the rural parish of St. Andrews.

Nevertheless, that does not explain why more than a third of the known examples are from Wesley. That village had a tiny population. It was isolated, with only a tenuous road link to Roseau. Simple logic cannot explain this mystery.

That's where Chuck came to the rescue. During his travels in Dominica, he heard that Wesley was the site of a girls' school. Supposedly, the students were required to write at least once a week to their families scattered across the rural areas of

the island. Each of these letters would have received a manuscript cancellation, dwarfing the volume of such letters from any of the other villages.

Still, that is not the end of the Wesley story. Recently I acquired an item that may require a rethinking of the conventional wisdom on the closing date of the Wesley Post Office.

It is known that this village received a permanent steel datestamp on July 13th, 1900. According to official records, the office closed on July 31st, 1903. Other reports indicated that the post office was shifted to the nearby town of Marigot. This new postal station did not receive its own canceller until February 1904. During the interim, it used the old Wesley datestamp.

A number of recorded examples show cancellations with clear 1904 and 1905 year dates. This has been explained as random usage that lasted for a couple of years at the most. Nevertheless, I have seen several examples that show a much later usage of that mark. All are on high-value stamps issued between 1907 and 1911. I always assumed that they were "favor" cancellations.

A recent purchase, however, suddenly threw that question wide open. What I bought was a scruffy example of a Dominica War Tax Stamp (SG 58), which was not issued until June 1918. It showed a smudged but unmistakable Wesley cancellation. Certainly it was not cancelled as a favor. This is a cheap and rather common stamp with no real market value. What does it mean? I don't know. I'm hoping some of you can tell me!

=====

## SECRETARY'S REPORT (Continued from page 45)

### ADDRESS CHANGES/CORRECTIONS

GROEBER, Karl E., Pfinzgau Str. 12, 7522 Philippsburg 1, West Germany (temporary address only - 3 to 4 months).

HONIG, Harold M., 1718 Grandview Road, Bedford, VA 24523.

SHARP, Evan, 22 Waterloo Road, # 15, Kingston 10, Jamaica, West Indies.

BONANG, John J., Jr., P. O. Box 10444, Torrance, CA 90505.

HIGGINS, Dan W., Jr., P. O. Box 52809, Tulsa, OK 74152.

TWEDDELL, Edward T., c/o Cinceastlant, New York, NY 09083 (correction of zip code only).

ADACH, Dorothy, 94-10 77th St., Ozone Park, NY 11416 (correction of zip code only).

ARMSTRONG, Barbara A., P. O. Box 2179, APO New York, NY 09063.

STUBBS, James E., P. O. Box 15187, Denver, CO 80215.

MEAD, Michael E., P. O. Box 724, Brookline, MA 02146.

BONDOR, Paul L., v. Boeijenplantsoen 1, 2253 Wr. Voorschoten, Netherlands.

MURATA, Taketo, c/o Commonwealth Stamp Co., Box 271, Station R, Toronto, Ontario M4G 3Z9, Canada (addition of post code only).

MATHESON, Dr. Ian A., AECI Ltd., Transvaal Sales Office, Box 1938, Johannesburg 2000, South Africa.

FASHINGBAUER, Robert, Box 1, Techny, IL 60082.

RESIGNED IN GOOD STANDING (effective 1 January 1984): LESLIE, George; WILLEM, Mrs. John M.; SCARNA, Paul C.; CURRENT, Thomas G.; COOPER, Orville R.; RENSHAW, E. B.; LARSON, Duane; KUSTER, Howard L.; WINAND, C. P.

DECEASED: LENHART, Richard L. (23 March 1983).

*To page 58*



# This and That...

With this issue, MICHAEL WATMAN extends his streak to five consecutive Journals in which he has described recent Belize postal markings and philatelic goings-on. (Ed: Mike's steady comments are appreciated, and I am considering promoting him to a position of by-lined columnist!)

His first item, shown in Figure 1, is an oversized OHMS envelope which appears to have been used three times. The original sending included the application of a boxed handstamp in red "HEADQUARTERS / 14 MAY 1983 / BRITISH FORCES / BELIZE" in the lower right corner. The second and third mailings apparently made use of an O.S.G.B. "Economy Label". Mike did not explain the significance of the numbered lines (one typed, one in manuscript) on the label, but it seems logical that each line represents a separate sending. The "1/3/83" in the typed line looks suspiciously like a date---perhaps March 1st, 1983---but this seems unlikely since that

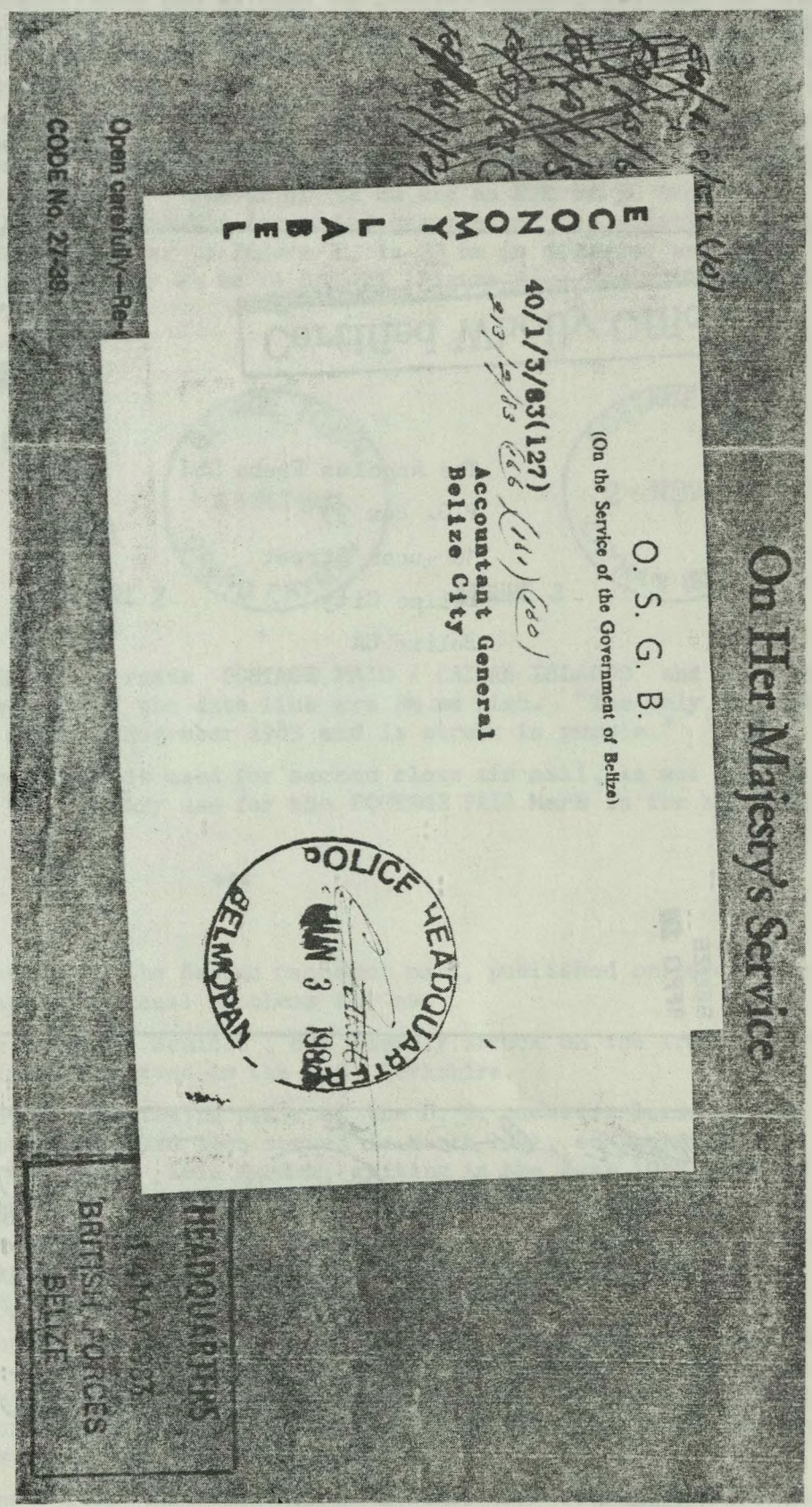


FIGURE 1

of the POLICE HEADQUARTERS handstamp is clearly June 3rd, 1983. Perhaps Mike could string his streak to six issues by explaining just what all those numbers on the envelope mean.

Next, he provided a cover (Figure 2) bearing two pinkish-red handstamps "OFFICER COMMANDING / ROYAL AIR FORCE / BELIZE / BFPO 12" and "Certified Wholly Official". The envelope carries two CDS's, one reading FORCES POST OFFICE / 293 and dated 16 SE 83, the other reading BELIZE CITY / BELIZE and postmarked the next day. "These are the first markings of these types that I've seen," Mike comments. "The last I heard, there were six Harrier jets in Belize, plus a few 'odds-and-ends' planes."

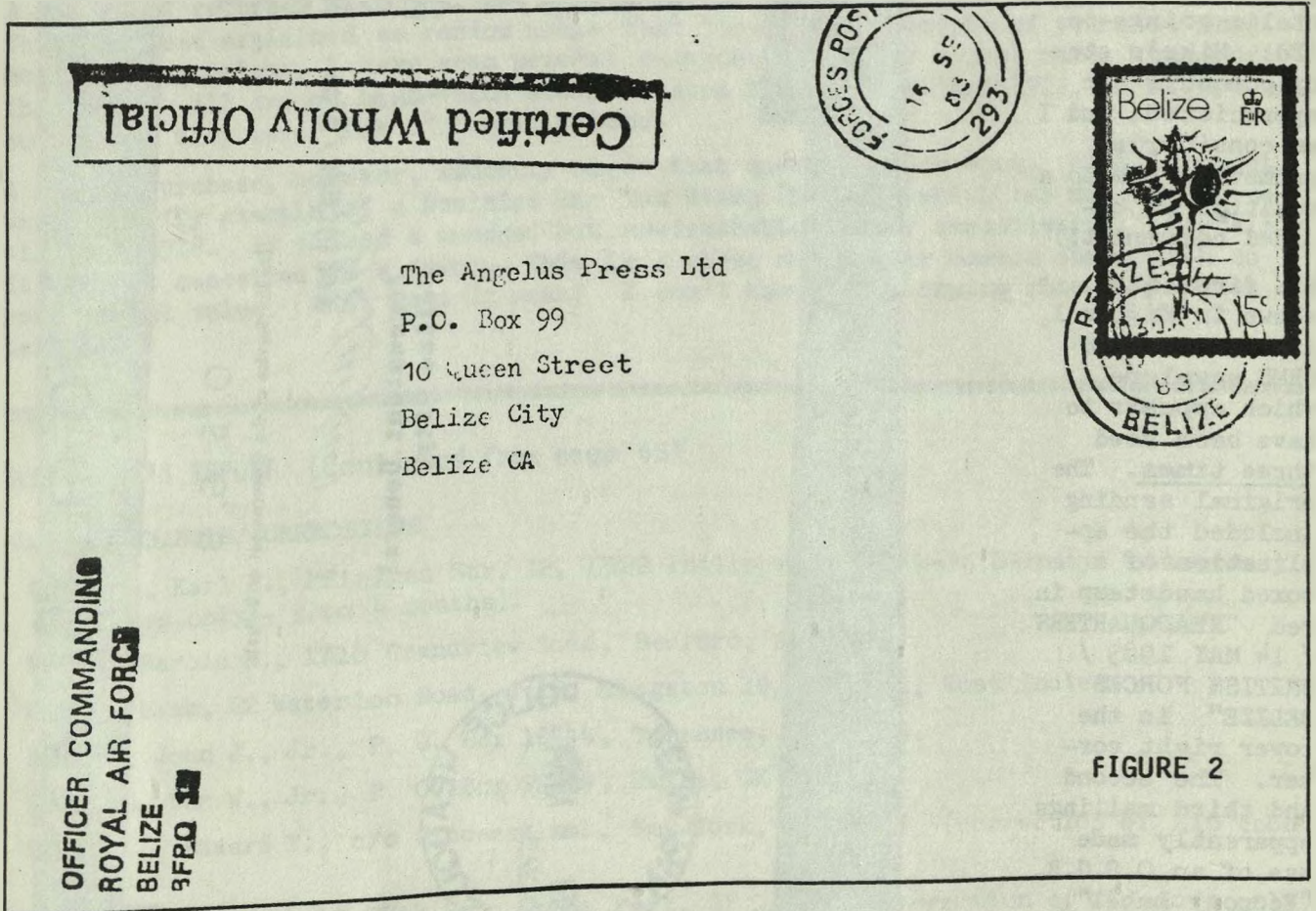


FIGURE 2

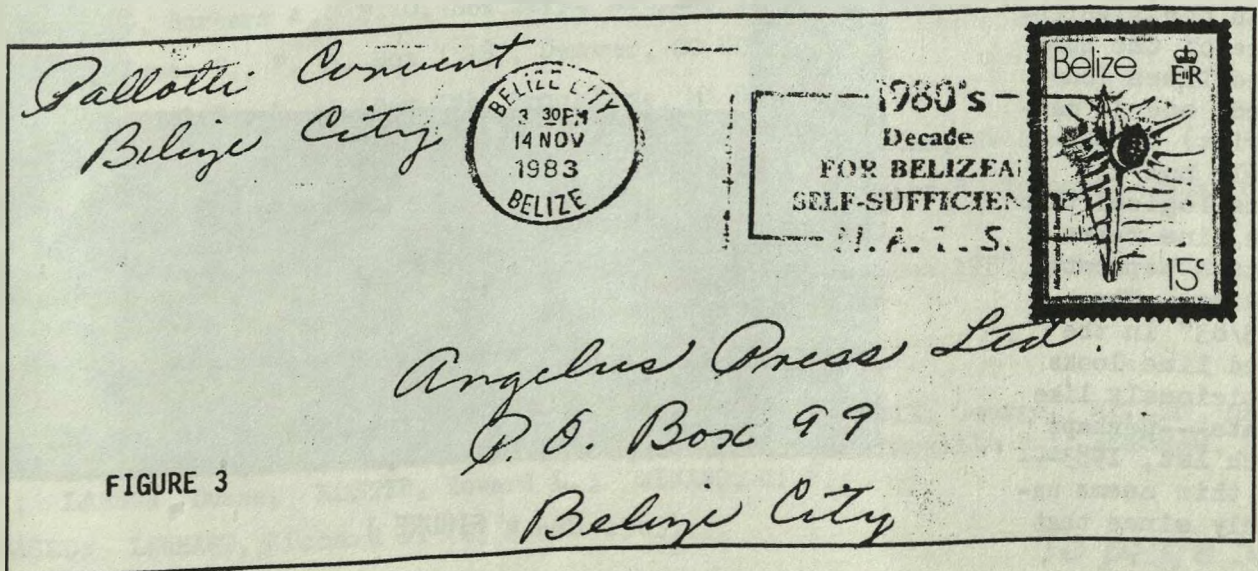


FIGURE 3

Finally, he says "The Belize City machine cancel has been switched from 'Remember to / Use Your / Return Address' to '1980's / Decade / FOR BELIZEAN / SELF-SUFFICIENCY / N.A.T.S.'" (See Figure 3.) His EDK for this slogan is 14 September 1983; his LDK for the replaced "Return Address" slogan is 7 September 1983. "Perhaps," he wonders, "some reader can pin down the dates better." (Ed: This "N.A.T.S." marking, as a boxed handstamp, is pictured and discussed on page 117 of the October 1983 BCPJ.)

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On page 159 of the December 1983 Journal, TOM GIRALDI described a single-ring GEORGE TOWN / CAYMAN ISLANDS CDS, having a diameter of 32 mm and an EDK of 30 September 1982 (see Figure 1). Tom has subsequently forwarded examples of two additional Cayman Islands CDS's. The first, similar to Figure 1, is 33 mm in diameter and incorporates a date line with letters only 2½ mm in height (Figure 2). Tom's EDK for this mark is 11 October 1983.

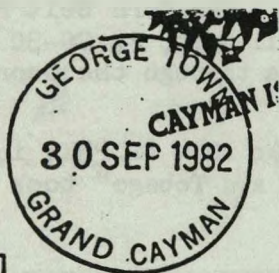


FIGURE 1



FIGURE 2

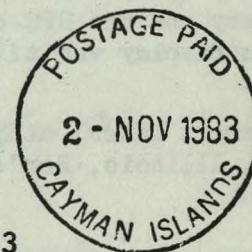


FIGURE 3

The other CDS, shown in Figure 3, reads POSTAGE PAID / CAYMAN ISLANDS and measures 32 mm in diameter. The letters of the date line are 3½ mm high. "The only example I have seen," says Tom, "is dated 2 November 1983 and is struck in purple."

Tom reports that the Figure 2 CDS is used for second class air mail, as was its 32-mm diameter predecessor; the primary use for the POSTAGE PAID Mark is for business (or "bulk") mail.

\*\*\*

RICHARD HEAP writes:

"Gale Raymond's explanation of the Nassau paquebot mark, published on page 115 of the October 1983 BCPJ, posed additional problems for me.

"The address is 'Nippon Station, Seattle', but clearly struck on the front is a datestamp of April 18th, 1941, received on the S.S. Berkshire.

"In early 1941 construction was taking place of the U. S. bases in Bermuda, and the first U. S. Forces Post Office had been opened in March 1941, so there was a growing U. S. presence in the area. Luis Mardon, writing in the June 1942 issue of The National Geographic Magazine of a visit made 'in the fall of 1941', says:

" 'Commandeering of hotels by British and American military and government people has created a housing problem. Particularly is this felt at the site of the United States air and naval bases building at St. George.

'Here I saw an old Hudson River steamer, the Berkshire, which had been towed to the islands from New York and now served as living quarters for several hundred mule skinnners, steam shovel operators, and other workers. The Berkshire used to make overnight runs upriver to Albany from New York and was popular with romantic couples; now it houses 400 men and no women.'

"Against this background I pose the following questions, also bearing in mind that the date (on the noted cover) is before Pearl Harbor:

- " 1. Why should a letter addressed to a specific address in Seattle arrive, without apparent redirection, on the Berkshire?

2. Is the Seattle address a code for the Bermuda Operations, even though these were well known, and mail is found emanating from Bermuda with a New York post office reference?
3. Was there another S.S. Berkshire in Seattle, or is this the ex-Hudson River boat?
4. Was the S.S. Berkshire which arrived in Bermuda towed there via Nassau? If so, when? And when did it arrive in Bermuda?
5. Or am I creating a mystery where none really exists? "

If any reader has the answers, please contact Richard at 20 Charlestown Road West, Davenport, Stockport, SK3 8TW, England.

\*\*\*

Congratulations to BEN RAMKISSOON, who won a Gold Award and the Roosevelt Philatelic Society (RPS) Award at CORNPEX '83. This show, sponsored by the Corn Belt Philatelic Society and the RPS of Chicago, was held at Bloomington, Illinois, on 29-30 October. Ben's display was titled "Trinidad and Tobago, the Victoria through the George V Period".

One month later, at the Suburban Collectors' Club of Chicago show (SUPEX) in Countryside, Illinois, Ben's exhibit "Pioneer Flights of Trinidad and Tobago" took the Grand Award.

\*\*\*

Speaking of Ben, he recently sent news of the following Trinidad postal markings:

1. A Type X (as defined on page 84 of the August 1980 BCPJ) "skeleton" CDS from Laventille (Figure 1). The bottom of this mark shows TRINIDADWI; the normal Type X, pictured in the noted Journal, omits the WI. Ben's example contains a central date line 18 OC 83.



FIGURE 1



FIGURE 2

2. A BOYS BRIGADE / CENTENARY - 1983 slogan meter postmark with inverted Port of Spain CDS (Figure 2). The CDS reads 10 A.M., 2 September 1983.

\*\*\*

GEORGE SCHOENMAN is seeking answers to questions concerning a pair of interesting Bermuda items in his collection. Figure 1 shows an airmail cover from Bermuda to Vermont, postmarked on 24 September 1937, and bearing a two-line handstamp NO FLIGHT ON SEP 24 1937 / BY "R.M.A. CAVALIER" in bluish-green ink. George asks if this is an official stamp, and whether it was used regularly or only in unusual situations. It seems logical that other flights would have similar marks. Do any BCPSG Bermuda air-mail experts have the answers?

George's second question regards a standard P.C.90 OPENED BY EXAMINER label with censor number C/8117. The odd feature of this label, the lower item of Figure 2, is the strange looking digit "7", which is of an entirely different type face than that of the "8" and "1". The upper label of Figure 2 has a normal "7", and is shown for com-

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FIGURE 1



Vermont-  
NO FLIGHT ON SEP 24 1937  
BY "R. M. A. CAVALIER" U. S. A.

parison. George remarks that no mention is made of this particular type face in tabulations by Morris Ludington or Richard Heap, and would appreciate further information. His address is 10740 Wystone Avenue, Northridge, California 91326.

\*\*\*

## CORRECTION:

In a letter dated 4 January 1984, Dr. IAN MATHESON advised that the name "F. Samoyano", listed on page 120 of the October 1983 BCPJ as a British Honduran forwarding agent, was wrongly spelled in that Journal. Ian's collection contains three covers, ranging from May 1835 to December 1844, clearly handled by a "Francisco Camoyano". Ian remarks, "Please put this spelling mistake right in your 'This and That...' column, else the fictitious Mr. Samoyano is likely to enjoy the privilege of everlasting life."

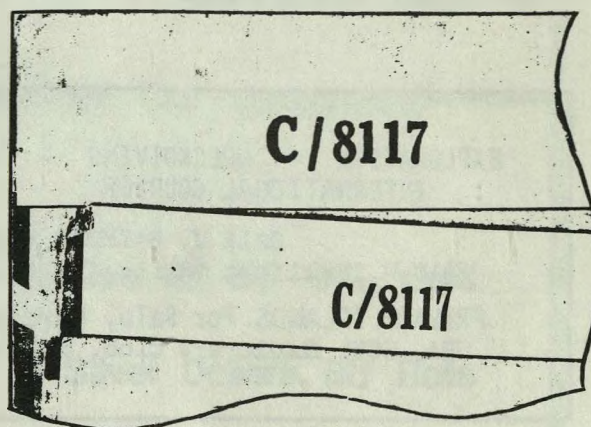


FIGURE 2

...from Here and There

---

## Personal Mention

MICHAEL MEAD has left the H. E. Harris Company and is now a full-time stamp dealer, dba Britannia Enterprises. As Bourse Chairman for the 1984 Boston Show, where the BCPSP will convene for its annual meeting, Michael will be the Group's "on-the-spot" liaison man with the Show Committee.

\*\*\*

OVER →

SCOTT GALLAGHER won the Grand Award at CINPEX '83 (Greater Cincinnati Philatelic Society show), held on 21-23 October 1983, with his exhibit "British Offices in Puerto Rico and Other Caribbean Countries".

\*\*\*

After a few decades of devoted service, BILL CORNELL retired from the General Electric Company on 1 January 1984. "Now that I've finally got plenty of free time," he says, "I'm looking forward to getting back to work on my favorite project---the Antigua Monograph!"

SECRETARY'S REPORT (Continued from page 52)

RE-INSTATED (as of 1 January 1983)

TRINIDAD PHILATELIC SOCIETY, c/o G. B. Thompson, Secretary, 78 London Road, San Fernando, Trinidad, W.I.

RE-INSTATED (as of 1 January 1984)

ADAMS, John M. G., c/o Executive Secretary, Room 36, Government Headquarters, Bridgetown, Barbados.

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The words *To page 26* should have appeared at the bottom of page 21 of the previous Journal.

**Just before press time...** ADDITIONS TO SECRETARY'S REPORT - (The following data will be repeated in the next BCPJ) - ADDRESS CHANGES/CORRECTIONS: DOIG, Kenneth F., 32146 Maranatha Drive, North Fork, CA 93643; BABB, Stephen M., 13272 Treecrest St., Poway, CA 92064; HELMS, William L., 604 Mason Drive, Anchorage, AK 99507. NEW APPLICANT: Jehle, A. E. "Buzz", Chase Manhattan Bank, Woolgate House, Coleman St., London, EC2P 2HD, England; more data to follow.



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