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The "S. S. Fah-Kee" Docked in Hamilton, Bermuda

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PROFILE OF AN ACTIVE BCPSG'ER

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THE S.S. FAH-KEE by C. K. Bump

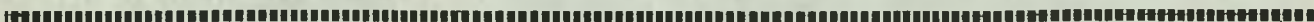
Collectors of 19th-century Bermuda postal history may be interested in the S.S. Fah-Kee, which served the colony for about two years in the late 1860's. Of particular interest to Bermuda was that the Fah-Kee was the first ship under contract to the Bermuda Colonial Government to carry mail between the Islands and New York. Prior to this, all overseas mail contracts relating to Bermuda had been the responsibility of the British G.P.O. in London. But in this case Bermuda was now on its own. While mention of the Fah-Kee has been made elsewhere, a rather more complete account of the ship seems appropriate here.

Until the building of the telegraph line from Halifax to Bermuda, which opened on 10 July 1889, Bermuda's only link with the rest of the world was by seagoing vessels. Mail had always been carried by private ships and by British Post Office Packets which served the colony. These were slow and not always reliable until the advent of steamships. Direct scheduled packet service to the United States was intermittent until after the American Civil War. By then the prospect of a tourist trade, and the need for markets for the fresh food products of the Islands and for fast direct mail service to the United States, were pressing considerations. In 1863, the Bermuda Government was led at last to authorize a subsidized contract for regular and frequent steamship service to New York. Contract discussions resulted in the American steamer Fah-Kee arriving in Bermuda on 9 October 1865, on an experimental stop of a round trip from New York via Bermuda to Santiago, Cuba. No regular service was set up, but the Fah-Kee did make occasional calls during the next three years.

By the summer of 1868 the firm of Harvey and Gardner of New York had contracted with the Bermuda for steamship service between Bermuda and New York. The company bought the Fah-Kee for use on this route. She was to carry passengers, cargo, and mail to New York every three weeks.

By arrangement with the U.S. Post Office, sealed bags of mail from Bermuda destined for England were to be transferred by the New York Post Office to transatlantic steamers, usually of the Guion Line. The packet rate for a ½-ounce letter to England was set at seven pence, one penny more than the packet rate via Halifax. Of this, one penny was retained by the Bermuda Post Office and six pence went to the G.P.O. in London, from which one penny was paid to the New York Post Office for transfer to the transatlantic steamers. Figure 1 illustrates such a cover carried by the Fah-Kee, paid with seven pence in Bermuda stamps and showing six pence credit to the London G.P.O. in manuscript. Also shown are the P5 date stamp and the K1#3 obliterator, both of Ireland Island. By 1871 Bermuda was paying the penny to New York and crediting only five pence to London.

over ➤



EXPLORATION - WRECKDIVING - U/W PHOTOGRAPHY - FIELD RESEARCH WORLDWIDE
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Mails for U.S. recipients were treated as ship letters and charged ten cents due on delivery, since the U.S. and Bermuda had no postal convention until 1876. Letters from the U.S. were charged two pence as incoming ship letters upon arrival in Bermuda. If they had been handled by the U.S. Post Office, rather than by a forwarding agent, they would already have been charged ten cents.

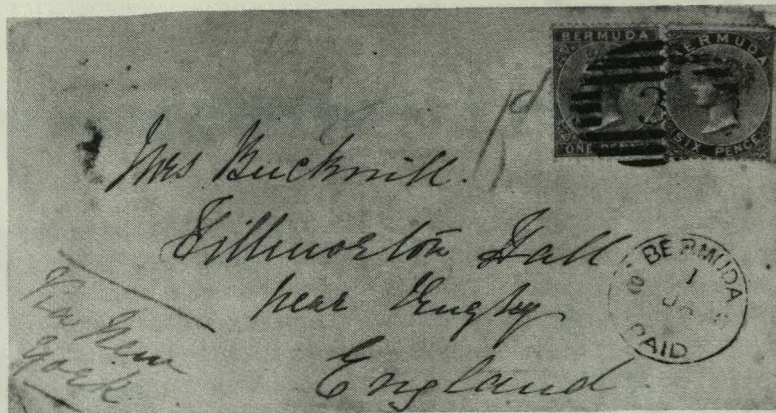


FIGURE 1

Incoming cargo from the U.S. usually included cattle and sheep for the British Army

and Navy units in Bermuda. Passenger cabins were located in the stern and the cattle forward. One wonders what the passengers' reactions were to a capacity load of forty oxen and one hundred sheep when heading into the wind on a hot summer day!

The first trip from New York to Bermuda under the contract took $3\frac{1}{2}$ days. On the return trip, leaving Hamilton on 24 September 1868, she carried no packet mail but only ship letters to the U.S. During her contract with Bermuda she carried packet mail on 31 subsequent round trips, beginning 17 October 1868, to the last trip from Hamilton on 2 July 1870. A reputation for great regularity and small cargo losses was soon established, and she was popular with the passengers. Unfortunately, she was found to be too small for the increasingly large cargoes, especially during the crop season from April to June. A few days after her last trip, she was advertised for sale on 5 July 1870. She made regular sailings for a while after her contract but apparently carried no mail. Her last sailing from Bermuda was in December 1870, her contract having been taken over in early August by the S.S. San Francisco.

The Fah-Kee (= Yankee) was built in 1863 for service in the China trade for Wetmore, Cryder & Company, by F. E. Williams, Greenport, New York. She was wooden hulled, 168' 10" by 29' 8" by 14' 10", with an average speed of eight knots and a maximum speed of $12\frac{1}{2}$ knots. Rated at 699 tons, she was powered by a vertical direct-acting engine built by Pusey and Jones of Wilmington, Delaware. Her engine had two 42" diameter cylinders and a 3' 6" stroke. She had a singular tubular boiler and a single 11' 6" propeller. Figure 2 (and the front cover of this Journal) show two views of her at the docks on Front Street, Hamilton, Bermuda, about 1869.



Immediately upon completing her construction in February 1863, Wetmore, Cryder & Co. sold the Fah-Kee to the Adams Express Company, who required a fast steamer for their express service along the Atlantic coast to ports occupied by Northern forces in the Civil War. The vessel performed so well in this assignment that she was bought for \$98,000 by the U.S. Navy Department on 15 July 1863, and armed for war service. Her armament consisted of one ten-pound rifled gun and four 24-pound howitzers. Nevertheless, because of her slow speed, she was used mainly as a supply and dispatch ship, and only occasionally for patrol work. From 18 November to 1 December 1863 she was the temporary flagship of Rear Admiral S. P. Lee on a trip from Hampton Roads, Virginia, to Beaufort, South Carolina, and back. As the "U.S.S. Fah-Kee" cruising along the Carolina and Florida coasts, she made only one recorded capture. On 3 January 1864, she took the steamer Bendigo off New Inlet, North Carolina, and burned her. The Bendigo was a 178-ton sidewheeler blockade runner on her way from Nassau to Wilmington, North Carolina.

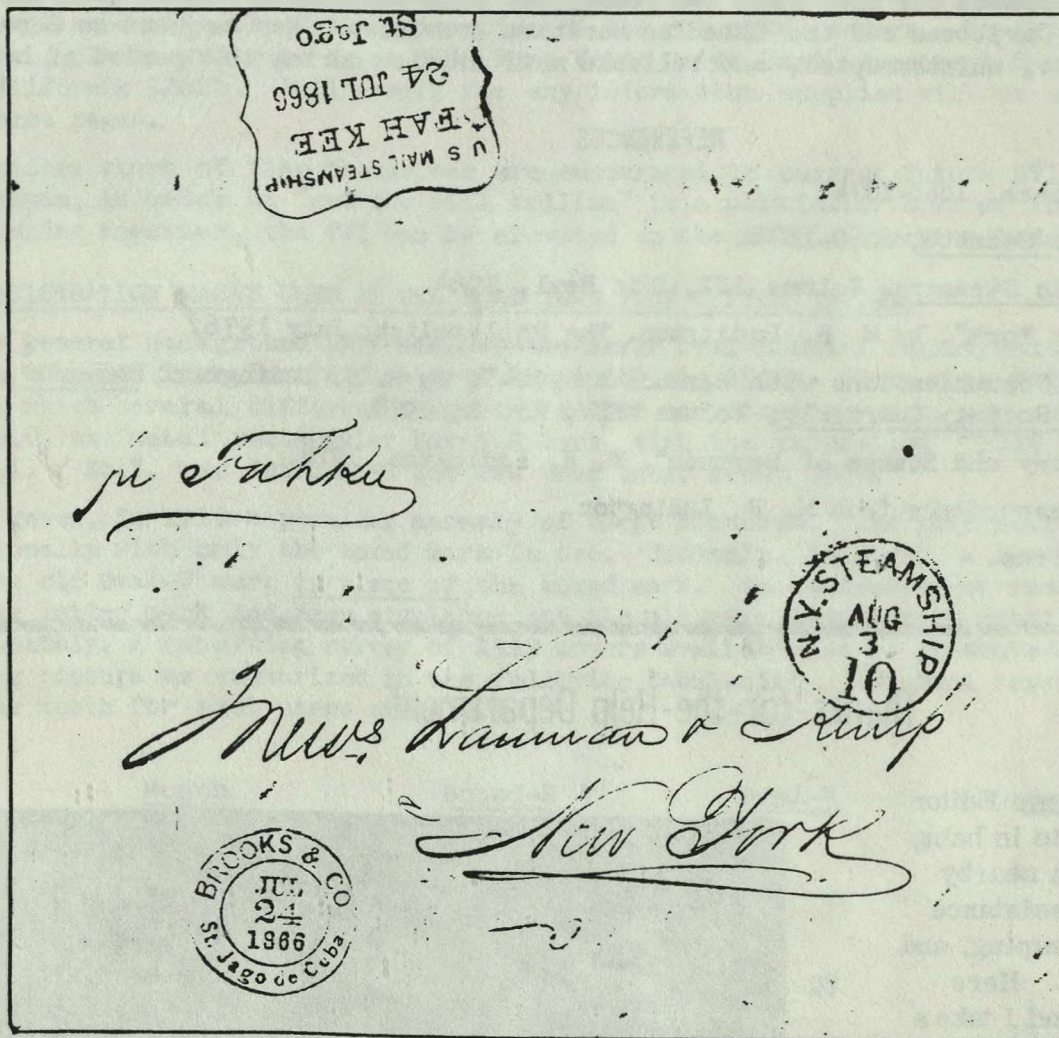


FIGURE 3

Soon after the Civil War, on 10 August 1865, the Navy sold the Fah-Kee at auction for \$69,000. The buyer was a Samuel Cook, probably a ship broker, since he immediately sold her to Waydell & Co. of New York. Waydell was a cooper, and his company used the Fah-Kee to carry mail, sugar, molasses, and passengers from Nuevitas and Santiago, Cuba, to New York after carrying casks and barrels to Cuba. Her agent in Santiago was Brooks and Co. A cover carried by the Fah-Kee on this route is shown in Figure 3. It depicts the handstamp of Brooks and Co., the agents; the ten cents New York steamship cancellation; and, on the back, the Fah-Kee dated handstamp.

Following her two years in the Bermuda service under the Harvey and Gardner contract, the Fah-Kee was laid up for several months and eventually was sold in February 1872 to the Quebec and Gulf Ports Steamship Company. Renamed the S.S. Pictou, she joined a fleet of steamers out of Quebec to Prince Edward Island, Nova Scotia, and New Brunswick, and began operations there as soon as the ice cleared from the St. Lawrence River. In mid-November 1873, the Pictou sailed from Montreal to Halifax with a miscellaneous cargo of flour, tobacco, and other commodities, and carrying 28 passengers. A few nights later a great light was seen off the Magdalen Islands, and on the same night people on the northeast coast of Prince Edward Island reported that a vessel was on fire about three miles from shore. Near daylight it disappeared and an offshore wind took the wreckage out to sea. From 25 to 29 November the steamer Alhambra searched the area for the Pictou without success. Several days later bits of wreckage from the Pictou were blown ashore on the west coast of Cape Breton Island. There were no survivors of the crew or the 28 passengers.

This was the sad fate of the S.S. Pictou, nee the S.S. Fah-Kee. She had faithfully served not only Bermuda for more than two years, but also the United States Navy and customers in the Caribbean and the Canadian Maritime Provinces. Her bequest to Bermuda had been fast, uninterrupted, and reliable mail service during the period of her service.

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Thanks-for-the-Help Department:

Ever since I became Editor I've been fortunate in being able to count upon nearby BCPSG'ers for assistance in packaging, stamping, and mailing Journals. Here JOHN BONANG and I take a camera break after bundling a stack of February magazines. Without the support of John, and of IAN and PAT WOODWARD on previous occasions, the logistics of processing BCPJ's would have been considerably more difficult!

GEORGE



B.V.I. "Q"s - Quests, Queries, and Quotes

by J. L. FREDRICK

One of the somewhat neglected British West Indies countries, as far as published information is concerned, is the British Virgin Islands (BVI). As a long-time specialized and postal history collector of the BVI, I am starting this---hopefully---regular column to remedy the past neglect.

As the title implies, the column will attempt to raise, as well as answer, questions; report on information from published sources and cooperative individual collectors whose factual data are currently unrecorded; point out sources of information or, in some cases, misinformation; gather or supply to others specific data for the ultimate publication of an article on the particular subject; etc. This can only be accomplished with the full cooperation of the column's readers. To facilitate this goal, please write to me at 2775 Mesa Verde Drive East, Apartment S-104, Costa Mesa, California 92626. Full credit for any information supplied will be acknowledged in these pages.

Readers short of time themselves are encouraged to suggest future BVI topics for this column, in order to "get the ball rolling" in a particular area of interest. By working together, the BVI can be elevated up the BWI "collecting ladder"!

REGISTRATION MARKS USED AT THE ROAD TOWN POST OFFICE IN 1919

As general background information, the large Oval-R metal registration mark was used in the Road Town Post Office from about 1887 to 1905. There then followed a period in which several different temporary rubber registration marks were used. In about 1910, the metal rectangular Boxed-R mark, with the three-line "ROAD TOWN / TORTOLA, V.I. / No.", was introduced and was used until about 1955.

However, in 1919 a peculiar anomaly of usage occurred. The year started out conventionally with only the boxed mark in use. Suddenly, in April, a cover appeared with the old Oval-R mark in place of the boxed mark. An obvious first reaction was that the latter mark had been misplaced and the old mark temporarily substituted. Unfortunately, a resulting survey of 1919 covers available to me presented a most confusing picture as summarized in the following tabulation. (Numbers represent the day of the month for each usage example.)

<u>Month</u>	<u>Boxed-R</u>	<u>Oval-R</u>	<u>Both</u>
January			
February	10		
March	19		
April	23	16, 28	
May	<u>14</u>		13, <u>14</u>
June	<u>11</u>		4, <u>11</u> , 19
July			14
August	20		
September			
October			
November			
December			

While the tabulation indicates that the Oval-R mark was used alone only on April 16 and 28, it was not used on the intervening date of April 23. Thereafter, it was either used along with the Boxed-R mark or not at all---sometimes both ways on the same day (underlined in the tabulation).

To try to clarify this confused state of affairs, if possible, I would like to ask that readers submit the following information to me regarding 1919 BVI registered covers in their possession:

- | | |
|-------------------------------|---|
| 1. BVI Registration No. | 3. Road Town CDS date. |
| 2. Registration mark(s) used. | 4. Permission or not to use owner's name. |

After the results are in, a more detailed report will be prepared, if justified.

REGISTRATION MARKS USED AT THE WEST END POST OFFICE

In the case of the West End Post Office, a new metal registration mark (and new CDS) was introduced in 1958 upon the re-opening of the post office. The newer mark was a rectangular Boxed-R type, with the three-line "WEST END / TORTOLA, V.I. / No.", and it replaced the older metal Oval-R mark used in previous periods of the post office's operation.

Some time between 1968 (maybe 1971) and 1976, the boxed mark was broken and never replaced. In its place, the old Oval-R mark was used, and it is still in use. Can anyone provide the date of the "break" from factual information obtained at the time, or, alternatively, from registration mark usage on cover (dates, mark used, etc.)?

BVI "REVENUE" USAGES

As a specialized collector of the BVI, I have sought, to no avail, any of the following uses of stamps on BVI documents to pay the applicable tax:

1. BVI postage stamps.
2. Leeward Islands postage stamps used in the BVI.
3. Leeward Islands revenue stamps used in the BVI.

Can anyone report on any of these usages on or off documents in their holdings?

JAMAICA EXPRESS DELIVERY SERVICE

BY REG H. LANT

Early in the 1960's the Jamaica Post Office inaugurated an Inland Express Delivery Service whereby postal articles would be delivered by special messenger from post towns in the Kingston and St. Andrews corporate area, and from offices in Falmouth, Linstead, Mandeville, May Pen, Montego Bay, Old Harbour, Port Antonio, Port Maria, St. Ann's Bay, Savanna-La-Mar, and Spanish Town.

Applicable to both mail and parcel post, the charges were in addition to the regular inland post rates, and were based on the distances involved from the delivery post offices to the intended destinations, as indicated below:

- | | |
|--------------------------------------|---|
| Within one mile of delivery office: | Normal inland postage, plus fee of 6d. |
| Over one mile, but within two miles: | Normal inland postage, plus fee of 6d.
for each mile involved. |
| Over three miles: | Normal inland postage, plus fee of 6d.
plus 1/- for each mile from the de-
livery office. |

Special labels with white lettering on a dark maroon background were originally provided reading:

POST OFFICE
E X P R E S S
DELIVERY

The labels were subsequently replaced by rubber handstamps with the single word "EXPRESS". It is apparent that the post towns were authorized to create their own special markings, judging from the quantity of types and letter configurations in existence.

In addition, the local business houses provided their own distinctive marks, in the absence of authorized labels or handstamps.

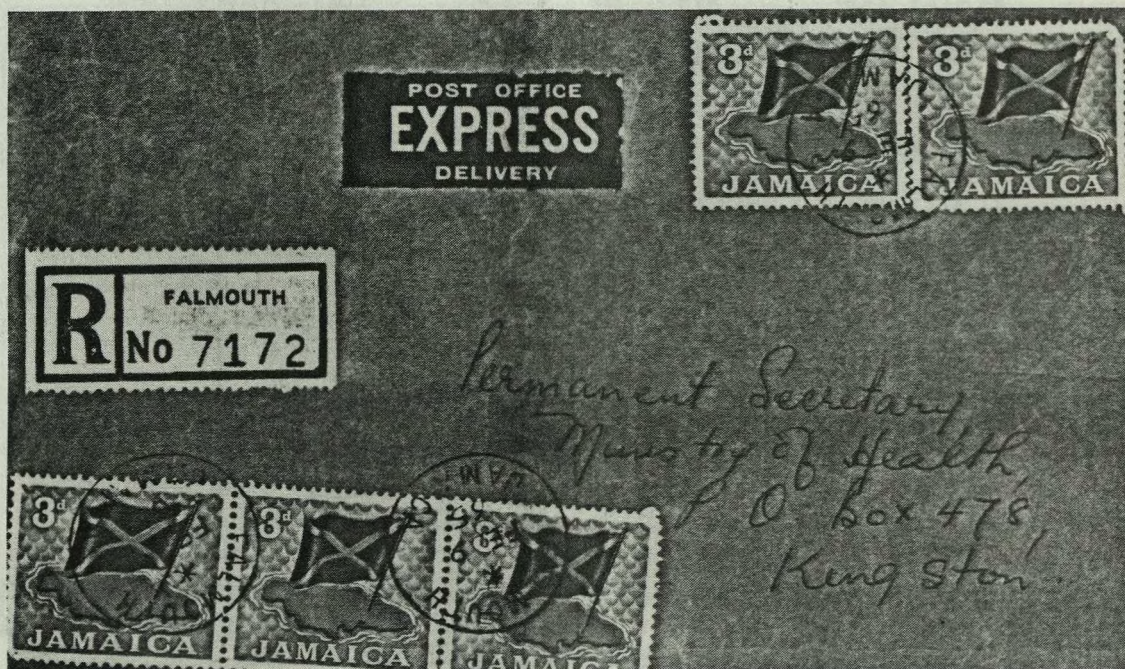
A summary of the types recorded to date follows. However, I believe that additional types were issued, because examples of the marks of several of the post towns authorized to use them still have not been reported. I am therefore appealing to the membership at large to review their material and to advise if any items not yet recorded are available; I would appreciate having complete details and illustrations of such marks.

As a matter of interest, this delivery service was originally well-received and patronized, but the world recession and the total collapse of the island's economy resulted in the withdrawal of the service in the late 1970's.

EXPRESS DELIVERY SERVICE

EXP Type 1: Special maroon labels with white lettering reading POST OFFICE / E X P R E S S / DELIVERY.

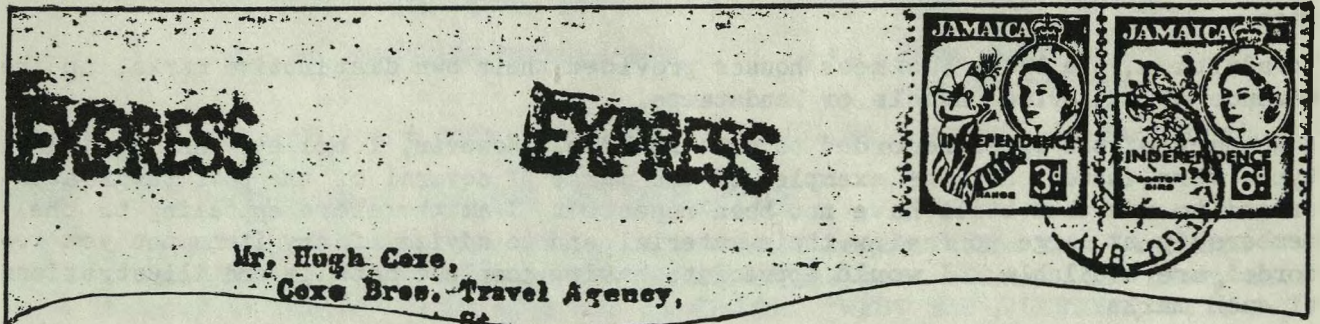
EDK: 9 FEB 1965



Inland registered cover, Falmouth to Kingston, February 9th, 1965, with EXPRESS delivery label affixed. Franked with five 3d. definitives of 1964, and cancelled by Falmouth CDS of the noted date. Postage includes 3d. inland letter rate for first two ounces, 6d. registration fee, and the new 6d. fee for express delivery service. (The 3d. letter rate and the 6d. registration fee were authorized on July 1st, 1963.)

EXP Type 2: Straight line rubber handstamp word "EXPRESS", 10 mm by 30 mm, sans-serif capital letters, struck in black ink.

EDK: 15 JAN 1964



Inland Express Delivery cover, Montego Bay to Kingston, January 15th, 1964, bearing EXPRESS marking in black ink. Franked with 9d. in definitives, representing 3d. inland letter rate and 6d. express delivery fee, cancelled by Montego Bay CDS of the noted date.

EXP Type 3: An unframed single straight line "EXPRESS" mark, 6½ mm by 29 mm, with sans-serif capital letters. Applied to Certificates of Posting of Unregistered Inland Parcels from Kingston. Known in both violet and black ink.

Violet ink: EDK: 27 AUG 1964 LDK: 20 OCT 1964

Black ink: EDK: 27 NOV 1964

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CERTIFICATE OF POSTING OF (AN INLAND) PARCEL (NOT REGISTERED)
(A FOREIGN) 10

A Parcel addressed as above, upon which the Postage of has been paid.

David Poulton
Wood Wood
Montego Bay

Date Stamp

RECEIVED OFFICE OF SIGNATURES OF PARCELS

N.B. - The Department is not in any wise liable for loss of or damage to any Parcel or its contents, whether such loss or damage be caused by negligence of the Department or its employees, or otherwise.

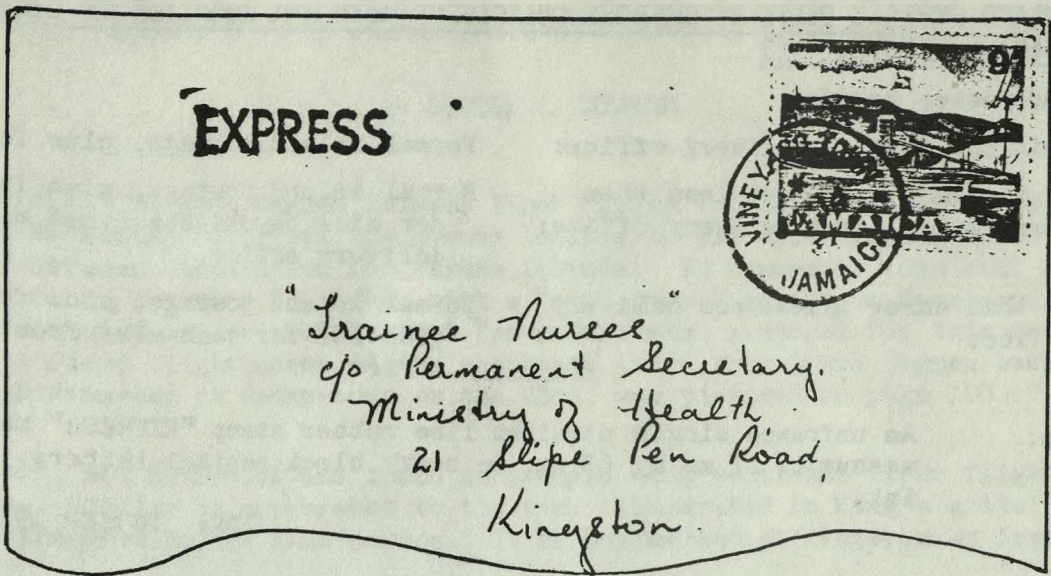
EXPRESS

JAMAICA

A Parcel Post Certificate of Posting of an Inland Parcel (not registered), Kingston to Montego Bay, handstamped with PARCELS POST/JAMAICA single ring CDS of October 20th, 1964, and special EXPRESS marking in violet ink.

EXP Type 4: An unframed single straight line "EXPRESS" mark, 6 mm by 26 mm, with sans-serif capital letters, in black ink.

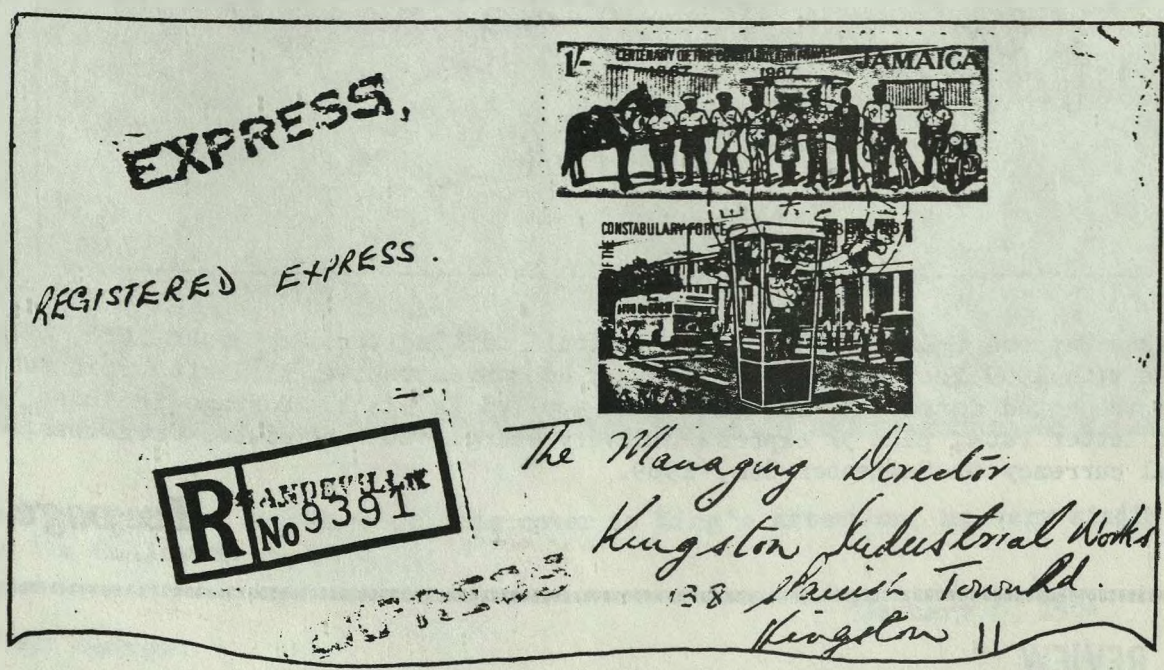
EDK: 14 JAN 1967



Inland Express Delivery cover, Vineyard Town to Kingston, January 14th, 1967, with 9d. Gypsum Industry stamp cancelled by Vineyard Town CDS of the noted date. Postage includes 3d. first class inland letter rate and 6d. express delivery fee. "EXPRESS" mark applied in black ink.

EXP Type 5: An unframed single straight line "EXPRESS" rubber marking, 5 mm by 37 mm, with sans-serif capital letters, in violet ink.

EDK: 23 JAN 1968



Inland registered Express Delivery cover, Mandeville to Kingston, January 23rd, 1968, franked with one each 3d. and 1/- Constabulary Police stamps of 1967, cancelled by Mandeville Birmingham-type CDS of the noted date. Registration label Type RL4b, with rubber stamp MANDEVILLE applied in black ink on label. "EXPRESS" mark struck in violet. Postage includes 3d. inland first class letter rate, 6d. registration fee, and 6d. express delivery fee.

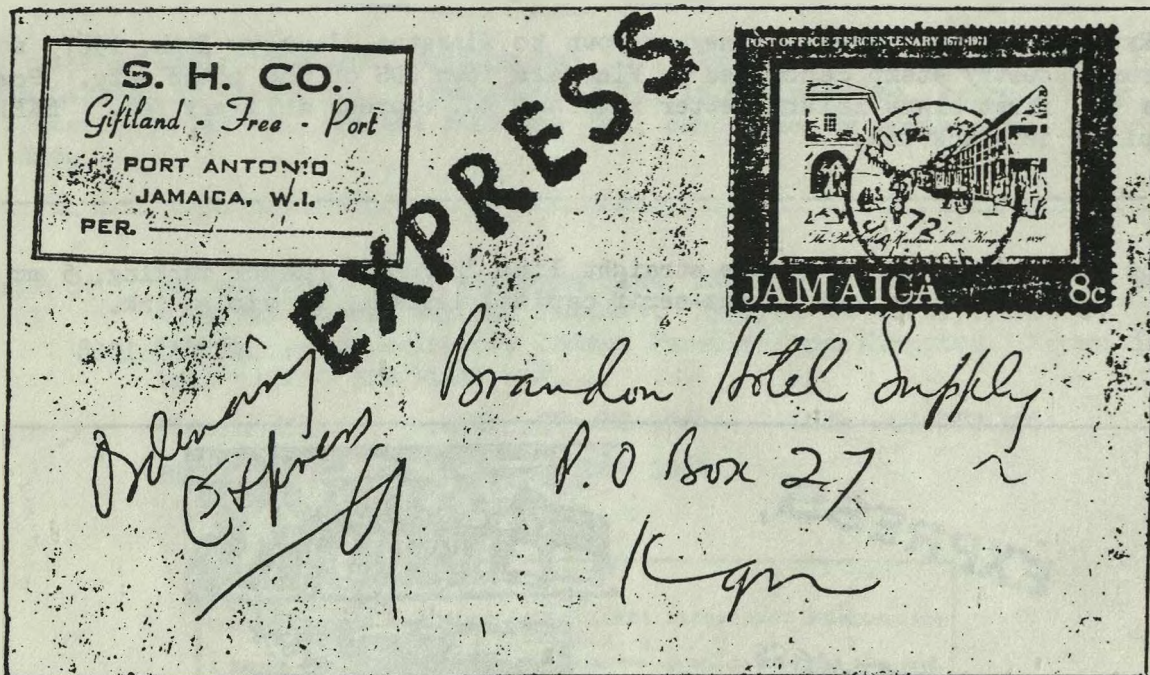
REVISED INLAND EXPRESS DELIVERY CHARGES COINCIDENT WITH THE ADOPTION OF DECIMAL CURRENCY ON SEPTEMBER 8TH, 1969

If addressee resides:

Within one mile of delivery office:	Normal inland postage, plus fee of 5¢.
More than one mile, but less than three miles, from delivery office:	Normal inland postage, plus fee of 5¢ per mile beyond the first mile from delivery office.
More than three miles from delivery office:	Normal inland postage, plus fee of 5¢, plus 10¢ for each mile from delivery office.

EXP Type 6: An unframed single straight line rubber stamp "EXPRESS" marking, measuring 11 mm by 63 mm, in heavy block capital letters. Black ink.

EDK: 10 SEP 1972



An Inland Express Delivery cover, Port Antonio to Kingston, September 10th, 1972, franked with 1969 Post Office Tercentenary 8¢ commemorative, tied with Port Antonio CDS of the noted date. EXPRESS handstamp applied in black. Postage includes 3¢ inland letter rate, plus 5¢ express delivery charge, both effective with change to decimal currency on September 8th, 1969.

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BOOK REVIEW

[Ed: As far as I know, the BCPJ has never reviewed a work of philatelic fiction. (Novels with a stamp theme aren't very common, although I do recall that some years ago there appeared a pretty exciting Ellery Queen thriller called The Chinese Orange Mystery, wherein the central story line involved the theft of a rare stamp.) How-

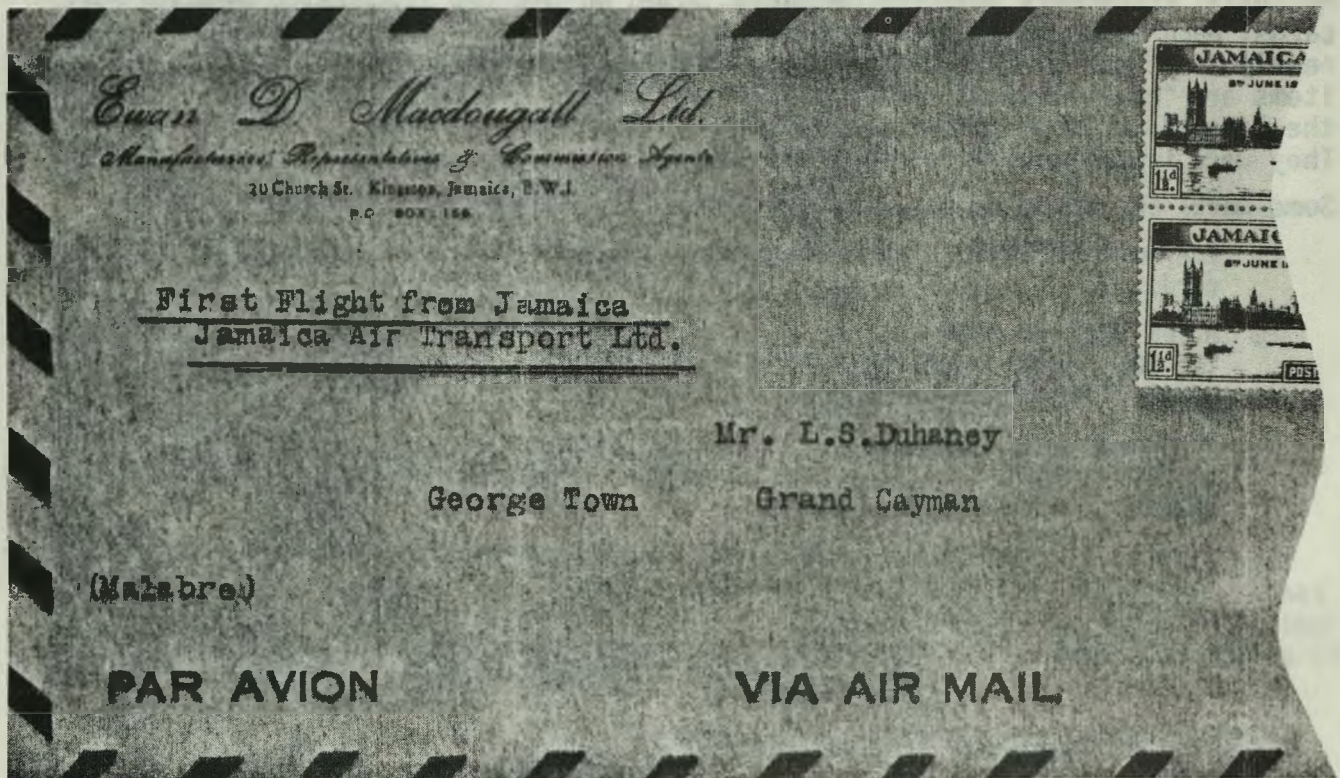
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FOLLOWUP: THE REAL CAYMAN ISLANDS FIRST FLIGHT

by GEORGE W. BOWMAN

In his article "The Real Cayman Islands First Flight", published in the October 1982 Journal, KING PARKER describes the events leading to his establishing scheduled weekly flights between Jamaica and the Cayman Islands. He commenced this mail and passenger service on November 23, 1946, with a "run" from Kingston to Georgetown, Grand Cayman. He stated in the article that "no covers were prepared for this westbound flight". A first flight cover of the eastbound trip, from Grand Cayman back to Kingston, postmarked at Georgetown on the 23rd, was pictured on page 108 of the noted BCPJ.

Now, however, BOB SWARBRICK has found an example of a westbound first flight cover, shown here. Similar in appearance to the item illustrated in King's article, it was obviously prepared by the same person. It is postmarked at Kingston on November 22, 1946.



When I brought the existence of this cover to King's attention, he very kindly provided the following reply:

"January 6, 1984

"Dear George:

"Many thanks for your letter of December 21. I believe I can throw a little light on the subject. Jamaica Air Transport began operation in Jamaica on October 30, 1946. We flew only from Kingston to Montego Bay, Jamaica, until our first flight to Georgetown, Grand Cayman, November 23, 1946. I was aware that we carried a sack of mail on the westbound flight but when you sent me the xerox of the November 22 cover this was the first time I knew that Macdougall had prepared a first flight cover for that flight.

"Ewan Macdougall Co. was my agent in Kingston. Our ticket office was in his building and he supplied our cargo and handled our customs clearances. Before I left on our first Cayman flight, Roy Macdougall gave me a dozen covers to be mailed in Georgetown for the eastbound trip. The copy of the westbound cover, however, was quite a surprise to me, and I am very grateful for the xerox you sent. It is obvious now that there must have been several more like it...

"Best regards,

"King Parker "

Thanks to Bob for bringing to light the existence of this westbound cover, and to King for explaining how it must have happened!

JAMAICA DEAD LETTER MARKINGS

by Jack Harwood

My postal stationery pursuits recently turned up the two illustrated Jamaica post cards, each apparently saved from the Dead Letter Office years ago. The two bear nearly identical markings, with some strikes fortunately clearer than others. Both items are "penitentiary" cards, so-called because they were produced by inmates at the Kingston Prison. Figure 1 is Higgins & Gage (HG) Card 4a; Figure 2 is HG 4c. They were issued around June or July 1877.

Some marks are found on both cards. These are summarized as follows:

1. The word ADVERTISED in a long box, struck in black near the center of the card.
2. A CDS applied over the red half-penny impression at the top right corner. The CDS reads KINGSTON/B 2/JY 23/77/JAMAICA in Figure 1, and KINGSTON/A 2/JY 21/77/JAMAICA in Figure 2.
3. The word UNCLAIMED, in serif-capital letters 53 mm in length, struck in red on the right half of the card. In Figure 1 the word reads downward; it reads upward in Figure 2.
4. A boxed, "round-cornered" tablet, almost square, appearing near the right mar-

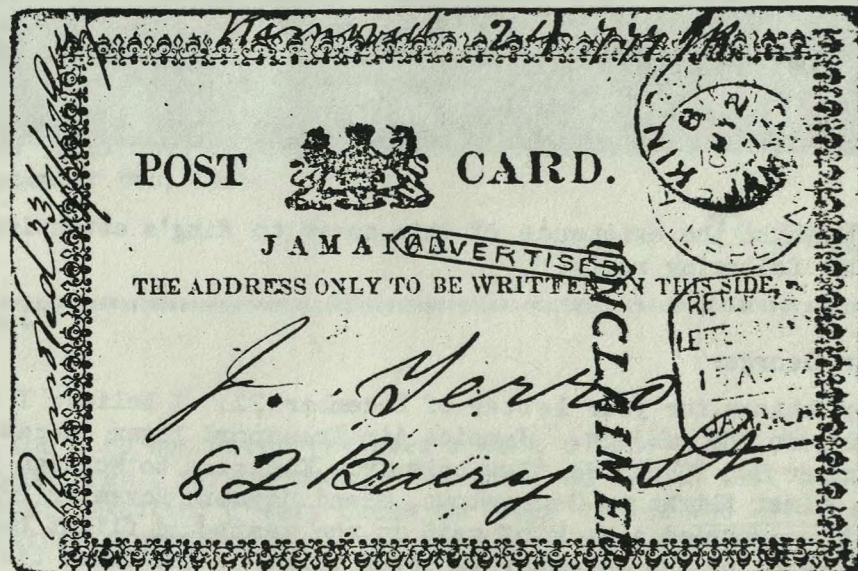


FIGURE 1

gin in Figure 1, and in the lower left corner in Figure 2. Struck in black, the tablet reads RETURNED/LETTER (OFFICE?)/15 AU 77/JAMAICA.

Marks peculiar to each card are:

Figure 1

1. A manuscript "Removed 23/7/77 (initials) (AUY?)" reading upward in the left margin.
2. A manuscript "Removed 24.7.77 (initials) J.B." applied in the top margin.
3. A backstamped CDS KINGSTON/B 2/AU 13/77/JAMAICA. (No backstamp appears on the Figure 2 card.)

Figure 2

1. A manuscript "Cant be found/21.7.77 (initials) A.D.(?)" applied above the words POST (Coat-of-Arms) CARD.



FIGURE 2

The message on the reverse of the Figure 2 card, which is somewhat clearer than that of Figure 1, reads: "WmC McDonald - 20/7/77 - You have paid 9/ as a Member of the Dispensary. - If you desire to remain such you must pay 9d more before the meeting of the new Board. /s/ B.A. Franklin, Secr. (?)"

The message on the Figure 2 card is addressed to the Yarro family---Joaquin, Rosa, Margaritta and Mercedes, and states that they must each make additional payments to the Dispensary "or be struck off".

I would be interested in hearing from readers any details of similar dead letter markings on Jamaica post cards. (Ed: Write to Jack at P. O. Box 06616, Fort Myers, Florida 33906.)

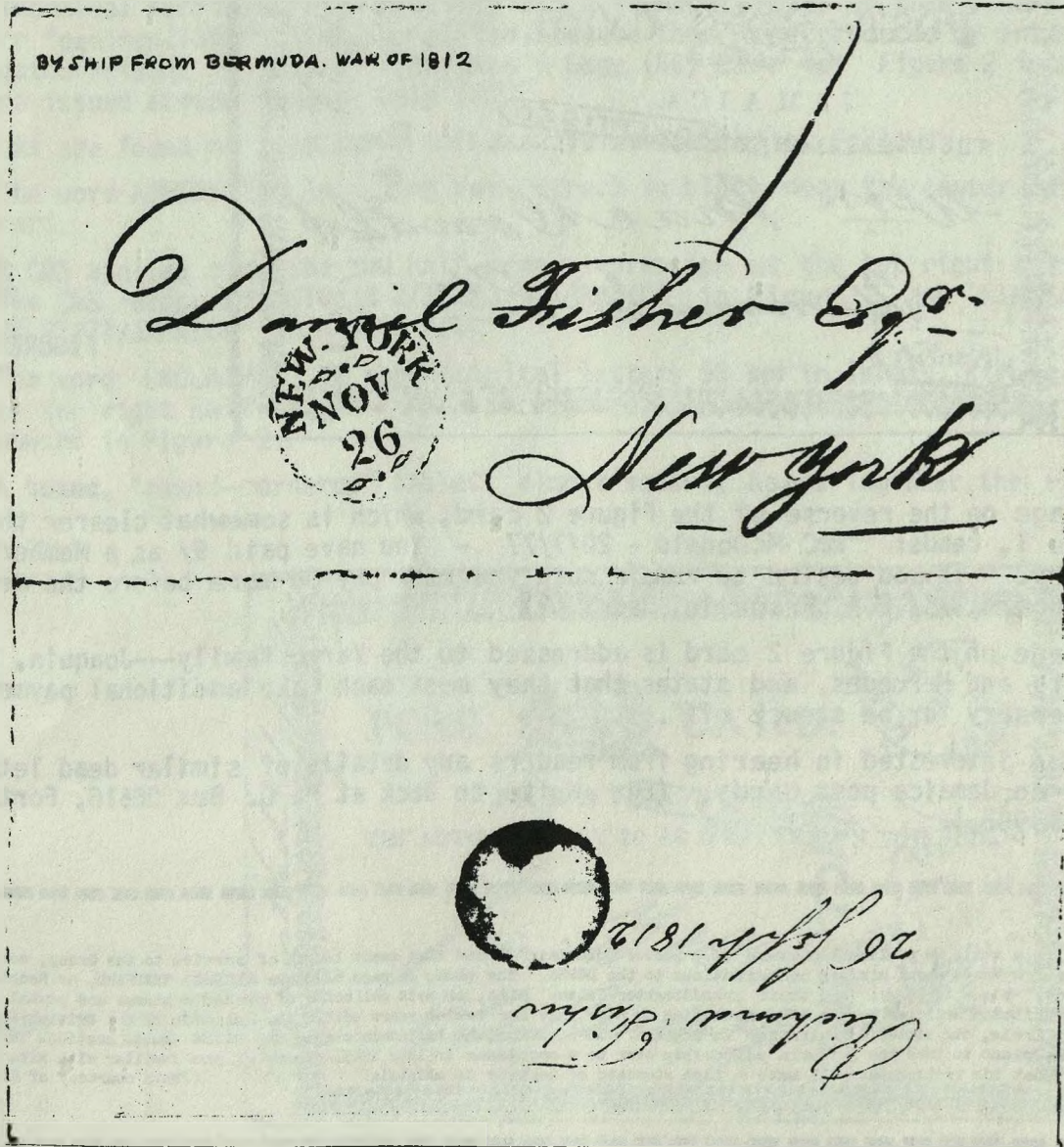
Every once in a while we publish a picture of a member "oldtimer"—and that means length of service to the Group, not age!—and write a few words about his/her contributions to the BCPSG. The photo on page 62 shows MICHAEL SHEPPARD, of Redhill, Surrey, England; his wife Peggy; and their granddaughter Helen. Mike, an avid collector of Barbados stamps and postal history who has contributed articles to the BCPJ from time to time, has for twelve years edited the Bulletin of the British West Indies Study Circle, our sister organization in England. In addition, he has administered the BWISC annual auctions for almost as long. He plans to turn the Bulletin editorship over to a successor in late 1985. Those of you familiar with Mike's work will agree that his replacement will have a high standard of quality to maintain! (Photo courtesy of Kil Bump)

Bob Danzer's BERMUDA BRIEFS

(Ed: A group of interesting Bermuda covers and postcards, together with their write-ups, has recently been made available through the courtesy of BOB DANZER. There seemed to be enough of these items, all from Bob's collection, to provide material for several Journal columns. Therefore, I have, with Bob's "okay" and with my grateful appreciation of his kindness, instituted this department entitled "Bermuda Briefs". I anticipate that a Bermuda Brief will appear on a somewhat regular basis in at least a half-dozen future BCPJ's.)

1. WAR OF 1812 LETTER

This letter was written on 26 September 1812 by a resident Bermudian to a relative in New York City. It is in reply to a letter he picked up on 14 September at the newly-established (March 1812) post office in Hamilton (?), "where it had been just sent with some apology for its detention by Capt. Lightbown". He planned to send his answer by the "cartel", a group of ships given permission to pass through the blockade.

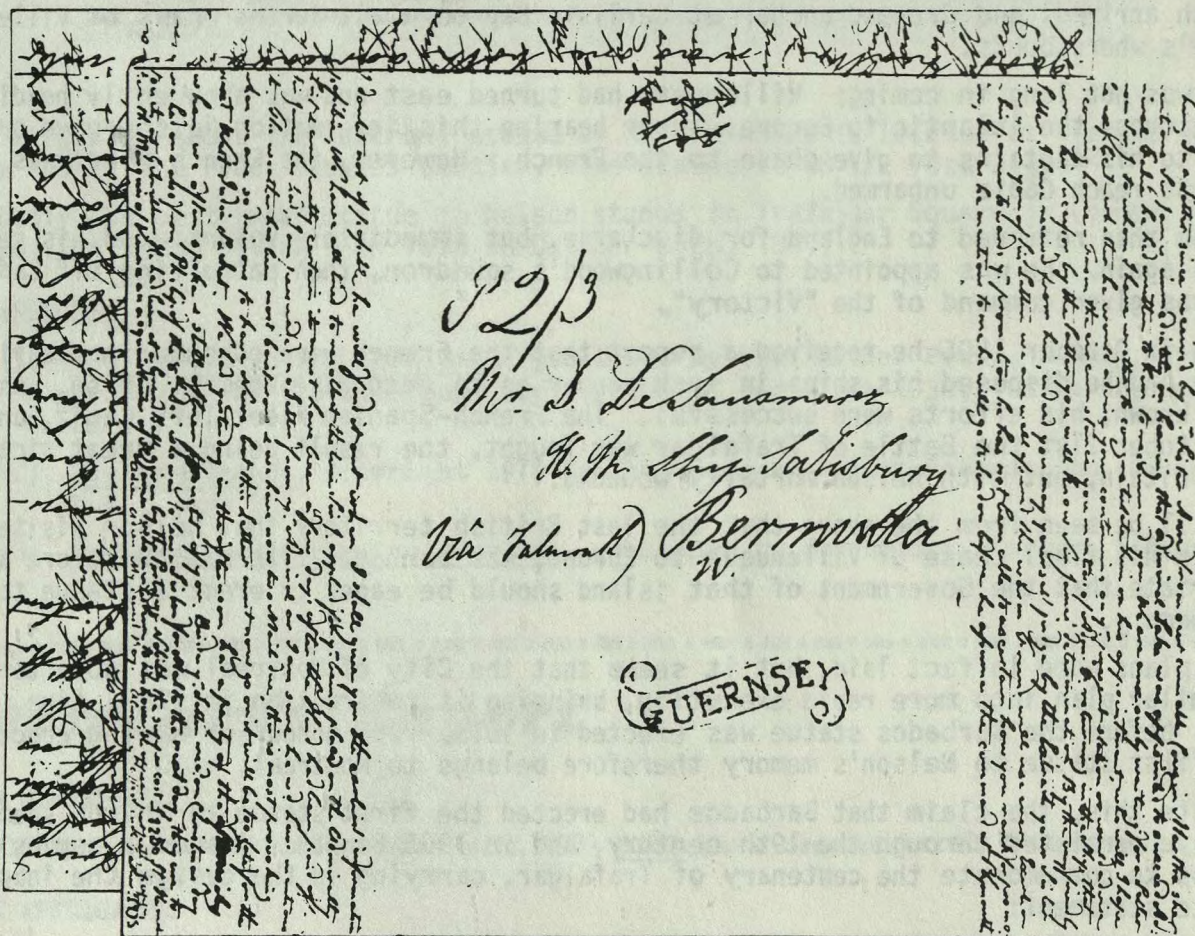


He speaks of the "Prize" ships being held in the harbor: "On the last week our new governor, Horsford, arrived here from England with the 102nd Regiment so that our garrison is pretty strong." He cites rumors that the new governor plans to release all of "your northern ships" in an attempt at an "amicable adjustment" towards the U.S.

Since the shooting war had not yet begun in 1812, and because the British knew that the New England ship owners were against the whole idea of a war with England, it is understandable that the governor should take the conciliatory action. Unfortunately, I can find no reference as to the actual release of these American ships. However, somehow this letter arrived at the New York Post Office on 26 November, postmarked with the red CDS of the period. A manuscript "1" would seem to be a rate mark.

2. 1824 LETTER BETWEEN TWO ISLANDS

Dated 24 December 1823, with postscripts added on 7 January 1824, this letter bears the handstamp of Guernsey in a curved scroll and a manuscript rate of 2/3. It is sent to a sailor on board H.M. Ship Salisbury at Bermuda, and tells of his forthcoming appointment to Lieutenant through the influence of a Sir James in the Admiralty



at Plymouth. The letter is crammed full of news from home and family, and is an excellent example of how one could save money on postage by crossover writing and using tiny script writing on even the side flaps. Two shillings and three pence was a lot of money in those days, so all the news had to be told on a single sheet letter. (Ed: The illustration is reduced to 64% of full size.)

The First Statue to Nelson's Memory

During the winter of 1804 Nelson, commander at the time of Britain's Mediterranean Fleet, kept close watch on the port of Toulon where the French Fleet, under Villeneuve, was anchored and where was being assembled a large body of troops believed to be intended for use, under protection of the French Fleet, in the invasion of the British Isles.

Nelson's plan was, of course, to prevent this by destroying the French Fleet. The French, however, remained at Toulon and showed no inclination to come out to do battle.

In an effort to draw them out Nelson took his fleet to Barcelona. Shortly afterwards Villeneuve did bring out his fleet, establishing a juncture with the Spanish Fleet at Cadiz, from where he put to sea. Apparently his purpose was to attack British possessions in the West Indies, and he set out across the Atlantic with Nelson in hot pursuit. The French arrived first in the Caribbean and turned south, moving down the islands and wreaking their damage as they went.

When Nelson reached the West Indies he too turned south in his search for the French, but he apparently passed them. He finally put in to Barbados before the French arrived, and dropped anchor at Carlisle Bay to await further news of Villeneuve's whereabouts.

This was not long in coming; Villeneuve had turned east and was apparently heading back across the Atlantic to Europe. Upon hearing this information Nelson gave orders to his captains to give chase to the French. However, the French Fleet was able to reach Cadiz unharmed.

Nelson then returned to England for discharge, but immediately volunteered his services again. He was appointed to Collingwood's squadron, then patrolling off Cadiz, and was given command of the "Victory".

Early in October 1805 he received a report that the French were considering leaving Cadiz and he disposed his ships in such manner as to encourage them to do so. As is well known, his efforts were successful. The French-Spanish Fleet left Cadiz, and on October 21st the Battle of Trafalgar was fought, the result being a great victory for Britain, but with Nelson mortally wounded.⁽¹⁾

It will be seen from the above that the last British territory that Nelson visited, before his final chase of Villeneuve to Europe, was Barbados. It was therefore appropriate that the Government of that island should be eager to erect a statue to his memory.

Such plans were in fact laid, but it seems that the City of Montreal was able to put a similar plan into more rapid execution, bringing it to fruition in 1808, five years before the Barbados statue was erected in 1813. The honour of having erected the first statue to Nelson's memory therefore belongs to Montreal.

Despite this, the claim that Barbados had erected the first statue to Nelson seems to have persisted through the 19th century, and in 1905 Barbados issued a series of stamps to commemorate the centenary of Trafalgar, carrying in the design the inaccurate statement:

FIRST MONUMENT ERECTED TO
NELSON'S MEMORY 1813.

The Canadian postcard shown here seeks to set straight the matter of the location of the first statue to Nelson. In doing this, the unusual expedient of affixing to the card an actual stamp of the Nelson Issue of Barbados, carrying the erroneous statement noted above, is employed.

by Colin H. Bayley, M.B.E.

Who Erected the First Monument to Nelson's Memory?

CANADA FIRST

Barbados, 1813



Compliments of

CENTURY STAMP CO.

MONTREAL, Canada

Dealers in Rare Postage Stamps

Montreal, 1808



INSCRIPTION ON BASE OF MONUMENT.—"In memory of the Right Honorable Admiral Lord Viscount Nelson, Duke of Bronté, who terminated his career of naval glory at the memorable battle of Trafalgar, on the 21st Oct., 1805, after inculcating by signal a maxim that can never be forgotten by his country, 'England expects every man to do his duty.' This monument pillar was erected by a subscription of the inhabitants of Montreal, in the year 1808."
Subscriptions to Montreal Monument started the night that the news of Trafalgar reached the city.

The card also shows the Montreal statue of Nelson which is located at the Rue Notre-Dame end of the Place Jacques Cartier. The statue is 68 1/2 feet high.⁽²⁾

Probably the best-known statue to Nelson stands in Trafalgar Square in London, its foundation stone having been laid on October 20th, 1840.⁽³⁾

REFERENCES:

- (1) The Cambridge Encyclopaedia, published by The Chaucer Press, Bungay, Great Britain, for the Cambridge Society, Ltd., Copyright 1932, Volume 12, page 212.
- (2) Explore Canada. Copyright 1974 by The Readers' Digest Association (Canada), Ltd., page 233.
- (3) Farmers' and Mechanics' Journal, published by Sherbrooke, Quebec, 5 November 1840.

Secretary's Report

NEW MEMBERS

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

NEW APPLICANTS

JEHLE, A. E. "Buzz", Chase Manhattan Bank, Woolgate House, Coleman St., London, EC2P 2HD, England.

Engineer/banker. Collects British Honduras, Belize, Guyana, Bermuda, Turks and Caicos Islands, Virgin Islands, and Cayman Islands. By Michael X. Watman.

H & H MARKETING, 127 West 56th St., New York, NY 10019.

Expertizing, philatelic writing, auction agent. By Edward F. Addiss.

WITZ, Millicent, P. O. Box 229, Brooklyn, NY 11210.

Antique and art dealer. Interested in Bermuda.

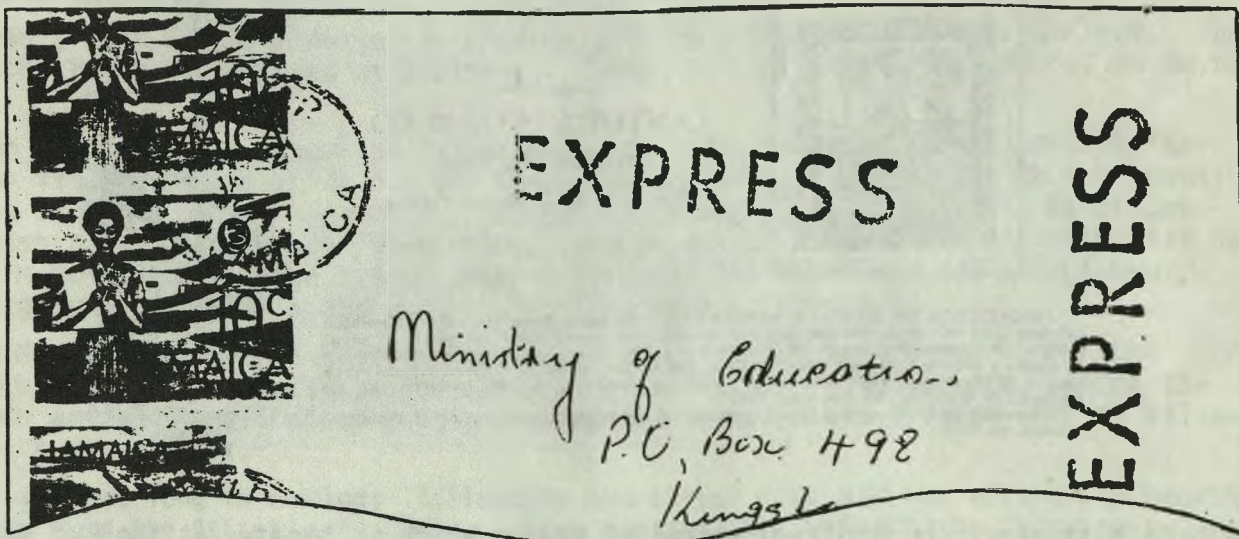
By Howard C. Austin.

To page 88

JAMAICA EXPRESS DELIVERY SERVICE (Continued from page 72)

EXP Type 7: A rubber stamp unframed single straight line "EXPRESS" marking, 9 mm by 50 mm, with sans-serif capital letters. Black ink.

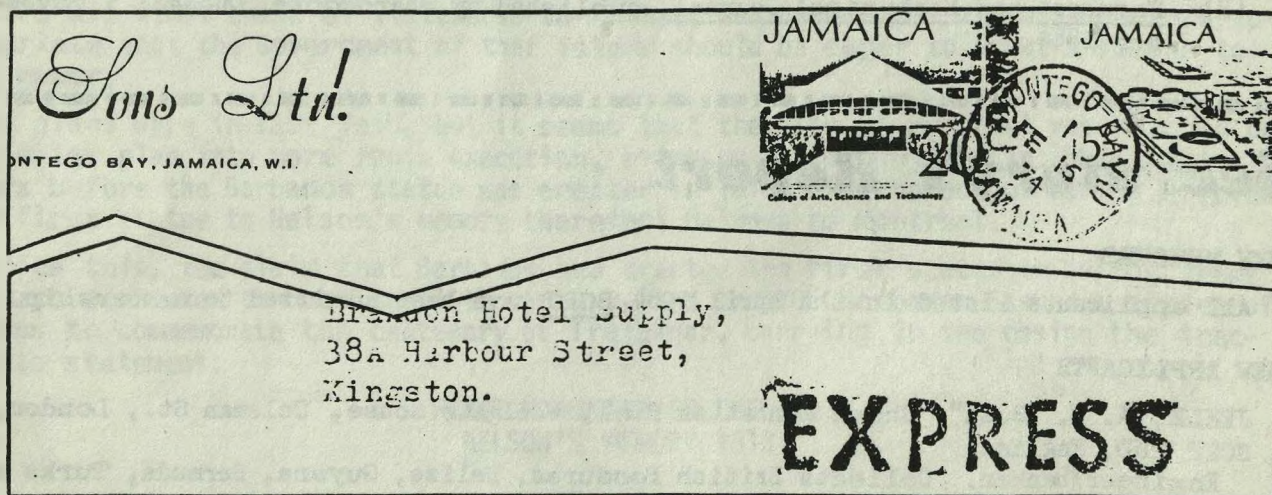
EDK: 21 JAN 1974



An Inland Express Delivery cover, Savanna-La-Mar to Kingston, January 21st, 1974, franked with 25¢ in 1972 definitives and tied with Savanna-La-Mar double ring CDS of the noted date. Handstamped twice with EXPRESS mark.

EXP Type 8: An unframed rubber stamp single straight line "EXPRESS" marking, measuring 9½ mm by 50 mm, in sans-serif block capital letters. Black ink.

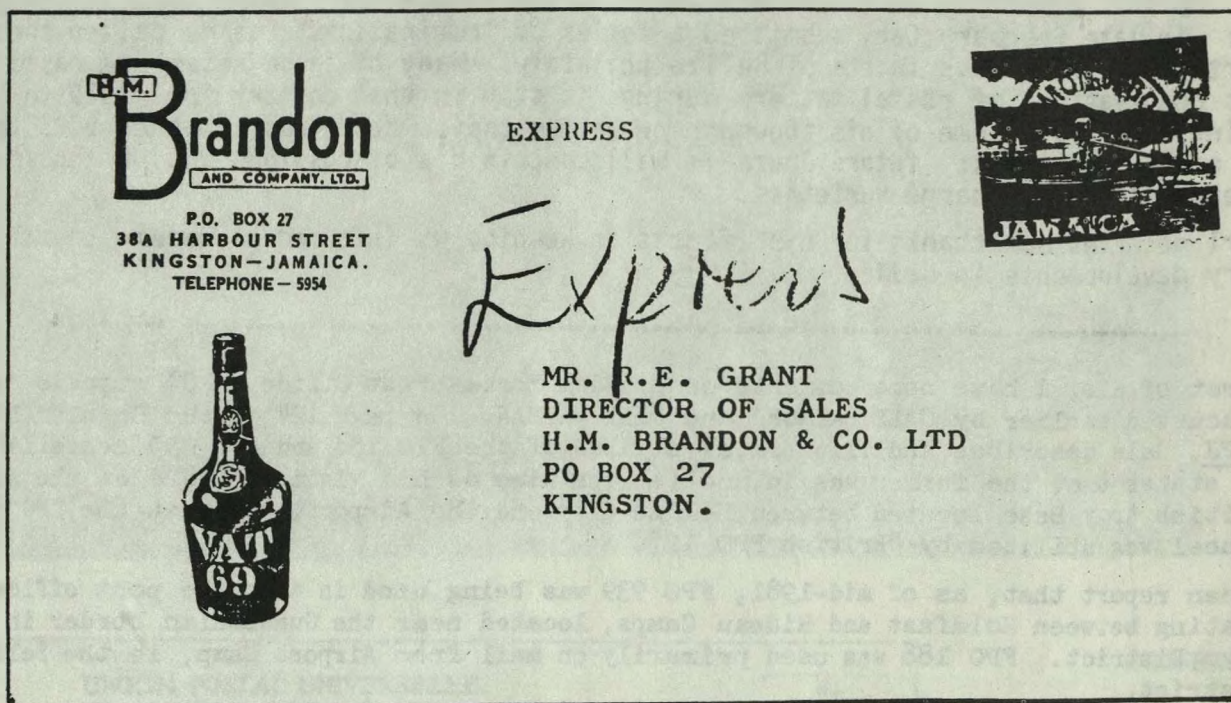
EDK: 15 FEB 1974



Inland Express Delivery cover, Montego Bay to Kingston, February 15th, 1974, franked with 25¢ in 1972 definitives and tied with Montego Bay single-ring CDS of the noted date. Handstamped with EXPRESS mark. Postage represents 5¢ inland letter rate, plus 20¢ express delivery charge. (Inland letter rate was increased to 5¢ for first four ounces on October 1st, 1972.)

EXP Type 9: A business firm typewriter "EXPRESS" marking in red, also in blue pencil manuscript.

EDK: 30 JAN 67



Inland Express Delivery cover, Montego Bay to Kingston, January 30th, 1967, and franked with a 9d. Gypsum Industry stamp of 1964. Tied with Montego Bay single-ring CDS of the date noted. Postage consists of 3d. for inland first class letter rate and 6d. for express delivery fee.

(CONCLUSION)

BCPJ ADVERTISING POLICY

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

For October '84 issue: 15 August 1984

For February '85 issue: 15 December 1984

For December '84 issue: 15 October 1984

For April '85 issue: 15 February 1985

BELIZE RUMINATIONS

by CARL F. TROY

(Ed: In late February Carl submitted a series of "ruminations" (as he called them) pertaining to various facets of Belize philately. Many of these notes are based on his observations of postal matters during his stay in that country from 1979 to 1981. Printed here are some of his thoughts on Belize topics described by other BCPSG'ers in earlier Journals; future Journals will contain his discussions and photographs of overprint and surcharge varieties.

Carl deserves our thanks for his efforts in keeping us informed of modern postal history developments in Belize.)

First of all, I have some comments on British Forces Post Office (FPO) cancels as discussed earlier by GALE RAYMOND and MIKE WATMAN. On page 124 of the October 1982 BCPJ, Gale describes and illustrates strikes of the FPO 188 and FPO 939 cancellers. He states that the former was in use (at the time of his visit in 1982) at the main British Army Base located between Belize City and the Airport, and that the FPO 939 cancel was utilized by "British FPO 12".

I can report that, as of mid-1981, FPO 939 was being used in a mobile post office operating between Holdfast and Rideau Camps, located near the Guatemalan border in the Cayo District. FPO 188 was used primarily on mail from Airport Camp, in the Belize District.

Prior to Belizean independence (on 21 September 1981), domestic Forces official mail entered the Belize mailstream with an appropriate British frank (Figure 1). Personal mail was paid in British stamps to the equivalent of the current Belize domestic rate. Thus the cover of Figure 2, with a 3-pence stamp---the closest equivalent to 10¢ in Belize currency---indicates proper single-weight usage. Effective 21 September 1981, however, internal personal mail was required to bear current British stamps at the U.K. domestic rate (Figure 3).

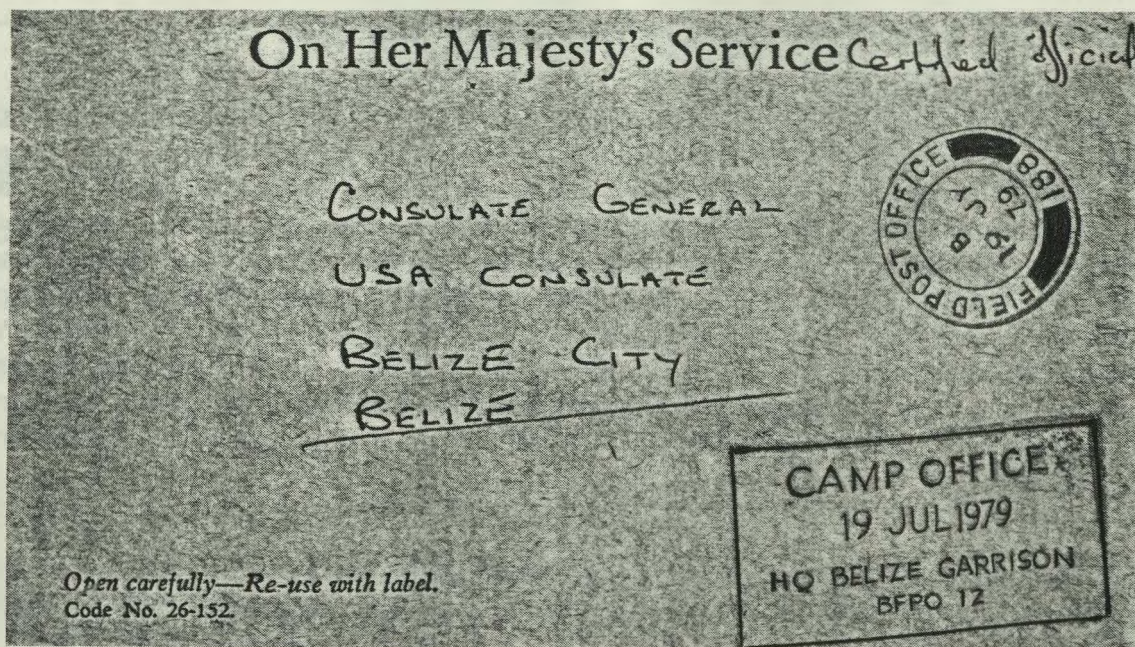


FIGURE 1

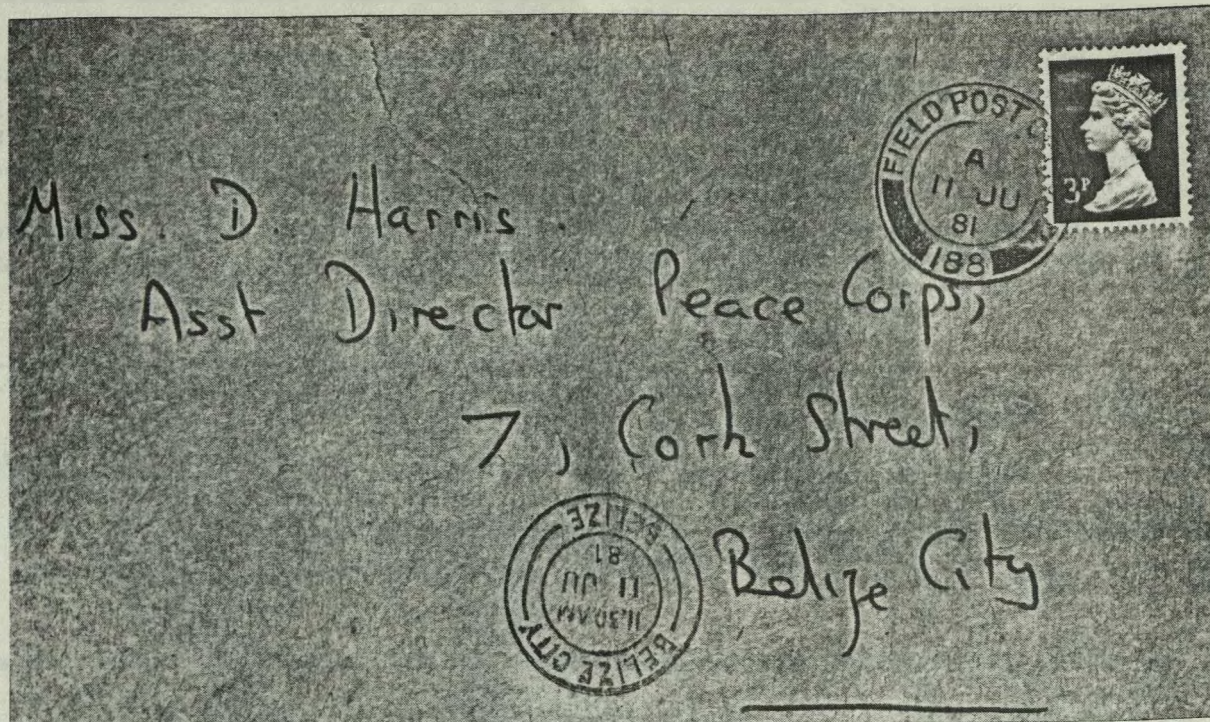


FIGURE 2

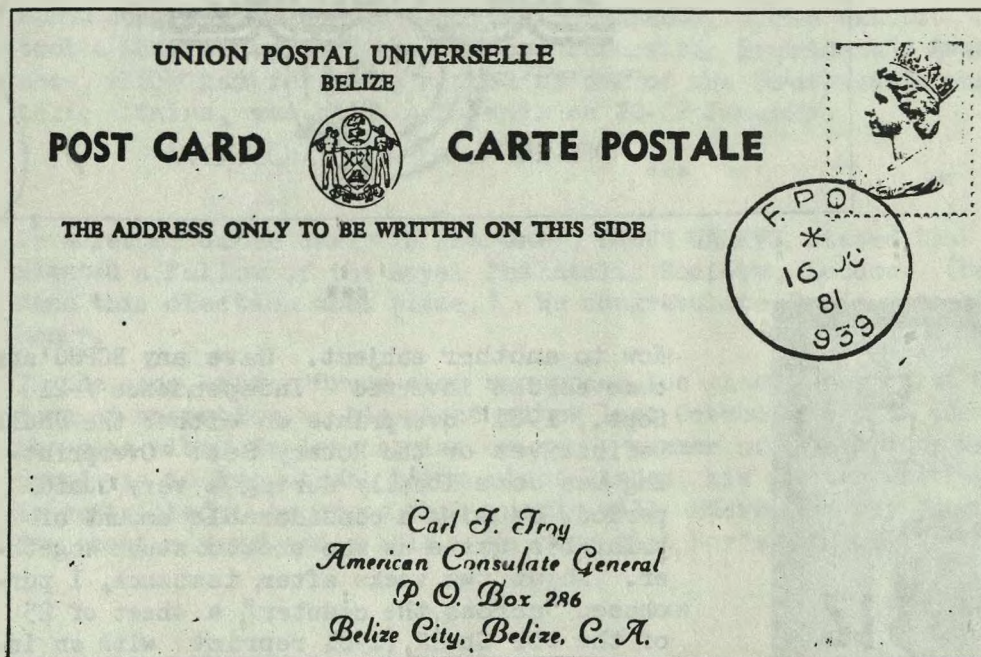


FIGURE 3

On page 24 of the February 1984 Journal DICK DAY commented on the extreme delay (eight years!) in changing the HILLBANK and MONKEY RIVER CDS's to read "BELIZE" instead of "BRITISH HONDURAS". Another view of this belated changeover in the die hub was given to me by the Belize Postmaster General. The obsolete Monkey River cancel came to the Premier's (now Prime Minister's) attention in mid-1981 on a letter from the Monkey River Town Council, protesting the Central Government's decision to downgrade the town's status to that of a village, due to declining population and lessened economic significance. Reportedly P. M. Price himself ordered the new canceler. (Popular myth depicts Mr. Price as having a great eye to detail, and as recycling used envelopes, personally picking up litter in the capital, etc.)

My next comment concerns DR. IAN MATHESON's article on Belize Parcel Post Cancels, published on page 135 of the December 1983 Journal.

The current (?) parcel post cancellation from Belize City is shown in enlarged size in Figure 4. As of November 1981, only Belize City used special hubs for either parcel post or registration. The parcel post office, across town from the GPO, had no stamps available and most sendings would be given a meter imprint. However, postage stamps could be brought to the parcels office and affixed there. The parcel post staff could be induced to honor requests for clear cancels and franking with souvenir sheets and other oddities of the Compañía Filatelica regime (which were on sale at the GPO). (See Figure 5.)

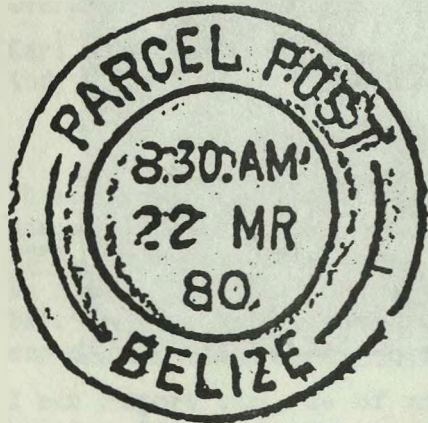


FIGURE 4

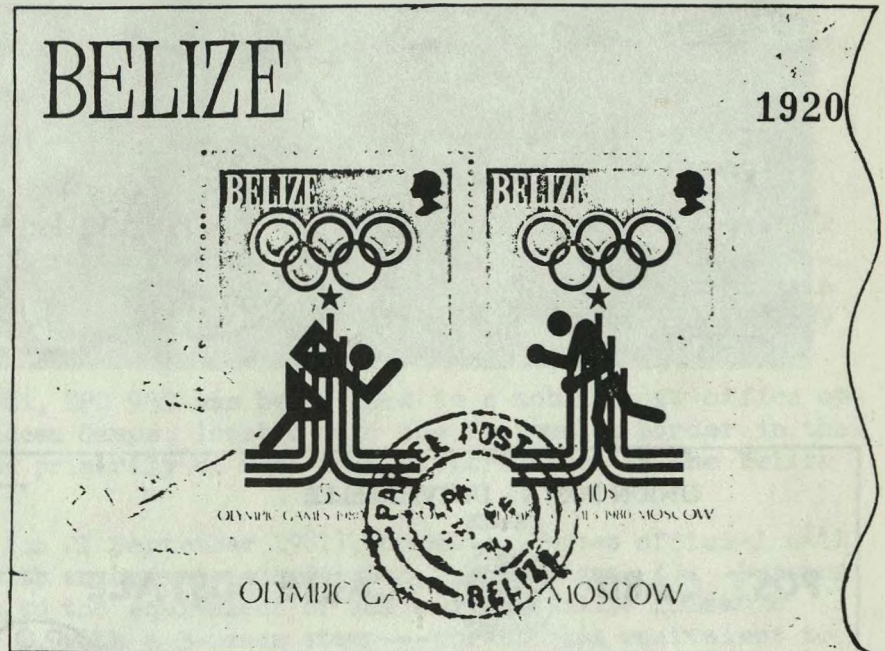


FIGURE 5 ➤



Now to another subject. Have any BCPSG'ers come across inverted "Independence / 21 Sept., 1981" overprints on either the Shell Definitives or the Rotary Set? Overprinting was done locally during a very humid period, causing a considerable amount of printer's waste as the sheets stuck together. About two weeks after issuance, I purchased "across the counter" a sheet of 25 of the 10¢ Shell (1981 reprint) with an inverted overprint (Figure 6). Upon further inquiry, I was told that a double pane of 50 of the 85¢ Shell with inverted overprint had been mistakenly sent abroad by the Philatelic Sales Division as part of a mail order (Figure 7). I welcome reports of additional quantities of these or other inverted overprint varieties.

Watch for more "ruminations" in the next issue!

FIGURE 6

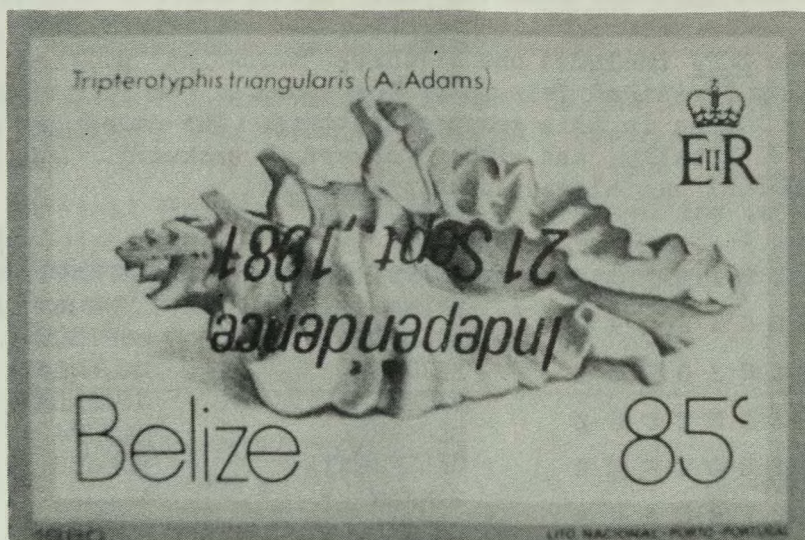


FIGURE 7

Personal Mention

BCPSG congratulations go to QUINTUS FERNANDO, whose exhibit "Jamaica Postal History" took a Show Silver and the Arizona Federation President's Award at ARIPEX '84. This show, which has for years ranked as one of the Southwest's most prestigious philatelic affairs, was held in Phoenix on 20-22 January.

In a letter dated early in February, BRUCE WALKER stated that DAVID WOOLFSON had been elected a Fellow of the Royal Philatelic Society, London. (Bruce didn't specify the date this election took place.) We congratulate David upon his attainment of this honor.

In the same letter Bruce also announced the gloomy news that ROY BOTWRIGHT had undergone an operation to his right elbow last October, and is due for a second surgery on the same elbow in late spring or early summer of 1984. Roy wishes his many correspondents to know that, being right-handed, his letter-writing activities are severely restricted; he hopes that people will understand why they haven't heard from him for about a year and a half. We hope that Roy's arm will soon be "as good as new".

Here's a list of BCPSG Award Winners at COLOPEX '84, held at Columbus, Ohio, on 9-11 March:

SILVER: MICHEL FORAND, "Fanning Island: Eighty Years of Postal History"; RUSS SKAVARIL, "Research on the Modern Official Handstamps of St. Helena".

LITERATURE SILVER: GEORGE BOWMAN, Editor, British Caribbean Philatelic Journal, Volume 23, 1983.

LITERATURE SILVER-BRONZE: MICHEL FORAND, Editor, "Tuvalu: A Philatelic Handbook".

LITERATURE BRONZE: MICHEL FORAND, Editor, Maneapa.

TRINIDAD TRIP-UP

It's been a while since the BCPJ included one of these "word-find" puzzles, but we've ended that drought with this "Trinidad Trip-up". The names of the 70 specified Post Offices on that island are hidden in this group of letters. The names can read horizontally, vertically, or diagonally, and either forward or backward. Just so you know what to look for, FREEPORT has already been picked out.

E B E D A W O I E A N A M U C T N I O P
 S Q L M S P L G B P M A Y O O X W A R R
 A D I U A S A A E A C T R C G Y O R O I
 N R A N N T O L J A I A O A C S T D S Z
 A I A O I D I R U N P P S E M O W N E G
 U U A M R C E L C L U P U O I R E A H A
 G P R P A R A L A S A C R N E D N L I R
 A E A N S Y U T L R B N L V U E A A L L
 H O A L R F U O I I E A I E H C I B L A
 C A P O M N O L F C T R A S A N J U A N
 N A C A A Y L T O A E N Q D I A M O N D
 R Q L P R O R C R C N A E S L S V T E S
 S I U L P U O A N O I A S V M I N U P Z
 K N O I I Y C A I R P Y M B A A T P O F
 A C N N E S V U A E B E F A V L Y A S C
 Y O I A E E U P M A K J E R T P S A M A
 T R E W T C I O O O K T O R T U G A R R
 M O N O S S N I R E T M R E F O R M Y O
 E N U L A L X A A E L O O P A R U A C N
 O P A U G N E L L I V E I L R A H C D I

ABYSSINIA	LAVENTILLE
ARIMA	LENGUA
BALANDRA	LOPINOT
BEJUCAL	MACAULAY
BICHE	MATILDA
BLUNDELL	MATURA
CALIFORNIA	MAYARO
CANAAN	MAYO
CARATAL	MONOS
CARONI	MORNE COCO
CAURA	MORVANT
CEDROS	MUCURAPO
CHAGUANAS	NAVET
CHARLIE VILLE	NEWTOWN
COCOYEA	PALMYRA
CORYAL	PELICAN
COUVA	PENAL
CROSS	PLAISANCE
CUMOTO	POINT CUMANA
CUNJAL	POOLE
CUNUPIA	PORT OF SPAIN
DABADIE	PRIZGAR LANDS
DEBE	REFORM
DIAMOND	ROSE HILL
ELSWICK	ROUSILLAC
ERIN	SAN JUAN
FEBEAU	SIPARIA
FREEPORT	ST. ANNS
GASPARILLO	TALPARO
GUANAPO	TAMANA FOUR ROADS
GUAPO	TOCO
HERMITAGE	TORTUGA
LA LUNE	TUNAPUNA
LANCE NOIR	VALSAYN
LA ROMAIN	VANCE RIVER

Jack Harwood asks:

How Can a Fee be Free?

Shown at the right is a Trinidad revenue stamp which has bothered me for quite some time. The stamp bears an illegible date in manuscript (the year could be 1895), and manuscript initials which appear to be "H.L.H.". The puzzling feature is the overprint (in red) FREE FEE. This certainly seems to be a contradiction in terms; how can a fee be free?

Any ideas concerning this stamp would certainly be most welcome. (Ed: Jack's address is given in his article on page 75.)



Trinidad "Missent" Marks

by DR. REUBEN A. RAMKISSOON

A cover addressed from Hong Kong to British Guiana (Figure 1) bears a previously un-recorded "MISSENT / TO / TRINIDAD / B.W.I." mark, with a usage date of September 1941.

The prior earliest Trinidad MISSENT mark is a four-line strike (Figure 2) in purple, recorded in July 1963 on a letter from Brazil to New York and described on page 104 of the July 1981 BCPJ. The mark of Figure 2 incorporates letters 3 mm in height and measures 23 mm by 19 mm.

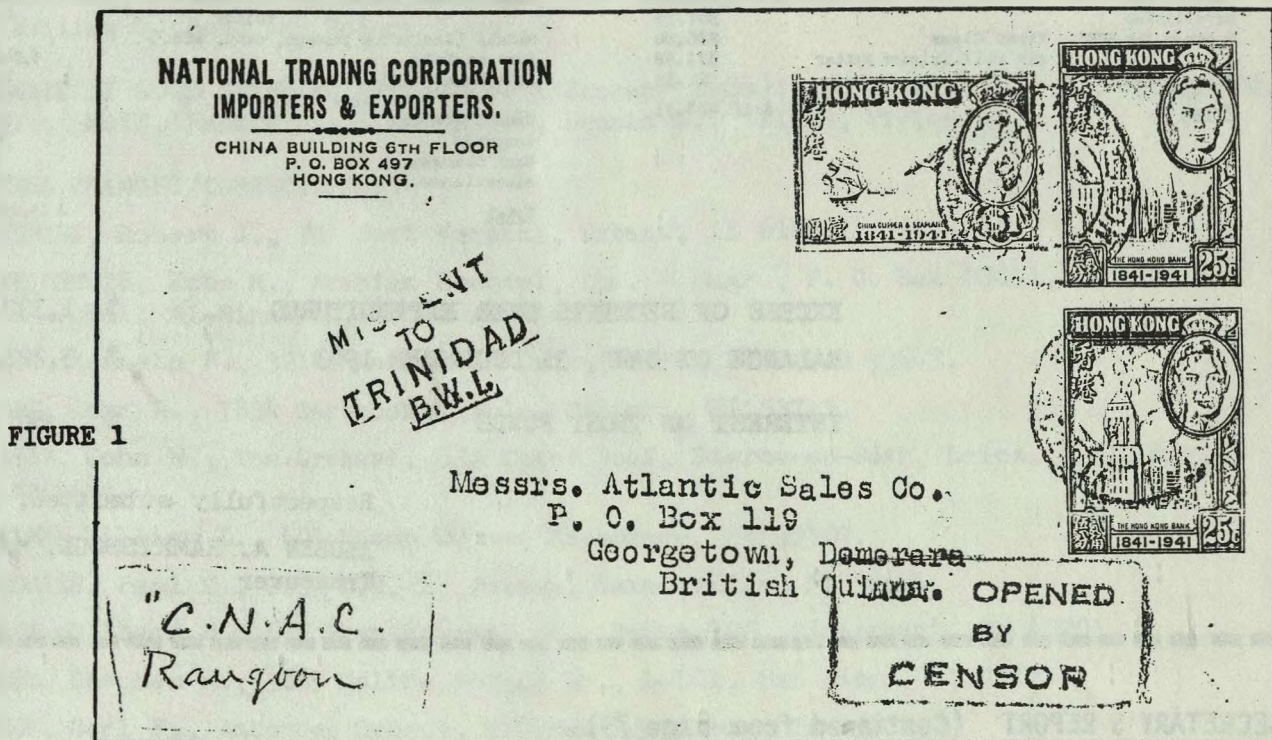


FIGURE 1

The MISSENT mark of Figure 1, also applied in purple, contains letters somewhat larger in size than those of Figure 2. The entire four-line configuration, which is slightly longer in length but shorter in height than that of Figure 1, measures 26 mm by 18 mm.

Only two other types of Trinidad MISSENT marks are known; these are illustrated in Figures 3 and 4. In Figure 3, the strike appears in two lines, "MISSENT TO TRINIDAD / WEST INDIES", recorded in purple ink and seen in May 1963. It measures 55 mm by 8 mm, with letters 3 mm high.

MISSENT
TO
TRINIDAD
B.W.I.

← FIGURE 2

MISSENT TO TRINIDAD
WEST INDIES

FIGURE 3

MISSENT-TO
TRINIDAD

FIGURE 4

The two-line rectangularly-arranged boxed mark "MISSENT-TO / TRINIDAD", with dimensions of 32 mm by 12 mm, is known to have been in use at the Port-of-Spain G.P.O. in February 1976.

Treasurer's Report

For Year Ending 31 December 1983

BALANCE ON HAND, 31 DECEMBER 1982 \$ 1,892.86

<u>RECEIPTS:</u>		1983	<u>EXPENDITURES:</u>		1983
Dues: Current		\$ 3,925.50	Printing: BCPJ		\$ 5,179.00
Advance		2,956.00	Auction List		469.00
Life		60.00	Antigua Manuscript (xerox)		.00
Admission Fee		38.00	Other		113.70
Contributions: General		184.00	Postage: BCPJ		1,492.72
Publications		510.00	Officers		85.10
Durnin Memorial		.00	Editor: Honorarium		375.00
Publications		327.50	BCPJ Exhibition Fees		33.00
Auction Lots		7,408.60	Supplies and Stationery: Officers		136.80
Advertising		387.75	Editor		47.11
Postage for BCPJ: First Class		286.00	Medals (including postage, duty, etc.)		.00
Air Mail Printed Matter		333.50	Auction Lots		6,946.01
Miscellaneous		11.86	Telephone: Editor		49.21
<u>Total</u>		\$ 16,428.71	Officers		85.00
			Cameron Trophy		58.31
			Computer		10.00
			Bank Charges		1.00
			Miscellaneous		17.50
			<u>Total</u>		\$ 15,098.46

EXCESS OF RECEIPTS OVER EXPENDITURES \$ 1,330.25

BALANCE ON HAND, 31 DECEMBER 1983 \$ 3,223.11

INTEREST ON TRUST FUNDS \$ 581.35

Respectfully submitted,

REUBEN A. RAMKISSOON, M.D.
Treasurer

SECRETARY'S REPORT (Continued from page 79)

NEW APPLICANTS (Continued)

SWAIN, Fred A., P. O. Box 283, Dana Point, CA 92629.

Manufacturing Engineer. Interested in Antigua, St. Lucia, St. Vincent (including Grenadines), and British Virgin Islands. By George W. Bowman.

BYLEN, Peter, P. O. Box 41284, Chicago, IL 60641.

Student. Collects stamps and postal history of British Honduras and Belize. By Thomas E. Giraldi.

ROY, Tom, P. O. Box 525, Foxboro, MA 02035.

U. S. Postal Service. Collects Bermuda---mint singles, George VI, booklets, and covers. By Thomas E. Giraldi.

MEHLIG, Karl H., 1617 West Sycamore Street, Kokomo, IN 46901.

Student. Collects British Commonwealth, Cayman Islands, and worldwide covers. By Howard C. Austin.

BROWN, Dr. Lawrence C., 24-56 96th Street, East Elmhurst, NY 11369.

Dentist. Interested in Jamaica, Grenada, St. Vincent, United Nations, and U. S. plate blocks. By Howard C. Austin.

LESTER, Michelle, 15 West 17th Street (9th floor), New York, NY 10011.

Artist and tapestry weaver. Collects Grenada and "textiles on stamps". By W. Danforth Walker.

PURSINGER, Marvin G., P. O. Box 8459, Portland, OR 97207.

(Occupation and collecting interests not given.) By Howard C. Austin.

WEBBER, Peter, "Parana", Wolverton Fields, Norton Lindsey, Warwickshire, CV35 8JN, England.

Director. Collects KGVI postal history and postmarks. By Malcolm D. Watts.

SCHEUER, Fred A., P. O. Box 2356, Mesa, AZ 85204.

Retired engineer; cover dealer. Interested in covers and postal history. By George W. Bowman.

VAZQUEZ-ALAMO, Francisco, P. O. Box 21056, Rio Pedras, PR 00928.

Publisher. Collects Mexico and West Indies. By Howard C. Austin.

EVANS, Walter I., 10 Blaytonn Lane, St. Louis, MO 63124.

Retired. Interested in U.S. used, and classic covers of the 19th century. By William G. Bogg and Robert Topaz.

RESIGNED IN GOOD STANDING (effective 1 January 1984): DODWELL, Oscar J., CULLETON, Mike; MOYE, Robert J.; CARTWRIGHT, Dennis G.; FINNE, Vivian W.

ADDRESS CHANGES/CORRECTIONS:

WYNSTRA, Robert J., 704 West Vermont, Urbana, IL 61801.

FREIERMUTH, John M., Arabian Bechtel, Ltd. - Engr., P. O. Box 10011, Madinat Al-Jubail Al-Sinaiyah, Saudi Arabia 31961.

DOIG, Kenneth F., 32146 Maranatha Drive, North Fork, CA 93643.

PARE, John A., 7834 Oakbrook Circle, Madison, WI 53717.

BAKER, John W., The Orchard, 83A Cotes Road, Barrow-on-Soar, Leics., LE12 8JP, England.

HELMS, William L., 604 Mason Drive, Anchorage, AK 99507.

HIGGINS, Paul C., 2056 N.W. 14 Avenue, Gainesville, FL 32605.

MACK, Millard H., 635 West Seventh St., Suite 202, Cincinnati, OH 45203.

BABB, Stephen M., 3889 Colina Dorada Dr., L-101, San Diego, CA 92124.

TROY, Carl F., AmConGen Sydney, APO San Francisco, CA 96202.

McGARY, Fred, P. O. Box 10411, Midland, TX 79702.

STRACHAN, Thomas J., P. O. Box 8000, Newton Park, Port Elizabeth 6055, South Africa.

DROPPED FOR NON-PAYMENT OF DUES: UNITED STATES: BABB, Stephen M.; BRADLEY, Gretchen; BUCKNER, Dr. John M.; BULL, James E.; CAMPBELL, Howard H.; FISHER, John E.; GAGE, Peter W.; GOODRICH, Dr. Elizur Raymond; GROUP, Ralph E.; HELMS, William L.; HONIG, Harold M.; HUGHES, Richard; KIEPURA, William T.; PRAPPAS, Dempsey J.; ROSIE, Walter A.; SAYLOR, John S., Jr.; SEIDELMAN, Norman I.; SHAW, Reid L.; SHEPARD, John H.; YEAW, James R. D. UNITED KINGDOM: BARKLEY, James V.; BROWN, Bernard H.; NOTTINGHAM, Douglas W.; PERCIVAL, Gerald G. W. OTHER: BACKAL, Isaac; FULLER, Darryl John; HANCHELL, L. W. A.; MIGLIAVACCA, Giorgio; WILSON, Dr. Brian D.

BCPSG TO GATHER IN BOSTON

by GEORGE W. BOWMAN

BOB TOPAZ will be the BCPSG's liaison man with the Organizing Committee for Philatelic Show '84, to be held at the Boston Park Plaza Hotel on 12-14 October. I speak for Bob when I say that, because of the comparatively large number of our members living in the New England, New York, and New Jersey areas, there's no reason why our Group's Annual General Meeting at that show shouldn't be well-attended.

Bob announces that the exhibit will contain about 200 frames, and that the usual awards will be presented both by the Exhibit Committee and the BCPSG. Any Group member wishing to exhibit should contact Bob now, c/o New England North, P. O. Box 216, Waban, MA 02168; he will get a prospectus and the necessary forms in the mail to you. His phone is (617)-527-4784.

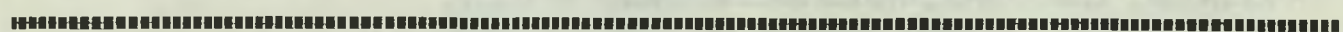
CHUCK CWIAKALA has announced, with regret, that it will not be feasible to conduct a Group mail auction this year, due to the scarcity of material submitted and to the necessarily early auction list printing cutoff date of 15 June. If members wish to bring material for sale at the AGM, a floor auction could possibly be arranged for the benefit of attendees.

Bob and Muriel have kindly offered to host a cocktail party for BCPSG'ers and their families on Friday evening, 12 October. Please drop Bob a postcard as soon as you can and let him know if you are planning to attend the party and how many family members you will be bringing. Anyone needing transportation to Bob's home should contact him at the show.

The Group's AGM will be held on Sunday, 14 October, from 11:00 A.M. to 2:00 P.M. (if necessary); the auction, if any, will be conducted at the meeting.

Bob has "blocked off" hotel rooms at the Boston Park Plaza, and will send special reservation cards to anyone requesting them.

Let's have a good turnout in Boston!



Editor's Message

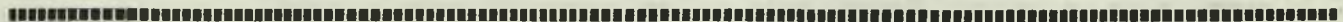
I have received approximately a half-dozen letters---either directly or through Group Officers---from members expressing dissatisfaction with certain political statements and assumptions printed in the lead article in the April 1984 Journal. These writers reminded me that a magazine such as the BCPJ should confine itself to matters of philately and postal history, and not meander into the controversial realm of commentary regarding the justification of military operations. These correspondents are, of course, perfectly correct.

Because the article in question includes descriptions of one man's experiences in a trouble zone, I decided at the time

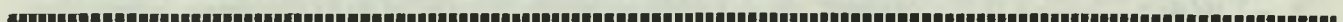
that it would have produced far less literary impact had it not touched, at least to some extent, on his non-philatelic observations. In consideration of that reason only, I don't regret publishing it, and I don't think the author regrets writing it. (Actually, only about 25% of the article falls into a category some people would deem objectionable. The other 75% is postal history.)

However, as has been said, material in your Journal should be 100% philatelic. Thus, I apologize for having caused dismay in some quarters, and will insure that similar potential sources of disagreement are "edited out" of future manuscripts.

GEORGE



SPONSOR A NEW BCPSG MEMBER!



This and That...

In late April ED ADDISS submitted an example of a Trinidad town cancel which is different from any of the Types I through XIV described and illustrated in BCPJ Volume 20, No. 3 (August 1980). Ed, who found the item on a cover obtained from JOE CHIN ALEONG, calls this mark---naturally!---Type XV. It is of a single ring configuration and incorporates a short arc on either side of the word TRINIDAD. Its diameter is 23.5 mm, and its letters are 2.25 mm in height. Have any readers found this cancel from towns in Trinidad other than Calcutta Settlement?



To page 92

by Dr. Ian A. Matheson

1. Belize Parcel Post Cancellations

Further to the four types illustrated on page 135 of the December 1983 Journal, I have now obtained a fifth type (Figure 1). I would suggest that this becomes the new Type I, and that all other types become Types II through V. When I have answers to my queries, the data can then be put together in a more organized fashion.



FIGURE 1



FIGURE 2



FIGURE 3

2. CANCELLED Handstamp

I recently obtained a copy of the King George V 3¢ definitive with a part of a "CANCELLED" handstamp (Figure 2). Can any member identify the mark? Is it another example of a Canadian National Steamship Line mark, or is it something rather more interesting? The long perforations on the top edge suggest a booklet pane. Several of them are marked with red ink. The Robson Lowe Encyclopaedia mentions a 3¢ orange stamp booklet. I have never seen such a booklet, but I would like to think that my 3¢ stamp is a part of a booklet pane from some archives (De La Rue?; Belize P.O.). As Michael Perlin correctly

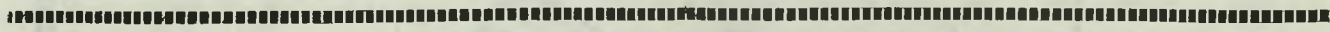
points out in the July 1983 Journal, such booklets are very scarce, if they exist at all.

3. SAN ? Postmark

I illustrate a King George V 3¢ stamp (Figure 3) containing part of a postmark which appears to read "SAN-----/B-----". I don't know of such a mark from San Pedro or San Estevan. Can any reader identify this fragment? (The "B" most likely is the first letter of British Honduras, but this may not be a British Honduras mark at all.)

Many thanks.

(Ed: Readers are encouraged to write to Ian at Transvaal Sales Office, AECI Ltd., P.O. Box 1938, Johannesburg 2000, South Africa.)



"MODERNISTIC" CAYMAN ISLANDS REGISTRATION LABEL

TOM GIRALDI forwarded an OHMS cover, posted at Georgetown, Grand Cayman on 9 March 1984, bearing the illustrated registry label. "I've never seen a label before that looked like this," Tom said. "Does anybody have any other examples, either from the Caymans or anywhere else?" The label

is imperforate and printed in blue on white paper. Tom's address appears on the inside front cover of this Journal.

THIS AND THAT... (Continued from page 90)

BOB SWARBRICK recently submitted queries concerning Jamaican material in his collection. His first item is the picture post card illustrated in Figure 1. The card was mailed on 3 October 1902 from the U.K. to Jamaica, arriving in Kingston on 24 October. Since it was insufficiently prepaid, the card was given a postage due "T" mark. Apparently unwilling to come up with the amount due, the addressee, Mr. Samuel, wrote the word "refused" at the top of the card, which, bearing no return address, could not be sent back to England. A "Returned Letter Branch" handstamp, dated 25 October, was applied, as was the printed word "REFUSED".

Bob's question concerns this handstamped REFUSED mark. He asks whether it has been previously recorded, and, if so, its EDK-LDK range.

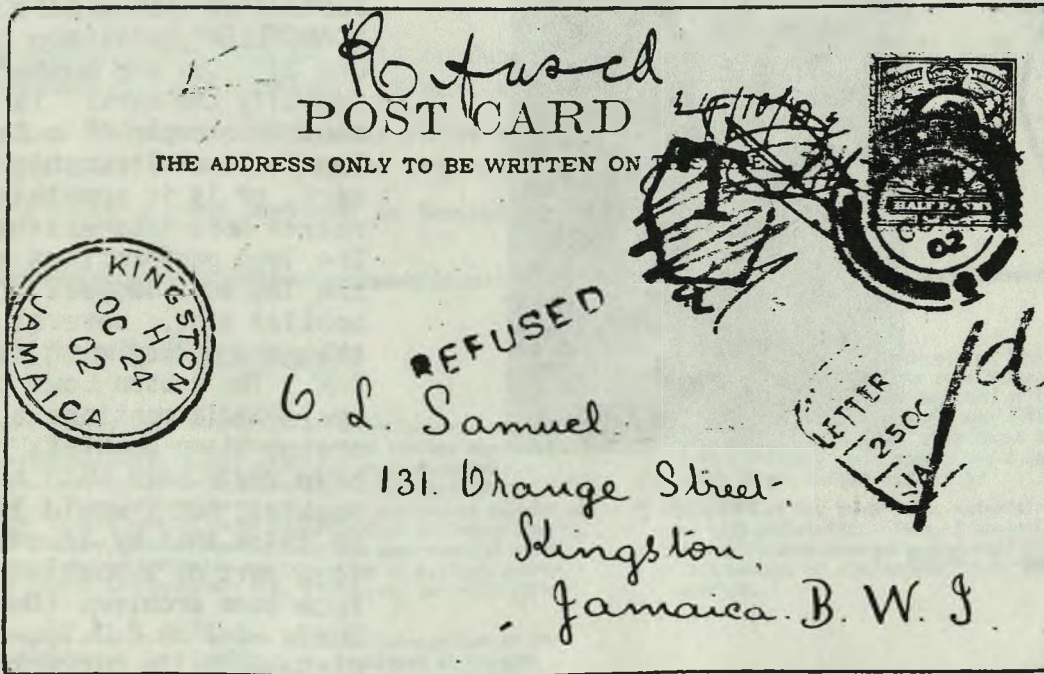


FIGURE 1

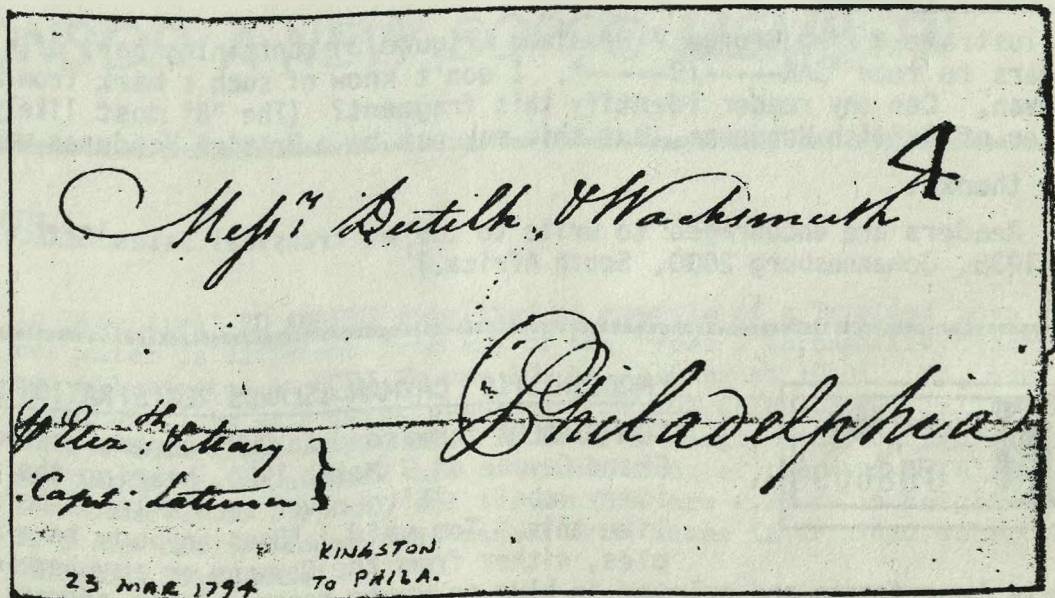


FIGURE 2

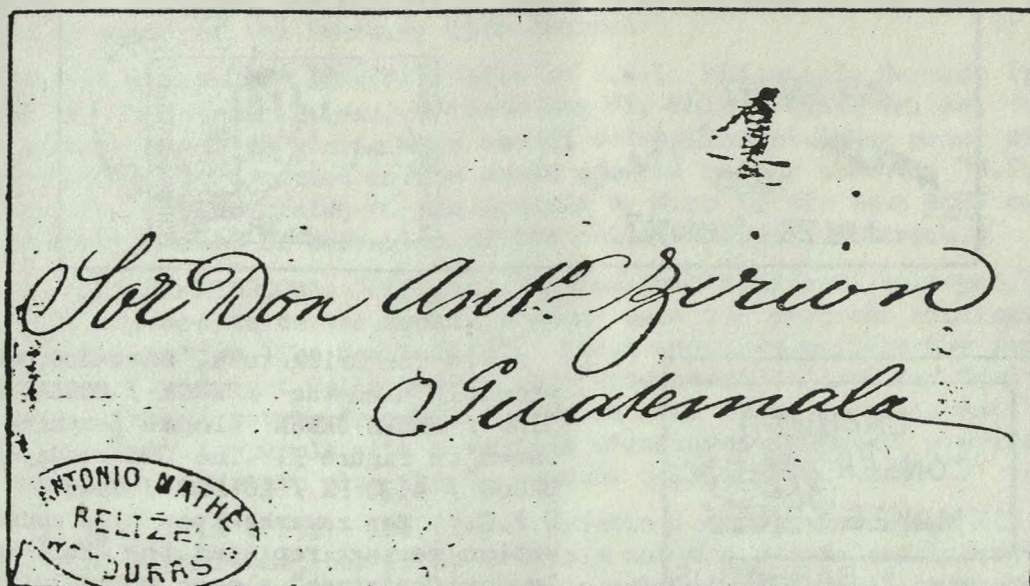


FIGURE 3

His second item, shown in Figure 2, is a letter dated 23 March 1794, sent from Kingston to Philadelphia. He asks the purpose of the large "4", a mark which, he points out, is similar in appearance to the "4" on a cover forwarded from Belize, British Honduras, to Guatemala and pictured on page 120 of the October 1983 BCPJ (Figure 3).

(Ed: I would imagine that both of these "4"s represent a 4d. postage rate, and the fact that they are of rather similar configuration is only coincidental. Write to Bob at Walton Fields, Grimston, Melton Mowbray, Leicestershire, England.)

BEN RAMKISSOON has submitted a variety of postmark tid-bits from Trinidad, Antigua, and Barbados. Fortunately for Journal readers, he makes a habit of keeping up with the latest postal markings changes from around the Caribbean, and he is to be commended for his interest in these too-often scorned modern postal history facets.

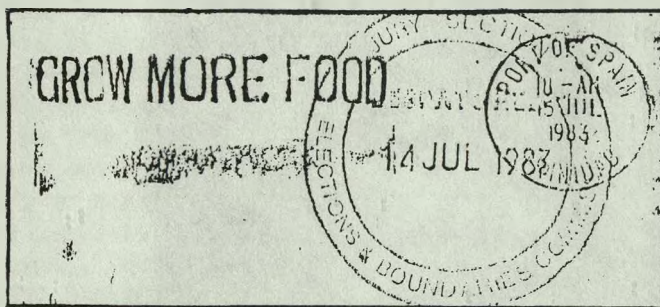


FIGURE 1

1. A two-line GROW MORE FOOD/DIG FOR VICTORY slogan postmark was used at the Port-of-Spain, Trinidad GPO during World War II. This slogan, whose EDK Ben specifies as 21 September 1940, re-appeared recently only as "GROW MORE FOOD", with the second line "DIG FOR VICTORY" obliterated (Figure

1). Ben states that the EDK of this resurrected mark is 7 July 1983, as reported by JOE CHIN ALEONG.

2. To add to the data concerning the Trinidad BOYS BRIGADE / CENTENARY - 1983 slogan with the inverted CDS, pictured on page 56 of the previous Journal, Ben says that this mark, with the CDS properly oriented, has been in use since July 1983. The example pictured in the noted BCPJ was dated 2 September 1983; a later cover, post-marked on 1 November, shows the CDS again "right side up".

3. Every year Antigua promotes its summertime carnival with a postal reminder of some sort. A four-line "Get Ready For / ANTIGUA CARNIVAL / 1984 / July 28 August 7" handstamp was noted by Ben on a cover posted at St. John's on 15 December 1983. Unfortunately, his example, illustrated in Figure 2, is a very poor strike, but its general configuration is discernible.

FIGURE 2

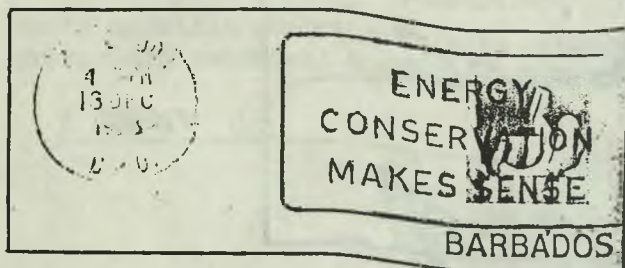
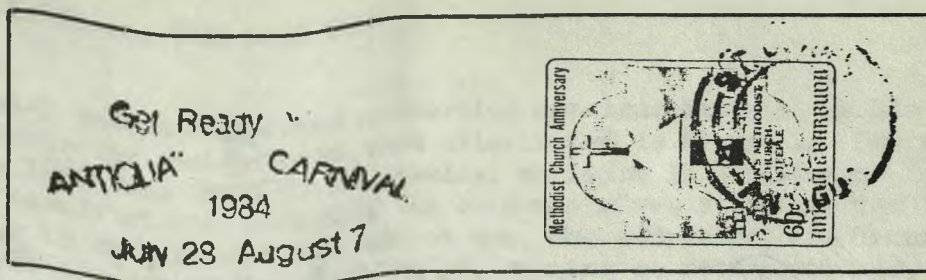
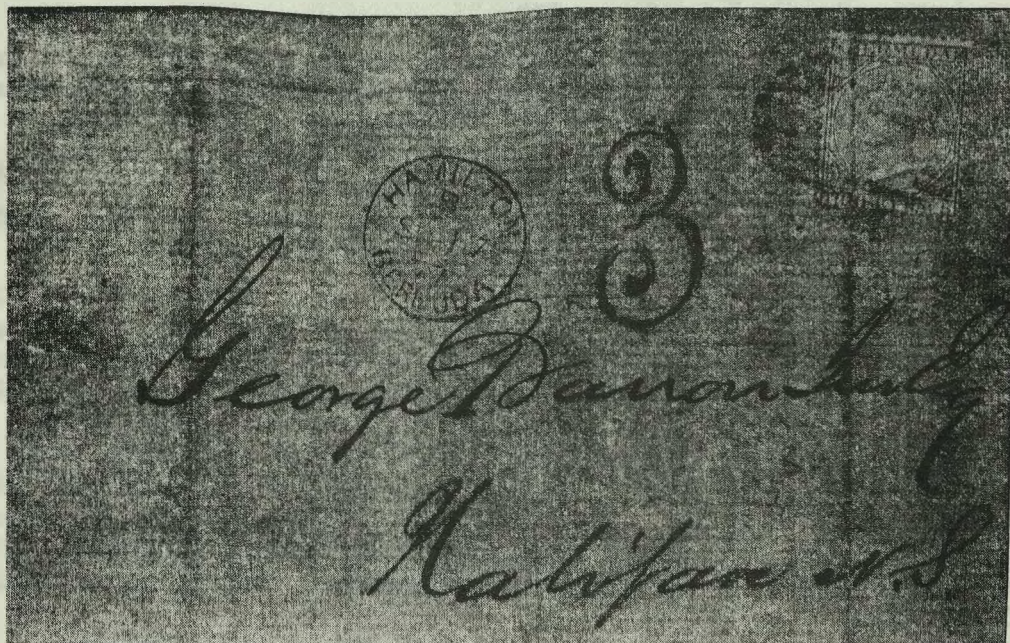


FIGURE 3

4. The Bridgetown, Barbados, GPO recently used the ENERGY / CONSERVATION / MAKES \$ENSE slogan postmark shown in Figure 3. The CDS reads BARBADOS / 4:30 PM / 18 DEC / 1983 / G.P.O. Ben remarks that this conservation message replaced the "Mail Early for Christmas" slogan normally in use during the Holiday Season.

As a postscript to JACK ARNELL's "Accountancy Markings" article in the December 1983 BCPJ, RICHARD HEAP submitted the xerox shown here. (Richard expressed regret for the poor quality of the illustration, but he explained that the original is on a very deep blue paper, which is difficult to reproduce clearly.)



Addressed to Halifax, Nova Scotia, and carried on the vessel "Beta", the cover bears a 3d. yellow Bermuda adhesive, and was postmarked at Hamilton on 17 September 1877. The stamp is cancelled by a Hamilton "killer". The large fancy "3", Richard believes, is a Canadian accountancy marking; he notes that he has seen a number of Canadian covers with similar marks. "In 1877 Canada was not a member of the UPU," he states, "and the mark indicates 3 cents, the amount to be credited to the Canadian Post Office."

MIKE WATMAN provided the following comments on certain Belize items described on the specified pages of the February 1984 Journal:

"1. To update TOM KOPRIVA's list of B.W.I. Philatelic Bureaus (pages 12 and 13): The Belize Philatelic Bureau, Private Bag #1, Belize City, Belize, is in full operation at this time, servicing both casual orders and standing order accounts. Inquiries should be directed to the above address rather than the "G.P.O." for speediest service." (Ed: Watch for an article by Mike in the next BCPJ outlining the set-up and early months of operation of the Belize Philatelic Bureau.)

"2. BEN RAMKISSOON's "Official/Information/Department/Belmopan/Belize" item (page 22) appears to be the normal wrapper used for overseas sendings such as the monthly publication "The New Belize". Local sendings utilize the same wrapper, but without the "...Amount Collected..." or "Government Information Service/Air Mail" markings. Inland covers from G.I.S. use an oval franking handstamp "INFORMATION DEPT./BELMOPAN" in purple with a written signature and date. Overseas covers have the same oval handstamp plus the "...Amount Collected..." one.

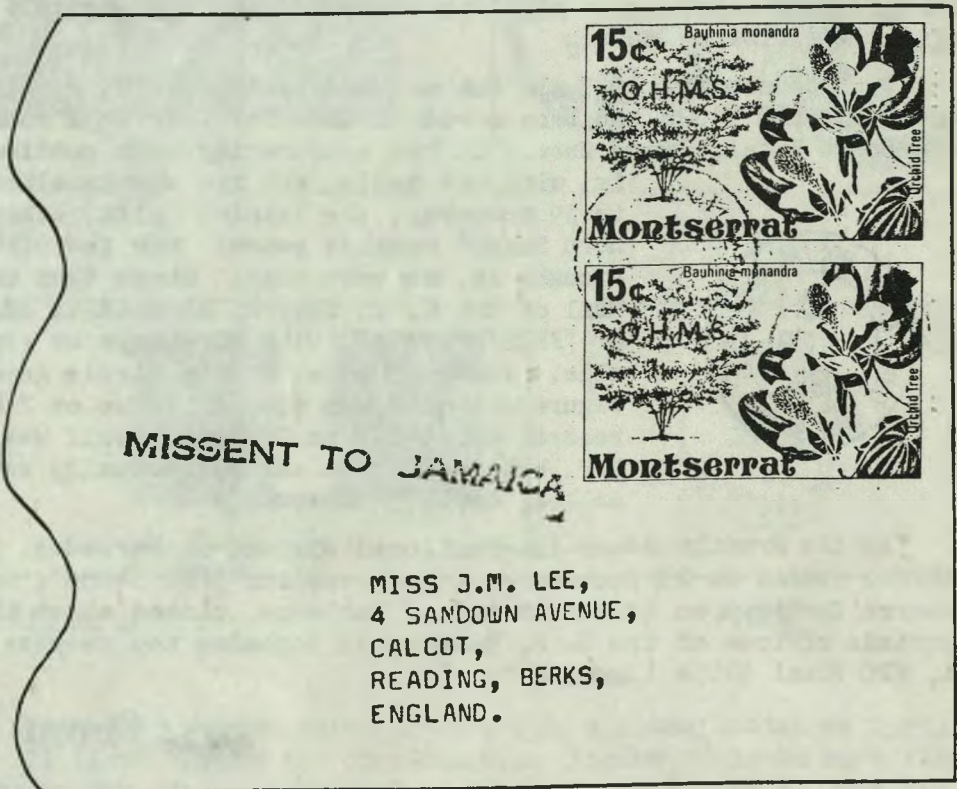
"3. ERIC KING's 25¢ + 10¢ (local printing) aerogramme (page 23) may be the first "two stamp" aerogramme, but it is probably not the first locally-produced piece of postal stationery from Belize. A crudely-printed 4¢ "shell" newspaper wrapper was issued on 18 January 1983, described as a "trial printing of 1000". Other postal stationery items may have been locally produced or altered in Belize, but I have no further information. "

The cover partially shown at the right was postmarked at Plymouth, Montserrat, with a completely illegible CDS---not even the year can be deciphered! It went astray to Jamaica, where it received a MISSENT TO JAMAICA mark appearing to be Type MS9 as described by REG LANT on page 44 of the April 1983 Journal. However, CHRIS BARWICK, who supplied the item, has measured the MISSENT mark and has found it to be slightly shorter in length than the 60 mm specified by Reg for MS9. Chris

suggests that this "shortening" may be due to the fact that the word JAMAICA slants downward from MISSENT TO. The height of the letters, though, is 3 mm, says Chris, not the 3½ mm Reg announces for MS9.

For comparison purposes Type MS9 is reproduced below. What do you think? Is Chris' example merely a somewhat "bent" strike of MS9, or is it a new type altogether? (It is possible that ink spread could have been responsible for Reg's 3½ mm reading.)

MISSENT TO JAMAICA



An aerogramme received in mid-February from BRIAN ROGERS explains the three-line hand-stamp "DEPOT SUPERINTENDENT / P.S.A. D.O.E. / AIRPORT CAMP, BELIZE" shown on page 159 of the December 1983 Journal. In discussing that mark MIKE WATMAN had suggested that it is that of a military unit; however, Brian assures us that it is not.

"The Depot Superintendent is a civilian employed by the British Civil Service on a tour of duty from the UK", Brian explains. "The initials P.S.A. are those of the Property Services Agency, a section of the British Government's Department of the Environment (D.O.E.). The main part of the Superintendent's duties are the organization of maintenance of buildings housing British Government personnel. For minor work, he would have locally recruited staff under his control. They would carry out repairs and maintenance to buildings and building services. This would include such items as electrical equipment, plumbing, and building furniture. Major work, such as that involving scaffolding, replacement of underground services, etc., would be put out to local contract by a private firm.

"Because the Depot Superintendent is not part of a military compliment, he would not use the facilities of a British Forces Post Office," says Brian. "Postal arrangements for his counterpart in the UK are that official mail is sent O.H.M.S. and private mail at standard postage rates. In Belize it is possible that this would still apply, but of this I am not sure."

GALE RAYMOND supplements his "Operation Urgent Fury" article in the previous BCPJ with the following data:

"By mid-December 1983 all but a small handful of U. S. military personnel had left Grenada. APO 34028 had been moved in late November to a room at Headquarters, Grenada Beach Hotel, Grand Anse. It has temporarily been continued on a day-to-day basis, with one table, and two clerks alternating duty time. Prior to 29 November, the initial (gift) stamps were the 20¢ gray "Big-horn Sheep" booklet panes; the few other stamps used were brought in, as were mine. Since that date, all outgoing Forces-Mail of the U. S. Support Element is simply endorsed "Free Mail" or "FREE/GRENADA", with no stamps or registration service available. However, a new double-circle general-purpose dater (see figure at left) was placed in use on 2 February 1984. (For the record, APO 34028 on Grenada itself was 'authorized' on 26 October, but in fact it was not actually established, nor mail cancelled, until 3 November.)



"At the Grantly Adams International Airport on Barbados, the APO 34028 Branch sub-office closed on 23 December. A much earlier 'FPO 34055', serving a U. S. Navy Research facility on the north end of Barbados, closed about three years ago. However, certain offices of the U. S. Embassy in Barbados now receive mail addressed to 'Box B, FPO Miami 34054 (Antigua)'. "

...from Here and There

LEEWARDS LEDGER

by Rob Wynstra

The early history of the village post offices in Montserrat---especially St. Peters, Harris, and Cudjoe Head---has long been a riddle to postal historians. When did these offices open? What kind of postal markings did they use? The published evi-

dence is more confusing than enlightening. In his book Montserrat Leonard E. Britnor merely listed the numerous contradictory pieces of evidence.

Stan Durnin, in the February 1978 issue of the BCPJ, reported that he had located two examples of an unusual Harris cancellation. That discovery raised more questions than it answered.

Last year, however, a cache of covers from the estate of longtime Group member William M. McFarlan hit the marketplace. Among the Montserrat items were several covers that provide at least the beginnings of a solution to the mystery of the village post offices. McFarlan's collection included a series of letters posted in 1928 at St. Peters, Harris, and Cudjoe Head. All have cancellations that are different from those reported by Britnor.

One of these carries a beautiful strike of the Harris mark (Figure 1) recorded by Durnin. The cancellation has the island name Montserrat around the top, with the name Harris curved around the lower part of the mark. The date-year indicator is arranged in a straight line across the center. From the width of the ink spread, it is apparent that the mark was struck with a rubber handstamp. Another cover shows a similar TRD marking with the name St. Peters around the bottom (Figure 2). Each mark has the town name in parentheses, and each is dated April 5, 1928.

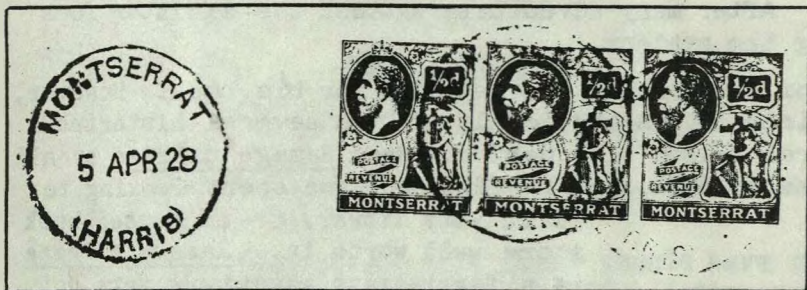


FIGURE 1

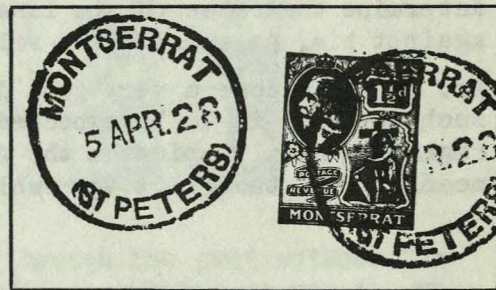


FIGURE 2

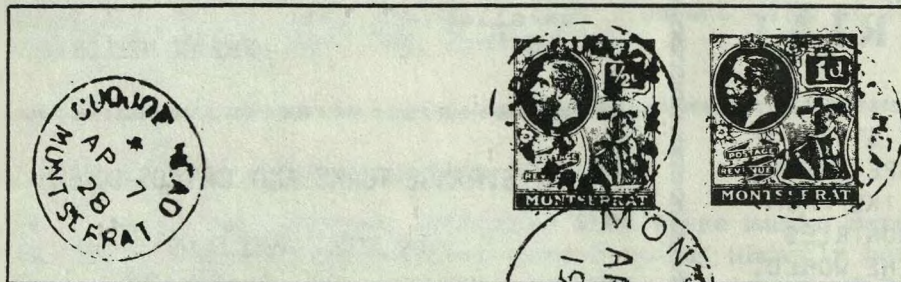


FIGURE 3

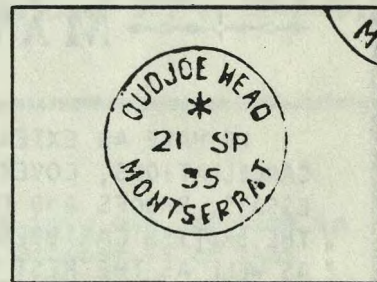


FIGURE 4

The most intriguing item from the McFarlan sale, however, is a cover posted on April 7, 1928, at Cudjoe Head. At first glance the cancellation (Figure 3) looks much like the standard mark that was in use during later years and shown in Figure 4. One difference is obvious (if the actual covers were seen): This earlier mark is struck in purple rather than black ink. A closer examination reveals that the Figure 3 mark is slightly smaller; the space between the "C" in Cudjoe Head and the "M" in Montserrat is much narrower than in the later mark.

The Harris and St. Peters marks fit the pattern for the kind of temporary rubber datestamps that were used periodically in the Leeward Islands. The Cudjoe Head mark is much more difficult to figure out. It has the look of a temporary contrivance. In fact, I'm ready to call it a temporary steel datestamp, and that would be a first for the Leewards group!

BOOK REVIEW (Continued from page 72)

ever, since nothing says that tradition can't be broken, I decided, upon receiving the following input from new BCPSG'er FRANK NELSON, to share it with Journal readers. I haven't yet read Ramage's Prize, so I'm neither recommending it nor panning it here; I'm merely repeating Frank's thoughts on the matter and letting Group members know that the book exists.

Tomorrow I'll try to find it in the Redondo Beach Library!]

RAMAGE'S PRIZE, by Dudley Pope, is the fictionalized account of the events that ended a period, during the Napoleonic Wars, where mail packets sailing from Jamaica to Falmouth were being captured with almost incredible frequency. Lt. Lord Nicholas Ramage, R.N., having lost his previous command in a hurricane, is assigned to the Jamaica Station with no influence whatever with Commander-in-Chief of the facility. Ramage, as perfect a naval hero as the fictional Hornblower or the actual Cochrane, is given the almost hopeless task of unraveling the mystery. Does Bonaparte have a secret weapon? Or are his spies so good that the mail packets can be so easily captured? The communications between the Colonies and England are totally disrupted, which necessitates sending all dispatches in several vessels to insure arrival. Lt. Ramage, in his usual swashbuckling way, takes passage on the Packet Lady Arabella to determine the cause of the losses. After many adventures against the sinister foes against him, he succeeds in solving the mystery.

Mr. Pope has done a very good job of researching the material for his book. However, such accuracy is to be expected, since he has previously written several histories regarding naval topics in the Admiral Nelson time period. Read Ramage's Prize by all means. Even though it was published in 1974, you'll find the time spent looking for

it in your library or in a used book store well worth it. Ramage's Prize is a first-class adventure yarn, of particular interest to packet mail enthusiasts, but which is sure to appeal to the spirit of adventure in us all.

FRANK NELSON

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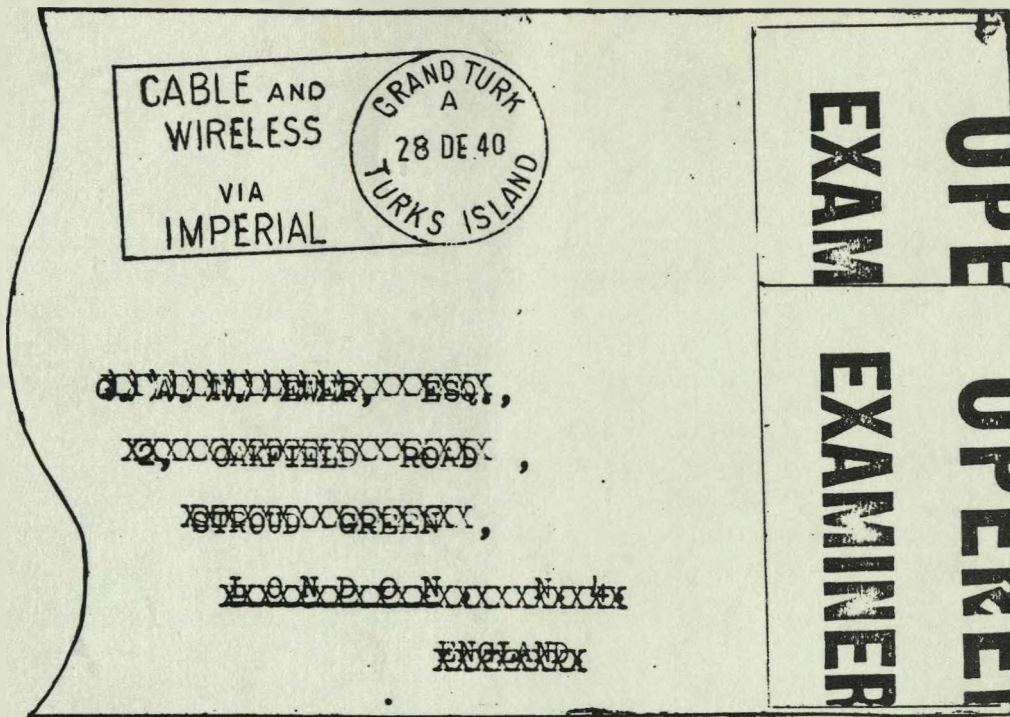
A STRANGE TURKS AND CAICOS COVER

by MIKE WILSON

I hate having a cover I can't explain!

Illustrated on the next page is an item mailed from Grand Turk to London, England, dated 28 December 1940, with an example of the "Cable and Wireless" special marking, Type CW1 (see page 105 of the June 1978 BCPJ). What is surprising, to me, is the lack of any postage stamp or other signs of postage payment. There is what appears to be a CDS in the top right corner under the censor label, although no details can be read. The censor label itself cannot be firmly identified, but I do not believe that it was one of the

Turks and Caicos types. It could be Type M-PCL51 of Jamaica, as described in the recent "Roses" handbook on censorship markings. In view of the 1940 date it would have been applied in the UK rather than in Jamaica. There are no markings on the reverse.



Can any reader suggest why this cover should have gone through the post without the payment of postage? Was it "Official"? If it were, there is nothing to say so, unless the C & W cachet serves that purpose. That the letter was censored after leaving Turks Island might explain why the CDS is covered by the censor label.

Any ideas? If so, many thanks! (Ed: Contact Mike at 15 Mayflower Drive, Yateley, Camberley, Surrey, GU17 7RR, England.)

LEEWARDS LEDGER (Continued from page 97)

The weight of the evidence indicates that these marks were put into use sometime in late 1926. Durnin reported that Harris opened shortly before October 11 of that year. According to an article in the May 1939 issue of Gibbons Stamp Monthly, the inland postal system was established in 1926 with offices in Harris, St. Peters, and Cudjoe Head. Official records confirm that those were the only rural post offices in operation during 1928.

These temporary handstamps had a life of only a few years. They were taken out of service by the early 1930's and replaced by permanent steel handstamps. Britnor lists the EDK for the new Harris mark as September 15, 1932; his EDK for St. Peters is October 2, 1930. Published information

over ➤

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for Cudjoe Head is not available. I have it on a cover dated September 21, 1935. Can anyone fill in the gap?

In addition, official records indicate that the St. Peters office closed on December 31, 1931. At about the same time postal authorities added two new offices---Salem and St. Johns---to the inland system. The earliest recorded St. Johns mark is dated in 1933. Britnor lists an EDK of June 1921 for the Salem mark. I tend to dismiss that as an example where someone inserted an incorrect year slug. Much of this information points to a major postal re-organization early in 1932. It all sounds very similar to the restructuring of the rural system that took place at about the same time in Antigua.

Nevertheless, the mystery of these early Montserrat village marks is far from solved. As always, more information is needed. Please look over your Montserrat cancels. The final answer is out there somewhere. If I get enough response to this question, I'll try to update this Montserrat story in a future Journal.

IN THE NEXT JOURNAL: MIKE WATMAN describes the early months in the life of the Belize Philatelic Bureau; CLINT VON POHLE discusses various settings of the 2½d. on 4d. Jamaica Provisional of 1890; and CHARLES FREELAND details his in-depth study of BWI watermark varieties.

JUST BEFORE PRESS TIME... ADDITIONS TO SECRETARY'S REPORT -- ADDRESS CORRECTION: ARNELL, Dr. John C., P. O. Box HM 1263, Hamilton 5, Bermuda. (Addition of designator HM before 1263 only.)

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