

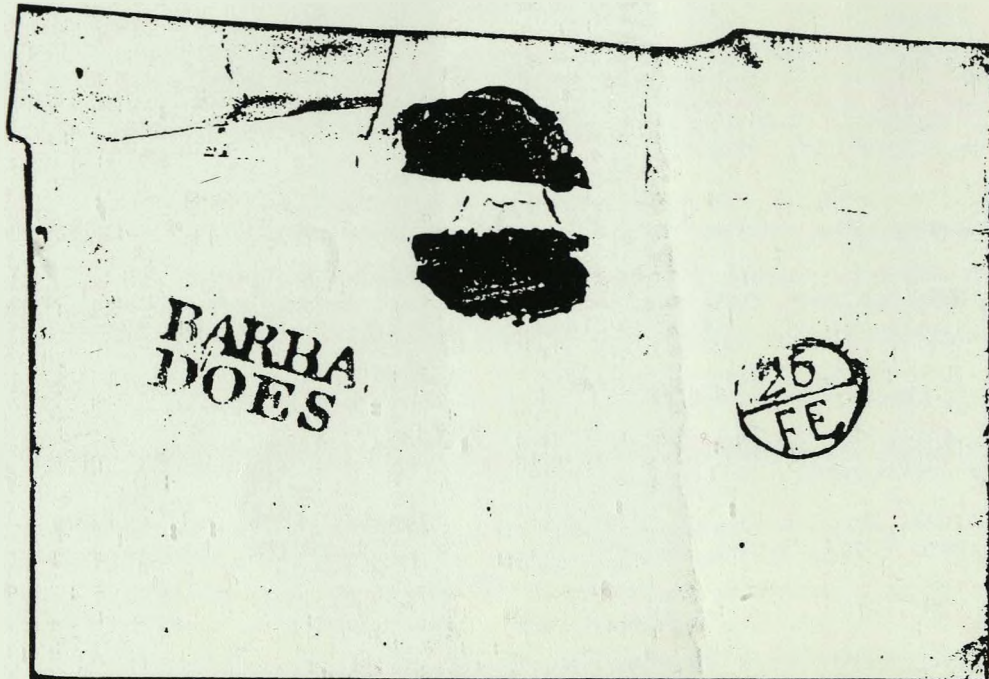
BRITISH CARIBBEAN PHILATELIC JOURNAL

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JUNE 1989



Reverse of December 27, 1760 letter from Barbados
to William Fitzherbert in London
(courtesy of Cavendish Philatelic Auctions of Derby, England)

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Unit No. 27 of the APS

ISSN 0045-2890

The President's Message

Ben Ramkisson

We have you in mind as we plan our annual BCPSG meetings. These occasions are always tied into national and international shows. We have moved the meetings around the country (and abroad) so that you who reside in different geographic locations can conveniently attend.

It would be appropriate to meet once in a decade in one of the British Caribbean countries. We have begun some preliminary planning for such an event in 1995!

So you can plan your weekend or vacation with fellow BCPSGers, here is our schedule with firm(F), tentative(T) and open(O) dates.

1989(F)	TEXPEX '89	Dallas, TX	June 2 - 4
1990(F)	LONDON 1990	London, England	May 3 - 13
1991(F)	INDYPEX '91	Indianapolis, IN	
1992(T)	WESTPEX		
1993(O)			
1994(O)			
1995(T)	British Caribbean	(to be determined)	
1996(O)			
1997(T)	PACIFIC '97		

We hope you will want to bring your family and enjoy a full philatelic weekend at any or all of these dates.

From The Editor's Desk

Mark W. Swetland

This issue of the Journal will have a new feel. We are now using a lighter cover stock and page stock. The reason is cost. Paper prices for the types we use increased last year on the order of 20% and have gone up another 6% this year. Even with the use of lighter stock, the cost per issue of the Journal has increased 17% over last year. The change was to have begun in March but was overlooked in printing. However, we suffered no extra cost.

Brad Arch's Catalogue of Bermuda Registration Labels has been published in "The Bermuda Post" so will not be reprinted here. Members wishing a copy may contact Reid Shaw at 50 Holly Lane, Darien, CT 06820.

The backlog for the journal remains in a most satisfactory state. Please do not let this keep you from submitting your own article. We can always use articles on stamps as much of the backlog is postal history.

I repeat my request that articles submitted for the Journal should be typed double spaced with at least 1" margins all around. This does make the editor's work easier. If you have something already done which doesn't conform to these guidelines, please submit it as it is rather than delay sending it. I will work with it.

Let me apologize to approximately 40% of the membership who filled in the membership listing questionnaire prepared by Gale Raymond. We had some 175 responses from over 450 members. The data was entered into the computer but other problems have taken up the spare time needed to complete the task. I need the help of someone who can read a CP/M data file and extract the information for the membership interests. If you can help, please contact me.

1989 ANNUAL MEETING

TEXPEX '89 is the scene of the BCPSG 1989 Annual Meeting. We have a meeting room on Saturday, June 3rd from 3:00 until 6:00 PM. Dempsey Prappas will speak on the Leeward Islands from 1890 to the end of its stamp issuing period. Ben Ramkissoon is looking forward to seeing many members in attendance. Already we have fifty-eight frames reserved for our exhibits, pending actual receipt of applications.

TEXPEX '89 takes place from June 2nd to 4th at the Grand Kempinski Hotel, 15201 Dallas North Parkway. Exhibitors bringing their exhibits must be there at 4:00 PM on Thursday, June 1. Hotel show rates are \$55.00 per night single or double. Mention TEXPEX '89 to get the show rate. Note the hotel change. The banquet is \$19.50 per ticket from TEXPEX Banquet, P. O. Box 515582, Dallas, TX 75251. "Lee Ward" has booked a room as a HOSPITALITY SUITE for Friday and Saturday nights.

Ten philatelic societies are participating plus a USPS sales booth and 40+ dealers. American Airlines is the official TEXPEX carrier. Special round trip TEXPEX fares at a 40% DISCOUNT are good from June 1 to June 5. Make your reservations directly with the airline and again mention TEXPEX '89.

WORLD STAMP EXPO '89

The British Caribbean Philatelic Study Group is invited to exhibit at WORLD STAMP EXPO '89 which takes place November 17 - 20 and November 24 - December 3, 1989 at the Washington Convention Center in Washington, DC. Each society will have a one-frame exhibit showing the attractions of collecting their specialty. Ben Ramkissoon with the help of several members is putting our exhibit together.

75 postal administrations are participating. Over 110 international and domestic dealers have signed up. 11 U.S. first day of issue ceremonies and 13 official auctions have been scheduled.

The Sheraton Washington is offering special rates for WORLD STAMP EXPO '89 guests. A free, continuous round-trip shuttle service between the Sheraton and Washington Convention Center will operate starting from before the exposition opens at 10:00 AM and continuing after the exposition closes at 6:00 PM.

Enclosed with this issue is a postcard you can use to request free tickets to the exposition.

STAMP WORLD LONDON 90

Don't forget that our annual meeting in 1990 will take place at STAMP WORLD LONDON 1990. Enclosed in this journal is another copy of the flyer sent out last December. If you have not yet let Michael Rego know that you plan to attend, please take a few minutes now to do this. His address is on the enclosed flyer.

Members attending from outside the London area can count on a warm welcome from the organizers and those who live in the London area. One of the highlights of membership is attendance at a BCPSG annual meeting in London.

Further details will be published in the December Journal. Make a commitment to yourself now that you will be among those present when our 1990 meeting is called to order. Then let Michael Rego know you will come.

IN MEMORIAM

Clint von Pohle suffered the loss of his wife, Sophia, on August 2, 1988. Sophia and Clint were married on August 16, 1932. In 1936 they were invited to go as missionary-teachers to the West Indian Training College in Jamaica where they spent ten years. Sophia had charge of food preparation for the school, as well as handling the registrar's work and doing some teaching on the side. In 1946 Clint was invited to join the Pacific Press branch in the Canal Zone where Sophia found herself occupied with the Spanish Voice of Prophecy Bible station. She also taught in the Canal Zone government schools.

In 1953 the von Pohles were transferred to the branch in Illinois where Sophia continued her teaching in the Brookfield city schools. In 1958 Clint and Sophia moved to Mountain View, CA where Clint continued with Pacific Press and Sophia taught in the Mountain View School District until her retirement.

The BCPSG extends sincere sympathy to Clint, their two children, four grandchildren and two great-grandchildren.

AWARDS

Dr. Peter McCann received a Gold Award at ASDA-APS INTERPEX '89 for his "Turks and Caicos Islands Postal History" exhibit.

Ben Ramkisson won two awards last year with his exhibits on the early flights of Trinidad & Tobago. In May his exhibit, "The Pioneer Flights of Trinidad & Tobago", took the Grand Award in the Jack Knight section of COMPEX '88. Also in May his exhibit, "The Pioneer Flights of Trinidad", too a Silver award at the International Aerophilatelic Show, LUPO WIEN 88 in Vienna, Austria.

More recently **Ben** has been quite successful at India '89 which he visited with **Connie**. Here he won a Gold award for "Trinidad 1802-1895", a Large Vermeil for "Trinidad Postal Stationery" and a Large Silver for "Mohandas Karamchand Gandhi".

Also at India '89 **John O. Griffiths** won a Large Silver award for "British Aerophilately Including Acceptance Mail" and **Jack Harwood's** son, Andrew, won a Silver-Bronze award for his "Bahamas Town Cancels" exhibit.

Edgar J. Marston III took a Gold award at Colopex '89 in April this year with his exhibit "Cayman Islands 1900-1936" and also won the APS 1900-1940 Medal.

Treasurer's Report

Tom Cusick

1) Our 1988 Expenses exceeded our Revenue by \$396.59. The prepaid dues offset the loss in the final numbers. This is a different trend from the previous years where we have had a large surplus.

2) The Journal Expense has been the factor in this change. A decision was made in 1988 to enlarge the Journal based upon a projected increase in Advertising and Membership income. We will continue to publish at the present level as long as our Revenue keeps pace with the costs.

3) We expect 1989 Revenues will grow based upon the Dues changes which were implemented in 1988. This plus increased Revenue from the Auction, Advertising, and Interest areas should help to offset our rising Expenses.

4) The large surplus which has been built up over the years has allowed us to spend this extra money on the Journal. However, it will be our goal to avoid reducing our Cash Balance.

1988 BCPSG ANNUAL REPORT

1988 Opening Checking Account Balance (Lisle, IL)	\$5,418.90
Advertising Expense Account (Great Neck, NY)	50.00
BCPSG Auction Account (Sarasota, FL)	700.00
Cameron Trophy Award Account (Brookfield, IL)	2,048.34
Savings Account (Los Angeles, CA)	4,550.81

1988 REVENUE:

1988 Dues	\$5341.50
Prepaid Dues (As of October, 1988)	419.25
Contributions	221.00
First Class/Airmail Surcharge	398.00
Advertising	913.25
Journal Sales	514.50
New Member Fees	31.00
Interest Earned on Accounts	792.21
Miscellaneous Sales	14.25

Total Revenue	\$8,644.96

TOTAL OPENING BALANCE PLUS REVENUE.....\$21,413.01

1988 EXPENSES:

BCPSG Journal (Includes all Associated Costs)	\$7,396.62
Officer's Expense (Postage and Supplies)	357.11
STAMPOREE '88 Expenses (Net of Receipts)	321.64
Cameron Trophy	90.00
APS Insurance	38.00
Uncollectable Check Loss	45.00

Total Expense	\$8,248.37

1988 Checking Account Closing Balance (Lisle, IL)	\$7,396.62
Less adjustment for 1989 Dues paid after 10/88	2,325.00

Adjusted 1988 Checking Account Balance	\$5,495.28
Advertising Expense Account	2.73
BCPSG Auction Account (Sarasota, FL)	700.00
Cameron Trophy Award Account (Brookfield, IL)	2,181.87
Savings Account Los Angeles, CA)	4,784.76

Total Closing Balance	\$13,164.64

TOTAL EXPENSES PLUS CLOSING BALANCE.....\$21,413.01

Elizabethan Postage Stamps Of Bermuda

by Horst Augustinovic

PART 1 - THE DESIGNS OF THE 1953 DEFINITIVE ISSUE

Bermuda's definitive stamps of both King George V and King George VI were printed by two printing methods - the low values by recess (line engraving) and the high values by typography (letterpress).

There is little doubt that recess printing was chosen for the high-volume, low value stamps because of the consistently faithful reproduction of that printing method, and typography for the low-volume, high value stamps because of the economies of the keyplate principle of that printing method. The almost total lack of varieties of the low value stamps versus the numerous varieties and flaws of the high values illustrates the basic difference of these printing methods.

For entirely different reasons, both the recess and typographic printing methods are not suitable for printing stamps with multi-colored designs. With recess printing the limitation is the fact that the ink thickness does not allow the various colors to overlap, and with typography the limitation is with the half-tone blocks necessary for continuous-tone printing. Considering the many flaws of the relatively simple line-blocks employed in the printing of the KG V and KG VI high value stamps, it is easy to imagine the flaws that would have resulted from printing several screened half-tone blocks, one color at a time.

No, truly multi-colored stamps had to wait for the perfection of photogravure and lithography, printed on multi-color machines, or the combination of either of these processes with recess printing - a method now popular in several countries.

Bermuda found itself in this dilemma after the Second World War. At the outbreak of that war, tourism came to an immediate halt and Bermuda's economy survived largely due to the setting-up of the British censorship establishment and later the building of the American bases. With the end of the war these activities came to an end and Bermuda had to quickly revive tourism, its main industry. Some Bermudians felt that postage stamps were an inexpensive way of advertising the island and there was a call for more colorful stamps.

The local stamp collector and dealer, Donald E. Gibbons, wrote in an autumn 1945 issue of Bermudian magazine: "...I must express my opinion regarding our current stamps of His Majesty George VI which, with the exception of the 7½d., are without beauty or imagination. They represent an effort, perhaps through false economy, to reproduce stamps from photographs. The results are very disappointing, not only to those interested in stamps but to the general public as well." After describing each stamp and suggesting general improvements, mainly through the use of color, Mr. Gibbons continued, "Just think what these stamps would look like if they carried the beauty spots of this Colony produced by artists in their natural colors, and what a lost opportunity by not producing our distinctive Coat-of-Arms on the 41 value.

Several years after this comment from Mr. Gibbons, the Bermuda Government

sponsored a public competition for new postage stamp designs to replace the then current KG VI issue. This competition attracted 376 entries from six countries, many from professional artists. The Committee which selected the prize-winning designs included Sir Henry Tucker, Mr. Donald Gibbons and Mr. William Harrington, designer of many of Bermuda's later stamps, including the definitive issues of 1962 and 1970. Of the 376 entries, 10 were selected for 12 of the 16 stamps to be issued (in two cases the same design was used for two stamps), two further stamps were to be based on photographs, and finally, the Seal of the Town of St. George's was to be used on one stamp, and Bermuda's Coat-of-Arms on the ¢1 stamp. Mr. Gibbons was obviously not without influence.

Before this stamp issue was finalized, King George VI had died and the designs were to become the basis of the first Elizabethan definitive issue. The printing method selected was again recess, which, with the limitations described earlier, made true multi-color printing impossible. Mr. Gibbons did, however, get his £1 stamp in full color by using a combination of typography with the recess-printed frame of that stamp. This expensive solution was possible because the Coat-of-Arms could be reproduced with line-blocks and did not require half-tone screening as other scenes would have.

It is interesting to note that the combination recess/typography was used earlier when two values of the 1949 UPU issue were printed in recess for several colonies and then individually imprinted by typography.

Of the 10 designs accepted, four were by James Berry of Wellington, New Zealand, three by Cyril Deakins of London, England, and one each by Druskine Haig of Bangor, Northern Ireland, Pamela Bradley-Smith of London, England, and Elwin C. Leslie of Ohio, USA. The two photographs accepted for the design of the 2d. and 6d. stamps (entries 377 and 378) were taken by local photographer, Bernard B. Brown, and were, in fact, the only Bermudian entries accepted.

James Berry, the most successful artist to enter the competition, submitted a total of 10 designs, all of which he had first reproduced as photographic prints. These reproductions, in two different sizes, were described in Issue 6 of The Bermuda Post. I am fortunate to have in my collection all of the original designs accepted by the Bermuda Government, as well as a letter from the Colonial Treasurer confirming their authenticity.

Shown on the following pages are reduced versions of the accepted designs, as well as sketches by William Harrington, showing the proposed layout of the £1 stamp, suggestions relating to the 3d. and 1/3 stamps, as well as the longtail bird on the 6d. stamp.

Although the 1953 Elizabethan definitive series enjoyed much popularity, it was not without critics. One, writing in Linn's Stamp News on 4 February 1963 and advising against public design competitions, referred to Bermuda's 1953 definitive issue as "an irregular hotchpotch of everybody's notions on how a stamp should look" and "...a more botched-up, horrible, and unsatisfactory series it would be hard to imagine." I don't think too many collectors will agree with that statement, but rather will continue to admire the quality of these stamps with the almost total absence of varieties and flaws.

Part 2 will contain the printings of the 1953 Elizabethan Issue.

Horst Augustinovic's address is P. O. Box HM937, Hamilton HMDX, Bermuda for any members wishing to contact him.



Designer: Cyril Deakins
 Size: 203 x 124mm
 Watercolor artwork ranges from yellow green to blackish olive green with white lettering added.
 This design showing Bermuda Easter lilies was adopted for the 1/2d. stamp.

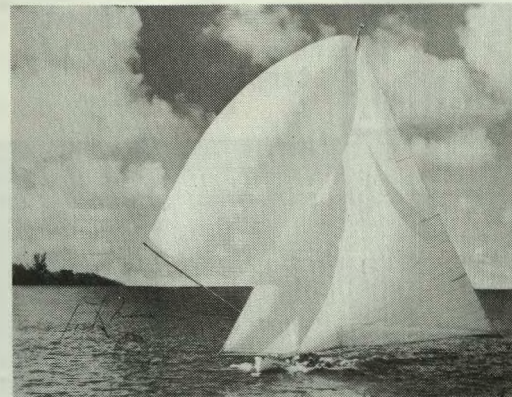


Designer: James Berry
 Size: 136 x 219mm
 Black-and-white India ink drawing with grey tones added.
 Showing Bermuda Easter lilies, this design was accepted for the 1 1/2d. stamp.



Designer: James Berry
 Size: 219 x 136mm
 Black-and-white India ink drawing with grey tones and white lettering added.
 Featuring a Perot stamp and the Coat-of-Arms of Bermuda, this design was accepted for both the 1d. and 4d. stamps.

Originally captioned 'THE PERON STAMP', the mistake was corrected on the artwork but does appear on the reproductions mentioned earlier.

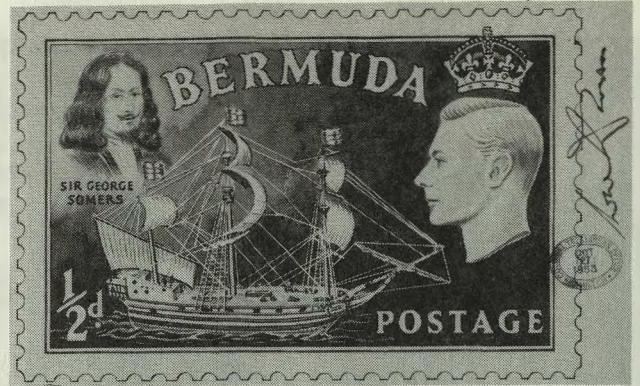


Photographer:
 Bernard B. Brown
 Black-and-white
 338 x 236mm

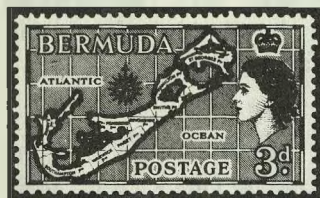
This photograph showing a Bermuda Racing Dinghy was adopted for the 2d. stamp.
 14' 1" in length and built of Bermuda Cedar, these dinghies carry up to 1000 square feet of canvas.

Designer: James Berry
 Size: 219 x 136mm
 Black-and-white India ink drawing with grey tones added.

Featuring Admiral Sir George Somers and his flagship 'Sea Venture' in which he shipwrecked in Bermuda in 1609, this design was accepted for the 2½d. stamp.



Each design accepted in the competition for this stamp issue was handstamped and signed on 27 October 1953 by the Colonial Treasurer, Mr. W. W. Davidson, whose office was then responsible for Bermuda's stamps.



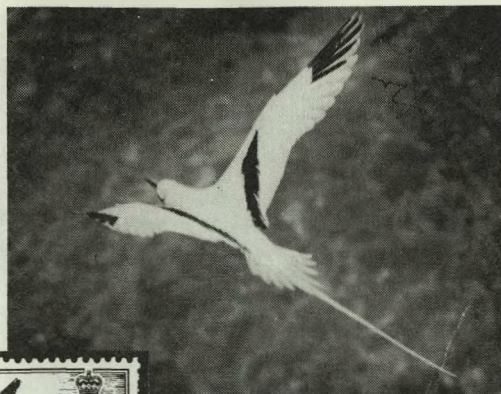
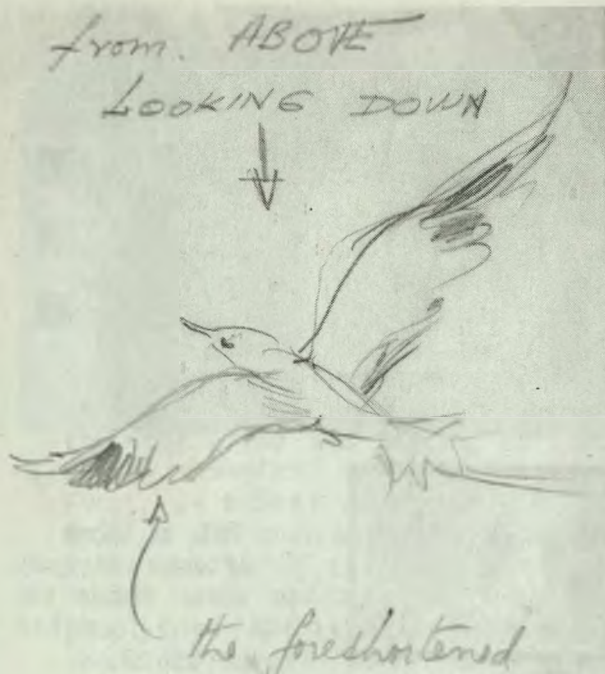
Designer: Cyril Deakins
 Size 203 x 124mm
 Watercolor artwork ranges from deep grey blue to grey blue. This design, featuring a map of Bermuda, was accepted for both the 3d. and 1/3 stamps.



This sketch by William Harrington shows a smaller map, larger portrait of H. M. Queen Elizabeth II, and the additional words, 'POSTAGE 3d' and 'ATLANTIC OCEAN'. The sketch is in two colors (deep lilac surrounding a blue map, the colors used for the two issued stamps) and the second value 1/3 is stuck over the original 3d.

Designer: Druskine Haig
 Size 230 x 132mm
 Both a line drawing in India ink and a pale green emerald overlay were submitted for this design, accepted for the 4½d. stamp. It features the Sea Venture, a Bermuda boat, Easter lilies, as well as a Hog coin and Perot stamp.





Photographer:
Bernard B. Brown
Black-and-white
Size: 338 x 264mm

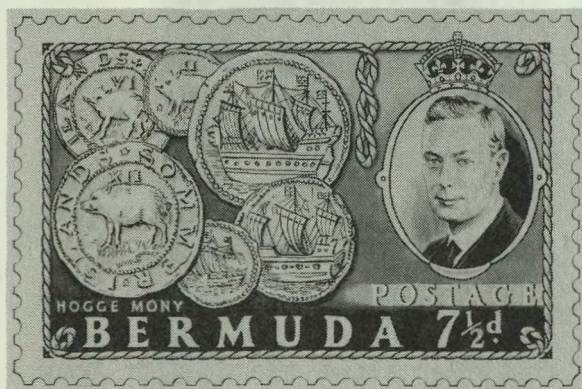
This photograph of the Bermuda Longtail was adopted for the 6d. stamp. Breeding in Bermuda from March to October, Longtails herald the arrival of spring to Bermudians.



This sketch by William Harrington suggested a more attractive wing position, a feature which was accepted by the stamps' engraver.



The Seal of the Town of St. George, Bermuda's first capital, was used as the basic feature of the 2/- stamp.



Designer: James Berry
Size: 219 x 136mm
Black-and-white India ink drawing with grey tones added.
The design featuring 'Hogge Mony', the earliest British colonial currency, was accepted for the 1/- stamp.

Designer:
Pamela
Bradley-Smith
177 x 240mm
Watercolor in carmine-
vermilion

Featuring Warwick Fort, built in 1614 to protect St. George's, this design was accepted for the 2/6 stamp.



Designer:
Cyril Deakins
Size: 203 x 124mm
Watercolor artwork
in shades of
crimson red

Featuring a 6 penny Hog coin, this design was accepted for the 5/- stamp.



Designer: Elwin C. Leslie
Size 245 x 192mm
The artwork in grey and black shows six additional color suggestions.

Also featuring a 6 penny Hog coin, this design was accepted for the 10/- stamp. The caption 'THE HOG PENNY - ANCIENT BERMUDA COIN' was changed to 'HOG MONEY EARLIEST COLONIAL COINAGE'.



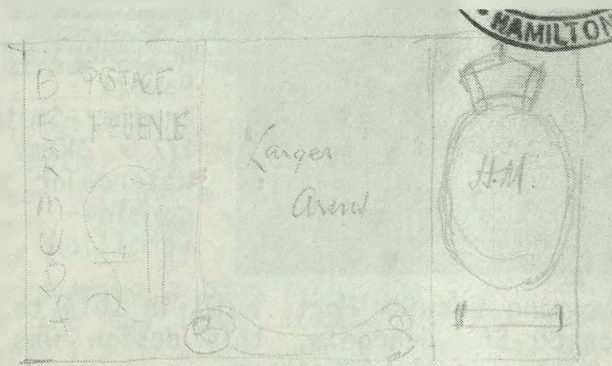
DESCRIPTION

Argent, on a Mount Vert a Lion sejant affrontee, Gules supporting between the fore-paws an Antique Shield, Azure, thereon a representation of the wreck of the Ship 'The Sea Venture' (A.D. 1609) all proper, together with the Motto

QVO FATA PERVNI



Bermuda's Coat-of-Arms was to be the basic feature of the £1 stamp. Shown at left is the illustration sent to Bradbury Wilkinson. This half-tone had to be converted to a line drawing and a proof of that is shown. Below are two sketches by William Harrington, indicating the layout of the stamp. One is in pencil, the other shows the Coat-of-Arms in color, surrounded by a bronze green frame.



PHILATELIC EXPLORATION IN JAMAICA

Ian A. Potter

In February 1988 it became apparent that business commitments would allow me to have a long holiday during most of April that year. When I went to the Travel Agent, I thought that the possibility of fulfilling my ambition to visit Jamaica, my philatelic and historic interest, was very remote. However, the work of the young trainee assistant at the agency proved remarkable. In a matter of 30 minutes I had the flights booked and was choosing the hotels. We decided to spend nine nights in Kingston to study history, and the remainder near Montego Bay for a holiday with a little exploration on that side of the island.

We arrived at Palisadoes Airport (SG 227) near Kingston at 10 PM on Wednesday 6th April having read the March edition of BCPJ on the planes out and discovered that the BCPSG was meeting at Fort Lauderdale on the 23rd.

First, we had to decide how to travel in Jamaica. Local public transport proved, from a short walk around New Kingston and Half Way Tree (Calling in at Devon House (SG 351)), to be overcrowded and no place for a middle-aged English couple loaded with photographic equipment. The natural aggression of the Jamaican people, as demonstrated by the Kingston drivers, made car hire doubtful. When checks on costs showed that a taxi for 6 or 7 hours would cost much the same as a hired car for 24, we made friends with a taxi driver.

He took us first to the Institute of Jamaica (SG 136) where we did some research in the excellent library and viewed some of the exhibitions. The following day we went to the lovely Hope Gardens (S.G. 168) and to the University which appears on SG 149-50, 393-6 and 349. It was also the site of Gibraltar Camp during World War II, the source of very interesting Censored covers (Fig. 1).

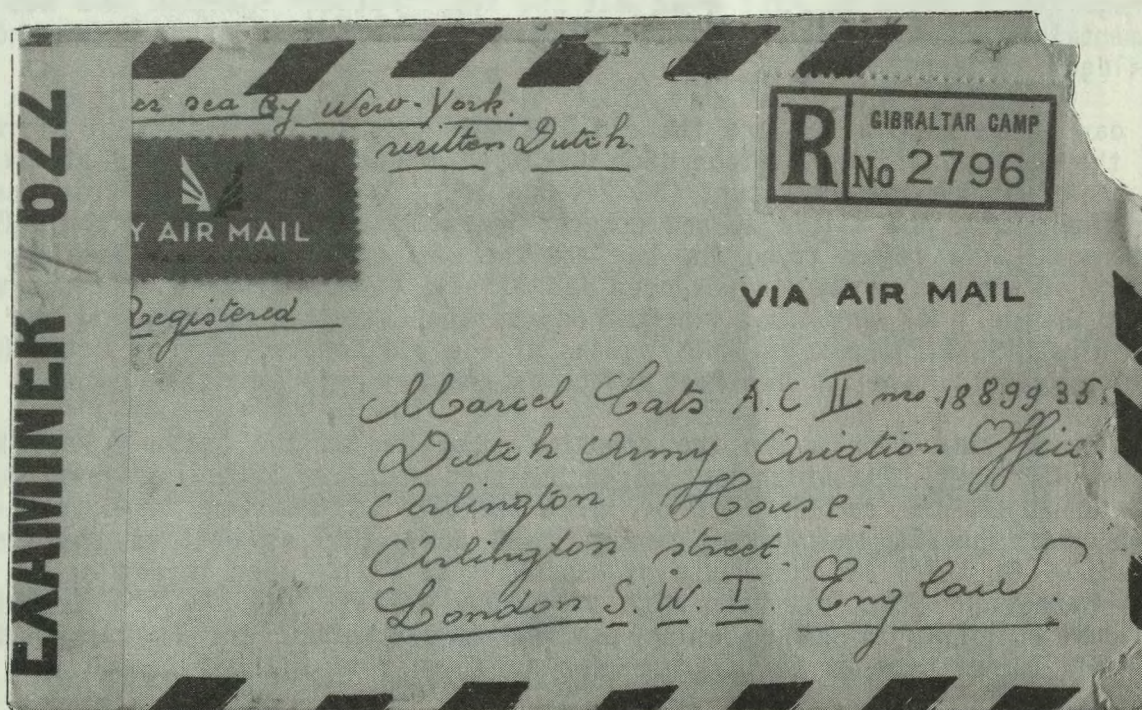


Fig. 1 Registered Letter from Gibraltar Camp during World War II Censorship

From there we went on to the viewing point at Beverley Hills, overlooking the National Stadium (SG 226, 254-7 & 350) and the rest of Kingston. Then it was

down and along the causeway to Port Royal (SG 98, 155 & 332), the old buccaneering capital of Jamaica, which is now partly under the sea due to an earthquake (Fig. 2).



Fig. 2 Port Royal Post Office

We saw the old fortifications (SG 170) and the museum in the Naval Hospital where artifacts recovered from under the sea are kept (SG 230). On Sunday we were invited to a service at the smallest Methodist Church on the Island with a congregation of about 50. There we met the Rev. "Father" Sherlock who was instrumental in developing Boy's Town in Kingston as a home and school for underprivileged children.

Next day we decided to explore the old Windward Post Road going out of Kingston past the Earth Satellite Station (SG 341-3) to Morant Bay with the statue of Paul Bogle outside the law court (SG 244-6 & 302). Then we went via Priestman's River (S.G. 113), now silted up and covered in swamp weed, to Port Antonio (Fig. 3) where we were rafted round the bay and the Blue Lagoon (SG 356). Here we saw evidence of the old railway now closed (SG 325-7), especially at the bridge over the Rio Grande. We then went via Buff Bay to the Castleton Gardens and the Wag Water River (SG 112), passing the remains of the old Constant Spring Hotel (Fig. 4) which used to have its own Post Office on the way into Kingston again.

Tuesday our route took us in the opposite direction on the Leeward Post Road past the Old Ferry Inn which was on an unissued stamp of 1920 to Spanish Town, where we visited the cathedral (SG 84, 97 & 328-30). We then went on to the main square which houses the Rodney Memorial (SG 86 & 100) as well as the King's House (S.G. 81 & 94) and the House of Assembly (SG 137). Then it was on to May Pen & Mandeville (Fig. 5), both with very busy markets. We saw the sprawl of individual buildings in Goshen which now has no Post Office or obvious center. We finally turned back at Santa Cruz, as we had no time to visit Bamboo Walk (SG 131).

Thursday we flew to Montego Bay after giving up the idea of using the train (which is not reliable) on the 115 mile track left between Kingston and Montego Bay. Saturday we went into Montego Bay and were amazed by the poverty and hostility to tourists. We had to hire a bodyguard to go shopping, cost, \$J4 or 40p English money. We decided to cut short our stay in Jamaica and visit Fort

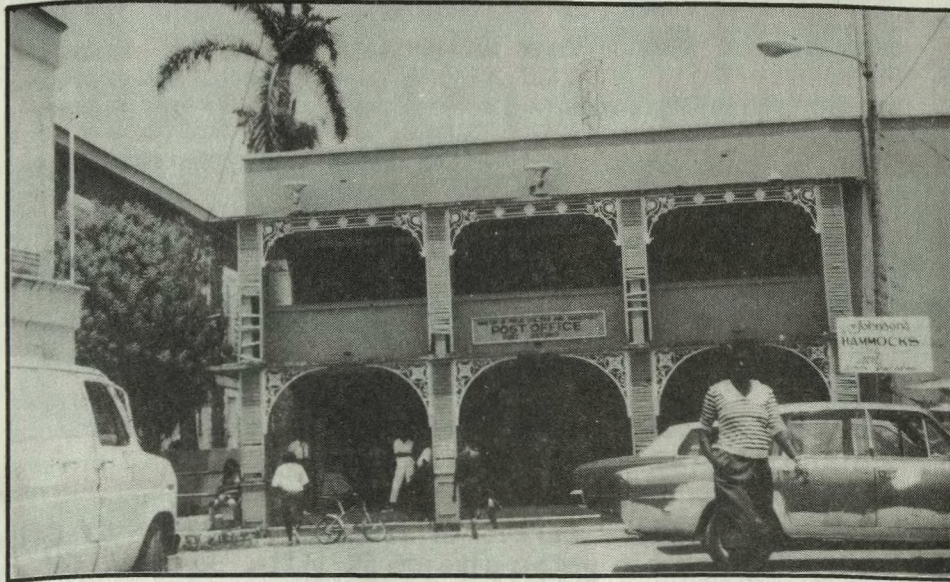


Fig. 3 Port Antonio Post Office

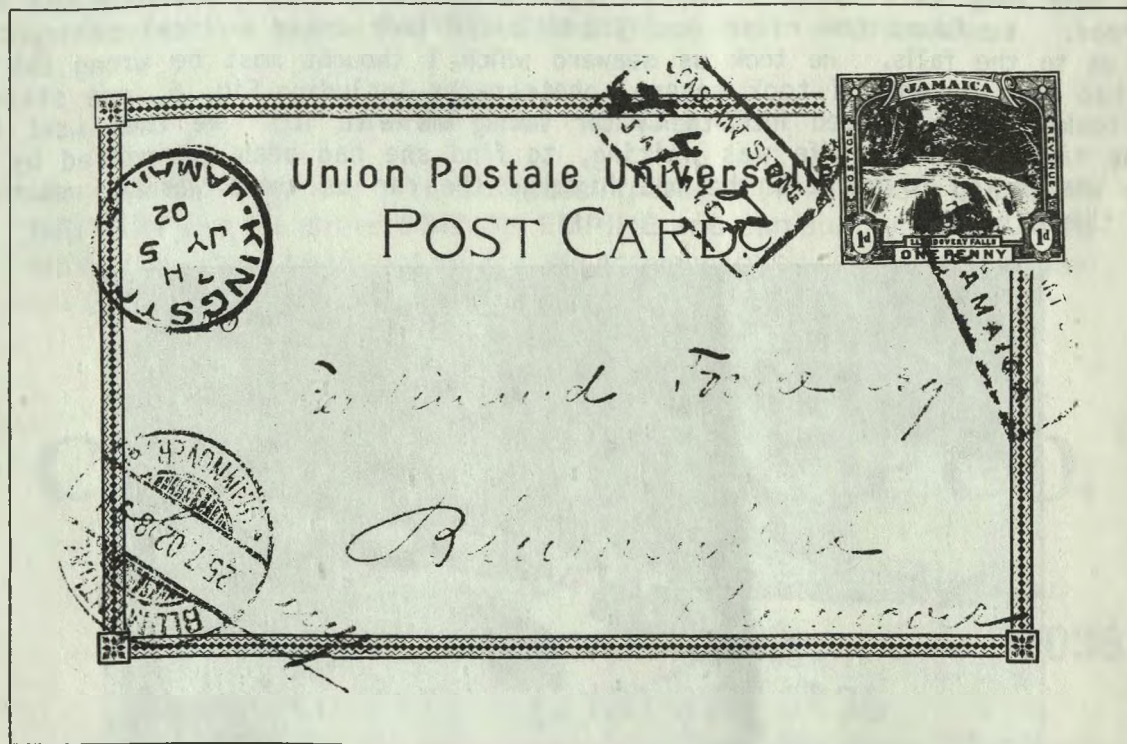


Fig. 4 Constant Spring Hotel TRD
with manuscript date

Lauderdale Stamporee the following weekend. However, in the remaining time we went on two organized excursions, one to Rose Hall, the historic plantation house, the other on the railway by "Governor's Coach". The train broke down at the half way stop and we were refunded our money!

The one independent trip we made from Montego Bay was along the north coast past

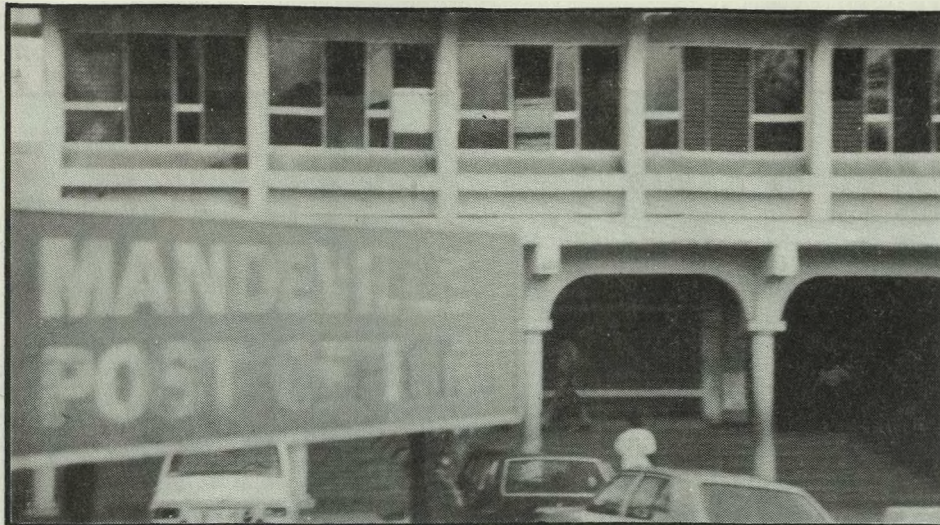


Fig. 5 Mandeville Post Office

the historic buildings and slave market in Falmouth (SG 134) to Columbus Park Museum at Discovery Bay (probably the site of SG 111). We then set out to find Llandovery Falls which appear on the first Jamaican pictorial stamps (SG 31/32) of 1900/01 (see Fig. 4). Research at the Institute of Jamaica had found a book which said they were between the villages of Salem and Laughlands inland from the road. We found the river easily and our driver asked a local resident to guide us to the falls. He took us seaward which I thought must be wrong but the road had been moved! I took several photographs including Fig. 6, one standing on a boulder which dropped into the water taking me with it!! We then went back to the taxi where my wife was waiting, to find she had been confronted by the police who wanted to know if she had hijacked the car as there was no reason to stop there!!!



Fig. 6 Llandovery Falls, April 1988

Finally, I would like to thank Barry Friedman and all the members of the BCPSG who gave my wife and myself such a wonderful welcome in Florida at the 1988 Annual Meeting.

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1840 - 1936

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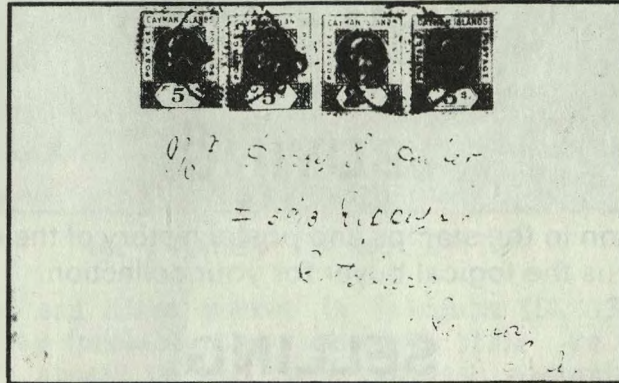


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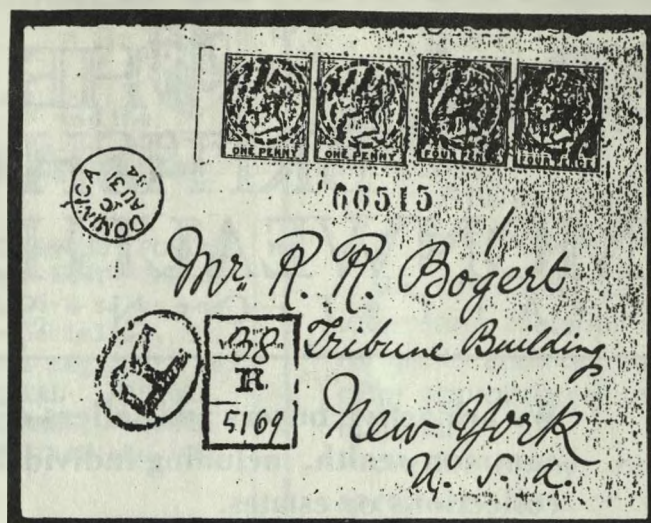
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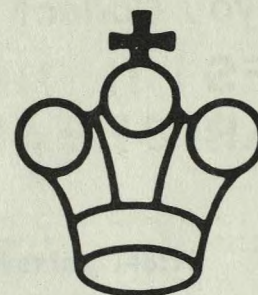
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PERSONAL MENTION

Bob Swarbrick reports that **Denis Charlesworth** has been elected a fellow of the Royal Philatelic Society, London. This is a major honor and recognition of significant achievements. We congratulate Denis.

Congratulations! **Ed Addiss** and **Lee Francis** have announced their marriage in New York City on Sunday, March 12, 1989. Their address is 3800 Parkview Lane, Naples, FL 33940.

Member and dealer **George Holschauer** was featured in an advertising profile in "Stamps Magazine" for February 25, 1989. This profile speaks of George's philosophy which he applies to his own collections as well as recommending to his clients. The philosophy is this: When it comes to buying a pivotal item that rarely comes on the market, the collector should be prepared to view the item's potential value rather than the current catalogue value in assessing what he is prepared to pay for it.

PUBLICATIONS AVAILABLE

The following Pamphlets and Articles are available from our membership chairman, Tom Giraldi at the prices listed. For his address see the inside front cover.

"A description of just about every phase of life on each of the West Indies" by Byron Cameron	price \$5.00
"Dominica" by Bertram W. H. Poole	price \$5.00
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"St. Lucia Philatelist #3"	price \$4.00
"St. Lucia Philatelist #4"	price \$4.00

BERMUDA SALES

As noted in the BCPJ for March 1989, Temple Bar Auctions (Allan Leverton) is holding a major sale of Bermuda material, the George Ulrich collection, on 26, 27 and 28 June 1989. George was a member of the BCPSG until his death last November. Allan states that this is the finest collection offered for ten years.

The Postal History Section starts with 1796 and contains Crown Circles Paid from Hamilton, Ireland Isle and St. George's along with Perot, Ward and Thies Postmaster stamps. Among other notable items are Airmail Postal History, Boer War Postal History, and Bermuda Railway stamps.

Queen Victoria items include 1/- imperf between mint and used, 3d. on 1d. rose provisional mint and used, essays and the rare eight perf 11-3/4 proofs. Among the QV postal stationery are the 1893 provisional postcard used to the U.K., artist's proofs and die proofs. The Dock Type include 34 color trials and the Ship Type include proofs.

The King George V, King George VI and Queen Elizabeth II stamps include major items, the £1 inverted watermark, Cw 16B, scroll plate flaws, errors and plate proofs with the 1968 Olympic 3d. error pair on cover, SG 220A.

For those who receive this in time, the catalog itself should be of value as a record of the material that exists. The address is Westway House, Brentford, Middlesex TW8 9HF, England.

Harmers of London has announced that Baron Stig Leuhausen is putting up for sale one of the rarest items from his collection for auction by Harmers in May. This is the "Perot" Postmaster's stamp on original letter which was one of Sir Henry Tucker's prized possessions. One other example of this particular stamp is in the Queen's collection. The May 16th auction also features a second Bermuda rarity, W. B. Perot's second type stamp which was made using the Crowned Circle "PAID/AT/HAMILTON BERMUDA" postmark. This stamp, issued in 1861 for the 1d. rate, is in carmine-red on bluish laid paper with part gum on the reverse. Discovered In Copenhagen in 1984, this is the sole recorded unused example.

A PRIVATE SHIP TYPE MARK

by Morris Ludington

A circular type of rubber stamp ship mark, inscribed "POSTED ON THE HIGH SEAS" around the circumference in two or three lines in the center, is known on letters of the 1930s from a number of ships. Though the marks for the different steamers vary in details, their general style is the same, and suggests that they all came from the same source. The curious thing is that the ships were from three different companies, of three different nationalities.

The recorded marks are illustrated in Figures 1 - 4 and 6 - 7 and details are as follows:



Fig. 1



Fig. 2



Fig. 3

Fig. 1 S.S. ROSALIND. Diameter 24.5mm, lettering 2mm high, small ornament at the bottom. Seen in black or blue. The ROSALIND was of 2,390 tons, built in 1911, and belonged to the Red Cross Line, taken over by Furness, Withy in 1929, and was normally on the New York - Halifax - St. John's, Newfoundland, route until her last year of service, 1935, when she was transferred to West Indian routes. Furness, Withy had supplied her with two ship marks, a straight line "S. S. ROSALIND" and a standard mark, supplied to many of their ships, with "POSTED / ON THE / HIGH SEAS" in three lines within a circle. The Fig. 1 mark, besides having been seen on covers that passed through the mail, is often found cancelling loose stamps of the British West Indies.

Fig.2 S.S.VEENDAM. Diameter 25mm, lettering 2mm high, except for the name of the ship, 2.75mm high, small ornament at the bottom. Seen in blue on covers used in early 1931. The liner was of 15,500 Gross tons, built in 1922-23 and belonged to the Holland American Line. Though she occasionally sailed across the Atlantic, she was usually used for cruises to the Caribbean or elsewhere. She was chartered from 2 July 1930 to 9 November 1931 by the Furness Bermuda Line to run between New York and Bermuda pending the delivery of the latter's luxury liner MONARCH OF BERMUDA. An official two-line mark, "S. S. Veendam / Purser's Office" has been seen in blue used in 1935 and in red used in 1936.

Fig.3 S.S. MUNAMAR. Diameter 25mm, lettering 2mm high, star at bottom. Seen in blue. This was a cargo and passenger ship of 3,440 Gross tons, built in 1915 for the Munson Steamship Co. Apparently based on Miami, she ran to Cuban ports and other places in the Western Caribbean, but occasionally sailed to the Lesser Antilles in the 1930s. She was scrapped in 1939.

Fig.4a U.S.M.S. MUNARGO. Diameter 24.5mm, lettering 2mm high, star at bottom. (U.S.M.S. = United States Mail Steamer). Seen only in blue. A passenger steamer of 6,336 Gross tons, built in 1921 for the Munson Line's regular service from New York to Nassau and Havana. Occasionally called at Miami and took short cruises in the off-seasons. Fig. 4a was in use to about early 1937, and is almost invariably found cancelling the stamps. It is almost certain that covers with no other markings never passed through the mails, but were simply returned over the counter by the purser to the senders, probably stamp collectors.



Fig. 4a



Fig. 4b

Fig. 4b S.S. MUNARGO. Diameter 25mm, lettering 2.25mm high, except for the ship's name, 3mm high, star at bottom. Seen only in black. In use from early 1937 to April 1938, when the ship was sold, as the "Munargo Steamship Co." which became a subsidiary of the United Fruit Co. Her route was changed to include calls at Miami. By July 1938, a new dated ship mark had been issued to her, illustrated below on cover (Fig. 5), in a United Fruit Co. style used for many of their ships.

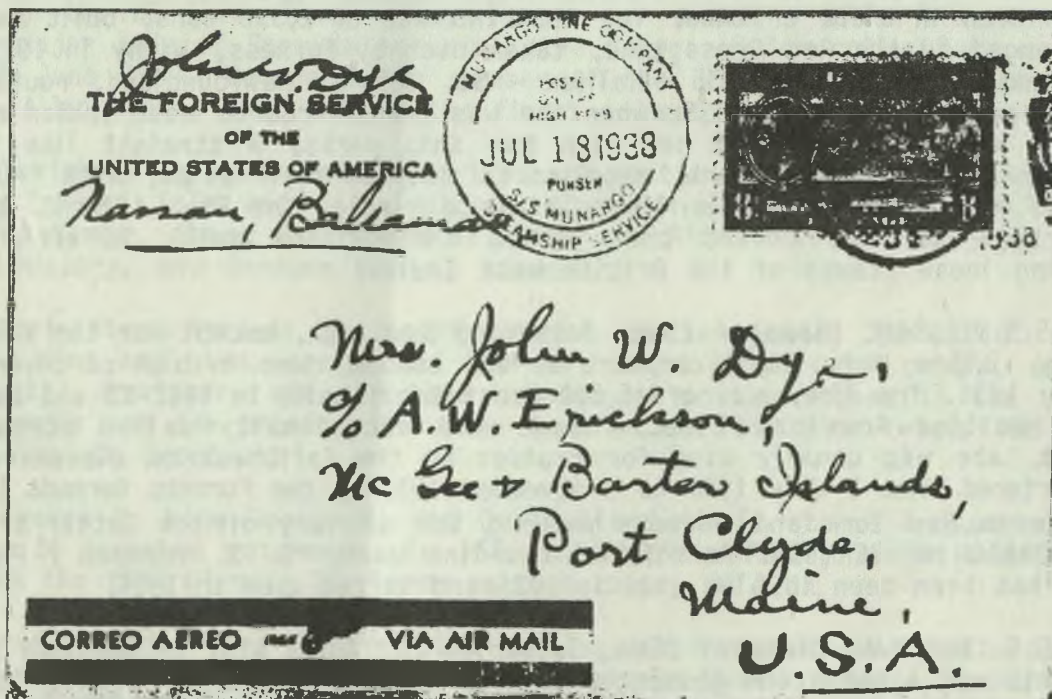


Fig. 5 The official ship mark of S.S. Munargo after her sale by the Munson Steamship Co. The Bahamas 8d. is cancelled by the New York Paquebot duplex of JUL 21 1938.

Since before World War I, the main service provided by the Munson Steamship Co. had been between New York and Buenos Ayres, with calls at Rio de Janeiro, Santos and Montevideo, using various ships of different tonnages. In 1921-22, the U. S. Shipping Board assigned four of a group of sixteen new passenger and cargo ships of the "535 Class" to this route, under the management of the Munson Line, which was able to buy them in 1925-26. At the end of 1929, the ships started calling at Bermuda in both directions, and between June 1930 and May 1933, one steamer

was withdrawn from the Buenos Ayres route to run exclusively between New York and Bermuda, weekly during the first six months and then every four days, (see Munson 3 and 1 below).

All the steamers were between 13,700 and 13,800 Gross tons, built between 1919 and 1922 by various shipbuilders, and most of them survived to become troop transports during World War II.

The four Munson Line steamers were under contract with the U.S. Post Office, which supplied each of them with a duplex datestamp inscribed "N.Y. & BUENOS AYRES SEA POST" around the top, the name of the steamer around the bottom, the date in the center and the assigned ship number, 1, 2, 3, or 4, in the bar cancellation. They were supposed to be the only ship marks to be used, but at least two, and perhaps the others, are known with "POSTED ON THE HIGH SEAS" marks, Figs. 6 and 7, sometimes struck alone as cancellations on stamps on philatelic covers, sometimes used in combination with the official duplex cancellation and sometimes with a port of arrival "Paquebot" or other cancellation.



Fig. 6



Fig. 7

Munson 1. U.S.M.S. AMERICAN LEGION. Launched 11 October 1919 and completed in July 1921. Replaced the PAN AMERICA on the New York - Bermuda route between 26 December 1932 and 21 March 1933. Only known to have used the official duplex cancellation.

Munson 2. U.S.M.S. SOUTHERN CROSS. Launched on 20 July 1919 but only completed in September 1921, hence No. 2. The unofficial mark, Fig. 6, has been seen used alone as a cancellation, but is rare, for the great majority of covers seen have only the official duplex. The diameter of Fig. 6 is 26mm and all the lettering is 1.1mm high with the ship's name in three lines "U.S.M.S. / ..PAN.. / AMERICA".

Munson 3. U.S.M.S. PAN AMERICA. Launched 4 June 1921, and completed in February 1922. Fig. 6 has been seen always in blue, on covers dated between October 1930 and April 1938, sometimes alone and sometimes in combination with the official duplex or other postmarks. Fig. 6 has a diameter of 25mm with lettering 2mm high, except for the ship's name, 1.5 mm high in three lines "U.S.M.S. / ..PAN.. / AMERICA".

Munson 4. U.S.M.S. WESTERN WORLD. Launched 19 September 1921 and completed in May 1922. Only known to have used the official duplex cancellation.

The Munson Line declared bankruptcy in 1934, but the ships were allowed to carry on until May to June 1938, when they were seized by the U.S. Maritime Commission for debt. They were returned briefly to the South American route, but in 1939 to 1941 were taken over as troop transports, first by the Army, then by the Navy.

Three were scrapped in 1948 and the SOUTHERN CROSS in 1952, after having been laid up since the end of the war.



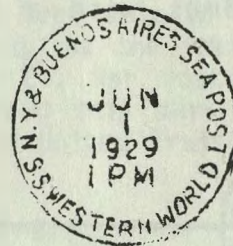
Munson 1



Munson 2



Munson 3



Munson 4

From the fact that the circular "POSTED ON THE HIGH SEAS" marks were used on steamers of different companies, and even nationalities, it seems clear that they were made by or for a single individual, who gave them to the pursers of the ships on which he was a passenger. Some pursers probably never used them, since they were not official. Others apparently used them on philatelic covers, which never passed through the mails and occasionally for convenience on regular letters posted on board, even though they may also have had officially authorized ship marks. Thus, they might be classified as private marks accepted for use.

PERSONAL MENTION

Les Aspin, 1021 Brock Avenue, Victoria, BC Canada V9B 3E2, has written, wishing to contact adult stamp collectors in the West Indies countries of Jamaica, Barbados and Trinidad and Tobago. He states that he is male,, age 68. If you know of anyone who would write to Les, please pass on his name and address.

Dr. John C. Arnell has a complete set of the British Caribbean Philatelic Journals, the first twelve volumes of which are hard bound (2 volumes per book). He wants to sell this as a complete set and is looking for an offer. The buyer should also pay the cost of transportation. He also wants to dispose of about a dozen mainly out of print BWI books. His address is P. O. Box HM 1263, Hamilton HMFx, Bermuda. His North Atlantic Transatlantic Mail keeps him too busy to collect the British Caribbean area.

Dr. J. A. Socrates, 45 Marlborough Road, Ipswich, Suffolk IP4 5AX, England has written to Bob Swarbrick, saying he would like to correspond with philatelists in a Caribbean country with a view to exchanging stamps and friendly letters. If you are interested, feel free to contact Dr. Socrates.

CAYMAN PHILATELIC HOLIDAY

by James F. Stern

For more than fifty years, I have been collecting the stamps of the British Caribbean and have been particularly interested in those of the Cayman Islands. Not very long ago, I was finally able to complete my collection so that I proudly possess a mint copy of every stamp ever issued by the Crown Colony. Late last spring it suddenly occurred to me that, after all these years of philatelic interest, I had never set foot in the Cayman Islands. Urged on by my wife who doubles as my official photographer and art director we set out in April on a brief philatelic holiday, our objective being to visit every operating post office on the three islands.

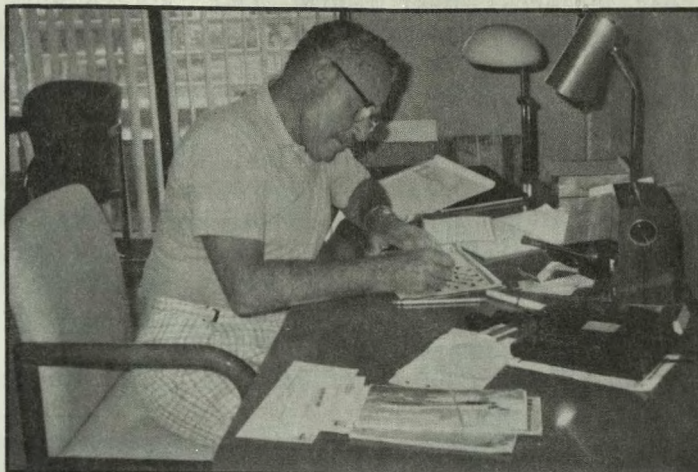


Fig. 1 The Author at Work

Located about 480 miles south of Miami and 150 miles west of Jamaica, the trio of islands making up the Caymans are among the most friendly in the Caribbean. A British Crown Colony since 1959 (the Islands formerly were a dependency of Jamaica) the Caymans are a thriving international financial center and a growing tourism destination. Grand Cayman, the largest and most developed of the three, stretches twenty-two miles by seven miles at the widest point and has a population of about 20,000. Georgetown, its capital, is a bustling financial, shopping and tourist center, the focal point for all the Colony's activity. Measuring eleven miles long and one mile wide, Cayman Brac, home to some 1200 inhabitants, is only recently emerging as a tourist center, especially for fishing and diving. With only twenty full-time residents, Little Cayman is some ten square miles of virtually untouched Caribbean paradise.

GPO GEORGETOWN

After a drive from our winter home in Long Boat Key Florida to Miami and an hour and a half flight to the lovely new jetport just outside of Georgetown on Grand Cayman, our first stop was at the General Post Office (Fig. 2). Built in 1931,



Fig. 2 GPO Georgetown

the facility is completely outmoded although the employees appear to be doing their cheerful best while the government authorities argue over where to construct and how to finance the badly needed new building.

There is no carrier service or home delivery of mail in the Caymans. Each patron is, upon request, supplied with a box (Fig. 3) built into the exterior wall of the GPO or country post office, which box is, of course, available to the patron at all hours. There are more than 2400 such boxes built into the walls at the GPO. Large commercial users employ runners who pick up their mail at GPO during regular business hours, although special arrangements appear to be not uncommon, despite the fact that an assistant postmaster declined to comment on the subject when I asked. GPO at Georgetown is open from 8:30 to 4:30 on Monday through Friday and 8:30 to noon on Saturday. Most of the country post offices have shorter weekday hours of 8:30 to 10:30 and 2:30 to 4:30.

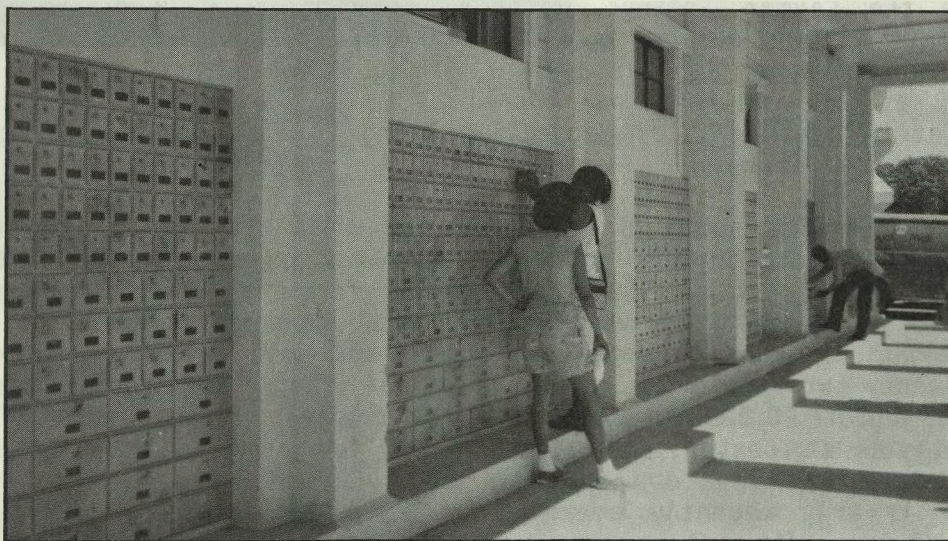


Fig. 3 Mail Boxes Outside GPO Georgetown

Registered letters are normally handled only through GPO although the country branches take care of parcel post. Postal money orders have not been available since 1974 and special delivery or express mail, while available, is seldom used. All incoming mail bound for the countryside on Grand Cayman is dispatched to the appropriate post office by truck (lorry?) and to the out islands by airplane. All outgoing mail to the rest of the world is sent by air; there are several planes each day to Miami, Tampa, Atlanta, Houston and Kingston from the jet airport outside of Georgetown. Mail to and from Jamaica, which appears to be surprisingly voluminous, is posted and handled separately at GPO.

The use of postal meters is relatively new and is designed mainly to accommodate the more than 500 international banks and financial institutions which maintain branches in the Georgetown financial center.

Cancellation of mail is almost entirely by hand at the branch post offices and largely so at the Georgetown GPO. The personnel suggested the growing need for automation but it has not yet become a reality, largely because of budgetary restraints on the Colony. The handstamps in use at the GPO Georgetown, including the Philatelic Bureau, are illustrated in Figs. 4 - 8 and are self-explanatory.

The Philatelic Bureau, although squirreled into a little corner at GPO, was a fount of information and friendly cooperation. The first day issue arrangements

are a complete service including a specially designed envelope, a careful cancellation and prompt dispatch to the indicated address or, if requested, unaddressed under separate cover. Charges are simply the cost of the stamps at face value plus a modest cost for the first day cover itself. Deposit accounts with standing orders for all new issues are encouraged. For example, one first day cover with the entire issue, one mint set of the entire issue and one souvenir sheet will cost approximately CI\$20.00 or US\$25.00. US currency (\$1 equals \$0.80 Cayman) is accepted not only for deposit accounts but for regular stamp purchases at the post office counter. Interesting and informative technical information (designer, printer, process, size and pane format, perforation, paper type, watermark and release dates) are in bulletins which accompany each issue.



Fig. 4



Fig. 5



Fig. 6



Fig. 7

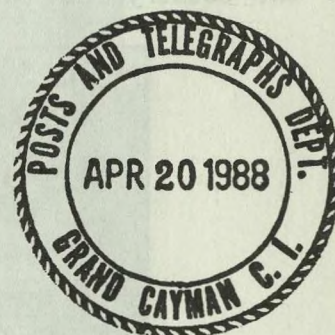


Fig. 8

There was some understandable reluctance on the part of the postmaster to discuss volume of mail or gross postal revenues on the grounds that these were not strictly philatelic matters, even though the figures for as recently as 1985 were readily available in government releases. The general new issue policy of Cayman Islands was stated to be not more than one issue every quarter, each new issue consisting of three, four or five stamps, all in useful denominations. The current postal rates (expressed in Cayman dollars, of course) are 5¢ internal, 25¢ to West Indies, USA, Canada and South America, 35¢ to Great Britain and Europe and 50¢ to Africa, Australia, etc., for each half oz. and the same amount additional again for each additional half ounce. The last four issues contained stamps of 5¢, 35¢, 50¢ and \$1.00 (Fruits); 5¢, 25¢, 50¢ and \$1.00 (Butterflies); 10¢, 50¢, and \$1.00 (Lizards) and 5¢, 25¢, 35¢, and 75¢ (Flowers).

All issues are printed in London by one or another of the usual security houses (e.g., Questa, Walsall, De La Rue, Harrison) depending on the successful bidder and are usually designed by local Caymanian artists. The only exceptions are the Colonial omnibus issues in which Caymanian participation is mandatory. Even then, I was informed, the Colony has considerable latitude in design, number and stamp size. Finally, while there is no fixed policy on definitive issues, the opinion was expressed that an interval of ten or twelve years seems to be about right.

Grand Cayman

Now, after a full day downtown at GPO, the next day was devoted to visiting the country post offices. We hired a car and driver for the day (no left hand drive sightseeing for me) and prepared our covers for cancellation, our special sheets for extra cancellation and postmark strikes and loaded our camera. And we went straight to HELL.

As you drive north from Georgetown along Seven Mile Beach, lined with beautiful

new hotels, condominiums and clubs, and head toward West Bay, after a visit to the world famous Turtle Farm, you arrive at the post office at HELL (Fig. 9 & 11). Here's how the name came about: Right in back of the post office (Fig. 9) itself are several acres of strange black jagged rock in all sorts of crazy shapes and sizes which certainly do not look like anything on earth and which, with very little imagination on a hot day, can set you thinking. These limestone formations are about 1.5 million years old.

The Hell post office is geared toward the tourist visitor and philatelist. The clerks know how to prepare a cover, to strike it neatly and generally how to accommodate the visitor, whether payment is in Cayman, US or Canadian dollars. The Hell post office is a spanking new clapboard building of modest size. All of the country post offices follow the same general plan of construction.

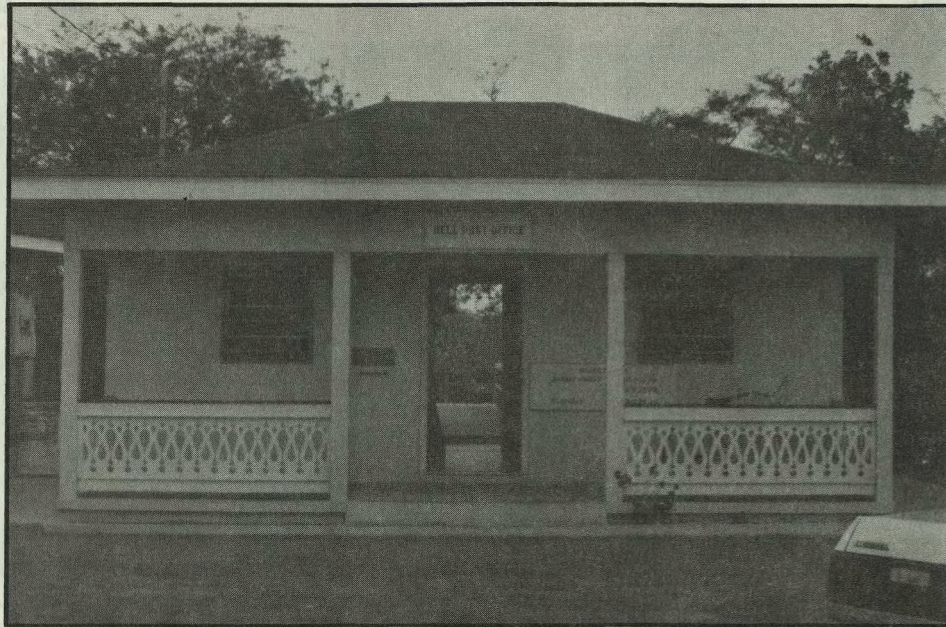


Fig. 9 Hell Post Office

From Hell we drove just a mile or so to West Bay, one of the original post offices (Fig. 10 & 12) on Grand Cayman. It is always well to remember that the Cayman postal Service began in 1889 with the use of Jamaican stamps and that the colony did not issue its own stamps until 1900. West Bay (Fig. 10), like all Cayman post offices, is festooned with patron boxes built into the exterior walls. Like every facility visited on the islands, the clerk or postmistress was unfailingly courteous and cooperative and, not being particularly busy, was usually willing to chat at great length.

From West Bay we doubled back down the main road through Georgetown to South Sound. The old post office at South Sound has been closed and its business divided between GPO in Georgetown and Savannah to the east. We understand that the retired postmistress in South Sound still collects mail and sells stamps from her home but the South Sound postmark and cancellation are no longer in use.

At Savannah (Fig. 13) we learned that the postmistress doubles as the election clerk and we had to wait patiently while she registered several new young voters in anticipation of the upcoming election. Savannah is in a rapidly developing area and we are told that there was talk of enlarging the facility, especially



Fig. 10 West Bay Sub-Post Office

if there is further delay in building the new GPO or if, when built, it is sited further north of downtown Georgetown or along Seven Mile Beach.

Our next stop, some three miles down the road, was Boddentown, the old Cayman capital (see cover of March issue & Fig. 14). "Bodden" is probably the most common surname on the island and its owners are all said to be descended from one of the original settlers, who deserted Oliver Cromwell's army in Jamaica about 1642 and fled here. We had a lovely chat with the postmistress who apologized for the poor clarity of the postmark strikes and stated she had been waiting several months for the arrival of the new hand canceller she had on order.



Fig. 11



Fig. 12

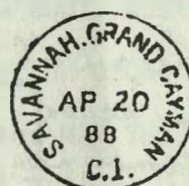


Fig. 13



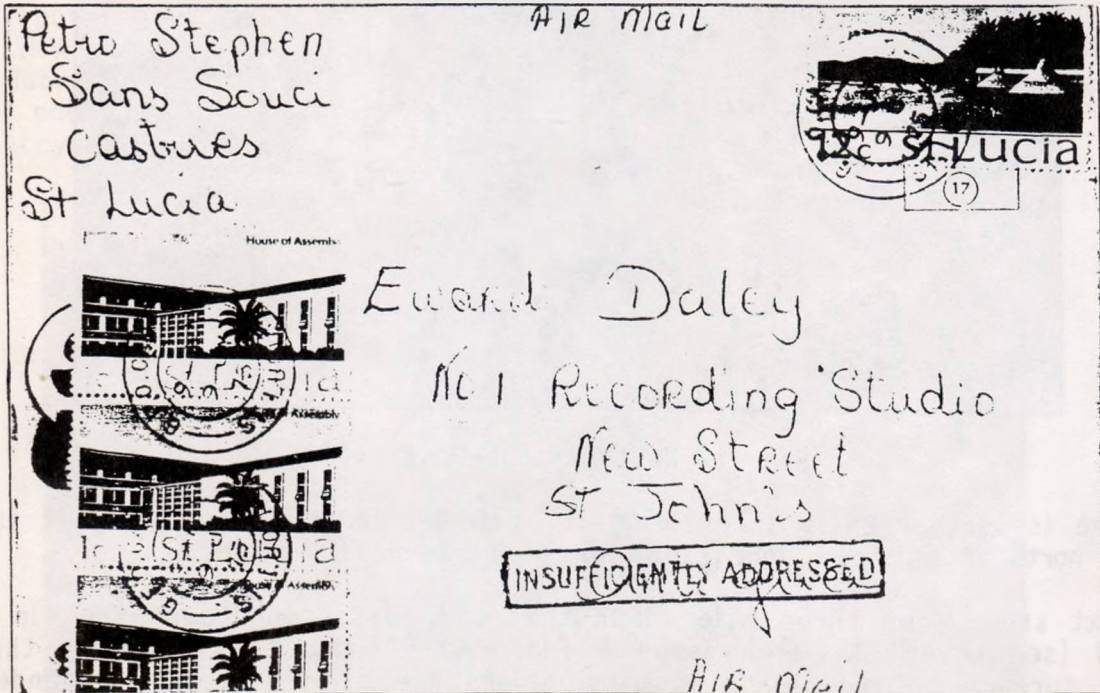
Fig. 14

Continuing east, we took the loop road from Frank Sound to North Side, discovered that the post office was closed until 2:30, and continued west along the north shore to Cayman Kai, a new and rapidly growing residential development inhabited mostly by American and Canadian expatriates. After a leisurely lunch at one of the new hotels, we doubled back to North Side (Fig. 15), visited for a few minutes with the postmistress and then drove east past Old Man Bay. There the post office has been closed and the business is now handled at North Side. We passed some really lovely rural scenery and saw the famous Cayman blow-holes with their spectacular water spouts. This is the most popular part of Grand Cayman and attracts great numbers of scuba divers who explore dozens of shipwrecks and reefs.

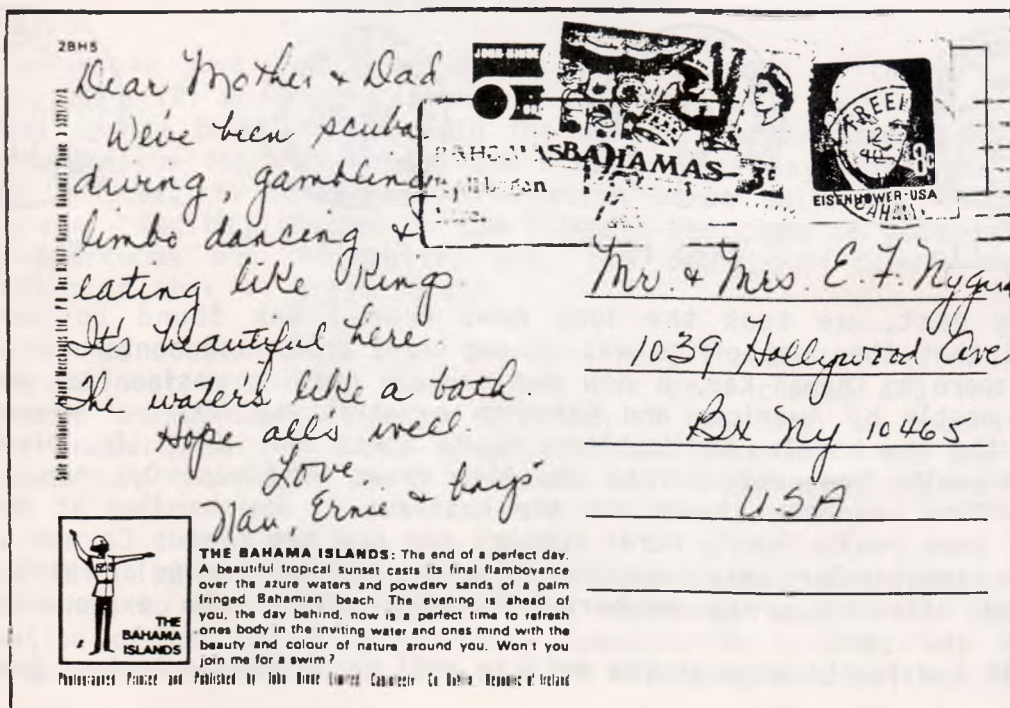
(Fig. 15 and the balance of the article will be in the September journal.)

CARIBBEAN ROUND-UP

Ed Addis has submitted a cover, mailed from St. Lucia to Antigua, which bears an "INSUFFICIENTLY ADDRESSED" handstamp in black. Most likely it was applied in St. Lucia rather than Antigua, since the cover was delivered in Antigua. It could not have been applied in Antigua unless the post office there was able to supply the missing part of the address, which looks to be "New Street". Can any of our members shed any light on this handstamp? Ed says he has not seen it before.



Brad Arch has submitted a photocopy of a post card sent from Freeport, Bahamas to Rye, NY. Since the date of the postmark is unreadable, it is not possible to confirm that the postage paid was correct. However, the rate of 11¢ was paid by a US 8¢ stamp and Bahamas 3¢ stamp. The post card was carried without postage due noted by either postal administration.



SECRETARY'S REPORT

NEW MEMBERS

All applicants listed in the March 1989 journal have been admitted to membership.

NEW APPLICANTS

HARNISHFEGER, Ralph, 1301 Winch Lane, #5, Springfield, IL 62702.

BROCKWELL, M. A., 31 Copse Avenue, West Wickham, Kent BR4 9NN, England. Collects Barbados, Dominica, Grenada up to 1952, by Malcolm Watts.

PARKINSON, Joseph, 53 Greenway, Wingerworth, Chesterfield S42 6HP, England. Collects Leeward and Windward Islands, by Ian A. Potter

WRIGHT, Paul F., 91 Palemston Road, London SW19 1PB, England. Collects Jamaica, by Bob Swarbrick.

BRAINERD, Jr., Lyman B., P. O. Box 510, Sedona, AZ 86336. Collects Collects British Caribbean, U. S. 19th century bolcks, by Fitz Roett.

BAKER, Richard, Elm Park College, Elm Park, Stanmore, Middx. HA7 4BQ, England, Collects cancellations on Leeward Islands stamps and L. I. group, by Bob Swarbrick.

RESIGNATIONS

COCKING, Brian, FORREST, J. E., NEWS-SMITH, Ronald

ADDRESS CHANGES/CORRECTIONS

BARKER, J. W., 2 Westernhay Road, Leicester LE2 3ME, England.

BOYLAN, R. J., 28 Bennetts Road, Everton Hills, QLD 4053, Australia.

COLLENS, Ian D., P. O. Box 4752, Sydney, NSW 2001, Australia.

DOW, Jeffrey, 47 Indian Rock Road, Merrimack, NH 03054

NEIL, Nigel R. J., 117 Charles Street, Swinton M27 3UG, England

MICHEL 1987 BWI SURVEY

The Michel survey gives the following stamp totals for 1987:

GUYANA, 356; GRENADA, 176; GRENADA GRENADINES, 108; BARBUDA, 95; ANTIGUA AND BARBUDA, 79; ST. VINCENT, 78; DOMINICA, 75; ANGUILLA, 47; BELIZE, 43; ST. VINCENT GRENADINES, 43; JAMAICA, 39; BEQUIA, 38; ST. LUCIA, 38; BAHAMAS, 37; BRITISH VIRGIN ISLANDS, 30; ST. KITTS, 30; NEVIS, 27; MONTSERRAT, 24; BARBADOS, 22; BERMUDA, 22; CAYMAN ISLANDS, 16; TURKS & CAICOS ISLANDS, 15; TRINIDAD & TOBAGO, 8; CAICOS ISLANDS, 0; and CAYES of BELIZE, 0.

See June 1988 BCPJ (Vol. 28, No. 2, W/N 147) for a comparison with 1986.

NEW ISSUES

Bruce E. Watts

BAHAMAS: Hummingbirds set of four to be issued March 29th. Designed by Nick Shewring and printed by The House of Questa. The stamps are printed in sheets of 50 (2x25) on CA spiral WMK paper and perf 14. Denominations are: 10¢, Cuban emerald; 40¢, Ruby-throated hummingbird; 45¢, Bahamas woodstar; 50¢, Rufous hummingbird.

BARBADOS: Set of four commemorating fifty years of commercial aviation. To be issued in March. Designed by Tony Theobald and printed by Walsall Security Printers. Denominations and planes are: 25¢, Liat BAe; 65¢, Pan-Am Douglas DC-8; 75¢, Concorde; \$2, Boeing 707-351c.

BERMUDA: Photography anniversary set of six to be issued in May. Designed by Tony Theobald and printed by The House of Questa. Denominations are: 18¢, Tucker Island; 30¢, Front Street; 50¢, Front Street; 60¢, Cross Lane, Hamilton Harbour; 70¢, shipbuilding; \$1, dockyard.

BELIZE: Set of five showing small animals. Release date not reported. Designed by Juan Barberis and printed by The House of Questa. Animals are: 25¢, four-eyed opossum; 50¢, the ants bear; 60¢, gibbon; \$2, antelope; and \$2, peccary.

CAYMAN ISLANDS: Caymans' post office centenary set of four. Designed by Leslie Curtis and printed by The House of Questa. The stamps will be issued April 12th and feature a stamp-on-stamp theme. Denominations are: 5¢ Georgetown P.O. of 1899 and Caymans' first stamp; 25¢, RMS Orinoco and first postmark; 35¢, G.P.O. and \$1 stamp showing a mail truck; and \$1, jet service commemorative.

GRENADE: Trains set to be issued January 23rd. Three sheetlets of ten stamps. Designed by Terry Hadley and Walter Wright and printed by BDT International Security Printers. All are \$2 stamps and show various locomotives.

JAMAICA: Set of three to mark the 200th anniversary of the Methodist Church. Designed by Tony Theobald and printed by BDT international Security Printers. To be issued January 19th. Denominations are: 25¢, Old York Castle School; 45¢, Parade Chapel and Rev. Thomas Coke; and \$5, St. John's Church and Father Hugh Sherlock. The stamps are in sheets of 50 (2x25) with Pineapple WMK.

ST. KITTS: Tourism part 2 to be issued January 29th. Set of six designed by Leslie Curtis and printed by Format International Security Printers Ltd. Denominations are: 20¢, Georgian House; 20¢, Old Colonial House; \$1, Lavington Great House; \$1, Romney Manor; \$2, Treasury Building; and \$2, Government House.

ST. LUCIA: Set of four and SS for 10th Anniversary of Independence. To be released February 22nd. Designed by Steve Noon and printed by Walsall Security Printers. Denominations are: 15¢, Princess presenting the Constitution; 80¢, well at sulfur springs; \$1, children at Sir Arthur College; \$2.50, Pointe Seraphine shopping center; and \$5 SS, coat of arms.

TRINIDAD & TOBAGO: 100th anniversary of the union of Trinidad & Tobago set of four. No issue date reported. Designed by Derek Miller and printed by The House of Questa. The stamp-on-stamp designs are: 40¢, coat of arms, 1913 1d. stamp; \$1, Tobago flag badge, 1896 4d. Tobago stamp; \$1.50, Trinidad flag badge, 4d. Trinidad stamp used in Trinidad after 1889; and \$2.25, modern coat of arms, 1977 45¢ Inauguration of the Republic stamp.

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