

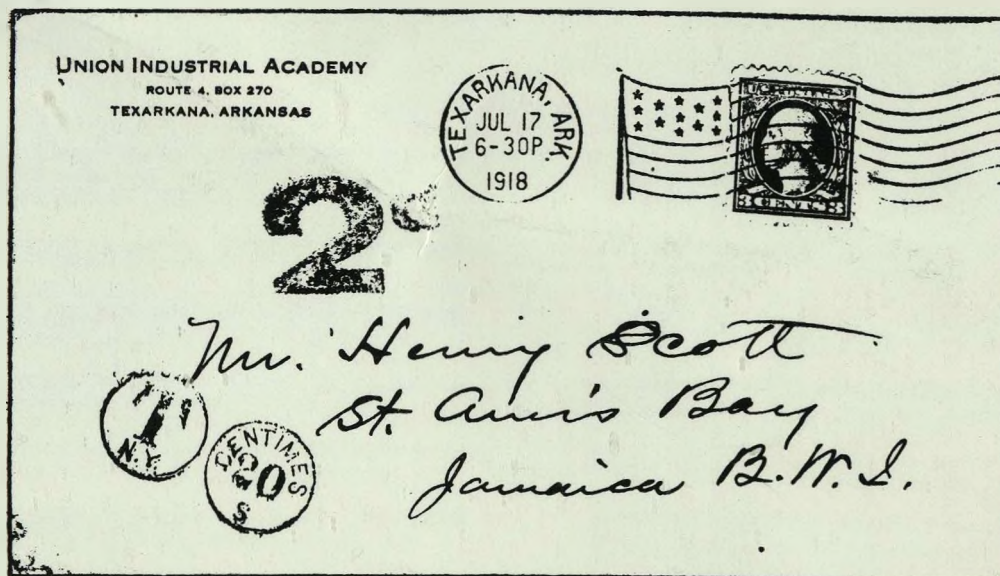
# BRITISH CARIBBEAN PHILATELIC JOURNAL

PUBLISHED BY THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP

VOL. 30, NO. 4  
W/N 157

EDITOR: Mark W. Swetland, 32 Cat Brier  
Lane, Hilton Head Island, SC 29926  
Phone: (803) 837-3326

DECEMBER 1990



1918 Postage Due cover from the USA to St. Ann's Bay  
showing a fine strike of the very rare "2d" Woodblock  
Postage Due marking without full stop in violet.  
(Courtesy of Caribbean Philatelic Auctions)

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DECEMBER 1990

**PRESIDENT:**  
Mr. J. L. Fredrick  
2775 Mesa Verde East  
Apt. S104  
Costa Mesa, CA 92626  
(714) 549-0695

**VICE PRESIDENT:**  
Dr. Peter P. McCann

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**VICE PRESIDENT:** Dr. Peter P. McCann, c/o Merrell Dow Research Institute, 2110 East Galbraith Road, Cincinnati, OH 45215 (513) 984-2749

**INTERNATIONAL DIRECTOR:** Robert V. Swarbrick, "The Four Winds", 919 Uppingham Road, Bushby, Leics. LE7 9RR, England 0533-418063

**SECRETARY:** Dr. Fitz Roett, 12 Massey Place, S. W. Calgary, Alberta T2V 2G3, Canada (403) 259-6094

**LIBRARIAN:** W. Danforth Walker, General Delivery, Lisbon, MD 21765 (301) 442-1034

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**AUCTION MANAGER:** Jack Harwood, P. O. Box 32015, Midtown Station, Sarasota, FL 34239 (813) 924-0419

**ADVERTISING MANAGER:** Robert C. Danzer, 19 Fox Hunt Lane, Great Neck, NY 11020 (516) 487-3969

**ATTORNEY:** Thomas F. Olson, 2150 Shattuck Avenue, Suite 810, Berkeley, CA 94704 (415) 845-0521

**REPORTER-AT-LARGE:** Dr. Gale J. Raymond, P. O. Box 35695, Houston, TX 77235 (713) 464-5220

**AWARDS CHAIRMAN:** Paul A. Larsen, 14 Wilson Court, Park Forest, IL 60466 (708) 747-0145

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For March issue: 15 January  
For June issue: 15 April

For September issue: 15 July  
For December issue: 15 October

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## THE PRESIDENT'S MESSAGE

In keeping with the detailed reporting of our London 1990 annual meeting in the September journal, I would like to encourage the reporting by the membership of any activities of interest to the Group. These should include "Regional Meetings" (both formal and informal); new publications; philatelic research projects; trips; sources of "research" material, such as visits to museums, libraries and government offices; etc. Your participation is important!

In the same vein, due to a recent occurrence, it is vitally important that every member review the list of new applicants in each issue. If you have any information, positive or negative, about any applicant, please convey it promptly to the editor or me. With your full cooperation, we can maximize the integrity and effectiveness of the Group.

Let me close with Holiday Greetings and a Healthy, Happy and Prosperous (at my age in that order) New Year!!!

## FROM THE EDITOR'S DESK

An error crept into the notice concerning applicant Raymond M. Voll, Jr. on page 97 of the September journal. Mr. Voll should have been properly described as a new applicant, not new member. His application is no longer active.

Enclosed with this issue is a flyer with order form for Eddie Addiss's monograph, The "Town" Cancels of British Honduras, 1870-1973. Orders may be placed with Mark Swetland as noted on the flyer with payment in either U.S dollars or sterling.

Perhaps too late for many members, this issue contains Christie's/Robson Lowe's ad announcing the sale of the E. V. Toeg collection of Antigua on 12 December. Victor's collection has won vermeil and gold awards at international shows as well as the BCPSG gold medal.

## BCPJ REPRINTS

Michael Vokins reports that he still has a number of copies of the reprints of the British Caribbean Philatelic Journal, Volumes 1 to 9 with all supplements. You should place your order with him at Cecil Powell Centre, University of Bristol, Old Park Hill, Bristol BS2 8BB, England. These volumes have been out of print for many years but still provide some of the basic information on certain countries. The purchase of a set provides more than 1000 pages of information on the postal history and stamps of the British Caribbean. Payment should be made to the order of the British Caribbean Philatelic Study Group.

For orders placed after 1 December 1990 the price is £36.00 (UK), £42.00 (International) or US \$85.00. Both prices are inclusive of packing and postage via surface printed matter rate. Please send check (cheque) with order.

## GROUP LEADER UPDATE

Here are changes and corrections to the listing which last appeared in the June 1990 journal.

Bermuda ---	Horst Augustinovic, P. O. Box HM 937, Hamilton HM DX, Bermuda
Cayman Islands ---	Thomas E. Giraldi, 7802 Jayseel Street, Sunland, CA 91040
Dominica ---	William B. Ashley, P. O. Box 501, Moraga, CA 94556-0501
St. Lucia ---	Graham C. Bartlett, 6 Montrose Park, Brislington, Bristol BS4 4TF, England

## SECRETARY'S REPORT

### NEW MEMBERS

All members listed in the September 1990 journal have been admitted to membership except for Mr. Raymond M. Voll, Jr., whose application is no longer active.

### APPLICATIONS RECEIVED

PODGER, D. J., 10 Charlecote Close, Farnborough, Hants. GU14 7EJ, United Kingdom. Collects Cayman Islands, all aspects, by Tom Giraldi.

CLARK, William J., P. O. Box 7432, Greenwich, CT 06836. Collects First Flights Bermuda, by Robert H. Ingalls, Jr.

McARTHUR, Robert L., P. O. Box 1151, Pocatello, OD 83204. Collects Central South America, New Zealand, South Africa, Sweden, Poland, by M. F. Roett.

FERRINGTON, R. Alan, P. O. Box 1034, Ruston, LA 71273. Collects Commonwealth prior to Independence, Great Britain, by Tom Giraldi.

CLINGERMAN, George H., 2011 East Charleston, Las Vegas, NV 89104, Collects Jamaica, Trinidad & Tobago, by Tom Giraldi.

PIQUET, Laurence H., P. O. Box 244, Greenwich, NJ 08323. Collects Barbuda, Leeward Islands, Haiti, French Guiana, all specialized, philatelic and related historical literature, by Tom Giraldi.

### MEMBERS DROPPED FOR NON-PAYMENT OF DUES

ASHTON, Markus, BAKER, Richard, BLAKEY, George F. L., BRAHAM, Stephen W., DEGRAW, Ronald, DICKINSON, Terry, FAUGHT, James A., HEADLEY II, J Christain, HUGGINS, Joseph E., KAUFMAN, Norman, MACDONALD, Robert E., MCCAFFREY, Scott, WHEATCROFT, A. A.

### ADDRESS CHANGES AND CORRECTIONS

ASHLEY, William B., P. O. Box 501, Moraga, CA 94556-0501.

BENWELL, Basil B., postal code TN14 7SJ.

BOYLAN, R. J., 16 Barker Court, PORT HEDLAND, 6721 Western Australia.

DORAN, Marjorie A., Box 503, Mattapoisett, MA 02739.

GOSNEY, Harold G., 67 Thicketwood Boulevard, Stouffville, Ontario L4A 4K6, Canada.

HARNISHFEGER, Ralph, 900 East Water Street, #R, Lock Haven, PA 17745-1514.

MACK, Millard H., 312 Walnut Street #2200, Cincinnati, OH 45202-4004.

TOPAZ, Robert, 13960 Crosspointe Court, Palm Beach Gardens, FL 33418.

WOOLDRIDGE, Dr. Thomas D., 4 Medical Park Circle, Tupelo, MS 38801.

## MONTSERRAT NOTES

Charles Freeland is circulating a 21-page set of notes on Montserrat covering Postal History, Proof Material and Issued Stamps. He hopes that the combined efforts of those who review the notes will result in a useful supplement to the Britnor monograph published by the BWISC in 1965. If you can contribute, please write to Charles at P. O. Box 2258, 4002 Basel, Switzerland.

## AWARDS

At New Zealand '90 Gold medals went to Dr. Peter P. McCann, British Virgin Islands Postal History, John O. Griffiths, British Leeward Islands 1757-1902, Ben Ramkissoon Trinidad 1892-1905, Large Vermeil medals to Edmund Bailey for his book "The Stamps of Barbados" and Roger Schnell, German Offices in Turkey 1870-1914, and Vermeil medals to Robert Cooley, Cayman Islands 1889-1926 and Russell Skavaril, The Caravel Issues of Bermuda.



## JAMAICA JOTTINGS

by Ian Potter

Still further to the saga of "H.M.S. Snake" I had an interesting letter from member Dr. John C. Arnell of Bermuda which caused me to reread L. E. Britnor's book on the Sailing Packets. There I found a listing of the "Snake" as a temporary packet hired for two year periods in 1808 and again in 1813. The question now raised is whether the hiring was done from the navy in which case the packet "Snake" and "H.M.S. Snake" are the same vessel. Or was it hired from a private individual who had a ship of the same name? My letter of 24th June 1814 which is endorsed "per H.M.S.Snake" would put them both in or around Jamaica at the same period of time. However, would the navy have been willing to part with a fast brig in the middle of the Napoleonic War? Does anyone know where L. E. Britnor found his list of temporary packet boats? Did his source contain the names of the owners of these vessels?

At London 1990 in Alexandra Palace I picked up the circular shown below (Fig.1). It is a pre-printed invitation from the "Office of Parochial Boards for Clarendon" to attend their next meeting with blank spaces filled in, in manuscript, for dates and times and main agenda. The item was prepaid with a 1d stamp (half normal rate) as book post and the stamp has the "640" obliterator for May Pen and the May Pen single ring c.d.s. dated JN 29 / 77. The May Pen post office was only opened in August 1875 and by Bob Topaz's list the cover is the earliest known item to pass through this office. Therefore, adjust your EKDs for both 640 and May Pen single ring c.d.s. This delay of nearly two years before the first postal item known today was used is surprising as today May Pen is a thriving market town which took me 15 minutes to drive through two years ago. Can anyone report an earlier item?

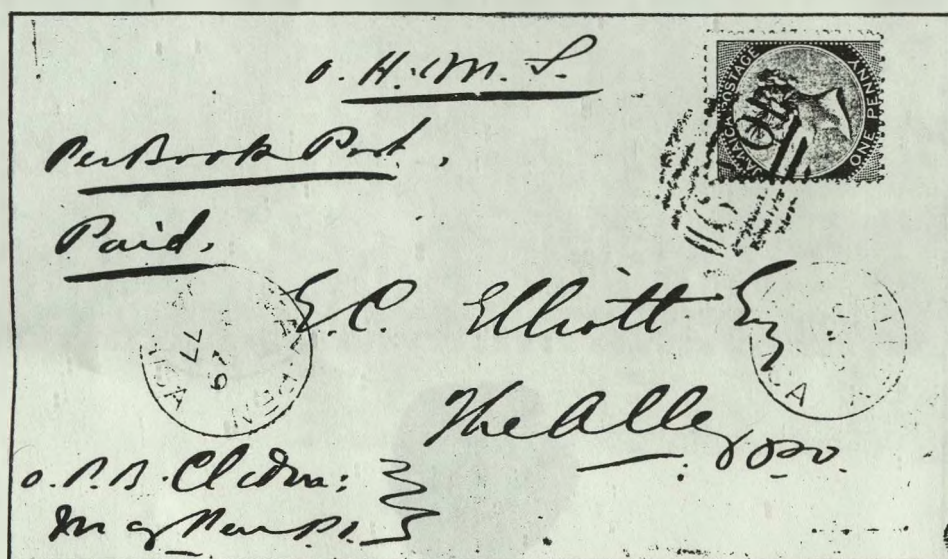


Fig. 1

(Ed. Ian reports that he continues to get inquiries from members about their Jamaica material. He hopes they are not offended by his replies as he never seems to get an acknowledgment. However, the research is very stimulating and often provides something to write about in Jamaica Jottings.)

I must thank Steve Jarvis for bringing to my attention the variations in the Spanish Town P1 handstamp. Tom Foster listed the common strike plus a unique example struck in blue dated FE 13 / 1840. Another struck in blue turned up at the Sisson auction in 1982. This was dated OC 9 / 1841 and had the inner circle missing. Two more blue examples arrived on the scene at the Perrin-Fitzherbert auction by Cavendish. One had the inner circle partly missing, the other completely. They were dated JU



2 / 1841 and SE 11 / 1841. The latest and fifth to be sold was at Britannia Auctions in May 1990. This had no inner ring and was dated MY 29 / 1841 (Fig. 2).

This gives us a total of five examples struck in blue, three having the inner circle missing and one with it only partially present. The dates range from February 1840 to October 1841. Can anyone add to this? Would the owner of the early Tom Foster example like to let me know how well the inner ring registers on his copy?

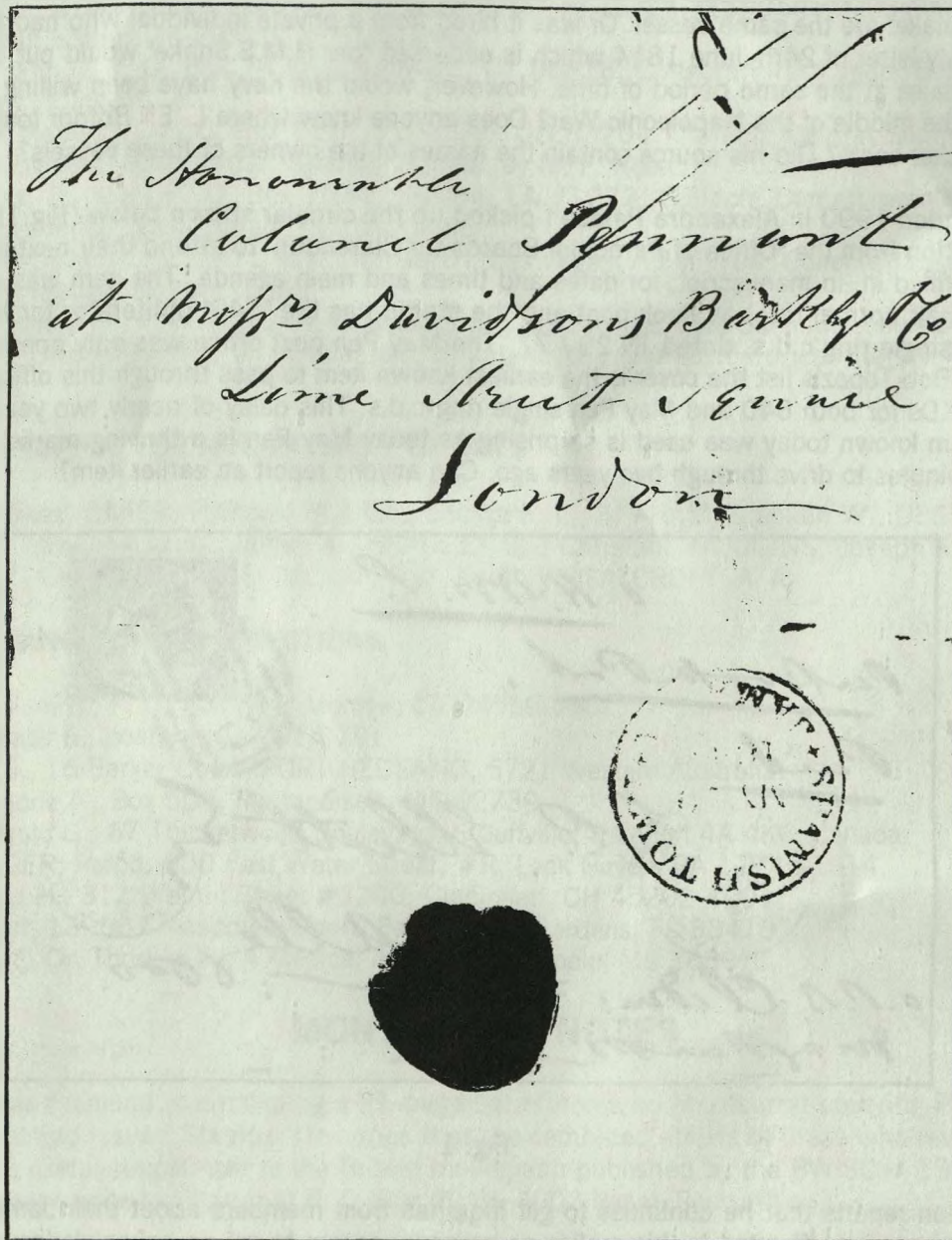


Fig 2

Ian has also submitted an interesting letter from Waterlow and Sons Ltd on the "T" guide marks found on the stamps printed by them. This together with his own research will appear in the March 1991 journal. His work proves that you can make discoveries if you keep digging for information and keep looking at stamps.



## ST. VINCENT - THE GEORGE V 1d. RED, 1912-18 - Conclusion

John R. Hilsdon

Continued from W/N 156

There is a constant mark on the stoned plate which has the appearance of being a continuous frame line joining the bases of stamps 104 and 105 in row 9 (Fig. 14)



Fig. 14

Unfortunately, the scratch flaws are too fine and faint to show up in reproduction, but are easily discernible by a keen eye or with moderate magnification.

### The Main Chart

Most catalogs list the issue under review in a somewhat confusing way, so the main chart was composed to list the printings in a more logical sequence. The colors are listed in the order in which I think they were issued.

Catalog numbers used are SG, Stanley Gibbons, and BK, Bridger and Kay.



<u>PRINTING DATES</u>	<u>CATALOG NUMBERS</u>	<u>AUTHOR'S CODE</u>	<u>DESCRIPTION</u>	<u>PRINT QUANTITY</u>	<u>COLOR</u>	<u>PERFORATION</u>
6/11/1912	SG 109 BK G2	1a	Basic 1d Stamp	245,400	Red	Comb.14
19-20/1/1915	SG 109 BK G2	1b	Basic 1d Stamp	247,560	Red	Line 14
1/6/1916	SG 122 BK G18/19	2 3	LOCAL WAR STAMP ISSUE First & Second Settings	20,000	Red	Line 14
23/6/1916	SG 126 BK G22	4	First London War Stamp Printing	49,800	Carmin red & shades	Line 14
15-18/9/1916	SG 109a BK G3	5	Basic 1d stamp	104,520	Carmin red & rose shades	Line 14
18/9/1916	SG 127/128 BK G23/24	6	Second London War Stamp Printing	53,760	Red shades & rose shades	Line 14
31/1/1917	SG 129 BK 25	7	Third London War Stamp Printing	46,560	Scarlet & shades	Line 14
2/5/1917	SG 128 BK G24	8	Fourth London War Stamp Printing	51,240	Rose-red & shades	Line 14
15/5/1917	SG 123/124 BK G20/21	9 10	LOCAL WAR STAMP ISSUE Third & Fourth Settings	36,000	Carmin-red & red shades	Line 14
12-15/6/1917	SG 109b BK G4	11a	Basic 1d Stamp	100,080	Scarlet & shades	Line 14
2/5/1917	SG 109b BK G4	11b	Basic 1d Stamp	200,040	Scarlet & shades	Line 14
11a & 11b were prints for one order						
21/6/1917	SG 129 BK G25	12	Fifth London War Stamp Printing	103,320	Scarlet & shades	Line 14
4/4/1918	SG 129 BK G25	13	Sixth London War Stamp Printing	92,400	Pale-scarlet & shades	Line 14



### To Summarize

From the above it is apparent that a number of questions arise. Is it possible to learn more about the plate damage, when and how it occurred? What is the technical explanation of the plate being "stoned"? Can the date of the repair be placed more precisely?

It should be remembered that the Crown Agents did not supply dealers directly until 1921, and that the philatelic trade had to purchase stocks directly from the colonies. Thus, it becomes apparent that clearly dated covers and pieces addressed to dealers and known philatelists may supply some clues to answers to the above questions, and also to the early appearance of the more marked color changes.

In the main De La Rue used ink pigments manufactured in Germany. When stocks ran low in the war years, alternative sources were needed. For the red inks it is possible that a cochineal-based pigment was used. (Made from the dried female bodies of the insect *Dactylopius coccus* from India and Mexico.) This would give rise to the scarlet and carmine tints of the later printings.

Any response from fellow philatelists would be most welcome.

### Acknowledgements

My thanks go to V. Duggleby, J. P. Bunt, and R. Wiggins without whose help this article could not have been written.

### References

1. A. Kornerup and J. H. Wansher, "Methuen Handbook of Colour", 1978, Eyre Methuen Ltd., London & Politikens Forlag, Copenhagen.
2. Vincent Duggleby, "The George V M.C.A. 1d Scratch Flaws of St. Vincent", 1982 Study Paper for West Indies Philatelic Review, pp 1-4.
3. John P. Bunt, "The De La Rue Definitives of the Falkland Islands. 1901-1929", 1986, Published by the author in a limited edition of 600 copies, Chap. 4, p 63, the K. G. V 1/- Plate.
4. C. P. Rang, Through the Magnifying Glass, Gibbon's Stamp Monthly, September 1953, p 8.

## **SESCAL '90 and SARAPEX '91 REGIONAL MEETINGS**

On Saturday, October 13th, seven members and three guests met at SESCAL '90 at the Hyatt Airport Hotel. Members present were George Bowman, Bob Cooley, Jay Fredrick, Henry Hesperheide, Steve Schumann, Fred Seifert and Jeffrey Weiss. General discussions took place on the BCPSG, the journal, and editors, past, present and future, (Ed: wish I could have listened in). Two past editors, George and Fred, were among those in attendance. Jay then made announcements on future meetings. We have a special invitation from Vernon Pickering to return to Tortola.

Jay Fredrick then presented a slide show entitled "BVI Personalities". This show ties together covers, historical records, and research notes with specific stamps, addressees and people. Bruce Watts, who coordinated the event, was at the last minute obliged to work and unable to attend. He says he has already begun work to be sure to attend the SESCAL regional meeting next year.

All members are reminded that another regional meeting will be held at SARAPEX '91, February 1-3. Our Vice-President, Dr. Peter McCann, will be the chief judge. Contact Jack Harwood (address inside front cover) for more information. Your editor plans to exhibit there. Join us for the fun.



## NEW ISSUES

**ANTIGUA & BARBUDA:** International Achievements in Space sheetlet of 20. Issue date June 11. Designed by Kim Gromel and printed by BDT International Security Printers. The 20 stamps are all 45¢ denominations and show various USA and USSR space missions.

**BAHAMAS:** Set of four and SS showing the Bahamian parrot. Release date September 26. Designed by Norman Arlott and printed by The House of Questa. The stamps are printed in panes of 50 (2 x 25) on CA spiral watermark paper and perforated 14. The denominations are: 10¢, 40¢, 45¢, 50¢ and \$1.50 SS. All show the Bahamian parrot, *Amazona leucocephala bahamensis*.

**BELIZE:** Christmas set of six depicting orchids. Release date November 1. Designer and printer not reported. Denominations and orchids are: 25¢, *Cattleya boringiana*; 30¢, *Epidendrum polyanthum*; 50¢ *Rhyncholaelia digbyana*; 60¢, *Sobralia marcrantha*; 75¢, *Chysis bractescens*; and \$1, *Vanilla planifolia*.

**BERMUDA:** Reprints of the definitive issue. The 3¢ and 20¢ values with 1990 below the design. The \$1, \$2 and \$3 with 1989 below the design. Also definitive issue overprints. Due to a change in postal rates the 12¢, 50¢ and \$1.50 values were overprinted 30¢, 55¢ and 80¢ respectively. The revised values were made available on August 13.

**GRENADA:** Salute to the USA airborne 50th anniversary on one stamp and two SS. Designed by Walter Wright and printed by BDT International Security Printers. The denominations are: 75¢, Lockheed C-130 aircraft dropping troops over Grenada in 1983; \$2.50 SS, paratrooper; and \$6 SS, members of airborne units 50 years ago and today. The stamps and SS were released in conjunction with celebrations in Washington, DC, on July 2 through July 9.

**ST. LUCIA:** Endangered trees definitives (Part 3). Designed by Roger Gorringe and printed by BDT International Security Printers. The denominations are: 95¢, *Daphnopsis mavrocarpa*; \$1, *Manilkara bidentata*; \$2.50, *Miconia luciana*; and \$5, *Cinnamomum verum*.

## BCPSG REGIONAL MEETING IN YORK, UK

(reported by Ian Potter)

On Saturday, 4th August 1990, an informal meeting of the BCPSG (UK) was held at the York Race Course Grandstand in conjunction with the York Stamp & Coin Fair. The 19 members present found themselves in the office of the Tote (the official race course betting system) where Tony Shepherd began the meeting by displaying his early Barbados with some exceptional postal history items. Mike Rego, who had taken the word informal on the invitation a long way in his attire, then showed recently acquired St. Lucia material, a new collecting area for him. He surprised us all with the quality and extent of the material accumulated in just a few months.

The display boards were then opened to the remaining members present for displays of 12 sheets each, which, as always, produced some unseen gems of Caribbean philately. This left just enough time to revisit our dealer members who had been unable to leave their stalls in the main area and acquaint them with the happenings at the meeting.

Thanks are due to Malcolm Watts who obtained the display frames, to Bob Swarbrick who acted as chairman of the meeting, and especially to Chris Rainey who obtained permission to use the room. Those present were keen to repeat the meeting at a new venue. Would members please suggest a suitable place where more would attend?



## CUNARD TO NASSAU AND HAVANA, 1859 - 1867

by M. H. Ludington

Since 1842 the monthly Packet Mails between Great Britain and the Bahamas had been carried by the Royal Mail Steam Packet Co. Until 1850 it was taken on their main line steamers, from 1850 to 1852 and from 1853 to 1859 on chartered sailing vessels via St. Thomas and for eleven months in 1852 -1853 on small branch line steamers via Jamaica.

Under a new contract with the G.P.O., London, the R.M.S.P. gave up going to the Bahamas after March 1859. Instead, a contract was signed with the Cunard Company to run a branch line steamer approximately every four weeks between New York and Havana, calling at Nassau in both directions, and carrying the Packet Mails, passengers and some cargo. The steamers left New York shortly after the arrival of every second Transatlantic steamer, and on two, later three, trips during the summer months, were not required to go beyond Nassau to Havana, perhaps because of the prevalence of fever epidemics annually in Cuba.

The return schedules frequently did not coincide with the sailings of the Cunard steamers from New York to Liverpool, for these left every fourteen days, whereas the round trip to Havana normally took a minimum of 15  $\frac{2}{3}$  days, and often more, as follows:

New York to Bahamas	approx. 4 $\frac{1}{2}$ days	
At Nassau	approx.	8 hours
Nassau to Havana	approx. 2 days	
At Havana	approx. 2 days or more	
Havana to Nassau	approx. 2 days	
At Nassau	approx.	8 hours
Nassau to New York	approx. 4 $\frac{1}{2}$ days or more	
Total	approx. 15 $\frac{2}{3}$ days or more.	

Connections with R.M.S.P. steamers at Havana could cause delays, as could bad weather. As a result, the Packet Mails from the Bahamas to Great Britain often had to be held several days in New York and could take anything from about three weeks to over a month to arrive.

At this time, Cunard was expanding into the Mediterranean and two of the steamers used on the Nassau and Havana route, as shown by their names, had either already been in this service, or were planned for it.

The first steamer on the new route was the KARNAK, an iron hull screw steamer of 1,163 Gross tons, 220' long, 30' beam, 10 knots, with space for 130 passengers. The KARNAK was built in 1853 by Denny Brothers, Dumbarton, and was used as a transport during the Crimean War and afterwards, until late 1858, in the Mediterranean. She first sailed from New York on 10 January 1859, called at Nassau on the 15th, was at Havana from the 17th to 20th, was at Nassau again overnight from the 22nd to the 23rd, and arrived back in New York on the 29th, a round trip of 19 days (Fig. 1).

Since the contract with the R.M.S.P. did not expire until March 1859, the KARNAK, on this and the February voyages, was not supposed to carry the British Packet Mails in either direction. But she was allowed to carry mails between New York, Nassau and Havana. Mail from the United States to the Bahamas had to be prepaid 5¢ and was charged 4d on arrival (Fig. 6). Mail from the Bahamas to the United States was prepaid 4d and was charged 5¢ on arrival. Few letters from the United States to Cuba have been seen, but they too had to be prepaid 5¢, and on arrival must have been charged postage due by the Cuban P.O., but no rate markings appear on the few covers seen. From Cuba to the United States, letters could be posted prepaid 1s at the British P.O. in Havana and were charged 6¢ on arrival (Fig. 2), or more usually were sent unpaid and were charged 10¢ on arrival (Fig. 7). Some of the latter, if from other parts of Cuba, were sent through Forwarding Agents and apparently were placed



directly on board, without going through either the Cuban or British P.O. in Havana.

The postage rate between Great Britain and the Bahamas at this time was 6d per ½ ounce prepaid, (increased to 1s per ½ ounce in 1863), and British adhesive stamps of 1d, 2d, 4d, 6d and 1s were usually available at the Nassau P.O., hotels or elsewhere, and were cancelled by the A05 bar cancellation assigned to Nassau (Figs. 3 and 4). Occasionally the stock of stamps ran out, so letters were shown to have been prepaid by the Bahamas Crowned Circle (Fig. 5), or the Nassau Paid date-stamp (Fig. 8). British stamps were also used to prepay letters to the United States, but at the end of 1861, Bahamas issued her own 4d and 6d stamps and the use of British stamps ceased.

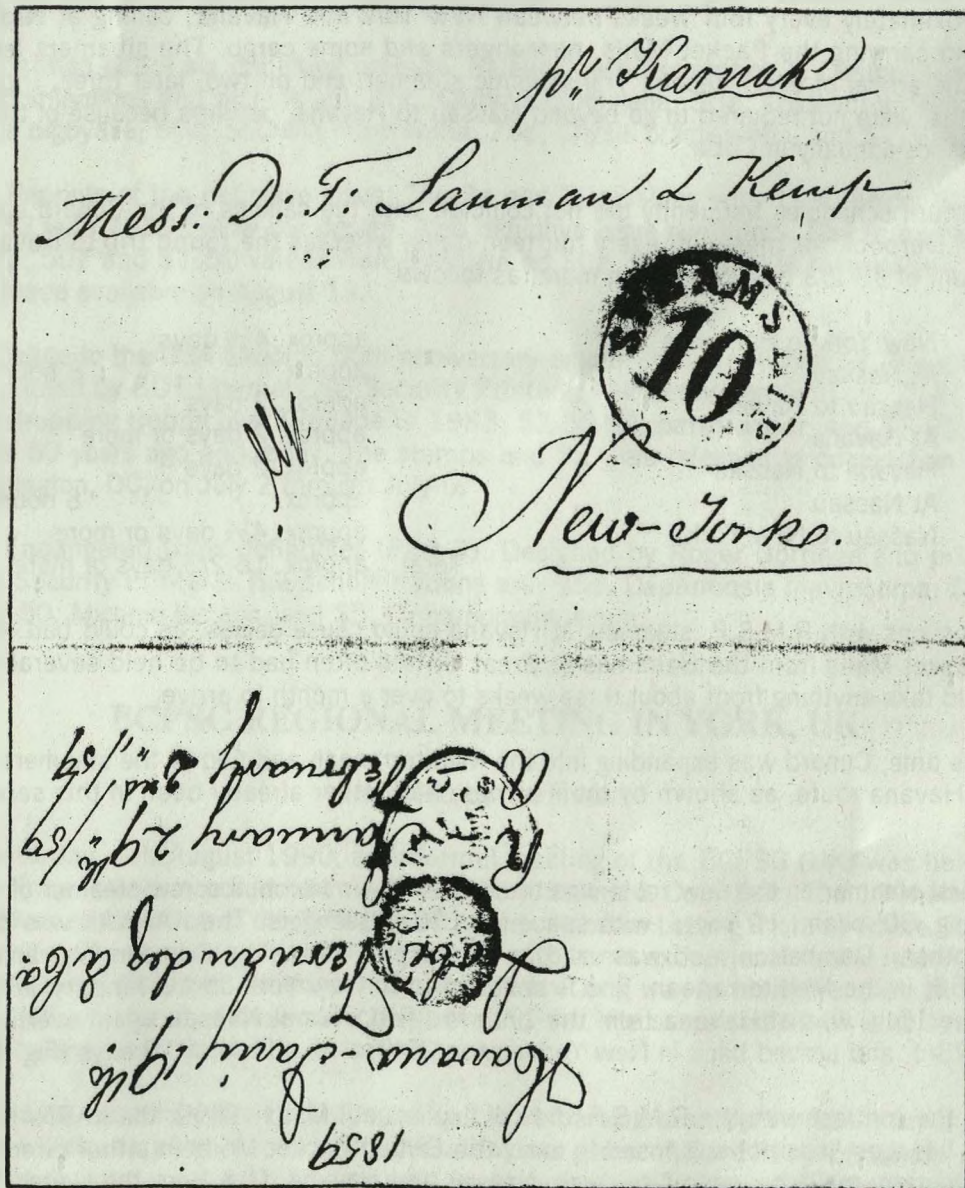


Fig. 1

Per KARNAK on her first northward trip. Letter of 19 January 1859 from Havana. Sailed 20 January, arrived New York 29 January. New York STEAMSHIP 10 (cents due).

On her 43rd return voyage, the KARNAK sailed from Havana at 12:30 PM on 12 April 1862



and arrived off New Providence Island at 11:30 AM on the 14th. A gale was blowing at the time, but the Nassau pilot was confident that he could take the ship in safely over the bar and past the reefs into the harbor of Nassau. The KARNAK's Master, Captain Le Messurier, disagreed, but was obliged to defer to the pilot's experience. After crossing the bar, the ship had to turn to follow the channel into the harbor, and the gale caught her broadside and drove her onto the reefs, which stove in her hull. There were five other steamers in the harbor, but none had steam up and were unable to give any assistance. However, many small boats quickly came out and rescued all 60 passengers and their luggage, the 40 members of the crew and the mails and cargo. Later, when the gale abated, everything on board that could be removed was salvaged.

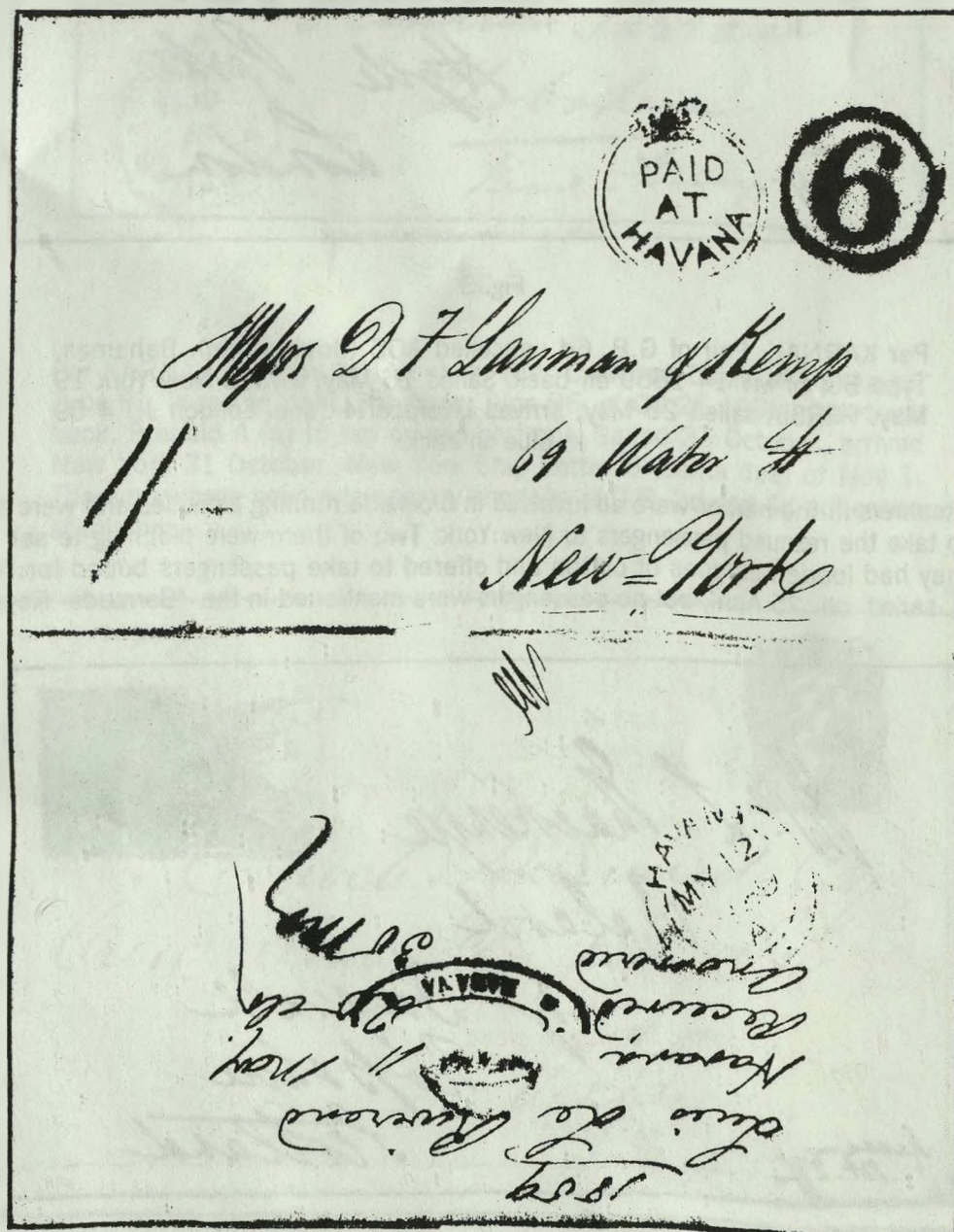


Fig. 2

Per KARNAK. Prepaid letter from Havana to New York. Havana Crowned Circle, SG Type CC2, on front and d/s of MY 12 1859 on back, both in black. Rate 1s in red crayon. Sailed 12 May, arrived New York 19 May. New York 6 in circle (cents due).



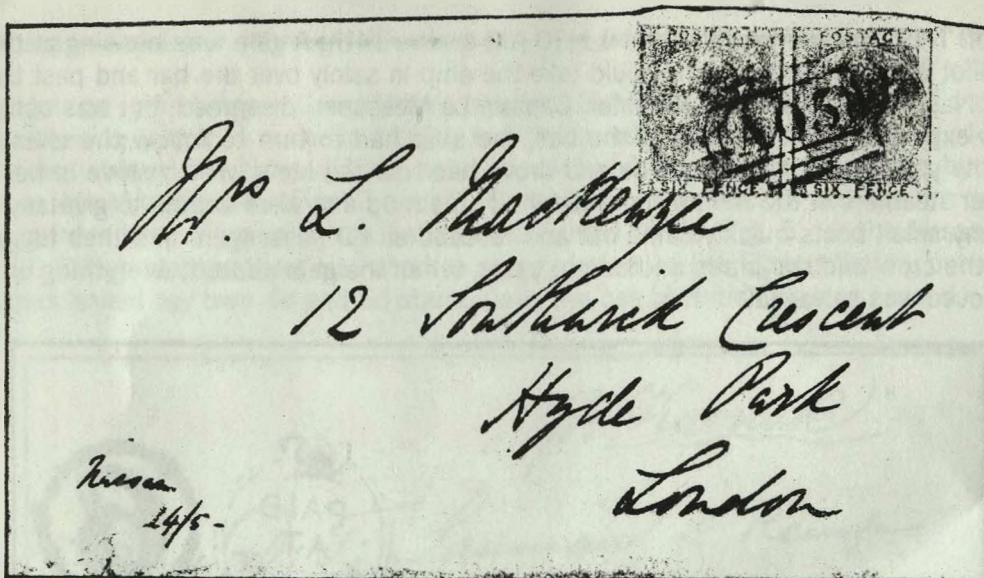


Fig. 3

Per KARNAK. Pair of G.B. 6d cancelled A05 (double rate). Bahamas, Type B6, of MY 14 1859 on back. Sailed 15 May, arrived New York 19 May. PERSIA sailed 25 May, arrived Liverpool 4 June. London JU 4 59 in blue on back.

The steamers in the harbor were all involved in blockade running activities and were naturally in no position to take the rescued passengers to New York. Two of them were planning to sail to England as soon as they had loaded cargoes of cotton and offered to take passengers bound for Europe. The SOUTHWICK sailed on 25 April, but no passengers were mentioned in the "Bermuda Royal Gazette"

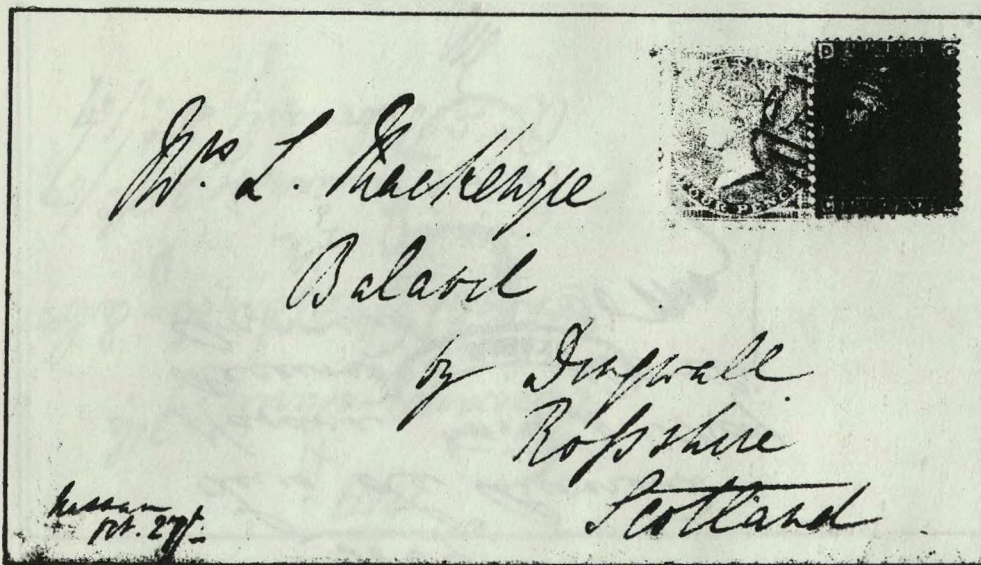


Fig. 4

Per KARNAK. G.B. 2d (plate 7) and 4d cancelled A05. Bahamas, Type B6, of OC 27 1859 on back. Sailed 27 October, arrived New York 2 November. PERSIA sailed 9 November, arrived Liverpool 19 November. Dingwall NO 20 1859 on back.



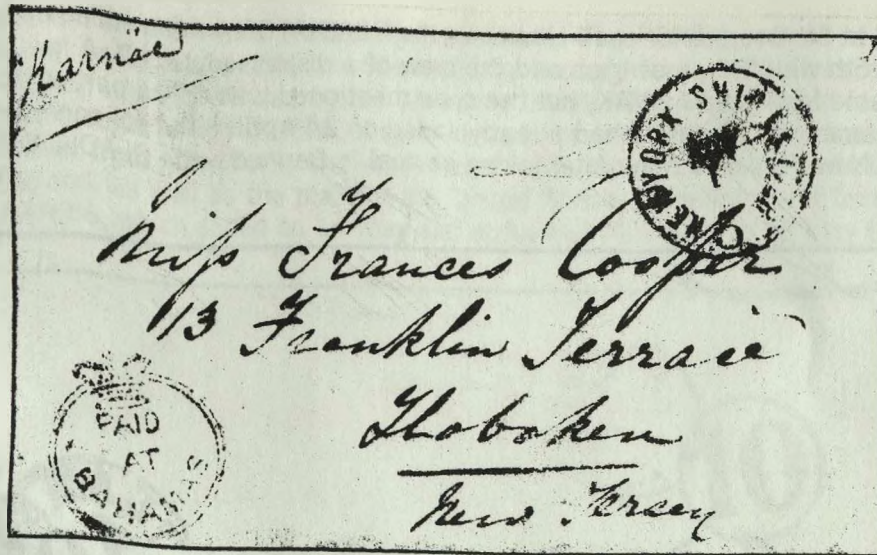


Fig. 5

Per KARNAK. Nassau to Hoboken, N.J. Crowned Circle of Bahamas, Type P1, in red on front. Bahamas, Type B6, of OC 26 1860 in black on back. Prepaid 4 (d) in red crayon on front. Sailed 27 October, arrived New York 31 October. New York Ship Letter 5 (cents due) of Nov 1. There may have been a temporary shortage of G.B. 2d and 4d adhesives at this time.

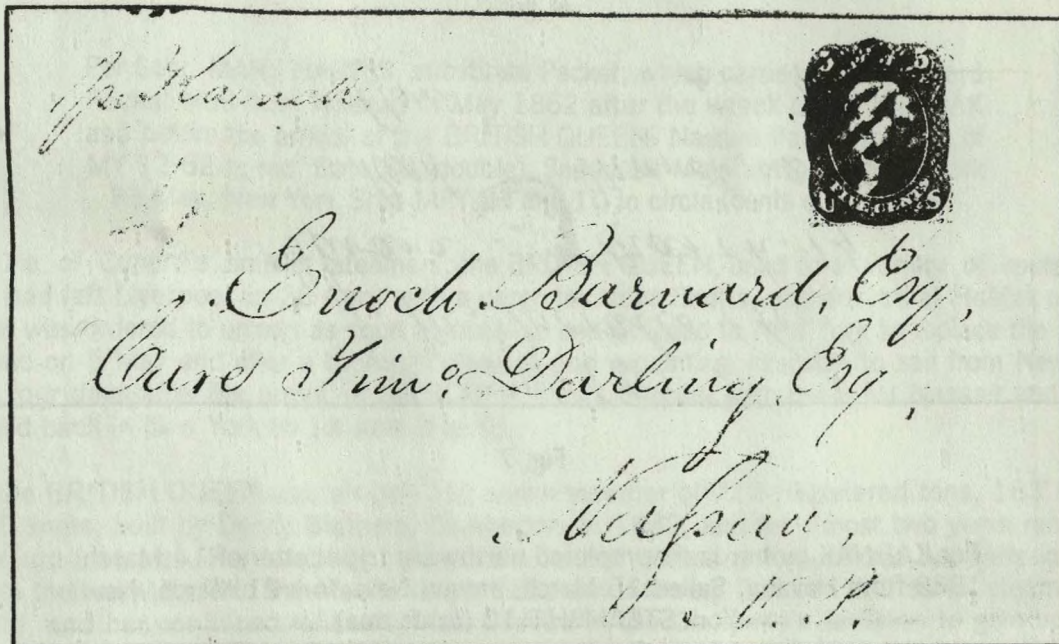


Fig. 6

Per KARNAK. Entire from New York 3 March 1862 to Nassau. Prepaid by 5¢ brown yellow, Scott 67a. Sailed 4 March, arrived Nassau c. 9 March. 4 in blue crayon (pence due). No datestamps.



when she called at St. Georges for coal. However, the GLADIATOR, which sailed on 1 May, arrived in Bermuda on the 6th with "20 passengers and the crew of a distressed vessel". A few of the passengers very probably came from the KARNAK, but the crew mentioned was only a part of the complement of the wrecked steamer, for 17 others had already sailed on 24 April in the schooner PERSEVERANCE, which arrived in New York on 5 May. After taking on coal in Bermuda, the GLADIATOR sailed for Liverpool on 11 May.

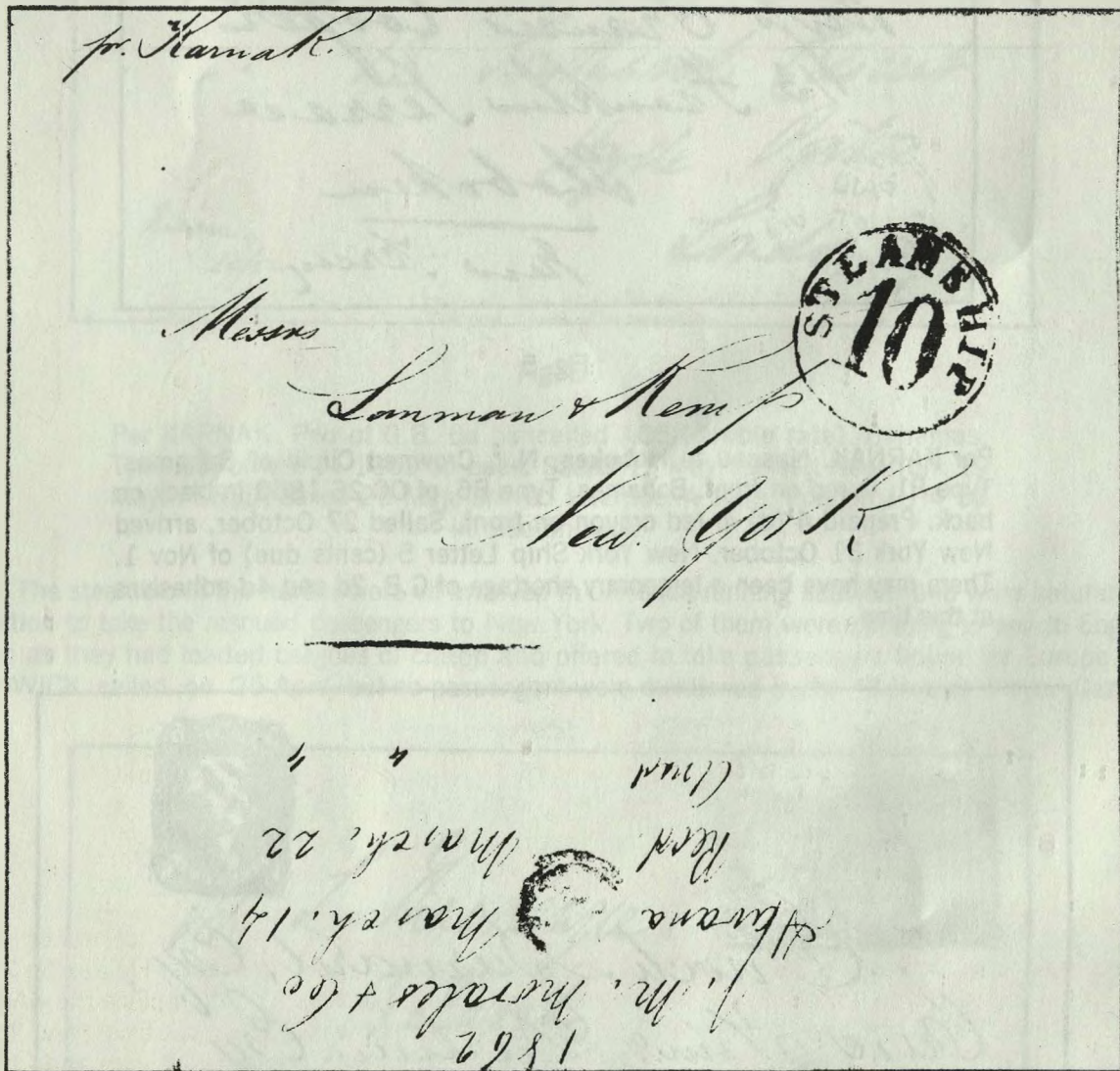


Fig. 7

Per KARNAK by her last completed northward trip. Letter of 14 March 1862 from Havana. Sailed 15 March, arrived New York 21 March. New York STEAMSHIP 10 (cents due).

Meanwhile, the passengers bound for New York were sent on in several schooners, the only available vessels. The EVELINA, with 12 passengers, which had been waiting at Nassau for the KARNAK, sailed on 16 April and arrived in New York on the 24th. The J. J. FINLAYSON, with about 17 passengers from Havana, and the VIGILANT, with about 20 more and all the mails, both left on 17 April and arrived on the 27th within hours of each other. Eight more passengers left on the 19th in the LEVI ROWE, which encountered bad weather and only reached New York on 3 May.



No replacement steamer was immediately available. The PERSIA arrived at New York from Liverpool on 23 April, and it is possible that the mail she brought for the Bahamas, as well as mails from the United States, were forwarded by the schooner JOHNSON, which sailed for Nassau on 26 April. Mail for Cuba, brought by the PERSIA, was doubtless forwarded by an American steamer, which ran directly to Havana from New York, and would also have brought the return mail. However, the Packet Mail for England, as well as the mail for the United States, were both sent from Nassau in the schooner MARY HARRIS, which sailed on 14 May and arrived at New York on 23 May (Fig. 8).

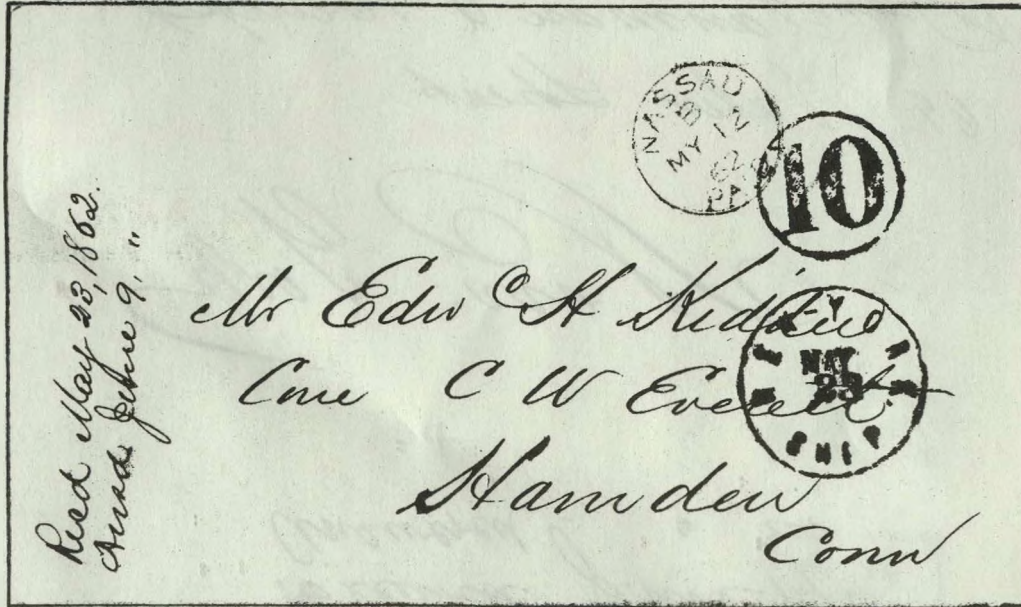


Fig. 8

Per Schr. MARY HARRIS, substitute Packet, which carried the northward Packet Mail from Nassau in May 1862 after the wreck of the KARNAK and before the arrival of the BRITISH QUEEN. Nassau Paid, Type P4, of MY 12 62 in red. Rate 8d (double). Sailed 14 May, arrived in New York 23 May. New York Ship MAY 23 and 10 in circle (cents due, double).

One of Cunard's smaller steamers, the BRITISH QUEEN, used on a variety of routes where needed, had left Liverpool on 26 April with a cargo for Nova Scotia, and arrived at Halifax on 2 May. There she was ordered to unload as soon as possible and proceed to New York to replace the KARNAK. She arrived on 5 May and after a thorough cleaning and repainting was able to sail from New York on 24 May, four days after the arrival of the SCOTIA from Liverpool with mails for Nassau and Havana. She arrived back in New York on 13 June (Fig. 9).

The BRITISH QUEEN was an iron hull screw steamer of 772 Registered tons, 183' long, 29' beam, 10 knots, built by Denny Brothers, Dumbarton, in 1849, and for almost two years ran between Liverpool and Le Havre. Her reliability induced the Cunard Company to purchase her early in 1851 to inaugurate their new trade to the Mediterranean. She was the very first iron hull screw steamer owned by Cunard, and her continued reliability was a factor in the Company's decision to give up wooden paddle steamers. The BRITISH QUEEN remained in the Cunard fleet longer than any other of their steamers and was only sold and broken up at Preston in 1899.

Early in 1862, Cunard had ordered a new steamer from Thomson's, Clydebank, for her Mediterranean trade and had already named her CORSICA. With the loss of the KARNAK, however, it was decided that the new steamer should be placed on the New York - Nassau - Havana service as more suitable than the older BRITISH QUEEN, which was barely adequate as a passenger ship (Fig. 10).



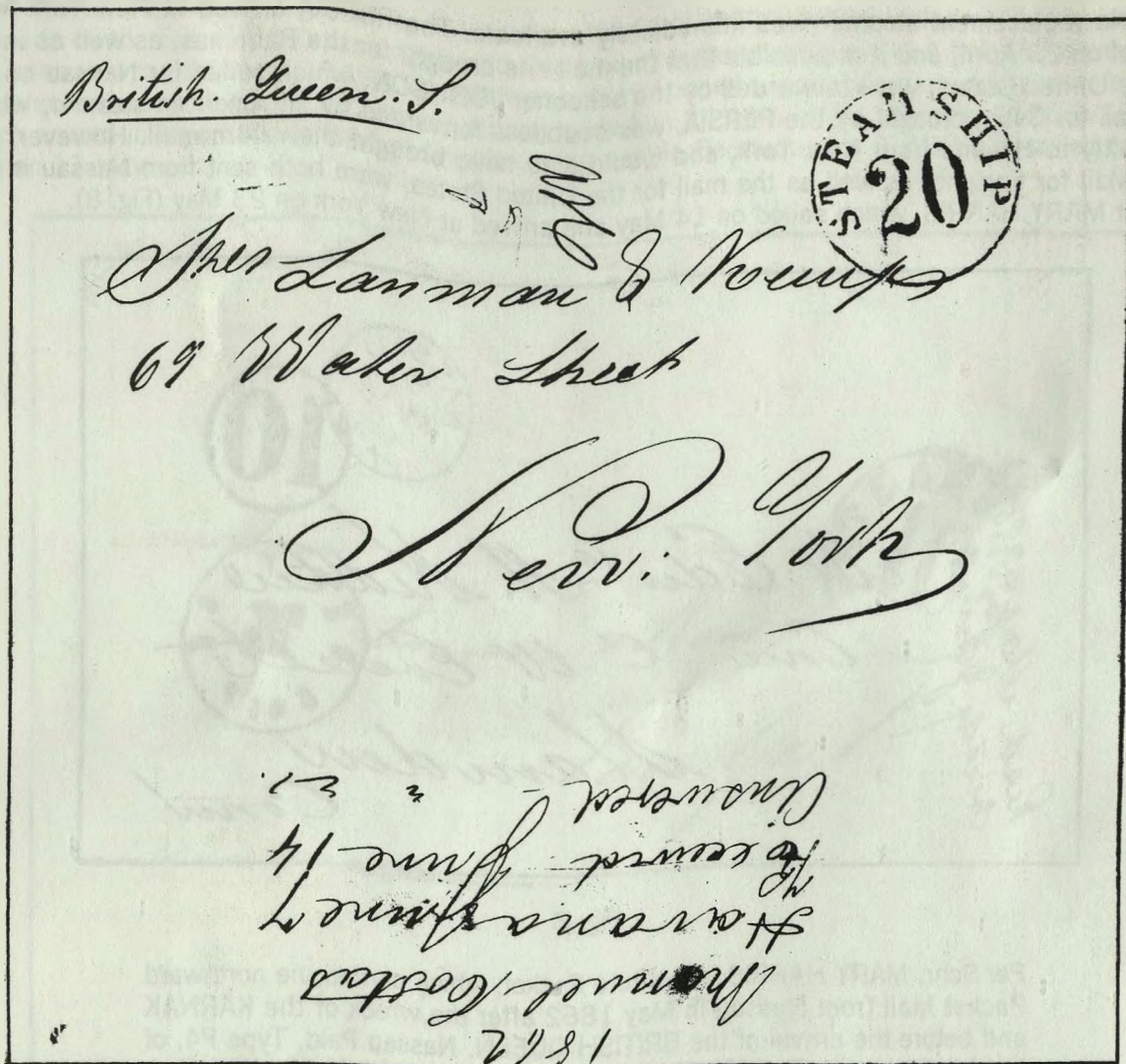


Fig. 9

Per BRITISH QUEEN on her first northward trip. Letter of 7 June 1862 from Havana. Sailed 7 June, arrived New York 13 June. New York STEAMSHIP 20 (cents due), double rate.

The CORSICA was an iron hull screw steamer of 1,134 Gross tons, 224' long, 32' beam, 24' depth of hold. She left Liverpool on 28 March 1863, called at Halifax on 11 April and arrived at New York on the 14th. The BRITISH QUEEN left for Liverpool on 24 April, while the CORSICA first sailed for Nassau and Havana two days later (Fig. 11). She made a total of 60 round trips to the end of November 1867, and except for one incident, her voyages were uneventful. The "New York Times" of 15 April 1865 reported that, while on her way back to New York, a barrel of whiskey was dropped into the hold, burst and took fire from an oil lamp and exploded. The storekeeper was killed instantly, the carpenter died of his burns and three others of the crew were badly injured. The fire was quickly put out and damage to the ship did not delay her next sailing.

After the end of the Civil War, there were several American companies running regular services between New York and Cuba, and one of them, the Atlantic Mail Steamship Co., announced towards the end of 1867 that they had been awarded the contract for carrying British mails to and from Nassau and Havana, starting at the end of January 1868. In fact, however, they had already been calling at Nassau with mails in December 1867.



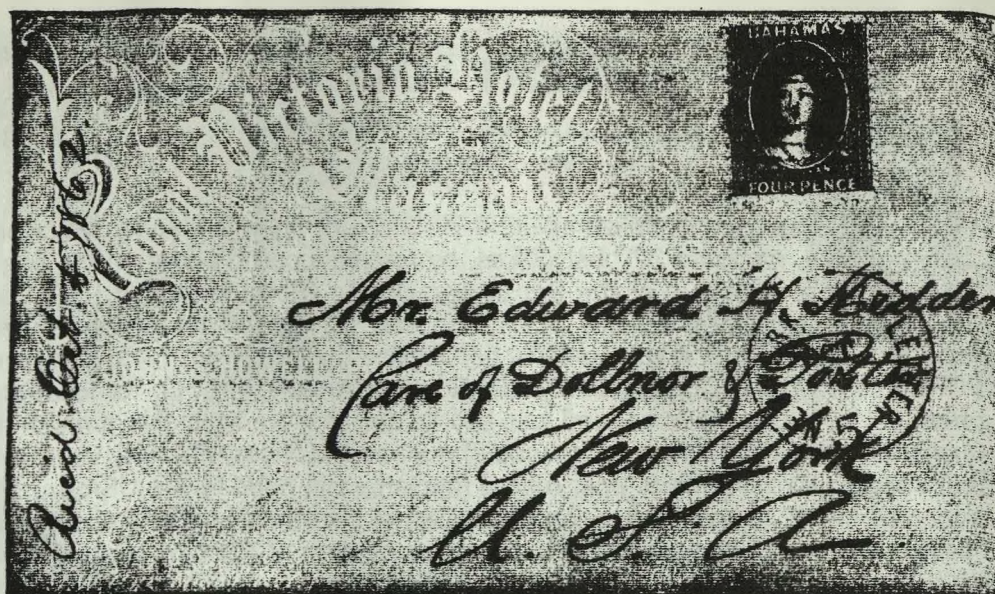


Fig. 10

Per BRITISH QUEEN. Bahamas 4d dull rose, perf  $11\frac{1}{2}$ , 12 compound with 11, SG 14. First recorded example on cover. Bahamas, Type B6, of SP 27 1862 on back. Sailed 29 September, arrived New York 3 October. New York Ship Letter OCT 4, 5 (cents due).

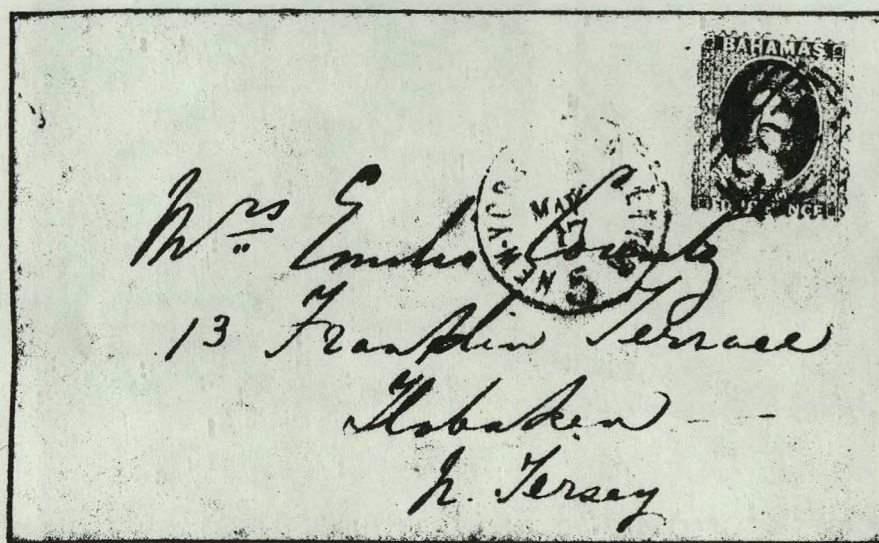


Fig. 11

Per CORSICA on her first northward trip. Bahamas 4d dull rose, wmk Crown CC, perf  $12\frac{1}{2}$ , SG 26. Earliest recorded date of use. Nassau, Type N2, of MY 11 1863 on back. Sailed 12 May, arrived New York 17 May. New York Ship Letter MAY 17, 5 (cents due).

The CORSICA left New York for the last time on 2 December 1867, called at Nassau on the 6th and arrived at Havana on the 8th, where she remained for about a month before being sold to the Royal Mail Steam Packet Co., who used her as a branch line steamer within the Caribbean area until 1877. Sold to the Bristol General Steam Navigation Co., she was rebuilt and enlarged as a cargo ship of 1,581 Gross tons, but was wrecked off Cape Roca, Portugal, on 11 October 1881 with the loss of 21 lives.



## BELIZE CURRENT FORCES MAIL

by Gale J. Raymond

May 1990 - and I was back in Belize again, this time with my wife Naoma. We were there on other matters, but somehow, we found 22 post offices, by Naoma's count! Never one to neglect Forces mail, I took it upon myself to ramble in at the British Army Camp (Royal Army and RAF), close by the International Airport. As in previous years, my USAF and other I.D. gained me all the courtesies of the Post, past armed guards at the gate. It will come as no surprise that, early on, I found my way again to the BRITISH FORCES POST OFFICE 12 (BFPO-12), Royal Engineers (Fig. 1). Its location has been shunted about from hut to hut as needs be, and was shortly due to move again into a much larger building, commensurate with the ever increasing volume of mail and services. Properly vouched for, I was granted postal privileges, allowing me to post off the few letters in hand to the USA and Hong Kong, and dutifully immersed myself in acquiring well-inked strikes of the various datestamps and cancels, for the historical record. On several covers I obtained examples of each of the new postal markings which had arrived with the newest Postal Detachment, about April 1990.

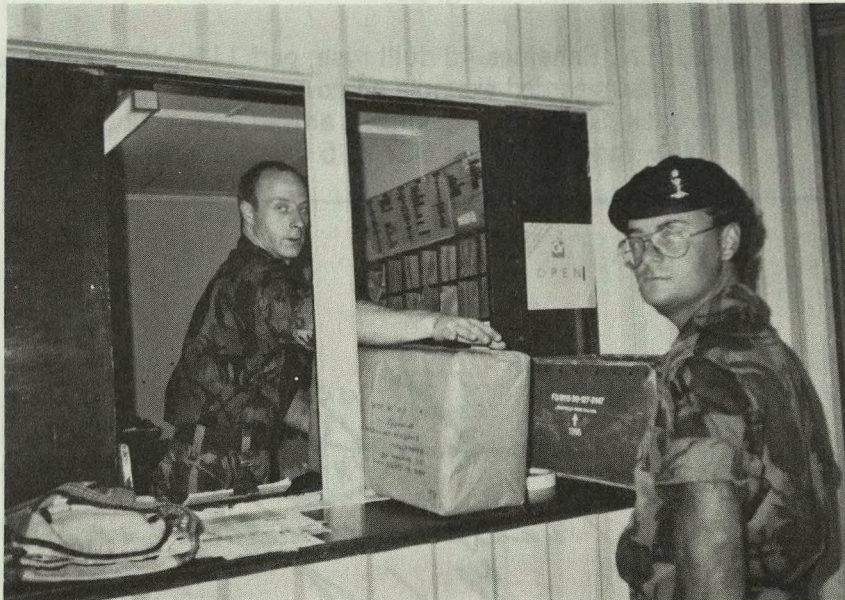


Fig. 1

Letter mail was being processed typically by an F.P.O.939 small steel-die datestamp applied to official and camp mail, as well as that from some 20-25 field units inside and along the Belize borders, including Gurkha detachments from Nepal. For soft-wrapped parcels and packets, a larger 30 mm single-circle rubber datestamp, inscribed FORCES POST OFFICE 177, with a star at the bottom, and a large rectangular boxed cancel of F.P.O.177, date across center, and PARCEL POST at the ends (Fig. 2) were available.

The address on the above cover is one of several utilized by U S. ARMY personnel at the BASE CAMP "tent city" near Mullins River, some 13 miles west and north of Dangriga in the Stann Creek District (Fig. 3). "B" Co., 20th Engineers Bn. has posted large signs at the gate and by the Mullins river bridge itself, which it has built replacing one destroyed by storms and hurricane. Arriving 19 February 1990, with much fanfare from Belize press and TV, it has duly and efficiently built a fine new steel bridge, single lane, as specified by the Ministry of Works, under a US AID program.



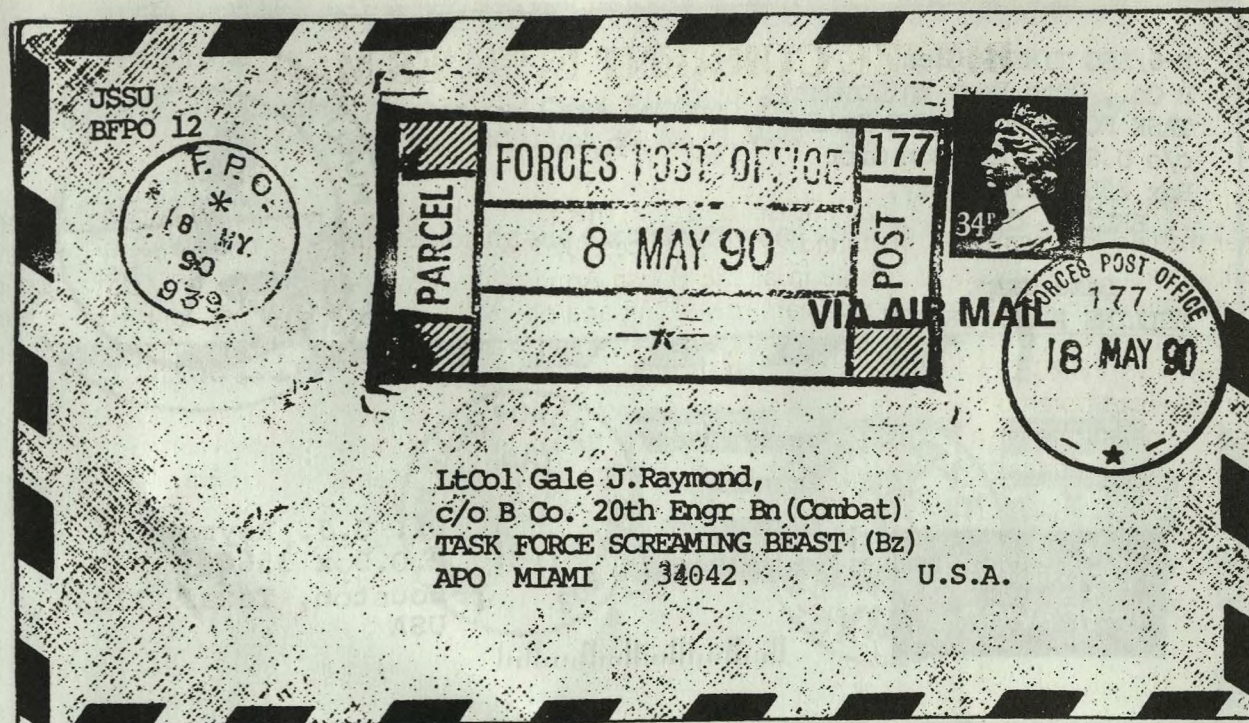


Fig. 2



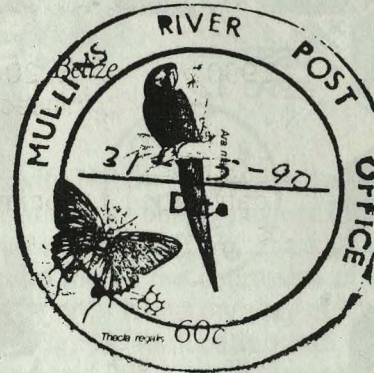
Fig. 3

This and adjacent roadwork was completed to make possible a new major all-weather highway "shortcut" between Belize City and Dangriga, saving several hours of driving. The Engineers contingent and Base Camp had no US Army Post Office, although technically it was served by APO Miami 34042, at Palmerola AB, Honduras. Service by this routing was frustratingly slow and erratic, and few if any US postage stamps were available to the troops. An administrative clerk in Base Headquarters was assigned to collect and distribute mail, which more rapidly and realistically came and went via the Military Liaison Officer at the US Embassy in Belize City. Mail going back to the USA got Belize postage stamps at no preferential rates. Belize stamps were easily obtained, as the Mullins River village post office was quite close by, where the above cover (Fig. 4) was posted. It is interesting to note that the present "MULLINS RIVER POST OFFICE" temporary datestamp at 50 mm, in blue ink, is the largest known cancel ever used in British Honduras/Belize.



E-6/SSG TINKER, Glen  
B Co., 20th Engr Bn (Combat)  
TASK FORCE SCREAMING BEAST  
c/o U.S.Mil.Liaison Cfcr  
Box 286, Belize City,  
BELIZE, C.A.

Base Camp,  
MULLINS RIVER BRIDGE



**By air mail  
Par avion**

Dr. G.J. Raymond  
P.O.Box 35695  
Houston, Texas 77235  
USA

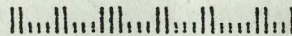


Fig. 4



Norman Gruenzner,  
P.O.Box 32  
Cypress, Tex 77429

Fig. 5

Another of the few covers left at Base Camp for posting reached the addressee in Cypress, TX, with Belize stamps added alongside the US 25¢ stamp and ALL canceled neatly at SILK GRASS, a small general store Post Office near Dangriga (Fig. 5). Several other covers were channeled out, reportedly, via the US APO in Honduras. Base Camp was broken down and all US troops departed on 3 June 1990 back to the USA, with a fine new steel bridge as a memorial to their hopefully everlasting credit.

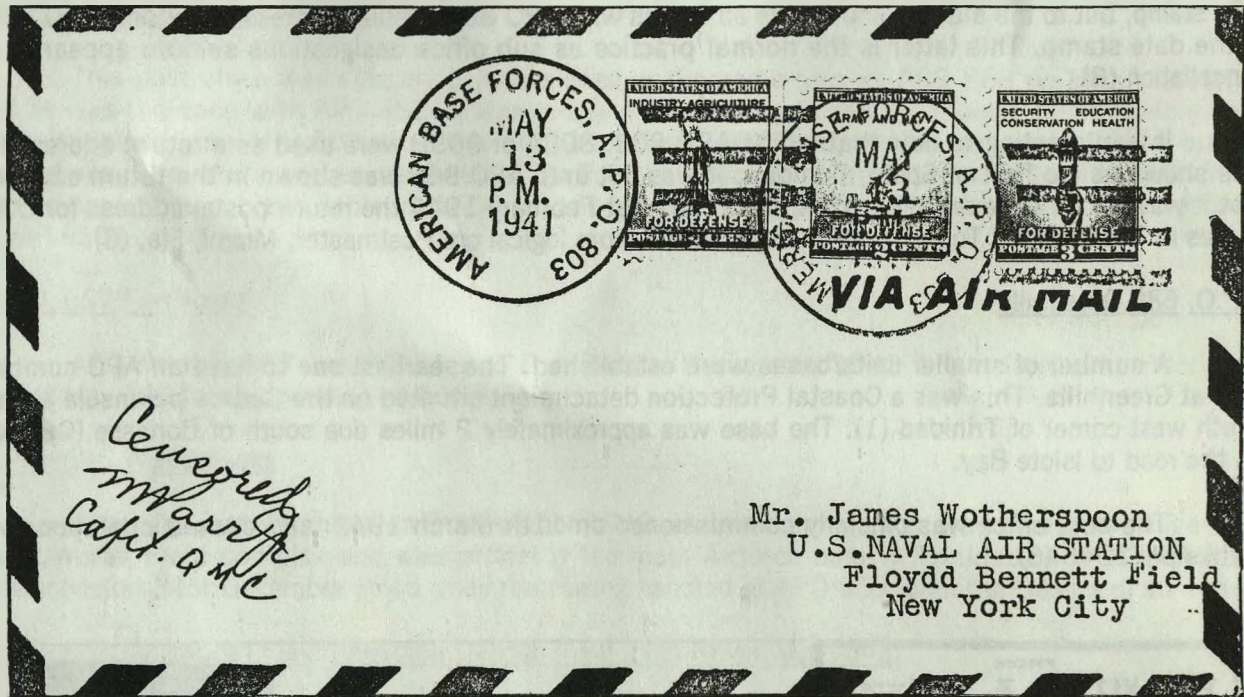


**POSTAL HISTORY OF UNITED STATES FORCES IN TRINIDAD AND TOBAGO**

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(continued from BCPJ Vol. 30, No. 3, W/N 156)

**ARMY POST OFFICES**

Note:- The dates given for commissioning and decommissioning apply to the Post Offices and not the actual Bases.



Hand cancellation USAH 1 and manuscript censor marking

**A.P.O. 803, Port of Spain**

The first Army Post Office to be established was APO 803, located in the capital Port of Spain. It was commissioned on the 28th April 1941. No date is given for the termination but by May 1942 the return address was APO 868 whilst still retaining the APO 803 cancel. Employees of the New York Post Office were assigned to set up and operate post offices at twelve of the American 'Lease Lend' defense bases until such time as the U.S. Army could train and provide Army mail clerks (5). The records show that they were assigned to APO 868 on the 28th April 1941 until 16th December 1942. As APO 868 was not commissioned until 8th June 1942, it is probable that they were initially based at APO 803.

The APO 803 cancellation is known used on mail posted at other APO's as well as it's known sub-offices up until the 23rd June 1942. On the 8th June 1942 two APO's, 868 at Port of Spain and 869 at Fort Read were officially commissioned eventually replacing APO 803 and it's two sub-offices. APO 803 was suspended sometime after the end of June 1942 and was later transferred to the European theater of operations (6).

**A.P.O.s 803A and 803B Fort Read/Waller Field**

The main U.S. Army bases in Trinidad were established at Fort Read/Waller Field, located 18 miles east of Port of Spain and approximately 4 miles south east of Arima in the triangle formed by Arima, Valencia and Cumuto. Work commenced in April 1941 and by November of the same year, two



runways had been completed and the field was in limited operation (1). Previous to this the American fighting planes (1st Bomron) had been based a few miles away at what is now Piarco International

Airport but was then the British Fleet Air Arm base called H.M.S. Goshawk (7). The 1st Bomron squadron moved to Waller Field on the 28th October 1941 (10).

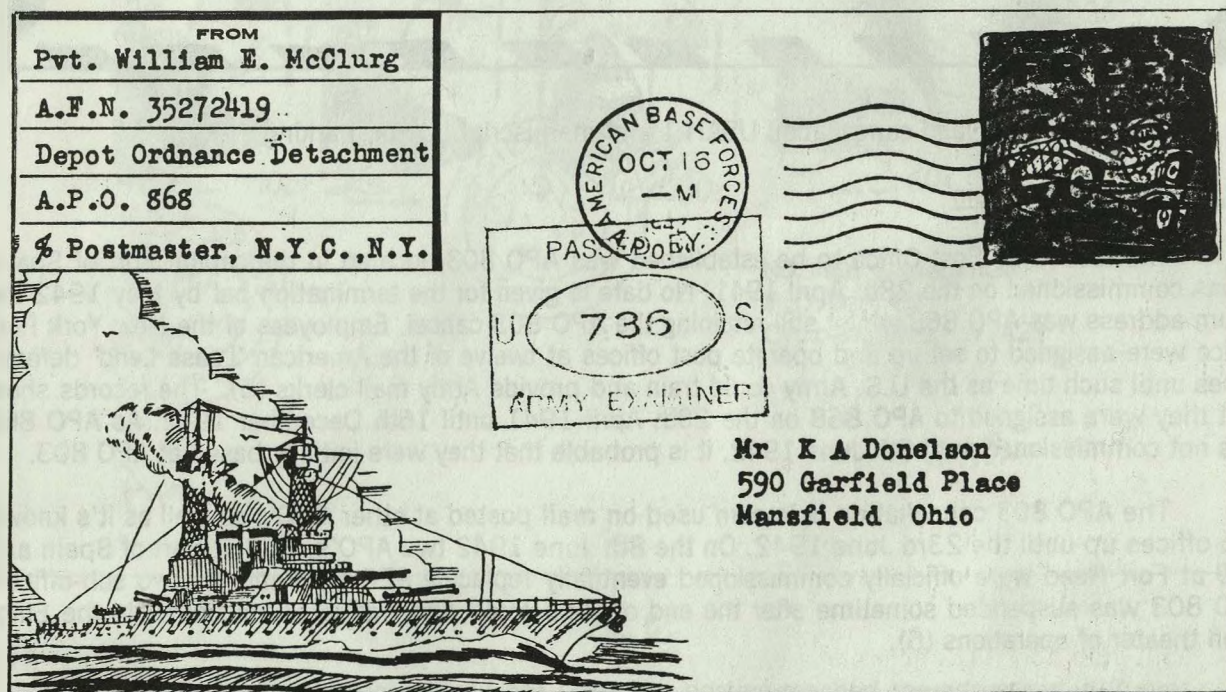
As work progressed, a sub post office of APO 803 was established on the 13th December 1941 at Fort Read as APO 803A. It was transferred to Suriname in late January 1942 (12) until APO 803 ceased operation in the West Indies. A further sub post office, APO 803B, was opened on the 11th February 1942 (6), possibly to replace APO 803A. Covers are known with APO 803A in the circular date stamp, but to the authors knowledge all covers with APO 803B return address show only APO 803 in the date stamp. This latter is the normal practice as sub office designations seldom appear in a cancellation (8).

It is interesting to note that whilst APO 803, 803A or 803B were used as a return address, it was shown as c/o Port of Spain, Trinidad. It was not until APO 868 was shown in the return address that it was c/o Postmaster, New York, N.Y. From 1st February 1944 the return postal address for U.S. Forces in Trinidad and Tobago was changed to the more logical c/o Postmaster, Miami, Fla. (6).

#### A.P.O. 688 Greenhills

A number of smaller units/bases were established. The earliest one to have an APO number was at Greenhills. This was a Coastal Protection detachment situated on the Cedros peninsula at the south west corner of Trinidad (1). The base was approximately 2 miles due south of Bonasse [Cedros] on the road to Islote Bay.

The post office was officially commissioned on 11th March 1942 and ceased operations on 12th April 1946 (6).



Hand illustrated envelope with hand painted "FREE" stamp canceled USAM 2 and censor handstamp USAC 3.



A.P.O. 868 Port of Spain.

APO 868 was officially commissioned in Port of Spain on 8th June 1942 [6]. This offered a full post office service of money orders, finance, stamps etc. Covers are known however with APO 868 in the return address as early as 7th May 1942, probably in anticipation of the change from APO 803 to APO 868. All the early covers have an APO 803 machine cancellation and it is not until 1943 that APO 868 appears in a cancel. The services at this APO were terminated on 10th September 1947 (6).

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A.P.O. 869 Fort Read

This post office was officially commissioned at the same time as APO 868 on 8th June 1942, but as was the case with APO 868, it was in use as a return address for about a month before that date. It replaced the APO 803 sub-office at this location which had, by then, grown to a major operational base. The return address reverted to c/o P.O New York on 15th October 1949. The post office ceased operations on 28th February 1950 (6) and the Fort Read/Waller Field base was finally closed in April 1950.

A.P.O. 667 Fort Read

APO number 667 was allocated to Fort Read in September 1942. It was later suspended and by 1st May 1944 was operating at Oran in Algeria.

A.P.O. 695 Waller Field

Officially commissioned on 9th October 1942, as noted earlier, this was part of the huge Fort Read/Waller Field complex and was primarily the main Airforce base in Trinidad. APO 695 ceased operations on 31st December 1945, mail then being handled at APO 869 until the closure of the base.

A.P.O. 687 Edinburgh Field (renamed Carlsen Field 11th November 1943)

Located 12 miles south west of Waller Field, not far from Longdenville, Chaguanas, it had two landing strips designated 'Edinburgh' and 'Xeres'. Facilities were available for both airplanes and lighter than air craft and were used both by the U.S. Army Airforce and the U.S. Navy, as well as an R.A.F. anti-submarine squadron (10) it was commissioned on 12th October 1942. The base was handed over to the U. S. Navy in January 1944 for carrier plane practice and closed down on 5th April 1944 (13).

A.P.O. 880 Chacachacare and Monos

These are two largest islands situated off the north west peninsula in the Bocas del Dragon [the Dragon's mouth] passage guarding the northern entrance to the Gulf of Paria. The bases were believed to be a coastal defense/protection operation. Chacachacare is only 8 miles from the Venezuelan coast. The APO was commissioned on 11th November 1942 and ceased operating on 12th April 1946 (6).

Several other bases were established, none of which is known to have an A.P.O assigned to them (1 & 13).

Exchange Field (Camden Field)

Situated about 1/2 mile north east of Couva, construction started 1st October 1942 but was called to a halt on 9th August 1943 before being completed. It was intended to serve as an auxiliary field but instead the unfinished field was used principally for emergency landings. In June 1944, the base was abandoned.



## Mayaro Field

One mile west of Mayaro, used by light communication aircraft (10)

## Tobago Field

A landing strip was available for use by the U.S. Army Airforce as an alternative to Waller Field in case of an emergency. It held no maintenance or personnel facilities. It's location was at Crown Point in the south of the island, now the island's only airport.

Communication sites were also established at La Lune and Blanchisseuse in Trinidad and Flagstaff Hill in Tobago. A jungle training school was established at Manzanilla in 1942 (13).

A.P.O. Cancels

The A.P.O. postmarks used in Trinidad and Tobago went through various stages:-

- 1 Single ring 'AMERICAN BASE FORCES A.P.O. xxx', showing APO number with 4 bar killer.
- 2 Machine cancel 'AMERICAN BASE FORCES A.P.O. xxx' showing APO number with wavy line cancel.
- 3 Single ring 'U.S. ARMY POSTAL SERVICE A.P.O. xxx', showing APO number with 4 bar killer.
- 4 Machine cancel 'U.S. ARMY A.P.O. xxx' showing APO number, with wavy line cancel.
- 5 Single ring 'U.S. ARMY POSTAL SERVICE A.P.O.' without APO number, with 4 bar killer.
- 5a Machine cancel 'AMERICAN BASE FORCES A.P.O.' without APO number, with wavy line cancel.
- 5b Machine cancel 'U.S. ARMY A.P.O.' without APO number, with wavy line cancel.

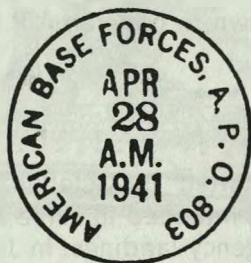
The elimination of the APO number from the cancellation was the result of a War Department order dated 1st July 1942, for security reasons. This became effective at APO 869 on 22nd July 1942 when the number was removed from the existing cancel leaving the 'APO' off-center, USAH 3 and USAH 4 below. Later new cancels were issued with the APO central. This happened on both the hand and machine cancels.

The order was rescinded on 10th March 1943. As a security device, the exercise had been futile as mail continued to show the APO number in the return address. After the order was withdrawn, the APO number was reinstated on some cancels in the central date portion, e.g.. USAH 7 - 13. The handstamps are normally all struck in black but USAH 1 is known struck in red dated 6th June 1942 as a back stamp on a returned cover.

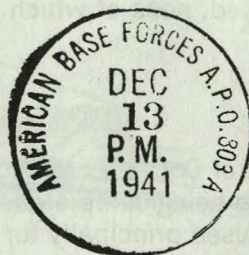
Cancel USAH 14 is similar to the "Dumb" cancel USN 9, used on Naval mail. It is known used on a cover with Official handstamp USAO 3. It may have been used on mail which missed cancellation at Base and were canceled at Miami.

The cancels shown below have the classification number of "The Geographic Locations of US APO's 1941-1984' system in brackets (6).

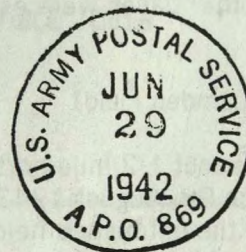
## Hand Cancels



USAH 1  
[AB 5-1]

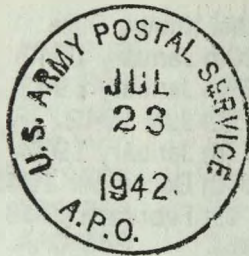


USAH 2  
[AB 6-1]



USAH 3  
[A 4-1]

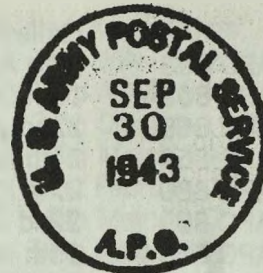




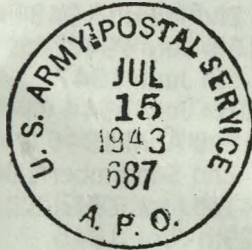
USAH 4  
[A 4-c-1]



USAH 5  
[A 8-1]



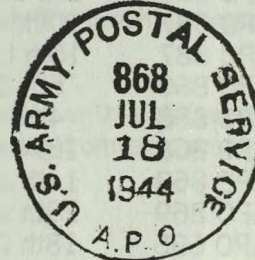
USAH 6  
[A 8-1]



USAH 7  
[A 8-b-1]



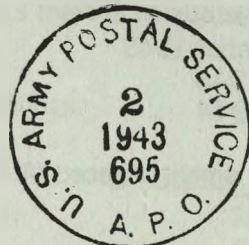
USAH 8  
[A 9-1]



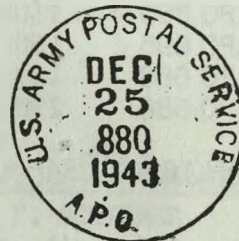
USAH 9  
[A 10-1]



USAH 10  
[A 4-q-3]



USAH 11  
[A 11-s-1]



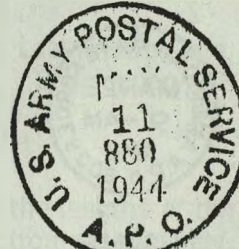
USAH 12  
[A 10-b-1]



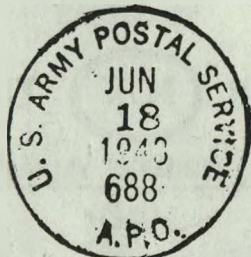
USAH 13  
[A 4-z-1]



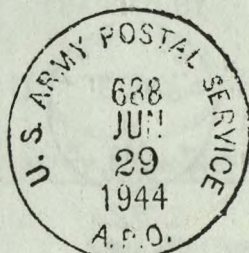
USAH 14



USAH 15  
[A 10-b-1]



USAH 16  
[A 8-b-1]



USAH 17  
[A 9-1]



## Known Usage :- Hand Cancels

		Earliest Known Date	Last Known Date
USAH 1	APO 803	28th April 1941	20th January 1942
USAH 2	APO 803A	13th December 1941	28th January 1942
USAH 3	APO 869	22nd June 1942	9th July 1942
	APO 868	24th April 1942	13th January 1944
	APO 880	27th November 1943	17th December 1943
	APO 869	22nd July 1942	1st February 1943
USAH 4	APO 868	15th November 1942	
	APO 695	10th October 1942	29th June 1945
USAH 5	APO 869	1st November 1942	
	APO 868	2nd December 1942	30th September 1943
	APO 687	10th November 1942	2nd March 1943
USAH 7	APO 687	15th December 1942	15th July 1943
USAH 8	APO 869	5th December 1944	5th June 1947
	APO 868	4th February 1943	17th July 1944
USAH 9	APO 868	18th July 1944	2nd April 1946
	APO 869	14th June 1944	2nd September 1947
USAH 10	APO 869	29th June 1944	1st June 1947
USAH 11	APO 695	18th October 1942	29th June 1945
USAH 12	APO 880	25th December 1943	2nd April 1945
USAH 13	APO 880	3rd July 1943	27th November 1944
USAH 14	APO 868	16th August 1948	
USAH 15	APO 880	11th May 1944	
USAH 16	APO 695	16th September 1943	27th December 1945
	APO 688	18th June 1943	3rd July 1944
USAH 17	APO 688	29th June 1944	2nd August 1944

Note USAH 16 and USAH 17 have smaller spaced "A.P.O." than USAH 7 and USAH 8 respectively.

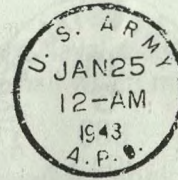
## Machine Cancels



USAM 1  
[AB 13-10]



USAM 2  
[AB 13-c-10]



USAM 3  
[Am 13-10]



USAM 4  
[Am 7-10]



## Known Usage :- Machine Cancels

		Earliest Known Date	Last Known Date
USAM 1	APO 803	21st December 1941	5th July 1942
	APO 803B	15th March 1942	23rd April 1942
USAM 2	APO 868	? August 1942	27th October 1943
USAM 3	APO 869	19th September 1942	7th March 1943
	APO 695	18th October 1942	21st February 1943
USAM 4	APO 868	25th September 1942	6th May 1947
	APO 869	13th June 1943	14th June 1949

Cancel USAM 2 is cancel USAM 1 with the APO number removed. However, slight traces of the 8 and the 3 remain. Covers with an APO 869 return address canceled with type USAM 2 were almost certainly canceled at APO 868 as the cancel is identical. It is unlikely the machine was transferred back and forth between the two offices.

Covers are known with Trinidad Army Post Office cancels but with a different country's Army Post Office return address. These can usually be accounted for as being from personnel in transit.

U.S. Army Censor Cancels / Labels

American personnel serving on the bases were subjected to U.S. Military censorship. Officers were allowed to censor their own mail and these markings were often in the form of typescript or manuscript markings. Manuscript and typescript markings were also applied when handstamps were not available. Again, like the Naval Censors there is no guarantee that the cancels or labels were applied in Trinidad and Tobago.

## Typical Typescript/Manuscript Censor Markings

*Censored  
Marrif  
Capt. QMC*

CENSORED *Robert Schirmer*  
ROBERT F. SCHIRMER  
Captain, Air Corps

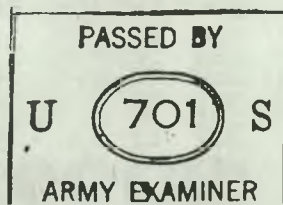
## Known Usage

Earliest Known Date  
13th May 1941

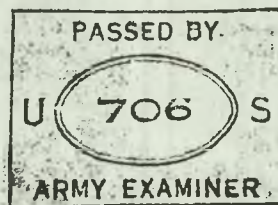
Last Known Date  
2nd January 1943

## Censor Handstamps

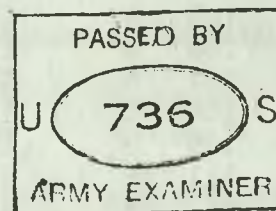
The dimensions of the oval in the handstamp varies as do the lengths of the top and bottom lines of print. The length of print is shown as T for top and B for bottom respectively. The dimensions are approximate, minor deviations within a classification have been ignored.



USAC 1  
Oval 18x12mm  
T 19mm, B 29mm



USAC 2  
Oval 25x15mm  
T 19.5mm, B 30mm  
(to be continued)



USAC 3  
Oval 26.5x13.5mm  
T 20mm, B 32mm



## 1990 BCPSG AUCTION

The 1990 BCPSG auction was mail sale only. There were 83 bidders, of whom 71 were successful. Of the 397 lots, 281 were sold, 16 unsold. 140 lots sold at or above estimate. Total sales reached \$5,928.25. The most sought after lot was lot 151, a censored postal card of British Honduras, which received 10 bids. It sold for \$110 against the \$40 estimate. Second in popularity was lot 303, a group of Leewards KGV1 definitives in used blocks of four, which received nine bids. It sold for \$15 to the earlier of two bidders at that amount, against the estimate of \$5.

1	42	54	21	116	12	189	4	263	9	330	10
2	2	55	5	117	13	190	14	265	3	331	6
3	18	56	5	118	4	191	42	266	14	332	38
4	30	60	5	119	16	192	44	268	13	334	20
5	21	63	15	120	16	193	11	273	32	335	32
7	7	64	9	122	4	194	45	275	5	336	24
8	1.25	65	20	123	4	196	57.50	276	17	337	11
9	13	66	5	124	15	198	18	277	10	338	46
10	34	67	15	126	4	199	11	278	5	339	66
11	21	68	4	127	4	200	12	279	5	340	32
12	52	71	4	128	34	201	12	286	13	342	23
13	19	72	13	129	16	202	36	287	17	343	19
14	32	75	1	135	6	204	7	289	21	344	19
15	21	78	1	140	10	205	9	291	16	345	28
16	16	81	11	144	11	206	8	292	36	346	62
18	19	82	10	145	10	207	20	294	9	347	6
19	16	83	7	146	10	208	20	295	21	353	4
20	26	85	7	147	8	209	21	298	12	355	3
21	26	86	5	148	8	211	8	299	3	357	8
22	13	87	29	149	17	214	10	300	9	360	24
24	9	88	5	150	19	216	17	301	19	361	13
25	30	89	5	151	110	221	4	302	2	362	7
26	16	90	22	154	10	222	26	303	15	364	5
27	40	91	26	155	110	223	26	304	16	365	18
28	7	92	25	156	85	224	21	305	62	366	26
29	9	93	190	157	21	227	21	306	15	367	37
30	26	94	13	158	32	228	14	307	21	368	26
31	2	95	21	159	25	229	21	308	46	369	15
33	13	96	7	160	17	230	18	309	22	370	9
34	29	97	13	161	8	233	7	310	52	373	7
35	8	98	26	163	26	236	19	311	13	374	11
36	15	99	8	164	26	237	26	312	14	375	48
37	6	100	15	165	40	238	12	313	21	377	24
38	38	101	7	166	44	239	9	314	1.50	383	32
39	38	102	12	167	44	240	38	315	32	384	18
40	18	103	5	168	16	241	9	316	44	385	120
41	29	104	6	169	32	246	23	317	65	386	110
42	34	105	9	170	16	247	85	318	38	387	12
43	34	106	4	171	21	249	10	319	38	388	12
45	12	107	5	172	16	251	10	320	38	389	13
46	9	108	5	173	21	255	8	321	38	391	5
47	8	109	3	174	26	256	8	322	12	392	5
48	22	111	16	176	28	257	8	323	5	393	32
50	9	112	14	178	8	258	8	324	20	394	95
51	26	113	50	182	26	259	13	325	12	396	24
52	15	114	38	187	6	260	42	326	15	397	21
53	21	115	13	188	7	262	65	327	12		



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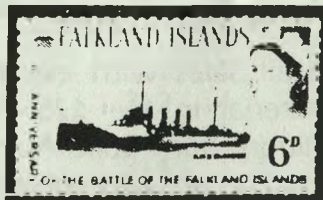
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↑  
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