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EDITOR'S NOTEBOOK

My humble apologies to all of you who sent congratulations, condolences, comments, and a tidal wave of articles. I owe about 35 people letters! As soon as I get the Journal onto an even production keel, and on schedule, I'll sit down and spend an evening at the typewriter answering each and every one of you. In the meantime, let me make an open reply to some of the more common inquiries. The February issue was delayed due to a combination of factors, such as getting the new non-profit permit from the Omaha area, getting organized with the new printer, getting new address stencils made, and so forth.

With this issue, we will make another giant step toward getting into the correct time cycle, and hopefully with the next one, will be right on the customary schedule. In the meantime, I must ask your indulgence. To those who have written but gotten no reply, I haven't been swallowed up by the earth; even though you haven't gotten an answer yet, all of your letters have been much appreciated, and as noted, you'll get an answer (soon?)!

DAN

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THE BRITISH CARIBBEAN PHILATELIC JOURNAL

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President's Message

As most of you already know, we will have **two** group meetings this year — a regular get-together at HOUPEX on 24-26 August, and our AMG on 26-28 October at NOJEX. I urge all members to seriously consider exhibiting at either (or both) of these great shows, and I wish to stress that the awards are well worth competing for. In addition to our Group medals, normally given at our AGM and at certain other qualifying exhibitions, this year will see the initial presentation of the beautiful Cameron Trophy, generously donated by our Byron Cameron and awarded at each AGM to the exhibitor with the best showing of BWI material.

It is always nice, of course, to see the "old pros" exhibiting their gems now and then, but it would be even more gratifying to know that a few of our own BWI enthusiasts, people who own some choice material but for some reason have never before exhibited, have "taken the plunge". So, why not give it a try? Send for your prospectus for either HOUPEX or NOJEX as soon as they are available.

If you plan to donate material for inclusion in the Group auction at NOJEX, please see that it is in Bob Topaz's hands by May 1st, 1979. This is necessary so that the complete auction list can be published no later than in the June **Journal**.

While on the subject of auctions, I must announce that the NOJEX '79 sale will be the last under Bob's capable and

(Continued on page 63)

A History of Antigua Civil Censorship

(PART II)

by George W. Bowman

Only two code numbers (B/112 and B/246) have been recorded for Type L2 labels. I have seen examples of this label having a manuscript “/1” after the code number — the earliest applied to a B/246 label on a cover posted on 2 JY 42.⁷ As time passed, supplementary numbers such as this appeared quite frequently with both labels and handstamps, but even now I have not been able to determine the relationship (if one exists) between the **printed** number (i.e., in this case 246) and the manuscript one. If the latter number referred to a specific examiner (which seems logical, since these figures were generally of only one digit), then the former number obviously meant something else — perhaps the “block allocation” theory previously mentioned.

* * *

Figure 11 illustrates a label (Type L3) which at first glance appears somewhat similar to Type L2. Type L3 has EDK and LDK dates of 2 NO 42 (Kieffer) and ? DE 43, respectively.⁸ However, in my opinion this LDK is an isolated case, since the next prior usage date of the label, per my study, is 31 DE 42 — a whole year earlier (Bjork). Like Label L2, only the numbers B/112 and B/246 have been found on Type L3.

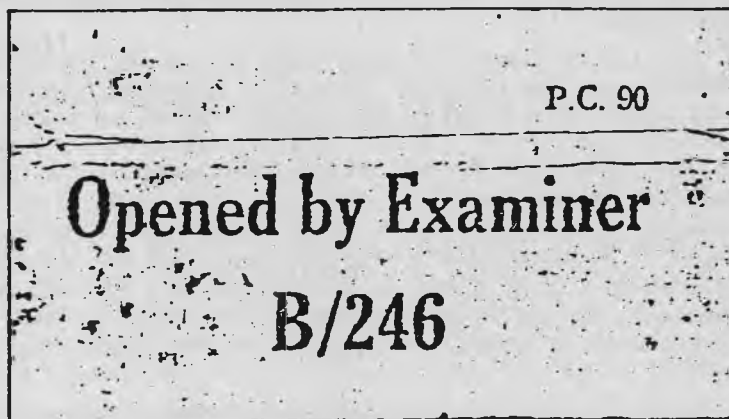


Figure 11, Type L3

7. This example perfectly demonstrates the function of Antigua as a transit censor station. The cover, originally brought to my attention by Kleffer, bears adhesives of Surinam and was posted at Paramaribo in 2 JY 42. It was addressed to St. Eustatius, where it arrived on 23 JY 42. Backstamps of Willemstad, St. John's, and St. Kitts were applied in that order.

8. The DE 43 cover was sold as Lot 59 in the 85th War Cover Club sale, held on 16 AU 75.

The letters Opened By Examiner measure 71 1/2 mm in length on Type L3, slightly longer than on Type L2. The easiest method of telling Types L2 and L3 apart lies in the appearance of the numbers themselves, whose style differences are shown in Figure 12.

B/112 B/112

B/246 B/246

Type L2

Type L3

Figure 12

I have found the supplementary manuscript number “/3” on the Type L3 “LDK” of 31 DE 42, and also on the extremely late (and perhaps unofficial) example of this label used in December of 1943.

* * *

Throughout 1942 there was used in the Caribbean a series of P.C.90 labels whose exact function and assignment are extremely difficult to determine. I have designated these devices as Type L4, further subdivided (so far) into Types L4A, L4B, and L4C — and there may eventually be more. They are horrendously puzzling to analyze, particularly because they are seen on covers both with and without Antigua postal markings. Furthermore, many of them also bear a crude rubber-stamped “IB” notation — which in itself indicates, but does not **prove**, usage in Antigua.

Type L4A is shown in Figure 13. Per my records, the EDK for this label is on an item posted on 7 FE 42 at Basseterre, Guadeloupe, and addressed to New York. In this case the device incorporates the printed code number 1894. The cover was included as part of Lot 109 of the War Cover Club sale of 16 AU 75, and shows the rubber-stamped IB on the label.

(Mayo has informed me of a Type L4A, with printed number 1044, used on a cover mailed at Martinique on 2 NO 41, and **without** a IB handstamp or a St. John's backstamp. Although this item shows an earlier date than my “EDK”, the lack of any identifying mark pertaining to Antigua is a pretty strong indication that Mayo's cover was not censored there.)

Another cover in the Mayo collection is censored with the Type L4A device with printed code 1044 and carrying the IB handstamp. It is postmarked on 16 MY 42 in Martinique and shows no Antigua backstamp. All other L4A labels that I have seen applied to covers passing through (or in close proximity to) Antigua contain the printed code number 4113. However, I would guess that about one out of every two Type L4A's in existence is inscribed with an additional manuscript mark — either a B/2, B/3, or B/4.

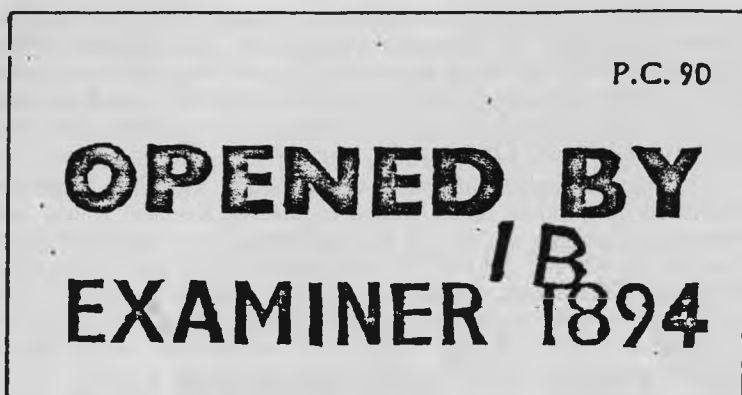


Figure 13, Type L4A

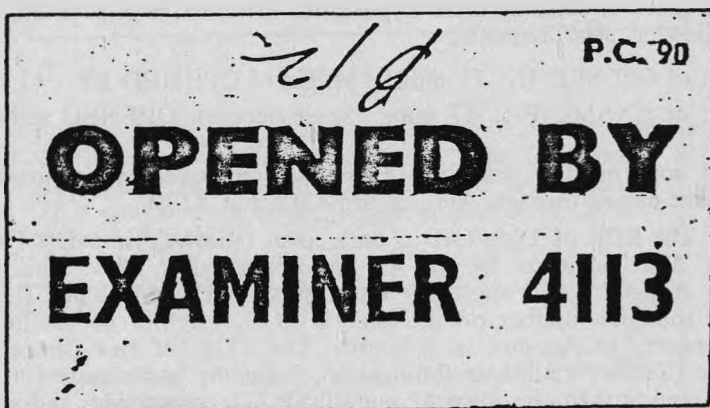


Figure 14, Type L4A

My EDK for this label with the 4113 number (Figure 14) is used on an item mailed on 7 AU 42 at Roseau, Dominica, backstamped in transit at St. John's on 11 AU 42, and addressed to New York (Kieffer). If the label was used in Antigua (probably true, due to the B/2 manuscript addition), then it must have been applied on 11 August.

The label's LDK is represented by a cover (Bogg) addressed to Montserrat and posted at St. John's on 30 OC 42. The label of this cover is also supplemented with a manuscript B/2.

The basic dimensions of Type L4A are:

Length of OPENED BY: 79 mm. Height of OPENED BY: 8½ mm.

Length of EXAMINER: 52 mm. Space between OPENED and BY: 7 mm.

These measurements agree with those given for a "Type 1A" as classified in the study "WW2 P.C.0; Seals Used in the United Kingdom", by A. R. Torrance and J. W. Walker, and published in the January

1975 issue of the Civil Censorship Study Group (CCSG) Bulletin. In other words, my Type L4A was really printed in England, where in the Torrance/Walker system it was called Type 1A, and was distributed to British Colonies throughout the world. The point is — was the number 4113 specifically assigned for use in Antigua? Or in the general area of the Leeward Islands? Or . . . ?

Typical of more trouble one courts when studying Type L4A's is exemplified by another cover shown to me by Kieffer. It was mailed at Willemstad, Curacao, on 8 OC 42, backstamped at St. John's and St. Kitts on 14 OC 42 and 19 OC 42 respectively, and sent from there to St. Eustatius. This label, however, was **not** "supplemented"— either with a "B/—" notation of a "IB" rubber stamp; therefore, the question comes up as to whether it was applied on 14 October at St. John's or whether it was applied on 14 October somewhere else.

* * *

Type L4B, known as Type 1H in the Torrance/Walker system, is even more mysterious than Type L4A. Pictured in Figure 15, it has the following measurements:

Length of OPENED By: 71 mm. Height of OPENED BY : 11 mm.
Length of EXAMINER: 47 mm. Space between OPENED and BY:
10 mm.

Printed code numbers seen for Type L4B on covers which passed or **may have** passed through Antigua are 4113 and 4179.

The EDK of Type L4B is on a cover (Kieffer) posted at Fort-de-France, Martinique, on 14 AU 41, and addressed to New York. There are **no** Antigua postal markings whatsoever on the envelope. Thus, although the code number on the label is 4113, whether or not the item was censored in Antigua is debatable. The LDK of this device is on a cover (Kieffer) mailed at Paramaribo, Surinam; backstamped at Willemstad and St. Kitts on 4 Sp 42 and 20 SP 42 respectively; and arriving at St. Eustatius on 1 OC 42. Again, the code number is 4113. There are no Antigua markings on the cover, but in this case the device carries a supplementary manuscript B/4 — **suggesting** censorship in Antigua.

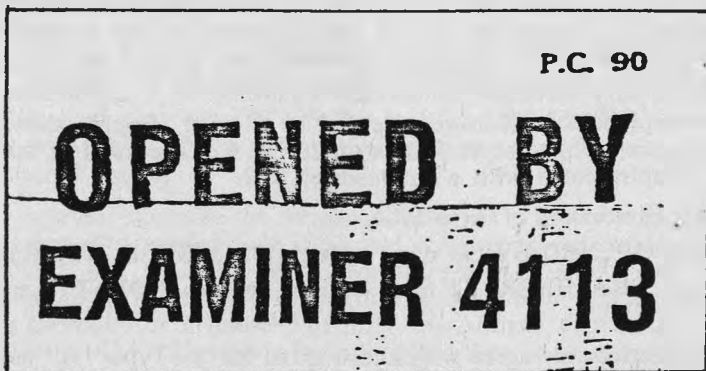


Figure 15, Type L4B

Not only do manuscript "B/—" scribbles appear on some Type L4B devices, but on others are seen the aforementioned IB rubber-stamp marks. Figure 16 illustrates the mark on a Type L4B device applied to a cover (Kieffer) posted in Martinique on 21 JA 42 and received in New York on 2 FE 42. This device contains no Antigua transit markings. So, does the IB indicate that — in spite of the absence of a St. John's CDS — the cover was examined there?

Label folded over edge of cover

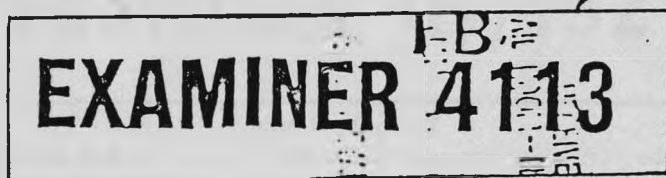


Figure 16

Don't go away. We've got some more confusion. An item has been brought to my attention which has a Type L4B device on which **both** the IB stamp and a manuscript /2 have been added! This label (Figure 17) is pasted on a cover (Bogg) mailed at St. John's on 20 JY 42 and sent to Montreal.

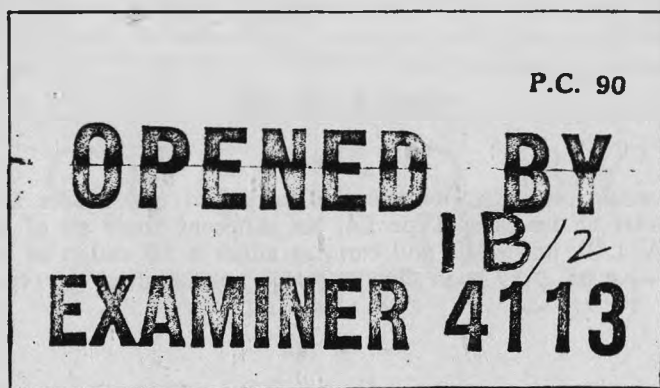


Figure 17

The IB handstamp is also on each of two L4B's described to me by Mayo. Both covers are addressed to the United States, and both censor devices incorporate printed code 4179. One was posted on Guadeloupe on 12 FE 42; the other in Martinique on 18 MY 42. Furthermore, the Martinique item has the number 6044 added to the label in blue crayon! Now we have a **third** type of number to contend with, and this particular one — 6044 — pops up later on in all sorts of places.

Type L4C was also shown to me by Mayo. This label (Figure 18) is Type 1G in the Torrance/Walker scheme. On Mayo's cover, mailed at Martinique on 10 MR 42, the device bears the printed code number 5212, as shown. I am including this label as a separate type in this study **only** because in this example it carries the rubber-stamped IB. Since no Antigua postal markings appear on the cover, the IB mark is the only feature that suggests that the item may have found its way to that island for censoring. Measurements of L4C are as follows:

Length of OPENED BY: 76 mm. Height of OPENED BY: 9 mm.

Length of EXAMINER: 37½ mm. Space between OPENED and BY:
7 mm.

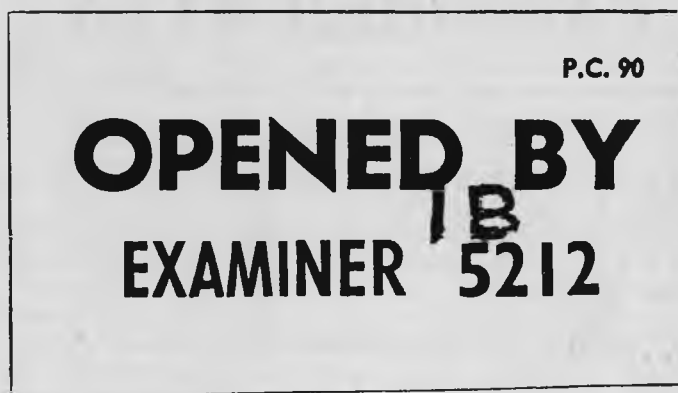


Figure 18, Type L4C

I would be quite interested in learning if any reader knows of labels similar to the basic Type L4, but different from all of the subtypes L4A, L4B, and L4C, and carrying either a IB stamp or a manuscript B/— mark. Any such devices would be classified as Types L4D and up.

* * *

In 1943 there appeared a P.C.90 label (Type L5) having thick sans-serif letters in "all caps" (Figure 19). Its letter style is identical to that of Type L4A, except for the word EXAMINER, which measures only 41 mm in length on Type L5 and whose letters are considerably less in height than on Type L4A. So far, only code numbers B/112, B/132, and B/246 have been found on this device.

Type L5's EDK is ? AP 43 (Kieffer); its LDK is 19 MY 44 (Larsen). I have noticed supplementary manuscript notations /3, /8, or /16 added to some Type L5 labels immediately after the printed code number.

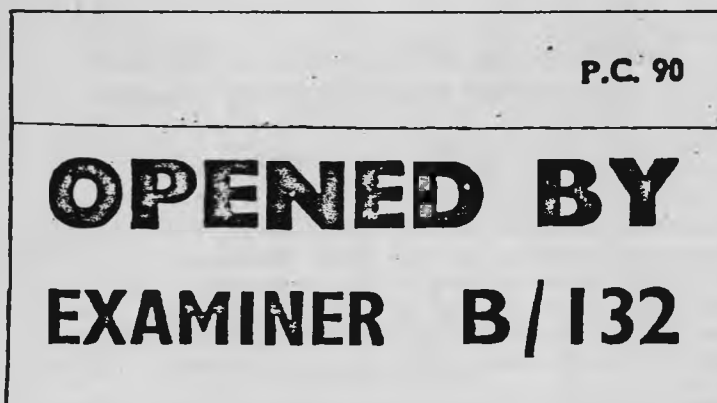


Figure 19, Type L5

The Torrance/Walker discussion mentions a P.C.90 seal known as a "Form 167", consisting of the words OPENED BY / EXAMINER — (the hyphens signifying digits) and the phrase Form 167 printed in the lower left corner. Torrance/Walker state that this device (Figure 20) is thought to be a type used only in the West Indies. Lot 109 of the August 1975 War Cover Club sale included the label on a cover mailed at Basseterre, Guadeloupe, on 11 JA 42, and addressed to New York. As is the case with the Type L4C example, this item, which I have called Type L6, would be irrelevant here were it not for our old friend IB on the label. (Incidentally, this cover represents the earliest date I have yet seen of the rubber-stamped IB applied to a P.C.90 label of any type.)

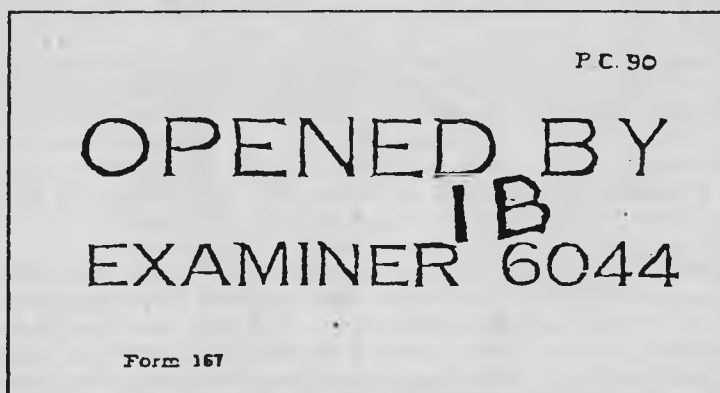


Figure 20, Type L6

(To be continued)

GEORGE BOWMAN managed to haul away the Grand Award, the APS Medal, and the BCP SG Medal at Filatelic Fiesta, held in San Jose, California 10-11 February, for his display of "Antigua through the King George V Issue". WALT VAN WINKLE took home a vermeil and BCP SG Certificate for exhibit of "Early Postal Markings of Jamaica".

BATTLE OF CUL DE SAC BAY — A HISTORICAL LOOK AT THE STORY BEHIND THE STAMPS

By Michael R. Wilson

In November last year the island of St. Lucia issued a set of four stamps to commemorate the 200th Anniversary of the Battle of Cul de Sac Bay. So far so good, but just how many collectors wondered, as I did, what this battle was all about. That it took place in 1778, probably in St. Lucia, was between the English and the French, and involved a General James Grant was fairly obvious. But what else?

In 1778 the English and the Americans were locked in battle on the mainland of what is now the United States of America, with the French supporting the Americans and thus taking the war to other parts of the world, including the West Indies — a vital strategic area for both nations. As early as 21st March 1778 General Clinton who was to succeed General Howe as the British CinC in North America was instructed to embark 5000 men and artillery and stores to attack the French in St. Lucia. However, it was not until 4 November that the troops were able to sail from New York in a convoy escorted by ships under Commodore William Hotham. They reached Barbados on 10 December and met up with the Squadron under Rear Admiral Barrington. Luckily, Barrington was not the man to delay and the combined force set off for St. Lucia within the day, arriving the next day off St. Lucia and anchoring in Cul de Sac Bay.

Like Barrington the General commanding the troops, General Grant, was also not one to waste time and immediately disembarked two brigades which not only took the commanding positions around the Bay but also the peninsular of Vigie to the north which gave them command of Castries Bay. Hardly had this been achieved and the Comte D'Estaing hove in sight — a fleet not only superior to Barrington's but also containing superior military reinforcements.

Briefly, the battle was one in which the French were thwarted both at sea and on land. Barrington had anchored his ships across the mouth of Cul de Sac Bay. HMS Prince of Wales his flagship in the more exposed position to the south of the line, and prevented d'Estaing from breaking through into the Bay to take the transports. Frustrated at sea the French troops were landed at Anse de Choc but were unable to dislodge Grant's troops from their positions, especially those holding the vital peninsular at Vigie. After suffering many casualties the French troops were re-embarked and d'Estaing withdrew to Martinique. The remaining French forces on St. Lucia then surrendered.

The stamps thus commemorate a small but successful campaign, one of success in days when disaster was more common to British arms. The 10c stamp shows a map of Barrington's ships dis-

posed across the bay with d'Estaing's fleet sailing to attack, while the 50c shows the attack in panoramic detail. The 30c with its map of St. Lucia (sideways and North is to the left) has Cul de Sac Bay on the west coast. Also shown is a British Grenadier officer, not as we would expect today of the Grenadier Guards. Rather an officer of the grenadier company of one of the Regiments of the Line and shown wearing the traditional pointed fur hat worn by all grenadier companies. The \$2.50 shows men of the 46th. Foot (later the Duke of Cornwall's Light Infantry) resting after their defeat of the French attack on Vigie.

MORE ON BARBADOS FORWARDING AGENTS

By Colin H. Bayley

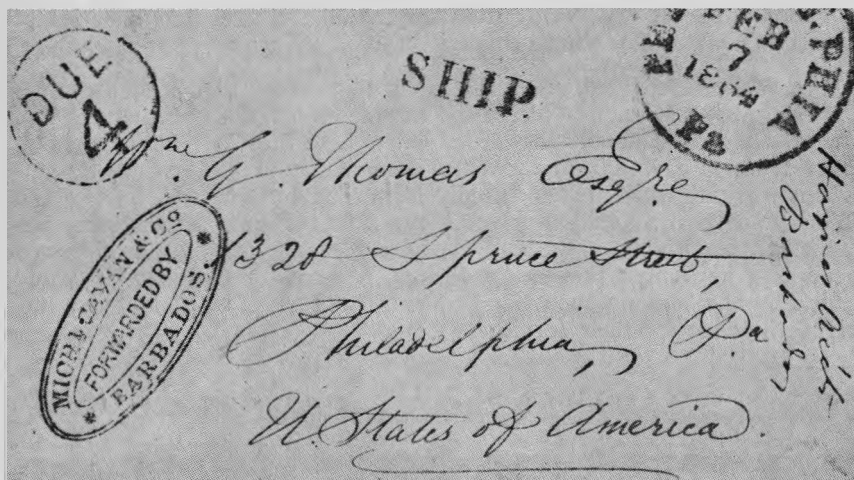


Figure 1

I have some new data to add to that given in my recent article on Barbados Forwarding Agents.¹

First, I have received from Lt. Col. S. F. Cave of Redhill, Surrey, England, the photo-copy of an interesting cover from Barbados to Philadelphia (Fig. 1). As will be seen it carries a "Ship" mark which is one of a number of marks of this general type used by American vessels. It shows the Philadelphia receiving mark of 7 Feb. 1864, and of 4 cents postage due to be paid by the addressee. It carries the forwarding mark of the firm of Michael (abbreviated "Michl") Cavan & Co. identical to the one pictured as "Barbados No. 5" in Cwiakala's article² which, was sent in 1864.

This cover is addressed to a number of the Thomas family and is an example of a large correspondence, comprising stampless covers and folded letters and also a fine range of early Barbados stamped covers, which have turned up over the past 30 years. Items from a similarly large correspondence to the Hinds family in Philadelphia are also some-

times seen. In both cases, the letters coming to the U.S.A. contained plantation and other business data from the Barbados agents of these two families, both of whom were Quaker and members of which had lived in Barbados during the 1700s which was the heyday of the Quaker era in the Island.

The Cave cover shows, in manuscript, at the right side, a docketing notation written after receipt and reading "Haynes acct., Barbados", the name Haynes being that of a well-known family of Barbados merchants.

This cover shows all the requirements of a "true" forwarded item, viz. it carries no stamp or other official evidence of being a packet letter and in view of the other markings was obviously carried by an American vessel to Philadelphia. Moreover, it was sent in a period (1864) in which such letters were being handled by local forwarding agents. There seems little doubt that it was transmitted through the forwarding facilities of Michael Cavan & Co. whose mark it bears.

While on this subject I thought it of interest to mention a cover (Fig. 2) in my collection, which I did not mention before and which, too, I believe to be a genuinely forwarded letter. Like the Cave cover it shows no evidence of having been carried by a regular packet. It carries a manuscript marking which reads "kindly forwarded by Messrs. Musson and Co". The cover contains the original letter, the contents of which are unimportant, but which, at the end carries a footnote asking the addressee to address his reply "In care of Messrs. Musson & Co". So, it would seem that the Musson firm handled mail both ways and doubtless received their fee for their services.

(1) BCPJ, Vol. 18, No. 5 (Oct. 1978, p. 190).

(2) Cwllakala, Charles E., *ibid.*, Vol. 17, No. 5 (Oct. 1977, p. 142).

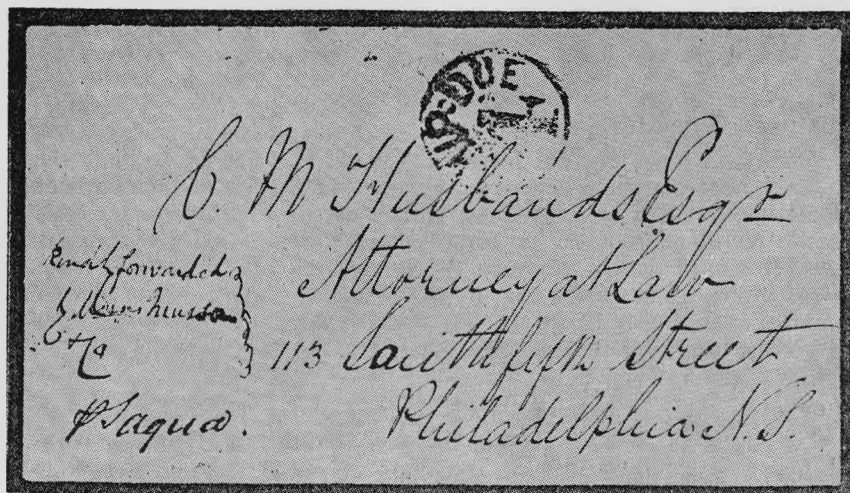


Figure 2

Air Mail History of Trinidad and Tobago

(CONCLUSION)

by Dr. Reuben A. Ramkissoon

1 NOV. 1946: NEW YORK — TRINIDAD (Reduced rate experiment)

a. New York	Trinidad	None	?
b. Port-of-Spain	New York	None	?

In January, 1947, British South American Airways which had been conducting some experimental flights over the West Indies, reached an agreement with B.W.I.A. to absorb the company. The airline was called British International Airlines during the transition period. However, the B.W.I.A. designation was adopted when the transition period was over, and the name was so registered in Trinidad on June 24, 1948.

Later, B.S.A.A. was, like B.W.I.A. absorbed by British Overseas Airways Corporation (B.O.A.C.), but has continued to keep its identifying name. The only flight inaugural during this period is the Trinidad-Miami direct route on April 6, 1950, and commemorated by an appropriate official cachet (Fig. 25).

6 APRIL 1950: TRINIDAD — MIAMI Direct Flight

a. Port-of-Spain	Miami	Violet	?
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Viscount aircrafts were introduced and inaugural flights have been recorded by B.W.I.A. Printed cachets were used, specially prepared for these inaugurals.

15 DEC. 1955: TRINIDAD/JAMAICA/BAHAMAS

a. Port-of-Spain	Kingston	Yes-non official	?
b. Port-of-Spain	Nassau	Yes-non official	?

1 JAN. 1956: TRINIDAD/BARBADOS/BERMUDA

a. Port-of-Spain	Bridgetown	Yes-non off. (Fig. 26. a)?
b. Port-of-Spain	Hamilton	Yes-non off. (Fig. 26 b)?

The introduction of jet equipment enabled B.W.I.A. to fly non-stop for the first time from New York to Barbados. Previously, turboprops had been used, and stops made at Bermuda and/or Antigua. The return flight had airline printed envelopes to New York (Fig. 28). The New York cachet was used in distinctive colors.

10 JUNE, 1961: NEW YORK-PORT-OF-SPAIN

a. New York-AMF	Port-of-Spain		Magenta (Fig. 27)	2,251
b. New York-GPO	Port-of-Spain		Blue	1,750
c. New York-UN	Port-of-Spain		Green	3,927
d. Port-of-Spain	New York	Jn. 11	Blue	?

Varig Airlines made its inaugural flight on December 21, 1959, from New York to various points in Brazil, using a Caravelle air craft. It is believed that a special cachet was used. (Fig. 29), and first flight treatment was given by the US Post Office, as well as the United Nations, New York. It is doubtful if covers were carried on the northward flight. Arrival backstamp was December 22, at 5:30 p.m.

21 DEC. 1959: NEW YORK/TRINIDAD/BRAZIL

a. New York-AMF	Port-of-Spain		None	?
b. New York-GPO	Port-of-Spain		None	?
c. New York-UN	Port-of-Spain		Magenta (Fig. 29)	670

PAA operated a flight on August 3, 1960 to Rio de Janeiro with an intermediate stop at Port-of-Spain, but details of this flight are not known.

B.W.I.A. inaugurated its transatlantic flight, via Barbados and New York on May 1, 1960. A few covers were carried on this flight, and carry no postal cachet. However, a decorative oval airline handstamp was applied in red, and appear either on the front or back of the covers. (Fig. 35).

1 MAY, 1960: TRINIDAD—BARBADOS—NEW YORK—LONDON

a. Port-of-Spain	Bridgetown	April 30	None	18
b. Port-of-Spain	New York	April 30	None	?
c. Port-of-Spain	London	April 30	None	18

All covers observed were serviced by the Trinidad Philatelic Society, and received the Port-of-Spain postmark of April 30, 1960.

The first non-stop service from Trinidad to New York by PAA occurred on July 8, 1960, by the "El Presidente." The covers seen have both forwarding and arrival postmarks, and cachets have been identified in blue and magenta.

8 JULY, 1960: PORT-of-SPAIN — New York

a. Port-of-Spain	New York	(Fig. 36)	Magenta, Blue	?
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3 AUG. 1960: NEW YORK/TRINIDAD/BRAZIL

a. New York-AMF	Port-of-Spain		None	?
b. New York-GPO	Port-of-Spain		None	?
c. New York-UN	Port-of-Spain		None	1,052

Mail carried to Rio de Janeiro amounted to 1,036 pieces.

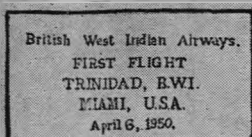


Fig.25



Fig.26a



Fig.26b

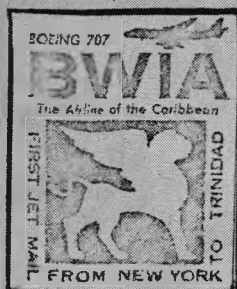


Fig.27



Fig.28



Fig.38



Fig.29



Fig.35

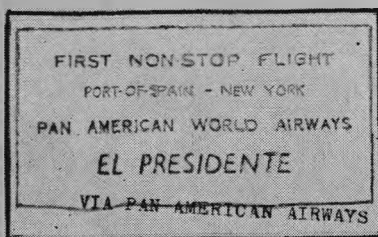


Fig.36



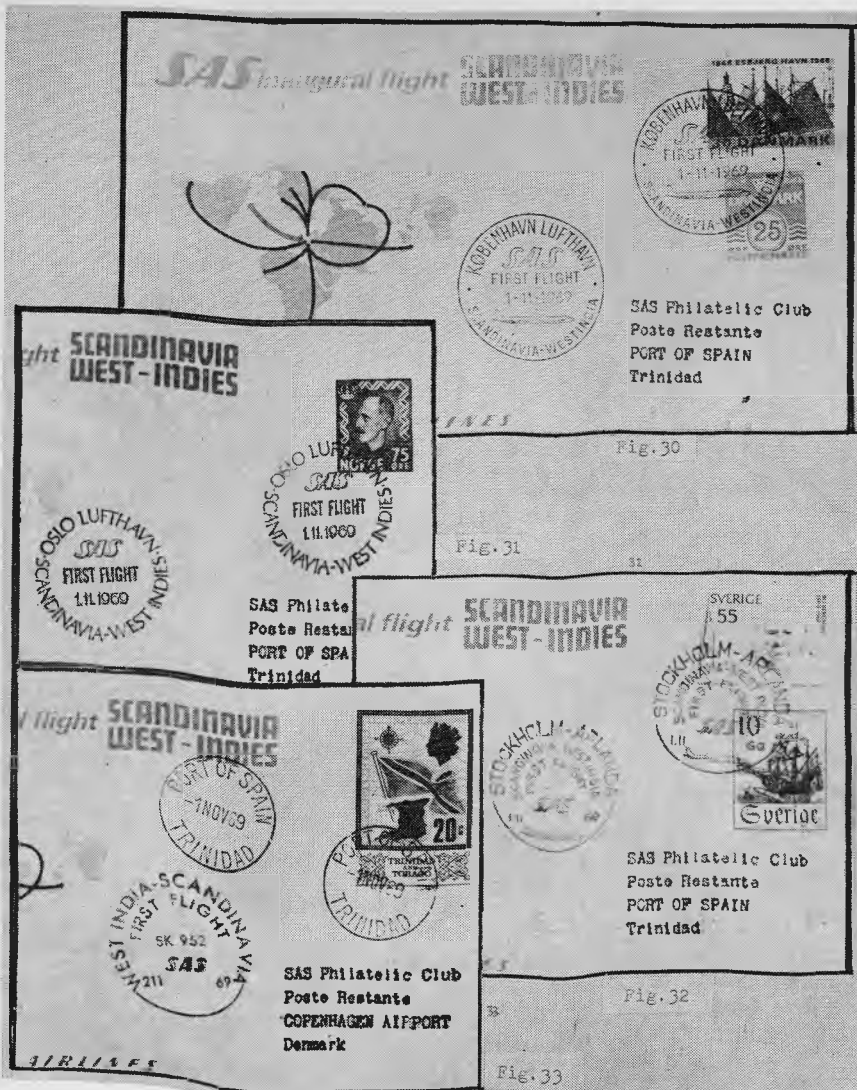
Fig.37

Air France flew an inaugural flight from Port-of-Spain to Miami (back-stamped November 14) via Barbados, Fort-de-France, Martinique, Pointe a Pitre, Guadeloupe, St. Johns, Antigua, Port-au-Prince Haiti. A Caravelle jet aircraft was used.

17 NOV. 1967: TRINIDAD/MIAMI

a. Port-of-Spain	Miami	?	?
b. Port-of-Spain	Miami, via Barbados	?	?
c. Port-of-Spain	Miami, via Martinique	?	?
d. Port-of-Spain	Miami, via Guadeloupe	?	?
e. Port-of-Spain	Miami, via Antigua	?	?
f. Port-of-Spain	Miami, via Puerto Rico	?	?
g. Port-of-Spain	Miami, via Haiti	?	?

SAS (Scandinavian Airlines System) inaugurated a West Indian service to Trinidad and Barbados from Zurich on November 1, 1969. Covers seen are printed, and carry an additional official cachet. Similarly printed cards have also been found. A DC-8 aircraft was used .



1 NOV. 1969: ZURICH/SCANDINAVIA — TRINIDAD

a. Zurich	Port-of-Spain	Printed
b. Oslo	Port-of-Spain (Fig. 31)	Printed, spec. FF pstmrk.
c. Stockholm	Port-of-Spain (Fig. 32)	Printed, spec. FF pstmrk.
d. Copenhagen	Port-of-Spain (Fig. 30)	Printed, spec. FF pstmrk.
e. Port-of-Spain	Zurich	Blue off., printed card
f. Port-of-Spain	Copenhagen (Fig.33)	Black off., printed card
g. Port-of-Spain	Oslo	Printed

A total of 2,500 covers and cards were carried on the flight, but the distribution to the various cities is not known in exact numbers.

On June 17, 1972, Eastern Airlines absorbed Caribair through merger, and took over operation of FAM 59. The route was extended to Barbados and Trinidad from Baltimore, on December 2, 1973, and to San Maarten from New York on December 15, 1973. The USPS provided a cachet for the Baltimore post office on flights to Trinidad and Barbados. Surprisingly, none was provided for the Baltimore Airport Mail Facility. There was extremely short notice of the Baltimore service, and accordingly, few covers were serviced. The pouch of 20 uncacheted covers destined for Trinidad from the Baltimore Airport Mail Facility disappeared, and none have been reported. Pilots for the Trinidad and Barbados flights was J. Weber and P. Weston.

2 DEC. 1973: BALTIMORE/BARBADOS/TRINIDAD

a. Baltimore-GPO	Port-of-Spain	Green (Fig. 37)	243
b. Baltimore-AMF	Port-of-Spain	None	Lost

The Trinidad covers were not backstamped at Port-of-Spain.

B.W.I.A. International inaugurated service from London to Trinidad on April 6, 1974. The British Post Office provided a special (Fig. 38) handstamp for the flight. It is not known if covers exist for the return flight to London from Port-of-Spain.

6 APRIL, 1974: LONDON-TRINIDAD and return

a. London	Port-of-Spain	None; pictorial pstmrk. ?
b. Port-of-Spain	London	None ?

Caribbean-Atlantic Airlines, Inc., (Caribair) inaugurated service between San Juan and Ciudad Trujillo on December 27, 1948. Prior to that time, its operations were limited to Puerto Rico and the Virgin Islands. Following its service extension to the Dominican Republic, the airline made several additional stops and service acquisitions, eventually bringing its operations to the coast of South America, via the Leeward and Windward Islands.

Following service extension to St. Kitts (January 21, 1966), Barbados (February, March, 1967), Antigua (July 1, 1967), Grenada (August 1, 1967) Dominica and St. Vincent, (September 1, 1967), Trinidad and Tobago were added on January 1, 1968.

Covers have been reported from these flights, and have been authenticated for all connections, except for Grenada, Dominica, St. Vincent, and Trinidad and Tobago.

1 JAN. 1968: SAN JUAN, PUERTO RICO/PORT-OF-SPAIN, TRINIDAD

a. San Juan	Port-of-Spain	None	?
b. Fort-de-France	Port-of-Spain	None	?
c. Castries	Port-of-Spain	None	?
d. Bridgetown	Port-of-Spain	None	?
e. St. Johns	Port-of-Spain	None	?
f. St. Georges	Port-of-Spain	None	?
g. Roseau	Port-of-Spain	None	?
h. Kingstown	Port-of-Spain	None	?

For the 20th Anniversary of regular air mail service to St. Vincent, a set of four commemorative stamps were issued by that Associated Statehood on March 13, 1970. The first day ceremonies were held in conjunction with Interpex-Aeropex Exhibition, Americana Hotel, New York City on March 13, 1970.

For this occasion, a special Interpex flight was made, and commemorated by a rectangular blue boxed cachet, applied as a backstamp to the covers seen. No details of the flight are known.

13 March, 1970: SPECIAL INTERPEX FLIGHT — ST. VINCENT/PORT-OF-SPAIN/NEW YORK

a. Kingstown	Port-of-Spain	Blue (Fig. 60)	FDC cancel	?
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AEROGRAMMES (AIR LETTERS)

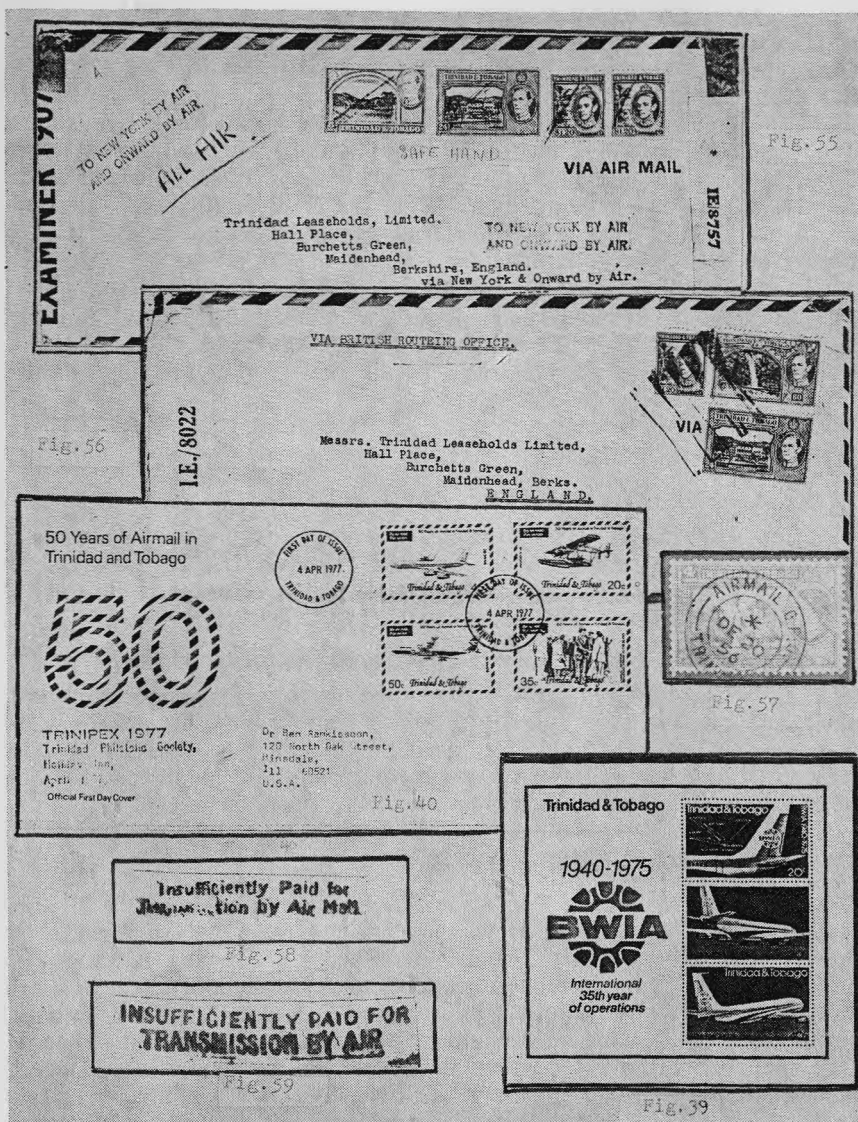
Following World War II, air letter sheets were introduced to Trinidad and Tobago. The first occurred on February 1, 1950, for international usage, and was followed by an April 15, 1952 release of the 5c air letter for regional (Caribbean area) usage. Subsequent issues have appeared at regular intervals for both King George VI and Queen Elizabeth II. (Fig. 41).

The 1969 designs were of a larger more rectangular format, contained new stamp designs, and pictorial views on the back of the air letter sheet. (Fig. 42).

The Republic air letter continues in the same general design and format, but carries a stamp design without the Queen's head (the Republic flag is substituted), and the pictorial views on the back are of the British West Indian Airways, International.) (Fig. 43).

WORLD WAR II RELATED AIR MAIL

The major branches of the United States Armed Forces maintained services and facilities in Trinidad during World War II. Mail was serviced through APO facilities, and carry suitable identifying postmarks, from the United States, as well as the Trinidad facilities. A representative series of examples of these postmarks are shown, although the list



is not by any means complete. (Figs. 44-54). Most of these covers carry varying types of censor markings, depending on the branch of the military involved.

A rare cover has been seen, originating from Trinidad, bearing postal adhesives, cancelled by single or parallel bars (28 to 37 mm) censored, addressed to England. (Fig. 55).

One of the two covers seen carries a typewritten text: 'Via British Routing Office,' on the front of the envelope. It carries an 'Opened by Examiner PC 90 I.E./8022 label. (Fig. 56).

The other envelope is franked with Trinidad stamps of \$2.76, and has been censored twice, judging from the two different censor labels, similar to the above, but with numbers of 1907 and I.E./8757. On the face of the envelope are several manuscript and hand stamp markings, as follows: Manuscript: All Air (blue); Safe Hand (red); Handstamp: To New York By Air/Onward By Air (48 mm, all capital letters, two lines, purple). The last line of the typewritten address to England reads: 'via New York and Onward by Air.' On the back of the cover, a manuscript marking (applied later for clarity, reads: "Carried on Bomber Air Ferry (no post office on airfield)."

The FAM 22 service from Africa, described for December 7, 1941 (Trinidad/Belgian Congo) existed as a wartime contingency. Similarly, the BWIA Trinidad-Jamaica inaugural of 13 December, 1941, also a wartime inaugural, is characterized by all known mail bearing Trinidad "IC" censor backstamps.

POSTAL MARKINGS

A. Air Mail GPO postmark

A Birmingham type canceller was used for one day only at the GPO, Port-of-Spain, December 20, 1957 (Type XIIIff, 26½ mm), with an asterisk centrally located above the date line. No other distinctive air mail related postmarks are known. (Fig. 57).

B. Insufficiently Paid for Air Mail Transmission Handstamps

Two examples of this type of handstamp are known to exist, and are illustrated (Fig. 58, 59.). Type a (capitals and lower) (Fig. 58) was seen in use during 1971, and the Type b (all capital letters) (Fig. 59) used in 1977. The known examples show significant wearing of the text, but there is sufficient clarity to read the message.

INTERRUPTED FLIGHT COVER

On December 20, 1935, a Pan American Airways flying boat, the "Puerto Rican Clipper," (NC-824 M) was southbound from Miami for Buenos Aires, piloted by Captain Ed Schultz. She was carrying 8 passengers and a crew of 7. She weighed 19 tons, and had made a previous call at Port-de-France, Martinique. She arrived at Cocorite, Trinidad after dark, about 6:30 p.m. In landing the aircraft dodged a boat, capsized and sank. One sack of mail was recovered in a water-soaked condition. Salvaged pieces found carry a cachet "ACCIDENT DE AVIATION" in black, along with various other markings. More than 1,000 letters were damaged by immersion, but in only three cases were the addresses obliterated.

It is unlikely that the 'Accident de Aviation' marking originated with the Trinidad postal service, as this was a then English speaking colony. One must conjecture that it was a private handstamp which has come to the level of catalog recognition.

The cover seen from this crash contains a manuscript statement: 'Damaged thro (sic) immersion in sea owing to wreck of seaplane on 20/12/35.' This notation is initialed above the handstamp reading: 'ASST. POSTMASTER-GENERAL.' A GPO Port-of-Spain cds DE 21



Fig. 44

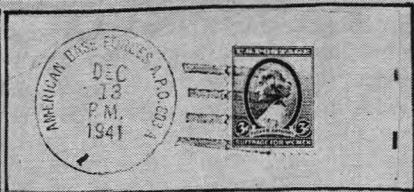


Fig. 45

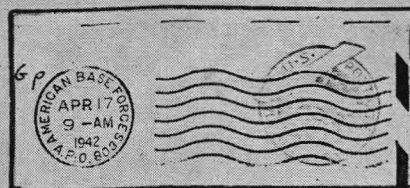


Fig. 46



Fig. 47



Fig. 48

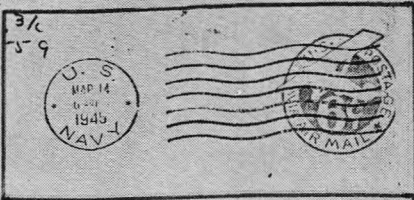


Fig. 49

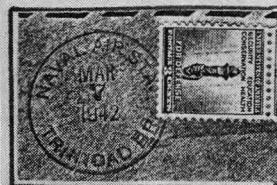


Fig. 50



Fig. 51



Fig. 52



Fig. 53



Fig. 54

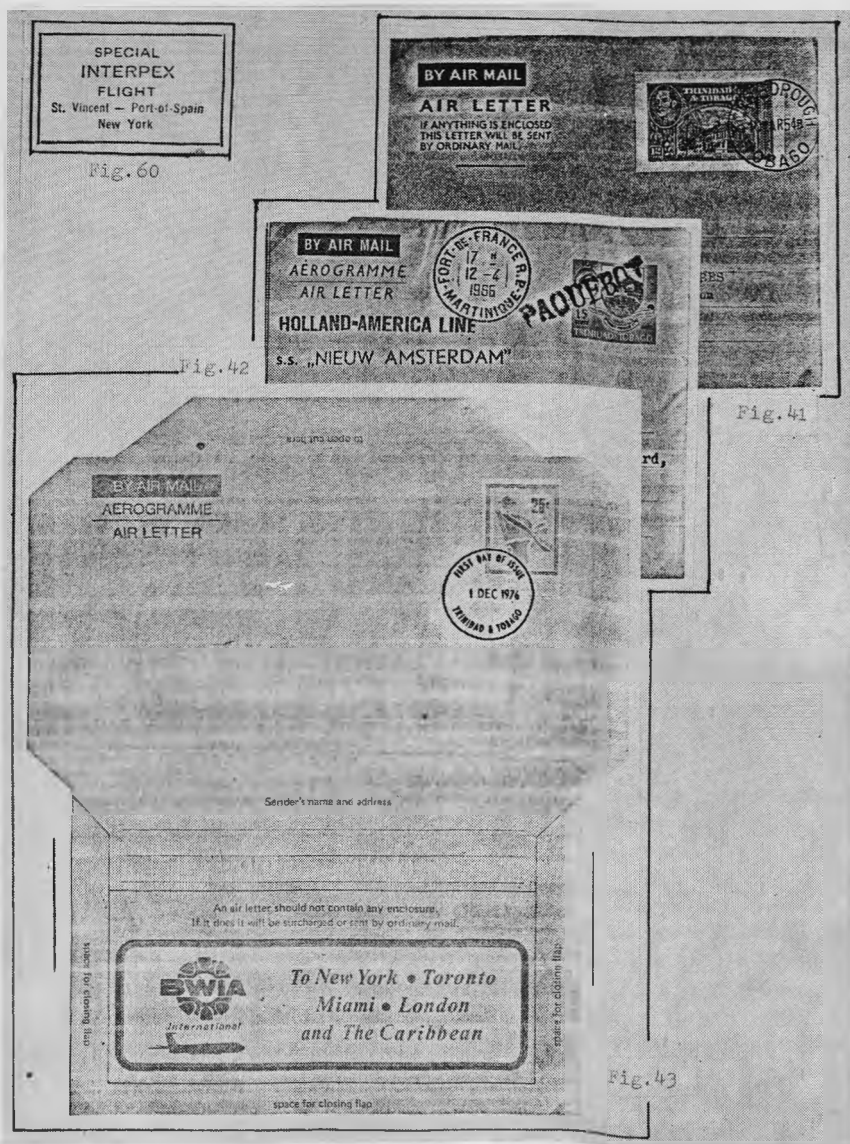
35 accompanies the cover, from which the adhesive appears to have been soaked off by sea water.

ANNIVERSARIES COMMEMORATED BY POSTAL ADHESIVES

A 35th Anniversary of B.W.I.A.

To mark its thirty-fifth year of operations, B.W.I.A. International was honored by the Trinidad Post Office department with the issuance of three stamps and a commemorative sheet, November 27, 1975.

Designs are all of B.W.I.A. aircraft, and depict the following: 20 cents, Boeing 707, with air routes; 30 cents, Boeing 707 on ground; and 40 cents, Boeing 707 in air. The souvenir sheet is 118 x 109 mm, carries the same stamp designs and values, along with a multicolored BWIA emblem and gold border. (Fig. 39).



B. 50 Years of Air Mail in Trinidad and Tobago

Four commemorative adhesives and a souvenir sheet were issued on April 4, 1977, to mark the 50th anniversary of air mail service in Trinidad and Tobago. Two of the stamp designs honored Charles Lindbergh, who made the historic initial flight. The 20 cent value depicts the Sikorsky S-38, Lindbergh's plane, and the 35 cent denomination shows Lindbergh delivering the first airmail at Port-of-Spain in 1927.

The two remaining designs are of commercial aircrafts. The 45 cent depicts a Boeing 707 BWIA in flight, and the high value (50-cent) a Boeing 747 of the British Airways.

The release of the British Airways jumbo jet design aroused immediate protest from BWIA management, and the stamps were withdrawn locally. However, the full set of commemoratives continued to be available from the Crown Agents. Postally used copies are likely to be scarce, but may be readily had from the official First Day Covers issued. (Figure 40).

The souvenir sheet carries stamps in the same design, but with perforation 14, blue and red margin showing plane and inscription.

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NOJEX — OCTOBER 26-28, 1979

Eddie Addiss and Mark Swetland report that things are firming up for our meeting at NOJEX, October 26-28. It will be held at the Holiday Inn Jetport, U.S. 1 & 9 South, 1000 Spring Street, Elizabeth, New Jersey. Eddie mentions that the hotel does have courtesy car service to and from Newark Airport; as soon as more information is available, it will be published in the Journal, but make your plans for attendance now. At the moment, the Group meeting is scheduled tentatively for Sunday morning, but this is subject to change depending upon the arrangements worked out with NOJEX.

HOUPEX — 1979, AUGUST 24-26, 1979

GALE RAYMOND will be among the judges at this always enjoyable show; they have kindly reserved 40 15-page frames for the Group, and the BCPSG Medal and Certificate will be available to be awarded. For further information, contact HOUPEX '79, Exhibition Chairman, P.O. Box 27538, Houston, Texas 77027. The show will be held at the Stoffer's Greenway Plaza Hotel, 6 Greenway Plaza East, Houston, Texas 77046.

The Registration Markings and Labels of Jamaica Update

by Reg Lant

Journal Page Type

#96 75 ADD RC23a

Similar to Type RC23 EXCEPT — Horizontal lines above and below the date in center eliminated.

Black ink 24 AUG 1966 22 JUL 1967

#96 77 ADD RC29a

Similar to Type RC29 EXCEPT — Inner semi-circles composed of dots instead of single line arcs.

Violet ink 2 JUN 1977

#98 157 ADD RT4
TRD DOUBLE OVAL WITH
INNER OVAL
"REGISTERED/
HALF WAY TREE JAMAICA"

Similar to Type RC28 EXCEPT — Serif cap. lettering reading — "REGISTERED" around the top and "HALF WAY TREE JAMAICA" at the bottom (from 9 o'clock to 3 o'clock) without hyphens.



Violet ink 15 MAR 1978

#98 158

Additional items have been reported in the MISCELLANEOUS REGISTRATION MARKINGS field. Change section to read —

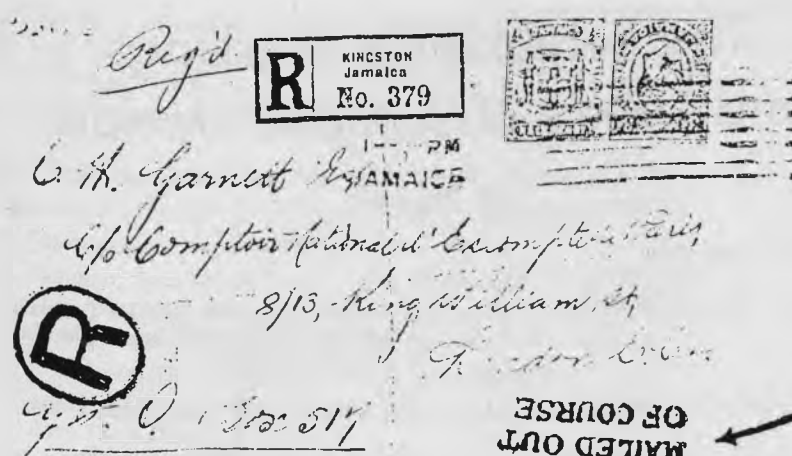
Type RM1 Unframed
"MAILED OUT/
OF COURSE"

An unframed double straight line marking reading — "MAILED OUT/OF COURSE" in 4mm. serif capitals. Only one copy as yet reported.

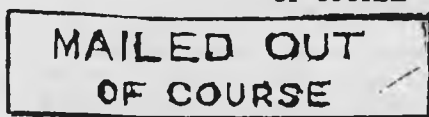
**MAILED OUT
OF COURSE**

Black ink 8 JAN 1921

See following illustration.



#98 158 RM2 Boxed
"MAILED OUT/
OF COURSE"

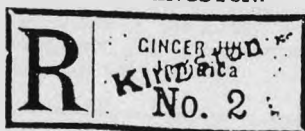


A double straight line rectangularly enclosed "MAILED OUT/OF COURSE" mark. Sans serif block caps, with top line in 4mm. and lower line 3mm. letters. Rectangle measures 57 x 14mm. One copy known.

Violet ink 27 May 1929

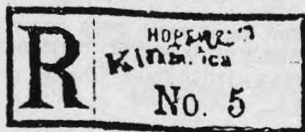
#98 158-159 Correct numbering of Types RM1 to RM9 to read —
RM3 to RM11 inclusive.

#102 108 RL1a
GINGER HILL & HOPEWELL
Type RL1 Labels
DIAGONALLY OVERPRINTED
KINGSTON.



Correct to read —

Similar to Type RY1 EXCEPT — Ginger Hill and Hopewell labels are diagonally overprinted "KINGSTON" in 3 x 2.25mm red upper and lower case letters. Only two copies recorded of the Ginger Hill labels Nos. 2 and 32 and one only Hopewell label No. 5



In addition a number of new EKDs. and LKDs. have been reported as indicated below —

Journal Pg.	Type	EKD	LKD
93 173	RC 7	31 MAR 1897	7 JUN 1905
174	RC 10a	4 DEC 1908	17 OCT 1920
	RC 10b	1 MAY 1914	16 FEB 1939
	RC 11a	12 MAR 1913	1 AUG 1919

175		RC 14 violet	22 NOV 1919	18 OCT 1920
176		RC 14a Do	3 JAN 1920	3 AUG 1920
		RC 15 Die 1	16 JAN 1923	15 FEB 1927
		Die 2	23 FEB 1923	25 MAR 1939
		Die 3	27 FEB 1923	8 DEC 1930
		Die 4	4 FEB 1932	26 OCT 1954
		Die 5	21 DEC 1935	20 OCT 1952
		Die 5a	6 JAN 1943	12 ? 1945
96	73	RC 18	4 JAN 1927	18 DEC 1938
		RC 20	5 FEB 1949	5 MAR 1965
	74	RC 20a	20 DEC 1949	18 JULY 1963
		RC 21	13 OCT 1953	15 MAY 1965
		RC 21a	4 OCT 1954	28 JULY 1971
	75	RC 24a violet black	8 JAN 1976 1 NOV 1976	4 JULY 1977 17 NOV 1976
	77	RC 29	22 SEP 1975	28 DEC 1976
98	155	RS 1 black viol	29 JA 1884 1919	4 JULY 1972 1920
		RS 5 black viol	29 JULY 1921 11 NOV 1930	15 MAR 1975 30 MAY 1932
	156	RT 1 violet black	7 JUN 1950 9 JULY 1950	17 MAR 1963 12 JULY 1976 (Lucea)
	157	RT 3	8 DEC 1958	25 JAN 1977
102	112	RLP 6	5 NOV 1970	19 MAR 1971

NOT An Antigua Censored Cover!

By George W. Bowman

In my short article "Antigua Censored Cover", appearing in the December 1978 **BCPJ**, I described two OHMS from Antigua bearing manuscript numbers which I had thought might in some way be connected with that island's World War II censorship code system. These numbers were B2573 (on a cover posted at St. John's on 29 December 1942), and B2590 (on a similar cover mailed the next day). Subsequently, I was informed by two BCPSG'ers, long-time veteran Lincoln Kieffer and new member Dietrich Werner, that these "B" notations were nothing more than registration numbers.

In addition, Lincoln pointed out that, even though American forces would theoretically (and in these two cases, **did**) censor any mail leaving Antigua, it would have been extremely unlikely that a **Colonial** censor facility would have examined official OHMS correspondence.

My thanks to both Lincoln and Dietrich for setting me straight on this matter.

T-Marks of Trinidad and Tobago

by G. G. Ritchie

One of my subsidiary interests in the West Indies is underpaid mail with its associated T-marks. Not possessing a large number of covers, I think it is time to enlist the help of fellow members. The object is to establish the **types** of T-mark used at the post offices in the various territories, limited at present to those which actually use adhesive postage-due stamps. These are Barbados, British Guiana, British Honduras, Grenada, St. Lucia and Trinidad (and Tobago), and this note is devoted to the last two.

In St. Lucia, where postage dues are used only at Castries, T-marks are of only two types. A T-in-hexagon about 16mm high comes presently from Castries, Anse la Raye, Gros Islet, Laborie, Micoud and Soufriere, while an unframed seriffed T 11-12mm high is used at Vieux Fort and Patience. In the past Castries has employed at least two other types of T within a circle, and these are listed in this Journal (October 1975).

These notes are concerned mainly with Trinidad (and Tobago), and the following preliminary list is based only on some twenty covers used either internally or originating in Trinidad. Perhaps members would send photostats of any additions, as at least the T-charge-mark with CENTIMES appears to be applied to outgoing international mail at Post of Spain irrespective of whether there is already a simple T on the item.



15mm
diameter

Port of Spain: 9.12.05



19mm
diameter

Port of Spain: 3.5.67
24.1.69



violet

Port of Spain: 29.12.52
1. 2.55



22mm
diameter

San Fernando: 20.4.37
University: 28.11.69



19mm
diameter

San Fernando: 5.1.66
24.4.69
(in red) 30.1.69



21mm
dia.

Siparia: 25.4.69

Paisano : 20.1.69
Gasparillo: 26.1.70
Marabella : 12.1.67
5.5.69



Claxton : 18. 4.69
San Juan: 29.12.52



Guanapo: 30.6.73



purple



BERMUPEX '79 Committee — 17 Feb. 1979

Left to Right: Alan Maccoy, B.C.P.S.G. member, Gold Award Winner — Dick Perreault, former B.C.P.S.G. member — Geoff Olson, former B.C.P.S.G. member — Mayor Roberts, St. George's, Bermuda — Jack Arnell, committee chairman, B.C.P.S.G. member, former editor of BCP Journal, Silver Award Winner — Horst Augustinovic, applicant for B.C.P.S.G. membership, Silver Award Winner — Heidi Augustinovic, Secretary-treasurer of BERMUPEX '79.

BERMUPEX '79 Report

Bermupex '79 was a bigger and better show than ever. It was held at the Holiday Inn in St. George's, Bermuda February 17 and 18, 1979. The 176 frames of 16 pages each were all of top quality and interest. They came from such far-flung places as Australia, England, Canada, Puerto Rico, U.S.A. and Bermuda. Of the 37 exhibits about half were concerned wholly or in part with postal history, a popular approach these days.

The judges from England, Canada and the U.S.A. were international in outlook and were highly discriminating. The grand award was won by Col. Charles P. deVolpe of Canada with his "Canada Fur Trade Postal History".

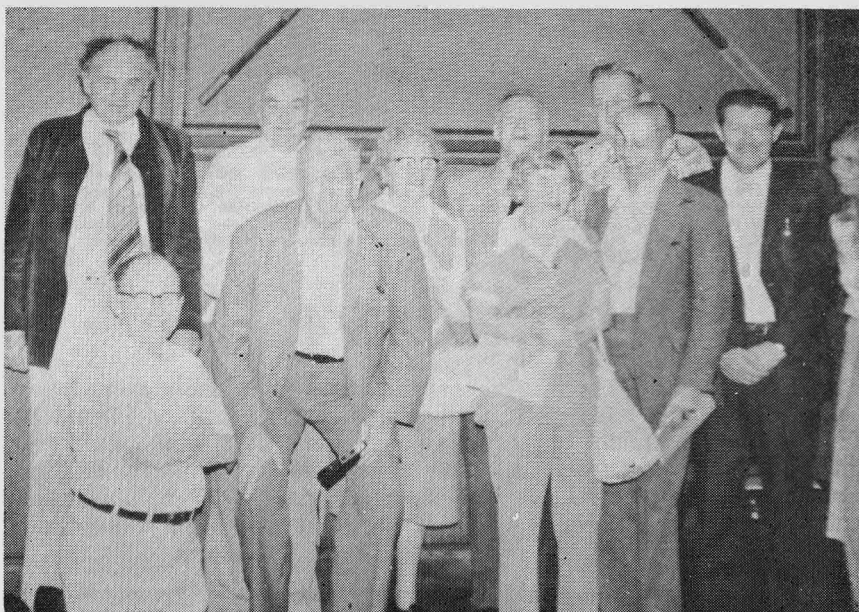
British Caribbean Philatelic Study Groupers entered exhibits and each one took an award. Morris Ludington won the Robson Lowe (Bermuda) Ltd., special award and a gold. Alan Maccoy and Kil Bump won golds, Jack Arnell a silver and Ben Ramkissoon a bronze. I saw 18 Group members present at some time during the event. (We should consider the Bermupex show as a location for an annual meeting site for the Group in the near future.)

The exhibition was preceded by 2 days of auction by Robson Lowe (Bermuda) Ltd., which featured British Caribbean material, especially essays, proof and specimens on one day. The second day was devoted to Columbian air mails and United States early postal history. Four of the 16 dealers at the bourse were Group members.

The Bermuda G.P.O. operated a one day post office at the show with a T.R.D. dated "Holiday Inn, Bermuda, 17 March 1979" for the occasion. The Bermupex committee, Jack Arnell, Chairman and Alan Maccoy, a supporting member, provided an attractive cacheted souvenir cover.

All in all it was a first class show and Group members are encouraged to exhibit and attend next time. At this writing the date for Bermupex '80 has not been set but conflict with the big London show in that year will be avoided.

Kil Bump



British Caribbean Philatelic Study Group Members at BERMUPLEX '79

17 February, 1979, Holiday Inn, St. George, Bermuda

Left to Right: Ed Proud (in back), Kil Bump (in front), Lincoln Kieffer, Alan Doyle, Florence Kieffer, Alan Maccoy, Gertrude Bump, George Ulrich, Morris Ludington, Dick Lamb, attractive young lady I cannot identify.

BEN RAMKISSOON gathered in a silver medal, a BCPSG Medal, and the UPSS Red Award at Rockford-'79, Rockford, Ill., March 24-25, for an exhibit of the postal stationery of Trinidad and Tobago.

DR. RUSSELL V. SKAVARIL has sent a copy of the latest **St. Helena and Dependencies Philatelic Society Newsletter**. The April 1979 issue among a number of interesting articles, contains one on the Cape-St. Helena packet ships of the East India Company; a copy can be obtained from Dr. Skavaril at 222 East Torrence Road, Columbus, Ohio 43214, for \$1.50.

GEOFF RICHIE reports that he and MALCOLM WATTS have swapped positions in the Roses Caribbean Philatelic Society; Malcolm is now Chairman and Geoff Secretary while MICK REGO remains as Treasurer. Geoff has also forwarded a copy of the Roses Handbook No. 3, **St. Lucia**, for the Group Library.

AL BRANSTON sends the latest update on the 1980 GROUP MEETING IN LONDON: The International in London is scheduled for Earls Court May 6-14; a provisional booking for our meeting has been made for **Saturday, May 10** at the Bonnington Hotel, 92 Southampton Row, London WC1B 4BH, where we will have the Princess Suite for the day. Rooms are available at the Bonnington, but advance booking is absolutely essential; Al reports it to be a good but not luxury hotel, located 5 minutes off the Picadilly Underground line on which both Earls Court and Heathrow are also located.

President's Message (Cont. from page 34)

experience direction. He has served as Auction Manager — and has done a tremendous job at it — for more years than I've belonged to the Group.

And while on the subject of **Managers**, several members have expressed interest in seeing the Group initiate a sales circuit. This would be a big task for a dedicated person who is looking for a challenge in setting up and running such a circuit and, in doing so, would be performing a great service for the BCPSG. Who's interested?

— GEORGE

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