

BRITISH CARIBBEAN PHILATELIC JOURNAL

Published by the British Caribbean Philatelic Study Group

EDITOR: George W. Bowman, 549 South
Helberta Ave., Redondo Beach, CA 90277

VOL. 22, No. 5
W/N 123

Phone: (213)-540-7079

DECEMBER 1982



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Unit No. 27 of the APS

ISSN 0045-2890

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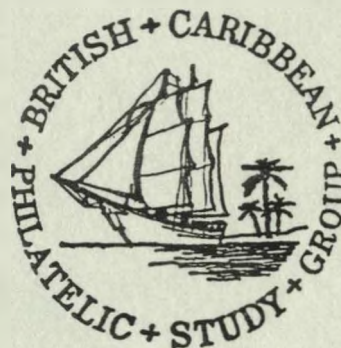
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THE BRITISH CARIBBEAN PHILATELIC JOURNAL

Published five to six times each year. Available only to members of the BCPSPG with subscription included in the membership fee of \$15 per annum in U. S. funds, due January 1st. Membership application forms and additional information may be obtained from the Membership Chairman or the International Director.

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**President's Message**

This will be my last "President's Message", as my term will expire at the end of this year. The Group has certainly changed since early 1980, when George Bowman turned over the duties of President to me so that he could assume the duties of Editor of the Journal. Most of the credit for the favorable changes have to go to George; he has preserved the high quality of the Journal which is the life blood of our organization. It is pleasing to have finished my term with all indications that we are still the friendly, vigorous Group which our founding members began.

Reflecting on the activities and occasional crises of the past three years, it is quite apparent that it takes many hands to run an international organization such as ours. My thanks to Vice President Ed Addiss, Treasurer Ben Ramkissoon, Secretary Howie Austin, Membership Chairman Tom Giraldi, International Directors Al Branston and Bruce Walker, Publicity Chairman Peter McCann, Advertising Manager Elaine

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Secretary's Report

NEW MEMBERS:

The following applicants, listed in the July 1982 BCPJ, have been admitted to membership:

FARRELL, Bernard Winston; CULLETON, Mike; FINNIE, Norman; ABBOTT, Robert B.; BELL, Cyril F.; SCARNA, Paul C.; GOODRICH, Dr. Elizur Raymond; TYACKE, John N.; SWARBRICK, Robert V.; PALTOORAM, M.

All applicants listed in the October 1982 BCPJ have been admitted to membership.

APPLICATION PENDING:

LUETTKE, Donald.

RE-INSTATED (through 1982):

BISHOP, Dwight E.; STUBBS, James F.; SHEPARD, John H.; LOACH, Joseph C.; McCCLURE, Walter J.

NEW APPLICANTS:

WATMAN, Michael X., P. O. Box 1321, Dover, NH 03820.

Teacher, part-time stamp dealer. Collects Belize and British Honduras. By Gale J. Raymond.

KOPRIVA, Thomas, P. O. Box 1068, Albany, NY 12201.

Railway official. Collects U.S., British America, South Africa, Railways topicals. By Thomas E. Giraldi.

HUNT, Lloyd D., Box 596, Seabrook, TX 77586.

Oil and gas, ranching. Collects Bermuda, British Caribbean area, Falkland Islands. By Thomas E. Giraldi.

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A SIDE TRIP TO GRENADA

by Tony Shepherd

During our holiday in Barbados in July of 1981 (see the July 1982 Journal), Mavis and I decided to spend a day visiting Grenada, an island whose postal history is as interesting to me as is that of Barbados. On Wednesday of our second week in Barbados we boarded a plane at Grantly Adams Airport to begin our day's tour of the "Island of Spice".

After a two-hour flight, during which we passed over the Grenadines, we landed quite smoothly at Pearls Airport on Grenada's east coast. Customs and passport examination business at Pearls was a bit strict; even Mavis' handbag was thoroughly searched! A full half hour went by while six of us and our guide were "checked out".

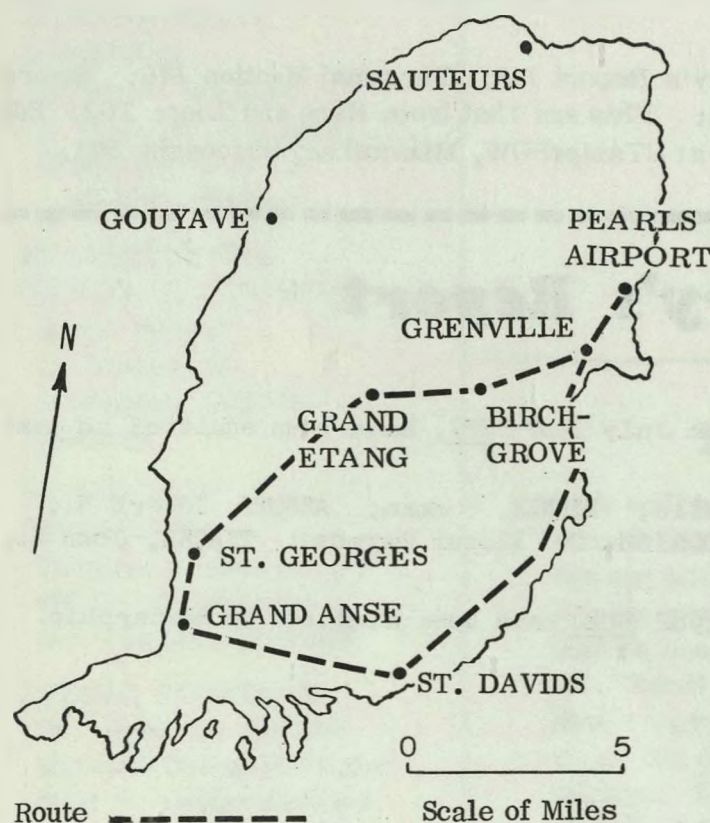


FIGURE 1

When we were finished with this tedious business and were at last free to see the sights, I asked if it were possible to tour the northern portion of the island in order to visit the Post Offices at Gouyave, Sauteurs, and points "in between". I was told that such a trip was impossible, as the main road through the north section of the island was washed out and was being repaired. With the north route closed, we had no choice but to start out on the road across the center of the island to St. Georges, the capital. (See the Figure 1 map.)

Our first stop on the trip was at the Grenville Post Office (Figure 2), a facility which we found to be quite a "humming" place. (It seemed that all of the postal establishments on Grenada were busy, with a considerable amount of postal business being conducted.) After a short side trip to a cocoa and nutmeg factory, we proceeded west to the Birchgrove Postal Station, shown in Figure 3. From this thriving building mail was

being sent to all parts of the Caribbean, the U.K., and the United States. When I commented to Mrs. Ellen Duval, the Postmistress, upon the many British Postal Orders being cashed at Birchgrove, she informed me that the orders came from natives of Grenada living in England who were sending cash to their relatives back home.

Grand Etang, our next stop, is a lake at one of Grenada's highest points. From this vista one is treated to a superb view of the island's lush hinterland.

I noticed many slogan-bearing billboards alongside the road. Most of them were patriotic inducements to the population to, for example, grow more food, support the Marxist Government, and watch out for imperialistic invaders. Troops of the Grenadian Militia were everywhere evident, bearing Russian-style assault rifles.

Upon arriving in St. Georges we made our way along Grand Anse Bay, a beautiful district and magnificent stretch of beach where most of Grenada's tourist hotels are located. At the Horseshoe Bay Hotel, our delicious lunch was made a little less enjoyable by the arrival of Grenada's Deputy Prime Minister and his mob of Cuban advisors and bodyguards, complete with dark glasses and bulges under their left armpits!

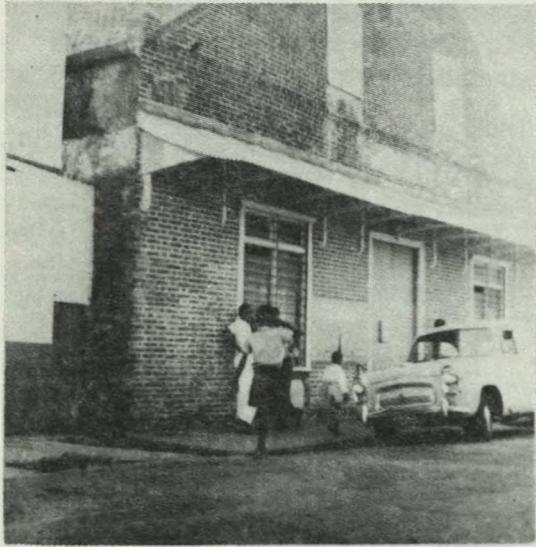


FIGURE 2

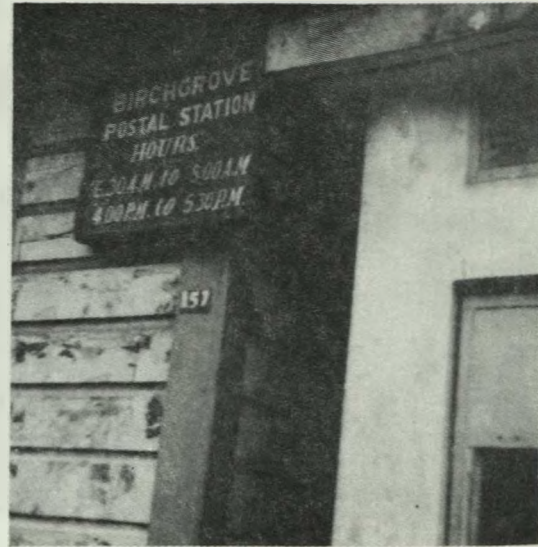


FIGURE 3

We next visited the Grand Anse Postal Station (Figure 4), where locals were posting football coupons to a British firm. (For the benefit of U.S. readers, I should explain that football coupons are in reality nothing more than a gambling lottery. During the British and Australian football seasons gamblers bet on the scores of games. In July, however, the British season is over, so the Grenadians were betting on matches in Australia with a "bookie" in England.)



FIGURE 4

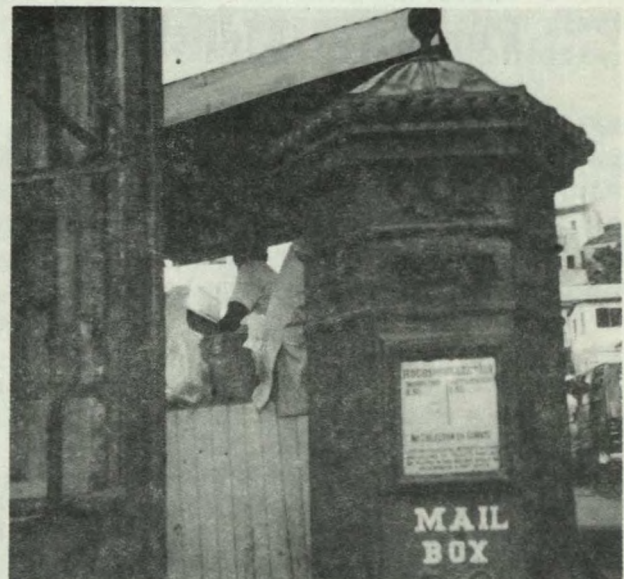


FIGURE 5

The approach to St. Georges offers breathtaking views; the town is built on and surrounded by hills. We drove around the Careenage and noted many yachts at their

moorings, whereas the main commercial anchorage had only one ship at the time, a banana boat. Since the General Post Office was closed that day, we meandered around the part of town surrounding the outer harbour. After fending off taxi drivers and street merchants we made our way to the Central Market, the hub of Grenada's retail trade. It is quite interesting to pause and look at the piles of tropical fruit and other produce for sale, and to study the people buying them.



FIGURE 6

At the corner of Granby and Halifax streets I was amazed to see an ancient Victorian pillar box. This must have been sent out to Grenada at least as early as the 1880's, and here it was in fine condition and still in daily use. Noticing my interest in this old postal relic, some of the local loafers watched in bewilderment while I photographed it (Figure 5); they probably could not understand the madness of an Englishman wasting film on such an ordinary item as a red box in which to stick mail!

Prior to our departure from Pearls Airport we found the time to visit one more Post Office. This time it was the St. Davids facility (Figure 6) on the south coast, whose building had recently been painted in the

national colours of red, green, and white. A passerby told us that all Post Offices on the island were soon to be repainted in these colours.

The plane from Pearls departed on time, and we were soon winging our way back to Barbados, retaining fond memories of our one-day philatelic side trip to beautiful Grenada.

Personal Mention

DAVID INGLE (Dingle) SMITH, one of our two Australian members, writes that the BCPSG enjoyed a 100% "success rate" at the Second National Philatelic Convention in Canberra. The convention, held on March 6-7, 1982, was organized by the National Philatelic Society of Canberra (NPSC) as the climax of its Golden Jubilee Year. Dingle took a Silver Medal for his "Jamaica George V Issues" and a Bronze Medal for his "Postal Stationery of the BWI". TIM HUXLEY was awarded a Silver for "Ottoman Turkey" and a Special Award for a member of the NPSC exhibiting in competition for the first time.

Pointing out that the NPSC has nearly 300 members, Dingle proudly announces that he, Tim, and a possible future BCPSG'er--Bruce S. Parker---all serve on the council of

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EDITOR'S SOS...SOS...SOS...SOS...SOS...SOS...SOS...SOS...SOS...SOS...

I am making an urgent plea for manuscripts. As I write this---on 20 October 1982---my stockpile of articles has dwindled to seven: (1) The final portion of Reg Lant's "Unpaid and Tax Markings" analysis, (2) A serialized "6d. First Type Adhesive" Antigua Monograph section, (3) A study by Mike Vokins of the Jamaica 1919-1938 Pictorial Issue, (4) A study by Reg Lant of Jamaica "Missent" markings, (5) Mike Vokins' short article concerning the activities of Camille Vendryes, overprinter of early Jamaica stamps, (6) A short article by Ian Matheson regarding Belize postal rates, and (7) Tony Shepherd's followup travelogue of his 1981 Barbados vacation.

The above material, admittedly top-heavy with Jamaica, will "supply" a full February 1983 issue, and about half a magazine for April. And that's it.

I like to work at least two issues ahead. But with what I now have on the shelf I can't make it. Please help.

.....

FOLLOW-UP:

The Caribbean Atlantic Airlines "Powelson Line"

by GEORGE W. BOWMAN, based on notes supplied
by DR. NORMAN D. THETFORD

The second item described in (Lincoln) "Kieffer's Kovers", published in the April 1982 BCPJ, brought forth a veritable bookshelf of input material from Dr. Norman Thetford. Although BCPSG purists would argue that Norm's story is not "British Caribbean" oriented, it is detailed here because it not only completes the loop which Lincoln started but stands by itself as a strange facet of modern Caribbean air mail postal history.

The cover in question, illustrated on page 58 of that Journal, was sent via air mail by a Mrs. James Crawford of Frederiksted, St. Croix, to a Mrs. George A. Heffernon, a stamp dealer in Cincinnati, Ohio. Postmarked at San Juan, Puerto Rico, on 8 March 1942, it was struck with a San Juan Port Officer's censor mark on both the obverse and reverse, and an interesting boxed four-line VIRGIN ISLANDS MAIL / Carried by Courtesy of / CARIBBEAN ATLANTIC AIRLINES INC. / "The Powelson Line" cachet in red. Proving that the world is indeed small, it turns out that Norman not only was acquainted with Mrs. Crawford and knew of the Heffernons, but also knew Dennis Powelson, the airline's founder.

Basically, Powelson provided, for almost four years, free air mail service to places where air mail service hadn't existed at all. FAM 6 had opened on 22 September 1929, with two flights per week from Miami to St. Thomas, but there was no FAM 6 link to St. Croix. In 1938 the Caribbean Atlantic Airways, Inc. (the Powelson Line) began operating between certain cities in Puerto Rico and from Puerto Rico to the Virgin Islands. Powelson's route included San Juan, Ponce, and Mayagüez in Puerto Rico, and from San Juan to St. Croix via St. Thomas; later he flew directly to St. Croix from San Juan. (To answer Lincoln's specific question on page 59 of the April Journal, the Powelson Line never touched any British Caribbean colony, including the BVI. In fact, it was not until years later, when an airport was built on Beef Island, that Tortola enjoyed any air service whatsoever.)

Powelson, expecting eventually to receive an air mail contract, continued to "unofficially" carry mail for free and as a courtesy. However, the twin forces of politics and behind-the-scenes maneuvering by jealous larger airlines (especially Pan American) held up the award of any contract to Powelson until 1942. An account of the award, which became the AM 59 route, was printed in the now-defunct English-language newspaper Puerto Rico World Journal for 12 November of that year:

"Air mail routes between Puerto Rico and the Virgin Islands, although long existing, will today be officially inaugurated, it was announced yesterday by postal authorities.

"The new routes will be flown daily except Sundays in accordance with an exclusive contract awarded Dennis Powelson, Manager of the Caribbean Atlantic Airways, Inc., by the Civil Aeronautics Board, with the approval of President Roosevelt.

"Powelson has been credited with the most unique (sic)* free air mail service in the history of aviation, and has earned the title 'Santa Claus of the Airlines'. Since December of 1939, his line has carried over 100,000 letters between the various Caribbean islands free of charge. The service originally started out as a courtesy and convenience to friends, but rapidly became, as he stated yesterday, almost a full time job. No count of letters has been kept since last December (1941), when censorship was established.

"Powelson disclosed that from the establishment of the airline in October of 1938, until September of this year, 2,182,920 passenger miles have been flown in and around the surrounding islands. Since the war these islands have greatly relied on the planes to bring in food supplies, and at present much of the cargo consists of Agricultural Marketing Administration foods for the Virgins. Fresh meat is brought back on return flights.

"The aviator expects to leave for Washington on Saturday to work out details of mail service between San Juan, Ponce, and Mayagüez. This route was covered in the certificate of convenience and necessity issued by the CAB last September, along with the Virgin Islands air mail route.

"The Post Office Department announced that closing time for the Virgin Islands mail dispatch is 7:15 A.M. Mails will be received in the San Juan Post Office from the Virgin Islands at 4:30 P.M. and dispatched as soon thereafter to all points in the Island.

"The official rate of postage is 6¢ per ounce or fraction thereof."

In retrospect, we have to agree that the service which Powelson provided the islands for roughly four years prior to his AM route award was truly amazing. What started as a favor for his clients eventually became a normal way of life, with never a "local" label or fee charged. And it certainly resulted in some strange conditions regarding the transmittal of mail. As a service to his agents, his friends, and a few others who felt it important to avoid mail delays, Powelson accepted mail from the mainland addressed "in his care" at San Juan and carried it onward, outside the main mail stream, to the Virgin Islands. He also provided this courtesy service in the opposite direction.

Examples of this procedure are pictured in Figures 1 through 4. The cover of Figure 1 was carried by Powelson from St. Croix to San Juan, where it received a machine postmark of 7 October 1942 and entered normal mail channels to the mainland. Figure

* (Ed: Something is unique, not most unique or more unique or less unique. But I'm only repeating what's printed in the newspaper!)

2 illustrates the Powelson cachet on the reverse of this envelope. These cachets are known in red, green, black, and blue, with each color apparently having no special significance. The Figure 3 item was mailed at Newark, New Jersey, delivered to the Powelson Line in San Juan, and flown outside the mails to Christiansted. There it was backstamped at 3:00 P.M. on 23 May 1942, and returned to the mails to be delivered across the island in Frederiksted!

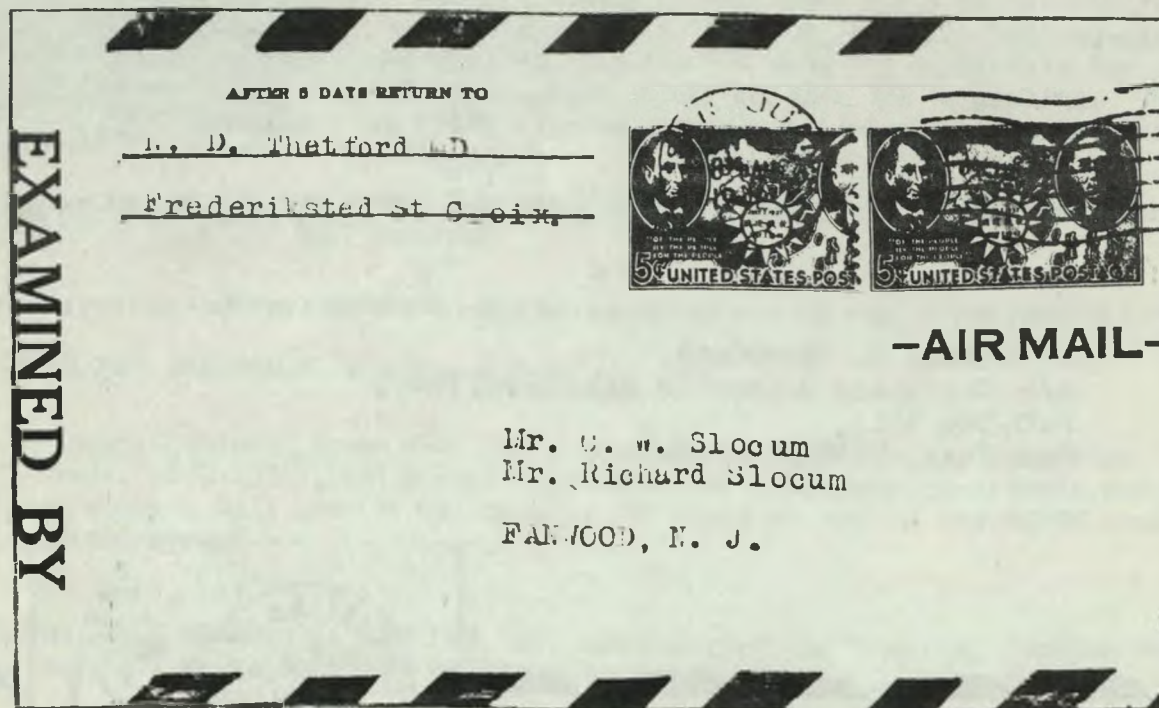


FIGURE 1



FIGURE 2

Figure 4 is similar to Figure 3, except for having Norman's "complete" address, i.e., specifying "Frederiksted" in addition to the "Caribbean Atlantic Airlines" headquarters in San Juan. This cover was also backstamped at Christiansted (on 31 July 1942) and delivered in the normal mail channels to Frederiksted. (One interesting point is

that not all of Powelson's courtesy mail bore his cachet. The mark, which was applied at San Juan, appears on the reverse of the Figure 4 item, but not on the cover of Figure 3.)

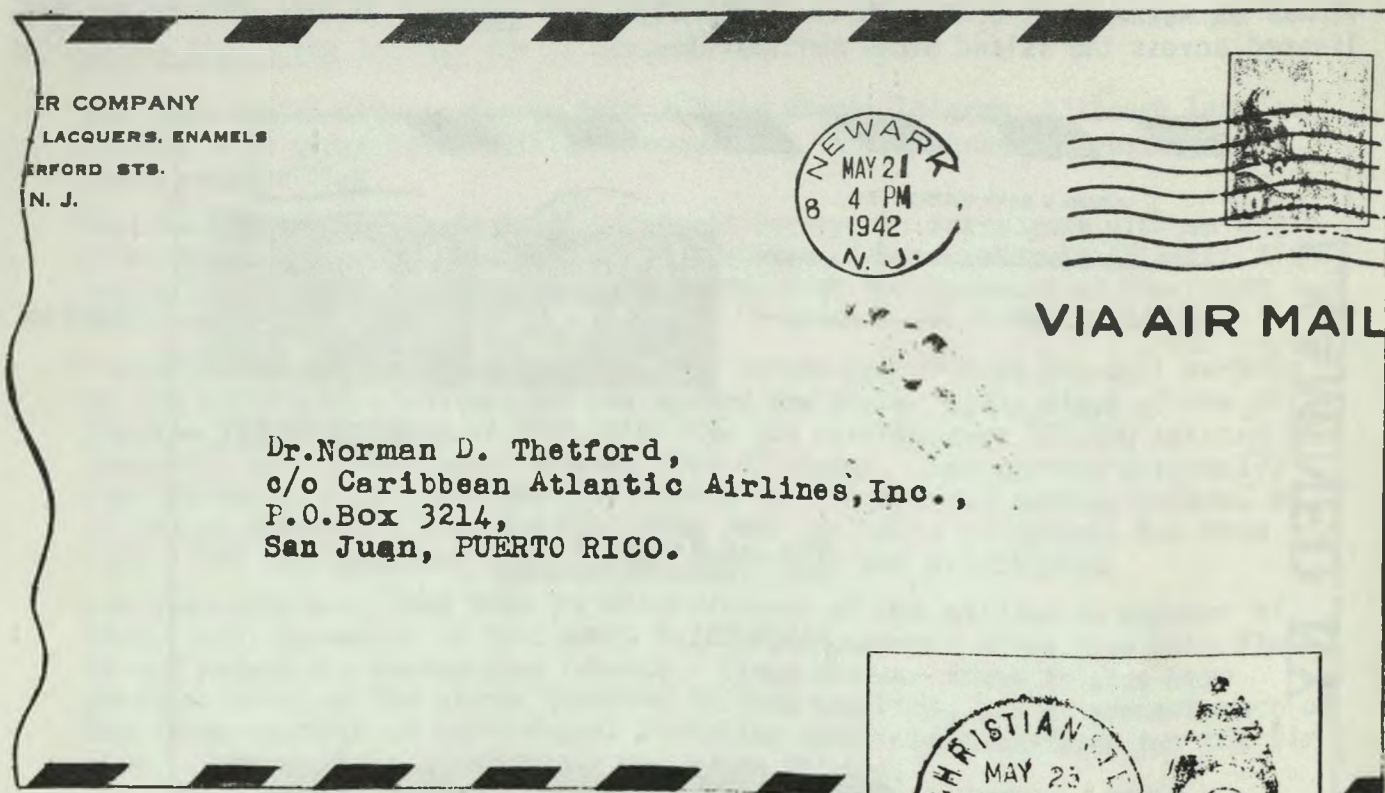
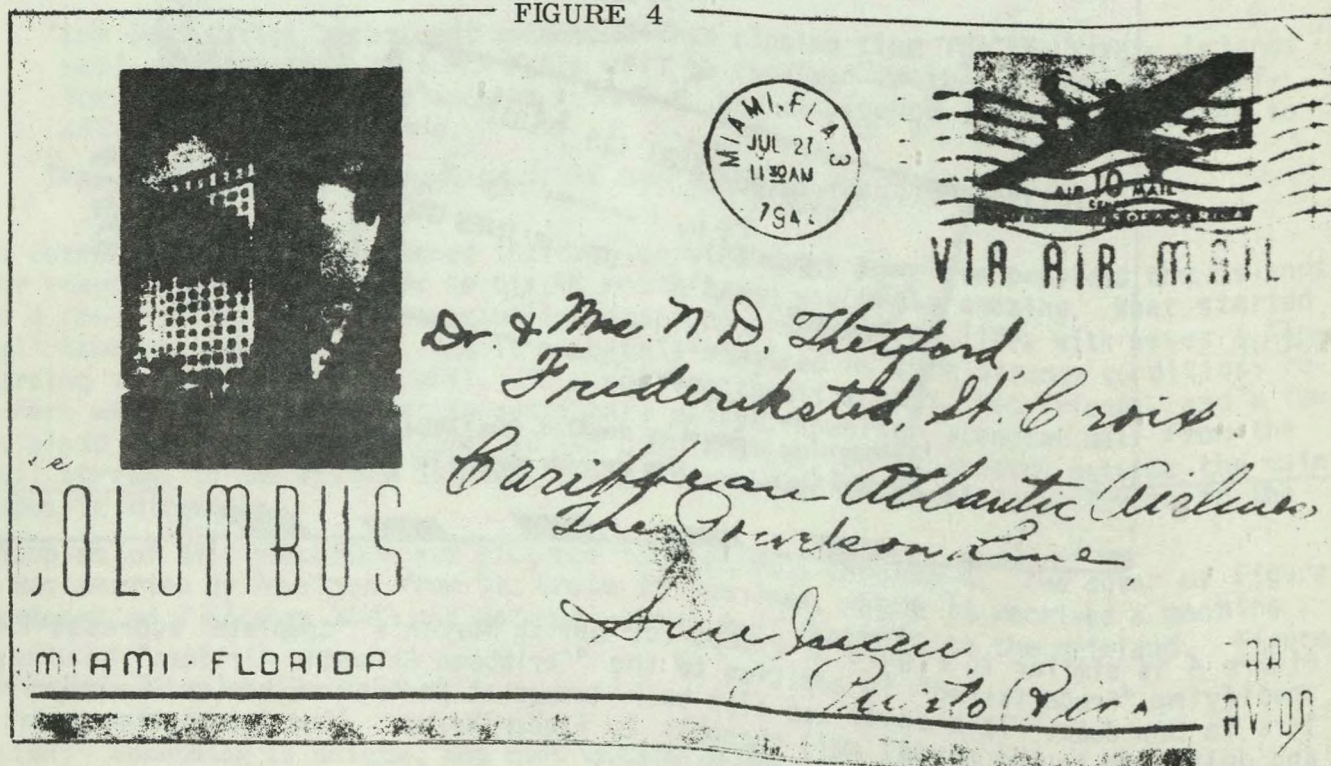


FIGURE 3 (Duplex mark on reverse)



FIGURE 4



Powelson finally sold out his route to enterprises having more capital; the line, which became known as CARIBAIR, thrived for a while but was eventually absorbed.

One more point: Norman made an interesting comment concerning the amount of postage appearing on letters carried on the Powelson Line. Because the route from San Juan to St. Thomas was a foreign route (FAM 6), for which air mail was charged 10¢ per half ounce, any mail from Puerto Rico had to bear that amount in postage. Since the only mail route from St. Thomas to St. Croix was a twice-weekly steamer, only 3¢ (per ounce) was required for that trip. But, probably because users of the Powelson service might have assumed that the 10¢ rate was applicable for any mail over any portion of the FAM route, most covers contain 10¢ in postage. Very few covers have survived, says Norm, bearing a Powelson Line cachet and only a 3¢ stamp.

Thanks to Lincoln and Norman for presenting the facts behind an enterprise uniquely providing free air mail service!

PERSONAL MENTION (Continued from page 146)

that organization. Bruce also won a medal---a Bronze---at the same show for his "Bermuda, 1880-1978", and Dingle hopes that the appearance of Bruce's name among the award winners will provide the impetus for Bruce to send in his BCPSPG membership application form.

BCPSG Award Winners at SPACEPEX '82, sponsored by the Lyndon B. Johnson Stamp Club of Houston, Texas, and held on 24-25 July, included:

ALAN F. DOYLE, a Silver for "Canal Zone Seapost" and a Bronze for "Killer Bar Readings of Canal Zone Navy Cancels"

CHARLES E. SAWYER, a Silver for "Japan---Two Sen Yellow of 1874"

GALE J. RAYMOND, a Silver for "Leeward Islands---Used; Complete" and a Bronze for "The Real Treasures of Philately".

OWEN PHILLIPS and BEN RAMKISSOON both wrote to announce that ERIC KING has published a booklet entitled "A Brief Postal History of Belize", a copy of which he has generously donated to the BCPSPG Library. The booklet, produced by the Belize Government Printing Office, contains 58 pages and 31 illustrations, and is dedicated to the Government of Belize on the attainment of Independence on 21 September 1981. Its appearance was timed to coincide with the issue of a set of stamps depicting national symbols.

The booklet may be obtained, at \$2.00 (U.S.) postpaid, from the Postmaster General, G.P.O., Belize City, Belize, C.A.

On 15-17 October 1982, for the first time in its more than fifty-year history, the American Air Mail Society convention attendees gathered in Los Angeles. BCPSPG'er BILL MESSECAR, himself an AAMS member, served as coordinator between the SESCAL Committee and the AAMS, which held its affair in conjunction with the 38th Annual SESCAL Show. Bill performed an outstanding job in this difficult liaison capacity, and capped his weekend in most satisfying style by winning a SESCAL Vermeil for his exhibit "U. S. Airlines---The Formative Years". In addition, his display earned him the Perham C. Nahl Award for the best exhibit of U. S. airmail covers.

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LADY BOATS NOTES

by Charles A. Freeland

(Ed: A letter from Charles dated 9 March 1982 touched upon a number of points relative to the various "Lady Boat" paragraphs appearing in the October and December 1981 and February 1982 BCPJ's. I am reprinting Charles' comments here generally as he wrote them, and I most heartily hope along with him that an enthusiastic student of maritime postal history (a BCPG'er, perhaps?) will some day produce an article coordinating and updating all known Lady Boat data.)

I see that the debate on Lady Boat markings simmers on, and I dare say that someone will take on the work of lumping it all together in an update of Morris Ludington's checklist of marks published in the December 1975 Journal. If such is the case, may I plead for the inclusion in the checklist of the straight-line ship marks of the 1929-1931 era (used concurrently with the "Mailed at Sea" marks, but not always present)? I have noted illustrations in various BCPJ's of straight-line marks for Ladies Rodney, Nelson, and Hawkins, and one of my covers (Figure 1) has a similar mark, measuring 19 mm by 4 mm, for Lady Somers. That leaves only Lady Drake, and I imagine that someone will eventually find a straight-line mark for her, too.

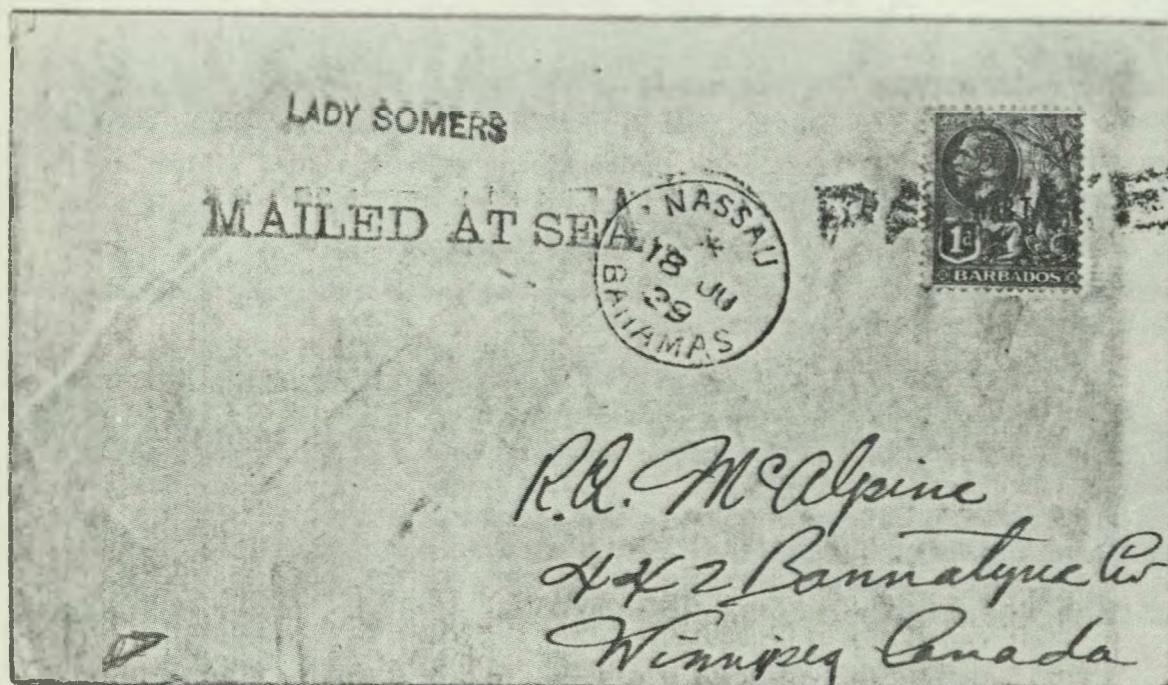


FIGURE 1

(Ed: The Lady Rodney straight-line mark to which Charles refers is pictured on page 104 of the July 1981 BCPJ. Page 177 of the December 1981 Journal illustrates similar marks for Ladies Nelson and Hawkins. The Ludington article in the December 1975 BCPJ pictures a Lady Drake mark (page 41), and Stan Durnin's analysis in the October 1974 Journal shows another Lady Somers example; however, each of these two "straight-line" marks is integrally part of a four-line "Net Tonnage", etc., handstamp. Perhaps, when speaking of straight-line marks, we should specify whether we're talking about one line, four lines, or "whatever" lines.)

The reverse of the Figure 2 cover shows (1) a faint strike of the Lady Nelson circular type of stamp illustrated on page 96 of Durnin's article, and (2) a New Amsterdam, British Guiana "Birmingham"-type arrival CDS of 7 January 1942 (see Figure 3). The

most interesting feature shown in Figure 2, however, is the circular CANCELLED mark on the adhesive. Unfortunately, the photo does not show this mark clearly; struck in red, it is a double-ring circle with the word CANCELLED in seriffed capital letters. Two sets of parallel double lines are located both above and below the word. My question here is: Where and why was this CANCELLED handstamp applied---on the Lady Nelson, in St. Kitts (where the envelope passed through censorship), or in British Guiana?

FIGURE 2

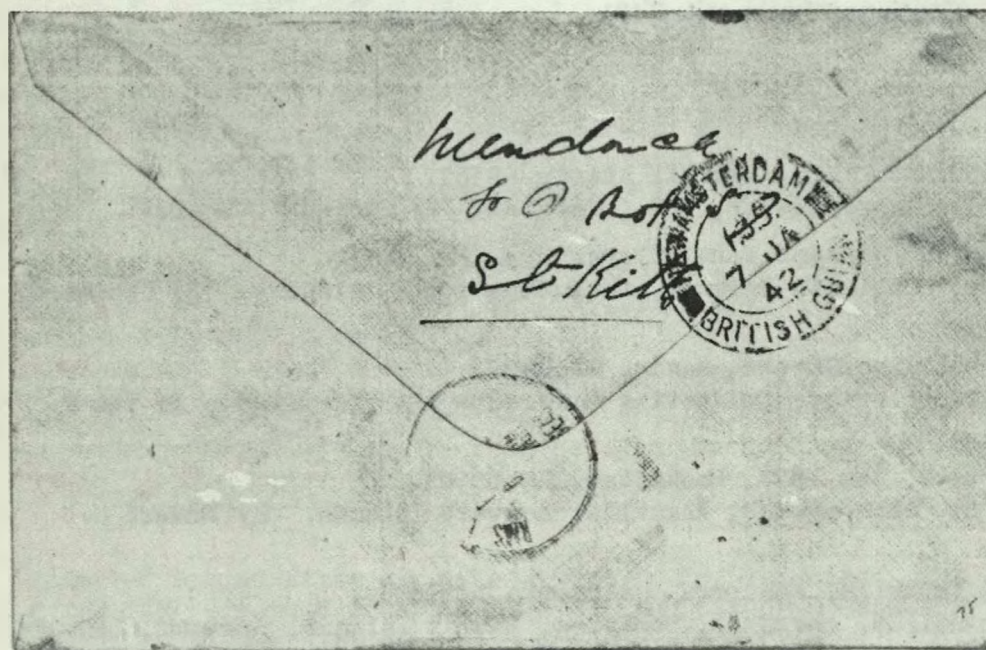
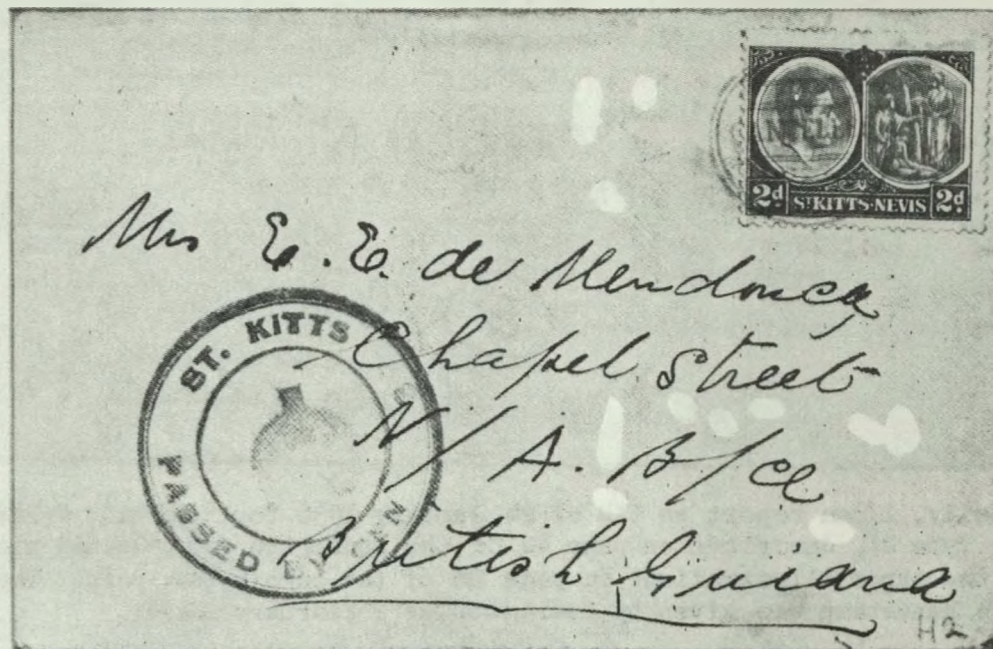


FIGURE 3

I have acquired a cover, carrying a 1¢ British Honduras adhesive and a Nassau, Bahamas CDS of 14 April 1930, on which is struck a Lady Rodney "straight-line" handstamp in three lines (Figure 4). In addition to this Lady Rodney mark (which specifies tonnage, Montreal, etc.), this cover also bears a boxed PACKET mark and a serif-lettered MAILED AT SEA stamp apparently identical to the type shown on page 104 of the July 1981 BCPJ.

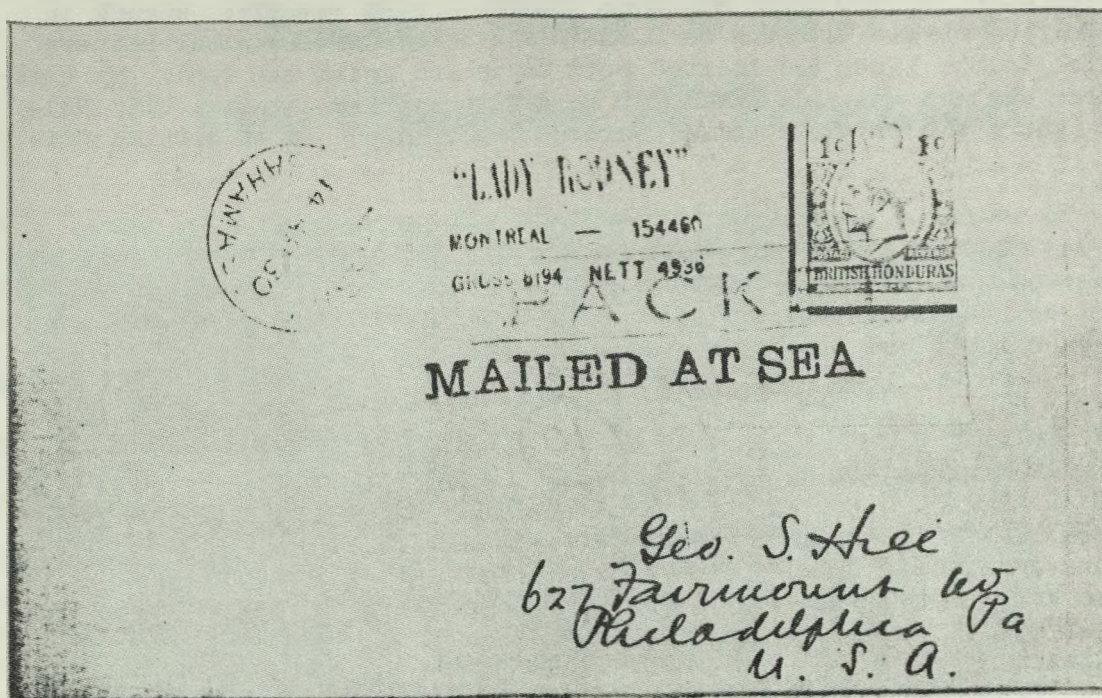


FIGURE 4

Finally, I can report an LKD of 24 January 1936 for the Lady Nelson oval mark (Ludington Type 2), described on page 40 of the Ludington article and pictured as the middle of the three illustrations on page 96 of the Durnin analysis. The previous LKD for this handstamp was given by Ludington as 2 February 1934.

SECRETARY'S REPORT (Continued from page 143)

NEW APPLICANTS (Continued)

HELMS, William L., P. O. Box 1425, Bethel, Alaska 99559.

EMT Supervisor. Collects worldwide, U.S., British. By George W. Bowman.

COUCHOT, Ronald E., 10708 Pheasant Lane, Clarksburg, MD 20871.

Commander, U.S. Navy. Collects Bermuda, including postal history. By Thomas E. Giraldi.

PHILLIPS, Paul J., 1679 Julho Street, Sandy, UT 84092.

Professor, University of Utah. Collecting interests not specified. By Ian R. Woodward.

SHAMPLIN, LeJuan, Route 1, Box 197A, Manhattan, KS 66502.

Teacher. Collects St. Kitts-Nevis, Anguilla, Leeward Islands. By Howard C. Austin.

PLANT, John H., S'era Capdella, Mallorca, Balears, Spain.

Retired. Collects Antigua, Anguilla, Dominica, Virgin Islands, Barbuda, Leeward Islands, Montserrat, St. Kitts, Nevis, St. Lucia, St. Vincent. By Brian E. Thompson.

MURATA, Taketo, Commonwealth Stamp Co., Box 271, Station R, Toronto, Ontario, Canada.

Stamp dealer. Interested in British Commonwealth, British Oceania. By Thomas E. Giraldi.

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The "Unpaid and Tax" Markings of Jamaica

By Reg Lant

PART IX - CONTINUED FROM JULY 1982 BCPJ

SECOND CLASS AIR MAIL MARKINGS.

TYPE "DA 7".

SECOND CLASS AIR MAIL
MUST NOT BE SEALED

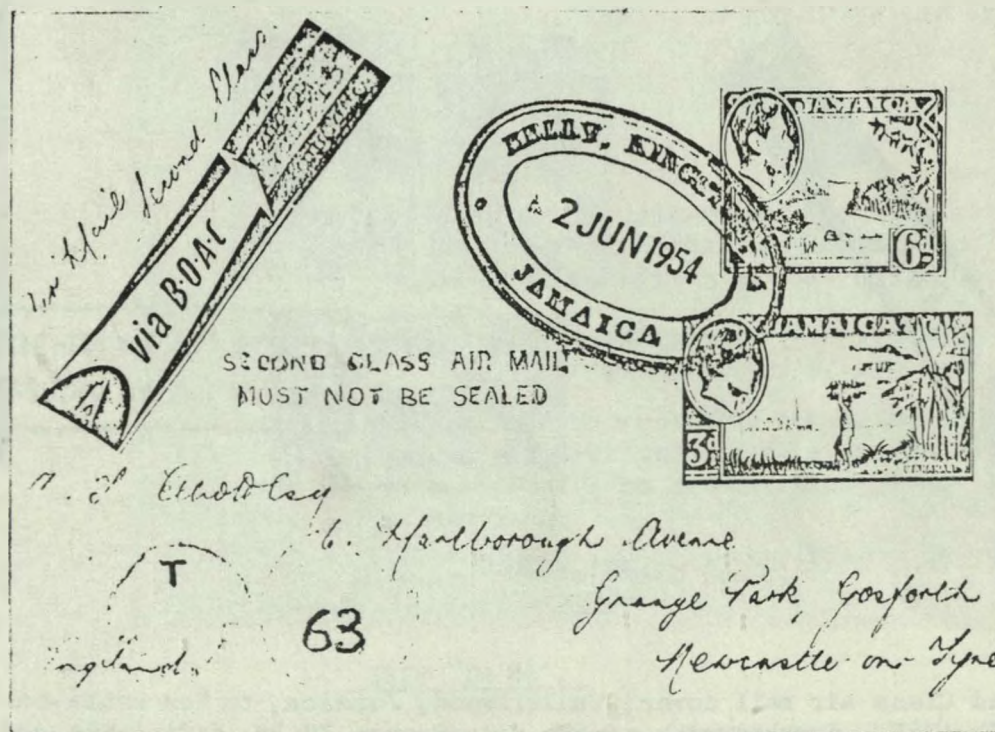
An unframed two-straight-line marking with
legend

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in 2 1/2 mm sans-serif capital letters.
Violet ink.

Violet ink 2 JUN 1954

VR.



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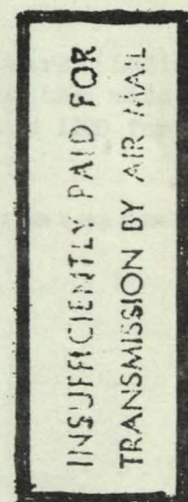
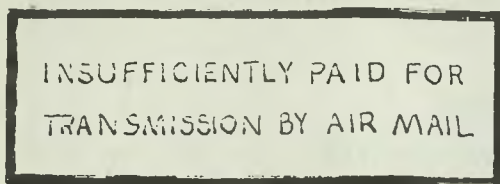
A two straight line framed marking with legend:

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

enclosed within a thick single line rectangle measuring 65 mm by 23 mm. Sans serif 3 mm capital letters; violet ink. Two dies noted.

Violet 20 OCT 1953 29 SEP 1955 UN

Known struck on sealed prepaid Second Class letters to Great Britain, whereas GPO regulations requires all second class mail to be unsealed. None of the examples known bear TAX markings and nothing to indicate how they were despatched.



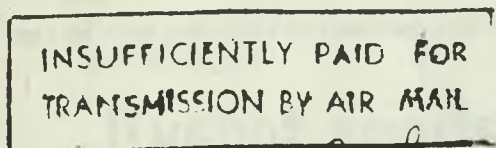
TYPE DA8
ON REVERSE

Sealed Second Class air mail cover, Walkerswood, Jamaica, to Newcastle-on-Tyne, England on 5 NOV 1953. Franked with single King George VI 4d. definitive and pair of Queen Elizabeth Coronation stamps. Tied with Walkerswood double ring cancel. Marking DA8 struck on reverse at Kingston GPO. No other marks, and nothing to indicate how despatched. Regular air mail rate to Great Britain was 1/6 per half-ounce; second class unsealed rate 8d. per half-ounce.

TYPE "DA 8a".

A similar framed two straight horizontal line handstamp with same legend and format as DA8. 3 mm sans-serif lettering:

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL



enclosed within a single frame 65 mm by 18 1/2 mm rectangle. Known used with Types D9e and D13.

Violet ink 28 DEC 1956 11 MAR 1957 UN3

TYPE "DA 8b".

Another framed two-straight-line handstamp with the same legend and format, with 3 mm sans serif capital lettering:

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

Enclosed within a single frame line rectangle of approximately 62 mm by 16 mm. In use for several years and noted with slightly larger dimensions due to "spread". More than one die known, with minor differences. Violet ink. Known used in conjunction with duplex marks D9e and D9g.

Violet ink. 18 AUG 1953 16 JUL 1964 VC.

TYPE "DA 8c".

A similar single framed two straight line rubber handstamp with the same legend and format as DA 8b, also with 3 mm sans serif capital letters:

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

Enclosed in rectangle measuring 70 mm by 16 1/2 mm, with all words single spaced, allowing for margin of 7 mm from vertical frame lines. Violet ink.

Violet ink. 10 NOV 1964 28 SEP 1965 C.

TYPE "DA 8d".

Similar to Type DA5b; a rubber handstamp with same legend and format:

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

INSUFFICIENTLY PAID FOR
TRANSMISSION BY AIR MAIL

Enclosed in single frame rectangle with similar dimensions of 70 mm by 16 1/2 mm. Sans serif 3 1/4 mm capital lettering, with words double spaced and only 5 mm from vertical frame lines. Violet ink.

Violet ink. 28 DEC 1967 12 APR 1972 C.

Noted used in conjunction with Types D9g, D13, and D14a.

"INSUFFICIENTLY PAID/FOR TRANSMISSION BY/AIR MAIL" MARKS.TYPE "DA 9".

Another rectangular rubber handstamp with the same legend in three straight lines:

INSUFFICIENTLY PAID
FOR TRANSMISSION BY
AIR MAIL

INSUFFICIENTLY PAID
FOR TRANSMISSION BY
AIR MAIL

Single line rectangle measuring 54 by 37 mm, with the top two lines of legend in 3 mm sans serif capitals and the bottom line in 4 mm double spaced sans serif caps. Violet ink. Noted used in conjunction with Type D11 to both the United States and Canada.

Violet ink. 20 FEB 1973 8 JAN 1975 UN.



Domestic air mail cover from Shortwood, Jamaica, to Chicago, Illinois, posted May 9, 1973 and franked with 5¢ Oil Refinery definitive tied with Shortwood MSR cancel. Air mail rate to U.S.A. 10¢ per half-ounce and 2nd Class 5¢ when unsealed. As this cover was sealed, Markings Types D11 and DA9 were applied and the cover was dispatched via surface mail.

AIR MAIL "INSUFFICIENTLY PREPAID" MARKINGS.TYPE "DA 10".

INSUFFICIENT POSTAGE PREPAID
FOR TRANSMISSION BY AIR MAIL

A framed two straight line rubber handstamp with legend:

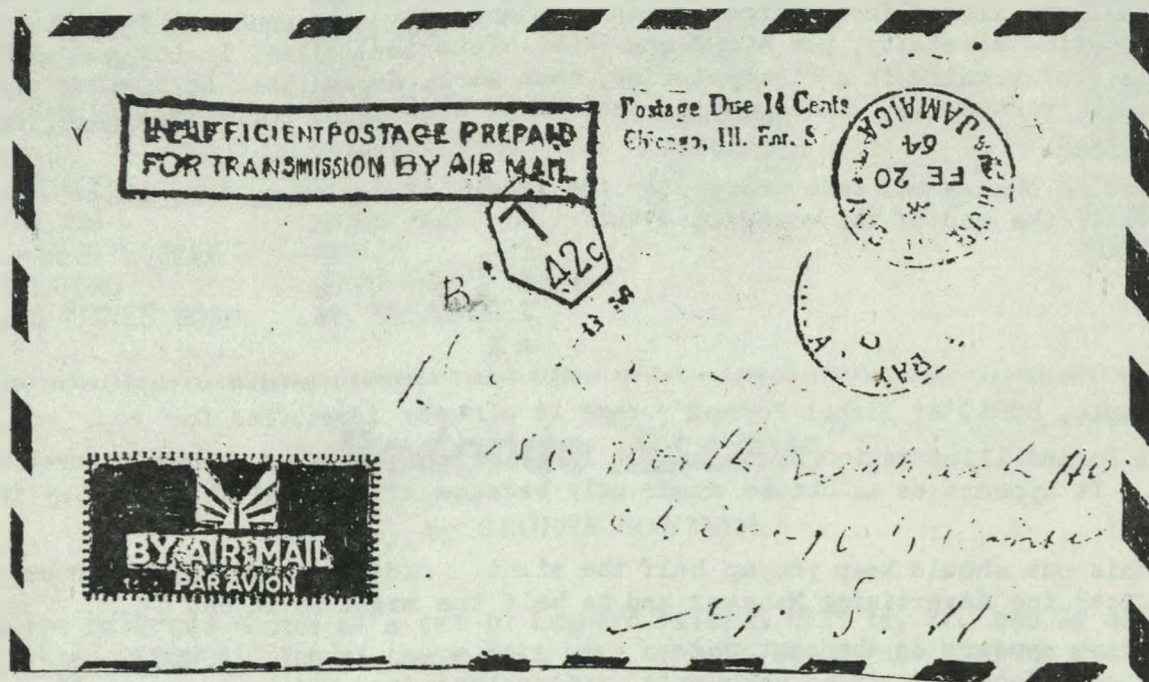
INSUFFICIENT POSTAGE PREPAID
FOR TRANSMISSION BY AIR MAIL

enclosed within a single frame line rectangle measuring 63 x 12 1/2 mm. Sans serif 2 1/2 mm caps. Violet ink. Only the one example yet recorded.

Violet ink

20 FEB 1964

U.



Air mail cover deposited in post without postage; Morant Bay, Jamaica, to Chicago, U.S.A. February 20, 1964. Absence of postage noted upon arrival at Kingston. Marking Type DA 10 applied and despatched to destination without benefit of Tax Markings. U.S.A tax mark (hexagonal) T/42 was apparently added at New York and "Postage Due 14 Cents/Chicago, Ill" added upon arrival at destination.

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BCPJ ADVERTISING POLICY

Advertising space is available on either a "per issue" basis or a yearly contract basis. Per issue rates: Full page \$40.00; Half page \$22.00; Quarter page \$12.00; Eighth page \$8.00. Yearly contract rates, cheaper than above and covering five issues per year, are available from Advertising Manager upon request. Camera-ready, actual size ad copy required; however, Editor reserves the right to modify any ad to correct spelling, punctuation, and minor style errors. Outside ad dimensions, including "white space" border area: Full page, width 7", height 9 1/2"; Half page, width 7", height 4 3/4"; Quarter page, width 3 1/2", height 4 3/4"; Eighth page, width 3 1/2", height 2 3/8". DUE DATES FOR AD COPY: Advertisers should insure that their copy reaches the Editor prior to the specified date for each Journal noted below. Make checks payable to the British Caribbean Philatelic Study Group, not to the Editor or the Advertising Manager.

For February '83 issue: 15 December '82
For April '83 issue: 15 February '83

For July '83 issue: 15 May '83
For October '83 issue: 15 August '83

SQUARE-CORNER TOBAGO

So you think these name-dropper puzzles are easy, eh? Well, finding the names in this tombstone-shaped plot will be a better test of your eyesight than were the previous three puzzles. This one's called "Square-Corner Tobago", and it contains the names of all the listed Post Offices on that island, plus the names of ten people whose collecting specialty, per BCPSG and BWISC historical files, is (or was) Tobago. BUT, instead of running in a straight line, each word, in addition to reading either horizontally, vertically, or diagonally (and maybe backwards) contains a right-angle direction turn.

This direction change can take place near the middle of the word, like this ROXBOR
or at or near the end of the word, like this

	M		O
	O		U
└─→	R	└─→	G
	I		H
	A H		

As an example, BCPSG'er Michel Forand's name is already identified for you.

True, the Forand illustration doesn't look like a right-angle turn, but theoretically it is. It appears as an obtuse angle only because of the limitations of my typewriter.

Anyway, this one should keep you up half the night. And that's as it should be, because it took the Advertising Manager and me half the night to invent it.

The word list appears on the next page.

WEBSNDROFA
RNISTEEBDELL
XUAETODGNDCEJY
TZOFSECRREADXXJS
EZHFFFRSAOAWRZHIZW
BXRFFETYEECTGTGOODW
TUOYSLOALEGTSTNUOMRO
QRSXNNLRBLLEBAIOHIMO
AIONABEACYIZLRORWTQD
DNDMLIRHHVDHDEPOCCUB
SRDEVAAGENIOEHIBXORL
UMOUTIXTOXOCSCARMQUA
LHTCRSTSYLNYVTXYZWGC
LABPCOAXBEDAIELFELTK
IHLALMMCIWTEGPKNAEQR
VANRCELTLNWKNNRAMTKCO
OONACADAORSELOFPOZD
BHAHOPMSIDROGPEMBRYO
CBNUAEBKDNHOJELTTILO

SPECIALIST MATERIAL

WE HAVE AN EXTENSIVE STOCK OF CANCELLATIONS, COVERS, SPECIMENS, ESSAYS, PROOFS AND THE LIKE FROM THE BRITISH CARIBBEAN COUNTRIES, AS WELL AS THE REST OF THE WORLD.

We will gladly send a selection on approval to any member of the British Caribbean Philatelic Study Group. Just tell us what kind of material you would like to see.

WILLIAM BOGG

NEW ENGLAND STAMP COMPANY

643 5th Avenue South
Naples, FL 33940
Telephone: 813-262-6226

POST OFFICES

BELLE GARDEN
 BETHEL
 BLACK ROCK
 BLOODY BAY
 BON ACCORD
 BUCCO POINT
 CANAAN
 CARNBEE
 CASTARA
 CHARLOTTEVILLE
 DELAFORD
 DES VIGNES ROAD

GLAMORGAN
 GOLDEN LANE
 GOODWOOD
 HOPE
 JOHN DIAL
 LAMBEAU
 L'ANSE FOURNI
 LES COTEAUX
 MASON HALL
 MORIAH
 MOUNT GRACE
 MT. PLEASANT

MOUNT ST. GEORGE
 PARLATUVIER
 PATIENCE HILL
 PEMBROKE
 PLYMOUTH
 ROXBOROUGH
 SCARBOROUGH
 SIGNAL HILL
 SPEYSIDE
 WHIM

PEOPLE

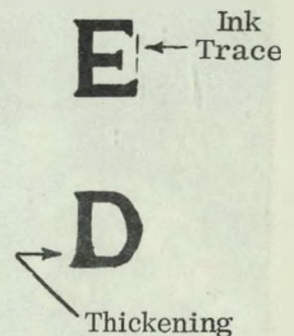
BEACH
 DOOLITTLE
 FLETCHER
 FORAND
 GORDON
 KOPF
 ROMANO
 SULLIVAN
 TWEDDELL
 WEBSTER

Redonda "Essays"

by GEORGE BOWMAN

Below are enlarged photos of a set of Leeward Islands QEII 1¢, 2¢, and 3¢ definitives overprinted REDONDA! Two of these sets were sent to me by Paul Larsen, who refers to them as "fantasy essays". Paul states that, according to his "source", about twenty such sets are known to have been produced. He is keeping one set for himself and has suggested that the two sets I have be donated to the next BCPSG auction. Good idea. I've already sent them off to Chuck Cwiakala.

Paul has compared all three sets in detail, and is of the opinion that the stamps were overprinted in groups by denomination. The 1¢ stamp, he reports, is the only value which looks as if it contains constant varieties. A vertical trace of ink (perhaps a streak from the edge of the printing slug?) appears to the right of the "E"; the bottom portion of the vertical leg of the second "D" is thickened.



I could never understand the reasons for "stamps" such as these, and wonder why anyone would go to the trouble of creating them. But, as goes the old cliché, "mine is not to reason why".

Thanks, Paul, for letting BCPSG'ers know of these "varieties".

PRESIDENT'S MESSAGE (Continued from page 142)

Bowman, Auction Manager Chuck Cwiakala, Auctioneer Bill Bogg, Tom Olson for his legal advice and assistance, the Trustees, and all other members who pitched in when help was needed. Member Ian Woodward deserves the thanks of all members for his efforts to get the first BCPSG publications in print.

One of my first official acts when I assumed the duties of President was to preside over our meeting at the LONDON 1980 International Philatelic Exhibit. One of my last official acts was to preside over our meeting at ESPAMER '82, the International Stamp Exhibit in San Juan, Puerto Rico. Both events point out the international nature of the BCPSG and the world-wide interest in British Caribbean philately. Our 1983 meeting will be closer to home; the site is BALPEX '83, outside Baltimore at the Hunt Vally Inn on September 3-5, 1983. I hope to see many of you at this premier exhibit.

My personal wishes for a Happy Holiday Season for each and every one.

Dan

This and That...

Thanks to MARJORIE DORAN for sending these four photographs, a two-page BVI post office panorama. Figure 1 shows Marjorie's husband Dean chatting with Postmistress Ivy Christopher at the West End, Tortola, facility. The new Carrot Bay, Tortola, office, described on page 30 of the April 1982 BCPJ, appears in Figure 2. Figure 3 shows the General Post Office in Road Town; a block away from the GPO is the entrance to the parcel post branch, seen in Figure 4.



Figure 1

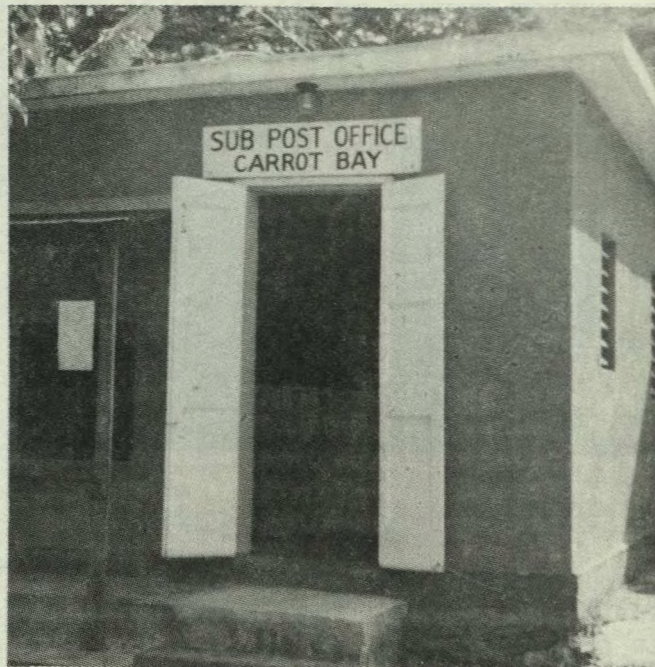


Figure 2

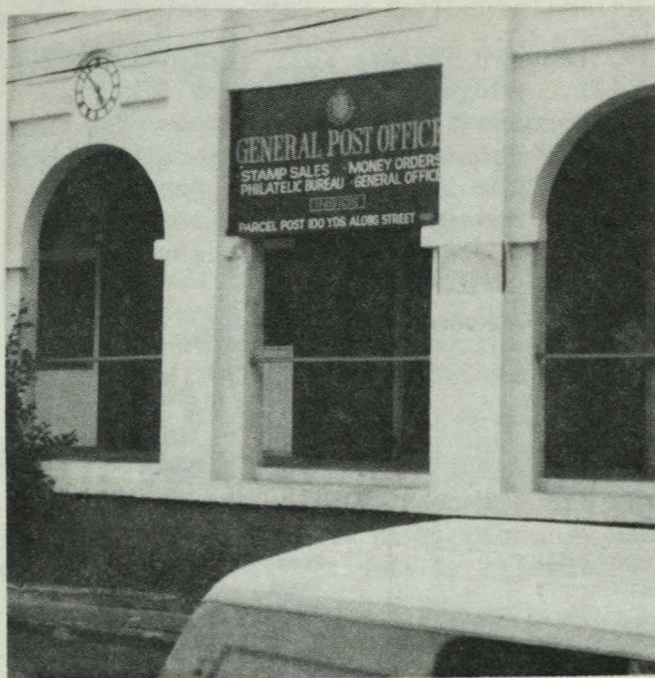


Figure 3

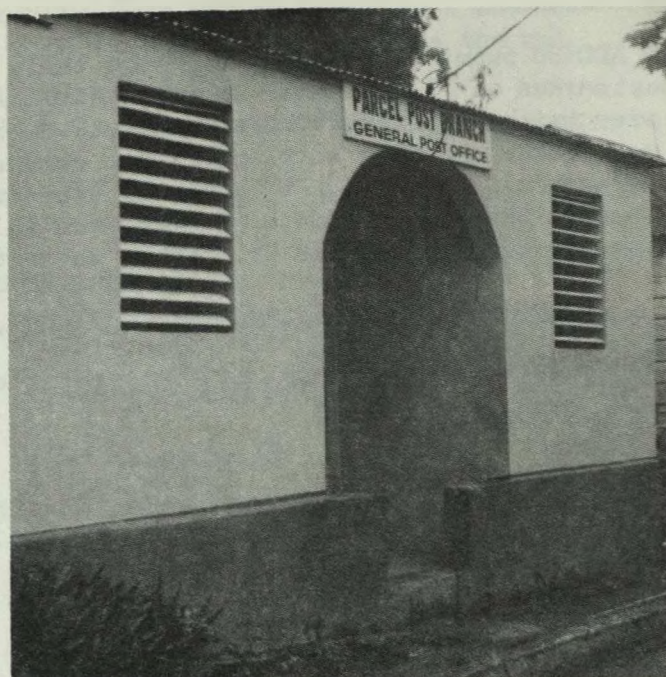


Figure 4

From Italy comes a letter from philatelist/publisher GIORGIO MIGLIAVACCA, who states that he has noted a considerable number of watermark varieties on recent British Virgin Islands adhesives. He has tabulated them as follows, using the watermark guidelines listed in the 1982 SG Catalogue and assuming that the watermark is seen from the front of the stamp.

1978: TOURISM - 8¢ and 22¢, both watermark (wmk) inverted; CORALS - 8¢, 15¢, 40¢, and 75¢, all wmk sideways inverted; BUTTERFLIES set - wmk sideways inverted.

1979: WILDLIFE - 5¢, 22¢, and souvenir sheet, all wmk sideways inverted.

1980: LONDON 1980 - 25¢, 50¢, 75¢, and souvenir sheet, all wmk sideways inverted; DRAKE - 75¢ and souvenir sheet (*), both wmk inverted; ROWLAND HILL souvenir sheet, wmk inverted; ROTARY - set and souvenir sheet (*), both wmk sideways inverted.

1981: ISLAND PROFILES - 2¢, 13¢, 22¢, and \$1, all wmk sideways inverted; ROYAL WEDDING - 35¢, wmk inverted.

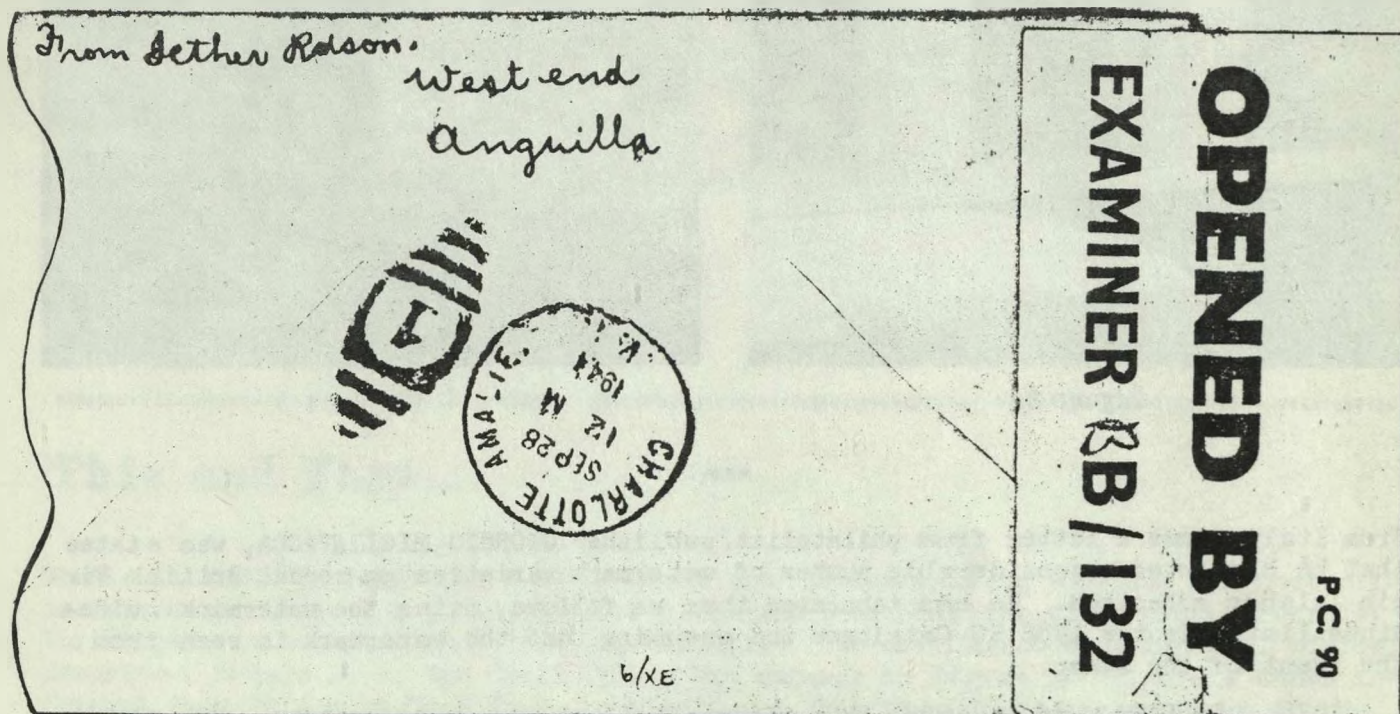
Giorgio adds that all stamps identified with (*), and the Island Profiles \$1 value, have been found only with the watermark in the described configuration.

Thanks to Giorgio for (water)marking these varieties for us!

MICHAEL PERLIN's thought-provoking article "Unexploded Booklets: An Exploding Market", which appeared in the October 1981 BCPJ, was reprinted in the July-August 1982 issue of Commonwealth Philately. This magazine, edited by Ryan G. Lorenz, is the journal of the Commonwealth International Philatelic Society (APS Unit 114).

Commonwealth Philately features articles on British Commonwealth nations (including the Caribbean area!) covering both classical and modern subjects from the Victorian to the Elizabethan periods. For additional data on the CIPS contact its President, William Scheuermann, Box 195, Minetto, NY 13115.

ED ADDISS submitted this item, which bears a 3d. Leeward Islands KGVI definitive stamp postmarked on 15 September 1944 at ANGUILLA/VALLEY. Addressed to New York City, the cover has a duplex Charlotte Amalie, V.I. backstamp dated 28 September 1944. The curious feature of this envelope is the censor label, a common PC90 type with a B/132 designation. A second "B" has been blue-crayoned on the label, thereby changing the code to "BB/132". (Code B/--- was used in Antigua; however, this label could have been borrowed for use in St. Kitts, where the "BB/---" code was normally assigned.)



Ed's query: "Did Anguilla have a censorship operation in World War II? My guess is that this (item) was censored at St. Kitts which had the BB code. However, there is no St. Kitts transit mark, so---who knows?"

BRAD ARCH forwarded the following observation, which he calls "The Changing Face of Bermuda's Registry Labels". From left to right, they are:

G.P.O. Hamilton/Bermuda (Blue) - The standard design in use for many years and continuing in commercial use.



B.P.O. OFFICIAL/BERMUDA (Red) - The label used on official internal Post Office Department business, and occasionally on Post Office-originated mail destined for outside. Available used from any of the fifteen post offices on the island, and in increasing use during the past ten years.

Bermuda/Government Offices (Green) - First seen used on mail originating from Hamilton in June 1982, on mail originating from the Post Office Department and destined for outside. (It remains to be seen if this new label will replace the red label for outside communications.)

Brad is interested in hearing from any reader who knows of other types of registry labels which could be added to the trio shown.

We are indebted to TOM GIRALDI and BEN RAMKISSOON, who sent examples of recent interesting handstamps from around the Caribbean. Tom forwarded the Figure 1 Bahamas TRD from GRANTS' TOWN, struck in purple and dated 27 July 1981, with the digit "3" appearing after TOWN. He has strikes of this mark ranging from July through September of that year.

Ben contributed:

1. "MISSENT" marks to Barbados and Dominica (Figures 2 and 3). The Barbados item was applied in blue on 21 February 1980; the Dominica mark, in purple, is on an envelope whose postmark date is illegible.

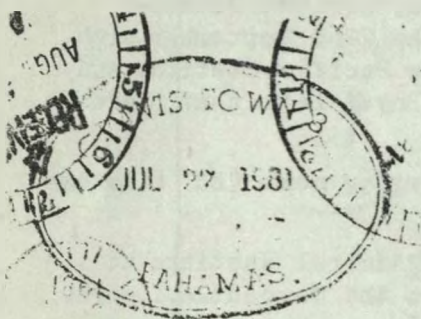


FIGURE 1

MISSENT TO BARBADOS

FIGURE 2

MISSENT TO DOMINICA

FIGURE 3



FIGURE 4

2. A crude circular mark (Figure 4), struck in black, which looks as if it were cut from cork by an artistic postmaster. The words 20 MILES and STANN CREEK, B.H. appear above and below a crown. Ben included no information as to the date this peculiar handstamp was used.

Are any or all of these marks rare? Can anyone accurately pinpoint their dates of usage?

BCPSG Awards Chairman PAUL LARSEN writes that he has received from a German source a new supply of gold, silver, and bronze Group medals. These medals are made available for presentation at National and International shows to outstanding British Caribbean exhibits. Paul also pointed out that special thanks are due TOM GIRALDI, who personally saw to it that the medals cleared customs at O'Hare Airport with no difficulty.

TONY SHEPHERD writes that he needs assistance in identifying and classifying censorship devices (handstamps, labels, etc.) used to censor mail in Barbados from 1914 to 1919. He would appreciate hearing from any reader who has actual examples (or xeroxes) of the various types of handstamps and labels utilized during the noted time period, and their EDK and LDK dates. Write to Tony at 3 Willowfield Road, Halifax, West Yorkshire HX2 7JN, England.

In referring to the Antigua Registration Envelope Check List on page 88 of the July 1982 Journal, GIL HOLMES points out that a QEII 25¢ Size "K" configuration was omit-

ted from the tabulation. Gil also mentions that some of his envelopes vary slightly from dimensions given in that check list. For example, he has a Size G measuring 155 mm by 96 mm, a Size H of 202 mm by 122 mm, and a Size K measuring 291 mm by 152 mm.

However, unless a preponderance of readers believe otherwise, it would appear that these "varieties" should not be treated as separate listings, but merely as the results of quirks in paper cutting, folding, shrinkage, or similar factors.

A letter from JACK ARNELL, dated 14 September 1982, corrects data in his article "The Story Behind an Old Envelope", published on page 77 of the July 1982 BCPJ. Jack tells of receiving a note from MIKE WILSON, who is with the Ministry of Defence Naval Historical Branch, London, and who suggests that the name of the ship on the back of the envelope is HMS DUNCAN, not HMS QUEEN. Mike pointed out that there was no such vessel as the HMS Queen at the time; he also quoted the Ship Movements List of 1873, which showed that the Duncan called at Bermuda in November of 1873. Whereupon Jack checked the Bermuda Royal Gazette for that period and found (in the Tuesday, November 4th issue) that:

"H.M. Screw Sloop Duncan...Capt. G. N. Watson, from Jamaica, arrived Saturday last (1 Nov.). The Duncan left Portsmouth, England, on the 22nd September with supernumeraries, officers and men for the Aboukir, for the Pacific Stations and for Bermuda, and having embarked invalids, etc., at Port Royal left that place for Bermuda on the 18th ultimo.

"The Duncan will probably leave Bermuda for England on Thursday next (Ed: 6 November), after embarking invalids and time-expired men.

"The Duncan is on special service. She is the Flagship of Admiral Hastings at Sheerness, whose flag for the time being is transferred to the Newcastle...screw frigate, commissioned during the time the Duncan is away."

The same Gazette issue had the notice:

"A Letter Bag for England, to go by H.M.S. Duncan, will be made up at the Post Office, Hamilton, at 2 P.M. tomorrow, Wednesday, 5th instant."

Thus, reasons Jack, the Ireland Island Postmistress closed her English Mail the previous day (4 November) and wrote "Per HMS Duncan Nov^r 4th" on the back of the envelope. Even though the Gazette intimated that the Duncan would leave Bermuda on the 6th, Jack states that she actually sailed on the 11th. Apparently no vessel (HMS "Queen" or otherwise) departed Bermuda on the 4th.

In the same letter as specified above, JACK ARNELL also proposes answers to JOSEPH RORKE's U.S.-to-Barbados postal rate queries on page 98 of the July 1982 Journal. Jack states:

"I would suggest that the manuscript '4' represents the ocean postage of 4d. Stg. (Sterling). As this was to be collected on delivery, it would have been converted to local currency. I do not know the value of the Barbados currency at that time, but 4d. Stg. was regularly converted to 5d. Cy. (currency) in Bermuda---and I would suspect that the same would hold for the BWI.

"I suspect that the 11 cents on Figure 1 resulted from the sender not having a one-cent stamp and using a two-cent instead. Village postmasters of this era were singularly ignorant of any unusual postage rates, and I am sure that the Mt. Desert PM would have only been concerned with getting the letter to New York. Very likely he did not have the right denominations of stamps to make up 10 cents."

Thanks, Jack, for the information.

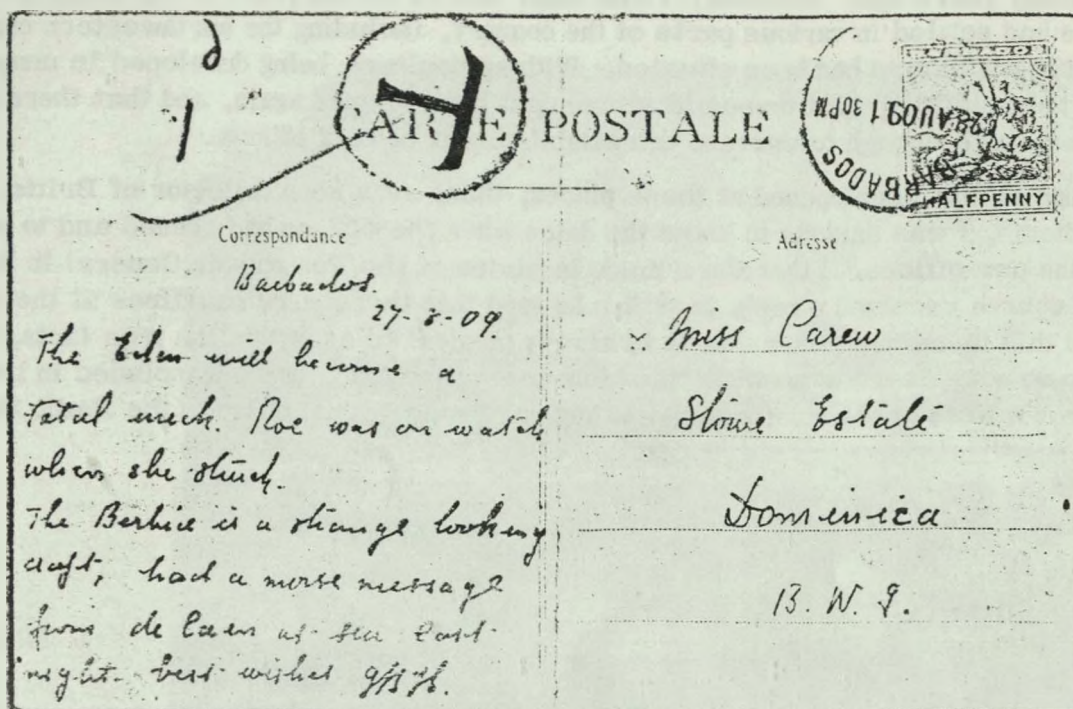
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THE EDEN MEETS HER END

by MICHAEL SHEPPARD

A number of years ago I added a postcard to my collection because it showed a very early use of the "T" in circle tax mark sent out from London to all Barbados parishes in April, 1907. However, it was not until sometime later that I took any serious notice of the correspondence and realised its possible significance.

The somewhat dramatic statement "The Eden will become a total wreck. Roe was on watch when she struck." was most intriguing. Was this the Eden of "Eden, Esk, and Solent" fame? Information available to me at that time merely stated that the Eden was taken out of the fleet in 1909. With help from Mike Wilson and Tony Farmer, plus some further investigation on my part, the message on the card was soon confirmed.



For over twenty years the Eden, Esk, and Solent were employed on the inter-island routes of the Royal Mail Steam Packet Company and were based at Barbados, the transfer station for the West Indies from 1885. On August 25th, 1909, whilst on a voyage from Barbados to St. Thomas, the Eden was wrecked when she ran aground on Cabrit Island off the south coast of Martinique. A report in The Times for August 27th, 1909 (the same date as the postcard) reads--- "Among the important items of news should be noted the stranding of the Royal Mail Steam Packet Company's Eden at South Martinique and the stranding of the Booth Steamship Company's January in the River Amazon. The Eden, which is full of water, is a vessel of 2,145 tons built in 1882, and is not insured in the market."

One wonders if the Eden was carrying any mail on this ill-fated voyage. Any collector fortunate enough to possess a cover with an "Eden" pen cancellation across the stamp would do well to compare dates. Who knows---he may well have an early "wreck" cover!

PHANTOM POST OFFICES

by Owen N. D. Phillips, M.B.E.

Many years ago a colleague of mine said that I had a suspicious mind. The reason for his remark was my habit of wanting to have my I's dotted and my T's crossed; in other words, I was always seeking corroborative evidence to support statements made. This doubtless was the reason why, upon seeing John Forrest's list of British Honduras post offices that had been published in the March 1974 issue of Postal History International, I decided to seek confirmation that post offices had in fact been opened during 1970 at Anderson's Camp, Burham Hill, Chunchaha, Driving Camp, Gongora, Honey Camp, Indian Church, Las Bocas, Santa Teresa, and Xaxa Venic. I knew that these were the names of old mahogany logging camps that had been abandoned many years ago. However, I also knew that in recent years fairly large groups of Mennonites had settled in various parts of the country, including the northwestern corner where most of these old camps had been situated. With agriculture being developed in many areas, there was the possibility that these old sites might have opened again, and that there were now communities large enough to warrant the establishment of post offices.

If offices had in fact been opened at these places, then, as a keen collector of British Honduras philatelic items, I was anxious to know the dates when the offices had opened and to get postmarks of the new offices. I therefore made inquiries of the Postmaster General in Belize City, and in due course received a reply in which he said that there were no offices at these places. I think that this therefore shows that it is always prudent to ascertain the true facts, if it is possible to do so. There is another "phantom post office" that is often included in lists of British Honduras offices that have appeared at various times. That office is the Radio Station.



FIGURE 1

In 1914 twin steel towers for a radio station were erected at Newtown Barracks in Belize City, under the supervision of Lt. Col. H. W. Douglas Matheson of the Royal Engineers. (I obtained this information from Col. Matheson himself.) These two towers rose high above the nearby

buildings, and were outstanding against the skyline of the surrounding area as shown in the Figure 1 photo. A bird's eye view of part of the city as seen from one of the towers appears in Figure 2. The first person put in charge of the station after its completion was a Paul Shepard Berry of Mobile, Alabama, who, as Senior Wireless Operator with the United Fruit Company was seconded to the Government of British Honduras as Superintendent.

In his series of articles on British Honduras stamps and postal services published in "The Stamp Lover", Volumes 18 through 23, Harry E. Huber stated that a radio service had been established in Belize on February 4th, 1915, having direct connection with New Orleans, Louisiana, and with Jamaica via Swan Island. He also stated that a new station had been built in 1921 and a 25-kilowatt Admiralty set installed for the specific purpose of direct communication with Jamaica, but as the Admiralty station in Jamaica had by then been closed messages to and from British Honduras were routed through the United States. Huber further wrote that the Colonial Postmaster had been relieved of the control of foreign and inland telegrams as from December 1st, 1919, when such telegrams had been transferred to the Electrical Engineer but the Radio Station remained under control of the Post Office. Presumably, the reason for the transfer was that telegrams were sent by telephone, which was the Electrical Engineer's responsibility.

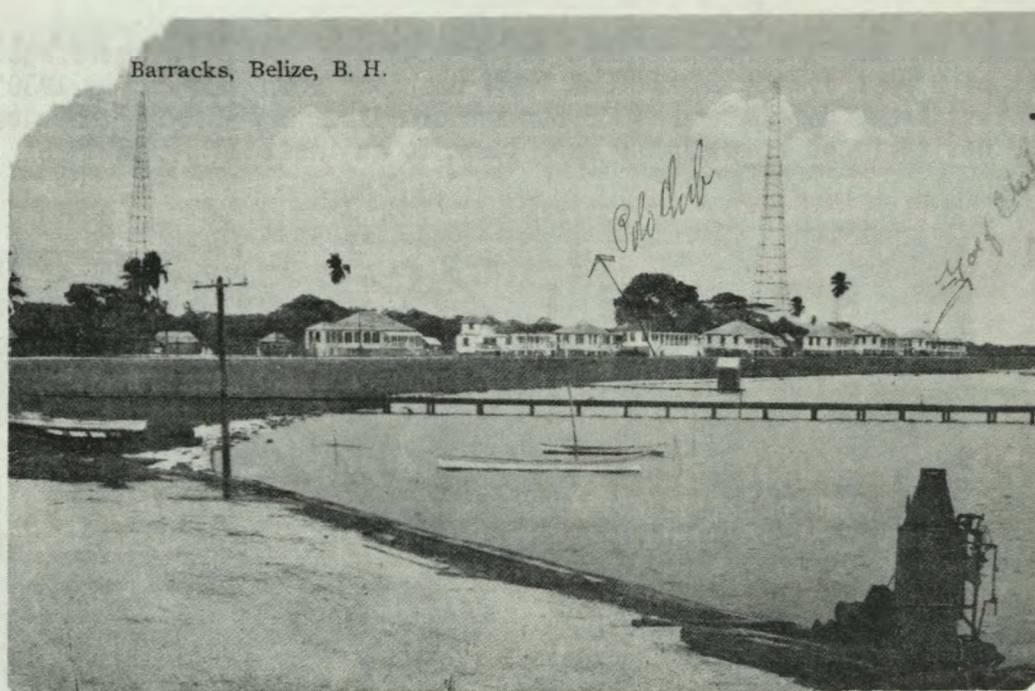


FIGURE 2

Was there ever a post office at the Radio Station? This facility was situated about a mile and a quarter from the center of the city where the GPO was located. Huber does not mention such an office. I was always doubtful that there was ever an office at this place, in spite of the fact that I have a "piece" which appears to have been part of a cover, with stamps and a nice cancellation. Why would a post office have been required at the Barracks? At that time very few people resided in the area; most of the buildings were used by social and sporting clubs, with the exception of two that were used to house poor persons. Therefore, why the necessity for a post office?

In trying to ascertain the facts, I wrote to Col. D. N. A. Fairweather, C.B.E., E.D., of Belize City, who had entered the British Honduras Government Service in 1915 as a radio operator, and had subsequently become Superintendent of the Radio Station when Mr. Berry left. Fairweather was in charge of the station until he retired in the 1960's. In response to my inquiry, he informed me that there was never a post office at the Radio Station. In view of this state-

ment any item such as mine, with a Radio Station cancellation, must either have been obtained through an obliging post office employee, or else had come off a cable, payment for which was by means of stamps affixed to the form. The practice was for cables to be handed in at the GPO in the city, where the number of words would be counted, the required fee paid, and stamps to the value of the fee affixed and cancelled. At regular fixed hours during the day, all cables that had been handed in would be taken by a messenger boy riding a bicycle to the Barracks for transmission abroad. On his return journey the boy would have taken all incoming cables received to the GPO from where they would subsequently have been sent out for delivery to the addressees.

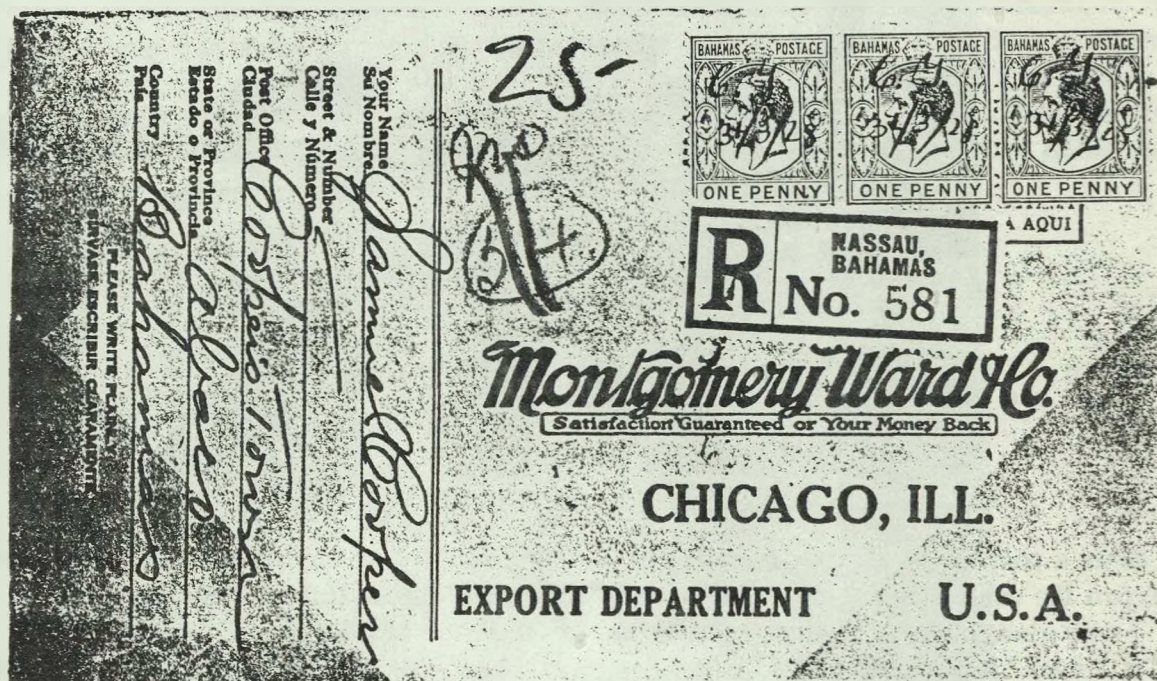
On the strength of Col. Fairweather's statement, I would suggest that collectors of British Honduras philatelic material should delete the "Radio Station" from their list of British Honduras Post Offices.

BAHAMAS

By GALE J. RAYMOND

COOPERS TOWN, ABACO

Because Bahamas GPO records were destroyed in a fire some years ago, the establishment of a post office at COOPERS TOWN has long been deemed "by 1930", based on the earliest known date stamp of 22 September 1930. Now (1982) the cover illustrated here has surfaced to push the date back to at least 31 March 1928!



In the "Out Islands", it was quite customary for Postmasters, lacking any other cancel, to simply endorse the stamps by pen---in this case with "C.T." (Coopers Town) and the date 31/3/28. Its own registry endorsement No. 54, revised to "25", affirms that it was de facto an official post office, authorized to accept registered mail. Again, as was customary for foreign registered letters, it was re-registered at the Nassau GPO with its own registry label No. 581. The backstamp is Chicago, Illinois, April 11, 1928.

Off cover, many of these stamps, scorned as fiscally pen-cancelled, were destroyed. Blessings on thee, Montgomery Ward!

BCPSG AWARD WINNERS AT STaMPsHOW, MILWAUKEE, WISCONSIN

19-22 AUGUST 1982

As far as I am aware no BCPSG member, until now, has ever been presented with the APS Champion of Champions Award. But we can at last proudly announce that one of our own has won that most prestigious honor. JOSEPH RORKE's "Black Jacks", which qualified for the C-of-C competition by winning the WESTPEX '82 Grand Award, was judged "best of the champs" at Milwaukee. We heartily congratulate Joe for this significant accomplishment.

Open competition awards were:

GOLD:

MRS. W. DANFORTH (PAT) WALKER - "An Overview of Irish Postal History, 1695-1889"

PAUL A. LARSEN - "Leeward Islands Federal Issues of 1890-1935"

VERMEIL:

W. DANFORTH WALKER - "Barwani, a Princely Indian State"

In the Literature Competition, the following awards were announced:

SILVER:

GEORGE W. BOWMAN, Editor, British Caribbean Philatelic Journal, Volume 21, 1981

BRONZE:

RUSSELL V. SKAVARIL, Editor, St. Helena and Dependencies Philatelic Society Newsletter

MICHEL FORAND, Editor, Maneapa, the Journal of the Tuvalu Philatelic Society.



Joseph F. Rorke (L) received the coveted Champion of Champions award from William Bauer, APS president, during the STaMPsHOW '82 banquet.

GEORGE BOWMAN

Editor's Message

I have been corresponding recently with Mr. Ryan G. Lorenz, Editor of Commonwealth Philately, the journal of the Commonwealth International Philatelic Society. He and I have entered into an agreement (hopefully, a long term arrangement) to exchange our respective publications. I will forward to Ryan a copy of every Journal, effective with the October 1982 issue, and he in turn will send one copy of each bi-monthly issue of CP directly to our BCPSG library.

THE "UNPAID AND TAX" MARKINGS OF JAMAICA (Continued from page 159)

TYPE "DA 11".

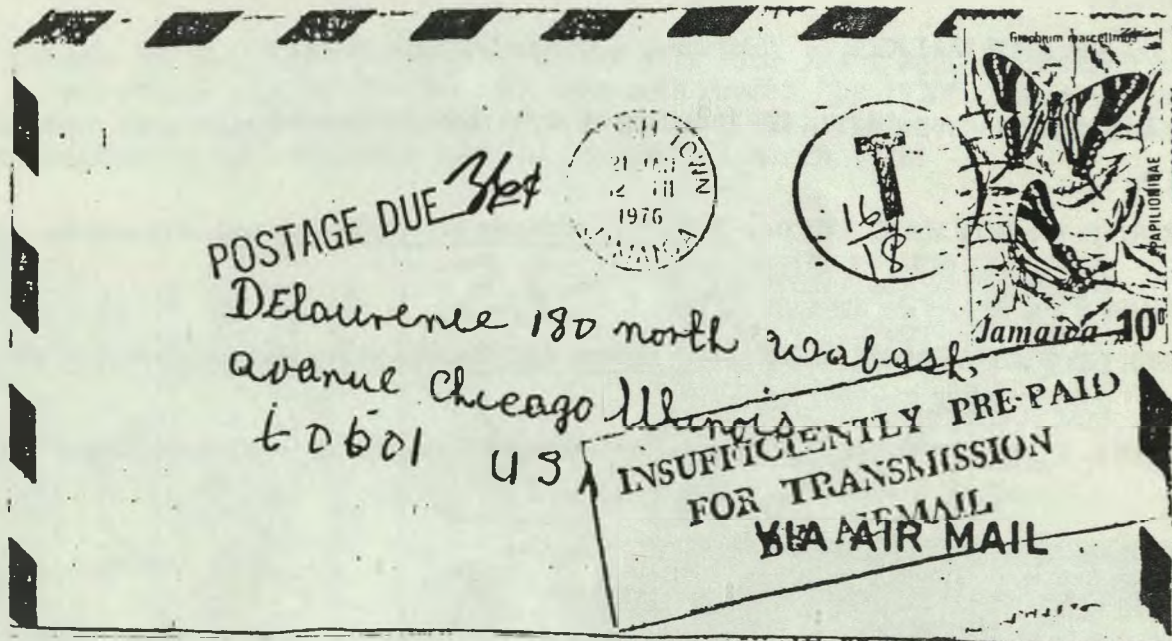
Another rectangular rubber handstamp with legend enclosed, reading:

**INSUFFICIENTLY PRE-PAID
FOR TRANSMISSION
BY AIRMAIL**

INSUFFICIENTLY PRE-PAID
FOR TRANSMISSION
BY AIRMAIL

in three straight lines in 3 1/2 mm serif caps. The single frame line rectangle measures 75 by 25 mm. Violet ink; known used to the U.S.A. in conjunction with Type D12b.

Violet ink 31 JAN 1976 14 DEC 1978 UN.



Domestic air mail cover from Spanish Town to Chicago, U.S.A., franked with 10¢ Butterfly Issue, tied with Spanish Town MSR of January 21, 1976. Air mail letter rate to U.S.A. increased from 10¢ to 20¢ per half-ounce, and aerogramme rate to 18¢ on 1 May 1975. Type D12b mark applied at Kingston with aerogramme rate as basis; U.S.A. tax mark "POSTAGE DUE 36¢" apparently added at New York.

MISCELLANEOUS UNPAID AND TAX MARKINGS

Mention was made on page 9 of the February 1980 Journal of the informative notations in the memoirs of the late Mr. Astley Clerk and of the importance now attached to such data. Further examples of this able critic's memos will be found below and under Type DM1a following. Apparently in those days bureaucracy was, as now, immovable even when obviously wrong. (Ed: The noted BCPJ erroneously spelled Mr. Clerk's name as "Clark".)

TYPE "DM 1":

A green paper form measuring 137 by 95 mm, used at the Kingston GPO to indicate the amount due on an underpaid letter. In three straight lines, with the top two lines in 1½ mm to 2½ mm upper and lower case seriffed letters, and the bottom line in 2½ mm seriffed capital letters. The form, only one of which is known, was placed in the subscriber's post office box for payment.

Green coloured form 15 JUN 1910

U.

Unpaid for L Winkler & Co.,

Amount s. d.

3

G. P. O.

The Jamaica Post Office elected not to use Postage Due adhesives, a policy of which Mr. Clerk apparently did not approve. On one of the original forms submitted to him for his inspection, he wrote "But would a regular 'due' stamp not be cheaper than as above?"

(To be continued)

THIS AND THAT... (Continued from page 166)

ARTHUR GARDNER writes with reference to a section of the Antigua Monograph published in the August 1973 BCPJ. This Monograph chapter, covering the Barbuda overprints on Leeward Islands definitives, states that "...the reason for the issuance of the overprints has not been determined, the most probable explanation being that this was an attempt to attract publicity and additional revenue." Other possible reasons were given but no conclusion was reached.

Arthur quotes from the October 1982 issue of the popular British magazine "Stamps", which states, under the column "Make Collecting Pay", that "...the famous 1922 overprints of Barbuda (issued to pay for a cricket pavilion, after which the island produced no more stamps for 46 years!) have dropped from £325 to £180 mint..." Arthur would appreciate hearing from any member with further information about this cricket pavilion fund, as he is interested in cricket stamps as well as BWI material. His address is listed on the following page in the Secretary's Report.

...from Here and There

EDITOR'S MESSAGE (Continued from page 171)

Obviously, both the CIPS and the BCPSG will benefit considerably from this journal swapping program. Although much smaller than our Group, the CIPS is made up of enthusiastic collectors of all British Commonwealth stamps and postal history, and its journal contains interesting and well-written material aimed at pleasing both the beginner and the specialist. For example, the July-August 1982 issue includes an analysis of mankind's origin as reflected on recent stamps of Kenya, an overview of philatelic literature dealing with British Asia, and (as is mentioned elsewhere in this BCPJ), a reprint of BCPSG'er Mike Perlin's "booklet" article.

I think it appropriate to quote from Ryan's "Editor's Edict" column in that issue. He says: "Much kudos to members who have donated articles (and columns) to Commonwealth Philately. I almost cried when I read that Editor Richard Sine (edits APS's American Philatelist) had a huge backlog of articles. I'd love to have that problem!"

So would I.

.....

SECRETARY'S REPORT (Continued from page 154)

ADDRESS CHANGES/CORRECTIONS:

YARRY, Dr. Irwin M., 34 East 61st St., New York, NY 10021.

BROOKS, The Rev. Peter, 188 Healthwood Road, Cardiff, South Glamorgan, Wales, CF4 4BR, United Kingdom.

ASHLEY, William B., P. O. Box 2003, Danvers, MA 01923.

TOEG, E. V., 41 Boundary Road, St. John's Wood, London NW8 OJE, England.

SAVILLE, Dr. Peter H., 208 Nasilai Place, Suva, Fiji.

STUBBS, James E., P. O. Box 806, Solana Beach, CA 92075.

RAYMOND, Gale J., P. O. Box 35666, Houston TX. (Zip code changed from 77035 to 77235).

GARDNER, Arthur J., "Staddles", Station Road, Cheddar, Somerset BS27 3AH, England (Addition of post code only).

.....

Just before press time...

The following entry was inadvertently omitted from the list on page 171 of BCPSG members winning awards at STaMpsHOW, Milwaukee:

Under Literature Competition add: BRONZE: ROBERT W. DICKGIESSER, Editor, Bermuda High.

Jack Arnell states that his explanation of the U.S.-to-Barbados postal rate queries brought up by Joe Rorke and appearing on page 166 has been superseded by new information he received at ESPAMER. Jack promises to write an updated explanation in a future BCPJ. It was too late to "kill" his page 166 comments, since the magazine had already been set up for the printer.

Speaking of ESPAMER, I'm sorry that I don't have any articles or photographs of that show for this issue. ESPAMER coverage will appear in the February Journal if someone "writes up" the affair for me. Jack Arnell briefly mentioned that he, Dan Walker, and Kil Bump won awards, but that's all the data I've received.

Bob Topaz

NEW ENGLAND NORTH

Bill Bogg

P.O. Box 216 - Waban, MA 02168
Tel. 617-527-4784

We have stamps, proofs, color trials, Specimens, and especially COVERS of the British West Indies as well as the rest of the world. We send material on approval to BCPSG members on request. No sales are final!!! This month we are featuring

BAHAMAS

Ludington's BAHAMAS MAIL SERVICES and POSTAL MARKINGS - the 1982 updated edition of Bahamas postal history and cancellations - a very limited edition \$55.00

We have the following TRD covers available - mostly 1960 QEII period, among others:

<u>GAMBLER</u>	3L2F I	turquoise Phil.	\$ 3.00
	3L2F II	turquoise Phil.	3.00
	3L2F I	violet w/ 7 I cds in turquoise Phil.	5.00
	3L2F I	turquoise w/2 line Registered mark Phil.	10.00
<u>INAGUA</u>	3L	blue Comm.	15.00
<u>INDUSTRIOUS HILL</u>	C	black Comm.	15.00
<u>KEMP'S BAY</u>	20V	magenta Comm.	7.50
	C	black Phil.	4.00
<u>LANDRAIL POINT</u>	D	blue-black Phil.	6.00
<u>LOVELY BAY</u>	2C	red Comm.	
		clipped cover	5.00
<u>LOWER DEADMAN'S CAY</u>	2C	violet Phil.	10.00
	2C	violet Comm.	25.00
<u>MAJOR'S CAY</u>	C	blue Phil.	5.00
	C	blue Comm.	7.50
<u>MANGROVE CAY</u>	20V	black-blue black Comm.	3.00
	20V	blue Comm.	3.00
	20V	blue Phil.	3.00
		PAID mark - Comm. office used as canceller June 25 1968 blue ink commercial mail - not listed	15.00
<u>MAN-O-WAR CAY</u>	3C	purple-black Phil.	15.00
<u>MARSH HARBOUR</u>	C	violet Phil.	3.00
	C	violet Comm.	4.00
	C	black Comm.	2.50
<u>MAYAGUANA</u>	20V	black Phil.	
		"Commission's Office"	3.00
<u>McKENNONS</u>	C	black Comm.	5.00
		(blurred)	
	C	black Phil.	4.00
		(blurred)	

<u>McCLEAN TOWN</u>	CI	black Comm.	\$ 5.00
	CI	blue Phil.	3.00
	CI	blue Comm.	4.00
	CIII	black Phil.	
		on 5d piece	7.50
	CIII	black Comm.	5.00
<u>MOUNT THOMPSON</u>	2C	black Phil.	
		on 7d Airletter	10.00
<u>OWENSTOWN</u>	20V	violet Phil.	3.00
	20V	violet Comm.	4.00
<u>PIRATE'S WELL</u>	C1	black Phil.	3.00
	C1	black Comm.	3.00
	C11	black Phil.	3.00
	C11	black Comm.	4.00
<u>SAN ANDROS</u>	2C	FDCviolet Phil.	7.50
	2C	red Phil.	5.00
	2C	black Phil.	3.00
	2C	red Comm.	5.00
<u>SANDY POINT</u>	PAID	black Phil.	4.00
		Comm.	15.00
	C1	violet Phil.	4.00
		violet Comm.	7.50
<u>SAN SALVADOR</u>	20V	blue-black Phil.	4.00
		Comm.	5.00
<u>SMITH POINT</u>	20V	black Phil.	4.00
		Comm.	4.00
<u>SNUG CORNER</u>	C	violet Comm.	2.50
		Phil.	3.00
		black Comm.	5.00
<u>SWEETINGS CAY</u>		black Phil.	2.00
		black Comm.	4.00

PERSONAL MENTION (Continued from page 151)

Also at SESCOAL, held at the Ambassador Hotel, IAN WOODWARD won the Reserve Grand, a Show Gold, and the Emily Moorefield Award (for the best British or Commonwealth exhibit) for his "Exploring Jamaica Through Obliterators". Ian's already magnificent and nationally renowned presentation has become even more breathtaking by having recently grown from eight frames to ten!

Literature awards presented at SESCOAL included a Vermeil to your Editor for 1981's run of BCPJ's, and a Silver to RUSS SKAVARIL for Volume V of the St. Helena and Dependencies Philatelic Society Newsletter.

(Ed: As a member of the AAMS, I was extremely pleased to have had the opportunity to attend my first convention of that society. I at last came face-to-face with air-mail enthusiasts with whom, for many years, I'd traded correspondence pertaining to the history and decline of Pan Am's predecessor, the West Indian Aerial Express.)

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BRITISH WEST INDIES

The collections of the late J. L. Messenger are to be sold by Robson Lowe in the coming months:

DEC. 13th

The Leeward Islands Group and St. Lucia; other fine Empire property in this sale includes a Falkland Islands collection broken into suitable lots.

JAN. 11th

St. Vincent including proofs and with colourful mint blocks and abbreviated village cancellations.

FEB. 8th

Barbados and Grenada Classic stamps, unique proofs & covers throughout.

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