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BULLETIN No. 46 September 1965

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1. TO promote interest in and the study of the stamps and postal history of:

**ANTIGUA • BAHAMAS • BARBADOS
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HONDURAS • CAYMAN ISLANDS • DOMINICA
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ST. VINCENT • TRINIDAD and TOBAGO
TURKS & CAICOS ISLANDS • VIRGIN ISLANDS**

2. TO issue a quarterly BULLETIN containing articles, items of interest and other features (including 'Opinions' Service and a 'Wants' Section) which it is hoped will widen the knowledge of members.

is WORLD-WIDE in scope and open to all interested in the stamps or postal history of the above mentioned colonies and dependencies whether they be advanced or new collectors. The ANNUAL subscription to be £1 (\$3.00 non-sterling countries) due 1st FEBRUARY. Cheques and Postal Orders to be made payable to "B.W.I. STUDY CIRCLE".

AUTUMN MEETING

This will be held in the small library of the Royal Philatelic Society, London, at 41 Devonshire Place, W.1, on Saturday, October 9th, 1965, at 3 p.m. Displays will be given of British Guiana and British Honduras by Mr. E. Shields Forshaw and Mr. Ralph Group respectively.

DISPLAY

THE 47th PHILATELIC CONGRESS OF GREAT BRITAIN HARROGATE 18th-21st MAY, 1965

The Circle was represented by the President, Vice President E. V. Toeg and Member R. Ward.

A British West Indies Study Circle was held under the leadership of our President at which the attendance was 12, the majority of whom being members of our Study Circle. Among the interesting items passed round were the following:-

W. A. Townsend - recent examples of all the St. Lucia village postmarks.

K. J. A. O. Manning - two very early letters from Nevis, written in 1662; a letter from St. Christopher dated 3 May, 1664; five entires bearing the St. Kitts straight-line strike, dated between August, 1793 and December, 1796, including the only known example of "ST. KITTS. 1"; the earliest known example of the St. Kitts medium fleuron dated 12th October, 1812.

Cdr. F. W. Collins - a horizontal pair of the St. Lucia 6d. in bright mauve, perf. 14, but "pin-perf," vertically centrally only. No satisfactory explanation could be offered by anyone present for the "pin-perf." which was thought to be "wrong."

E. V. Toeg - examples of the "LEeward ISLAND/ F" handstamp for 3-AP-1810, JY-14-1830 and 1842 (no day or month); pen cancellations of the Royal Mail Steam Packets "EDEN" and "ESK" on cover for 1898.

DISPLAYS (contd.)

F. Stephens - sheet of examples of the "G.P.O. Port of Spain" c.d.s. on various adhesives, before the office was issued with a "Paquebot" handstamp; a pair of Great Britain 4d. Large Garter, with a nice-looking "A.01" obliteration which was thought not to be genuine.

W. K. Watson - an entire from Kingston, Jamaica, to Scotland in 1833, with the Falmouth additional "½d." and another with a "1/-" handstamp and the "C.R." (Caledonian Railway) T.P.O. mark.

G. W. Groves - a number of items from St. Vincent, including the large fleuron with and without the final "S"; the scarce P.J. handstamp in red dated NO-26-1844; the late use of the "Crowned Circle," Aug-24-1862; various G.B. used in St. Vincent, village abbreviated and extended marks, paquebots (including a new one from Bequia) and a "MISSENT TO ST. VINCENT" of 1934.

NOTES AND QUERIES

ANTIGUA

In reference to Mr. E. V. Toeg's note in Bulletin No, 45 on the use of the Antigua Type PG1a large fleuron hand-struck stamp as a transit mark on an 1811 pre-adhesive letter from Paris to Guadeloupe and his query as to the use of BWI hand-struck stamps as transit marks, Colin Maycock in the Philatelist of September, 1963 describes eight covers from Guadeloupe to London carrying this transit mark in the period 1813-1815. In addition, an 1814 letter is noted with a Dominica Type PG fleuron without date as transit mark. Similar letters from St. Martins between October, 1815 and November, 1816 are noted with the St. Kitts 29mm. fleuron as transit mark. These letters were part of the "Plantation Papers" in the library of the Board of Customs and Excise in London, being the 1814-1854 correspondence between the Board of Customs and their Collectors and Comptrollers in the colonies.

An example from my collection is a pre-adhesive letter dated 2 September, 1791 from Charleston, South Carolina to London, bearing no mark of origin, but having on the address side the Type PD single straight line ANTIGUA

hand-struck stamp used as a transit mark. The letter carries a London receiving mark of 30 January, 1792, and is endorsed for rate by 1/- in manuscript. A further manuscript endorsement in the ink of the address is "2nd," referring to this letter as the second of two copies made as the usual insurance against loss due to privateer action, war, storms, etc. Within the letter is a note indicating that the first copy was sent on POMONA, while the second copy was sent on CAROLINA PLANTER from Charleston.

A further transit mark usage of which I have heard is an 1832 envelope from Roseau, Dominica to London with manuscript rate endorsement 4/4 changed to 2/2, with the Antigua Type PG2 small fleuron as transit mark. Further, Robson Lowe in the Codrington Correspondence notes various letters from Antigua to London with transit mark usage of the following hand-struck stamps: 1793 use of Type PA double-line DOMI/NICA, 1779-1797 use of six varieties of Type PD single-line ST. KITTS, 1806 use of St. Kitts Type PG large fleuron, 1805-1821 use of Tortola Type PF double-line with date, 1812-1814 use of St. Thomas Type PG1 large fleuron, 1810 use of St. Thomas Type PG2 small fleuron and 1818 use of Type PD single-line 1. THOMAS.

Accordingly, it would seem that the use of B.W.I. hand-struck stamps as transit marks was widespread, if less so than normal use as marks of origin.

William G. Cornell.

BAHAMAS

I should be glad of information about a cancellation on a Bahamas, SG 40, a large oval of normal size. A large 2 in a circle, with 4 vertical bars at the top (and presumably at the bottom) and a curved bar on each side of the 2 and circle.

A. E. Spreckley.

BARBADOS

SLOGAN POSTMARKS

The first electric cancelling machine was installed at the G.P.O., Bridgetown, in 1926 and consisted of a c.d.s. 21mm. in diameter with BARBADOS round the top; the time, day and month and year in three lines in the centre and G.P.O. round the bottom. The c.d.s. was used in conjunction with a series of six wavy lines 51mm. long. A second machine was despatched by the makers in July, 1937. This varied from the original in that the c.d.s. measured 21½mm. in diameter and 7 wavy lines were incorporated instead of six. These wavy lines, engraved on a semi-circular block, can be fed into the machine with the waves normal or inverted.

For these machines a series of slogan postmarks have been produced over the years and the following is a check list of the different types.

1. BARBADOS FOR/ALL-YEAR ROUND/ SUNSHINE AND SEABATHING

First used 9.2.1932. In current use.

A new c.d.s. was used sometime in the 1950's in which the lettering is slightly smaller, thinner and more condensed; BARBADOS and G.P.O. are further away from the circle. Can anyone advise the date this new c.d.s. was first used?

2. SPEND THE WINTER/IN SUNNY BARBADOS

First used 9.2.1932. In current use.

The new c.d.s. is also used with this slogan.

3. POST EARLY/FOR CHRISTMAS

Letters 6mm. high. First used October, 1932, and re-issued every October for use on Christmas mail between October and December each year. A new c.d.s. also appeared in the 1960's (date not known) which can be classed as a third type. The lettering is much closer to the original except that it is thinner and the circle 21" in diameter.

4. POST EARLY/FOR CHRISTMAS

Letters 4½mm. high. First used 1938. In current use each year October/December.

5. FIRST DAY OF ISSUE

First used 24.11.1948 on Silver Wedding issue and has periodically been used on the first day of issue of new commemorative stamps.

6. DO NOT/BURN CANES

First used July, 1951.

7. PUT YOUR SAVINGS/IN THE GOVERNMENT/SAVINGS BANK

First used 12.9.1952. In current use

8. PRINCESS ALICE APPEAL/HELP WEST INDIAN/UNIVERSITY
First used 25.2.1955.
9. SEE THE/WEST INDIES/ON THE FEDERAL/SHIPPING SERVICE
First used 1.7.1961 in error and withdrawn on 5th July. It was intended that it should be used two weeks before a Federal boat was due.
It was re-issued on the 25th July.
10. BUY LOCAL/BUY BAJAN
First used 18.11.1965.
Also recorded used in conjunction with the "OFFICIAL PAID" c.d.s.
10.1.1964 on letters from the Inland Revenue.

Information is lacking, particularly on the inclusive dates during which these slogans were in use. I would be most grateful for more details on this and any variations in slogan or c.d.s. members may have noticed.

I recently acquired an interesting air mail cover from Barbados addressed to London. The front bore the air letter rate (3 x 12c, stamps) and was postmarked in the normal manner with the double ringed air mail c.d.s. dated 31.3.64. However on the reverse the flap was stuck down and sealed with adhesive tape. Underneath was written in red crayon "cleared from posting box taped 31.3.64" and initialled by the postman.

Why should it be necessary to write this message on the back ? Was it done by the postman to protect himself or is it a P.O. regulation that unusual practices must have attention drawn to them?

I would be interested to hear members' views and to learn of any other unusual written messages or handstamps on Barbados covers.

Basil B. Benwell.

BERMUDA

PERFORATION VARIETIES OF THE "SHIP" STAMPS OF BERMUDA

In his book "Bermuda," Morris Ludington listed the different gauges of perforations which he was able to identify for the different values of the "Ship" stamps during the twenty-five years that they were in use. This list was further amplified by him in an article in the June 1964 Bulletin (No. 41).

BERMUDA (eontd.)

Until about 1926, all stamps had comb perforations, except for one printing of the ½d. value in 1912, which had 14 x 14.1 line perforations. In the course of a detailed study of these stamps, I have found a number of combinations of line perforations in addition to those listed by Ludington. As most of these have been identified on single stamps, it has not been possible to relate them to any other printing data or dates, except as shown below for the 1d. value. All however are on paper having the Multiple Crown and Script CA watermark, except for the ½d. value of 1912.

The results of my study are given in the following table. For completeness, all the variations in line perforations which I have identified among the stamps in my collection are included. Those which have not been listed by Ludington are marked with an asterisk (*). In most cases, I have several copies (up to five) of the new varieties, which suggests that an appreciable number of each exists. For those who might suspect that the perforation differences may be due to shrinkage due to soaking, etc., I would report that I have most of these varieties in both mint and used condition.

LINE PERFORATIONS ON MCA AND SCA "SHIP" STAMPS

Value	Plate	Perforation		Remarks
½d.	II	13.75	x 13.75	
		14	x 14*	
		14	x 13.75*	
½d.	--	14	x 14.1	MCA
		14.1	x 14*	MCA
		13.75	x 13.75	wet printing
		13.75	x 14	
		14	x 13.75*	
		13.6	x 14*	
		13.75	x 13.75	dry printing
	13.6	x 13.75		
1d.	III	13.75	x 13.75	
		13.75	x 14	
		13.6	x 13.75*	
		13.6	x 14*	
	IV	13.75	x 13.75	
		14	x 13.75	
		13.75	x 14*	
		14	x 14*	
		13.6	x 13.75*	
		13.6	x 14*	
1½d.	—	13.75	x 13.75	
		13.75	x 14	
		14	x 13.75*	
2d.	—	13.75	x 13.75	
		13.75	x 14	

2½d.	I	14	x	14	sage green
	I	13.75	x	13.75	ultramarine
		13.75	x	14*	ultramarine
	II	14	x	14*	ultramarine
		13.75	x	13.75	ultramarine
		13.75	x	14	ultramarine
14		x	14*	ultramarine	
3d.	—	13.75	x	13.75	
4d.	—	13.75	x	13.75	
6d.	—	13.75	x	13.75	
		13.75	x	14	
1/-	—	13.75	x	13.75	
		13.75	x	14	

It will be noted in the above that most of the new listings are combinations of 13.75 and 14 perforations, suggesting the rather indiscriminate use of line perforating machines with these gauges by the De La Rue Company. The 1d. value, which was produced in large quantities, exists in all four combinations of the two gauges, as well as 13.6 x 13.75 and 13.6 x 14. This latter perforation also exists in the ½d. value. The 2½d. value, which was also produced in large quantities, has been found in three of the combinations, and it seems quite likely that the 14 x 13.75 also exists.

In addition to the above, a few mixed perforations and one unreported comb perforation has been found. The comb perforation is 13.6 x 13.9 and exists in the 3d. value in both colours - ultramarine and purple on yellow. A perforation of 14 on three sides and 13.8 on the bottom has been found in two values, 1d. (Pl. I or II and Pl. IV) and 2d. (MCA).

In the absence of any details of the printings of the various values of this issue, an attempt was made to date the different perforations by a study of the 1d. stamps with readable date stamps. The results of this are given in the following table, in which the number of stamps with each perforation is listed for each year.

LINE PERFORATIONS FOUND ON 1D. STAMPS BY YEAR

Plate	13.75 x	13.75 x 14	14 x 13.75	14 x 14	13.6 x 13.75	13.6 x 14
III	13.75					
1926	4	3	—	—	—	—
1927	23	10	—	—	1	—
1928	9	1	—	—	1	1
1929	3	—	—	—	—	—
Plate IV						
1928	—	5	—	1	—	1
1929	23	18	—	—	—	—
1930	19	—	—	—	—	—
1931	14	—	3	—	—	—
1932	8	1	1	5	1	—
1933	9	1	7	2	2	—

BERMUDA (contd.)

LINE PERFORATIONS FOUND ON 1D. STAMPS BY YEAR

Plate IV	13.75 x 13.75	13.75 x 14	14 x 13.75	14 x 14	13.6 x 13.75	13.6 x 14
1934	12	1	5	—	1	—
1935	4	—	—	—	—	—
1936	3	—	2	—	2	—

A few conclusions can be drawn from this table, in addition to confirming points made by Ludington in Bulletin No. 41, such as the dating of Plate IV 14 x 13.75 around 1930-31. The Plate IV 13.75 x 14 would appear to be only from the first printing, while the Plate IV 14 x 14 must be related to a printing around 1931-32, possibly the same one as the Plate IV 14 x 13.75. The scattered nature of the 13.6 x 13.75 or 14 perforations suggests that they may have been used in some auxiliary role.

I hope to extend this study further as I accumulate stamps with readable datestamps. If any members of the B.W.I. Study Circle are interested in pursuing this subject with me, I would ask them to correspond with me directly at 95 Carling Avenue, Ottawa 1, Ontario, Canada.

J. C. Arnell

BRITISH HONDURAS

In further reply to Mr. Lisle's inquiry in Bulletin No. 41 relative to AG STAT SC, I have recently heard from Mr. Barrow in Belize, who advises that this Agricultural Station was indeed in the Stann Creek Valley, so members should note this in their District Lists. The present Agricultural Station is the Central Farm at Baking Pot, which was mentioned in Bulletin No. 39.

Ralph E. Group.

BOOM or BURRELL BOOM

In the 17th century one Mary Burrell and family (Portuguese origin) took up residence in Burrell Boom, and that is how the name was given to the village as **Burrell**. Later they decided to put a chain across the Belize River to check all

mahogany logs corning down, and this was the source of the **Boom**. It should be mentioned that this chain can be seen on the ground up to the present day,

In 1960 the population of the village was 521 persons, of which 97 % were literate. There are the usual facilities such as Credit Union, Baseball Team, Red Cross Society, Methodist League, Football Team, Library, Village Council and Village Association.

The Post Office, which opened in 1925, is in the home of the District Postal Clerk (since 1940 J. A. Sebastian to whom I am indebted for the above information), who receives the mail once a week on Saturdays from Belize.

The following cancellations are known: **Type 4** Approximately 34mm. diam., double circle. The letters are serifed although the drawing fails to illustrate this. Used ca. 1927. **Type 2** Approximately 38mm. diam., double circle, oval, reading **BOOM B.H.** Used ca. 1947.



Type 4

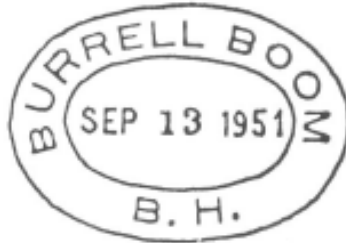
Type 2 Approximately 38mm. diam., double circle, oval, reading **BOOM B.H.** Used ca. 1947.



Type 2

BRITISH HONDURAS (contd.)

Type 2 Approximately 39mm. diam., double circle. oval, reading **BURRELL BOOM B.H.** Used ca. 1951.



Type 2

Type Z 28mm., diam., double circle. The earliest example in my collection of this cancel is April, 1961.



Type Z

I was interested to read Mr. Ronald Ward's notes on British Honduras cancellations in Bulletin No. 42.

Thanks to research done by our Study Group member Jaffe at the Record Room of the G.P.O., London, it has been established that there were two recorded types of the A06 obliterator used at Belize. The first type, small figures and letters 5mm. high was sent to the colony April 14, 1858, and the second, large figures and letters 6½mm. high, was sent on April 28, 1858.

The K.65 upright oval obliterator was sent on December 21, 1893, from London and is believed to be found only on "cents" issues. The "White Carib" in Stamp Collecting suggests that it was also about this time that the "Dumb" obliterator of horizontal bars came into use.

The consensus of opinion of British Honduras collectors over the last 25 years is that the "O" and "C" obliterations came into use early in the 1880s for use at Corozal the main garrison point, and Orange Walk second in importance. Mr. Jaffe suggests that they were prepared in Jamaica as the type is akin to the temporary obliterations "A" to "E" used there.

"In 1943 a considerable grant was given by The Colonial Development and Welfare Fund (England) for construction of a modern airfield nine miles west of Belize. Work started in 1944, and was officially opened on January 11, 1945, by Col. The Right Hon. Oliver Stanley, M.C., M.P., the then Secretary of State for the Colonies. The airfield was called Stanley Field in honour of this distinguished visitor." According to correspondence from the Postmaster General the Stanley Field Airport post office was opened on February 2, 1960. It is an extension of the G.P.O. in Belize, and is served by officers who go out on rotation each week to Stanley Field. My files indicate that two steel cancellation dies have been used. The first like my type A of Belize illustrated in a previous Bulletin. The second as illustrated below.

The Airport mentioned by Mr. Ward in 1930 I believe was situated south of Belize and destroyed by the devastating 1931 hurricane. There was a (steel die?) cancelling device which read AIRPORT BELIZE B.H. and this has been recorded on Geo. V stamps only. I suspect that this device and that reading P.A.A. OFFICE BELIZE, B.H, in red and black, were applied at the Pan American Airways office at the airfield.

"The Cayo" c.d.s. with code letter "c" was supplied from London on July 26, 1893. I believe this was followed by one other "The Cayo" type, and then by "Cayo" and subsequently by two types of "El Cayo."

I am glad to learn that the handstamp "Missent to Belize" was still in use in 1943. I have a record of it on an earlier newspaper wrapper from the Cape of Good Hope to Belgium. Does anyone have an even later use?

I would appreciate members listing their cancels and sending them to me c/o the Hon. Secretary. If you have a particularly distinct cancellation or cover I would like to borrow it for xeroxing.

Ralph E. Group.

BRITISH WEST INDIES

B.W.I. Mail Service - c. 1800

A point often overlooked by some collectors of B.W.I. material is the organisation of the Mail Service among the Islands, especially about the beginning of the 19th century. The mail was carried between Falmouth and the West Indies by Packet Boats twice a month, but these did not, for obvious reasons, call at all the islands. This local service was operated by small schooners - the Mail Boats. This service probably developed shortly after the opening of the Government Packet Service in 1755; it certainly did not operate in the days of the Dummer Packets, 1702-11, but from evidence of some of the records at the G.P.O. (particularly Box File 21) the system was working before the end of the 18th century. On March 9th, 1797, a "Bill was drawn by Capt. James Robinson, of Antigua for £673 1s. 6d., being the value of his schooner, the Fan(n)y Barton," used as a Mail Boat in the Leeward Islands, and which had been captured by the French." An application was made by Demerara on February 23rd, 1799, to be "included in the schooner now taking the mails from Barbados to Tobago, Grenada and St. Vincent." This application was refused on the grounds that the schooner would not arrive at St. Kitts in time to meet the Second Packet of the month on her way to England.

F. Freeling (Secretary to the P.M.G.) prepared two sketch maps showing the routes then followed by the Packet Boats and the Schooners. On one of these, the First or Jamaican Packet is indicated as calling at Barbados, then Martinico, and on to Jamaica; the mails for the other islands being conveyed by schooners - A to Dominica, Antigua, Montserrat, Nevis, St. Kitts, and Tortola; then returning direct to Barbados; B to Tobago, Grenada, and St. Vincents, and then back to Barbados. The course of the Second or Leeward Island Packet is given as Barbados, Martinico, Dominica, Antigua, Montserrat, Nevis, St. Kitts, and Tortola, then for England: whilst a schooner from Barbados took the mail to St. Vincents, Grenada, and Tobago, waiting 48 hours for answers, then proceeded to Tortola to meet the Packet bound for England.

Apparently, however, within a year the G.P.O. had second thoughts on the matter, and a proposal was made that two Mail Boats should be used on the 'southward' run from Barbados, to include, as well as Tobago, Grenada, and St. Vincents, Surinam, Berbice, Demerara, and Esquibo, and possibly, Trinidad. On June 2nd, 1803, Freeling sent to C. Willoughby of Barbados a "Plan for the future employment of the two Mail Schooners from Barbados to the Southward, so as to accommodate the island of "Trinidad."

On the arrival of the first monthly Packet, one boat should proceed with the mail to St. Vincents, Grenada, and Trinidad, and return to Barbados.

On the arrival of the second or Leeward Island Packet one boat to sail to Trinidad direct, then remain 48 hours and return by Grenada, there to deliver the Trinidad mail to the boat which is to sail from Barbados with the mails for St. Vincents and Grenada, and then to follow the Packet to St. Kitts - The Trinidad boat may then return to Barbados, or occasionally, if she wants repairs she may take the mails from the Grenada Boat, and follow the Packet to St. Kitts and call at Antigua on her return to her station at Barbados, and in that case the Grenada Boat direct from that island to Barbados to be in readiness for the next voyage to St. Vincents, Grenada and Trinidad."

[It will be remembered that Trinidad was surrendered to Britain by Spain on February 18th, 1797, and this was confirmed by the Treaty of Amiens, 1802. During that period a boat had been used to carry the mail between there and Grenada at a cost of £500 per year.]

A further note (C.1808) shows that by then six Mail Boats were being used for the local service, at a cost of £7,776 per annum. "The amount of letters delivered by these boats outwards is between £9 and £10,000 per annum: the returns may be estimated at the same."

L. E. Britnor.

TOBAGO

I have a cover addressed to London prepaid with strip of four 1d. Venetian red and one 4d, grey of Tobago, and handstamped - TOO LATE FOR BAG -. It is the first time that I have seen this mark used in Tobago and I thought that it may be of interest to other members of the 'Circle.'

TOO LATE FOR BAG

TOBAGO (contd.)

There is no date of despatch from Tobago but a rather indistinct arrival mark in London on the back, either April or August, 1887.

If any member has further information on this mark I shall be interested to hear.

A. E. Beach.

MISCELLANEA

THE LIBRARY

In response to my suggestion in the last issue of the Bulletin I have received a useful lot of 'cuttings' from our President Mr. Geoffrey W. Groves, and also from Dr. A. N. Johnson of Texas. In addition Dr. Johnson has also generously donated to our Library the following brochures published by the British Caribbean Philatelic Study Group in the United States of America:-

"Air Mails of the West Indies," by Dr. John M. Lockie.

"Jamaica Free Franks - used for Official Correspondence," Compiled by A. N. Johnson. (Dr. Johnson states in his opening paragraph "There is very little to be found in the Jamaican Postal History Literature on the 'Free Franks' . . ." so I feel sure his compilation will be of much interest to specialists, and to others).

"The Fiscal Stamps of Jamaica," by Byron R. Cameron.

"The Squared Circle Postmarks of Jamaica." Compiled by R. H. Lant and R. Topaz.

Also for the interest of B.W.T. historians a typed copy of a book entitled "Modern and Authentic System of Universal Geography," compiled by an Englishman - George Alexander Cooke. Mr. Cameron states that this book is not dated, but it is quite apparent it is circa 1802 by the watermarks in the paper; it describes in detail just about every phase of life and conditions on each of the islands in which B.W.I. specialists are interested,

Included in Dr. Johnson's parcel of literature is the issue of the British Caribbean Philatelic Journal for March, 1964, containing the following articles:

"Bermuda, Base Censor," by L. A. Courtney.

"St. Lucia Postal Censor," by the same author.

"Specimen Stamps of St. Lucia," by R. J. Devaux.

"The Current Date Stamps of Bermuda," by J. Arnell.

"A Chronological Postmark History of the Post Towns of Jamaica," by R. Topaz (continued from an earlier number). (This chapter commences with Bagnals, ending with Byndloss. Perhaps some other member can supply the earlier and subsequent numbers!)

Last, but by no means least, Dr. Johnson has sent me his own handbook entitled "Jamaica. A Review of the Nation's Postal History and Postage." In writing to me Dr. Johnson states that a great deal of the information in this handbook has been obtained from older publications, particularly L. C. C. Nicholson's "Jamaica," and was inspired by a request by the Editor of the "American Philatelist" for a handbook which would give information which was mostly out of print. This was a splendid idea as Mr. Nicholson's important work has long been out of print and is not readily available to the younger generation of collectors,

These new and welcome additions to our Library can be borrowed (postage being paid both ways, as usual) but I regret that books cannot be sent out of the U.K..

Coming back to my suggestion of keeping a Reference book on cuttings: those I have received form a good nucleus and as soon as I receive more I shall start collating them in a loose-leaf file in country order (I shall probably keep this pleasant task for the early winter evenings) and then, with the Hon. Editor's permission, I hope it may be possible to publish a list of them.

ROSE TITFORD,
Hon. Librarian.

Do not fail to read the details of the varied material offered by our advertisers whose support is much appreciated. If you have any 'wants' they will welcome a list of them, mentioning the B.W.I. Study Circle Bulletin.

MISCELLANEA (contd.)

EXHIBITIONS W.I.P.A. Vienna

The following members were successful in gaining awards at W.I.P.A. and the Circle's warmest congratulations are extended to them.

R. A. G. Lee	International Grand Prix
W. A. Townsend	Gold Silver Medal
C. Donne	„
R. A. G. Lee	Silver Gilt Medal (two)
J. L. Messenger	
L. S. Wheeler	
R. Ward	Bronze Medal
W. F. Ellis	„

PUBLICATIONS

The following papers have been published by the Circle and copies are still available from the Hon. Sec.

No. 1 AN INTRODUCTION TO THE POSTAL HISTORY OF THE BRITISH WEST INDIES, by L. E. Britnor, 1959. Price 10s. 0d. (Canada and U.S.A. \$1.50) post free.

No. 4 MONTSERRAT - in course of preparation.

BULLETINS: Copies of back issues are obtainable from the Hon. Secretary as follows:

Nos. 1-7 (reprinted in current format in one cover) 12s. 6d. \$1.75) post free.

Nos. 8-45, 5s. (70c.) each post free.

NOTE: Issues including articles on any specific colony will be gladly supplied,

OPINIONS SERVICE

Facilities are available for opinions to be given on most stamps of the B.W.I. Group. A fee of 2/6 (35c.) per stamp or 5/- (70c.) per cover is charged. Members wishing to avail themselves of this service should send the stamp(s) to the Hon. Secretary, enclosing the appropriate fee and an addressed envelope (stamped additionally for Registration or Recorded Delivery). Every endeavour will be made to return the stamp(s) within fourteen days.

HON. SECRETARY'S PARAGRAPH

Dear Member,

No matter where your main interest lies postal history must necessarily have its place and there can be few (if any) who will not be interested in a Special Series Publication on the Postal History of the British West Indies to be published by the Postal History Society towards the end of this year. I understand that the typescript runs to some one hundred foolscap pages and will be by far the most comprehensive work on this subject yet seen. The price will be 21s. (\$3) post free. The edition will be limited and if you wish to have a copy reserved for you kindly advise me accordingly not later than December 1st next, enclosing the appropriate remittance. Home members well know what inclement weather we have experienced so far this year and have doubtless found on occasion some solace in looking at their stamps and reading philatelic literature, which, in normal circumstances would be deferred until the autumn. In this connection it has occurred to me that members might be interested to hear of one another's outstanding finds, and I have little doubt that our Hon. Editor will be pleased to include details in future issues of our bulletin. In order to 'start the ball rolling' I would mention that I recently acquired an internal Dominica cover bearing a single 1d. lilac (S.G.R.4) with the Dominica c.d.s. dated DE 5 83. Few such covers can have survived and if any member has a similar one dated earlier I shall be most grateful to receive details. Once again it is my pleasure to extend, on your behalf, a warm welcome to the following new members - Dr. Paul M. Aman (U.S.A.), T. D. Barrow (Canada), Ian A. Calvert (U.S.A.) and H. F. Deakin (Devonshire).

P.T.S.

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