November is Auction Month!
The program for May is the semi-annual auction. All members are invited to bring their duplicates and enter them in the action. The minimum bid for all lots must be at least $1.00. Only members may enter lots in the auction, however anyone may bid in the auction. Auction cards are available. Come early and enter your lots!

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2018 Dues are payable to Treasurer Carl Anderson.
A MESSAGE FROM OUR PRESIDENT:

Greeting Fellow Collectors

November is upon us and in just two months we will be going into a brand-new year. What will the new year bring? Well, none of us know. As you know, we are having our second auction of this year and I cannot wait to see what everyone has to offer. I certainly am ready. I hope that you are too! I hope that you will plan to come and participate in the auction. Bring a friend with you. They would not be able to include items for the auction but they can buy if they see something they would like to include in their collection. We will have the circuit books available at this meeting but please come early for they will be put away when the auction begins.

Next will be our Christmas dinner on our regular meeting night in December and we will tell you more about this in November’s meeting. Hope you are planning to attend. There will be a sign-up list at this month’s meeting and if you are not going to attend the auction, please email me or Tom to let us know how many will be coming and what dishes you will be bringing. Hope to see you next month.

Mike

Have you ever wondered why older 19th Century stamps have been demonetized and were of no value as postage? The first demonetization of U.S. Stamps followed the reduction of postage rates and the ten and fifteen cent stamps were declared invalid in 1851.

The second and more serious occasion was in 1861. Never underestimate the political power of the stamp. When the American Civil War broke out in 1861, the seceding Confederate states snatched up a good bit of government property. This included everything from forts to arsenals to thousands of post offices stocked full of stamps. Not wanting the enemy to profit off their goods, the Union recalled every U.S. stamp ever issued and declared them invalid for postage. Instead, people were allowed to exchange their old stamps for replacements, which the government had quickly printed with new designs.

U.S. October New Issues

“The Snowy Day”  
October 4

Christmas Carols  
October 5

National Museum of African-American History  
October 13

History of Hockey  
October 20

SOUTHEAST REGION STAMP SHOWS

January 26-28  Southeastern Stamp Expo 2018
Southeast Federation of Stamp Shows, An APS World Series of Philately Show, Hilton Atlanta Northeast, 5993 Peachtree Industrial Blvd., Norcross, Georgia, 30092-3416
Contact Scott Mark, sestampexpo@gmail.com, or http://www.sefcs.org/

February 23-25  APS AmeriStamp Expo 2018

August 3-5  Americover 2018
American First Day Cover Society, An APS World Series of Philately Show, Hilton Atlanta Northeast, 5993 Peachtree Industrial Blvd., Norcross, Georgia 30092-3416, Contact Chris Lazaroff, showinfo@afdcs.org, http://www.afdcs.org/show
The British colony of the British Virgin Islands has issued its own stamps since 1866. The first Post Office was opened in Tortola in 1787, at this time postage stamps were not invented yet and it was not until 1858 that a small supply of adhesive stamps issued by Great Britain depicting Queen Victoria was utilized by the local Post Office. These stamps were cancelled by an A13 postmark and as such they are extremely rare.

During the early 1800s Tortola became a key port for the postal network in the Caribbean. In fact, Road Town, the main port of the Virgin Islands, was the last stop on the return leg of the “Leeward Islands Packet” as well as a very important transfer point for mail boats connecting British islands in the Lesser Antilles. This pre-eminence deteriorated during the next 20 years and in 1823 control of the packet service was transferred to the Admiralty, and as contracts expired the packets were replaced with naval brigs. This change had been discussed for a number of years and the immediate effect on the existing schedules and routes was minimal and did not affect the Virgin Islands. By the mid-1830s the West Indies were still served twice a month by sailing packets, the round trip being almost three months in length. Barbados remained the first port for the packets; and St. Thomas was their last port before they sailed homeward. In St. Thomas they awaited the mail boats from the Leeward Islands. As a result of progress, in 1835 steamers began taking over the mail boat service in the West Indies and a regular steamer service began in 1842, when the Royal Mail Steam Packet Company started a twice-monthly service from Britain between Falmouth and the West Indies. From its very inception the service of the Royal Mail Steam Packet Company included a route from St. Thomas to Demerara (via the Leeward Islands and Barbados) and vice versa. Indeed, Tortola was the first stop on the southward leg and the penultimate on the return voyage. The round trip took fourteen days. When a new contract was signed in 1850 the new routes did not include Tortola and the reasons for this decision included the collapse of the local economy following the 1834 emancipation from slavery and the lower volume of mail. The correspondence for Tortola was now transferred at St. Thomas. This is confirmed by the company’s March 1860 schedule which states that the mails for Tortola are to be delivered to the company’s superintendent at St. Thomas, who will be held responsible for their immediate transmission and for the due embarkation of the return mails.

First stamps

The first stamps denominated 1 penny, green, and 6 pence rose, were issued in December 1866, early 1867, and featured a depiction of Saint Ursula who, according to legend, had 11,000 virginal handmaidens, after whom the islands had been named. Actually the Virgin depicted on the early stamps is neither St. Ursula or a Madonna. The model given to the engraver was the impression of the seal of the Virgin depicted on the early stamps is neither St. Ursula or a Madonna. The model given to the engraver was the impression of the seal of the Virgin Islands Packet as well as a very important transfer point for mail boats connecting British islands in the Lesser Antilles. This pre-eminence deteriorated during the next 20 years and in 1823 control of the packet service was transferred to the Admiralty, and as contracts expired the packets were replaced with naval brigs. This change had been discussed for a number of years and the immediate effect on the existing schedules and routes was minimal and did not affect the Virgin Islands. By the mid-1830s the West Indies were still served twice a month by sailing packets, the round trip being almost three months in length. Barbados remained the first port for the packets; and St. Thomas was their last port before they sailed homeward. In St. Thomas they awaited the mail boats from the Leeward Islands. As a result of progress, in 1835 steamers began taking over the mail boat service in the West Indies and a regular steamer service began in 1842, when the Royal Mail Steam Packet Company started a twice-monthly service from Britain between Falmouth and the West Indies. From its very inception the service of the Royal Mail Steam Packet Company included a route from St. Thomas to Demerara (via the Leeward Islands and Barbados) and vice versa. Indeed, Tortola was the first stop on the southward leg and the penultimate on the return voyage. The round trip took fourteen days. When a new contract was signed in 1850 the new routes did not include Tortola and the reasons for this decision included the collapse of the local economy following the 1834 emancipation from slavery and the lower volume of mail. The correspondence for Tortola was now transferred at St. Thomas. This is confirmed by the company’s March 1860 schedule which states that the mails for Tortola are to be delivered to the company’s superintendent at St. Thomas, who will be held responsible for their immediate transmission and for the due embarkation of the return mails.

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