

ANGUILLA



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U.S.V.I.

The BEACON

Vol.4 No.2

Saturday October 17th, 1970

Price 10¢

CUBAN SHIP WITH CEMENT FOR ANGUILLA - MAN DIES ON BOARD

A Cuban Ship M/N "26 de Julio" arrived at Road Bay on Thursday 15th Oct., with 15000 bags of cement consigned to Albert Lake.

On arrival at Road Bay the Captain of the ship Lucianné Vazques Rodriques reported that a sailor on the ship José Piñ García 62 years, had died about four hours before arrival at Sandy Ground, Road Bay. The ship arrived at 9.00 am.

Dr. Smith the Army Doctor, was called on board and the cause of the death is said to be of "Natural Cause"

The Capt. telephoned to Cuba from the ship for orders, as to what to do with the body of the dead man, and it was decided that the body should be returned to Cuba. The Capt. said that according to Cuban law the body could not be buried in a foreign land, and either had to be buried at sea or returned to Cuba. The Capt. first planned to take the body to Guadaloupe by plane where he could get a direct flight to Cuba, but could not get a plane out of Anguilla or St. Martin to take the body.

The body was brought ashore from the ship at 4.00 pm the same day and taken to the Mortuary at the Cottage Hospital, after being put into plastic and then in a coffin.

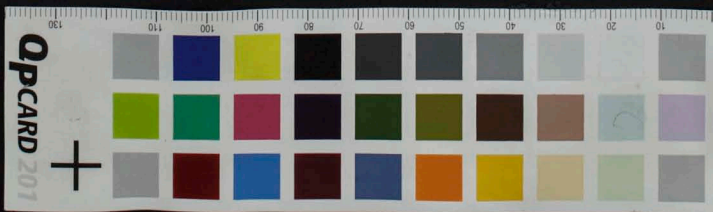
The ship is still in contact with Cuba as to what to do, and one report said (cont'd on page 2)

M/V PHANTOM STAR SHIPWRECKED

The Motor Vessel Phantom Star was shipwrecked last Saturday at 2.00 a.m., when she ran aground on a reef 1 1/2 miles North of Crocus Bay. No one of the crew was hurt.

The vessel was on a voyage from Puerto Rico with general cargo for Anquilla, St.Martin and St.Barths. The Captain of the vessel Mr.Randolph Webster of Island Harbour, said that he sailed from Tortola, B.V.I. at 1.00 pm on Friday Oct.9th (he had hauled in to Tortola six days earlier because of bad weather) and during the early hours of Saturday morning he was South of the airport lights of St.Martin, (St. Martin is 11 miles South of Anguilla) he then turned the vessel around heading West to clear "Low Lands St.Martin", then headed the vessel for the channel between Anguilla and St.Martin, where he hoped to "lay to" until morning cleared. At this point, the captain said he lost sight of the lights on St.Martin but kept on sailing North East, thinking that they were heading for the St.Martin/Anguilla channel. He then saw a light which he presumed to be on St.Martin, and soon after the vessel ran on the reef and started taking in water.

During the night heavy rains and thunder storms set in around the Anguilla coast, but at the time the vessel struck the reef it had cleared somewhat (cont'd on page 2)



M/V PHANTOM STAR SHIPWRECKED

(cont'd from page 1)

and stopped raining. The sea was also calm, one of the sailors said.

The owners of the 30 ton motor vessel are Randolph Webster (captain) and his Son-in-Law Elridge Webster.

Fishing boats from Island Harbour, Shoal Bay, Crocus Bay and Sandy Ground arrived on the scene and took all the vessel's cargo that could be saved.

M/V Warspite and M/V Lady Zona also stood by and gave assistance. Also on the scene was H.M.S. Fox (a survey ship). When the cargo was lighted from the vessel and some of the leaks stopped temporarily, a big diesel pump from Mr. Emile Gumbs and a turbo charged jet pump from H.M.S. Fox, failed to pump the water out fast enough. The jet pump soon went bad and efforts to pump her out had to cease. The M/V Warspite attempted to pull her off with no avail. H.M.S. Fox also tried that afternoon but the lines were broken in the effort.

The following day H.M.S. Fox arrived on the scene again with heavier lines, but the Captain of the ship said the lines were too short and would not attempt to take his ship into shallower water closer the reef, and went away. One of the local men said that he was just about to shackle the lines when the ship went away.

On the Monday morning a barge from St. Martin "Godia Peak" U.S. registered was brought over and attempts to pull the vessel off also failed. H.M.S. Fox came again and hooked up to the barge and dislodged the four year old vessel off the reef.

Empty drums were placed around the vessel to keep her afloat for her 11/2 hour journey to Road Bay.

The vessel was pulled off on Monday 12th Oct.

She was damaged severely during Sunday night by heavy seas taking

her further into the reef.

On her arrival at Road Bay, the keel and most of her floor timbers had fallen out, and the port side of the vessel completely smashed. The vessel was beached on Tuesday afternoon by the help of the Royal Engineers' Caterpillar.

The diesel motor of the boat which was under since the mishan, was still intact. Capt. Webster has already started making preparations to repair the vessel.

CUBAN SHIP

(cont'd from page 1)

that a Cuban plane may come to collect the body.

Meanwhile the ship is expected to off load 15000 bags of Cuban cement that is consigned to Albert Lake via H. Beale & Romaro Itce of St. Barths before sailing to Nevis.

Displayed on the Cuban ship are portraits of Fedel Castro and Che Guevara together during the Cuban Revolution.

The ship named "26 de Julio" is to mark the 26th of July Movement to smash the Batista Government of Cuba.

One and a half hours after the Cuban ship sailed into Road Bay two American yachts arrived also, and anchored at the South side of the jetty. The yachts are cruising together around the islands.

The captain of the Clemelenten of St. Thomas said, and expected to return to St. Thomas today. The other yacht is Luri Pat 11 of Puerto Rico.

ANGLICAN CHURCH NEWS

Father Butolph of St. Peter's Parish in St. Kitts, returned to St. Kitts last Tuesday after spending one week on the island.

While here Father Butolph held services in all three Anglican churches on the island.

A STATEMENT

"Brotherly pleasant go This instruced to you well be, if very recipe sucess. You to follow c

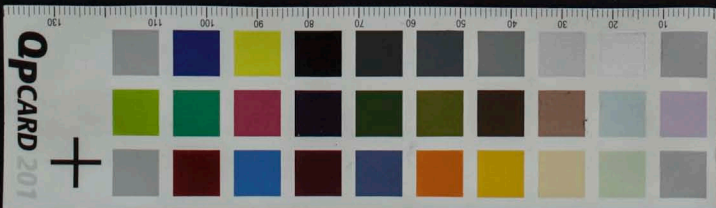
The port is "part one" it would tak before my st after readin out for Part Three.

Some one no cure for to enjoy the call this in some one has span of a ma birth to his journey from grave".

There is all might be mission. The purposeful res But there is are not here chance. Life by chance. L is meaningful here, we live that some goa

None of us of us were g to refuse lif therefore res here, or for ever we got accomplishment nor fail is not our fa It is not bec that we are h here and we k ed on the mat hind our back

But, are w we live here?



A STATEMENT

by Elwood Lake.

"Brothers and Sisters, a very pleasant good day to you all. This instructional treatise rendered to you today could very well be, if properly applied, the very recipe for your happiness and success. You are therefore invited to follow closely.

The portion you will get today is "part one", for it might be that it would take two or more hits before my statement closes. So after reading 'part one' kindly look out for Part Two and perhaps Part Three.

Some one has written: "There is no cure for birth and death save to enjoy the interval." We might call this interval "LIFE", for some one has said: "Life is the span of a man's years from his birth to his death." "Life is a journey from the cradle to the grave",

There is one thing of which we all might be sure. Life is a mission. There is some definite, purposeful reason why we are here. But there is something more. We are not here by any accident or by chance. Life did not happen just by chance. Life is organised. Life is meaningful, purposeful; we are here, we live, there is life, so that some goal will be arrived at.

None of us asked for life. None of us were given the opportunity to refuse life. None of us are therefore responsible for being here, or for how we got here. However we got here, is neither accomplishment nor neglect, achievement nor failure on our part. It is not our fault that we are here. It is not because of our talent that we are here. But we are surely here and we know it. We are consulted on the matter. It happened behind our backs unknown to us.

But, are we responsible for how we live here? You are surely right.

Yes we are. Because we have the ability and opportunity, we are both accountable and responsible. Because we could if we would, develop Dynamic Personalities; live Noble, Clean, Virtuous, Peaceful, Just Free Lives; possess the Ability and Determination to be Prosperous and Successful, we are guilty if we fail in this.

It is neither the colour of our skins nor the sizes of our pocket books nor bank accounts that make us happy, noble and successful. The writer is right "True Happiness Consists Not In Good Things, But In Good Life; Not in understanding life, but in living understandingly; neither is it our learning nor our riches, it is GOOD WILL that joins men to God." And by what is nobility measured? This is the Question for you to answer.

That man is Noble who nobly lives; that man nobly lives who loves and laughs much, is upright, just, honest, and sober doing good, giving the best of his service while he might.

By what is success measured? Another question you must answer. True success consists not in doing what to do or in how, but in doing it at the right time, in the proper way, with the right motive, at the right place; Not in knowing correct theory is success achieved, but in putting it into practice.

"Listen! GOD says it, every man is our brother.

And what is GOD'S command relative to that?

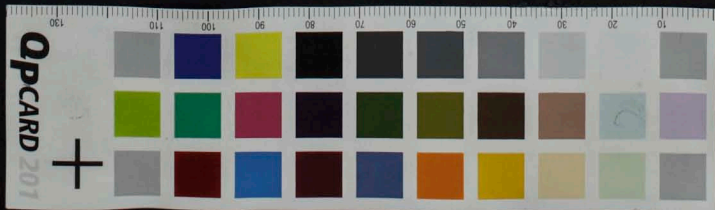
Of course we all know for it is given flat;

"LOVE YOU ONE ANOTHER."

And with that we have come to the end of Part One. Look out for Part Two.

LA GRENADE REPORT BEING DISCUSSED

The report on Education in Anguilla by Mr. La grenade is now being discussed by the Anguilla Council. A member of the (cont'd on page 4)



THE BEACON is an Independent Anguillian Newspaper, Published every Saturday. Founded September 27th, 1967. Printed and Published at "Lone Star" Anguilla W.I. Atlin Harrigan - Publisher & Ed. S.Hodge - Associate Ed. Patterson Hunte - Printer.

RESULTS OF INSERVICE TRAINING COURSE.

The results of the 1970 examination of the University of the West Indies Institute of Education Inservice Training Course for Teachers in Anguilla have recently become available. The following teachers passed with honours:

Ronetta Fahie
Bernice Moreau
Leslie Richardson

The following teachers passed the Course:

Edna Corion
Lucia Hodge
Pearline Hughes
Rona Proctor
Leonie Richardson
Lolita Richardson
Alison Romney
Maycille Romney

CUBAN BURIED IN ANGUILLA

The Cuban from the Cuban cement boat "26 de Julio" who died on board before the ship reached Anguilla on Thursday morning, was buried here late Friday afternoon. The Captain of the ship could not get the body flown back to Cuba as he had wished. Mr. Albert Lake to whom the cement is consigned in Anguilla took care of the burial. At the Captain's request, a marble tomb will be erected over the grave. (see story on page 1)

LA GRENADA REPORT

(cont'd from Page 3)

Anguilla Council said the report has been discussed by the Education Committee and certain recommendations made by the Anguilla Council out of the report ,

La Grenada an educationalist from Grenada, spent three months on the island at the beginning of this year, doing a report on education in Anguilla, and made various recommendations in his 49 page report with three pages of appendices.

ACKNOWLEDGEMENT:

We would like to thank Mr. & Mrs. Lewis of Regna Gade, St. Thomas, (Anguillans) for their letter in appreciation of the work we are doing at the Beacon, and their most appreciated cash gift. Thank you very much. Ed.

MR. REUBEN HODGE ON RADIO ANGUILLA'S "HOBBIES CORNER" ON MONDAY AT 8.30 pm.

Mr. Reuben Hodge of Stoney Ground - a member of the Anguilla Council - will be interviewed over Radio Anguilla on Monday evening - 19th Oct - at 8.30 .

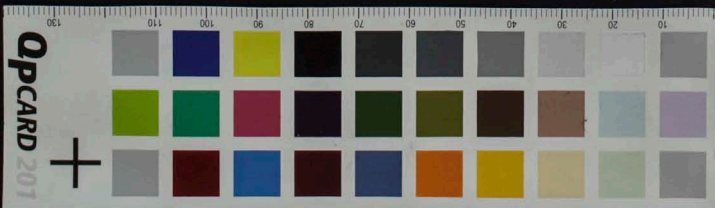
Mr. Hodge will be talking about his hobbies and spare time activities.

ADVENTISTS HAVING EIGHT WEEKS OUT DOOR SERVICE

The Seventh Day Adventist Church is presently having an eight week "Revival Service" at Mount Fortune.

The services are being held nightly under a "Canvas Tent" and Anguillans from all over the island are invited. The Services are conducted by Pastor Hugh Hamblin of Barbados. Various quizzes are conducted and gifts given out each night.

The theme of the Service is "The Devil's Vacation".



THOUGHTS

(by Anguillan)

We are all awaiting in some measure of impatience, what the Wooding Report has to say. Our top Officials were away from the island last week, one for over a week, the other suddenly summoned to Antigua. Are they conferring with the officials stationed in St. Lucia about the Wooding Report? Are they worried? Is the report suggesting a solution they know will not work - that is, one which they know we cannot accept? They must know by now and the members of the Wooding Commission should know, that there is absolutely no hope for any attempt to patch up our divorce from St. Kitts. So what must be the thing that bothers them? Some suggestion of a Federation with St. Kitts? Some very loose relationship? Perhaps they are not fully aware of the fact that not even something of this nature will work. We just cannot accept anything that will give the present (or perhaps even any future) Government of St. Kitts the least say in our affairs. We would be doomed.

Nothing has happened in St. Kitts since May 1967 which would give us any desire to be re-attached. We have heard too much over the Government owned and dominated Radio ZIZ which has nauseated and disgusted us. We have read too much in the press about the antics of our friends across the water, and we have come to almost pity the unfortunate people of St. Kitts and Nevis. Even the recent tragedy of the "Christena" was made into something which, to say the least, was disgusting.

So what happened in Antigua? Were they trying to really grasp all that the report said so they can explain it to us before some of our own hot-heads get some or misguided impression and begin yelling? Some of us can open our mouths very big and shout and get a hearing by those

who will not think for themselves, Whatever is happening, whatever the report will be, let us be prepared to look at it, examine it carefully, give it a good and thorough overhaul, and then express ourselves in no uncertain terms if it suggests something which is anathema to us. But if it is not quite anathema, let us look closely to see if it might be a solution to what is, undoubtedly, a difficult problem to solve. Let us bear in mind that the members of the Wooding Commission were not given an easy task. Looking at it from our point of view only it appears simple, but we do stand alone in this. We are part of the Caribbean, we are very small, we have got to have help from outside whether we like it or not. And, let us also bear in mind the truth that is really no such thing as Independence in our age, but rather it's a question of Inter-Independence.

Let us be calm, rational, and, if necessary adamant.

LETTER TO THE EDITOR:

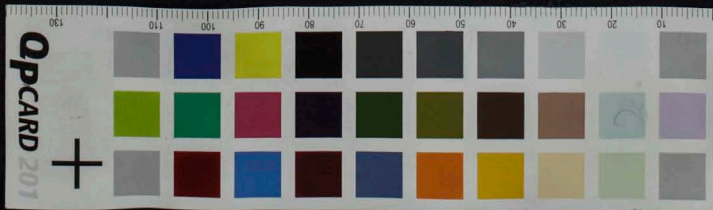
Dear Mr. Editor,

Looks like somebody is smarter than somebody. Foreign meat dealers come to Anguilla, buy our animals take them away, slaughter them, and to all appearances, return the meat to us for sale.

Today I bought some imported mutton from one of our local grocers at \$1.50 per lb, and believe me it looked like a sheep I saw sold in our district at 50¢ per lb.

While I was eating, and very thankful for it too - I thought: My! our butchers here are not good enough, so we sell our sheep, goats, pigs and cows away, and buy them back at twice the price. How smart can we be?

How about our council considering building a little abattoir and market attached, encouraging our people in stock-raising by purchasing animals and offering (Cont'd on p.8)



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(1505 kh on your radio)

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ATHLETICS

The ten mile keep fit Road Race to be put on by the North Hill Youth Club on Boxing Day, 26th Dec. 1970, is open to all athletes in Anguilla. Sports Clubs and Schools, can enter a team comprising as many as four runners.

When registering, it is important to mention your club or school colour for the benefit of the track stewards.

Runners under sixteen will have a head start of about 200 yards.

Together with prizes offered for

for winners 1 - 4, there are lap prizes for runners reaching certain points first, also a cash prize for the Club or School with four runners in the first six.

Entries must be addressed to Miss Marva Gumbs, North Hill, and must be sent before November 15th 1970.

ANGUILLA - A PROUD ISLAND UNREPENTANT

by a special Correspondent
(Reprinted from "The Financial Times" cont'd from last week.)

What is the financial and economic position (cont'd on page 8)

VALLE

The Air-Taxi with an efficiency that is dependent on St. Thomas Charter Flight Caribbean. St. Maarten 3 Anguilla.

SAVE

BARCLAYS

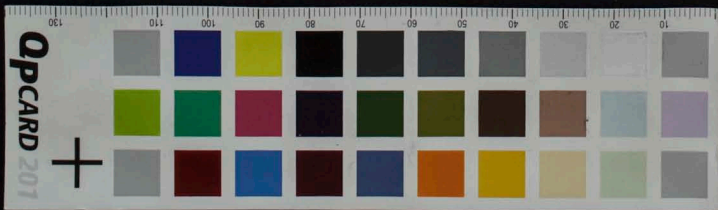
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GAS STOVES FOR SALE!!!!

You can now obtain from "CUT-BEN SERVICES" at the factory, Gas Stoves of various sizes. Price range from \$68.00 to \$300.00 E.C.

(CUT-BEN SERVICES)

SPECIAL SALE OFFER AT ALBERT'S DEPT. Sale ends at the end of October, 1970. 10% discount on the following retail items:-

- All food stuffs
- Wearing apparels
- All liquors.

Also available - various sizes and styles in men shoes, at very attractive prices.

FOR RENT

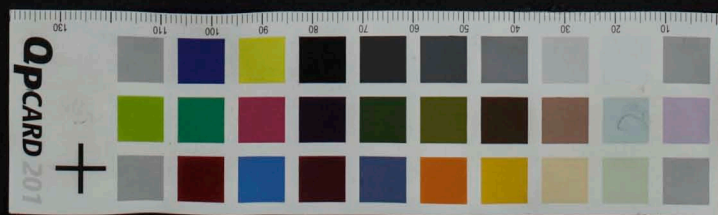
Furnished two bedroom house for rent on Shoal Bay Beach. Two baths, Maid Service, Electricity, Fridge. For further information, contact Connell Harrigan, Little Dix, Anquilla.

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LETTER TO THE EDITOR: (Cont'd from page 5).

meat for sale?

Who will benefit from that? We! Anguilla of course. Government controlled meat, will of course be cheaper, quite a few people would find employment, and better use would be made of the surrounding cays where animals can be raised.

A market? Yes! A market built by our Government with probable extensions for ground provisions and fish.

Signed: 'Grieved'.

ANGUILLA - A PROUD ISLAND UNREPENTANT

(cont'd from page 6)

of Anguilla? For 12 months after May 1967, rebellion, when Anguilla was going it alone, she nearly balanced her budget, but in the process the civil service was run down and it was impossible to carry out any major public works. Essential services were maintained, thanks mainly to the proceeds of new stamp issues printed in London. These provided 45 per cent. of the island revenue estimated at Eastern Caribbean \$335,000 (about £70,000). During the interim period in 1968, when a British representative was in Anguilla, British Development Funds became available and Britain took up the slack on recurrent expenditure. As a result of remittances from the Virgin Islands and free spending on the island by Anguillians visiting home, there is never a U.S. dollar shortage and no lack of foreign exchange to pay for hard currency imports.

Since the British invasion last year Anguilla's financial position has changed for the better. Budgetary figures published last month report a surplus of \$EC34,588 (£7,000) as at December 31st, 1969. For 1970-71 the expenditure is estimated at \$EC703,108 (£146,000) and local revenue, since HMG is making a direct grant of \$EC209,952 (£44,000) in

order to balance the budget at \$EC493,156 (£103,000). Expenditure represents an increase of \$EC178,758 (37,000) over 1969, the biggest increase being reflected in education and medical services. A budget of nearly \$EC750,000 (£158,000) is clearly beyond the reach of local Anguillian revenue, but Britain cannot afford to be miserly towards Anguilla at this juncture.

The exact amount the Administration of Anguilla has cost Britain since the invasion last year is not known, but the listing of the main heads of expenditure will indicate that the cost has been greater per capita (about 6,000) and per square mile (35) than for any other British commitment overseas. There was the cost of the invasion by air and by sea and the cost of maintaining two companies of paratroopers in Anguilla for nine months. There is the cost of maintaining the squadron of Royal Engineers and 80 Metropolitan Police. There is the cost of maintaining H.M. Commissioner for Anguilla and his staff. There is the cost of supplying the civil and military force on Anguilla by RAF transport from Britain via Antigua.

Capital projects already completed by Royal Engineers with the aid of Commonwealth Development Corporation funds include the jetty at Sandy Ground, the Valley School, and the surfacing of several miles of the main East-West road, and the erection of Radio Anguilla. These main items and the provision of heavy equipment cost Britain well over \$EC507,500 (£106,000) by the end of 1969. Britain expects to spend more than \$EC1,000,000 (£208,000) on development by the end of 1970. New projects include a school for Island Harbour, airfield improvements, a new prison and additional equipment. All this in addition to the \$EC209,952 (£44,000) budgetary aid:

(to be cont'd)

