

WEST INDIES MARITIME MAIL

No 1 N 5
 Mrs Anne Burkin
 fr
 of the Antelope
 Robt Halliburton
 2. D. S. Bristol

Between 1713 and 1745 after the closure of the Dummer service there were no packet sailings to the West Indies. This letter written in Kingston, Jamaica on 29th July 1741 had little choice but to be sent on a merchant ship, the "Antelope". The earliest known ship letter mark in Liverpool dates from 1757 and in London 1760, so it is not surprising that this cover carries no such mark. All that can be said is that it was treated as a 1oz letter from a port more than 80 miles from Bristol and was charged 4 x 4d inland plus 1d ship letter. It was back stamped with a Bishop Mark in London on 9th October.

P. M. Post
 Capt: Tho: Watters
 Road Town
 of Capt: P. Tortola

This cover from the Thomas Watters correspondence to Tortola was written on 16th April 1811 in Liverpool where it was back stamped with a circular 205 mileage mark. Unusually for the time it prepaid 2/1d - 1/1d for the single packet rate and 1/1d inland for 2,400 miles.

SHIP LETTERS



A cover that originated in Montego Bay, Jamaica on 25th July 1794 which carries no Jamaica markings and was sent by an unknown merchantman. It was landed at Whitehaven where it was struck with a Ship Letter mark (Robertson S1) 16 years earlier than previously recorded. Although heavy it was a single letter and was charged 1/3d. It probably went almost 600 miles out of its way to London on its way to Edinburgh and was charged 6d to London and 8d from London to Edinburgh plus the 1d Ship Letter fee. It arrived in Edinburgh on 28th October.

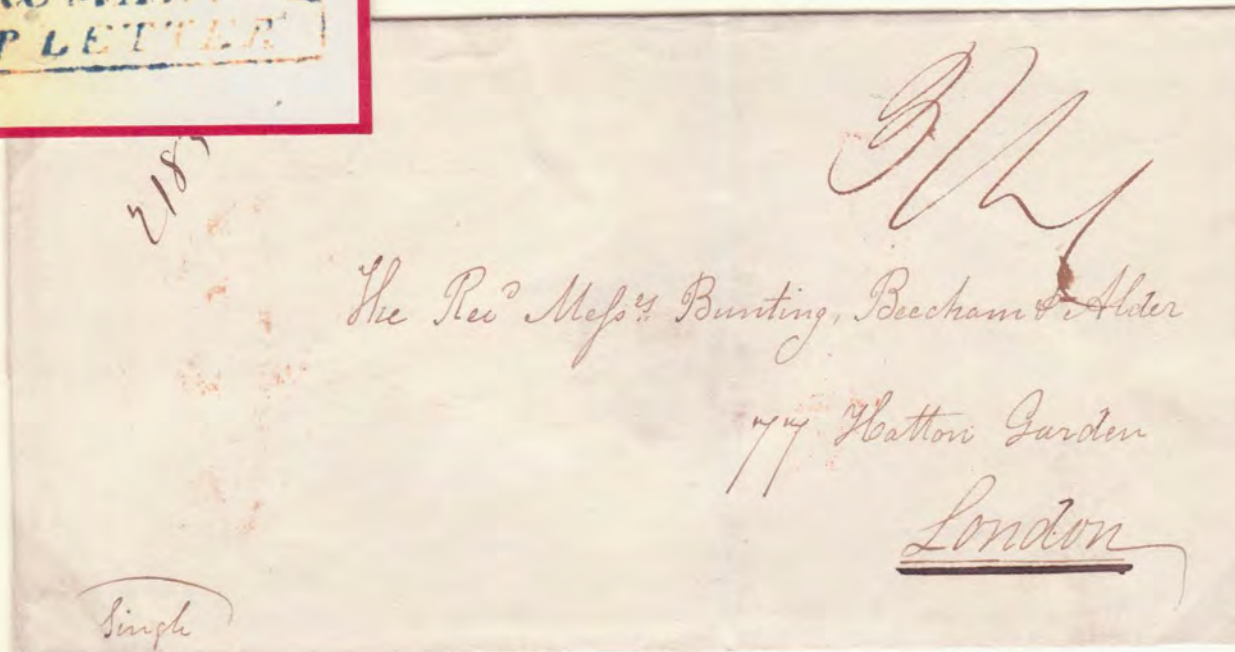


A letter that originated in Rock River Jamaica on 27th July 1808. It was struck with a faint crown Jamaica Ship Letter in red and put on an unknown merchant ship. It was landed in Liverpool and struck with a crown Ship Letter (Robertson S5) and therefore subject to the higher ship letter charge of 4d. It was charged as a double - 8d Ship Letter, 1/8d for 206 miles to London and 2/6d for 460 miles to Dundee, in total 4/10d. It arrived on 25th October, a transit of 100 days.

SHIP LETTERS



A letter written in **Belize** from the master of the “**Blenheim**” on 17th May 1818 reporting his safe arrival and saying that **he hopes to sail before the 1st August, a delay of 10 weeks.** It carries no Honduras markings but was landed at **Shoreham** where it was struck with Robertson S2. It was charged 1/4d for the transit to London (8d Ship Letter and 8d inland) where it arrived on 2nd July.



A wrapper that was posted in **Nassau** on 11th October 1834, but without any local marks. It was landed at **Beaumaris** in North Wales where it was struck with Robertson S2. It was endorsed “single” but was obviously a double and was charged as such – 1/4d Ship Letter and 2/- inland for 250 miles to London. It arrived there on 24th November.

SHIP LETTERS



An entire from Barbados written on 10th May 1795 sent by the “Venus” in “the Fleet which leaves this day”. It was landed at Lancaster where it was struck with a plain Ship mark (Robertson S1) and the town’s curved hand stamp. It was charged 3d for the transit to Ulverston across Morecambe Bay at low tide – 1d Ship Letter and 2d for what was considered to be one post stage.



A letter written in Trinidad on 19th October 1834 and nominated to go on the “Brig Mahon Castle”. It was landed at Cork, was struck with Robertson S2 and arrived in Limerick on 10th December. The charges, which would appear to be 1/3d and a redirection charge back to Cork of 1/-, are not understood. The Ship Letter charge at the time was 8d and the inland charge from Cork to Limerick, which was approximately 80 Irish miles, was 8d. So the rates should have been 1/4d and 8d.

FALMOUTH PACKET

12th Octr. 1782 Copy 30th Octr. Original
 Answered Decr. 30th

JW

William Philip Perrin Esq^r
 Care of Mess^{rs} Davidsons & Graham
 Queen Charlotte Packet, - London

An entire written in **Jamaica** on 30th October 1782 referring to the activities of Blue Mountain Grange and Salt Savanna estates. It was back stamped with a straight line J2 hand stamp and put on the "Queen Charlotte" The cover arrived in London on 3rd December, having been charged a rate for a triple letter. Prior to 1797 the rate to Falmouth and that to London were the same. In 1788 "Queen Charlotte" was arrested in Kingston for smuggling and her captain forced to return to England without his ship, which event caused a sailors strike in Falmouth. She was captured by the French in 1795.

2/2

W. Cardale Esq^r

2. Bedford Row
 London.

P. Packet. }

ANTIGUA
 APR 25

An entire from **Antigua** with a fleuron postmark (Type PG1a) dated 25th April 1816. It was written by a reverend gentleman with the news that he had been gifted with a living worth £500 p.a. by the Governor of the Leeward Islands!! Addressed to London where it arrived on 17th June, it was charged 2/2d. 1/2d packet rate and 11d inland for 270 miles under the 1805 rate. Ex. Unwick

FALMOUTH PACKET



An entire written in Lucea, Jamaica on 10th June 1794. It carries no Jamaican marks but was nominated to go on the packet "Grantham", which was commanded by one of the legendary captains, John Bull, under whom she emerged victorious in her engagement with the "Thorn" during the American War of Independence; one of the very few packets to do so. The letter was charged the single rate of 1/- and would appear to have been fumigated, so she may have gone round to the Thames to be put in quarantine before discharging her mail.



The Admiralty took over the responsibility of operating the Falmouth Packets from the Post Office in 1835. This letter was written in St Kitts on 20th April 1827 and was carried by the "Sphynx", a 10 gun brig. It was back stamped with a St Kitts fleuron and again on arrival in Glasgow on 23rd May. It was a treble letter and was charged 3/9d packet rate and 3/6d inland from Falmouth to Glasgow together with a 1/2d Scottish wheel tax, 7/3 1/2d all in, amended from 7/4 1/2d. Ex. Robertson

FALMOUTH PACKET

Mr William Smith
 - Carpenter -
 Brechin - North-Britain
 Per Prince Ernest Packet

An entire written in Kingston, Jamaica on 1st November 1807 informing the addressee of the death of his son, the second to die in Jamaica. It was back stamped with a Jamaica fleuron (Type F1) and put on the "Prince Ernest". In Falmouth it was charged the single packet rate of 1/1d and 1/3d inland for the cross post route to Brechin via Bristol, Carlisle and Edinburgh - 2/4d all told. This was later amended to 2/5d, probably to include a penny local delivery charge. It was delivered on 1st January 1808.

ST VINCENTS
 DEC 15
 1812

5
 Messrs Forbes Pocock & Forbes
 By Place
 London

An entire written in St Vincent on 14th December 1812. It enclosed copies of accounts, the originals having been sunk when the "Princess Amelia" surrendered to the American privateer, the "Rossie" with half her crew dead or severely wounded - the first loss of the 1812 war. It was back stamped with a St Vincent fleuron and arrived in London on 17th February 1813. No ship was nominated but the rate of 6/6d fits with carriage by a Falmouth packet of a triple letter - 3/9d packet rate and 3 x 11d inland for 270 miles at the 1805 rate.

CARRIED BY THE ROYAL NAVY.



Travelling: Mr. Leason
William Philip Perrin Esq.
care of Mess^{rs} Chandler & Davidson
By his Majesty's
Ship Pallas - 3
London

An entire written in **Jamaica** on 12th July 1775 and back stamped with a straight line "Jamaica" (Type J3). It was nominated to go on **H.M.S. Pallas** and arrived in London on 28th August where it was back stamped with a Bishop Mark. It was a triple letter and if nominated by the Jamaica Post Office as a Falmouth packet the total cost should have been 3/-, as opposed to the 1/- it actually paid. There is no Ship Letter hand stamp but it is more likely that it was charged as a triple ship letter and paid the inland charge from Portsmouth. In total this equals 1/- (3d Ship Letter and 3x 3d inland for 72 miles).

2/2
Char. Cox Hon Esq
Hatton Garden
London

An entire written in **Bermuda** on 10th February 1824 by Robert Marshall announcing his appointment as surgeon (acting) on **H.M.S. Dotterel** after 12 years service. The cover was carried by **H.M.S. Argus** which left on the 14th for Halifax. Here it was put in the post receiving a Halifax transit mark on the 21st before being transferred to the packet "**Marquis of Salisbury**". She left on the 22nd and arrived in Falmouth on 13th March where the cover was charged 2/2d - 1/3d packet rate, which was the same from the West Indies and from North America, and 11d inland from Falmouth to London (the 1805 not the 1812 scale).

FORTH

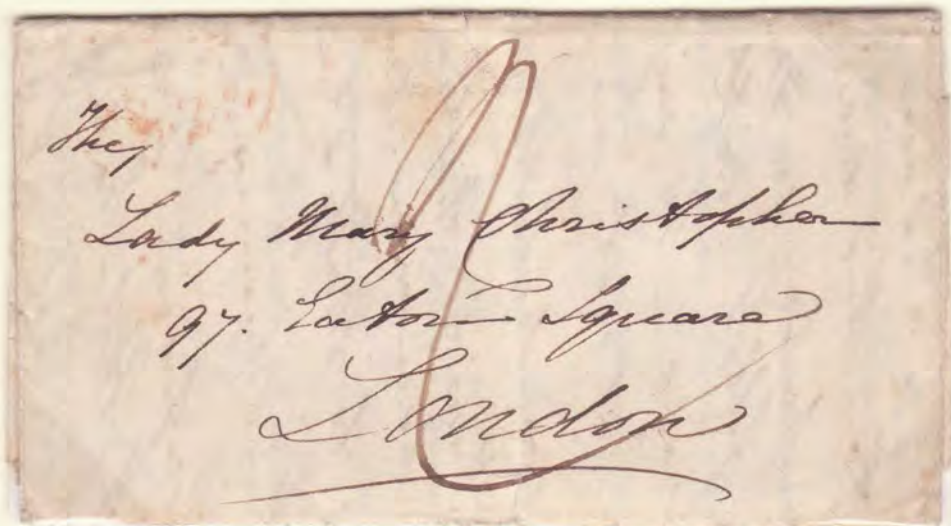
"Forth" was built by Robert Menzies at Leith and grossed just under 2,000 tons. She was one of the first seven vessels to be built with the funnel forward of the paddle wheels. She was launched and completed in 1841 and was the first main line vessel to leave Southampton on 16th December. However she was proceeding to her West Indies station at Nassau where she met "Thames". She did not carry any official mails. She probably went from there to New York, a service that only lasted 4 voyages. She was back in Falmouth on the 20th April. She continued as a main line vessel until 14th January 1849 when en route from Havana to Vera Cruz she was wrecked on the Alacranes reef on the west end of Cuba. She was the second R.M.S.P. vessel to be lost there in two years. All the crew and passengers were saved.



A cover from M Retto in St Thomas to Rothschilds in London which was posted at the British Post Office there and struck with a very early twin circle hand stamp on 9th February 1843. It was carried by the "Forth" via Bermuda and arrived in Falmouth on 4th March. It was back stamped in London on the 6th. It was rated 1/5d to pay, the ½ oz rate from the foreign West Indies.

MEDINA

“Medina” was built by John White of Cowes to the same design as the “Clyde”. She was approaching the anchorage at the Turks in the dark on her 2nd voyage when she struck a reef on 12th May 1842. The weather was calm and although she was a total write off, 64 passengers 110 crew and the mail were saved. R.M.S.P. had a very unfortunate experience with losses during early voyages. “Demerara” grounded in the channel of the Avon on her way out of Bristol for the first time and never even got to sea. “Isis” grounded off Puerto Rico, was got off, but foundered in a subsequent storm. “Amazon” caught fire on her maiden voyage and sank with heavy loss of life, “Paramatta” and “Cobequid” struck reefs



A letter written on board the “Medina” off Falmouth by Lord Elgin to his mother in London on 16th April 1842, and a letter written on board the “Tweed” en route to Jamaica, 24 hours after the stranding by his sister. Lord Elgin was on his way to Jamaica to take up his appointment as Governor. It is a very vivid description of the wreck. She finishes her letter “Turk’s Island is the most dangerous place in the West Indies- I trust the Company will send no more vessels there”. Turks was a second choice for the hub when permission was refused to use Samana Bay in Haiti. There is no doubt that the accident and probably high level pressure caused the company to move to St Thomas and changed the postal history of the Turk’s Islands. Elgin was a reformist Governor of Jamaica from 1842-46, and went on to be Governor General of Canada, Postmaster General and Governor General of India, so had the weather been less clement the political history of a large part of the British Empire might have been quite different. Lady Elgin was pregnant with her first child. She survived the shipwreck but died after giving birth in Jamaica the following year.

The first letter was franked by a 1d red and struck by a red Falmouth C.D.S. for 16th April. The second was delivered by “Dee” on 9th June at Falmouth, and back stamped in London on the 11th. It was probably taken from Jamaica to Nassau to catch the “Dee” on the 20th May by the “Lee”.

TRIDENT

“Trident” was chartered from the General Steam Navigation in 1843 for one round voyage. It is symptomatic of the operational difficulties that were experienced during the first contract that the Line had to contract the “City of London” to take the 7th December 1842 sailing and “Trident” to take the 7th January sailing. The situation was made worse by the previous loss of the “Medina” on her maiden voyage in May.



An entire that was written in Grenada concerning the purchase of the Sallie River Estate for £3,500. It was put on the “Actaeon” on the 17th January 1843. She arrived a day later in Barbados where the mail was transferred to the “Teviot”. She arrived in St Thomas on the 21st where there was a long layover as the “Trident” did not arrive until the 27th, and then was turned round in 10 hours. She arrived in Falmouth on 22nd February. The cover was back stamped in Edinburgh on the 25th when the recipient had to pay 1/-.

"GREAT WESTERN" – R.M.S.P. WEST INDIES CONTRACT

When the Great Western Steamship Co ceased trading as a result of the stranding of the "Great Britain" in Dundrum Bay the "Great Western" was sold to the Royal Mail Steam Packet Co for whom she made her first departure to the West Indies in June 1847. Initially she was used as a Main Line steamer taking the mail to Barbados, Grenada, Jacmel, Jamaica, Havana, Vera Cruz and Tampico before returning on the same route. Then she initiated the short lived service to New York, but as she grew older she spent more and more time as a branch steamer: for instance in 1852/3 she did not see Southampton for over a year. She transferred to the South America service in the second half of 1853.



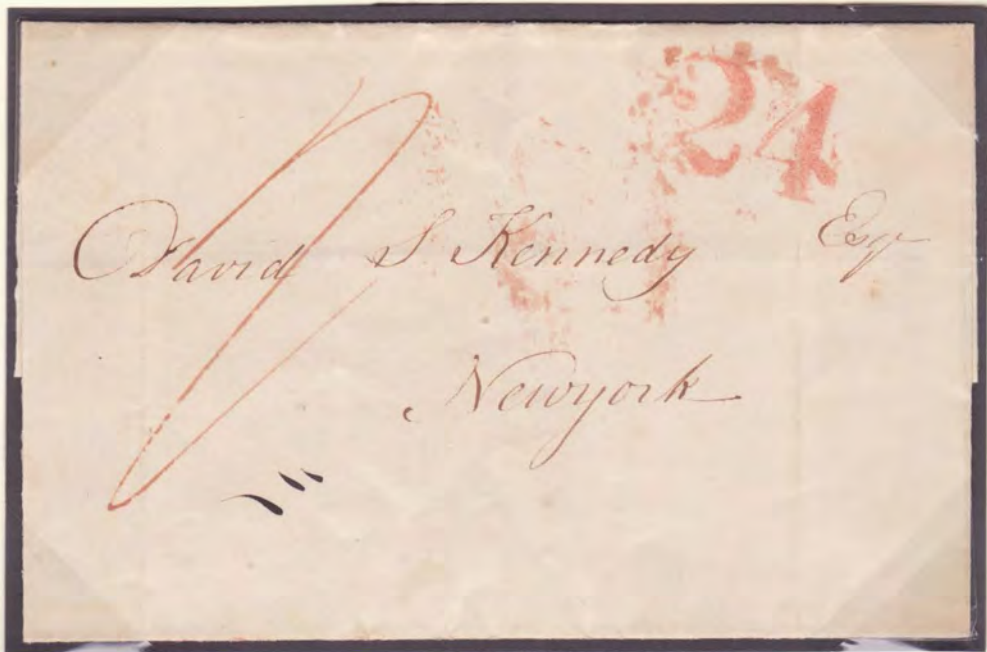
A wrapper that was given to the British Postal agent in Havana and back stamped there on 10th August 1847. It was sent by M Lecumberry, addressed to Frederick Huth in London. It was put on the "Great Western" on her maiden return voyage for the company, leaving Havana on the 11th and arriving in Southampton on 5th September. The rate was 2/3d per ½ oz and the letter was charged 4/6d as a double. There are no Packet or Ship Letter marks, and nothing to substantiate it, but it is assumed the letter was sent unpaid and the addressee had to pay. It was back stamped in London the same day as the "Great Western" arrived at Southampton.

1848 THE RETALIATORY RATE PERIOD

“TRENT”



Copy



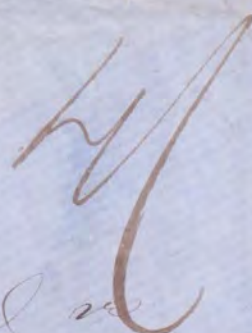
Trinidad 21st July 1848. Paid 1/- . Per Royal Mail Steam Packet via Bermuda.
New York. Struck with H&W 302 and charged again (24 cents).

**The U.S. legislation covered all mail carried by “foreign packet ships”.
Only three known from the West Indies.**

70
 Miss Russell Falker
 Milton
 Hampden Falker.

Throgmorton
 James S. Dansey Esq
~~care of Miss A. St. John / Waterhouse~~
 257 High Street Broad Street
 Exeter. London
 1846

Two covers from Jamaica post 1843 when differential inland charges were abolished in favour of an all in rate per ½ oz of 1/2d for all places beyond Kingston. The first was posted at Alexandria on 4th June 1850 and was collected by the “Trent” at Kingston on the 7th. She arrived in Southampton on 2nd July via Jacmel, Porto Rico and St Thomas. The cover was back stamped in London on the 3rd and Falkirk on the 4th. The second was posted at Annoto Bay on 6th January 1846. It concerned a number of sugar estates – Gibraltar, Ballards Valley, Killancholly and Kenilworth. It was charged 2/4d as a 1 oz letter, weight progression having been substituted for sheets two years earlier. It was put on “Clyde” which sailed on the 8th and arrived in Bermuda on the 19th via St Thomas. Here it was transferred to “Trent” which arrived at Southampton on 9th February. It was delivered in London, the 2/4d paid and then re-addressed to Exeter, put back in the post at Throgmorton Street and charged 2d for the transfer.


 Thomas Tunne Esq
 35 - Broad Street
 London.

Paid
 2nd Mar 1852 }


 Messrs Sandbach Tinné & Co
Liverpool

Per Mail

Two unpaid 2oz letters illustrating the effect of the change of rates in March 1854. The first was posted in Kingston, Jamaica on 2nd March 1852 and paid 4/- : there was no 1 ½ oz rate. "Dee" left on 3rd March and arrived in St Thomas on the 8th. "Conway" sailed on the 11th to go home for repairs and arrived in Southampton on 3rd April.

The second was written in Demerara on 25th April 1856 to Sandbach Tinné in Liverpool, part of a substantial correspondence. It reports that the master of the "Sandbach" had died of yellow fever and her departure was delayed. It was put on "Conway" that departed a day later and arrived in St Thomas via Barbados on 1st May. It was immediately transferred to the "Parana" which arrived in Southampton on the 18th. The rate had been reduced to 6d per ½ oz in March 1854 so it

DERWENT, CONWAY & MAGDALENA



A heavy letter with a number of enclosures from Demerara to Liverpool, part of the Sandbach Tinne correspondence. It was rated as a 3 oz letter with 3/- to pay and was back stamped on 25th September 1857. “Derwent” left the same day and arrived in Barbados on the 27th. The mail was transferred to “Conway” which left the same day and arrived in St Thomas on 1st October. “Magdalena” then took the letter to Southampton arriving on the 17th, an example of the tight timetable working perfectly to plan. Finally the cover was struck with the scarce dotted circle which was used for maritime mail not landed at Liverpool on 18th October.

THAMES & LA PLATA



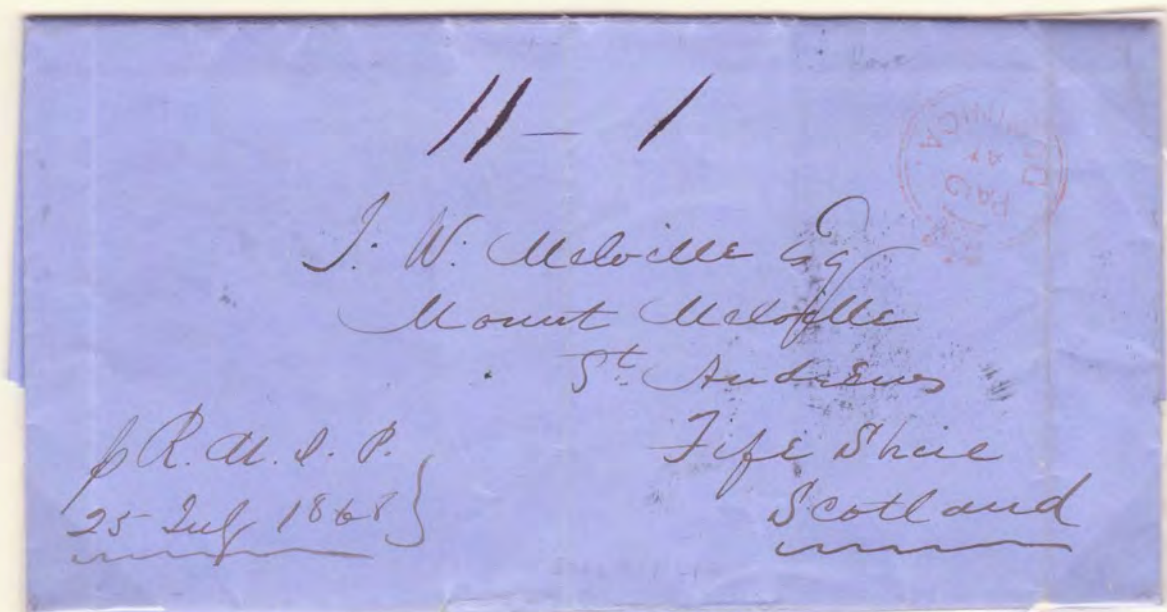
A 1 oz letter rated 1/- to pay, posted in Barbados on 13th March 1857. “Thames” left the same day and arrived in St Thomas on the 16th. “La Plata” left on the 18th and arrived in Southampton on 1st April.

TEVIOT & SHANNON



A letter written at Betty's Hope Antigua on 11th June 1861, privately carried and posted at St John's the same day. As a 1 oz letter it was rated 1/- which was prepaid, confirmed by the manuscript mark in red and the crowned circle hand stamp. "Teviot" collected the letter the same day and arrived in St Thomas on the 13th. It was transferred to "Shannon" and arrived in Southampton on the 27th. It was back stamped in Whitehaven two days later. Ex Wynstra.

EIDER & DOURO



A ½ oz letter from Dominica written on 25th July 1868 which prepaid 1/-, confirmed by the crowned circle paid in red. The rate had reverted to 1/- per ½ oz 2 years after the letter above had been written. Eleven pence was due the British Post Office and only 1 d retained in the colony as indicated by the manuscript accounting marks in black. The cover was put on the "Eider" and transferred to "Douro" in St Thomas on 28th. The U.K. terminus had been moved to Plymouth one year earlier and she arrived there on 11th August. The letter was delivered in St Andrews on the 12th.

CORSICA

“Corsica” was built by J&G Thomson in Glasgow for Cunard’s Mediterranean service in 1863. She was a single screw iron steamer of 1,100 gross tons. She was bought to replace “Wye” after she had been lost in the St Thomas hurricane. She was sold in 1877.



An envelope that was posted in Trinidad on 9th September 1873 paying a 7d rate to France which was a ¼ oz rate. “Corsica” left Trinidad on the 7th and arrived in St Thomas on the 13th. “Tasmanian” left St Thomas on 14th and arrived at Plymouth on the 27th. The cover was struck by the Calais to Paris T.P.O on the 28th on its way to Bordeaux. The “6” is an accounting mark indicating the credit to the UK from Trinidad.

EIDER

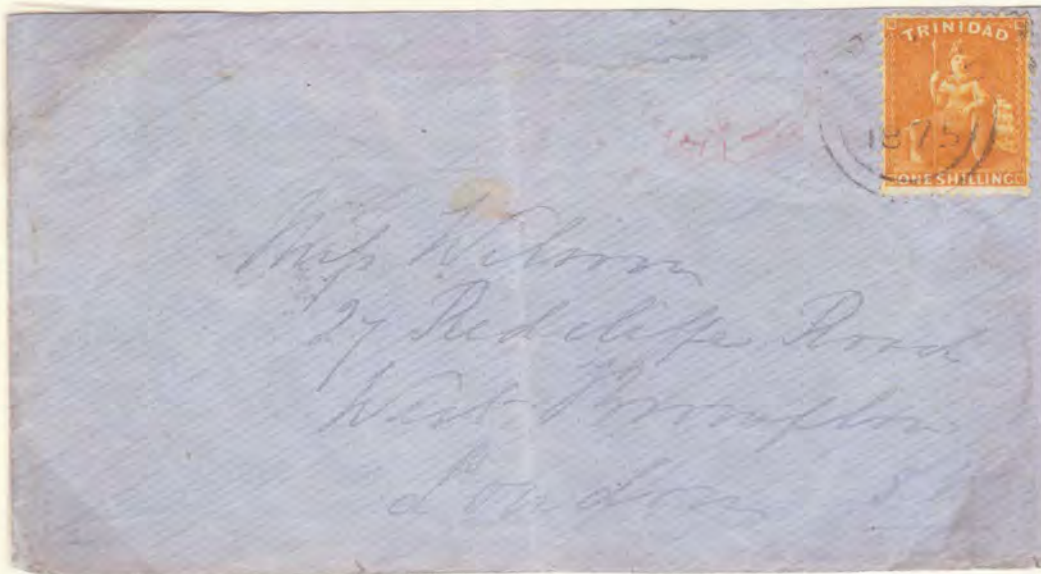
“Eider” was built by Caird & Co in Greenock in 1864. When sold to the Government of Haiti in 1883 she was the last iron paddle steamer in the fleet. She was renamed “La Patrie”, used to put down a revolution, grounded in Port-au-Prince harbour and stayed there as a water logged hulk for 40 years.



A wrapper addressed to Bordeaux in December 1868 that was pre paid with 2 x 4d Trinidad adhesives, a paid to destination rate for a ¼oz letter (the rate to the U.K. at the time was 1/- per ½ oz, increased from 6d three years earlier). It was put on the “Eider” which left on the 9th and arrived in Plymouth on the 27th. It was stamped “PAID” in London on the 28th and sent to Bordeaux via Calais and Paris where it arrived on the 29th. Along the way it received a manuscript “7” in red. This might be a charge of 7 decimes but as it is in red it is more likely to be a credit to the U.K.

EBRO

"Ebro" and her two sisters "Tiber" and "Liffey II" were built for the Panama, New Zealand and Australian Royal Mail Co. The company went into liquidation and all three were acquired by Royal Mail in 1871 as repayment of debts incurred in providing a service for P.N.Z.A. east of Panama. The company did not really know what to do with them and used "Ebro" to start a second South American Line with a terminus in Antwerp calling at Cherbourg en route. She was sold in 1881.



An envelope that was posted in Trinidad in late February 1875 franked with a 1/- adhesive. It was put on "Ebro" which left on the 27th and arrived in Barbados on 2nd March. "Moselle" left the same day and arrived in Plymouth on the 15th.

NILE

"Nile" spent all her life in the West Indies service managing to have 8 serious accidents in 10 years. She was sold to the Union S.S.Co for a service to South Africa in 1890, but was too slow, had very limited cargo capacity and too small hatches for efficient working. She was broken up after a year.



An envelope posted in Trinidad on 26th October 1872 that was franked with 2 x 1d and 1 x 1/- adhesives paying a ½ oz rate to Belgium. The letter carries a 1/1d accounting mark in red manuscript, the credit due the U.K. from Trinidad. "Tyne" left Port of Spain the same day and arrived in Barbados on the 29th via St Vincent and St Lucia. "Nile" left the same day and arrived at Plymouth on 11th November. The cover went through London on the 12th and arrived at Gand on the 12th.



An entire from Nantes in France addressed to Trinidad that was posted on 14th December 1874. It was franked with 4 x 25 cent Ceres heads and was back stamped in Paris with an "Etranger" mark. The "Nile" left Southampton on the 17th and arrived in Barbados on the 31st. "Tyne" left the same day and arrived in Trinidad on 2nd January via St Lucia and St Vincent. The cover was addressed to J.N.Harriman who perversely struck the reverse with his forwarding mark as a receiving mark.



An envelope addressed to Birmingham which was franked with 2 x 2d Jamaican adhesives paying a 1/2oz rate. These were cancelled on 27th October 1886 by a Kingston squared circle. The cover was nominated to go on the "Nile" and was back stamped in Birmingham on 14th November.

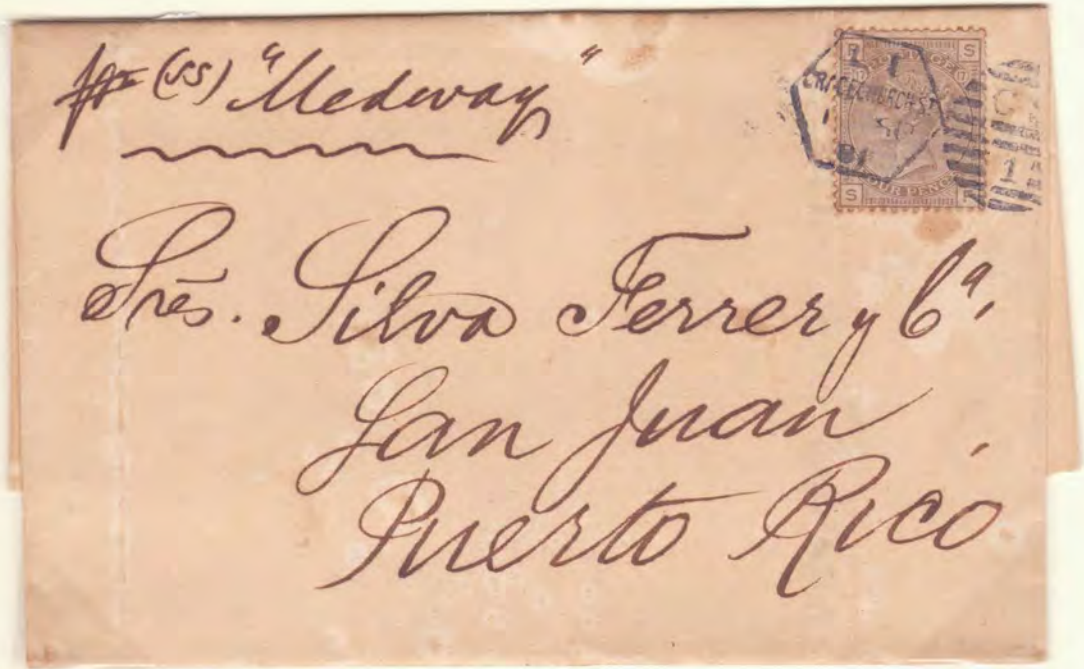
UNKNOWN ROYAL MAIL STEAM PACKET



Two covers from Trinidad to Britain paying the modified U.P.U. rate of 4d. The first is part of the Cochrane correspondence and was franked with a 4d bluish grey cancelled on 27th September 1881. It arrived in London on 14th October. The second paid the same rate with a vertical strip of 1d on 6d manuscript provisionals on 7th September 1884. It arrived in Glasgow on the 26th and was back stamped in Belleisle a day later.

MEDWAY II

The second "Medway" was built by John elder in Glasgow in 1877. She had a compound engine, grossed 3,687 tons and had capacity for 232 x 1st and 30 x 2nd class passengers. In 1886 she went ashore on the Isle of Wight but was got off after 2 weeks. In 1888 she had a triple expansion engine fitted and in 1890 the square rigging on her foremast was removed. She was broken up in 1899.



An entire that was addressed to Puerto Rico and franked with a 4d adhesive cancelled in Gracechurch St on 1st September 1881. This was a ½ oz rate agreed in conformity with the rules of the U.P.U., effective 1st April 1879 which allowed a surcharge of up to 25 centimes per 15 gram letter, in addition to the basic rate of 25 centimes (2 ½d.). The cover was nominated to go on the "Medway", but there is no transit information.

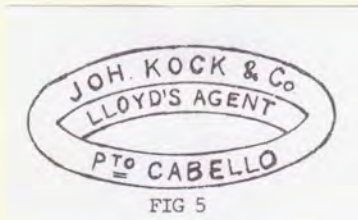


A cover which was franked with a Jamaican 4d adhesive that was cancelled by a Kingston squared circle on 13th March 1890. This was the ½ oz rate to London agreed according to the U.P.U. rules. It was nominated to go on the "Medway" and arrived in London on the 29th. It was put back in the post on the 31st and redirected without charge.

ROYAL MAIL STEAM PACKET



Forgeries



Cancelled by John Kock, Puerto Cabello.



In 1875 the main R.M.S.P. schedule which was supported by the British Government with a subsidy reduced. The company then provided a private service to Puerto Cabello, Willemstad, Santo Domingo, Puerto Plata and Paramaibo. A 10 cent stamp printed by De La Rue was issued in a mini sheet of 12 for use on this service, which was either cancelled on board or less frequently by the port agents. The service ceased in 1880 when most of the countries concerned had become members of the U.P.U.

ROYAL MAIL STEAM PACKET



01A10/1



01A10/2



01A10/3



Seven R.M.S.P. Agencies are known to have cancelled adhesives including St Lucia, St Vincent, Barbados and Grenada. Normally these were as revenue items on customs declarations etc. Grenada used three different hand stamps:-Type 1 from 1890, 2 from 1905 and 3 from 1910.

EDEN

"Eden" was built by Barrow Shipbuilding Co in 1882. She was built of iron, had two decks and a compound engine with single screw. She grossed 2,145 tons. She was based at Barbados for the inter island service. In 1900 she was painted white with buff funnels at St Thomas, the first ship to be given this livery which subsequently became standard for topsides and funnels. In 1909 on her last scheduled voyage to St Thomas she was wrecked on Cabrit Island.



An envelope addressed to Castries in St Lucia endorsed by the sender "Per Mail 20-7-99". It was franked with a Victorian 1d from the Leewards Islands which was pen cancelled on board "Eden" The cover was subsequently date stamped at Castries on the 21st.



A cover addressed to Austria which was nominated to go on the "Eden". It was franked with a 2 1/2d St Kitts adhesive which was cancelled by an A 12 duplex on 10th November 1903?

ESK II

“Esk” was built by Barrow Shipbuilding Co in 1822. She and her sister ship “Eden” were virtually identical. She grossed 2,145 tons, had a single screw and compound engine. She was one of the trio of steamers based at Barbados that provided the inter island service. She was first on the scene after the Mt Pelee eruption, and as she approached the S.S. “Roraima” exploded. Seeing no sign of life she went to get help. She was broken up in Scotland in 1910.



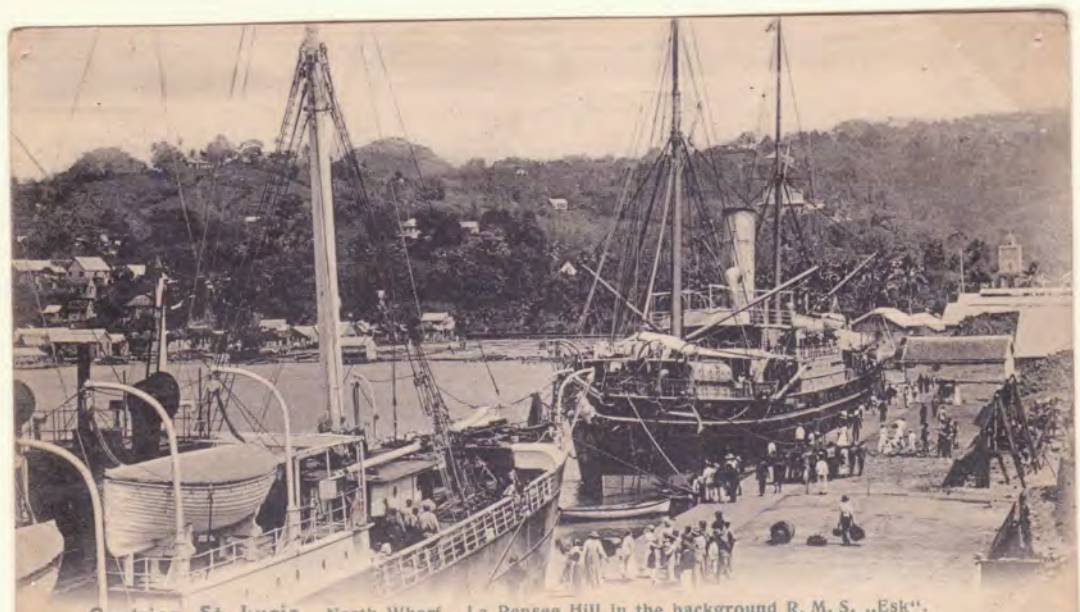
A postcard of St Croix dated 13th December 1904 addressed to England. It was franked with a 2 cent adhesive from the Danish West Indies which was pen cancelled on board “Esk”, and struck with a c.d.s. in St John’s Antigua on the 14th.



A 5 cent British Guiana Postal stationery envelope upgraded with a 5 cent adhesive to pay a 1 oz rate to the U.K. These were pen cancelled on board “Esk” on 14th May 1896. The cover was also struck with a “Posted on British Packet” hand stamp and struck with a Barbados c.d.s. on the 16th. It was back stamped in Newton Abbott on the 28th.

EDEN, ESK II AND SOLENT II

At the end of the Nineteenth Century and the beginning of the Twentieth Century these three ships based on Barbados provided the inter colonial mail service. They did not have an on board sorting office but the purser accepted pre paid letters posted on board, and either cancelled them in manuscript or with a hand stamp with the name of the ship. These were reasonably large comfortable ships and in the 1890,s Royal Mail began to market an option by which passengers could sail from England on one of the mail line vessels and then transfer to the scheduled but relatively leisured routine of the inter island steamers. It cost £65 for 65 days. In 1904 this was changed profoundly when the company developed the first genuine cruise package. "Solent" was removed from the mail route and was placed "at the disposal of tourists for the coming season.". This quickly became so popular that the cruise was offered in America and the rout for "Tagus", "Atrato", "Orinoco", "La Plata" and "Trent" was changed to New York – Jamaica – Southampton.



Castries, St. Lucia. North Wharf - La Pensee Hill in the background R. M. S. „Esk“.

ESK



A cover addressed to London from Demerara endorsed in red crayon "1d pd" and in red ink "Posted on board". A 2 cent British Guiana adhesive was then fixed over the "1d pd" endorsement and cancelled "Esk" in the same red manuscript as "Posted on board". In Barbados the adhesive was cancelled again on 17th June 1898? and on the left hand edge struck with "Posted on British Packet". There is no arrival date in London.



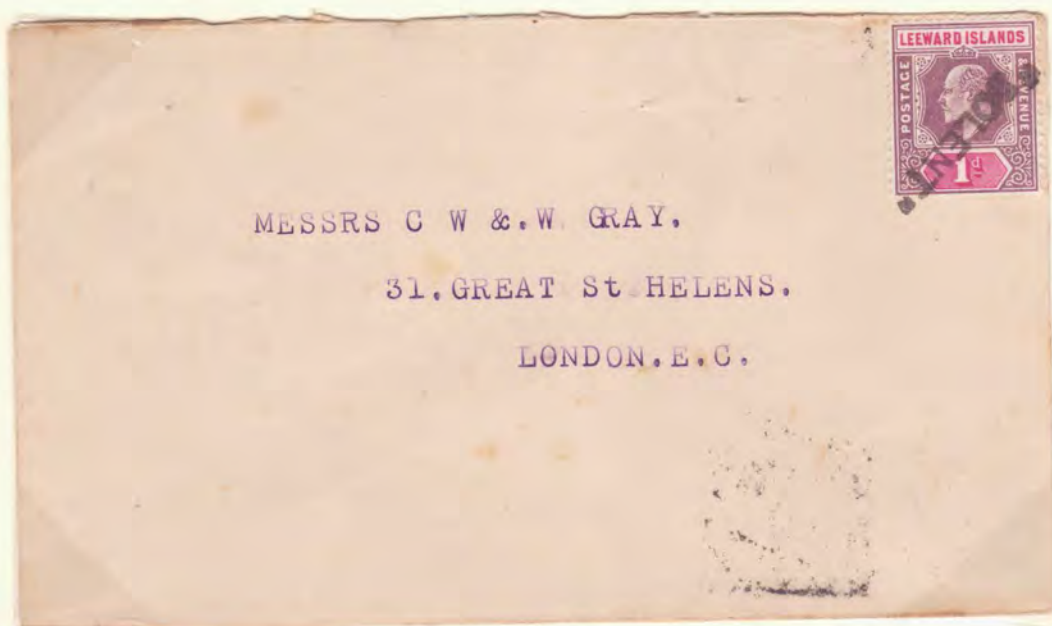
An unfranked heavy duty envelope probably sent from England to Trinidad in February 1901, which should have pre-paid. 7d. It was addressed to a passenger on the "Esk on the 65 day tour", an innovative aspect of Royal Mail's vacation offers which allowed passengers to cruise leisurely around the islands on the local small steamers. In Port of Spain it was taxed 1/2d, double the deficiency. Ex Herendeen.

SOLENT II

"Solent" was built in 1878 by Oswald Mordaunt of Southampton. She was made of iron, had 2 decks and a spar deck, a single screw and a compound engine and grossed just under 2,000 tons. In 1902 she arrived as a rescue ship at St Pierre after Mt Pelee erupted killing over 35,000. In 1905 her hull was painted white and she became Royal Mail's first full time cruising ship. She was broken up in 1909.



An envelope from a company in Dominica addressed to London in January 1899, franked with a Victorian Leewards Islands 1d adhesive which was pen cancelled on "Solent". The cover subsequently received a c.d.s. in St Lucia on the 22nd and was back stamped in London on 2nd February.



An envelope addressed to London in July 1903, franked with an Edward VII Leewards Islands 1d which was cancelled by a "Solent" hand stamp. It was subsequently back stamped in Castries on the 31st and in London on 12th August.

KENNET & SPEY

In 1901 R.M.S.P. was awarded the Trinidad coastal steamer contract. The "General Havelock" was purchased and renamed "Kennet" and "Spey" was transferred from the Jamaica coastal service. Circular date stamps were introduced in 1905 which identified "Kennet" as "No 1" and "Spey" as "No 2". Both are extremely rare.



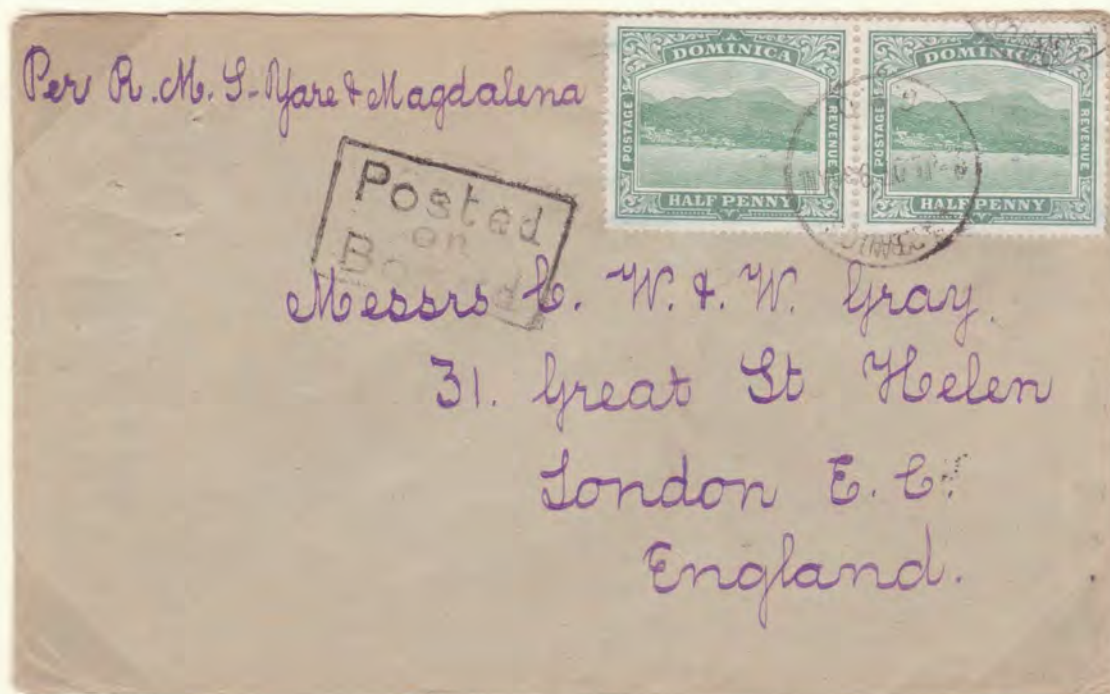
A letter to Switzerland sent per "Kennet" during the first year of operation. The cover was franked with a 1/2d and 3 x 1d Trinidad adhesives which were cancelled in Port of Spain on 21st December 1901. The cover was back stamped in Zurich on 18th January 1902.



A postcard mailed on board the "Spey", addressed to Bristol, franked with a 1d Trinidad adhesive paying the Imperial rate. It was cancelled by Coastal steamer No2 on 13th January 1907 and again in Port of Spain on the 14th.

YARE

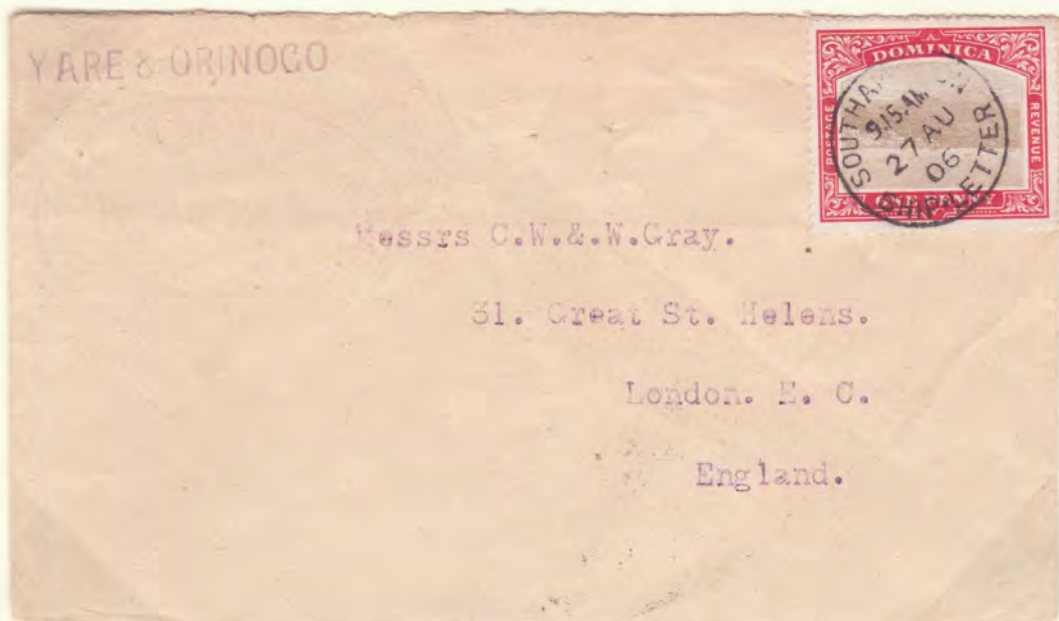
“Yare” was built by S. McKnight & Co at Ayr in 1887. She was very small and only grossed 300 tons. She was built as the “Norfolk” for H Rreeve in Yarmouth. Royal Mail purchased her in 1901 and stationed her in Dominica to provide a local coastwise and inter-island service. She circumnavigated the island twice weekly from 1911-1914. She was sold and broken up in 1915.



Royal Mail operated a fortnightly service between Bridgetown in Barbados via St Lucia to Dominica in 1906 and 7. This envelope was posted on that service in 1907. It was franked with 2 x ½ d Dominica adhesives which were cancelled in Barbados on 7th July 1907. At the same time the cover was struck with Hoskings 2344. It was endorsed “Per Yare & Magdalena” and was back stamped in London on the 22nd. The adhesives above were cancelled by the ship’s own cachet.

YARE

In 1902 the Royal Mail Steam Packet contracted with the Dominican Post Office for a mail service around the island to which they allocated the "Yare". She was very small (only 399 tons) and as a consequence never undertook any main line responsibilities. The service terminated about 1915.



Two covers addressed to England paying the Imperial rate of 1d, nominated to go on the "Yare". The first was transferred to the "Orinoco" and the adhesive cancelled on 27th August 1906 when the cover was landed in Southampton. Because R.M.S.P. had lost the West Indies contract to Imperial Direct the "Orinoco" had lost its packet status and cover was struck with a Ship Letter (Tabcart S 15). The second cover was transferred to "La Plata" and the adhesive was cancelled by a Barbados Paquebot mark (Hosking 2344) on 28th May 1907. The letter was back-stamped in London on 10th June.

CHALEUR

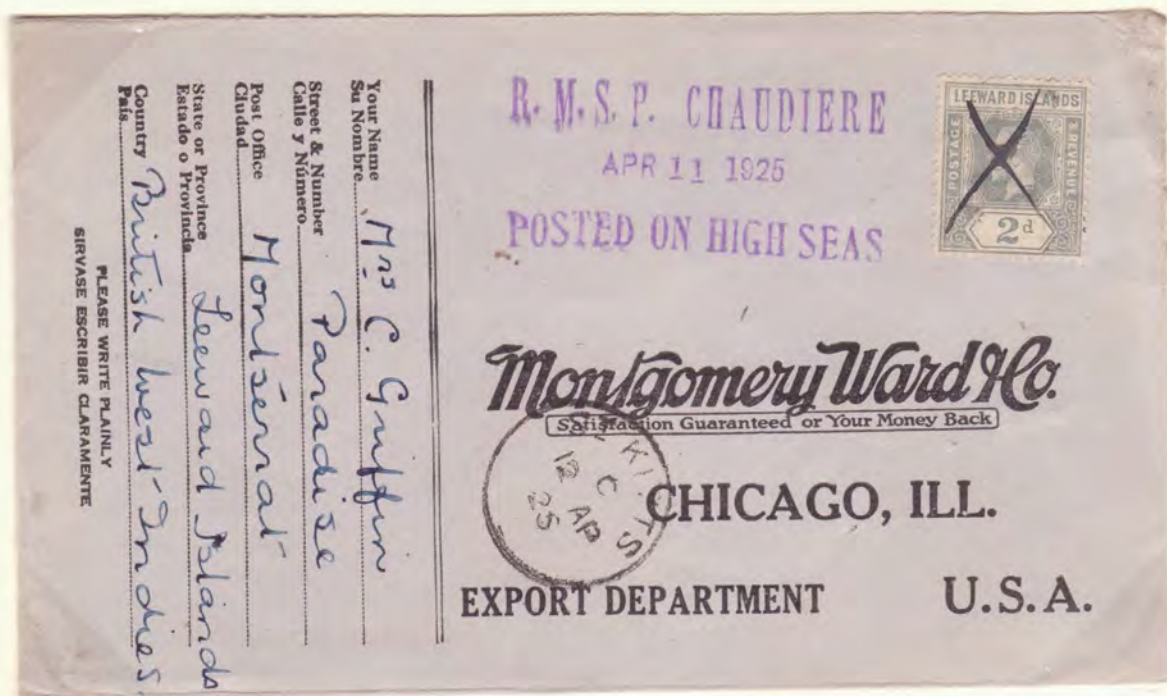
“Chaleur” was the fourth of the “G” liners that Royal Mail acquired from the Union Castle Line after the merger to get rid of excess capacity running to South Africa. She was built as the “Gaul” by Harland & Wolff in 1893. She had a single screw, triple expansion engines and grossed 4,745 tons. She was bought by Royal Mail in 1906 and renamed “Sabor” for the Southampton – Cuba – Mexico service. In 1908 she transferred to the Shire Line as the “Carmarthenshire”. In 1913 she reverted to Royal Mail and was named again as “Chaleur”. Haws records her capacity as 52 x 1st, 60 x 2nd and 500 x 3rd together with 5,000 tons of cargo. This seems impossibly high and it is most unlikely that Royal Mail would have operated with that specification on the Canada route. Perhaps capacities at different times in her career have been mistakenly added together. She was broken up in Holland in 1927,



A Royal Mail envelope addressed to Massachusetts which was posted on board “Chaleur” on 3rd April 1914. It was struck with Rego 01128/11 and 01128/12. The “POSTED ON THE HIGH SEAS” mark was undoubtedly a hangover from her days as “Sabor” and was replaced shortly afterwards by Rego 01128/13. The letter was landed at Bermuda where the Paquebot mark (Hoskings 2384) was applied to cancel the 2 cent Canadian adhesive.

CHAUDIÈRE

“Chaudiere” was built in 1899 by Sir Raylton Dixon & Co in Middlesbrough. She had twin screws and a triple expansion engine and grossed almost 4,000 tons. She was by far the most modern liner on the Canadian service and was bought by Royal Mail to replace the wrecked “Cobequid”. She was built as the “Phillipville” for a Belgian company and then purchased by Elder Dempster and renamed “Mandingo”, who sold her to Royal Mail. She was broken up in 1927.



A letter from Montserrat to Montgomery Ward in Chicago posted on board “Chaudiere” on 11th April 1925. It was franked with a George V Leewards Islands adhesive which was pen cancelled. The cover was truck with a St Kitts c.d.s. the following day. It also received a strike of the ship’s cachet (Rego 01165/3).



A postcard of St Lucia addressed to London, which was franked with a Canadian 2 cent adhesive which was cancelled in Dominica on November 11th, possibly 1927. It was posted on board “Chaudiere” and truck with the ship’s cachet (Rego 01165/3).

CHIGNECTCO

"Chignectco" was built by Harland & Wolff in 1993 .She was 4,747 gross tons, was built of steel, had twin screws and a triple expansion engine. She had capacity for 5,000 tons of cargo 52 x 1sr, 66 x 2nd and 500 x 3rd class passengers. She was built as the "Greek" for the Union Line and was transferred with the merger to the Union Castle Line. She was bought by Royal Mail in 1906 for the Southampton, Cuba, Mexico service and renamed "Segura". Two years later she was transferred to the Shire Line and renamed "Pembrokeshire". In 1913 she reverted to Royal Mail and renamed "Chignectco". She was broken up in Holland in 1927



A Royal Mail envelope that was addressed to Chipping Norton posted on board "Chignectco" on 15th August 1920 when it was back stamped with the ship's cachet. This is not in Rego but is similar to 01128/13. The cover was franked with a Canadian 3 cent adhesive which was cancelled in St John on the 16th.



An envelope addressed to Manchester that was posted on board "Chignectco" when it was struck with Rego 01127/11 on 5th April 1926. If the date is correct it was not landed until arrival at Bridgetown Barbados on the 25th, when the St Vincent 1d adhesive was cancelled with a Paquebot mark ("Hosking 2344")

CARAQUET

"Caraquet" was built by Harland & Wolff in 1894 as the "Gulf" for the Union Line to South Africa. She was 4,917 gross tons with twin screws and a triple expansion engine. She had capacity for 56 x 1st, 97 x 2nd and 200 3rd class passengers. She was transferred along with her sisters "Goth" "Gaul" and "Greek" to the Union Castle Line at the time of the merger. She was purchased by Royal Mail in 1913 and placed on the Canada to West Indies service. She was wrecked near Hamilton Bermuda in 1923 when her place in the service was taken by the cargo vessel "Teviot II".



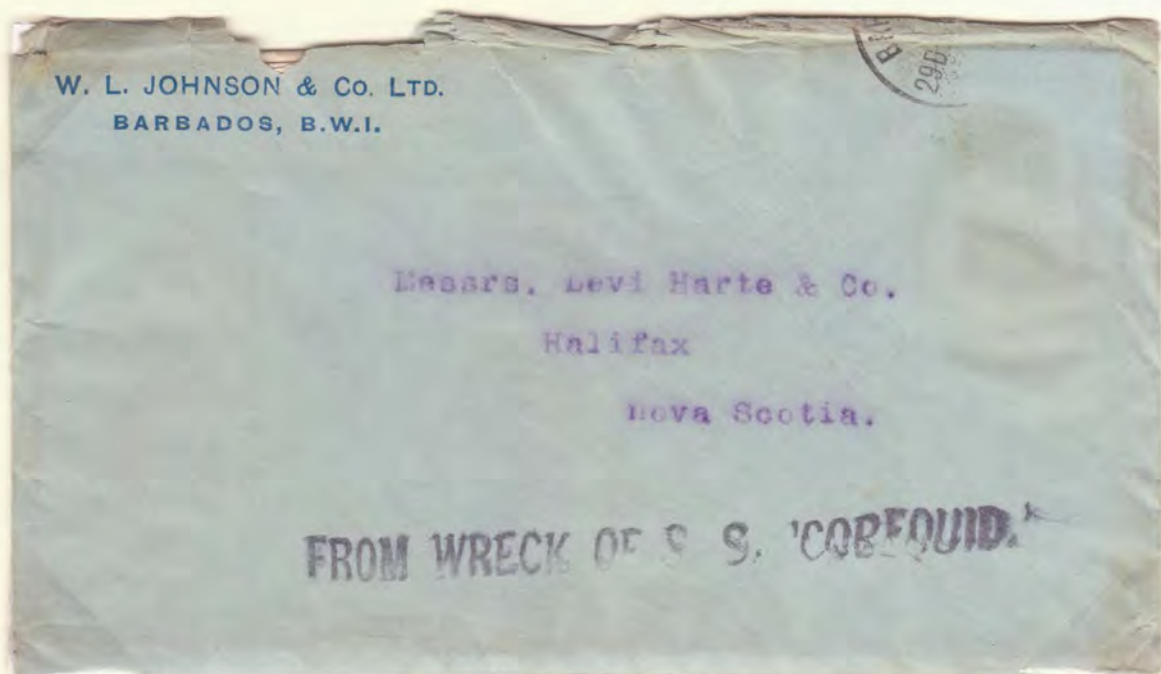
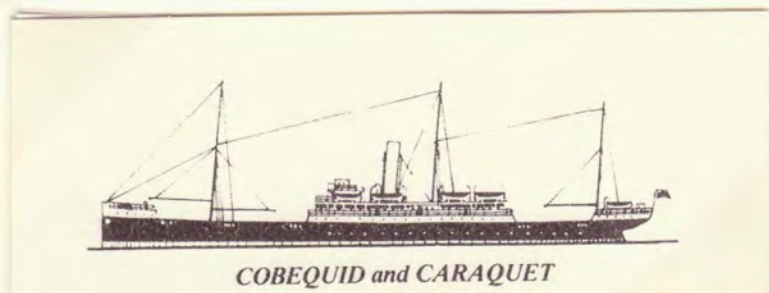
A Royal Mail envelope addressed to Ohio that was posted on board "Caraquet" in February 1922 when it was struck with the ship's cachet (Rego 01157/1). It was franked with a 3 cent Canadian adhesive which was cancelled in Dominica on the 14th.



An envelope posted on board "Caraquet" on 1st April 1923 which was struck with the ship's cachet (Rego 01157/2). It was franked with a pair of 2 cent Canadian adhesives which were not cancelled. The cover was put into the postal system at St Kitts on the 3rd and forwarded to Barbados.

COBEQUID

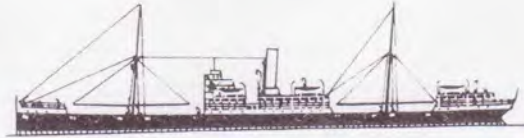
“Cobequid” was built by Harland & Wolff in 1893. She had twin screws, a triple expansion engine and grossed 4,738 tons. She was built as the “Goth” for the Union Line’s Southampton to South Africa service, and transferred with the merger to the Union Castle Line in 1900. She was purchased by Royal Mail in 1913 but wrecked on Trinity Ledge in the Bay of Fundy on the inward leg of her first voyage.



A letter that was salvaged from the wreck and struck with the hand stamp **“FROM WRECK OF S.S.COBEQUID”** (Rego 01156/1). The letter was from W.L. Johnson in Barbados to Messrs Levi Hart in Halifax posted on 29th December 1913 and contains a fascinating market report giving the arrivals and departures of ships and their cargoes from the 14th to 23rd December. The letter was originally franked but the adhesive has washed off.

TEVIOT II

The second "Teviot" was built as a cargo vessel by Craig Taylor & Co in Stockton on Tees in 1902. She had a single screw, a triple expansion engine and grossed 3,270 tons. She had capacity for almost 5,500 tons of cargo. In 1914 she evacuated refugees from Ostend as the Germans entered the town and spent the rest of the war as a Royal Navy supply ship. She returned to Royal Mail in 1919 and then replaced the wrecked "Caraquet" in 1923 on the Canada to West Indies service. She was broken up at Danzig in 1928.



TAMAR (III) and TEVIOT (II)



R.M.S.P. Teviot

JUL 18 1925

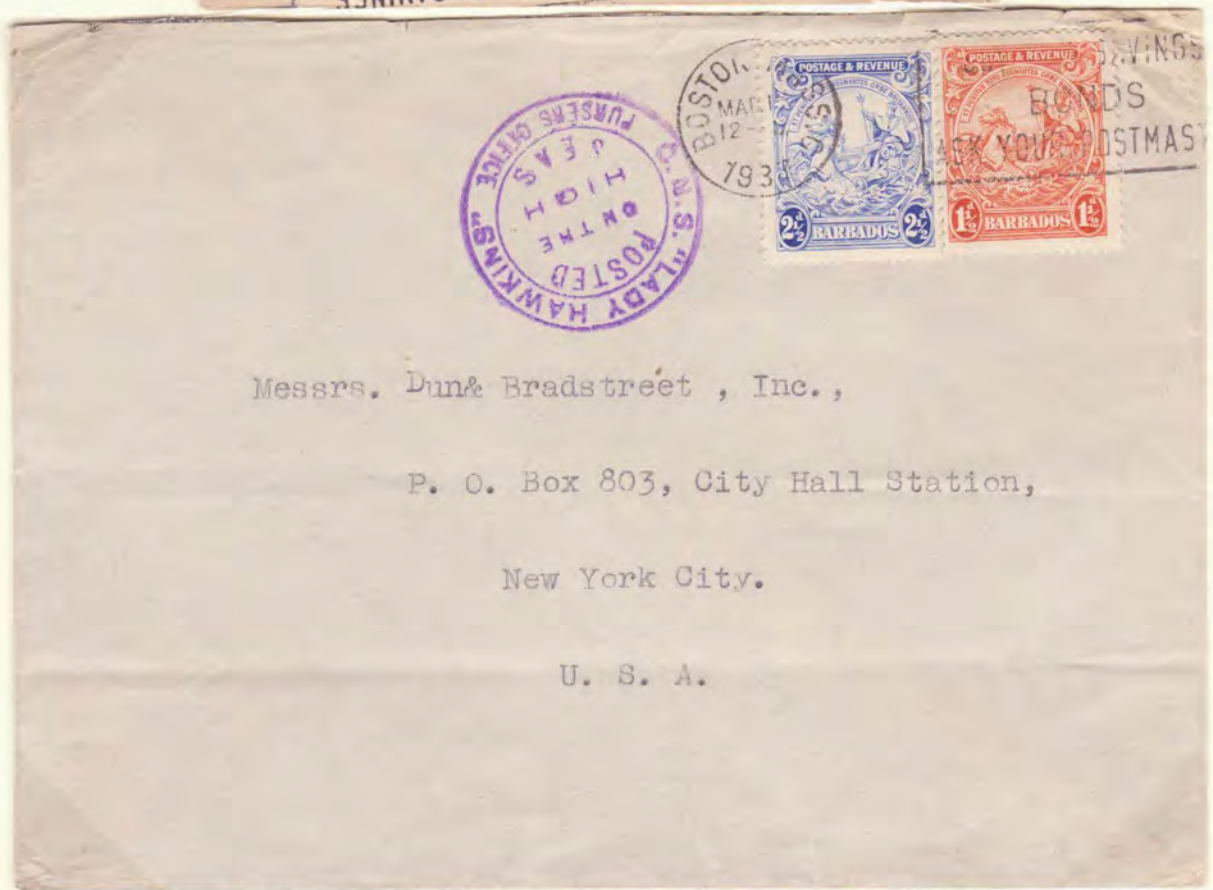
Posted on High Seas

LADY HAWKINS



A cover that appears to be commercial, which was under franked with a Barbados 1d adhesive on the "Lady Hawkins" but shows no sign of being taxed. The ship was going north when it was struck with Rego 08008/4 which is in a completely different style to all the other Lady Boat cachets and was used for only 4 months. Why it replaced 08008/2 is unknown. The cover was offloaded at Bermuda on 18th October 1930 where the rate to the U.S. was 2 ½d and it was struck with a slogan postmark and Hoskings 2384. At this stage the Lady Boats did not call at Boston, and it was a much quicker transit to New York for the mail to be transferred to the Furness Bermuda Line for the last leg. Ex Toeg.

LADY HAWKINS



An envelope addressed to Philadelphia paying the 1 oz rate with a 2 ½d adhesive from Bermuda. This was cancelled by a large double "O", the purpose of which is unclear. A circle was the usually accepted international mark to indicate that adhesives were unacceptable, but with Boston the next stop after Hamilton there seems to be no particular reason for the adhesive to be treated in this way. In any event when the cover was landed at Boston on 7th June 1937 it was struck with the same slogan postmark as the cover below with no attempt to tax it. The ship's cachet (Rego 08008/8) and the double "O" were obviously struck with the same ink on board ship. The only person who could be precise as to whether an adhesive conformed to the Paquebot rules was the purser/ postal clerk, and one wonders whether this was a short lived and ineffective attempt to stop the wholesale violation of these rules that existed in the early thirties.

Another envelope addressed to New York, franked with 1d and 2 ½d adhesives from Barbados paying a 2oz rate which were cancelled in Boston in March 1937 by a slogan postmark "BUY U.S.SAVINGS BONDS.ASK YOUR POSTMASTER". Ex Toeg.

LADY HAWKINS



In five days
return to
Swift Canadian Co.
Limited
at point of mailing

TORONTO
AUG 13 1937
ONTARIO

CANADA
POSTES
.03
POSTAGE
METRE
BERMUDA

POSTED
ON THE
HIGH
SEAS

BY DUNKLEY & CO.
HAMILTON. BERMUDA.

An envelope addressed to Bermuda which was franked with a 3 cent meter mark in Toronto on 31st August, corrected to 13th, 1937. The cover was struck with Rego 08008/10 in which the name of the steamer has been eliminated as a war time security measure. However the shape of the mark identifies the Ship. Why it was necessary to use a cachet at all is not clear. Only known example, ex Ludington.

LADY DRAKE



Two commercial covers from Dominica. The first, addressed to Connecticut, was franked with a 2 ½d adhesive paying the 1 oz U.P.U. letter rate which was landed at Boston from Voyage 84 going north on 11th April 1938 and cancelled by a slogan postmark "BUY U.S. SAVINGS BONDS, ASK YOUR POSTMASTER". Ex Toeg.

The second, addressed to Castries, was franked with a 1 ½d adhesive paying the Imperial 1 oz inter island letter rate. It was landed in St Lucia on 27th November 1938 from Voyage 90 going south and cancelled by Hoskings 2353. Ex Ludington. Both covers were struck with Rego 08009/9 in purple.

LADY DRAKE



Two letters addressed to Mrs Skeete. The first was franked with ½ d and 1d adhesives from St Lucia which were cancelled by Hoskings 2407 at Kingstown, St Vincent on 5th October 1937. It was struck with Rego 08009/9 on Voyage 80, going south.

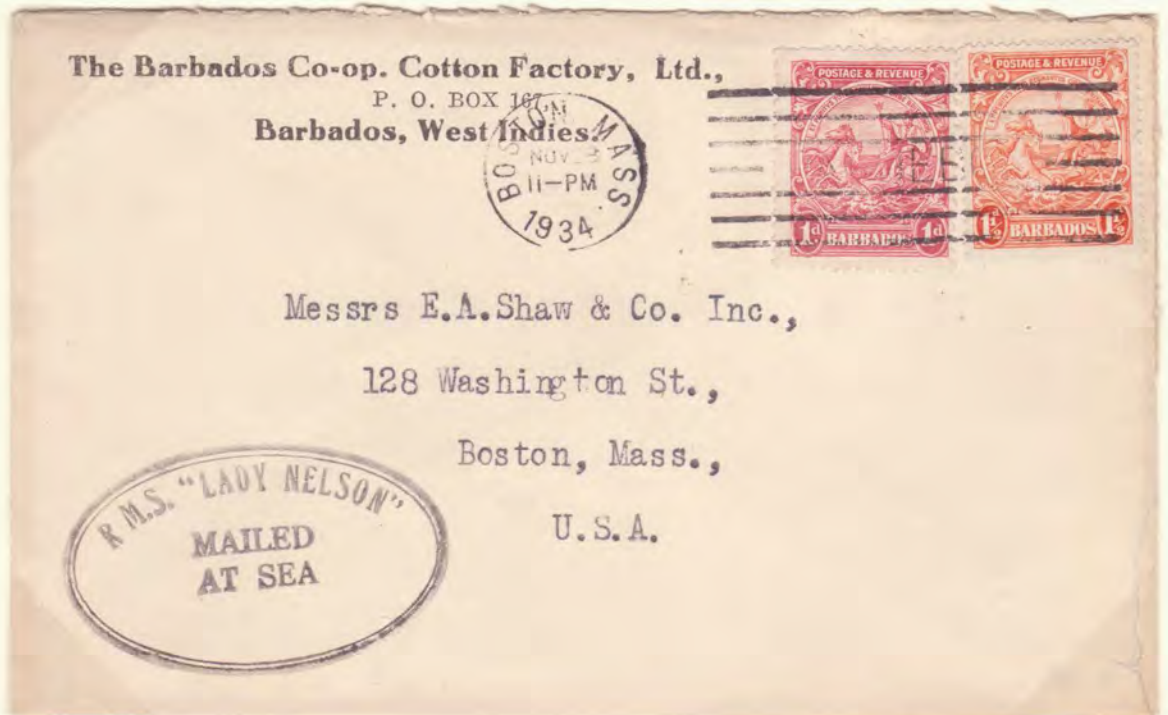
The second was franked with a ½ d War Tax adhesive from Dominica which had long since been withdrawn. It presumably paid a printed paper rate, possibly a Christmas card, but the rough opening of the letter suggests that it was sealed and should have been taxed. It was cancelled by Hoskings 2353 on 26th December 1937. The cover was struck with Rego 08009/9 on Voyage 82, going south. Ex Ludington.

LADY NELSON



A cover addressed to San Francisco which was under franked with a Bermuda 2d adhesive. This was cancelled in Hamilton by a slogan postmark on 28th December 1929. It is not known whether the ship was going north or south at the time, but the Purser struck the cover 4 times with Rego 08007/1 and 08007/2, as well as a large straight line "CANADIAN NATIONAL STEAMERS" on the reverse, which is not known to Rego. The Bermuda Post Office recognised the under franking and struck the cover with a "T" in a circle and a manuscript 10 centimes. It was probably carried to New York by the Furness Bermuda Line where a "Due 2 cents" mark was applied. Ex Ludington.

LADY NELSON



Two covers to the U.S.A. paying correct commercial rates. First is a postcard of St Vincent written there on 21st April 1934, addressed to Cambridge, Mass., franked with a 1 1/2d adhesive which was apparently cancelled by Hoskings 2469 in Trinidad on the same day. One of the dates must be wrong. It was struck on Voyage 49 with 08007/3 in purple. Ex Ludington.

Second is a letter from the Barbados Co-op Cotton Factory addressed to Boston, franked with 1d and 1 1/2d adhesives from Barbados which were cancelled in Boston by Hoskings 1854 on 28th November 1934. It was struck on Voyage 54 with Rego 08007/3 in black. Ex Toeg.

LADY NELSON



Reception to Lady Nelson, at Montserrat, B.W.I.—3—(C.N.R. Photo)



A postcard of "Lady Nelson" arriving at Montserrat and a cover franked with a 1 1/2d adhesive from Montserrat paying the correct inter island rate for a 1oz letter which was cancelled at St John's Antigua on 15th November 1938. The cover was also struck with Rego 08007/4 on Voyage 90, north bound. Ex Ludington.

LADY NELSON

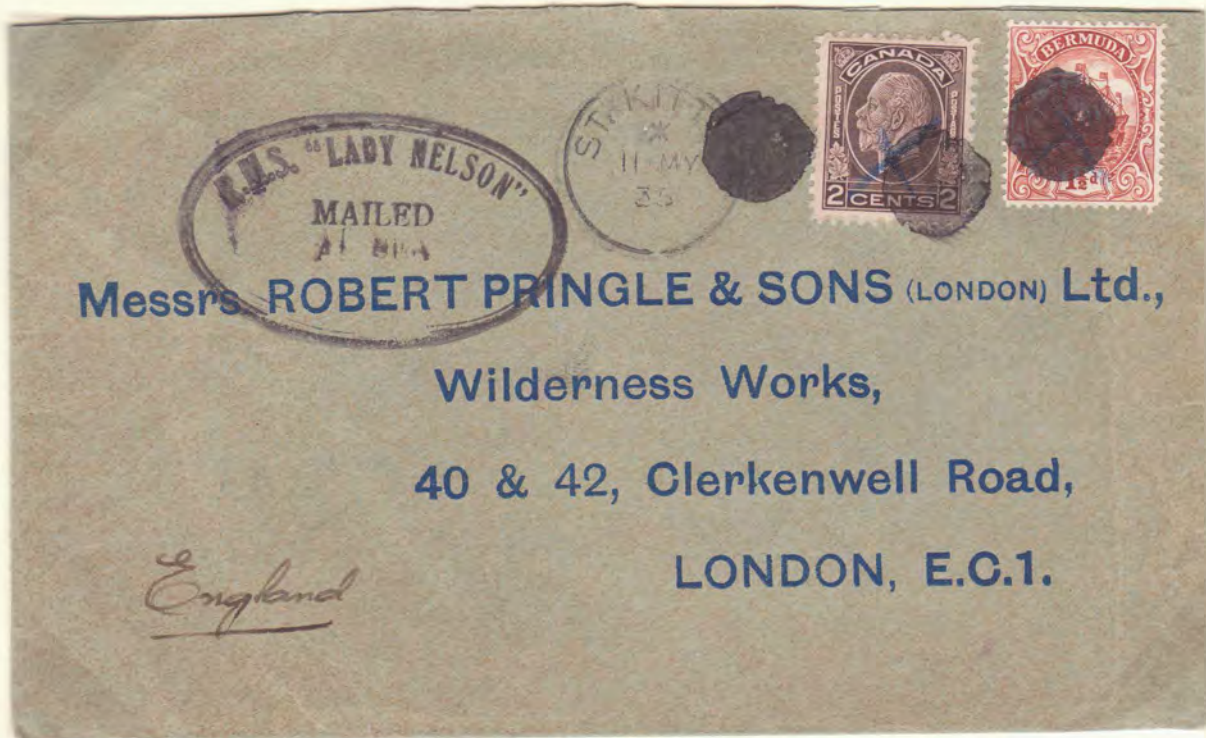
T. D. SHILLINGFORD
ROSEAU, DOMINICA, B. W. I.



PAQUEBOT



Messrs Prices Patent Candle Co.Ltd.
Battersea,
London.
England.



Messrs ROBERT PRINGLE & SONS (LONDON) Ltd.,
Wilderness Works,
40 & 42, Clerkenwell Road,
LONDON, E.C.1.

England

Two covers addressed to London which were franked like philatelic covers but which were probably commercial. The first was over franked with a pair of 1d adhesives from Dominica which were cancelled by a Boston "Foreign" duplex on 2nd November 1933. The cover was also struck with Hoskings 1850 and Rego 08007/3.

The second was franked with Canadian 2 cent and Bermuda 1 1/2d adhesives. This peculiar combination suggests that the Canadian adhesive was applied first, that the sender was told that it was an inadequate franking for the U.K. and added the Bermuda adhesive. It is not clear whether the combination of two countries stamps was unacceptable or whether combined they paid a 2 oz rate. The cover was cancelled at St Kitts on 11th May 1935 and the adhesives then pen cancelled and cork cancelled. Whether this was at St Kitts or elsewhere is uncertain. The cover was also struck with Rego 08007/3 in black. Both ex Ludington.

LADY NELSON



Two examples of inter island mail addressed to Mr Skeete, who presumably had a job that took him to different islands in the West Indies, both franked with 1 1/2d adhesives, one from St Vincent, one from the Leeward Isles. The first was cancelled in Roseau, Dominica which did not have a Paquebot mark until 1939 on 4th May 1936. Ex Toeg. The second was cancelled by Hosking 2353 in Castries, St Lucia on 7th August 1938. Between these two dates "Lady Nelson" changed her cachet. The first was struck with the unique oval, Rego 08007/3, the second with 08007/4 which was much more like the other Lady Boats. Ex Oliver.

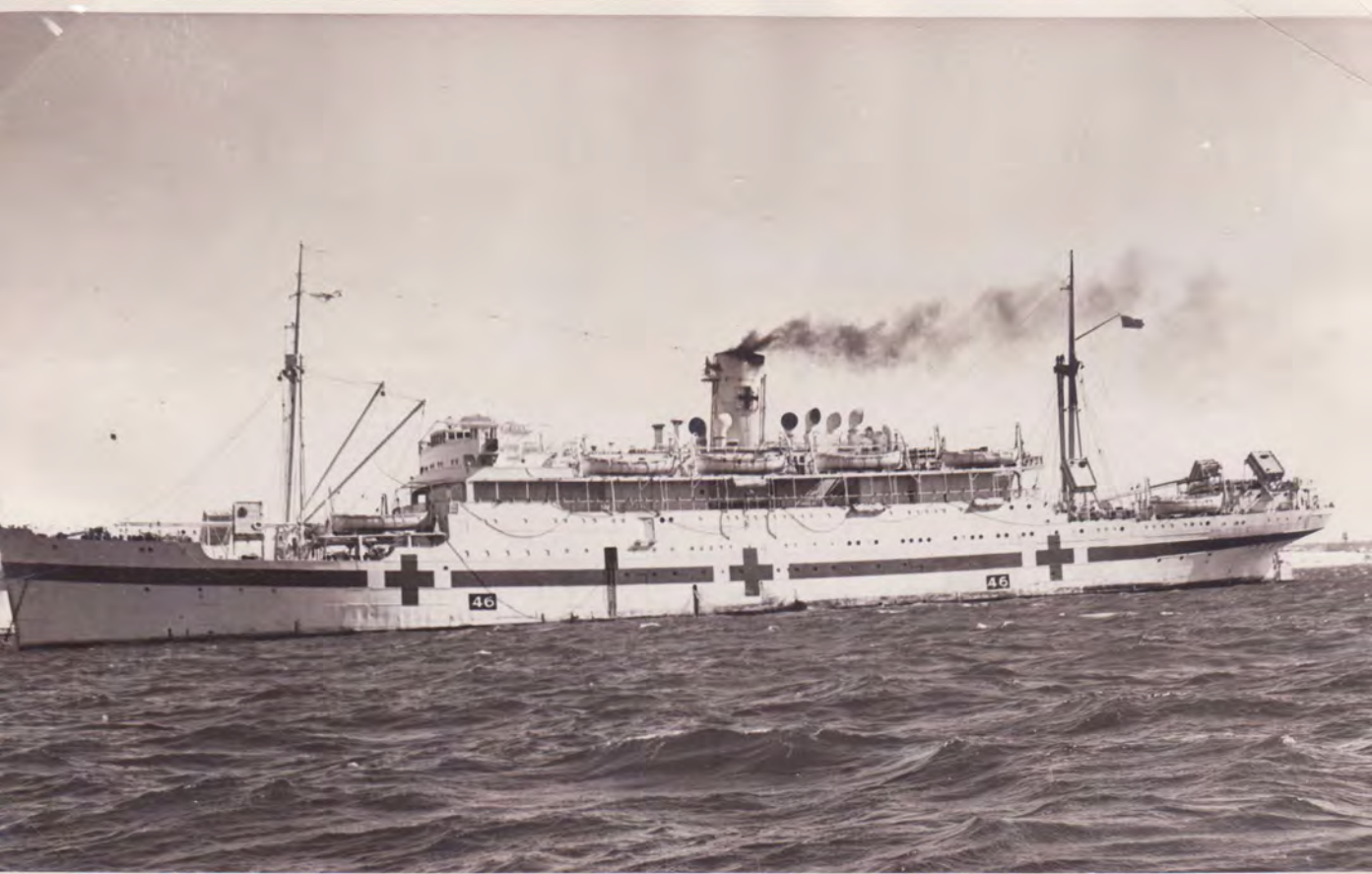
LADY NELSON



An envelope addressed to Grenada franked correctly with 1/2d and 1d adhesives from St Lucia. These were cancelled by Hosking 175 on 17th May 1938. The cover was struck with Rego 08007/4 on Voyage 86 southbound.

A postcard of Montserrat addressed to Boston paying the correct rate with a 1d adhesive from Montserrat. It was cancelled by a Boston slogan postmark "ADDRESS YOUR MAIL TO STREET AND NUMBER" on 24th April 1939. The card was struck with the new cachet 08007/5 which is earlier than that recorded by Rego. Ex Toeg.

LADY NELSON



The "Lady Nelson" was torpedoed and sank in Castries harbour by U 161 on 22nd March 1942. Because of the shallow depth her superstructure and most of her hull were out of the water. She was raised and towed to Mobile where she was rebuilt as a Hospital Ship. Much of the mail was recovered, the cover below being an example. It was addressed to Southern Rhodesia and was cancelled in Castries on 7th March. It was then transferred to New York. Here it was struck with a variety of hand stamps "Received Without Contents at Foreign Section, Morgan Annexe", "Postage Stamp Detached Before Receipt at Morgan Annexe N.Y.P.O." and "Received in Bad Condition at Foreign Section Morgan Annexe". The first of these statements may have been incorrect as it was resealed and presumably delivered.

LADY RODNEY

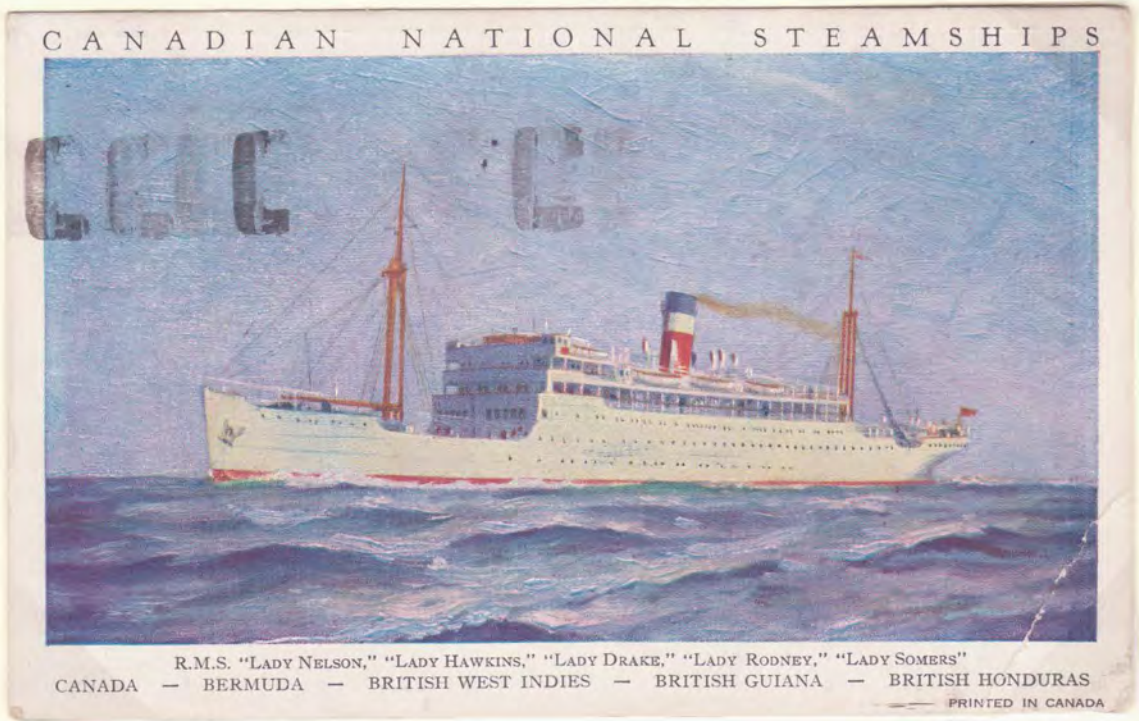


Lady Rodney in War Garb.



A postcard showing "Lady Rodney" as a troop ship in wartime grey, and a cover sent by Edward Cedar to another Paquebot collector in New York. It was franked with a ½d ship stamp from Bermuda paying a printed paper rate, which was cancelled at Farther Point in Canada by Hoskings 2219 on 5th June 1939. The cover was struck with Rego 08011/6 which was introduced earlier that year.

LADY SOMERS

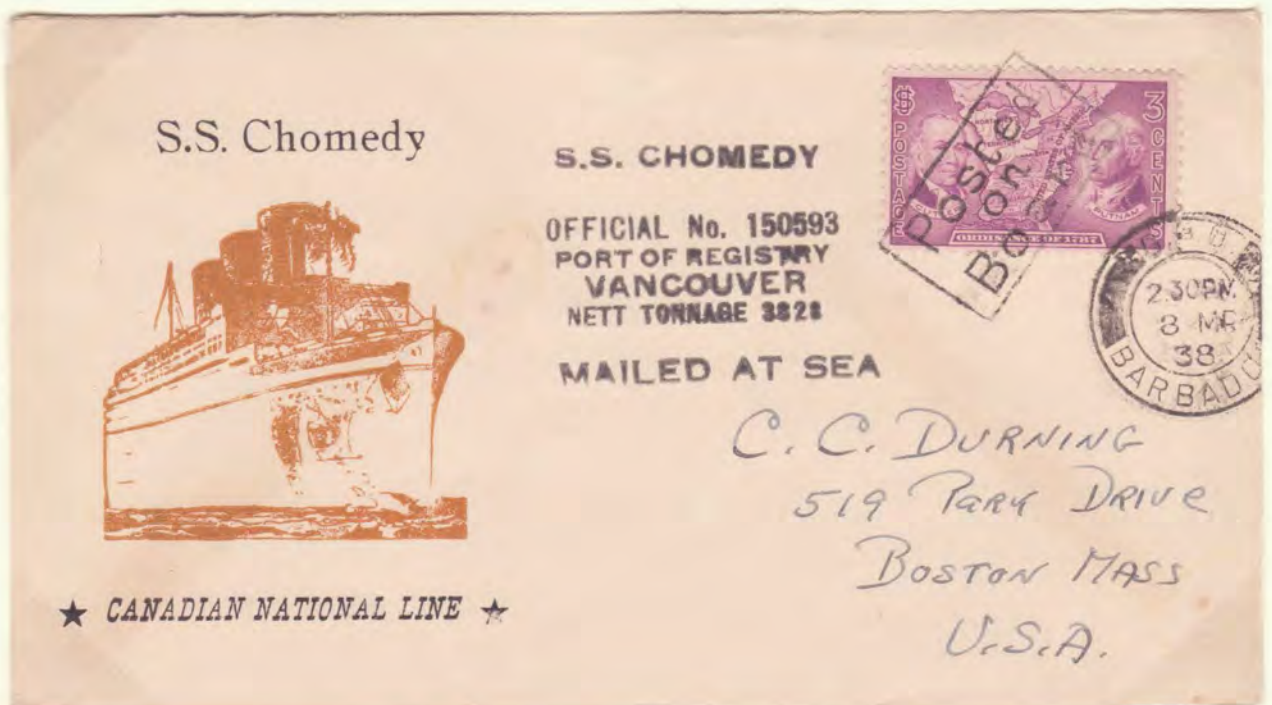


A postcard of the Lady Boats written from the "Lady Somers" addressed to Toronto, where the correspondent writes about "Taking a trip down to Quebec" so it must be assumed it was possible to go on board in Canada for the last leg of the journey. The card was franked with a Canadian 2 cent adhesive and was cancelled by a bilingual slogan postmark "USE AIRMAIL, UTILISEZ LA POSTE AERIAL" on 24th October 1930, and so was probably posted on shore

A cover from the "Lady Somers" Maiden Voyage addressed to New York, franked with a 5 cent Canadian adhesive which was cancelled with a slogan postmark on 19th April 1929 "COME TO NASSAU, IDEAL TOURIST DESTINATION". The cover was also struck with Rego 08010/2 and Hoskings 2418, only known 1929.

CHOMEDY

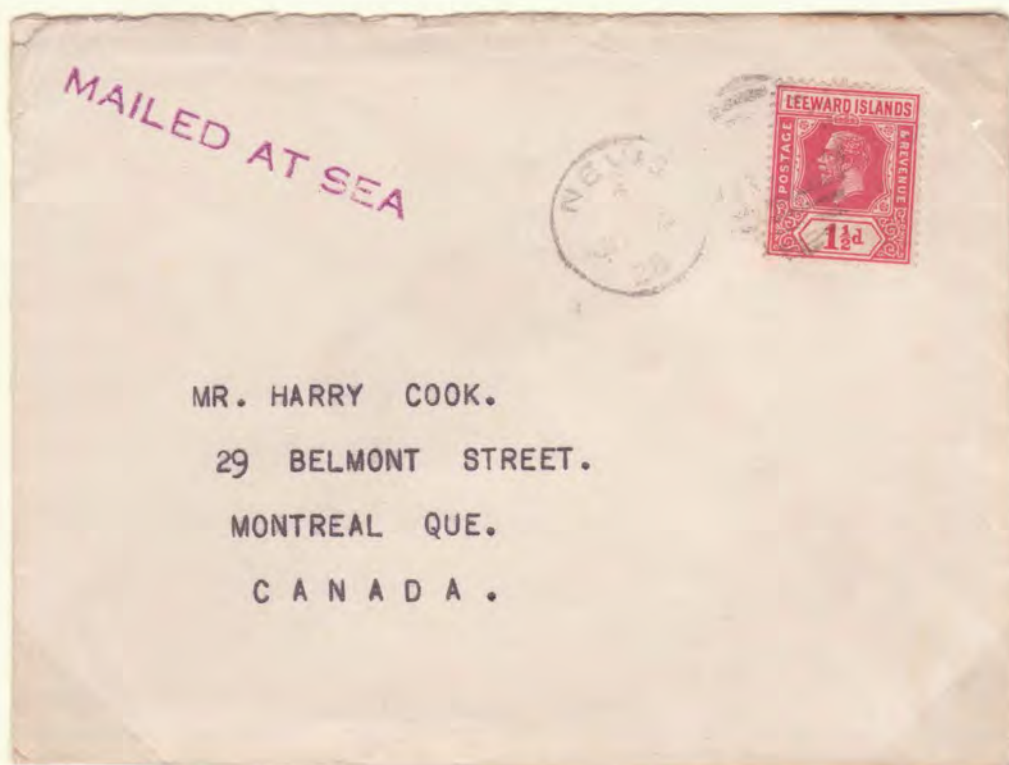
She was built by J Coughlan & Sons in Vancouver in 1921 as the "Canadian Freighter", grossing 6,136 tons. She was renamed "Canadian Pathfinder" in 1927 and passed to the management of C.N.S. in 1932. Along with "Colborn" she provided Vagabond cruises to the West Indies, less regimented than the Lady Boats as primarily they were cargo vessels with only cabin accommodation for 20+ passengers with up to 80 on the deck. In 1947 she was sold to Panama and renamed "Chispa"; then in 1951 she was sold again to Nippon Kisen in Kobe and renamed "Yoko Maru". In 1955 she was converted to a crab cannery and then scrapped at Hirao in 1965.



An envelope printed with the outline of a liner which shows not the slightest resemblance to "Chomedy" as the photograph shows. This was taken in Liverpool when she was the "Canadian Freighter" on 2nd February 1927 en route from Vancouver to the Clyde. The cover was addressed to Boston and was franked with a 3 cent U.S. adhesive which was cancelled by Hosking 2344 in Barbados on 8th March 1938. It was struck with 3 different cachets –Rego 08002/1, 2/2 and 2/3.

CANADIAN SKIRMISHER/COLBORNE

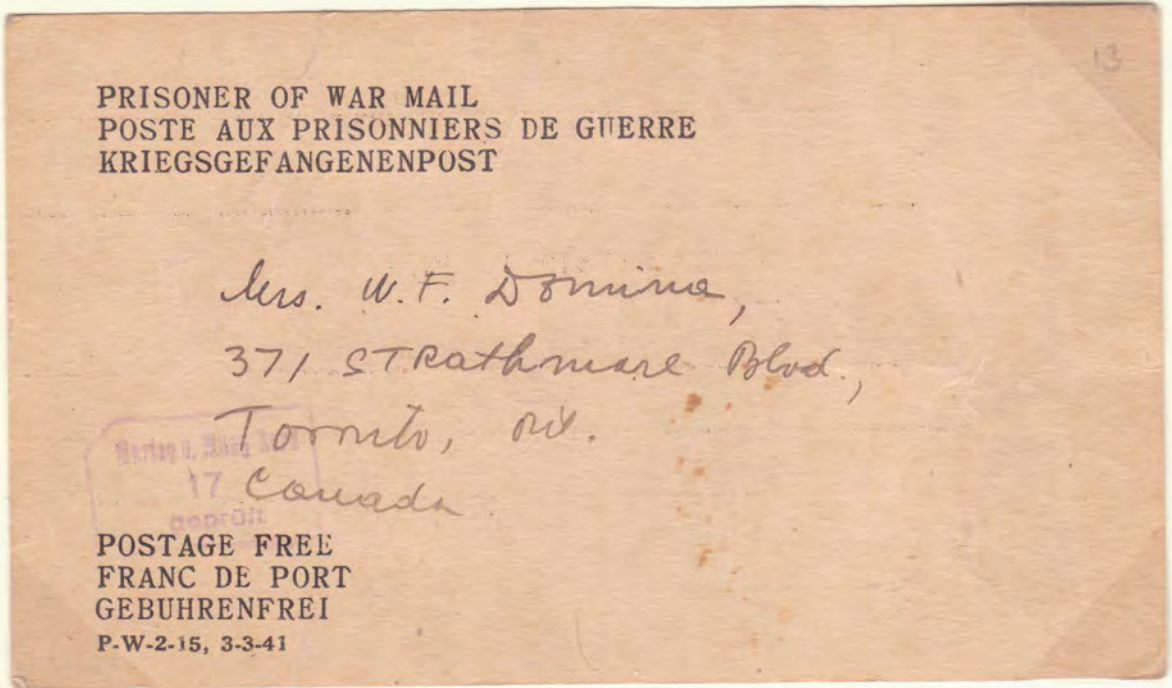
She was built by Wallace Shipbuilding in Vancouver in 1921 for C.G.M.M. In 1928 she was transferred to C.N.S. She had accommodation for 20 x 1st class passengers with up to 80 on deck and was 6,230 gross tons. In 1932 she was renamed but the authorities disagree. Felicity Hannington in "The Lady Boats" says as "Chomedy" but The Ships List says as "Colborne". Rego says "Colborne" but gives her passenger capacity as 29. In any event the two of them sailed as the "Vagabond" cruises during the thirties, going wherever the freight justified. In 1940 she was seconded to war service and was badly damaged by aircraft fire at Penang. She was patched up at Singapore and managed to make it back to Canada with a cargo of rubber before being repaired and returning to West Indies service in 1942. In 1947 she was sold to Chandris Ltd in Panama and renamed "Parita Bay", then to Nippon Kisen in Kobe and renamed Keiko Maru. She was scrapped in Osaka in 1960.



An envelope addressed to Montreal franked with a Leeward Islands 1 ½d cancelled by a Nevis duplex on 4th June 1928. It was also struck with a "MAILED AT SEA" cachet (Rego 07058/2) and back stamped with the ship's name (Rego 07058/1).

CANADIAN CRUISER

She was built by Halifax Shipyards in 1921 for C.G.M.M. and grossed 7,178 tons. She was transferred to C.N.S. in 1928 and then to the Montreal, Australia, New Zealand line (M.A.N.Z.) in 1936. She was sunk by the German warship "Admiral Scheer" on 21st February 1941.



Name FLOYD A. DOMINA
Nom.....

File No.
Dossier No.....

PARCEL RECEIVED. Date
COLIS RECU le 24 Nov. 1942

Signature..... F. Domina 93339

Address.....
Adresse.....

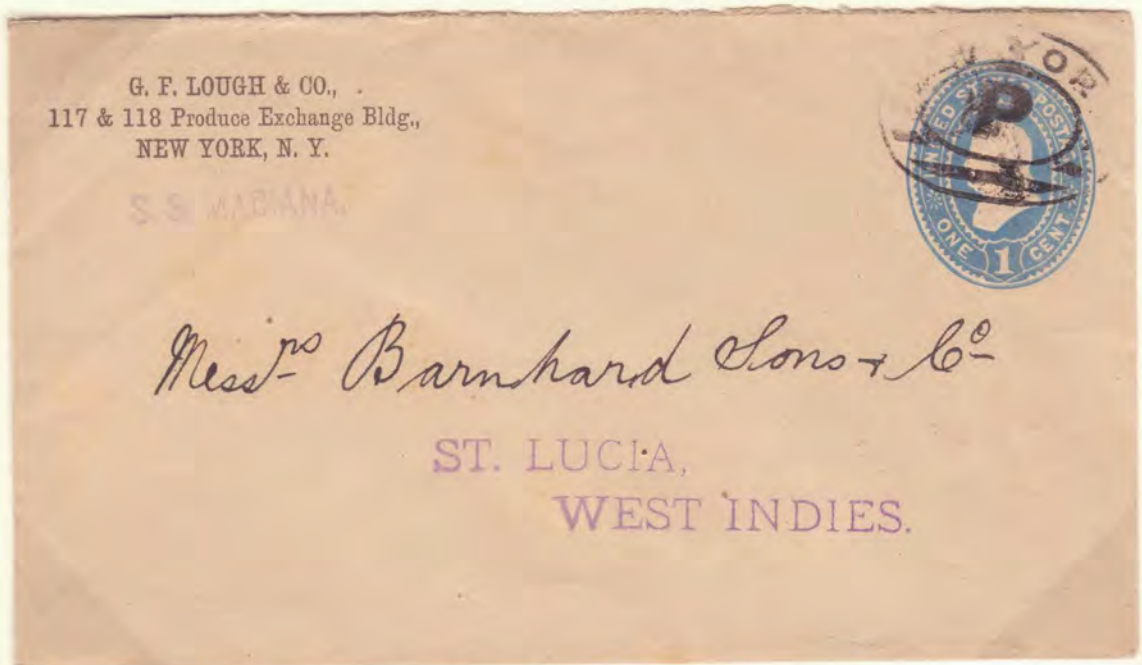
Sender's name
Expéditeur.....

EXAMINED BY D. B. 610

A prisoner of war card from Floyd Domina addressed to his mother in Toronto acknowledging the receipt of a parcel on 24th November 1942. Domina was the radio operator on board the "Canadian Cruiser" when she was sunk

QUEBEC STEAMSHIP CO.
"MADIANA"

She was built in 1876 by Robert Napier in Glasgow. She was typical of her time but was very quickly outmoded. She was built of iron, had yards on both fore and aft masts, and a single screw. She was 344 feet long, grossed 2,948 tons and was capable of 10 knots. She was built as the "Balmoral Castle" for the Castle Mail Steam Packet Co., but 6 years later was sold to Barcelona and renamed "San Augustin" to run from Spain to Havana. She was damaged by fire in 1888, but repaired and on her trials ran down the paddler "Princess of Wales". In 1892 she was sold to the Quebec Steamship Co and renamed "Madiana". On 10th September 1903 she was wrecked on Bermuda.



Two covers carried by the "Madiana". The first was franked with a 2 ½ d adhesive from the Leeward Isles which was cancelled in St Kitts on 6th January 1896. It was addressed to Belleville, Ontario where it arrived on the 17th. The second carries very little postal information. It is a 1 cent postal stationery envelope that was posted in New York, but the cancel has no date. It was addressed to St Lucia but again there is no date, so we do not even have an idea of the year except that it must have been between 1892 & 1903.

QUEBEC STEAMSHIP CO
"FONTABELLE"

She was built in Glasgow in 1882 for D.J.Jenkins & Co. as "Pembrokeshire". She was 330 feet long, grossed 2,632 tons and unusually had a barquentine rig. She was sold to the Quebec Line in 1893 and renamed "Fontabelle". She worked between the West Indies, New York and Canada. In 1906 she was sold to Rio de Janeiro and renamed "Canoe". Seven years later she was hulked and served as an oil store.

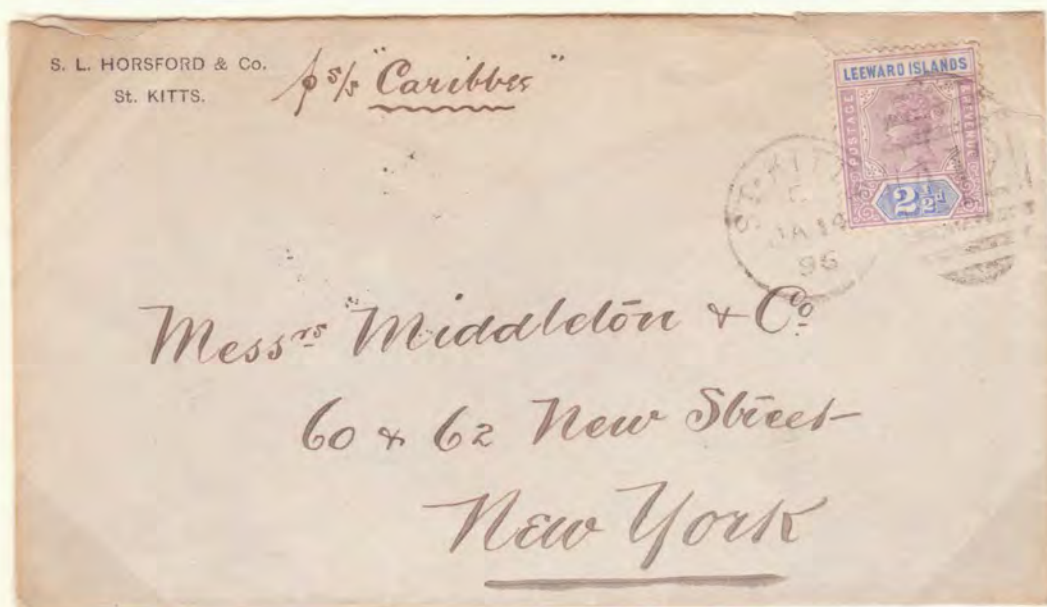


The first cover was franked with an Edwardian 2 1/2d adhesive from the Leeward Islands paying the U.P.U. rate to New York. It was cancelled in Dominica on 5th September 1902 and back stamped in New York on the 13th. The second was franked with 1 cent and 2 x 2 cents British Guiana adhesives cancelled in Georgetown on 19th November 1900. It was back stamped in New York on the 29th and then again on its way to St Louis by a Cincinnati and St Louis R.P.O.

QUEBEC STEAMSHIP CO.

"CARIBBEE"

She was built as the "Merionethshire" in 1878 and grossed 1,800 tons. She was sold to the Quebec Steamship Co in 1890 and according to Hawes put on the U.K. St Lawrence service. If true it could not have been for very long because the covers below show her in the Caribbean in the early nineties. She was sold in 1907 and shortly after foundered off the east coast of the U.S.A.



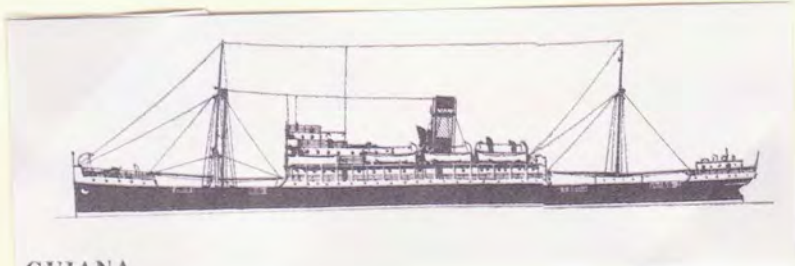
A penny postal stationery envelope from Barbados surcharged 1/2d. It was from ship brokers in Barbados to Quebec and was cancelled on 24th November 1893. Surprisingly it was not fined on arrival in Canada.

A commercial cover from St Kitts addressed to New York franked with a Leeward Islands 2 1/2d cancelled in St Kitts on 14th January 1896. It was back stamped in New York on the 25th

QUEBEC STEAMSHIP CO.

"GUIANA"

By the standards of most Furness Withy ships "Guiana" had a very simple career. She was built by Sir James Laing in Sunderland for the Quebec Steamship Co in 1907. She was 345 feet long and grossed 3,657 tons. She survived two takeovers, the first by the Canada Steamship Co in 1913 and the second by Furness Withy in 1920. She ran in the Canada/West Indies trade all her life, and was broken up in 1925



GUIANA



A cover that was franked with a 1d and a ½d from Dominica, which were cancelled at Roseau on 2nd December 1917. This was the only postal marking it received on its way to Michigan.

QUEBEC STEAMSHIP CO.

"GUIANA"

PEP. S.S. "GUIANA"



The H. Michelsen Co.

42 West Broadway.

New York.



QUEBEC STEAMSHIP COY.



Mrs. Wendell Smith,

Perry,

1/2 Mrs. W. P. Smith -

New York -
N. Y. C.

Two covers from St Thomas franked with Frederick VIII adhesives from the Danish West Indies addressed to New York. The first was franked with 3 x 5 bit and 40 bit adhesives which were cancelled on 26th January 1914. The cover was sent by H Michelsen, a dealer in Bay Rum and Florida Water to New York, and was nominated to go on the "Guiana" but carries no arrival back stamp.

The second is an official Quebec Steamship Co. envelope which was franked with 5 bit and 2 x 10 bit adhesives. They were cancelled on 21st June 1911, the cover arriving at Perry, New York State on the 29th, a transit of 8 days.

QUEBEC STEAMSHIP CO

“FORT HAMILTON”



Two covers carried by the “Fort Hamilton” to the U.S.A., both paying the double rate Late Fee. The first was franked with 2 x 2 ½d ship stamps which were cancelled in Hamilton at 8.0 am on 7th September 1920.. The second was franked with a pair of 2 ½d Tercentenary adhesives which were cancelled at 8.0 am on 25th May 1921. In both cases the “Fort Hamilton” sailed at 10 am. Both ex Osborn.

TRINIDAD SHIPPING & TRADING CO

The origins of the Trinidad Shipping and Trading Co are unknown, except that it must have been founded some time in the second half of the Nineteenth Century. I have seen notes that say its Head Office was in Glasgow, but Duncan Hayes says it was Trinidad based. At the time of its takeover by Furness Withy it had hotels and sugar plantations as well as ships – the “Maraval” “Matura” and “Mayara” plying between Trinidad and New York. The non shipping interests were hived of and later the sugar plantations sold to Tate & Lyle. After its purchase in 1920 it was combined with the Quebec Steamship Co to form the Bermuda & West Indies Steamship Co.

MARAVAL

Hawes records that when “Irawaddy” was sold to the Trinidad Shipping and Trading Co in 1915 she was re-named “Maraval” but on the evidence of these covers she must have replaced an earlier steamer of the same name



Two covers to New York carried by “Maraval”. The first was from Port of Spain, was franked with a 2 ½d adhesive which was cancelled on 13th November 1902. It arrived in New York on the 21st. The second was franked with a ½d and 2x1d adhesives from Grenada which were cancelled there on 9th November 1914

BERMUDA & WEST INDIES S.S.CO.

"SILVIA"

She was built in 1909 by F Schichau in Danzig to operate a passenger service from Vladivostock to Shangai. She was 336 feet long, had two funnels, grossed 3,600 tons and could carry 250 passengers at 12 knots. She was originally named "Oriol". In 1914 she became a light cruiser. In Hong Kong in 1917 her crew split over the Revolution and she was left unable to go to sea for some months. In 1920 when the Japanese occupied Vladivostock, her crew of 300 loyalist cadets escaped with a large number of refugees, which she discharged at Shanghai. She continued to Dubrovnic and was handed back to the White Russian fleet. However they had no use for her and she was sold to CT Bowring for the Red Cross line service from New York to St Johns, having been converted to oil fired boilers.

In 1926 whilst in New York she was damaged by the explosion of the "Algonquin". She was bought by the Bermuda and West Indies line in 1929 and renamed "Silvia". She continued with the same service with occasional cruises to the West Indies. In 1935 she was sold and renamed "Haiten". In 1939 she was gunned by Japanese aircraft during the Sino Japanese war and then hit a mine. However she managed to limp to Calcutta where she was acquired by the British India S.N.Co. for a service to Burma. In 1941 she was requisitioned by the navy and became a stores vessel at Rangoon, and when that fell she moved to Trincomalee in Ceylon. After the war she was decommissioned and returned to the Douglas S.S.Co., before being broken up in 1950 after an amazing career.



SILVIA

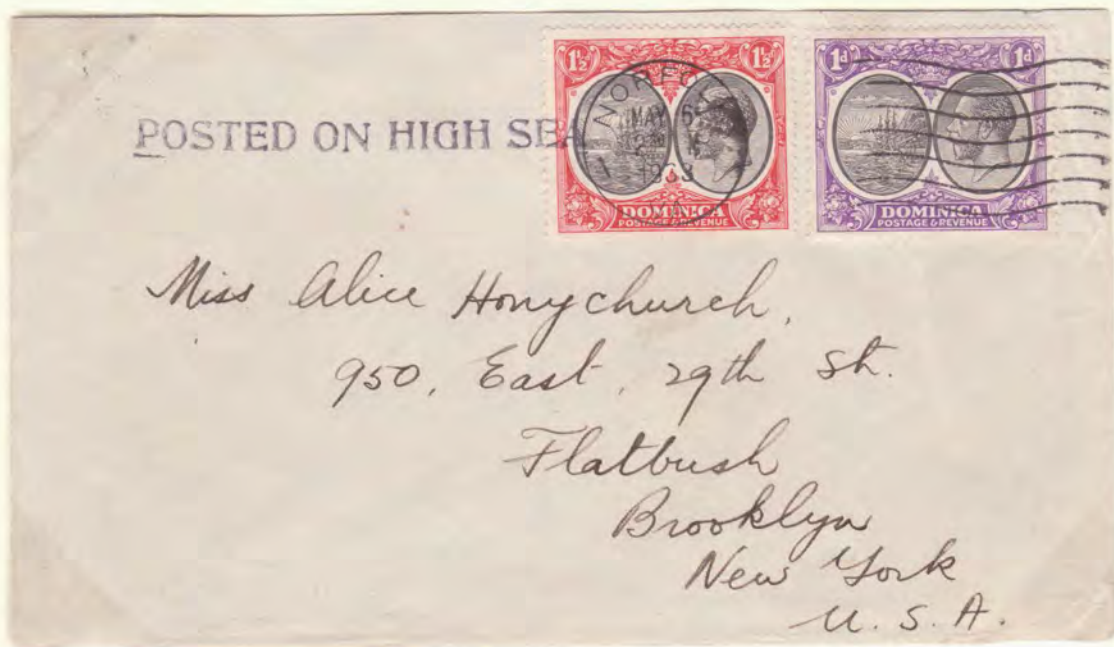


A cover addressed to Tortola which was franked with an Antigua 1d paying the Empire rate. This was pen cancelled, probably on arrival in St Thomas where the cover was struck with a duplex hand stamp on 11th August 1930. It also carries "Silvia's" cachet, unusually in red.

BERMUDA & WEST INDIES S.S.CO.

"NERISSA"

She was built in 1926 by William Hamilton in Port Glasgow. She was 350 feet long and grossed 5,583 tons. She was built for the Red Cross Line managed by CT Bowring which traded between New York and the Canadian Maritime Provinces. She had capacity for 228 passengers in 2 classes. She was acquired by the Bermuda Line in 1929. Hawes and Burrell say she continued to serve St Johns, but Oliver claims that she immediately began to provide a service from New York to St Thomas and Trinidad. Whichever of them is right it is clear from the cover below that as a minimum from time to time she visited the West Indies. On 30th April 1941 whilst en route from St John's to the UK, and sailing independently, she was torpedoed off St Kilda by U 552 with the loss of 124 passengers and 83 crew.



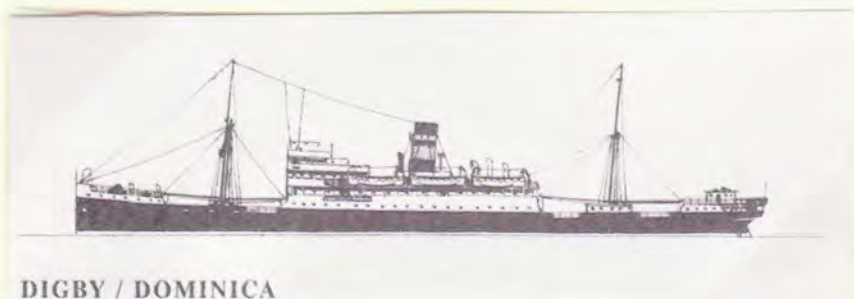
A commercial letter addressed to Flatbush, New York franked with 1d and 1 ½ d Dominican adhesives which were cancelled in Norfolk, Virginia on 6th May 1933. Norfolk did not have a Paquebot mark until 1934. The cover was posted on board and struck with the large cachet that had lost the final "S" in Seas.

The second was posted on board and was struck with two different cachets. It was franked, with a St Lucia ½d adhesive cancelled by an ordinary GPO hand stamp in Roseau, Dominica on 30th September 1938. It paid a printed matter rate and was addressed to a well known collector

BERMUDA & WEST INDIES S.S.CO.
"DOMINICA"

She was built in Hartlepool for Furness Withy for the Warren service to Halifax from Liverpool and named "Digby". She was 365 feet long, grossed 3,966 tons and at this stage in her life was exclusively a cargo vessel. In 1914 she was requisitioned by the Admiralty, renamed "HMS Digby" and given 6 x 6" guns. In 1916 she was transferred to the French flag as "Artois" and became part of the 10th Cruiser Squadron. In 1919 she was refitted to carry 60 passengers, her running mate being "Sachem" on the Liverpool/ Newfoundland service. In 1925 they were replaced by the "Nova Scotia" and the "Newfoundland" and she was transferred to the Bermuda Line as the "Dominica" to run on the Quebec/New York/Bermuda run and given some refrigerated cargo space.

In 1936 she was sold to the United Baltic Corporation Ltd as "Baltrover" on their London/Gydnia service and given extra capacity for 130 third class passengers. On the outbreak of war she was put back on the Liverpool/St John's/Halifax service alongside "Nerissa". In 1946 she was sold to the Hellenic Mediterranean Line and was refitted to take 93 1st class, 97 2nd, 122 3rd and 308 4th. By this time her tonnage had increased to 5,357. She was renamed "Iona" and converted to oil firing. She ran from Marseilles to Alexandria via Genoa, Piraeus, Limassol, Beirut and Port Said and in the off season did cruises. In 1945 she was sold again, renamed "Ionian" and whilst manoeuvring at Djakarta went aground, fell over on her side and became a complete loss.



DIGBY / DOMINICA



A commercial cover addressed to London franked with 2x1d Antiguan adhesives which were cancelled in New York by a Paquebot hand stamp (Hosking 2060) on 2nd July 1931. The cover was posted on board and carries a strike of the "Dominica" cachet in blue.

"FORT VICTORIA"

She was one of three sisters built as the "Willochra" for the Adelaide Steamship Co by William Beardmore in Glasgow. She was 411 feet long, grossed 7,785 tons had twin screws and could do 16 knots. She had capacity for 231x1st class passengers, 120x2nd, 72x 3rd and 90 crew. Shortly after delivery she was chartered to the Union Steamship Co of New Zealand. In 1915 she was dazzle painted and converted to a troop ship. She made 5 voyages from New Zealand to the Middle East and another 5 to the U.K. After the end of the war she collected British forces from Murmansk and Riga.

She was returned to her owners but the East West railway had by now been completed and the Sydney – Queensland extension opened. As a result passenger capacity exceeded demand and she was surplus to requirements. She was sold along with "Wandilla" to the Bermuda & West Indies S.S.Co. and renamed "Fort Victoria". She was converted to oil firing and her passenger capacity changed. She was almost a one class ship with the elimination of 3rd class, 2nd reduced to 50 and 1st class increased to 350. Her cargo holds were converted to carry water tanks for supplying hotels as the islands were normally very short of water. Her maiden voyage from New York to Bermuda was on 28th February 1920. In the summer of that year she made four round voyages between Liverpool and Boston carrying first class passengers and cargo. Contemporary advertisements of these sailings referred to the Furness Warren line and therefore anticipated a description that came into general use in 1947.

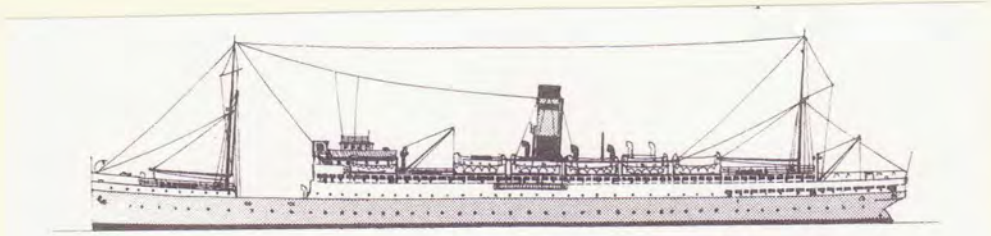
She concentrated on the New York to Hamilton service until 18th December 1929. She was leaving New York in dense fog when she was rammed by the "Algonquin" of the Clyde S.S.Co. as

she was dropping her pilot. She sank 3 ½ hours later but all 371 on board were saved as was most of the mail. Subsequently as she was blocking the Ambrose channel her hull had to be dynamited and blown up.



An envelope posted on board "Fort "Victoria", over franked with 2 x 1d Bermuda adhesives, cancelled in New York by a Paquebot had stamp (Hosking 2060, known 1927 – 41) on 5th June 1927. The cover was also struck with the liner's first cachet "Posted On The High Seas" but there were no arrival marks in Montreal.

FURNESS BERMUDA LINE



FORT ST GEORGE, FORT VICTORIA



A cover franked with a pair of 2 ½ d Tercentenary adhesives paying double normal postage which included a Late Fee which were cancelled in Hamilton on 31st January 1922. The "Fort Victoria" sailed at 10 am that day and the cover was delivered in New York on 3rd February. Ex Osborn.

FURNESS BERMUDA LINE

FORT VICTORIA



On 18th December 1929 "Fort Victoria" was leaving New York in dense fog. She was dropping her pilot when she was rammed by the "Algonquin" of the Clyde S.S.Co.. She sank 3 ½ hours later but all 371 on board were saved, as was most of the mail. Subsequently as she was blocking the Ambrose Channel her hull had to be dynamited and blown up.

A cover which has lost its adhesive which was addressed to Mrs Miller in Southampton, Bermuda. It was probably an American adhesive but the cancellation is unintelligible. The back of the cover bears a label from J.J.Kiely, the New York Postmaster with an explanation of the event, dated 27th December. Inside there is a homemade certificate that Mr Parker received the cover from Ruth on 7th January 1930. It is not known whether this was written in Bermuda or in America.

FURNESS BERMUDA LINE
 "BERMUDA"

She was built by Workman Clark in Belfast as a quadruple screw motor vessel of 27,500 tons displacement in 1927. She was short and wide beamed with a shallow draught, designed for the tricky and shallow Hamilton harbour. She had capacity for 616 x 1st class and 75 x 2nd class passengers and cargo space for fresh water for the Company's island hotels. She was such a success that the company ordered the "Monarch of Bermuda" to act as her consort, but before she could be delivered "Bermuda" caught fire at dock in Hamilton in June 1931. The whole of the passenger accommodation was burned out but the bridge and engine room survived intact and she made it back to her builders under her own power for major refurbishment. This was almost complete when she caught fire again and was scuttled. Arson was suspected in both fires but was never proved. She was raised, the wreck acquired by her builders, the engines removed and she left under tow of the "Seaman" to be broken up in Rosyth. She broke adrift in a storm and went aground on Badcall Island, Sutherland becoming a total loss. She is often cited as "the most unlucky liner ever"



A postcard of the Main Lounge addressed to Long Island franked with a 2 cent American adhesive, cancelled on 23rd April 1928 by a Hamilton slogan postmark "COME TO BERMUDA, THE ISLES OF REST". It was also struck with a cachet reading "POSTED ON THE HIGH SEAS" in a double circle.

"QUEEN OF BERMUDA"

She was the second of the sisters to be completed by Vickers in Newcastle. Apart from the position of the masts they were identical. Her maiden voyage to Bermuda was on 13th March 1933, and her record crossing time was just under 33 hours. In 1939 she was converted to an armed merchant cruiser with 7 x 6 inch guns and anti aircraft weapons and employed in the South Atlantic. Her 3rd funnel was removed to improve arc of fire and she was given a catapult athwartship for a Walrus spotter plane. In 1941 she visited Deception Island to destroy the remaining stocks of coal and blow holes in the fuel tanks to deny them to any German ships which might take refuge there. In doing so she was the predecessor of Operation Tabarin. In 1943 she was converted into a troopship with capacity for 4,050 men. In all she carried 97,000 troops.

In 1947 she was refitted for the Bermuda service and the third funnel replaced. She was air conditioned and 3 new boilers replaced the original 8. At the end of the season in 1961 she went to Harland & Wolfe in Belfast to be modernised. She emerged with only one funnel a new bow and capacity for 725 1st class passengers. In 1966 passenger services ceased and she went to Faslane to be broken up. She was the only luxury liner to have existed at different stages of her life with three, two and one funnels.



A cover addressed to Toronto franked with 1d and 2 1/2d Bermuda ship adhesives cancelled by Hoskings 2059 in New York on 10th July 1933. The cover carries the generic "POSTED ON THE HIGH SEAS" in a circle and the only way one can be sure it was posted on the "Queen" is to check the sailing dates. Ludington whose collection this came from said it was. The Postcard is of the "Queen" leaving Liverpool on her maiden voyage on 21st February 1933

FURNESS BERMUDA LINE

“QUEEN OF BERMUDA”

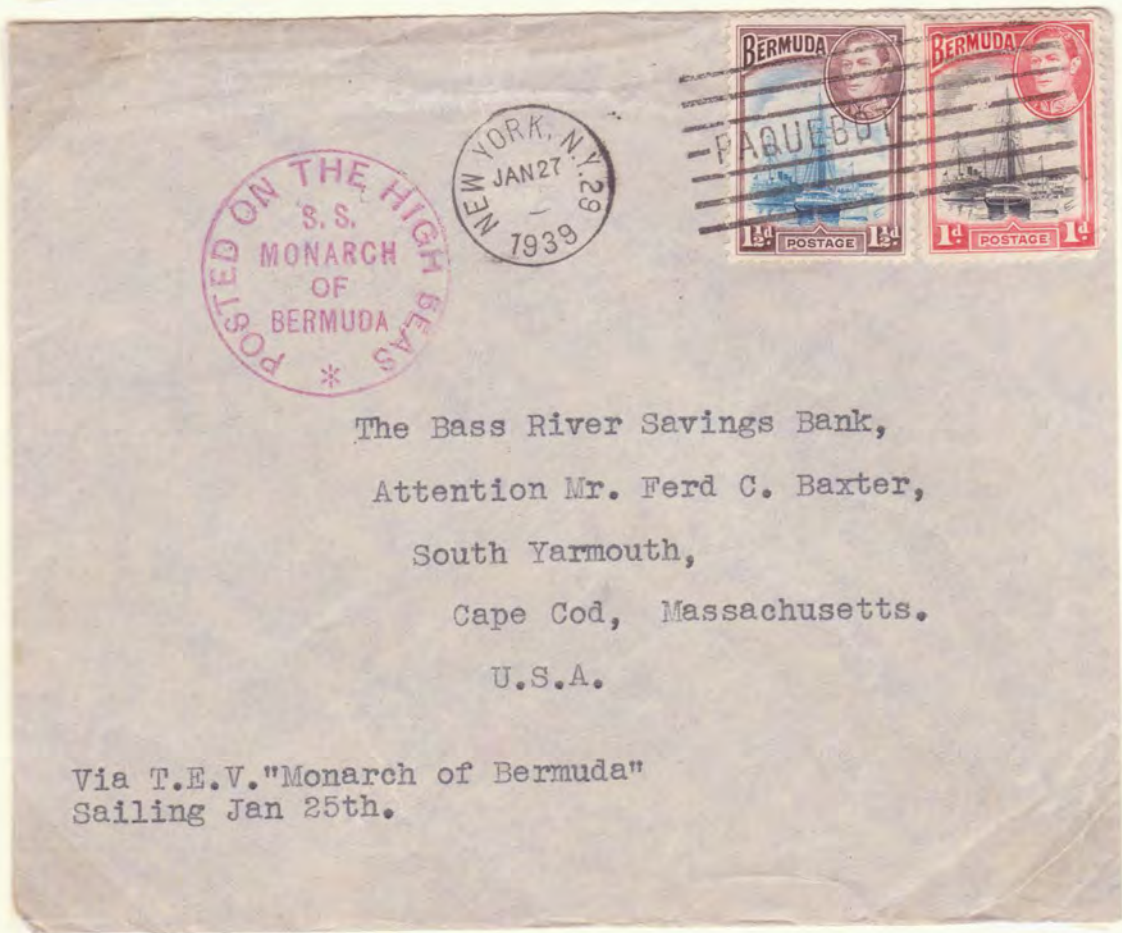


A cover sent by Special Delivery from Washington D.C. at 12 pm on 10th March to a passenger on the “Queen” sailing at 3 pm on 11th March 1936. It was back stamped in New York at 7 am on the 11th and carries a manuscript number in pencil of “327” which is presumably the lady’s cabin number, and therefore was safely delivered. It was franked by a 1 cent and 4 x 3 cent adhesives paying a rate of 13 cents and struck with a hand stamp “Fee Claimed by Office of First Address”

The second is a commercial letter addressed to Cambridge, Massachusetts which was franked with a Bermuda 2 ½d paying the U.P.U. ½ oz rate. It was posted on board and the adhesive was cancelled in New York by Hoskings 2059 on 5th June 1936.

FURNESS BERMUDA LINE

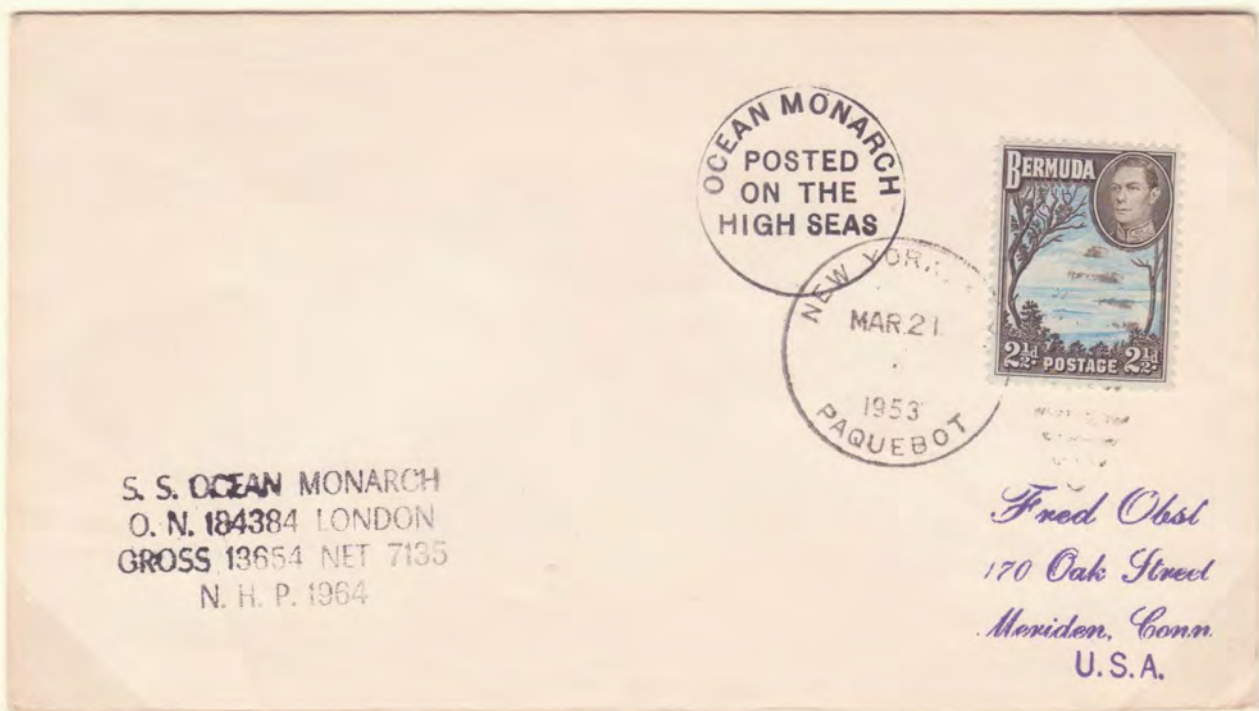
“MONARCH OF BERMUDA”



A piece franked with 3 x 1d George V Bermuda adhesives, cancelled by the common New York Paquebot (Hoskings 2060) on 5th March 1937. Secondly an envelope from Mangrove Bay, Somerset, Bermuda addressed to Cape Cod franked with 1d and 1 ½d George VI Bermuda adhesives paying a U.P.U. rate, cancelled by a mechanical New York Paquebot (Hoskings 2059) on 27th January 1939. Both were struck with the large circular cachet “POSTED ON THE HIGH SEAS” unique to “Monarch of Bermuda” introduced at the end of 1936, the first in black, the second in red.

FURNESS BERMUDA LINE

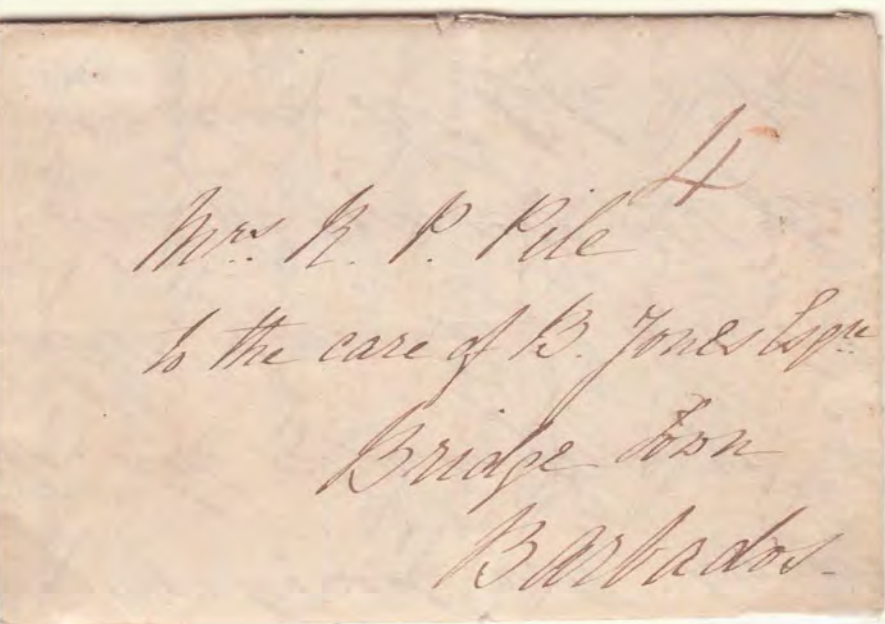
“OCEAN MONARCH”



An envelope addressed to Meriden, Connecticut, franked by a Bermuda 2 ½d adhesive which was cancelled on 21st March 1953 by a New York Paquebot (Hoskings 2062, known 1942-67). Besides the normal “POSTED ON THE HIGH SEAS” cachet it carries a much rarer cachet showing the ship’s G.R.T.

INTER ISLAND MAIL

The packet charge for inter colonial mail of 4d had existed in some colonies since early in the Eighteenth Century. It is not known how much of this had to be accounted for to London. Originally this was a paid to destination rate but with the introduction of the R.M.S.P. contract it was changed to represent just the ocean crossing and was payable in its entirety to the U.K. When this happened the colonies had to absorb the inland costs at both ends but gradually, particularly after 1860 when they achieved independence from the British Post Office many of them took the opportunity to charge 1d, 2d or 3d at the despatching end. It is believed that there was never a postal convention between the different colonies so that accounting between them did not exist.

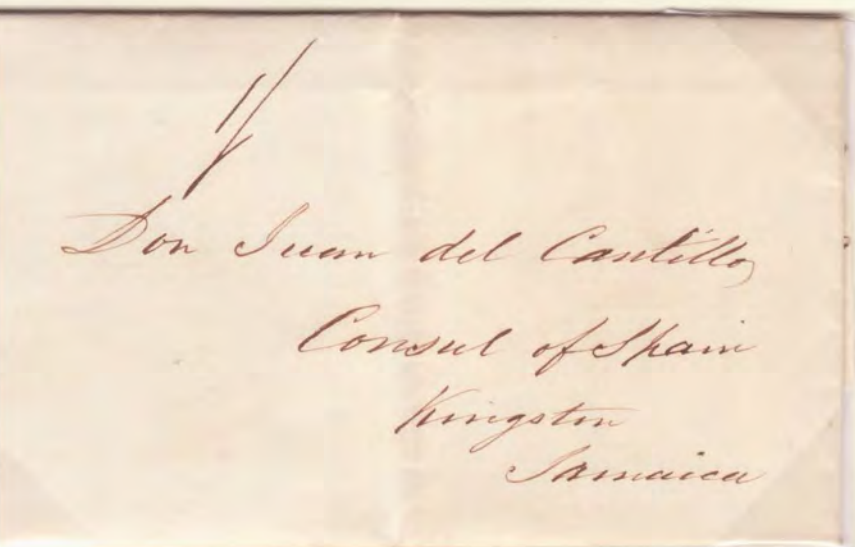


A letter from a boy at school in Grenada to his mother in Barbados dated 11th September 1835 and sending his love to his "Black Mama". It was sent unpaid as indicated by the manuscript "4" in black, a rate which in the case of Grenada had existed since 1711. Ex Walker.



A letter from Georgetown in Demerara back stamped on 23rd April 1861 addressed to Betty's Hope in Antigua.. It was carried by "Teviot" to Barbados and then by "Trent", arriving in Antigua on the 27th. The manuscript "4" in black meant that the ocean crossing was unpaid and Antigua had to account for it to the U.K., whilst the red "1" suggests that 1d was paid in cash in Georgetown to cover the inland costs. Ex Wynstra

INTER ISLAND MAIL



An entire written on the “Conway” addressed to the Spanish Consul in Jamaica explaining that the writer had been ordered away from the notoriously unhealthy climate of Belize on an emergency basis by his medical advisors. “Conway” left Belize on 22nd January 1852 bound for Havana via Kingston. The letter was written on board on the 2nd February explaining why he had had no time to call. “Conway” arrived in St Thomas on 4th February but the letter was not processed by the British Post Office until the 7th when it was charged 1/-. This was 6 months before the rate from the Danish West Indies to British colonies was reduced to 4d. There is no evidence of how it got to Jamaica, but it probably went on the “Dee” which left St Thomas on the 10th and arrived in Kingston on the 15th.



An envelope from St Thomas franked with a G.B. 4d vermilion cancelled by a C51 duplex on 16th September 1876. This was the standard inter island rate which existed in some colonies for over 180 years. It was carried by the “Eider” and arrived in Tobago on the 21st



A heavy letter from Jamaica addressed to Barbados. It was struck with a Jamaica Ship Letter (SL 5) but it is most unlikely that it was sent by this means. The ship letter rate was 3d with normally a 1 ½d accounting mark indicating the amount due the U.K. Post Office. This is not present and 3d does not multiply up to either of the rates shown, whereas both 1/4d the original rate which was cancelled, and 1/8d are multiples of 4d, the packet rate. The cover was back stamped in Kingston on 27th November 1856, the day the “**Derwent**” sailed but it would appear to have missed the sailing as it was carried by her the next time she called on 11th December, arriving in St Thomas on the 17th. “**Conway**” collected the letter on the 21st and delivered it in Barbados on the 24th where a rather unclear back stamp was applied on the 26th. Possibly the idea of sending the letter by a merchant ship was entertained after the cover missed the first sailing and then was rejected. Ex Dealer

INTER ISLAND MAIL



Two examples of letters from the same correspondence between St Thomas and Jamaica paying the inter island rate of 4d. The first was posted in St Thomas at the British Post Office on 1st December 1863 when it was struck by a small "PAID" hand stamp. It was carried by the "Trent" which arrived at Kingston via Jacmel and Puerto Rico on the 5th. The second was posted on 2nd May 1864, carries an identical pair of marks, but was carried by the "Solent" which arrived on the 6th. The manuscript "4" on the bottom cover is in an oxidised red. It is not clear whether that on the top cover is in black or red.



Two letters that were charged the 4d inter island rate but at the same time paid an extra 1d. The U.K. insisted that the entire 4d rate should be credited to the British Post office which paid for the Royal Mail service, but left the individual colonies free to charge what they wished for inland. This varied from nothing to 2d. First is an envelope that was posted in Barbados on 21st December 1853 that was franked with a Barbadian penny cancelled with no”1”. It also received a manuscript 4 in black indicating that 4d was to be paid on receipt in St Vincent. It was put on “Derwent” on the 22nd and arrived in St Vincent the same day.

The second was posted in Kingston Jamaica on 8th February 1873 which was franked with 2 x 2d Jamaican adhesives cancelled by “A01” which paid the inter island rate, and a penny for local inland. The red manuscript “4” is an accounting mark for the amount owed by Jamaica to the U.K. It was put on the “Elbe” which left Jamaica on the 10th and arrived in St Thomas where it was back stamped on the 10th, then “Arno” which left on the 18th and arrived in St Lucia on the 21st and finally “Tyne” which left on the 22nd and arrived in Trinidad on the 23rd.

INTER ISLAND MAIL



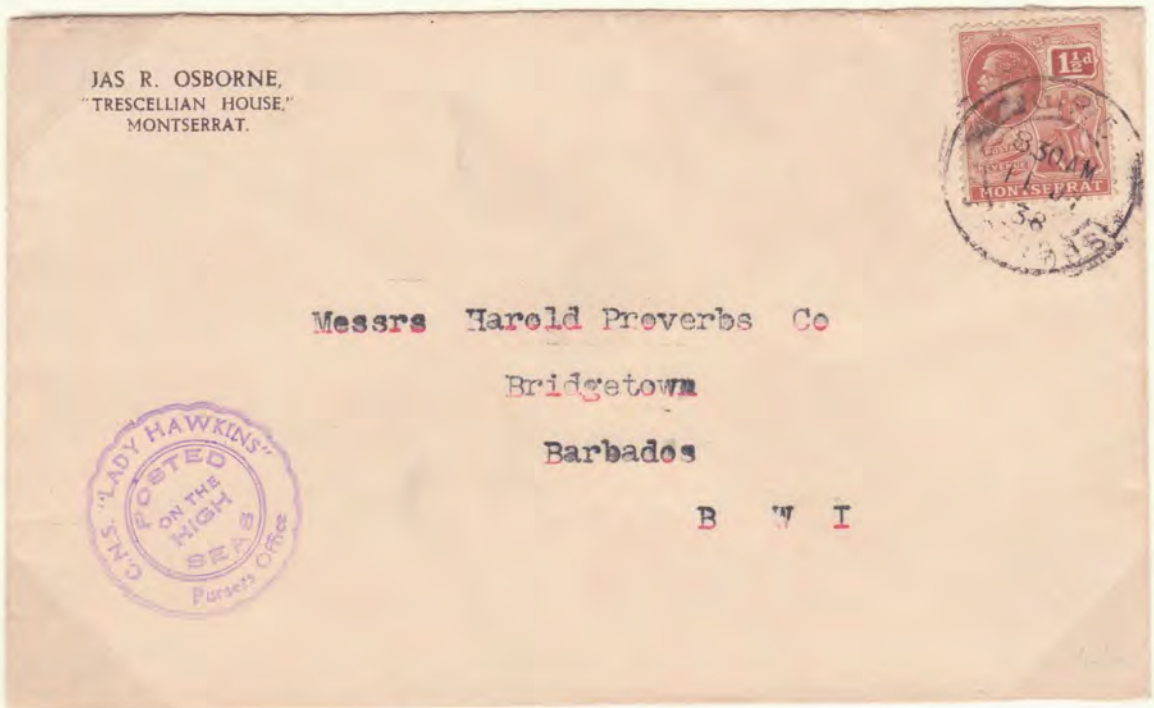
A letter posted in Demerara in 1864 which paid the 4d inter-island rate, plus 2d inland, with a 12 cent Guiana adhesive. It was put on the "Trent" on the 24th, on the "Thames" in Barbados on the 26th, on "Solent" in St Thomas on 3rd May and arrived in Jamaica on the 6th. The red "4" is an accounting mark indicating the amount due the U.K. Post Office.



A letter that was sent from St Thomas to Trinidad at the inter island rate on 22nd November. It was franked with 2 x 4d British adhesives paying a 1 oz rate which were cancelled by "C 51". It was nominated to go on the "Corsica" and according to the file note arrived on 6th December. It is not clear whether the large "2" in manuscript is an indication of the double rate or whether it signified that an inland rate of 2d had been paid.

INTER ISLAND MAIL

From about 1916, the uniformity of the inter colony rate which had existed for over 200 years disintegrated, both in the timing of rate changes and the amount. For instance the Cayman Islands had seven rate changes between 1916 and 1940, Bermuda only three.

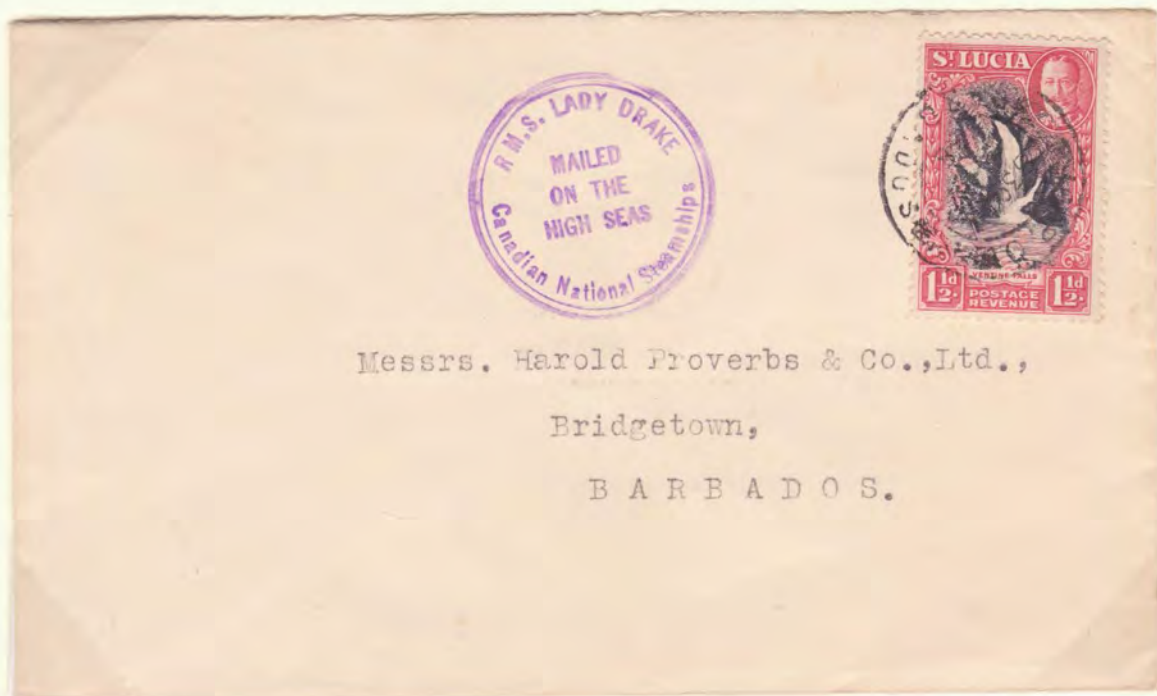


A commercial cover with a "Lady Hawkins Posted on the High Seas" cachet (Rego 08008/9) and an originating address in Montserrat. It was addressed to Barbados where the 1 1/2d Montserrat adhesive was cancelled on 11th July 1938. There is some suggestion that last minute **inter island** mail after the Post Office had closed was given direct to the Purser, and might not have been posted on the High Seas.

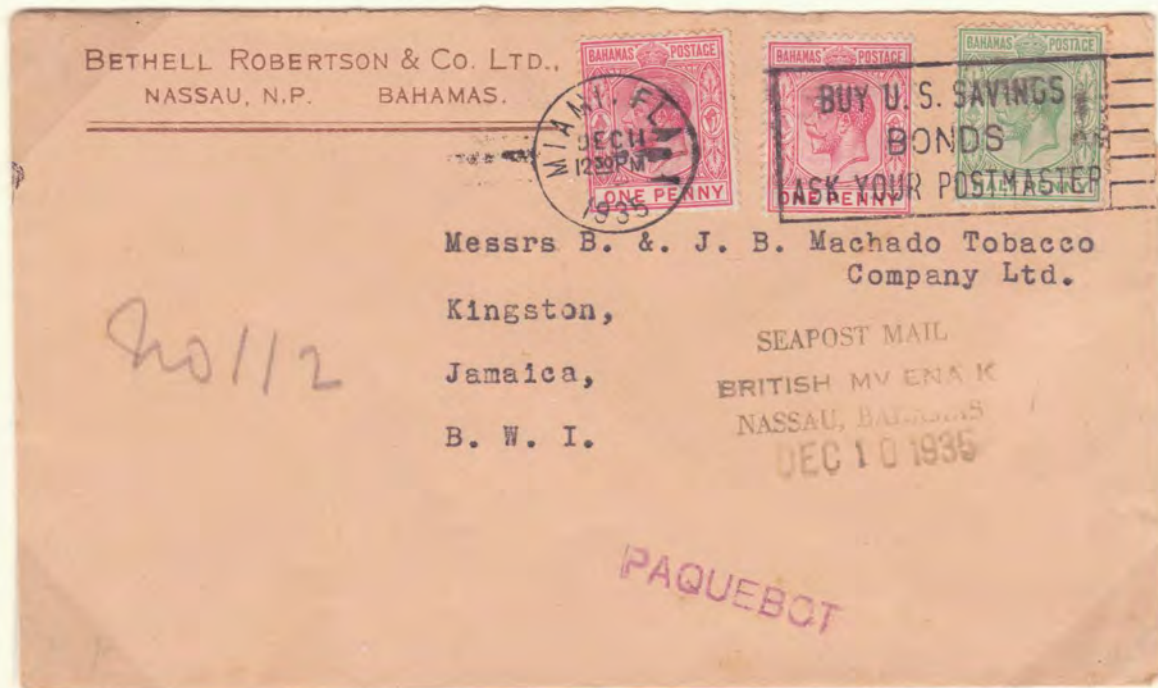


An envelope from Commissioner Cardinall to Lord Moyne in Antigua franked with a 1d, which was cancelled in Georgetown on 29th November 1938, probably carried by "CIMBOCO". He was leading a Royal Commission investigating Britain's methods of running its Empire in the West Indies as a result of riots in Jamaica earlier in the decade. He never visited Cayman but his report resulted in the complete reversal of previous policies. He was murdered in Cairo in 1944 by the Stern gang. The two covers contrast the different inter island rates that existed at the time.

INTER ISLAND MAIL



Another commercial cover addressed to Barbados, this time from an address in St Lucia. The 1 ½d adhesive was cancelled in Barbados but without a discernable date. The cover was struck with a “Lady Drake Mailed on the High Seas” cachet (Rego 08009/9), but again there is the possibility that it was handed to the Purser in Castries.



A commercial cover carried by the “Ena K” from an address in Nassau destined for Jamaica. Because it was landed in Miami it was franked with ½d and 2 x 1d Bahamas adhesives paying the U.P.U. rate. These were cancelled by a slogan postmark on 10th December 1935 before the cover was forwarded to Kingston.

CAYMAN ISLANDS, MAIL CARRIERS



per Sch. Albatross
via Mobile



UNITED STATES OF AMERICA.
MOBILE, ALA.
No. 5786

Messrs. A. J. Lascelles & Co.
Upper Exchange
New York
U.S.A.

P.O. Box # 2924

46251



A heavy linen envelope posted in Georgetown on 18th August 1902 which paid the registration fee of 2d and six times the U.P.U. rate. It was endorsed "per schooner "Albatross" via Mobile" where it received a Registration etiquette, but no date stamp. It arrived in New York, presumably by rail, on the 30th, a transit of only 12 days.

CAYMAN MAIL CARRIERS



A correctly franked cover paying a registered 2 oz rate to the U.S.A. Although franked exclusively with War Tax adhesives there was no liability to pay War Tax on mail to the U.S.A. It was addressed to St Louis and was cancelled in Georgetown on 7th February 1919. It was put on the "Caymanian" which sailed on the 10th. The cover transited New York on the 22nd and arrived in St Louis on the 24th. The adhesives on the second were cancelled on 6th March 1919 and paid a correct rate for a 1oz registered letter to the U.S.A. It was put on the "Caymanian" which sailed on the 13th. It transited New York on the 25th and arrived in Massachusetts on the 27th. At this time the "Caymanian" provided a regular monthly service to Kingston but it only lasted 6 months. Both covers had very fast transits to New York of 12 days.

CAYMAN ISLANDS, MAIL CARRIERS



A Wilson cover paying a 2 oz rate, the registration fee and a 1/2d War Tax which was cancelled in Georgetown on 13th January 1919. It missed the sailing of the “**Carolie**” which left the same day and had to wait a month for the sailing of the “**Caymanian**” on the 10th February. It then had a long wait in Kingston and did not arrive in Britain until the 10th March, a transit of almost two months.



Another cover paying an unlikely 5 oz rate plus 2d registration and a 1/2d War Tax to Canada. It was cancelled in Georgetown on the 15th January, two days later than the cover above and then went on the same sailing in the “**Caymanian**” to Jamaica. However it then moved rapidly to Toronto where it arrived on the 23rd February.

CAYMAN ISLANDS, ARTIFICIAL MARITIME MAIL.

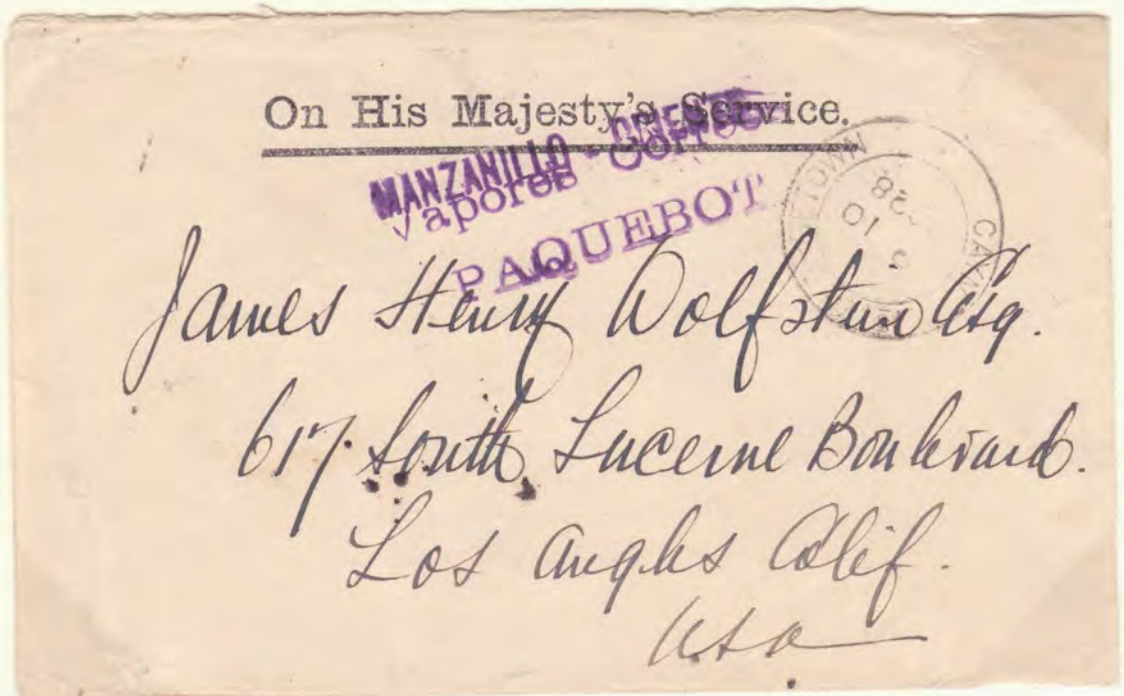


Two Smuckler covers which were franked with 2 x 1/4d adhesives paying a printed paper rate. They illustrate the wholesale breach of the Paquebot regulations that occurred during the 1930's as a result of cancellations by favour. Although the "Connector" frequently passed close to the Caymans en route from Kingston to Belize there is no record of her ever having visited, and the adhesives which were cancelled in Belize on 18th October 1937 should never have been accepted. Similarly the "Lady Somers" never went further west than Kingston and the adhesives which were cancelled in Nassau on 8th April 1937 with a Ship Mail mark should have been rejected.

CAYMAN ISLANDS, ARTIFICIAL MARITIME MAIL



As far as is known no U.F.C. vessel ever called at the Cayman Islands. However "Peten" was one of 6 vessels which carried passengers between New York, Kingston, Cristobal in the Canal Zone, and Limon in Costa Rica before returning home. This cover which was struck with "Peten's" cachet on 14th May 1936 had its Cayman adhesives cancelled by favour with a Paquebot mark in Cristobal. 2 ½ d was the correct U.PU. rate



An O.H.M.S. cover sent unfranked, probably from the Post Office, which was cancelled in Georgetown on 10th April 1928. Three days later it was struck in Cuba with a Manzanillo Paquebot mark. This is unknown to Hosking, so is either a giant fraud or very obscure

CAYMAN ISLANDS, ARTIFICIAL MARITIME MAIL

PER M.Y. ATLANTIS, R Y S.



Mr. A. J. Watkin.
20 , Heathgate .
London. N.W. 11.
England.

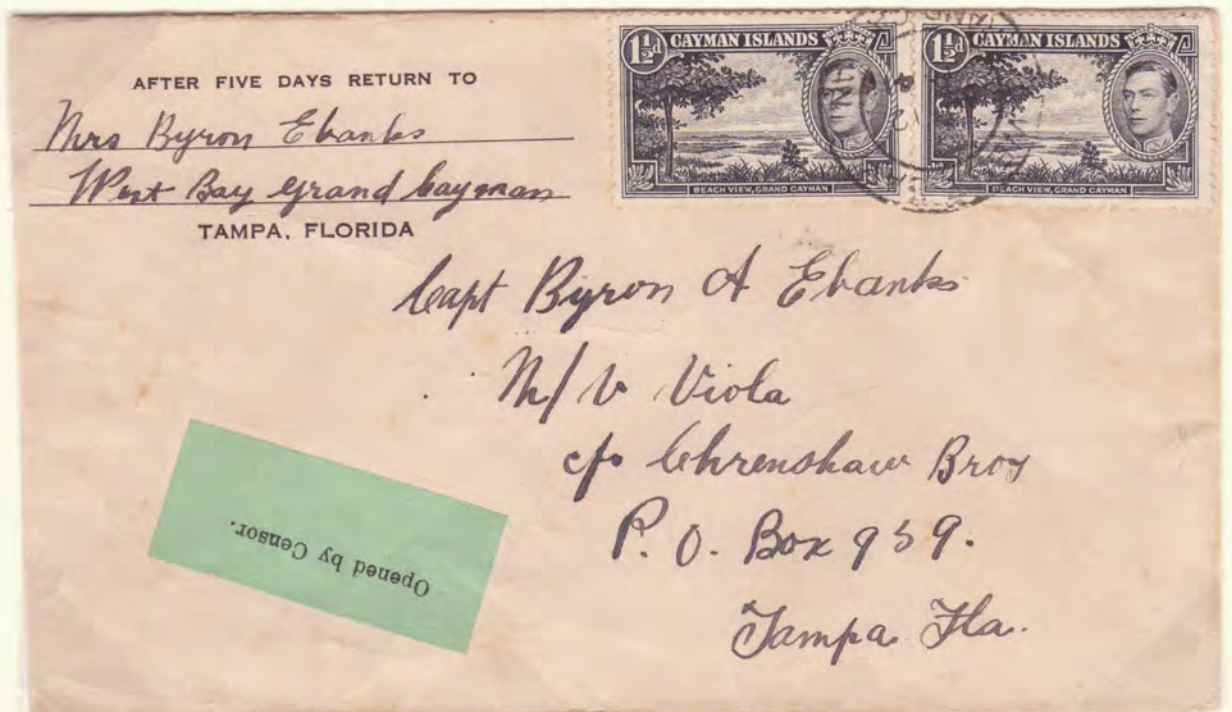
H. M. S. DRAGON
GREET'S YOU
FROM
CAYMAN ISLANDS
JAN. 23.-28. 1937



Mr. A. J. Watkin .
20 , Heathgate .
London. N.W.11.
England.

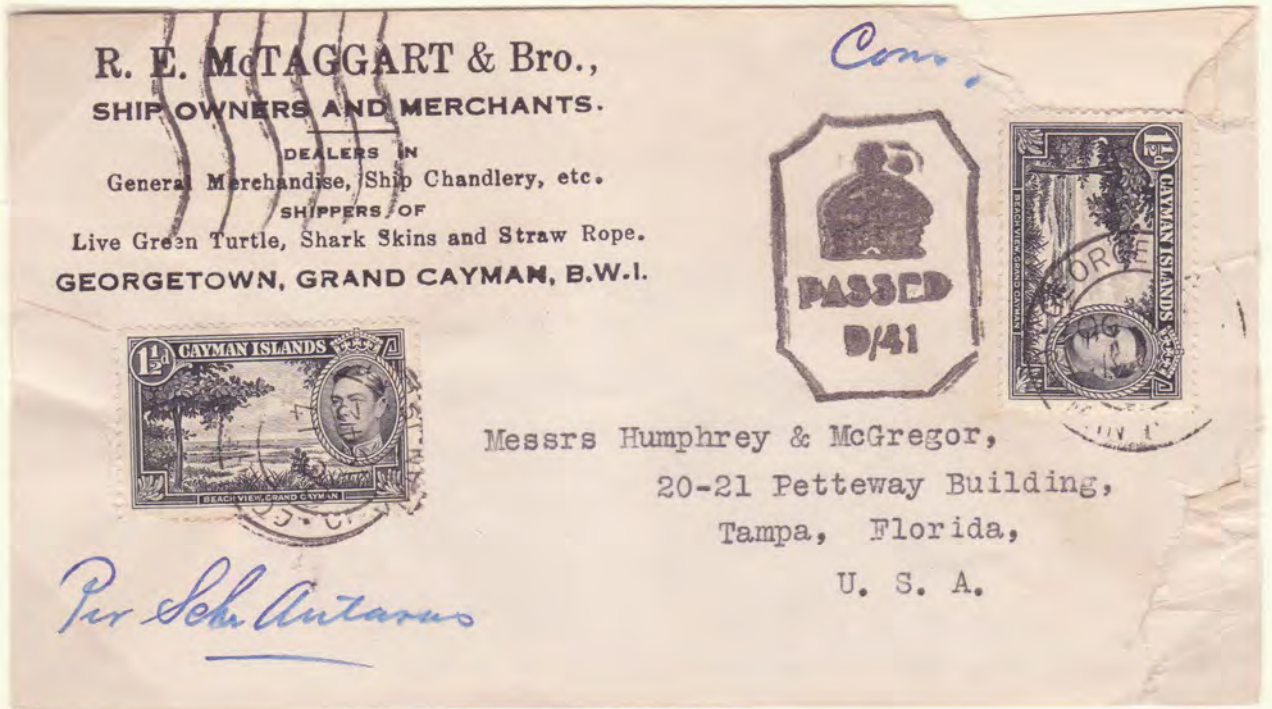
The visit of the S.S. "Atlantis", the Royal Mail liner, the first major cruise ship to visit the Cayman Islands in March 1937 generated an enormous amount of mail, most of it philatelic, but the cover above is quite scarce. In fact it has nothing to do with the visit. M.Y. Atlantis R.Y.S. stands for Motor Yacht "Atlantis, Royal Yacht Squadron, an exclusive sailing club on the Isle of Wight, and it is probable that the vessel never went anywhere near the islands. Watkin must have been a member and gave a few covers addressed to himself and Mercer to a friend on H.M.S. Dragon, who franked and posted them at Georgetown during her visit a month earlier.

CAYMAN ISLANDS, SECOND WORLD WAR



The islanders established a reputation as brilliant natural seamen when they volunteered in their hundreds during the 2nd World War. These are two censored letters addressed to seamen in the U.S.A. The first addressed to Len Bodden on the **S.S. Allister** in New Orleans was cancelled in Georgetown on 28th November 1939. It was probably a Christmas card and paid a printed paper rate of 1d. The second went to Capt Byron Ebanks of the **M.V. "Viola"** in Tampa. It was cancelled in West Bay on 12th April 1941 and paid the new U.P.U. rate of 3d established on 29th November 1940

CAYMAN ISLANDS, SECOND WORLD WAR.



A cover addressed to Tampa, franked with 2x 1½d adhesives which were cancelled in Georgetown in October 1942. The cover was censored with D 41 and was nominated to go on the **Schooner Antarus**. None of the Cayman schooners or the "Cimboco" were destroyed by enemy action during the war. It may be apocryphal but it was claimed afterwards that submerged German U boats found her very useful as cover as she made her way between the Cayman and the U.S.A.



A very scarce example of censored P.O.W. mail sent from Cayman Brac on 16th January 1942 to a Caymanian merchant seaman from the S.S. "Cymbeline", interned in Germany. She was an oil tanker in ballast returning from Gibraltar to Trinidad when she was sunk by the German raider "Newmil" in September 1940. Twenty six of her crew were taken prisoner

On His Majesty's Service.

A.O.Bragg Jr. Lieut (jg) U.S.NR
Bldg. 500- N.A.T.T. Center
U.S. Naval Air Station
Jacksonville Fla. U.



THE RECREATION OFFICER,
MARINE DETACHMENT,
U. S. NAS,
JAMAICA, B.W.I.



COMMANDING OFFICER
NAVY (FIVE ONE TWO)
NAVY 512
FLEET POST OFFICE
NEW YORK
c/o

During the war a base for Martin Mariner amphibious aircraft was established on North Sound to pursue anti-submarine patrols in the West Indies. Its identification Number was Navy 512. This censored cover, franked with a 1 1/2d adhesive paying the Empire rate to Jamaica, is one of very few known which carry the return address of the unit. It was cancelled in Georgetown in December 1944.