

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET

The first packet service to the West Indies was organised by Edward Dummer in 1702 but the effort involved had bankrupted him by 1711. From then until 1745 there was no packet service and from 1745 to 1765 it was very irregular. From 1765 until 1842 there was a consistent service when not interrupted by the frequent wars.

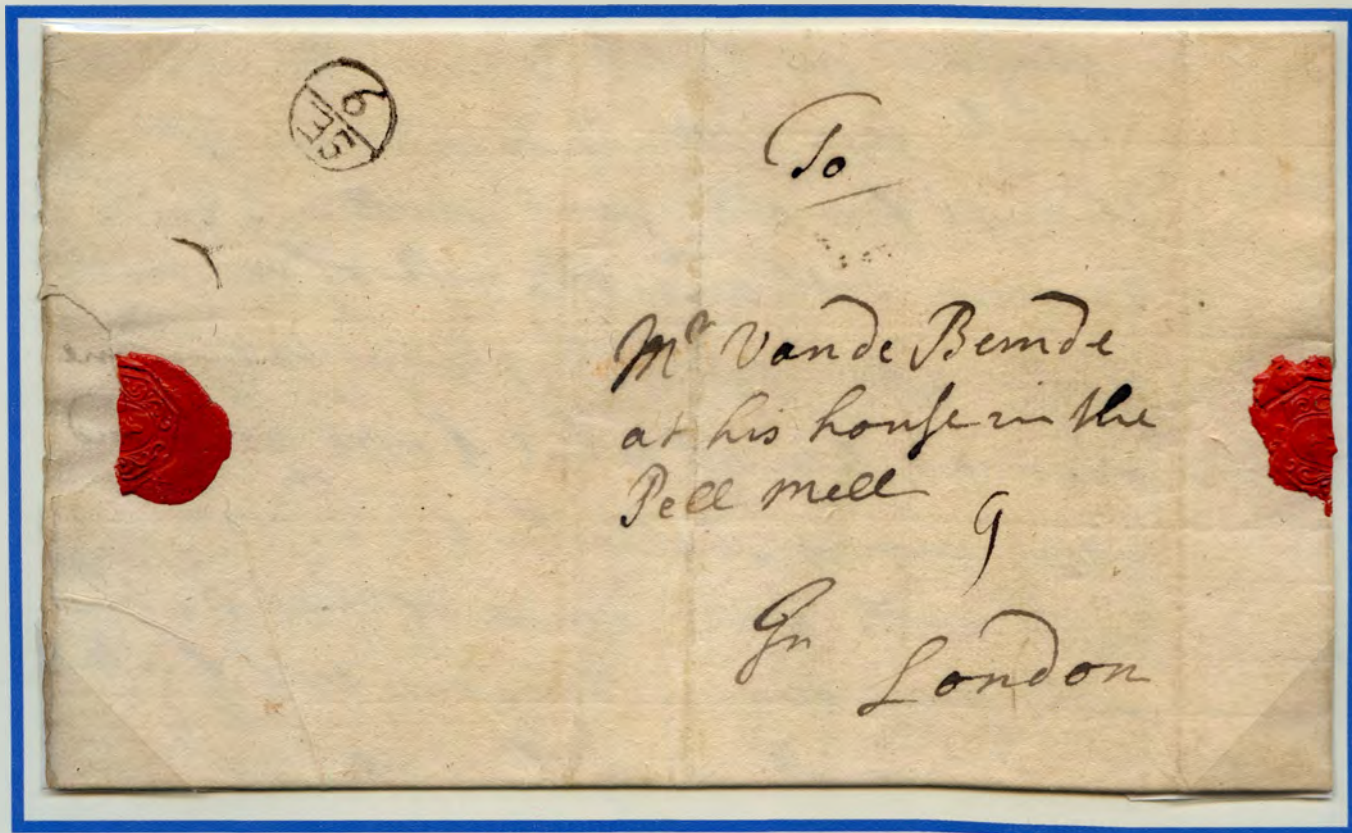
Originally there was one packet a month, then by 1790 two. Both initially called at Barbados; one then went straight to Jamaica, the other worked its way up the Windward and Leeward chain of islands before returning home. In 1826 a third packet to Mexico was added. These were supplemented by small sailing vessels and eventually small steamers locally hired in the West Indies – at their peak there were 7 different routes.

The original packets were owned and manned in Falmouth and were contracted under very specific terms to the Post Office. They were designed for speed and were specifically instructed to avoid a fight if at all possible. Then in 1823, faced with a shortage of career appointments for young officers the Admiralty took over the service and progressively replaced the existing packets with 10 gun brigs. The service closed and was replaced by the Royal Mail Steam Packet in 1842.

The exhibit begins with an entire carried by the Dummer packet. The next 9 sheets show marks applied in the West Indies. Periods of use are not discrete but the exhibit broadly follows the sequence of undated straight line, dated straight line, large fleuron, small fleuron and dated twin arc. The final 3 sheets show unusual marks & those applied in the U.K. to identify mail from the packet.

Reference : Sailing Packets to the West Indies – Britnor

NB Information on rates is shown in red



An entire written in Antigua on 5th July 1704 addressed to “Mr Van de Bemde at his house in the Pell Mell, London”. Put on the Dummer packet “Prince” which arrived in Plymouth on 6th September. Struck with a London Bishop Mark on 9th September **and charged the single rate of 9d.**

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



Copy

An entire written in **Kingston, Jamaica** on 23rd November 1774 addressed to Love Lane London. It was back stamped with Foster Type J3 and put on the Packet. On arrival in London it was back stamped with a Bishop Mark on 31st January 1775 **and as a single letter charged 1/-**. Ex Mahfood.



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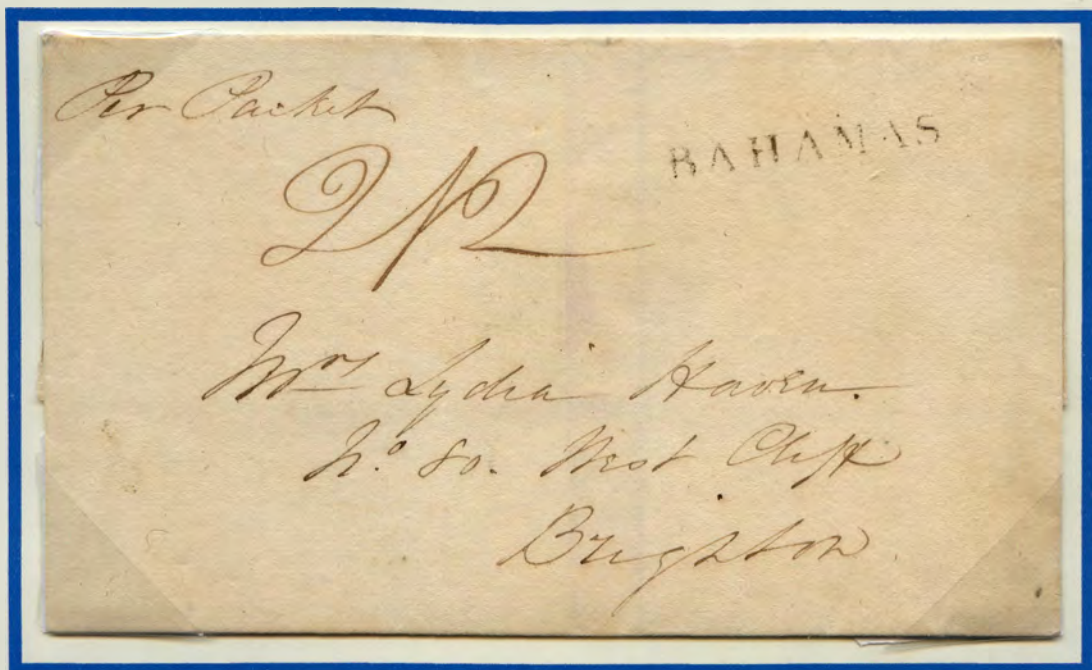


An entire written in **St Christopher** on 1st June 1791 which was back stamped with an undated St Kitts mark (TypeS7) and put on the packet. It was originally **rated 1/- as a single letter (packet and inland to London combined)**. It was back stamped in London with a Bishop mark on 21st August before being sent to Axminster in Devon when **6d was added for the additional mileage**. It was then redirected to Bradford near Dorchester without further charge.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET

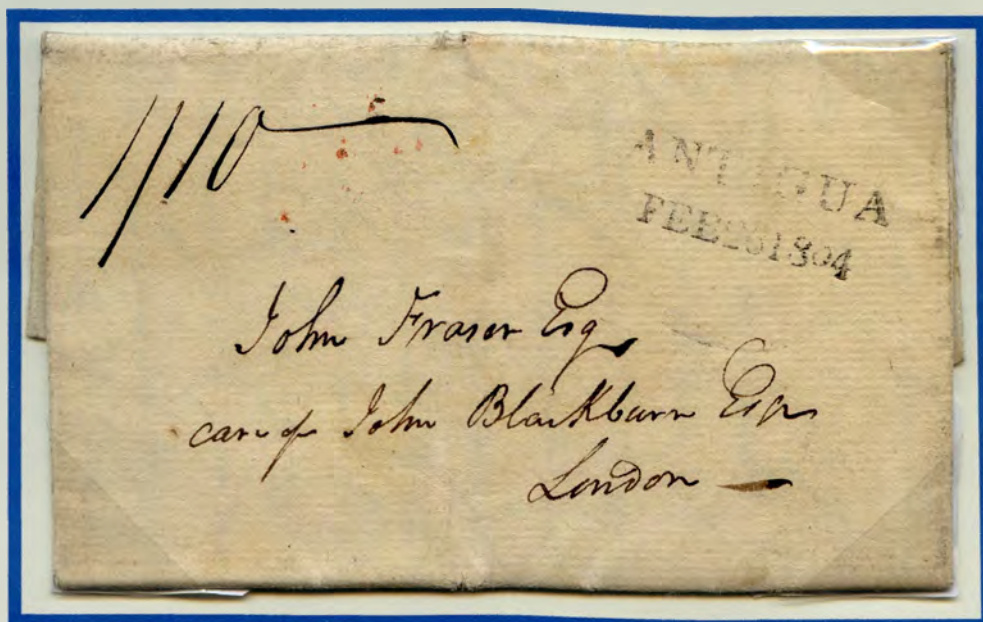


A wrapper struck with an S.L. “**Barbadoes**” mark (Type A4) written on 9th February 1809. In the U.K. it was **charged 4/- as a double letter (1/1d packet plus 11d inland x 2)**. This was paid in London on 15th April. On the 17th the cover was **redirected to Dorking and charged 5d for 15-30 miles**. The addressee was not found and it was advertised either in the local newspaper or a notice in the Post Office as indicated by the manuscript entry “to be noticed”



A wrapper from the **Bahamas** written on 2nd October 1827 endorsed “Per Packet”, struck with an undated straight line mark – Type B1 – addressed to Brighton. **This is very late use for an undated mark**. In Falmouth it was **rated as a single sheet - 2/2d to pay (1/3d packet and 11d inland for 230-300 miles)**.

WEST INDIES MARITIME MAIL - THE FALMOUTH PACKET

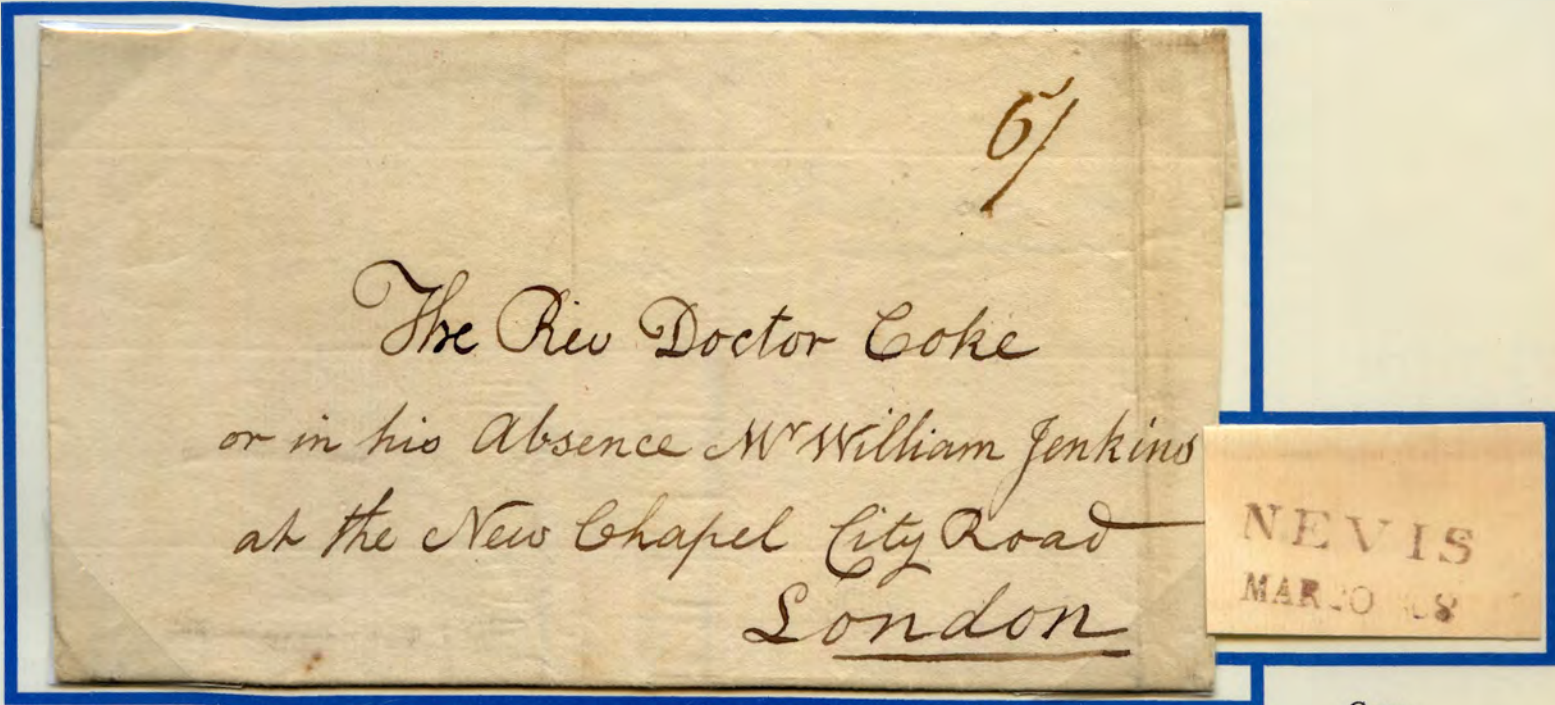


An entire posted in **Antigua** on 26th February 1804 when it was struck on the obverse with a dated straight line mark – Type 14. No ship was nominated but **the rate of 1/10d is the single packet rate to London (1/- packet and 10d for the 270 miles to London, effective January 1797)**. The cover was back stamped in London on 29th April, a long transit of 62 days.



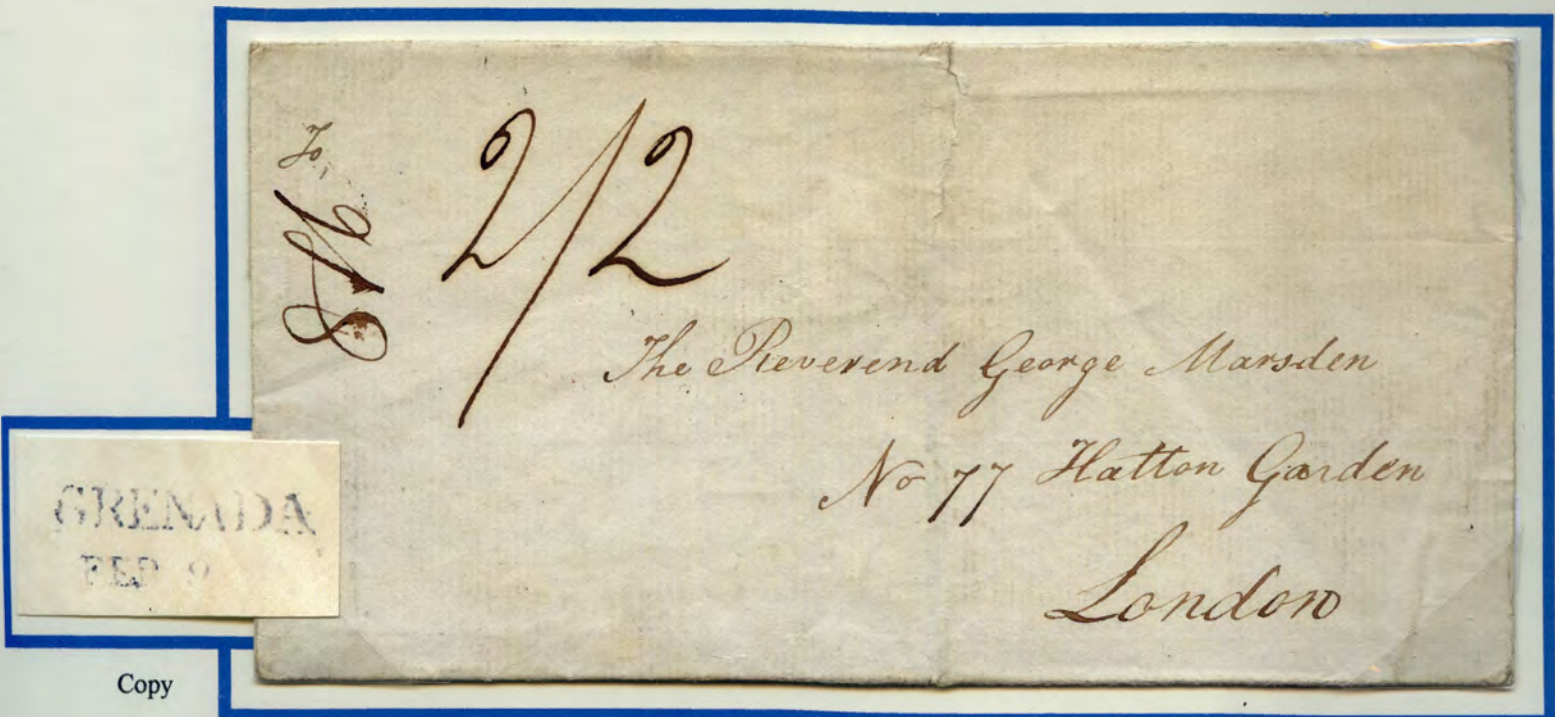
An entire from the Thomas Watters correspondence written in **Tortola** on 8th August 1821, but not posted until the 15th when it was struck with a Type 8 hand stamp. In Falmouth it **was charged 2/4d – 1/3d packet and 1/1d inland to Kendal. The single packet rate changed from 1/1d to 1/3d in July 1812**. According to the file note the cover arrived in Kendal on 23rd September, a fast passage of 39 days.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



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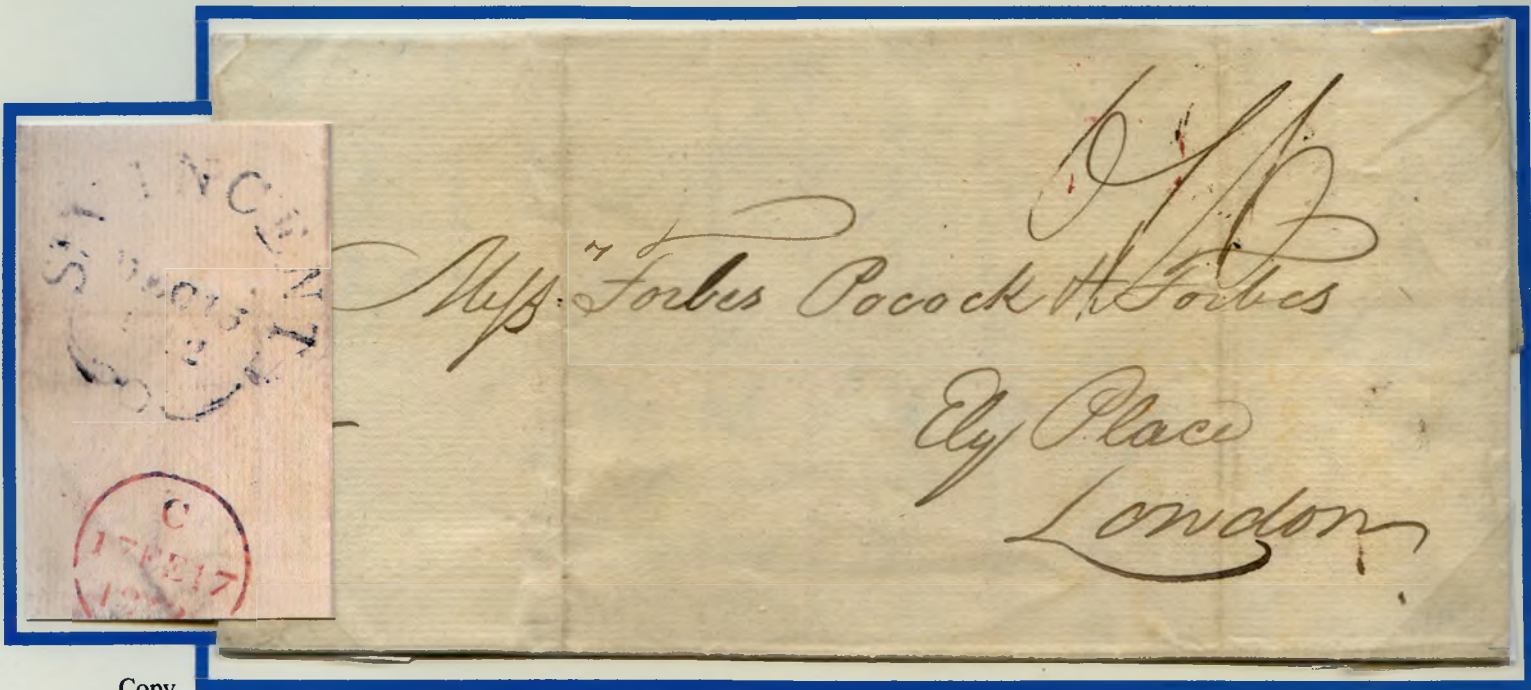
A wrapper addressed to London back stamped by a straight line Nevis (Type PF) on 20th March 1808. **It was rated as a triple letter with 6/- to pay (3/3d packet and 2/9d inland, the rate effective from 1805).** The cover was back stamped in London on 28th April, a fast transit of 39 days.



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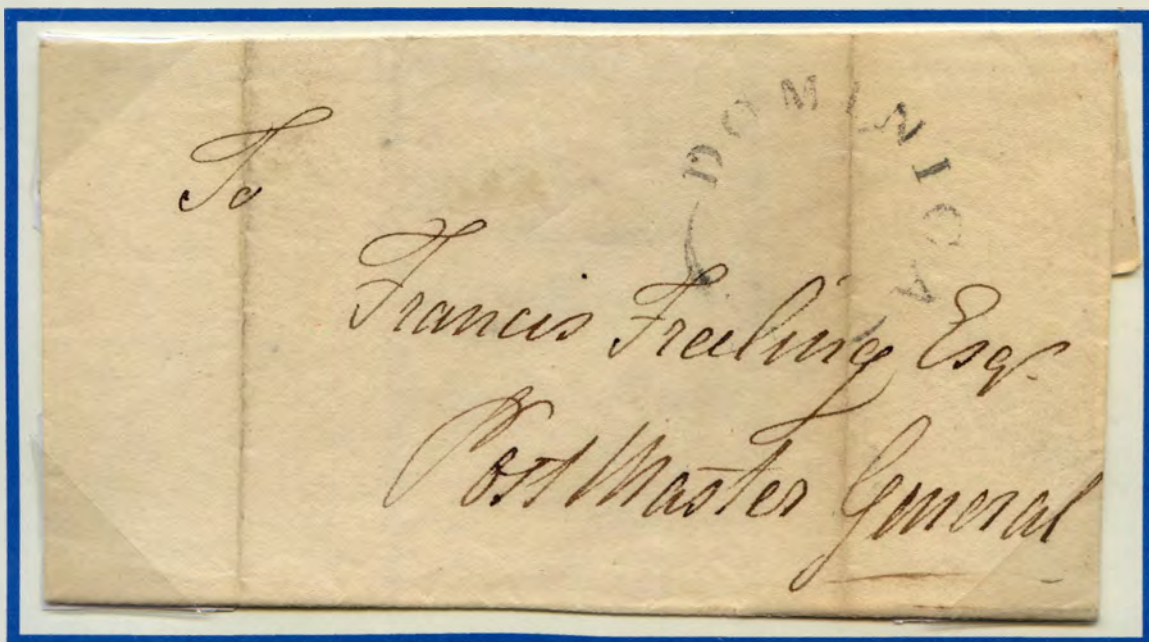
A wrapper from Grenada back stamped with a dated S.L. hand stamp on 9th February 1836. In Falmouth **it was charged 2/2d (1/3d packet and 11d inland to London).** Here it was back stamped on 30th March, a transit of 49 days.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



Copy

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 “**Rossie**”,– the first loss of the 1812 war. It was back stamped with a large fleuron and arrived in London on 17th February 1813. No ship was nominated but **the rate of 6/6d fits with carriage by the Falmouth packet of a triple letter – 3/9d packet rate and 3 x 11d inland for 270 miles in accordance with the increase effective in 1812.**



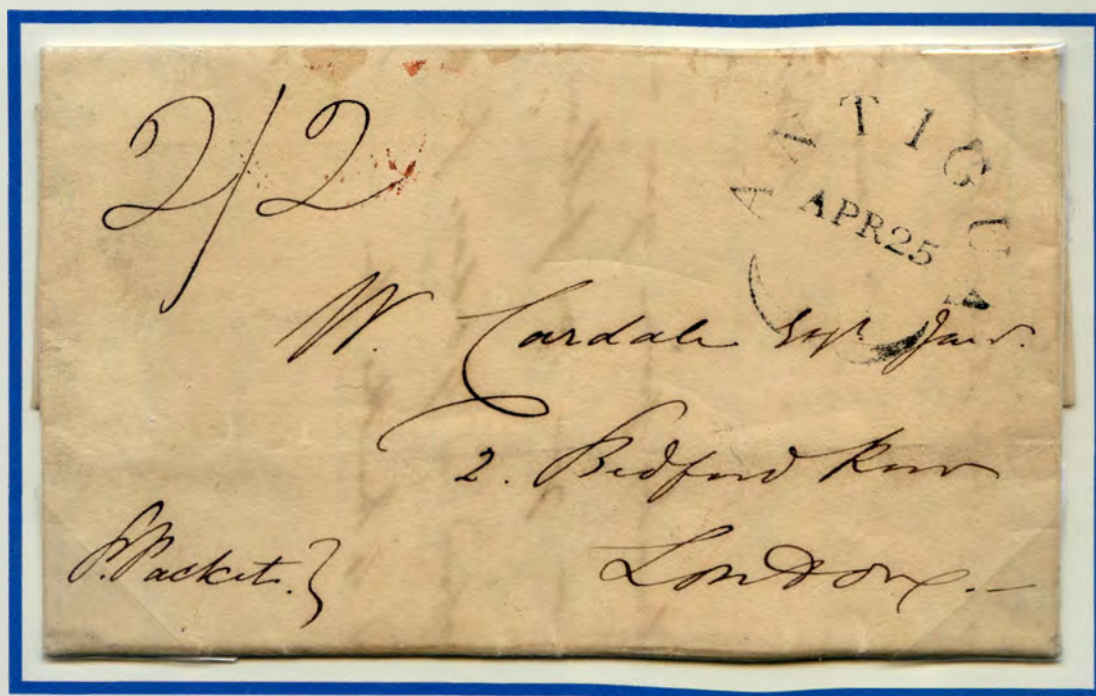
A wrapper addressed to **Francis Freeling, the Postmaster General, which was sent free.** It was written in **Dominica** on 16th February 1823 when it was struck with a large fleuron. It arrived in London on 26th March, a fast passage of 38 days.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET.



Copy

A wrapper posted in **Barbados** on 11th February 1816 when it was back stamped with a Type A5 fleuron. It was nominated to go on the packet "**Blucher**" which arrived in Falmouth on 22nd March. **Here it was rated as a double letter and charged 4/4d – 2/6d packet and 1/10d inland.** Addressed to Rothschild's in London it was back stamped there on the 23rd.



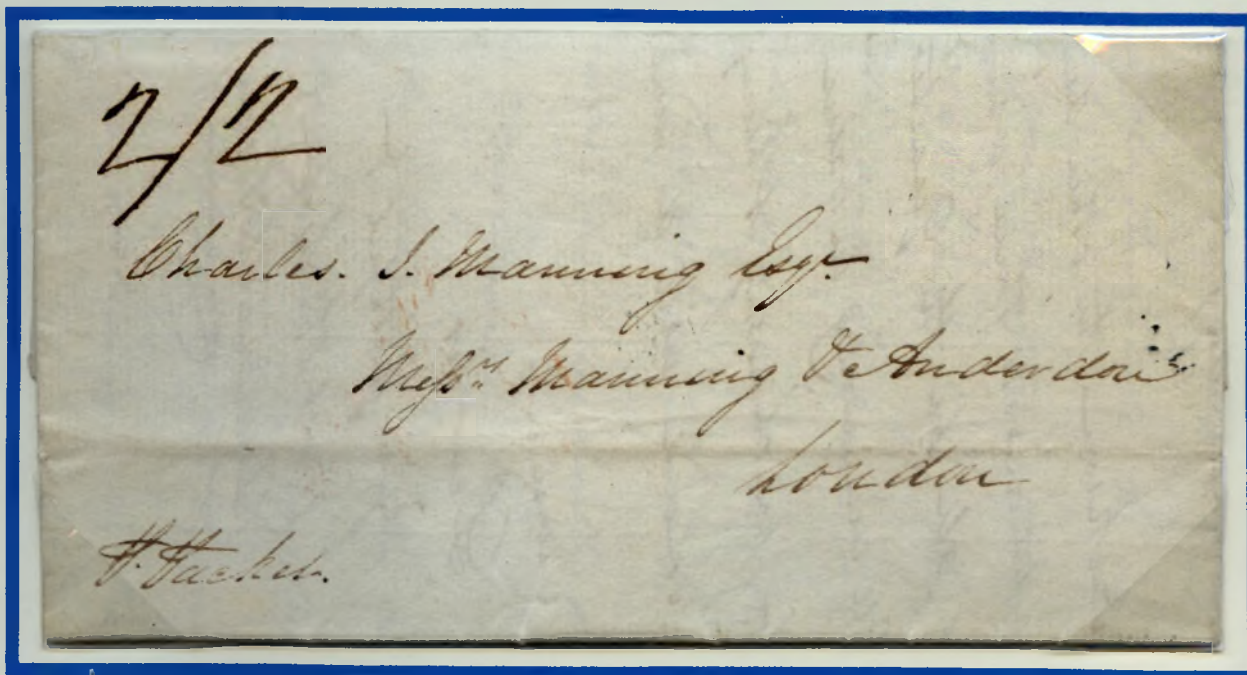
An entire from **Antigua** struck with a fleuron postmark (Type PG1a) on 25th April 1816. Nominated to go on the packet it arrived in Falmouth on 15th June where it was **rated as a single letter 2/2d (1/3d packet and 11d inland to London).** Ex Urwick.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



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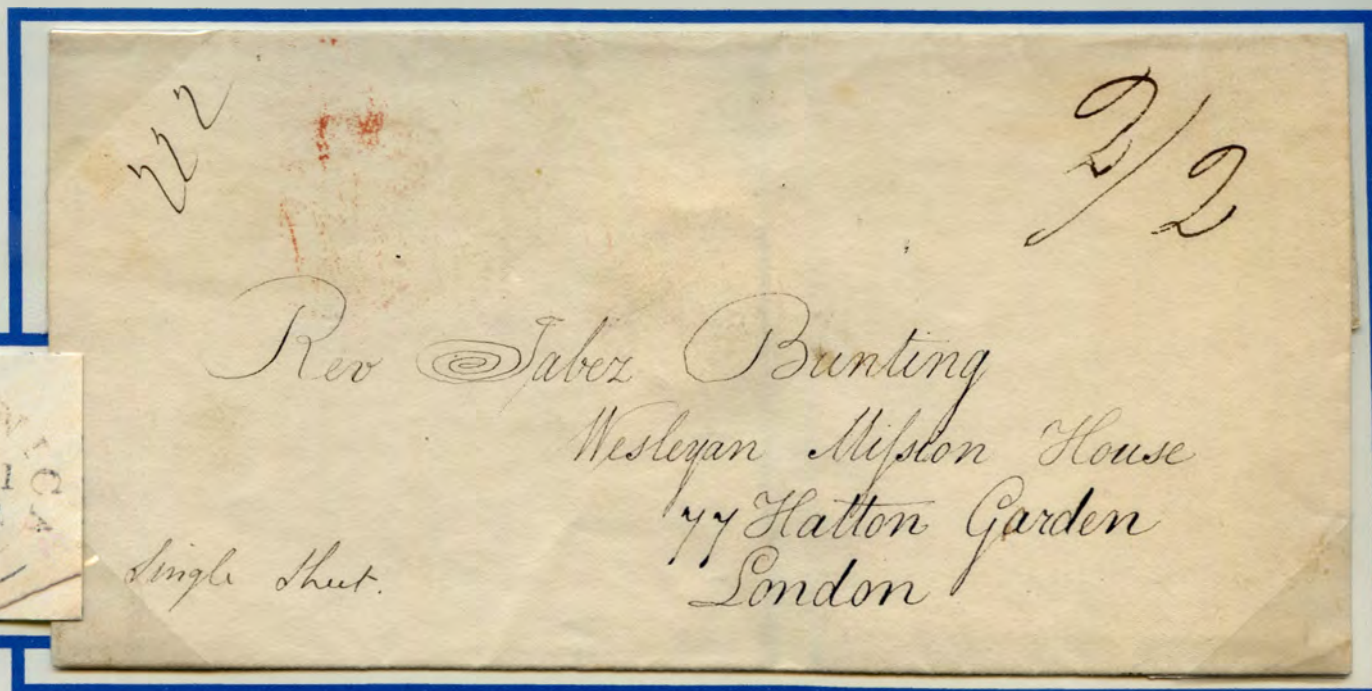
The Admiralty took over the responsibility of operating the Falmouth Packets from the Post Office in 1824. This letter was written in St Kitts on 20th April 1827, addressed to James McQueen, the founder of the Royal Mail Steam packet and was carried by “HMS Sphynx”, a 10 gun brig. It was back stamped with a St Kitts small fleuron and again on arrival in Glasgow on 23rd May. **It was a treble letter and was charged 3/9d packet 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.**



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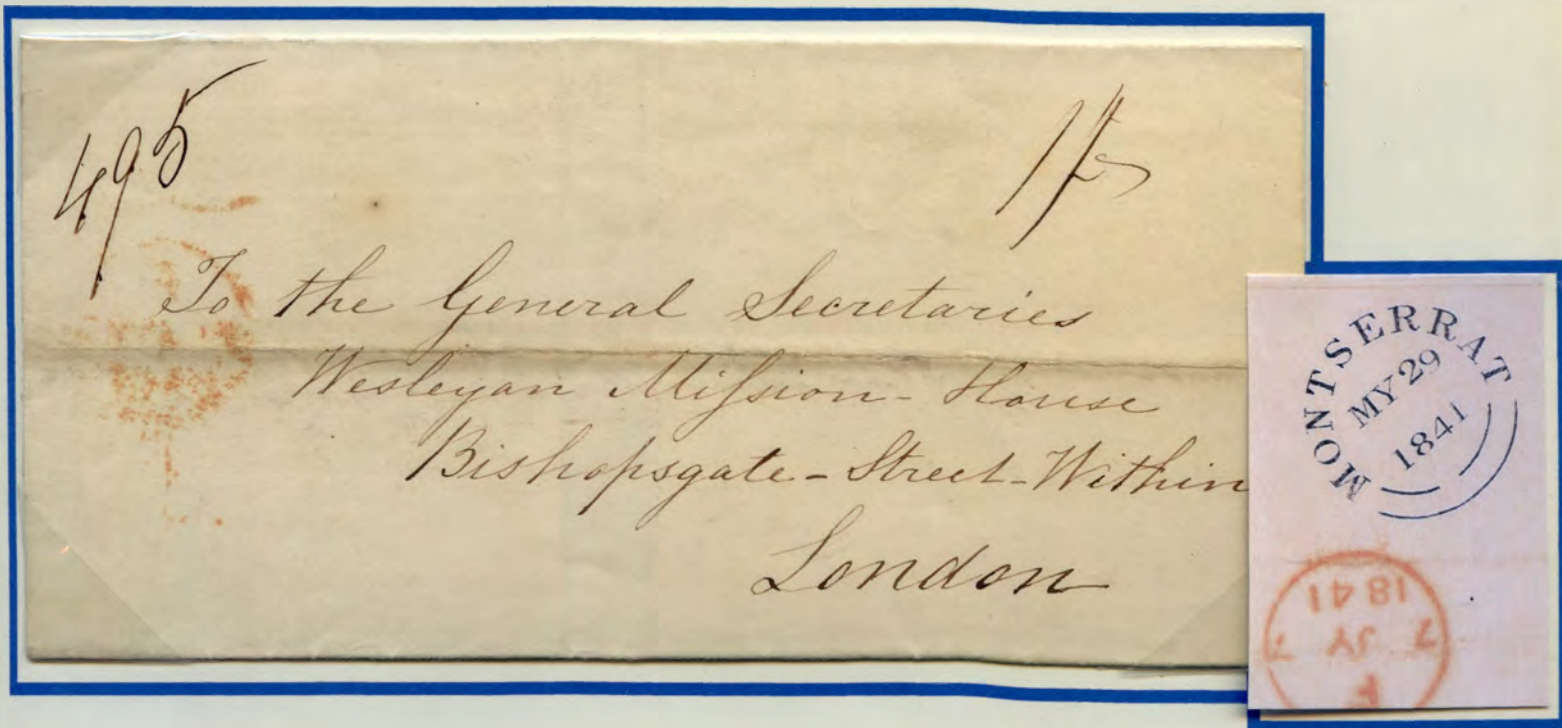
An entire concerning the revival of Surprise and Brechin Castle Estates, written in Trinidad and back stamped there with a Type 3 fleuron, on 2nd September 1836. In Falmouth it was **rated 2/2d, 1/3d packet and 11d inland to London**, where it was back stamped on 16th October; a transit of 48 days.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



Copy

An entire written in **Dominica**, back stamped with Type D1 on 11th January 1834 and put on the packet. It was endorsed “single sheet” and in Falmouth **was rated 2/2d – 1/3d packet and 11d to London** where it was back stamped on 15th February, a quick transit of 35 days



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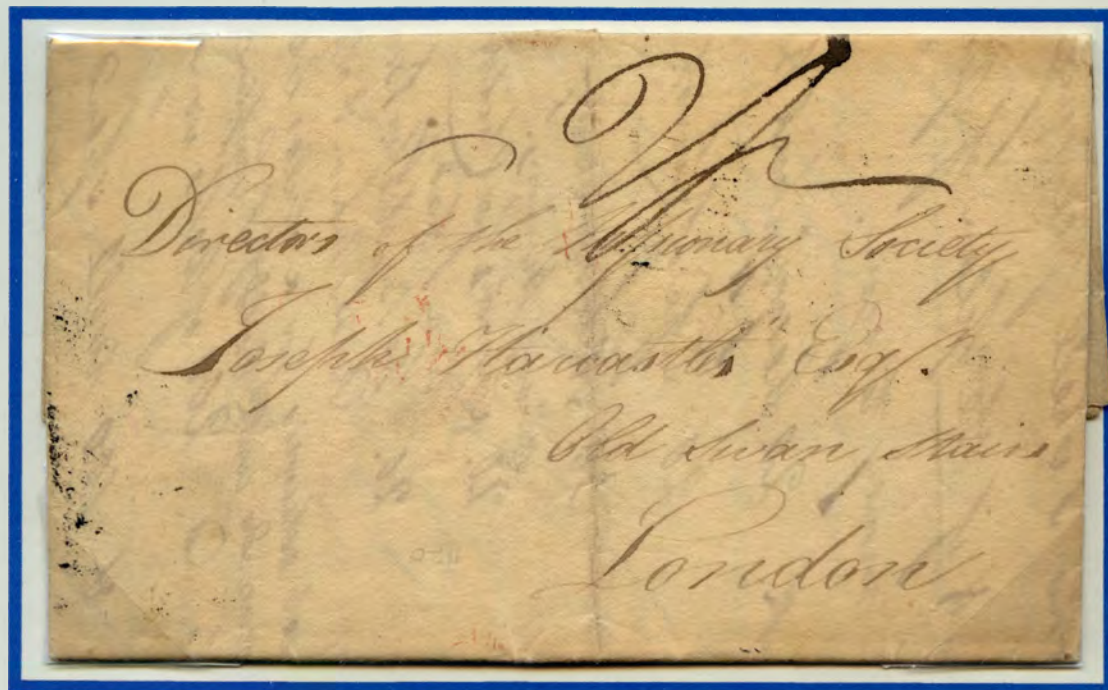
A wrapper from missionaries in **Montserrat** addressed to the Wesleyan Mission House in Bishopsgate. It was back stamped with a twin arc Type C3 on 29th May 1841 and in London on 7th July – a transit of 39 days. In accordance with the 1840 reforms it was **rated as a ½ oz letter, an all in charge of 1/-**.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



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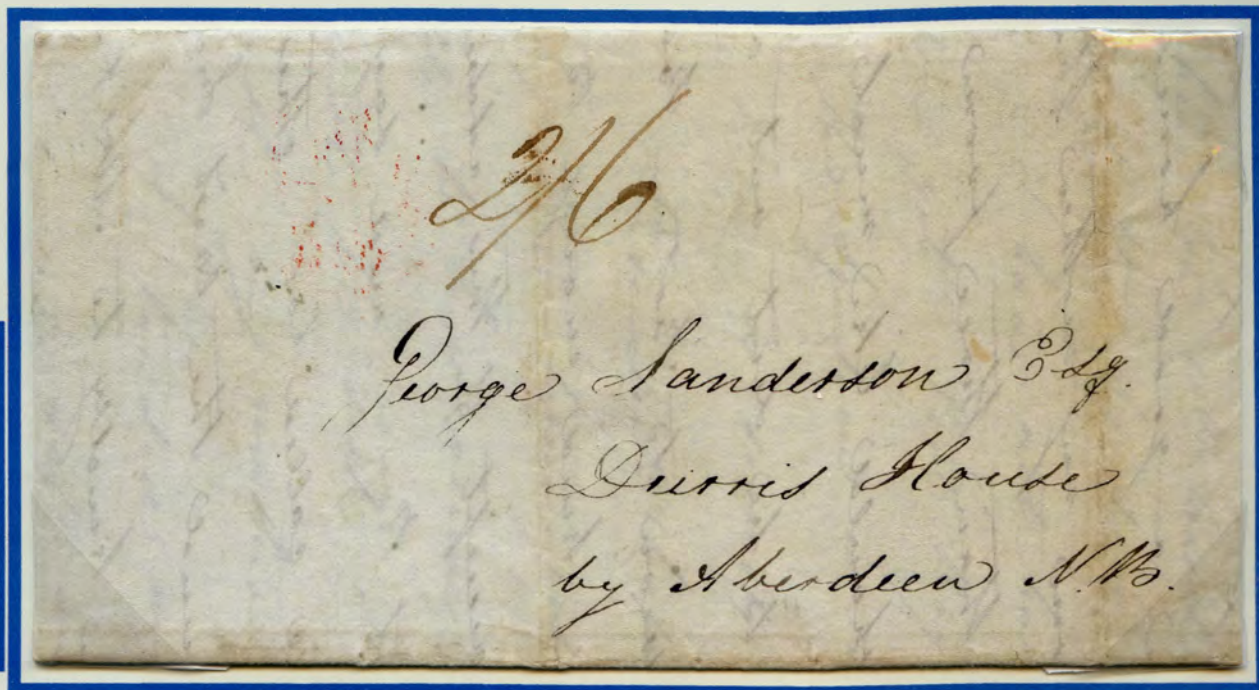
An entire in French written in Grenada on 3rd September 1792, back stamped with a crowned circle. No ship was nominated but the rate of 1/- was the packet rate for a single sheet under the 1765 act to London.



Copy

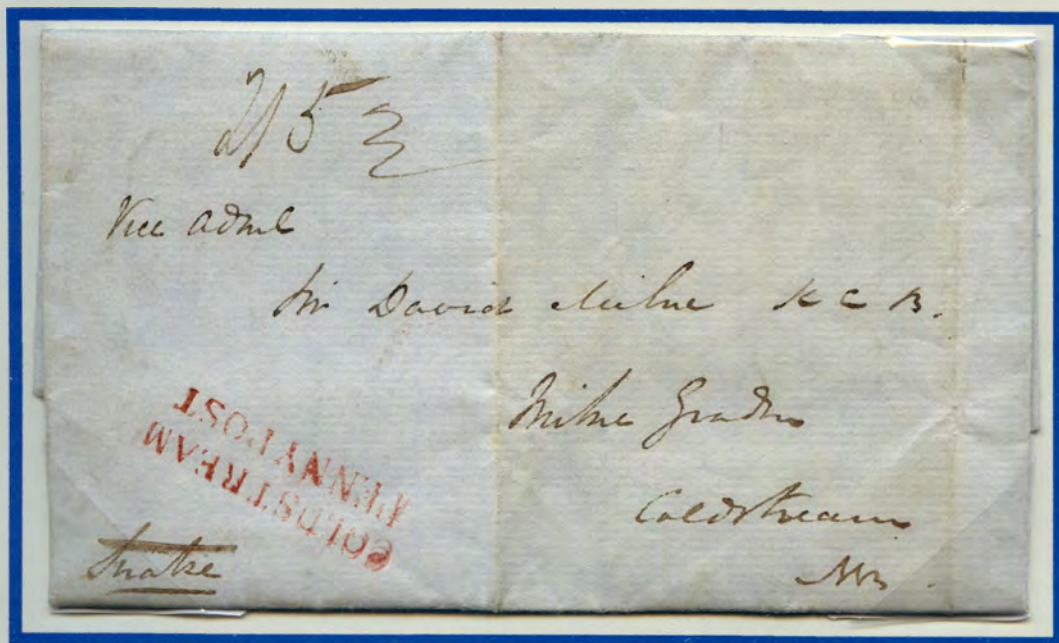
An entire addressed to Old Swan Stairs, London back stamped in Demerara with a large horseshoe (Type 3) on 3rd June 1810 with the last two digits transposed. No ship was nominated but the rate of 2/- is the single packet rate effective 1805 – 1/1d packet and 11d inland to London. Ex Freeland.

WEST INDIES MARITIME MAIL – THE FALMOUTH PACKET



Copy

An entire written by a junior naval officer on **H.M.S. Magnificent** stationed at Port Royal in **Jamaica** on 20th February 1831. In Falmouth on 6th April it was struck with **Tabcart FP 5** and **charged 2/6d (1/3d plus inland from Falmouth to Aberdeen of 1/3d)**. **There does not appear to have been any attempt to charge the ½d Scottish wheel tax.** The cover went through Edinburgh on the 8th and arrived in Aberdeen on the 10th. Ex Seaton.



Copy

An entire from the captain of **HMS Snake** in Port Royal, **Jamaica** written on 8th June 1838 to his father Admiral David Milne. It was sent by the packet, but although endorsed "Snake" it is believed that this was the ship he was on, not the packet that carried the letter. In Falmouth it was back stamped with an undated **Tabcart FP6** in green **and charged 2/5½d – 1/3d packet, 1/2d inland to Coldstream** where it received a Penny Post mark, and a **½d Scottish wheel tax.** The scarcity of the green Falmouth "F" marks is not completely understood. They may have been applied to loose ship's letters or only to the top letter in a bundle of letters.

WEST INDIES MARITIME MAIL – PRE 1842

THE FALMOUTH PACKET



An entire written in **Havana** on 19th June 1838 and put on **HMS Alert**. She arrived at Falmouth after a passage of 27 days when **the cover was charged 9/3d, being treble the 3/1 d rate – 2/1d packet ex the Foreign West Indies and 1/- inland.** This was denied by Frederick Huth, the addressee, and 3/1d was probably credited to his account.



A wrapper that originated in **St Thomas** in 1841, carried by "**H. Bell, Brig Swift**" during the final year of operation of the Falmouth Packet. It arrived in London on 19th June when it was struck with Tabart P4 in black and **charged 1/5.** Since the 1840 reforms the Foreign West Indies rate had been 1/3d packet and 2d inland to anywhere in the U.K.

WEST INDIES MARITIME MAIL - PRE 1842

SHIP LETTERS

Prior to the Dummer packet and for most of the Eighteenth Century merchantmen and an occasional ship of the Royal Navy were the only means of communicating with the U.K. Traditionally masters were paid 1d per letter but it was not until 1711 that the Post Office was allowed to collect 1d per letter on mail landed in the U.K. Prior to that the only charge was the inland mileage rate. Ship Letter hand stamps to identify the port at which the mail was landed were introduced in the 1860's.

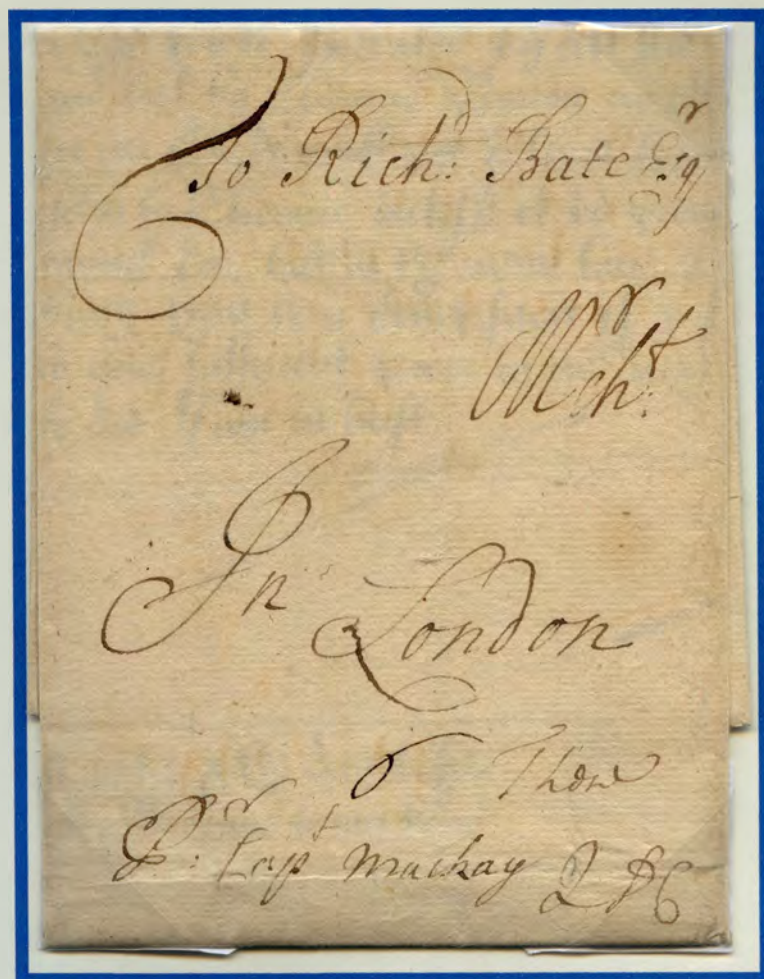
In 1799 the Ship Letter Office was opened in London and Postal Agents were appointed in many overseas locations. The crown mark was supposed to identify letters from such sources and letters were charged a higher rate of 4d per sheet. Elsewhere letters continued to be put on board by either forwarders or the letter writer, without any involvement of the Post Office. The two tier scheme was abandoned in 1815 in favour of an increased payment of 8d. Throughout the West Indies the Post Office played little or no part in the despatch of such letters so they carry no marks, except in the bigger colonies where there was an inland charge. Consignee mail went free and despite the penalties a fair amount of mail was smuggled into the U.K. Most mail was landed at Bristol, London, Liverpool, and Glasgow or on the south coast. Elsewhere mail is relatively scarce.

The exhibit follows a chronological sequence **with information on rates in red.**

References:-

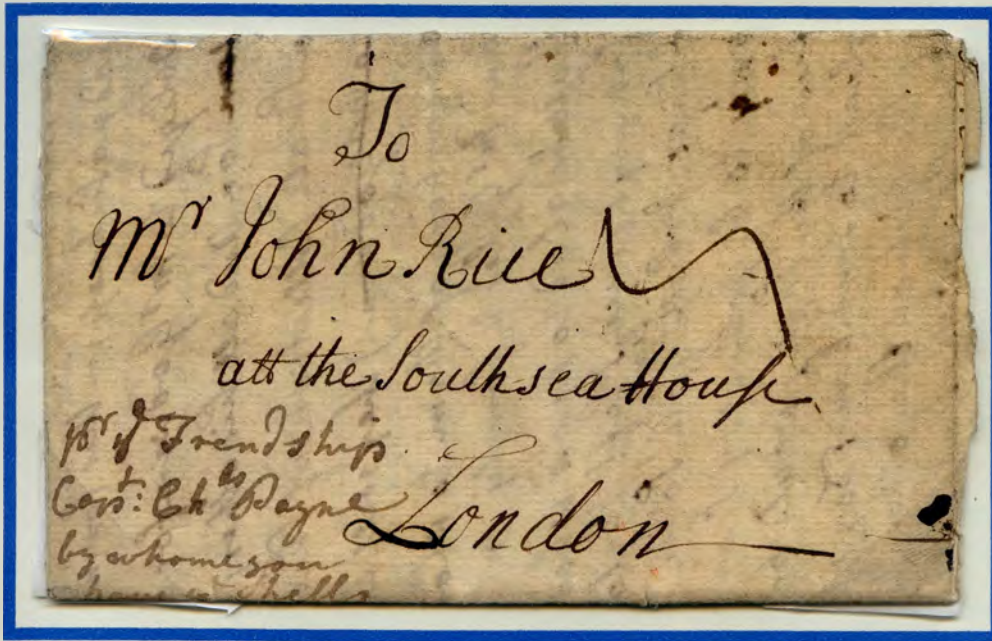
Robertson Revisited – Colin Tabcart

For the Port & Carriage of Letters – David Robinson.



A letter which preceded the Dummer packets, dated 17th May 1701 from Barbados. At this date the use of Ship Letter marks had not been developed and the Master's gratuity of 1d could not legally be recovered by the Post Office. **There was no charge for sea postage and no indication as to where the cover was landed. The rate was 6d which suggests a double letter from a port more than 80 miles from London.** The cover was back stamped by a Bishop Mark on 21st July, a transit of 64 days. Ex Hill.

WEST INDIES MARITIME MAIL – PRE 1842
SHIP LETTERS



An entire addressed to the South Sea Coffee House in London written in Nevis on 6th May 1753. The cover was endorsed to go on the **Friendship, Capt Payne** and was back stamped with a Bishop Mark in **London** on 4th November, a long transit of almost 6 months. **It was charged 4d (1d Ship Letter and 3d inland for less than 80 miles)**. The introduction of Ship Letter marks to facilitate the calculation of the inland mileage charge did not happen in England until the 1760's. Ex Borromeo.



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 no choice but to be sent on a merchant ship, the "**Antelope**". There is no ship letter mark so all that can be said is that it was treated as a 1oz letter from a port more than 80 miles from **Bristol**, was **charged 4 x 4d inland plus 1d ship letter** and was back stamped with a Bishop Mark in London on 9th October.

WEST INDIES MARITIME MAIL – PRE 1842
SHIP LETTERS



An entire from **Morant Bay, Jamaica** addressed to London endorsed to go on the **Friendship, Capt. Thomson Q.D.C.** It was written on 27th April 1774 and was landed at **Dartmouth** where it was struck with Tabart S1. Dartmouth was one of the earliest ports to receive a Ship Letter hand stamp. The cover was back stamped by a Bishop Mark on 27th June and **charged 9d as a double letter – 1d Ship letter and. 2 x 4d for over 80 miles.**



An entire concerned with shipments of sugar from **Grenada** written on 31st July 1784 which arrived after the Act that implemented changes to the inland rates on 31st August of that year. It was sent on the "**Mary**", Capt. Boyd, and on arrival was struck with a plain "SHIP" mark in **Greenock** (Tabart S1). It was charged 5d to Glasgow which was **a single rate under the new Act – 1d ship and 4d for two post stages.**

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



A cover that originated in **Montego Bay, Jamaica** on 25th July 1794. On arrival in **Whitehaven** it was struck with Robertson S1, 16 years earlier than previously recorded. **Although heavy it was a single letter and was charged 1/3d. It went almost 600 miles out of its way to London on its way to Edinburgh being charged 1d ship, 6d to London and 8d from London to Edinburgh.** Arrival on 28th October meant a transit of 95 days.



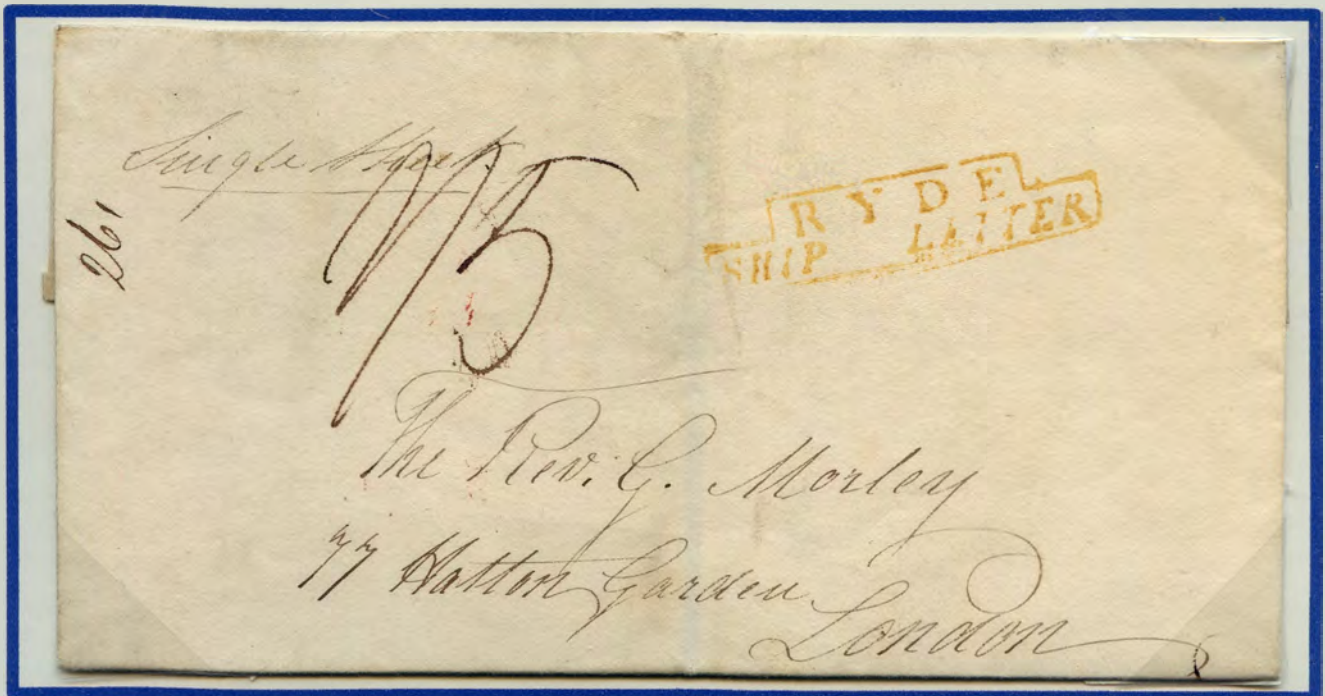
An entire from the Ashburner correspondence written on 10th May 1795, sent from **Barbados** by the “**Venus in the Fleet that leaves this day**”. On landing at **Lancaster** it was struck with a plain SHIP mark (Robertson S1) and the town’s circular hand stamp. **It was charged 3d for the transit to Ulverston across Morecambe Bay at low tide – 1d ship and 2d for what was considered to be one post stage.**

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



An entire from **Kingston, Jamaica**, written on 25th June 1794. Addressed to London it was back stamped there on 16th August, a transit of 52 days. It was landed in the U.K. at **Cowes** where it was struck with Tabcart S1 with an unusual “s” at the end of “LRE” (known 1769-1824) **and charged 11d as a double letter – 1d Ship Letter and 10d inland for 84 miles.**



A wrapper addressed to London written in **Kingston, Jamaica** on 14th March 1828. On arrival in the U.K. the ship carrying it made landfall in the Isle of Wight and the cover was struck with a **Ryde** Ship Letter (Tabcart S 3 in yellow) and **charged 1/5d (8d Ship and 9d inland for 80-120 miles)**. It was back stamped in London on 3rd May, a transit of 50 days. Ex Brian Brookes.

WEST INDIES MARITIME MAIL - PRE 1842
SHIP LETTERS

The London Ship Letter office was established in 1799 and a differential rate of 4d established for letters that were considered to originate from Post Offices under British control. This was normally indicated by a crown mark, the 1d rate continuing to be used in conjunction with a straight-line mark



An entire written at Port Morant, Jamaica on 26th April 1802 and endorsed “Favord by Captain Kent of the Charlotte”. In the U.K. it was struck by a Dover crown ship letter (Tabcart S6) and therefore **charged 4d, plus 6d inland for 72 miles, a total of 10d**. It arrived at the Jamaica Coffee House in London on 15th July, a transit of 82 days.



An entire written on H.M.S. Vanguard (Nelson’s flagship at the Nile) “Off Navassa” on 13th February 1803. It was given to a passing merchantman and landed in Belfast. Here it was struck with Robertson S3 and sent to Dunbar via the Donaghadee to Port Patrick ferry, before being redirected to Edinburgh. **It was charged 1/1d – 2d ship, 2d ferry and 9d inland for 170-230 miles.**

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



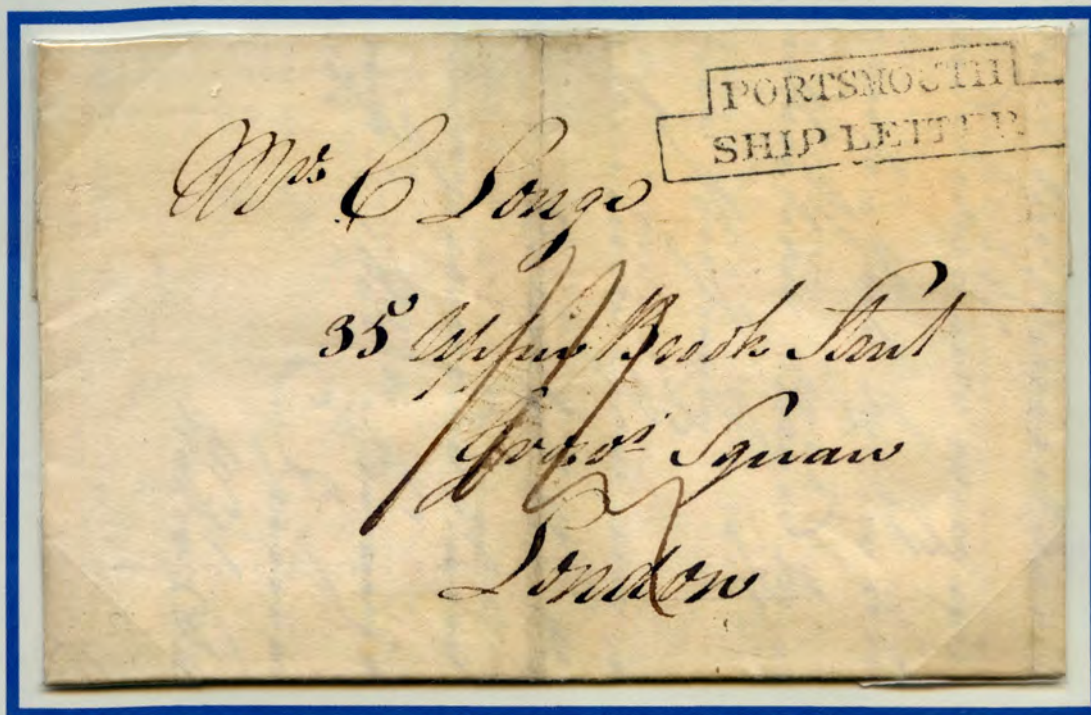
An entire written in **St Mary's Jamaica** on 22nd November 1810 which was nominated to go on **HMS Crane**. The letter was landed in **Plymouth** and as the ship had not been nominated by the Post Office as a replacement packet was treated as a Ship Letter. It was struck with a Plymouth Dock crown mark and **rated 1/2d in total as a single sheet - 4d Ship and 10d inland to London for 215 miles. Here it was back stamped on 16th February 1811.** A file note then records receipt in Madeira on 11th April – a transit of almost 5 months. **2/7d is the packet rate to Madeira.**



An entire containing the manifest of sugar, cotton and coffee shipped on the "**Caledonia**" from **Demerara** dated 18th May 1818. On arrival at **Eastbourne** the cover was struck with Robertson S2 in blue green. This is very late use of a crown mark and one of only three known in the colour. It was **charged as a 1 oz letter – 2 x 8d Ship Letter and 2 x 8d inland to London. Here in the Ship Letter Office on 1st July the rate was changed to 3/4d, charging the total mileage of 270 to Liverpool as 2 x 1/-.**

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



An entire from **St Christopher** written on 23rd February 1818 addressed to London. It was landed at **Portsmouth** where it was struck with Tabcart S 13 (known 1815 - 44) and **as a single letter charged 1/4d to London (8d Ship Letter and 8d inland for 72 miles).**



An entire from the master of the **Blenheim** written on 17th May 1818 in **Belize** reporting that he hoped to sail by 1st August, an awfully long time in port not earning any income. In **Shoreham** it was rated 1/4d to London (8d Ship Letter and 8d inland for 56 miles), where it was back stamped on 2nd July, a transit of 76 days.

WEST INDIES MARITIME MAIL- PRE 1842
SHIP LETTERS



A part entire from **Port Au Prince, Haiti** that originally contained letters written on 2nd, 11th and 24th July 1821 and was stated to weigh 1 oz., a quadruple rate. In **Cork**, it was struck with Tabcart S2 in red, and then sent to Dublin where it was struck with a very faint Ship Letter (S3), then to Holyhead and finally to London. **Irish Ship Letter rates were very different to those in the remainder of the U.K. – 6d instead of 8d for a single rate and a maximum of 1/-. The rate was originally calculated as 11d, the single rate from Cork to Dublin, then 4/8d (4 x 11d plus 1/- ship letter) and finally 9/8d including the Dublin to Holyhead packet (4 x 3d) and British inland (4 x 1/-).**



An entire written in **Tobago** on 23rd February 1821 and landed in **Bristol** where it was struck with Tabcart S 7 in red. **As a single letter, it was charged 1/10 ½d – 8d ship letter, 1/2d inland for 400-500 miles and ½ d Scottish wheel tax.** It took 52 days, door to door, of which 14 were taken up by the last 135 miles of circuitous track from Glasgow to Campbeltown and explains why the steamer route was much quicker.

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



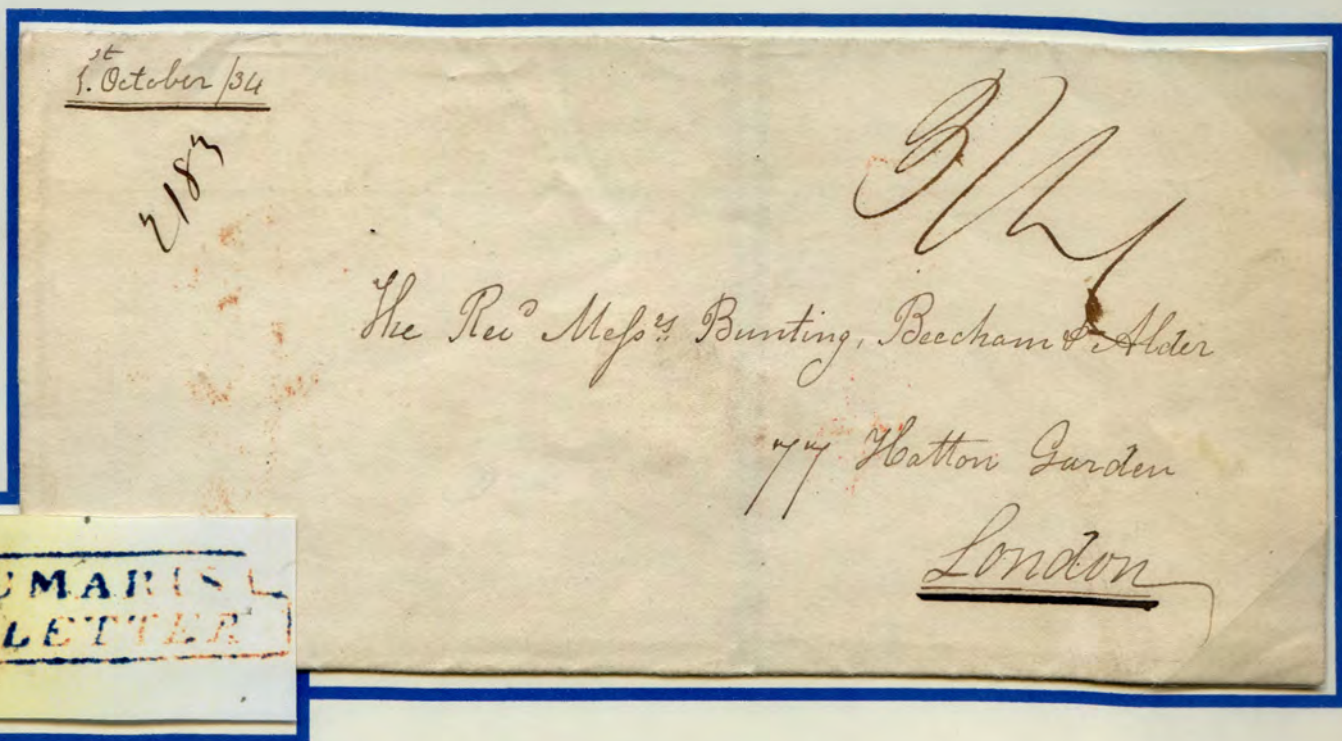
An entire written in **Dominica** on 29th May 1821 addressed to Peterhead endorsed **By Brig Anna, Capt. Rogerson**. It was landed at **Gravesend** where it was struck with Tabcart S5 **and initially charged 1/2d – 8d ship letter and 6d inland for 22 miles to London**. In the Ship Letter Office on 25th July this was **changed to 1/10d and then to 2/- to Peterhead – 8d ship and 1/4d inland for 602 miles, with the addition of a ½ d Scottish wheel tax**. Ex Robertson.



An entire written in **Trinidad** on 6th May 1827 addressed to London and endorsed **Pr Dawson**. On arrival at **Weymouth** it was struck with Tabcart S4 and **as a double letter (a Bill of Lading was enclosed) it was charged 3/4d - 2 x 8d ship letter and 2x 10d inland for 127 miles**. It is not known why so many letters like this were not endorsed “**Consignees**”. Ex Robertson.

WEST INDIES MARITIME MAIL - PRE 1842

SHIP LETTERS



A wrapper that was written on 1st October 1834 in Nassau, Bahamas with no local marks. It was landed in Beaumaris 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, a transit of 55 days.



An entire written on 19th October 1834 in Trinidad and nominated to go on the "Brig, Mahon Castle via Cork". In Ireland it was struck with Robertson S2 and arrived in Limerick on 10th December. **Irish rates were different to English rates. It was charged 1/3d – ship letter 6d and inland 9d (65 – 90 miles). The letter was then redirected back to Cork for what is believed was no charge.** NB The 1/- in the top L.H. corner may be a rate, but is more likely to be an indication that it was a single letter.

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



Copy

An entire from **Berbice**, dated 25th September 1837 endorsed **Consignees letter**” It was landed at Dover and struck with Tabart S 11. **Consignees letters that travelled with the cargo were not charged the Ship Letter rate but had to pay inland mileage. In this case it was rated as a double letter and charged 1/4d (2 x 8d for 72 miles).** Ex Nathan.



An entire in French from **Guadeloupe** addressed to Paris written on 16th October 1837. It was landed at **St Ives** and struck with Tabart S1. It was then **charged 1/8 (8d ship letter and 1/- for the 277 miles to London).** It was sent to France under the 1836 Anglo French Convention and the charge cancelled and replaced by 28 decimes – 8d Ship Letter, 10d to the French border and 10d to Paris, where it arrived on 6th March 1838, a transit of almost 5 months.

WEST INDIES MARITIME MAIL – PRE 1842



An entire addressed to the Jamaica Coffee House in London, given to the Kingston, Jamaica Post Office on 10th February 1816 to put on HMS North Star. It was struck with a Crown Jamaica Ship letter (SL1) and sailed as a private ship not a packet. The vessel arrived in Portsmouth on 7th April when it was struck with Tabart S 13 and **charged 1/4d – 8d ship Letter and 8d for 72 miles to London.** Ex Collett.



An entire concerned with the maintenance of children in Ireland addressed to Omagh. Dated 30th September 1814 in Kingston it was struck by a Jamaica Ship Letter (SL 1), but sent by a naval brig, H.M.S. Ringdove. The original owner suggested it was substituting for the Falmouth packet and the letter **rated 2/2d, the single packet rate to London, then 3/2d to pay the inland rate to Holyhead and finally 4/8d to Omagh, including 2d for the Irish Sea packet.** However, there were enclosures no longer present, and the single rate from Dublin to Omagh was 9d, so the Dublin P.O. may have treated it as a double.

INTER ISLAND MAIL



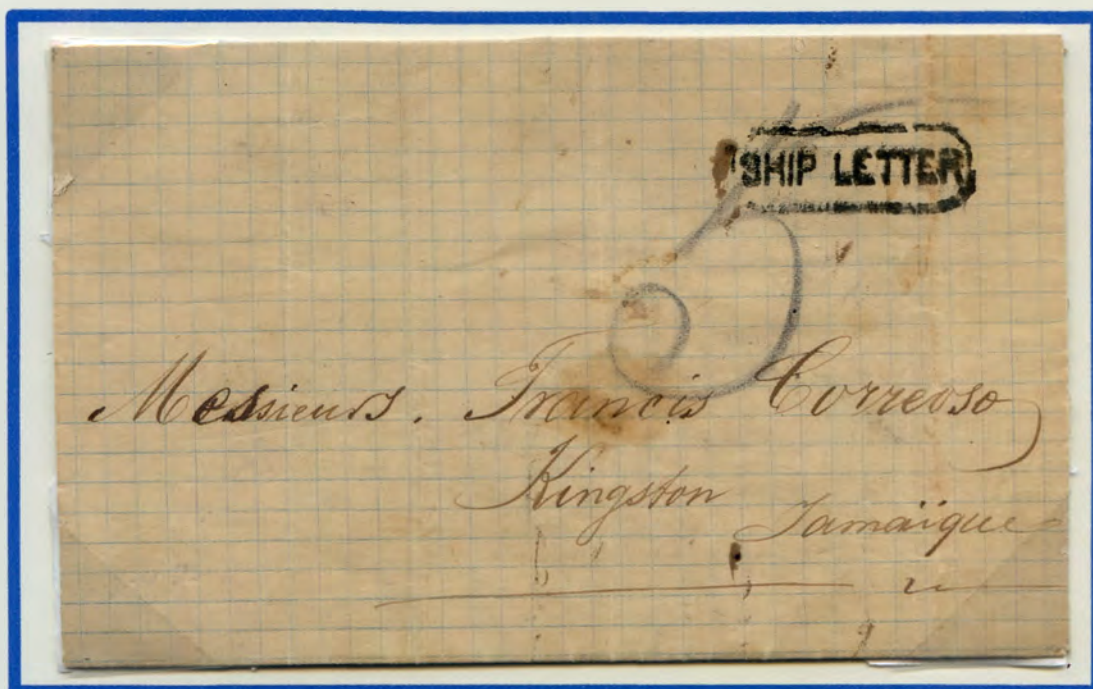
A heavy letter from Jamaica addressed to Barbados. It was struck with a Jamaica Ship Letter (SL 5) but it is most unlikely that it was sent by this means. The ship letter rate was 3d with normally a 1 ½d accounting mark indicating the amount due the U.K. Post Office. This is not present and 3d does not 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 Deakin.

WEST INDIES MARITIME MAIL

SHIP LETTERS



An entire addressed to Messrs Huth in London from Panama with two letters, dated 7th August and 20th September 1840. It was struck with a very faint New Grenada “Franco En Panama” hand stamp in red and was subsequently endorsed in manuscript “from Panama” either in the British Post Office in Panama City or in Kingston. On arrival it received a Kingston Ship Letter mark (SL 4) on 18th October. **It was sent unpaid and rated 2/- for the transit to Jamaica before being sent to England on the packet and charged a double rate of 4/6d (2/1d x 2 plus 2d inland x 2), the original charge of 2/- being cancelled**

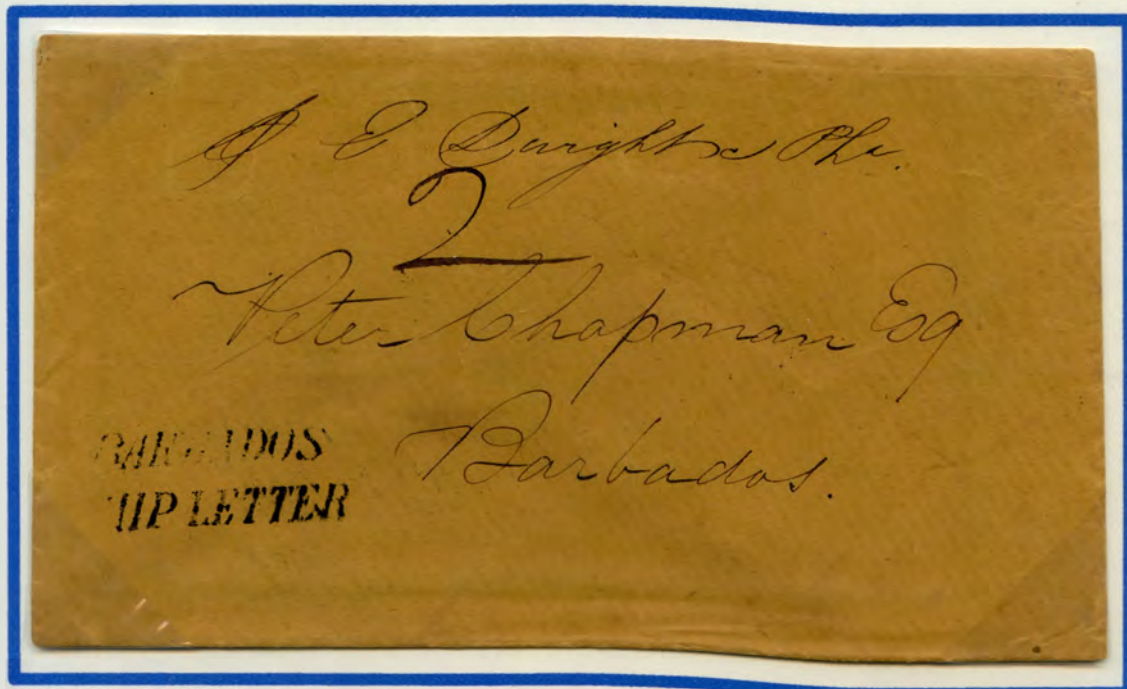


An entire sent unpaid from Peru to Jamaica on 4th April 1879. On arrival in Kinston on the 21st it was struck with SL 10 and **charged 5d.**

WEST INDIES MARITIME MAIL
SHIP LETTERS



An incoming cover from New York with a duplicate letter, the original having gone on the "Falcon", carried by the merchant ship "Harriet" on 9th April 1945. On arrival in Bermuda it was struck a Ship Letter mark(S1) in red and charged 4d. The file note suggests an arrival date of the 15th. Ex Pitts.

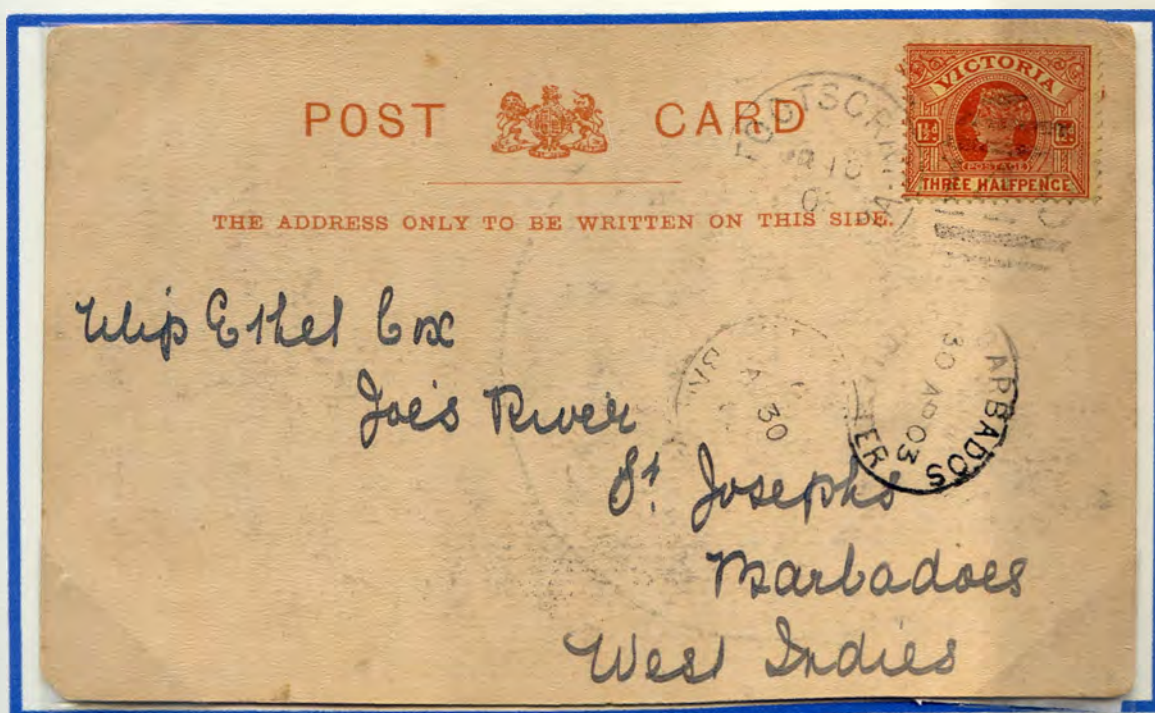


An incoming envelope from Philadelphia landed by a merchant ship and struck with a "D2" hand stamp. It was back stamped in Bridgetown, Barbados on 15th April 1857 and apparently charged 2d. There appears to be no written record or justification for this charge, so it may be that the "2" represented a double charge of 8d.

WEST INDIES MARITIME MAIL
SHIP LETTERS



An envelope franked with 100 and 200 reis adhesives from Brazil addressed to Costa Rica via New York. The cover was posted in Rio de Janeiro in November 1900. As there is no back stamp it probably did not go via New York. If it had it would have gone across the Continent to California and then down the west coast. Instead it was landed in Bridgetown on 17th December when it was struck with a Ship Letter mark (D3) and then taken to Colon arriving on the 31st. There is no arrival back stamp in San Jose.



A postcard from Footscray in Australia franked with a 1½d adhesive from Victoria cancelled on 10th March 1903, overpaying the U.P.U. rate of 1d. It went through the Foreign Branch in New York on 19th April and arrived in Bridgetown on the 30th. Here it was struck with a Ship Letter mark (D3) before arriving in St Joseph the same day, a transit of 51 days.

WEST INDIES MARITIME MAIL -PRE 1842

SHIP LETTERS



Copy

A letter from **Jamaica**, handled by the **Kingston Commercial Rooms** struck with CR3. Addressed to Ayr it was sent by **H.M.S. Tartar** on 24th June 1819 and was landed at Portsmouth where it was struck with Tabcart S 13 and **charged 1/10½d – 8d Ship Letter and 1/2d for 400-500 miles, plus ½ d Scottish wheel tax**. In Ayr, it was redirected to Glasgow **and charged 6d for 20-30 miles (2¼d in all)**, arriving on 12th August, a transit of 49 days..



Copy.



An entire from **Java, Green Pond, Manchester, Jamaica**, written on 4th May 1827 containing a duplicate letter sent on the packet "**Rinaloo**", the local Jamaica mail boat on 4th April. It was originally intended to go by the packet from Kingston but was put on the "**Mary**" by the Commercial Rooms forwarder and struck with CR6. On arrival in **Dartmouth** it was struck with Tabcart S2 and **charged 5/- (a double packet rate) which was then changed to 1/11d – 8d Ship Letter and 1/3d inland for 500-600 miles. Subsequently it was charged an additional ½d Scottish wheel tax on its way to Ayr**, arriving on 6th July, a transit of 63 days. Ex Mahfood.

WEST INDIES MARITIME MAIL – PRE 1842

SHIP LETTERS



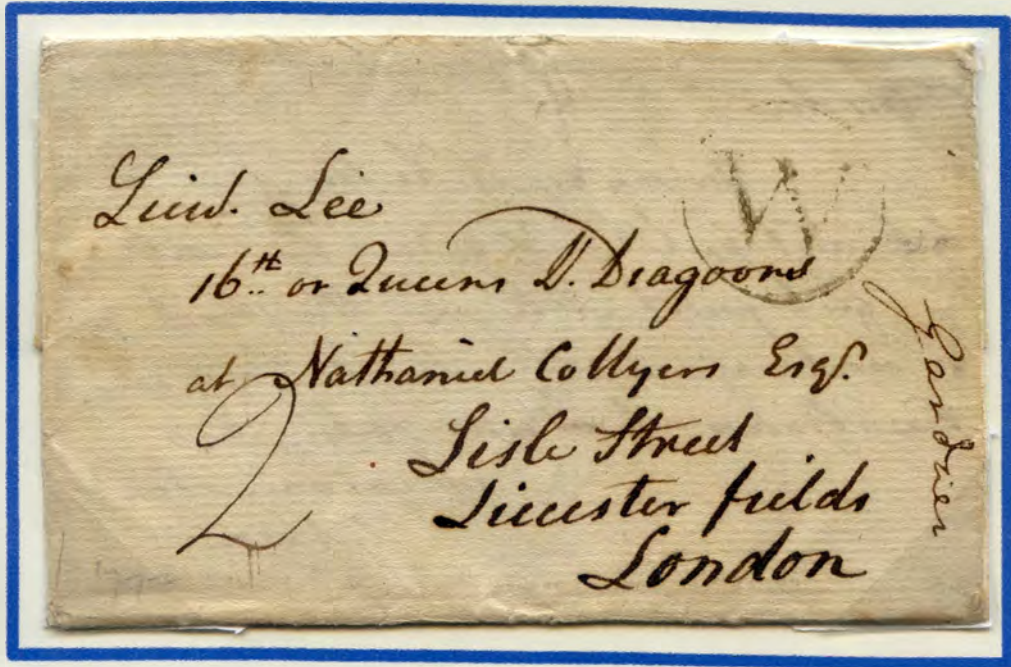
An entire written by the skipper of the brig “Lucy” explaining that in Kingston he can only sell his cargo at cost and he will sail tomorrow as part of a convoy to Havana. Written on 13th January 1824 it was given to the Commercial Rooms, struck with CR 4 and put on the “Eliza Peabody” to Baltimore. Here on 9th February it was struck SHIP and **charged 27 cents to take it to Portsmouth, New Hampshire -2 cents ship letter and 25 cents inland for over 400 miles.**



Copy

An entire written by the medical officer and author who rose to the rank of Commodore, on board U.S.S. **Falmouth** at Raita, a small village north of Lima on 18th March 1833. Addressed to his mother it reflects the frustrations from two years at sea with another one to go. It was sent under a separate cover via Panama to the Commercial Rooms where it was struck with CR 7 and put on a vessel to the U.S.A. **It was landed somewhere over 400 miles from Philadelphia, its ultimate destination, and charged 27 cents, but where is unclear.**

WEST INDIES MARITIME MAIL
SHIP LETTERS



A letter written in Port Royal, Jamaica on 20th May 1792 from Colonel H.H. Gardner of the 20th Light Dragoons to Lieutenant Lee, the great, great grandfather of Robson Lowe. At the time he was in 16th or Queen's Dragoons based in London. There are no markings of any kind until it was put in the post at Westminster, struck with a "W" in a circle **and charged 2d for the local delivery.** It must have been put in the military bag and as a private letter **carried illegally**, or given to a friend and carried privately, which was not illegal, but not declaring it at the first port of call and paying either ship or packet charges plus the inland to London was completely illegal.



An entire from London sent unpaid to Jamaica by the Falmouth packet "Duke of York" via Halifax and Bermuda. It was struck with an "A" in a circle which is believed to have been used in the West India Room on 2nd November 1831 to redirect letters to the North American packet, and is very scarce. **It was rated 2/2d which in Jamaica was changed to 3/9 currency. This is not understood as the inland rate to Vere at the time was only 4d sterling.** Ex Malcolm Montgomery.



Two covers sent free to Jamaica. Abuse of the system was normal within the U.K.; but examples going abroad are unusual. **The 1820 act said, "Foreign and Ship Letters are excluded from the Privilege". However, it could be applied to the inland portion of the journey. But in both these cases at the port of departure there was no charge and no indication as to whether they were sent as ship letters or by the packet. This may have influenced the treatment the letters received in Jamaica, where there was no incoming ship letter charge and no inland charge, which there should have been.** The alternative that they were smuggled does not stand up to examination as the use of the free frank in the U.K. meant that the letter was put into the care of the Post Office.

The first was written by Mrs Murray in London to her husband in Garland Grove in St James's, on 2nd December 1824. Unfortunately, I cannot decipher the signature of the authority in the bottom left hand corner, who also addressed the envelope, but clearly it is a different hand to that of Mrs Murray.

The second consists of a very early envelope from Dublin with no contents, sent to the Receiver General in Kingston, on 4th September 1836. It was marked "Private" and although the signature cannot be identified it is not that of an elected representative, so on both grounds it was an abuse of the system, even within the U.K.

WEST INDIES MARITIME MAIL - PRE 1842

SWIMMER & MERCHANT SHIP



This is part of a small extant correspondence of four letters from **St Vincent, the earliest known correspondence from St Vincent**, to St Augustine, Florida in 1772. They were written by Robert Barrie, a civilian doctor attached to the army to put down the Carib revolt over “land grabbing”. They were addressed to his pregnant wife, Dolly, in Florida, where in times of peace he had a practice. Two of the four have no markings,(this is one) the first went to Boston and then worked its way south through very primitive Colonial roads to New York, Philadelphia, Suffolk in Virginia, Charlestown and finally St Augustine, and the fourth has markings from Pensacola, capital of West Florida.

The second letter written on 13th October and the third letter (this one) written on 9th December at Grand Sable bear no markings. According to the contents “*I shall enclose this in a letter to Gordon..... on account of the danger of losing them in the surf I’m obliged to put my letters in a bottle and have a negroe to swim of to the schooner that carries them to Kingstown*”. From there it would have gone to Jamaica from where feeder packet services went to Vera Cruz, Tampico and Pensacola. Clearly the fourth cover went by this route, and it is probable that this letter did so as well, with postal markings on the outer cover. It arrived in St Augustine on 17th February 1773, the same day as the first letter and the day Dolly had her baby. Ex Glassco.

WEST INDIES MARITIME MAIL – PRE 1842

FALMOUTH PACKET



An entire written at **St Vincent** on 9th September 1810 and back stamped with a St Vincent fleuron. It was nominated to go on the “mail boat” (packet), arriving in Falmouth at the end of October, possibly the “**Dispatch**”. It was sent to London and as a single letter charged 2/-, being back stamped there on 2nd November.

This was at the time of the Falmouth Mutiny. It had been traditional, although illegal, for the crew of the packet boats to supplement their wage by smuggling goods in and out of Britain, sometimes with the collusion or even leadership of the captain. In 1810 a serious attempt was made to curtail the practice and as a result some of the crew of the “**Prince Adolphus**” lost their immunity against being pressed and were taken on board **H.M.S. Experiment** on 25th October. The crews of the other vessels “mutinied” and gathered on shore demanding the release of their comrades. The Riot Act was read and the men dispersed into the countryside out of sight of the press gangs. Departing packets could only do so with a crew supplemented by naval ratings. In addition the crew of the arriving “**Dispatch**” were taken on board **H.M.S. Experiment** as a precautionary measure.

On the 5th and 6th November all the packets on the Falmouth Station were ordered to Plymouth under the guns of **H.M.S. Niemen, North Star and Hawke**. They would have included the packet that carried this letter. The move was a disaster for the packet service. Plymouth was extremely busy and always gave priority to the navy rather than the packet boats. No mooring buoys were ever laid. The “**Prince Ernest**” was driven ashore and the “**Diana**” only just escaped the same fate. Inevitably between 13th and 15th February 1811 all 13 packets then at Plymouth returned to Falmouth.

WEST INDIES MARITIME MAIL – PRE-1842

SPANISH MAIL



Maritime mail in the Spanish Empire was subject to very strict rules. After 1764 only Cadiz and Corunna could dispatch mail to the Colonies. After 1779, the Americas were divided into eight different areas, each with a matching postmark to indicate the point of origin e.g. "Santa Fe" meant Columbia and Panama; "Caracas", Venezuela and part of Guyana. In the West Indies Cuba, Louisiana, Puerto Rico and Santo Domingo were the "Islas de Barlovento"

An entire written in Spanish in Kingston, Jamaica on 11th June 1822 addressed to Madrid. It made its way to Havana to be forwarded to Cadiz by a Spanish vessel, where it was struck with an "Islas de Barlovento" hand stamp. In Spain, it was disinfected with two chisel cuts and charged 9 reales for 8-9 adarmes of weight. **One of very few letters with an "Islas De Barlovento" postmark that originated in Jamaica.** Ex "Nuevo Mundo".

SHIP LETTERS EX THE WEST INDIES, 1755 – 1842

JAMAICA TO DEAL



An entire written in Kingston on 17th July 1796 addressed to London. It was nominated to be carried by **H.M.S. Intrepid** acting as a private ship and not as a packet. As a consequence when she arrived at Deal it was struck with Robertson S 4. The entire was rated 5d as a single letter (1d Ship Letter and 4d inland for up to 80 miles) but this was then changed to 9d as a double, with the Inspector's initials alongside confirming the change. It was back stamped in London on 13th October.

FOUR DEGREES NORTH OF THE VIRGIN ISLES TO GREENOCK



An entire written by Lt. Harrison of the Royal Marines on board **H.M.S. Canada** on convoy duty at Lat. 22.30 + Long. 65.20. on 25th June 1807. The letter was sent by a "Running Ship", a fast sailer sent with despatches ahead of the convoy. The letter was landed at Greenock where it was struck with a crown ship letter, Robertson S4, **extending the known date of use by 3 years**. The letter was charged 1/5d to take it to London which consisted of 4d Ship letter and 1/1d inland for 429 miles. It was back stamped in London on 4th August, a transit of 40 days.

WEST INDIES MARITIME MAIL - PRE 1842

THE FALMOUTH PACKET



A part entire from **Carthage** with a faint circular impression in red on the front which according to the contents was carried by Mr Crabbree via Panama on the **Adventure**. It then went to Kingston where it was put on the packet arriving in the Foreign Office in London, where it was back stamped, on 30th June 1826. **It was a 1 1/2 oz letter and was hand stamped with the oz rate of 12/- per oz, making 15/- all told.**

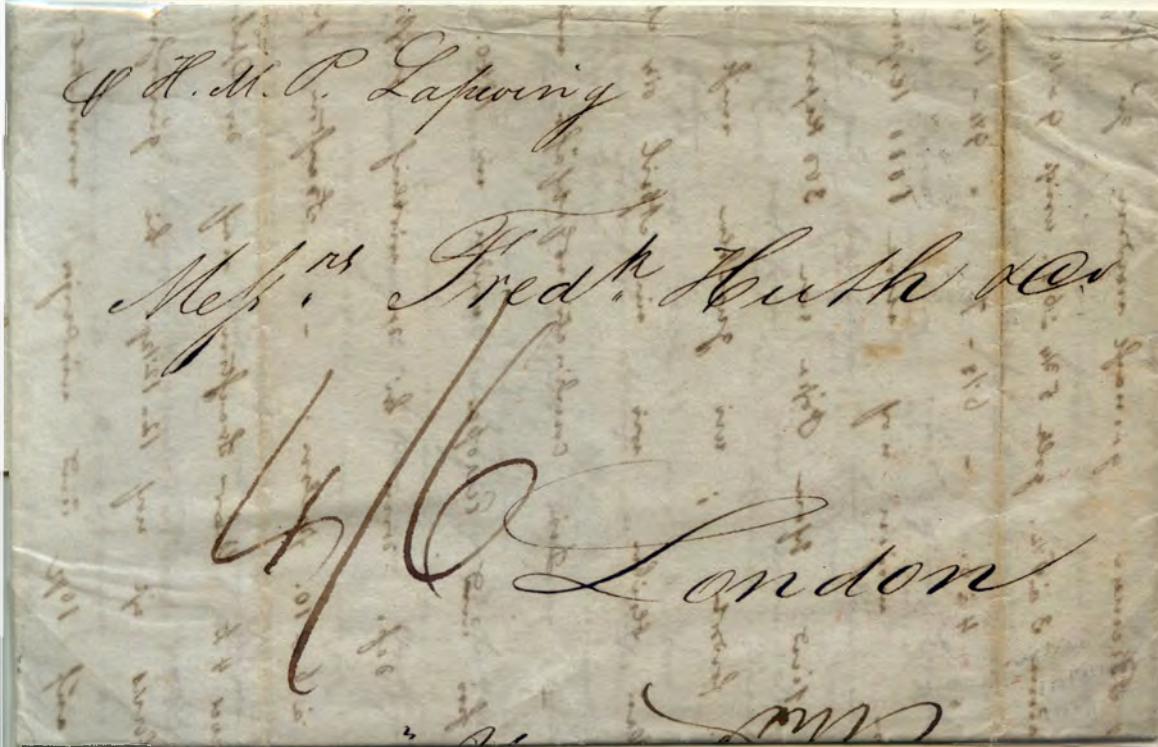


A wrapper enclosing two heavy letters written in **Jamaica** on 29th July and 3rd August 1824. It was addressed to Hawick, North Britain and put on the "**Francis Freeling**". There is no date of arrival but at some stage it was endorsed **as weighing 3 1/4 ounces. The rate for this was £1. 11. 5d calculated as 1/3d packet rate to London and 1/3d inland mileage to Hawick, rebated by 1d per 1/4 oz x 13. In addition it was charged 1/2d Scottish wheel tax** which by comparison appears to be quite comical. Ex Mahfood.

MARITIME MAIL EX THE WEST INDIES, PRE 1842
THE FALMOUTH PACKET



An entire from Westmoreland, Jamaica consisting of a duplicate latter of 5th May and an original of 2nd June 1828. It was carried by the naval brig “**Myrtle**” employed as a packet and landed at Falmouth. It was charged 1/3d packet plus 1//2d inland to Edinburgh at the 1805 rate, plus the Scottish wheel tax of ½ d – an unusually vivid strike of the green Falmouth mark. It was delivered in Edinburgh on 22nd July, a transit of 50 days



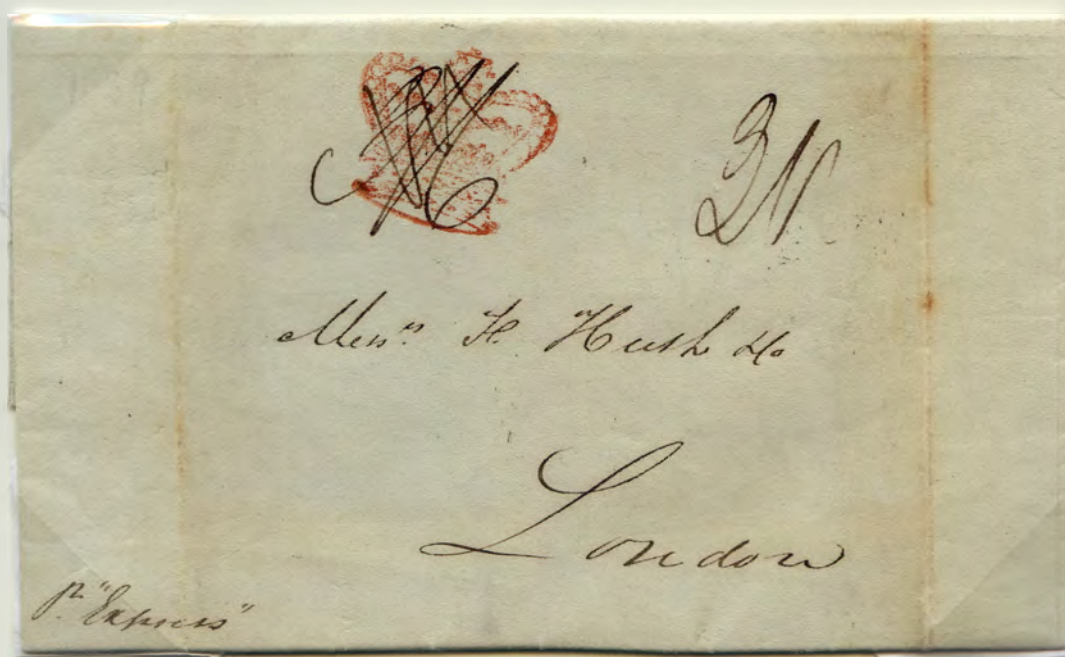
An entire that originated in Havana on 24th January 1840 addressed to Frederick Huth in London. It was nominated to go on the “**Lapwing**”, but she was forced off course and landed the mails somewhere in Ireland, the evidence being the Dublin back stamp on 10th March. At least two other voyages made their landfall in Ireland that year. “**Skylark**” out of Rio at Valencia in March and the same vessel out of Cuba in November at Cove.

On 1st August 1837 the packet rate from Cuba was established as 2/1d single, plus full inland from whatever port the mail was landed. In 1840 this was changed to 2/1d plus 2d inland from any port. This was a double letter and was charged 4/6d. It was back stamped in London on 12th March, possibly before “**Lapwing**” arrived in Falmouth.

WEST INDIES MARITIME MAIL – PRE 1842



A wrapper from St Vincent dated 10th April 1838 addressed to London endorsed “Consignee’s Letter”. On arrival, it was struck with a **Brixham Ship Letter** (Tabcart S4). In London on 25th May this was over-ruled and its free status confirmed by a strike of the **Crown Exempt Ship Lr** (Tabcart EX1). **As a double letter it was charged 1/10d – no Ship Letter charge but 2 x 11d inland for 214 miles.** Exempt Ship Letters from the West Indies are unusual.



A copy letter from Manning and Marshall in Vera Cruz addressed to Frederick Huth in London where it arrived on 14th December 1839, **9 days after the rate structure changed from sheets to weight.** It was carried by the Falmouth Packet “Express” and **originally charged 3/6d, but this was cancelled by an Inspector’s crown and changed to 3/- for a ½ oz letter (2/1d and 11d inland).**

WEST INDIES MARITIME MAIL PRE 1842

THE FALMOUTH PACKET



A duplicate entire, part of the Tudway correspondence, the original having been sent on **HMS Santa Margaritta**. It was sent from Antigua on 6th July 1799 "Per the Penelope, Packet". In Falmouth, it was struck with **Tabcart P1** and charged 1/8d – 1/- packet and 8d inland to Wells (over 150 miles).

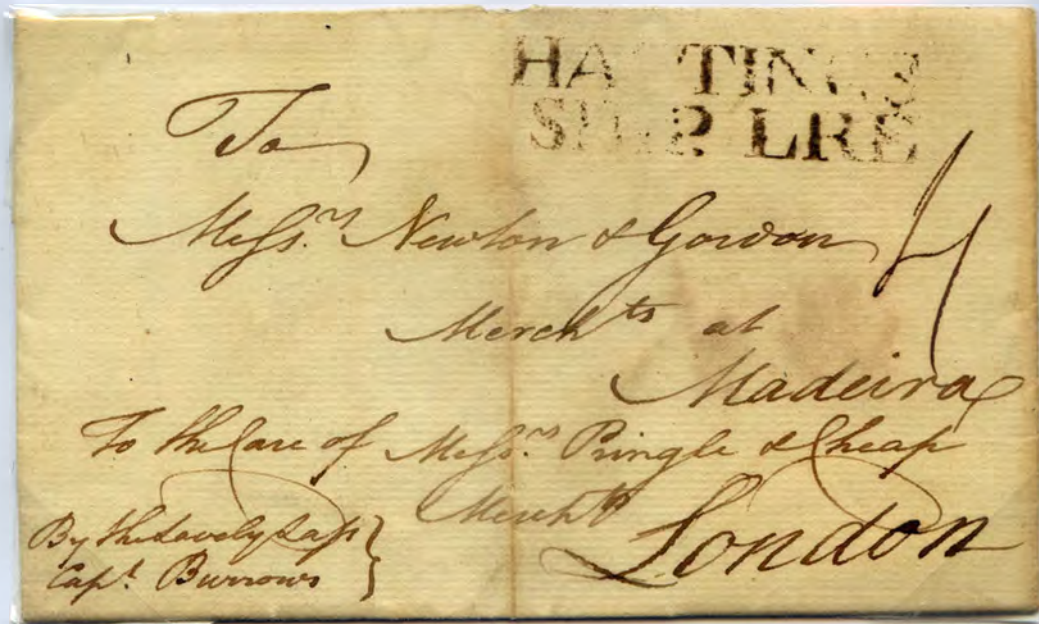
SHIP LETTER INCORRECTLY RATED AS AN INDIA LETTER



A monthly report for Parham Old Work and New Work Estates in Antigua for April 1837, part of the Tudway correspondence, sent on the ship **Alice Gales**. In **Portsmouth** it was **incorrectly identified as an India Letter** and struck with Tabcart IN3. It was rated 1/1d - 4d India Letter and 9d inland for 80-120 miles to Wells in Somerset, a saving of 4d.

HASTINGS SHIP LETTER S1
(Known 1775-1795. Scarcity H)

Montserrat 25th July 1775 to Madeira, via London, per the "Lovely Lass"
Transit to London 54 days, to Madeira 5 months, arrived 30th December.



An entire addressed to Newton & Gordon in Madeira cancelling orders and regretting that payment could not be made on existing deliveries because of the very poor crop of sugar. However, it was endorsed to "The care of Messrs Pringle & Cheap" in London. There are no Montserrat or Antigua marks so it was put directly on board in the care of Capt. Burrows. On arrival at Hastings it was struck with S1, one of only two Eighteenth Century Ship Marks known in Sussex, of which this is now the 4th known copy.

It was charged 4d - 1d Ship Letter and 3d inland to London for under 80 miles in accordance with the 1765 Act. There are no onward charges to Madeira so it was probably sent as part of a parcel of letters.

**LEWES SHIP LETTER S1.
(Known 1816-1826. Scarcity G)**

St Vincent 24th July 1830 & 15th August 1837 to London, 30th August 1830 & 15th August 1837 –
transits of 37 days & 47 days respectively).



Two entires from the same correspondence. The first was nominated to go by **Spheroid**. It was landed at Seaford by ship's boat where the cover was back stamped with a U.D.C. and forwarded to the Post Town - **Lewes**. Here it was struck with Robertson S2 and charged **1/4d (8d Ship Letter and 8d inland)**. **The mileage from Lewes was only 48, but it was charged as from Seaford.** Ex Robertson.

The second was treated in the same way, even though 7 years later, being carried on the same vessel. The only difference was that it **was a double letter and therefore was rated 2/8d.**

ROYAL MAIL STEAM PACKET – THE FIRST TWO YEARS

Royal Mail Steam Packet obtained the West Indies mail contract in early 1840. This involved the building of 14 new steamships and 3 sailing vessels for inter-island work, plus the construction of repair and re-fuelling depots (there was no coal in the West Indies) for an annual subsidy of £240,000. James MacQueen, the brains behind the scheme, had spent a great deal of time in the West Indies planning the introduction of the new service, which was only part of much more grandiose plan for a world-wide system linking the various parts of the Empire. He had no great understanding of steam ships and his plans were put together like a jigsaw, with virtually no allowance for things going wrong. He was effectively demoted as soon as the first ship sailed in January 1842 and resigned 6 months later. The schedule fell apart. Kenton & Parson's study of the first 18 months is full of gaps and contradictions because the ships were running out of course. From 1st October calls in North America were abandoned entirely as were many of the foreign West Indian islands and much of the littoral along the north coast of South America. Nine months later Bermuda, Havana, the Bahamas, Mexico, and many other places were reduced to a call once a month instead of twice. The problems of poor charts and an absence of navigation aids meant that 3 ships, **Medina, Isis & Solway** were lost in 11 months, the West Indies hub was changed from the Turks to St Thomas and the UK terminal from Falmouth to Southampton.

The exhibit records these events in rough chronological order, with emphasis on the ships carrying the mail.

References: - "Early Routeings of the Royal Mail Steam Packet Co 1842-79." - Kenton & Parsons.
"Royal Mail. A Centenary History." Bushell.
"MacQueen's Legacy." Nicol.

NB Particularly rare or significant covers are boxed in red, and rate information is in red.
The ½ oz. rates during this period were B.W.I. & U.S.A. 1/-: Curacao, Guadeloupe, Martinique, Puerto Rico, St. Croix, St. Thomas & Haiti 1/5d: Cuba, Mexico, New Granada, Venezuela & Nicaragua 2/3d. Problems of storage in the West Indian climate means there is an imbalance in the covers available, with east bound predominating.

"MEDWAY"



Glasgow 28th January 1842. **Paid 1/-, the ½ oz. rate.**

Southampton 1st February. The third regular sailing. **Maiden voyage.**

Barbados 20th February, a transit of 19 days.

“THAMES”



British P.O. Havana 14th February 1842. Maiden return voyage.

Sent unpaid. Charged 2/3d, the ½ oz. rate from Cuba.

Falmouth 10th March. London the 12th. **The first vessel to return.** A transit of 28 days.

Carried no Jamaican mail.

“FORTH” & “MEDINA”



New Orleans 3rd February 1842. **Sent unpaid. Charged 1/- to the U.K.**

Put on “Forth” en route to Nassau. 2nd March transferred to “Medina”. 10 days in quarantine.

Falmouth 4th April. Maiden return voyage. No Eastern Caribbean mail, no call at Fayal.

Calais 6th April. Bordeaux 8th April. A transit of 33 days. **26 decimes to pay.**

“TEVIOT” & “DEE”



Manchester 13th February 1842. **Paid 1/-, the ½ oz. rate to the U.S.A.**

Falmouth 16th February put on “Teviot”. Maiden Voyage.

St Thomas 12th March. Transferred to “Dee”.

New York 11th April. **20 ¾ cents to pay, the single rate to Boston.**

Believed to be the only extant cover to New York by this route which only lasted 4 voyages. Ex Winter.

“TEVIOT” & “MEDWAY”



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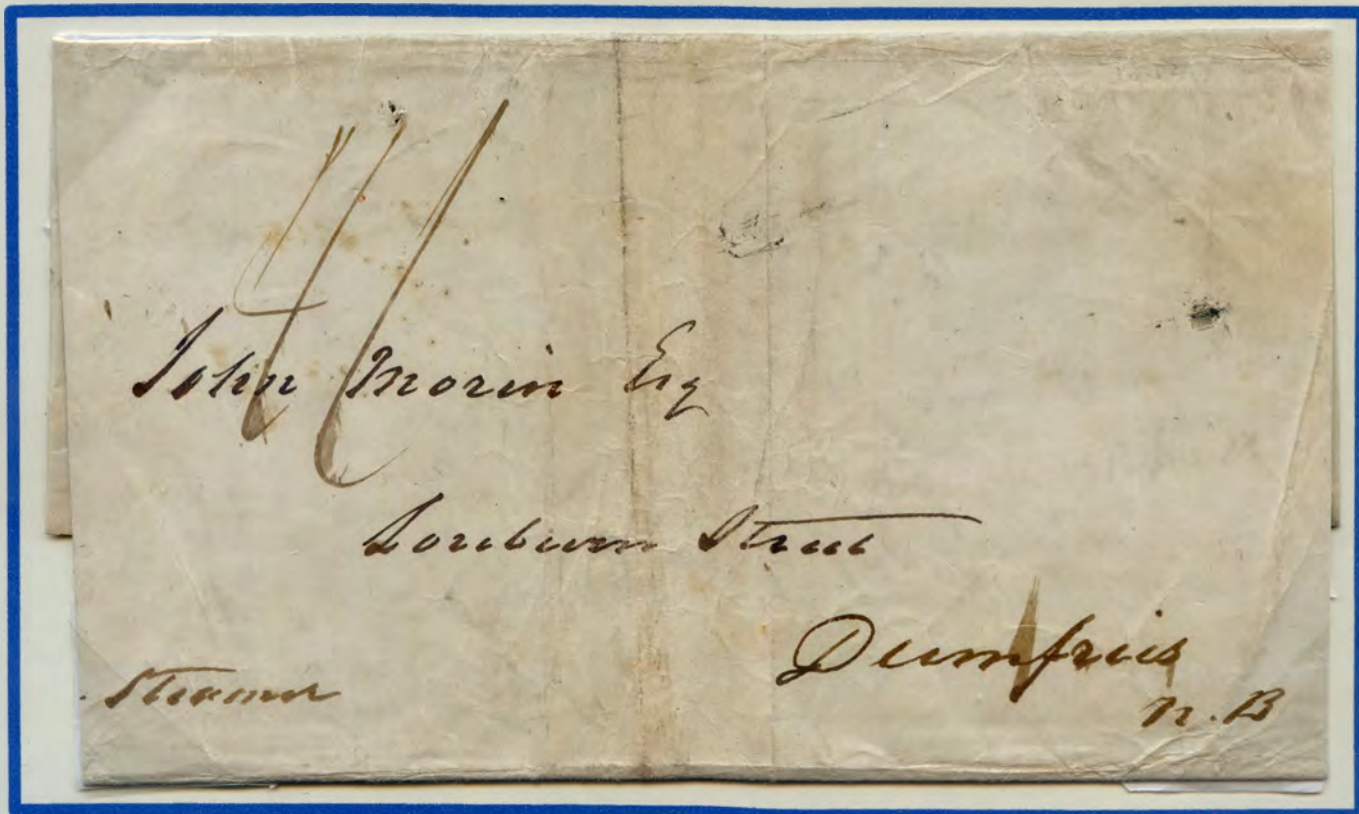
British P.O. Tampico, Mexico 19th May 1842. **2/3d to pay, the ½ oz. rate from Mexico.**

21st May collected by “Teviot”. Havana the 27th transferred to “Medway”.

Falmouth 22nd June. London 24th June. **Maiden Return Voyage**, a transit of 36 days.

At the end of March 1842 both "Tay" and "Forth" found themselves at Nassau. The Royal Navy agents on board could not agree which vessel should take the mails home, so they raced one another back to Falmouth where "Forth" arrived first, the 3rd vessel to do so.

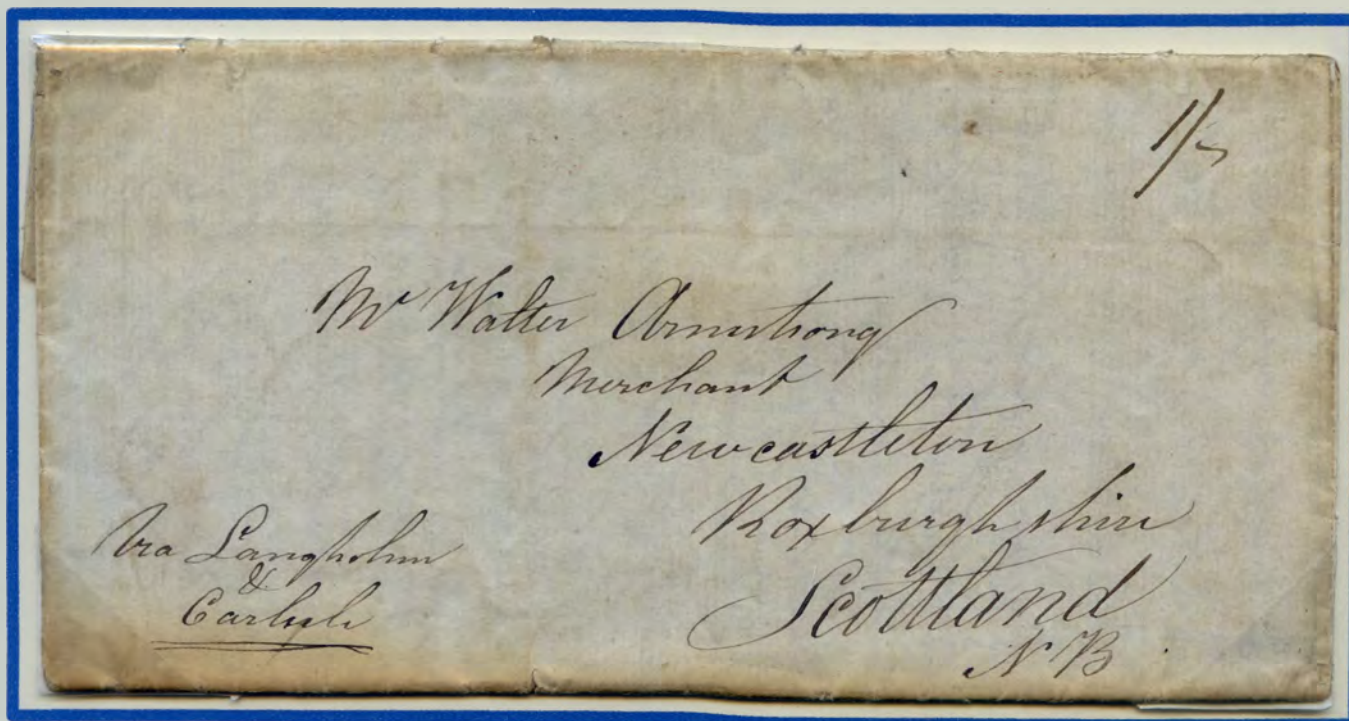
"ACTAEON" & "FORTH"



Kingston, Jamaica 24th February 1842. **4/- to pay, a 2-oz. rate.**

25th Feb. put on "Actaeon". 1st March arrived at Turks Islands. Missed "Medina's" return voyage. **Had to wait almost a month for "Forth" at Nassau on 1st April. Falmouth 20th April. Dumfries the 22nd.**

HMS GLEANER & "TAY"



Antigua 5th March. **Sent unpaid, 1/- to pay.** 10th March put on HMS Gleaner. St Thomas the 12th. Nassau 29th March transferred to "Tay". Falmouth 21st April. Langholm 25th, **a long transit of 51 days.**

“DEE” & “FORTH”



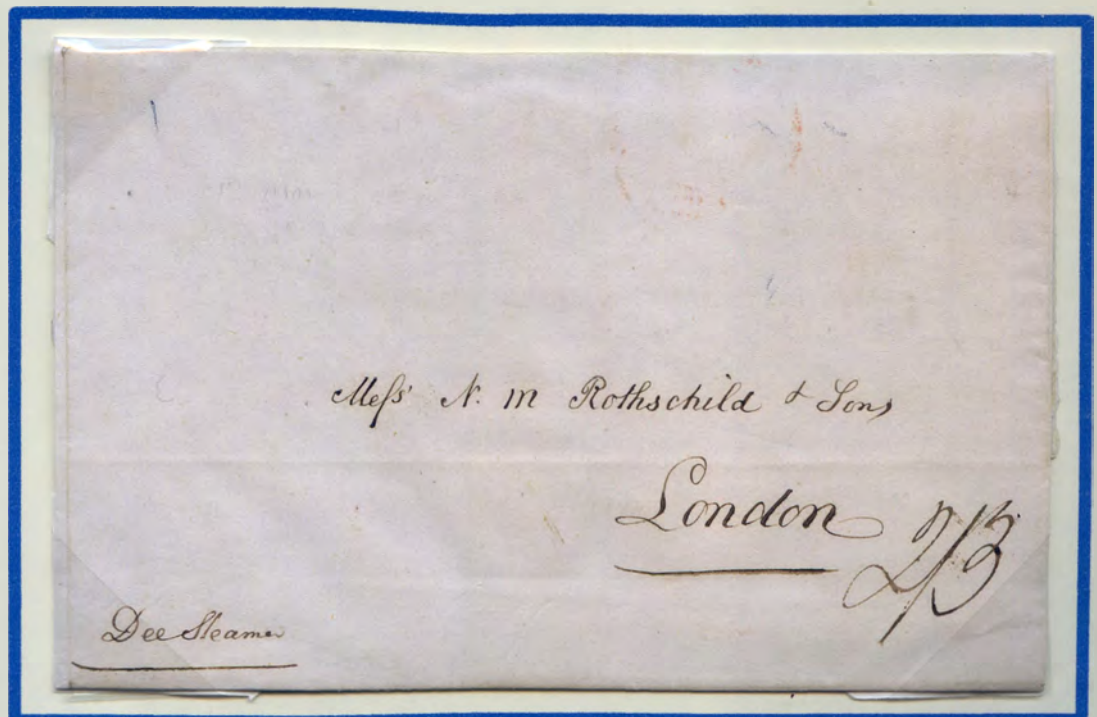
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Caracas 17th February 1842. **Struck “La Guayra Franca” Paid inland to La Guayra.**
British P.O. La Guayra 19th February **Sent unpaid, charged 2/3d, the ½ oz. rate from Venezuela.**
Put on “Dee” a long layover at Trinidad of 8 days, then via Barbados and St Thomas to Havana.
27th March transferred to “Forth”. London 23rd April, a long transit of 54 days. **Maiden return voyage.**

“DEE”



Copy



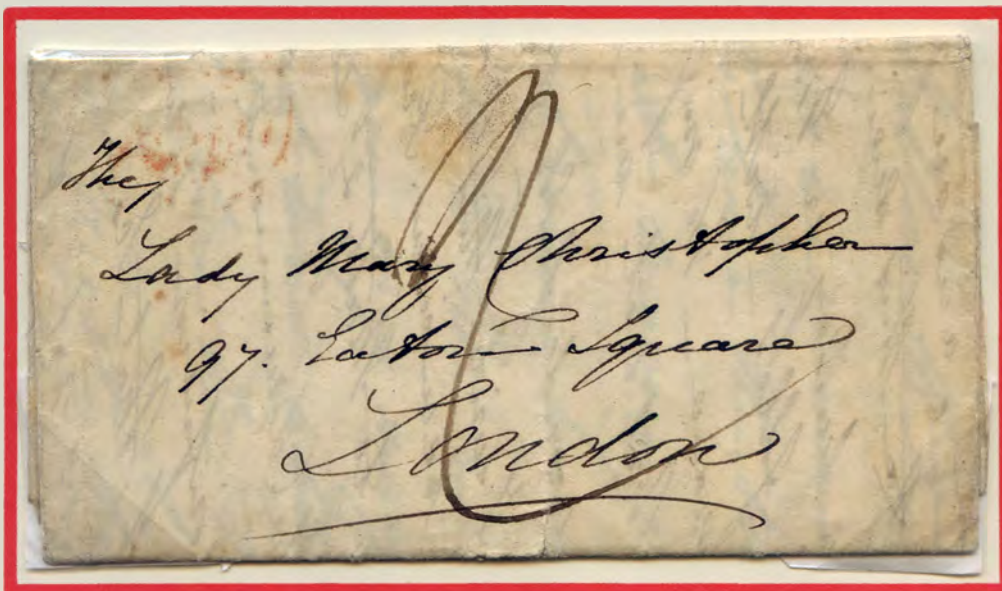
British P.O. in Havana, 12th May 1842. **Sent unpaid, charged 2/3d, the ½ oz. rate from Cuba.**
16th May collected by “Dee” on her **Maiden return voyage.** Falmouth 9th June, the 7th return vessel.
London 11th June, a transit of only 26 days.

“MEDINA”



A letter written by Lord Elgin on board “Medina” off Falmouth, en route to take up his position as Governor of Jamaica on 16th April 1842. **Franked 1d.** London the 18th.

“TWEED”, “LEE” & “DEE”



A letter written by Lord Elgin’s sister on board “Tweed” on 13th May 1842, en route to Jamaica, after being rescued from the wreck of “Medina” in the Turks Islands. **1/- to pay.** Kingston collected by “Lee”. Nassau 20th May transferred to “Dee”. Falmouth 9th June. **Maiden Return Voyage.** London 11th June, a transit of 29 days.

“CITY OF GLASGOW”, “TEVIOT” & “FORTH”



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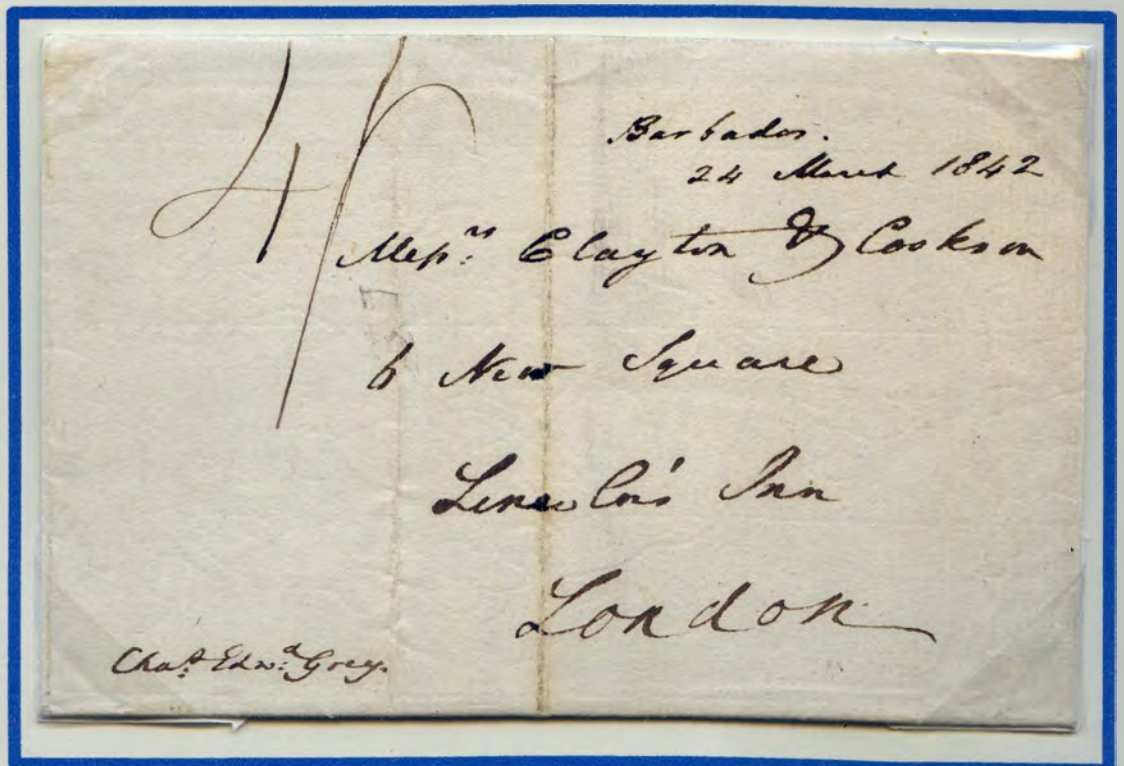
Demerara 11th February. “City of Glasgow” delayed 7 days in Berbice.

Sailed on 3rd March. **Sent unpaid. Charged 1/-, the ½ oz. rate.**

Barbados 8th March transferred to “Teviot”. Nassau 1st April transferred to “Forth”. M.R.V.

Falmouth 20th April. London the 23rd. A long transit of 71 days, much worse than the Falmouth Pkt.

“ACTAEON”, “MEDWAY” & “CLYDE”



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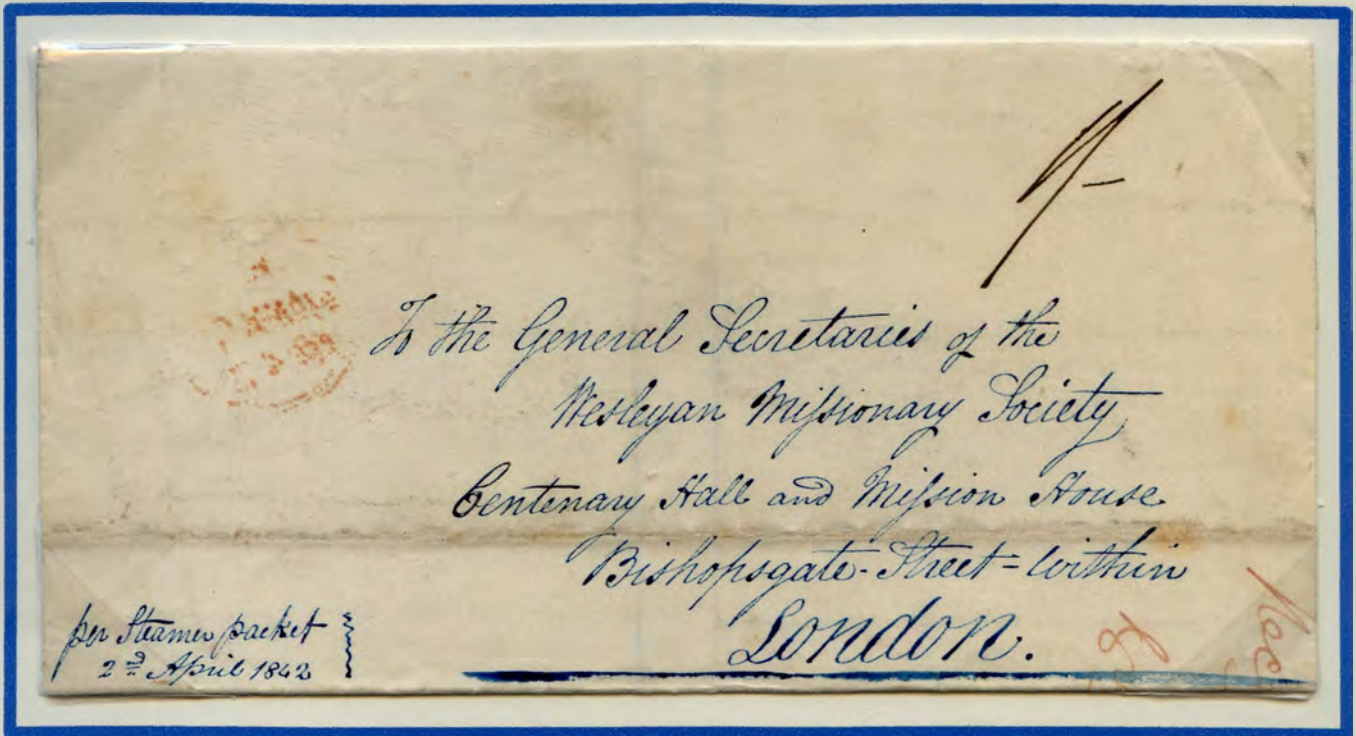
Barbados 24th March 1842. **Sent unpaid. Charged 4/-, the 2 oz. rate.**

27th March put on “Actaeon”. St Thomas 8th April transferred to “Medway”. Nassau 16th April.

Transferred to “Clyde”. Falmouth 8th May. **Maiden Return Voyage**, the 5th vessel to arrive.

London 10th May, another long transit of 44 days.

“ACTAEON”, “MEDWAY” & “SOLWAY”



Grenada 2nd April 1842. **Sent unpaid, charged 1/- the ½ oz. rate.** Put on “Actaeon”.
Barbados 4th May, taken by “Medway” to Nassau where she arrived on the 16th.
Here there was a delay of almost 3 weeks. 6th May put on “Solway”. Maiden Return Voyage.
Falmouth 26th May. London the 28th, a long transit of 55 days. Ex Dan Walker.

THAMES”



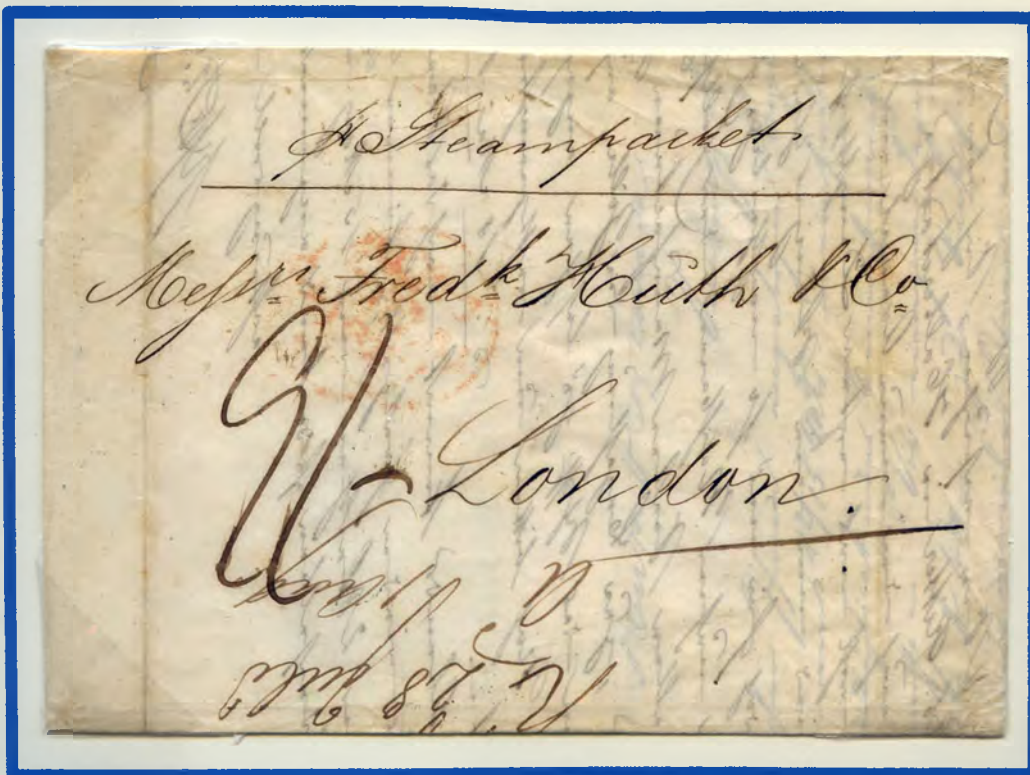
Barbados 7th July 1842. **Paid 1/-, the ½ oz. rate.** Collected by “Thames”.
The cover stayed on board all the way to Falmouth, via St Thomas and Nassau, arriving on
8th August - her 2nd return to the U.K. London 10th August, a transit of 34 days.

“TEVIOT” & “ISIS”



Hermosillo, Mexico 2nd June 1842. **Paid internal rate to Vera Cruz. Struck “FRANQUEADO”.**
Vera Cruz 6th June. **Unpaid, charged 2/3d the single ½ oz. rate.** 9th June put on “Teviot”.
Havana 15th June transferred to “Isis”. Maiden and only Return Voyage. Wrecked 4 months later.
Falmouth 8th July. London 10th July, a 38-day transit.

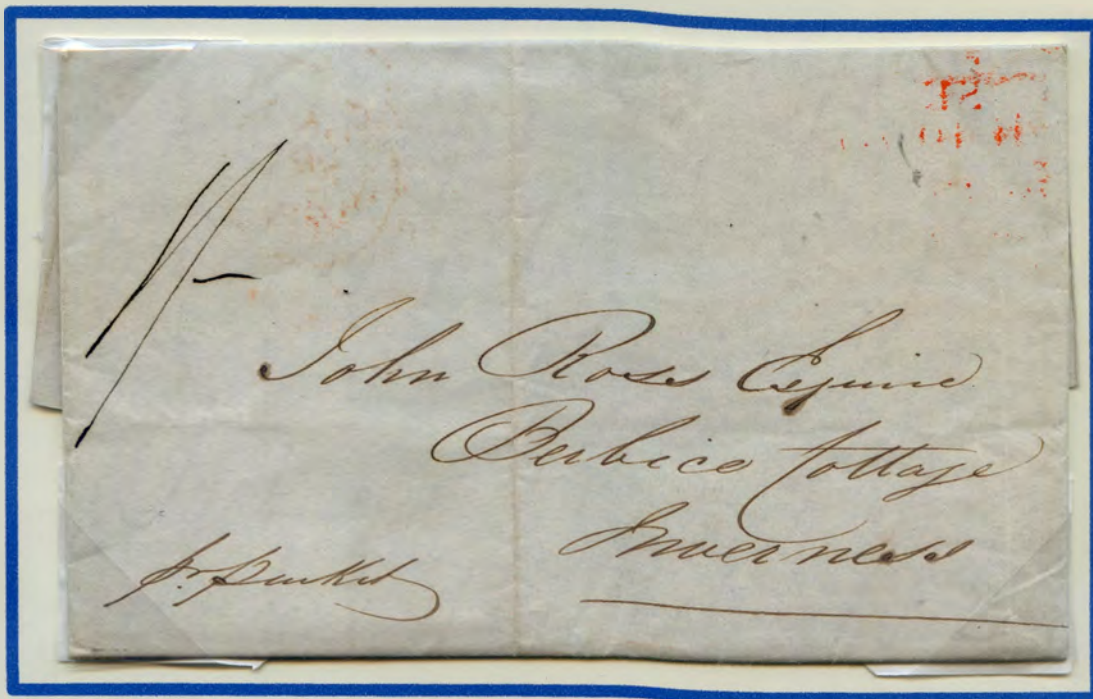
“TRENT” & “TWEED”



Copy

Vera Cruz, posted in the Mexican P.O. 13th June 1842. Transferred to the British P.O.
Sent unpaid. Charged 9/-, the 2oz. rate. 16th June put on “Trent”. Havana the 18th.
Then went to the Turks before returning to Havana on 1st July to collect the cover left 2 weeks earlier.
Nassau 4th July transferred to “Tweed”. Falmouth 26th July **Return Maiden Voyage.** A 43-day transit.

“ACTAEON”, “MEDWAY”, “SOLWAY” & “FORTH”



Berbice, 30th July 1842. Unpaid, charged 1/- the ½ oz. rate.

Put on “Actaeon” to Barbados. 5th August transferred to “Medway” to Grenada.

7th August transferred to “Solway” which arrived in Nassau on the 15th.

20th August transferred to “Forth”. Falmouth 7th September. Inverness 12th September, a 43-day transit.

“TAY” & “FORTH”



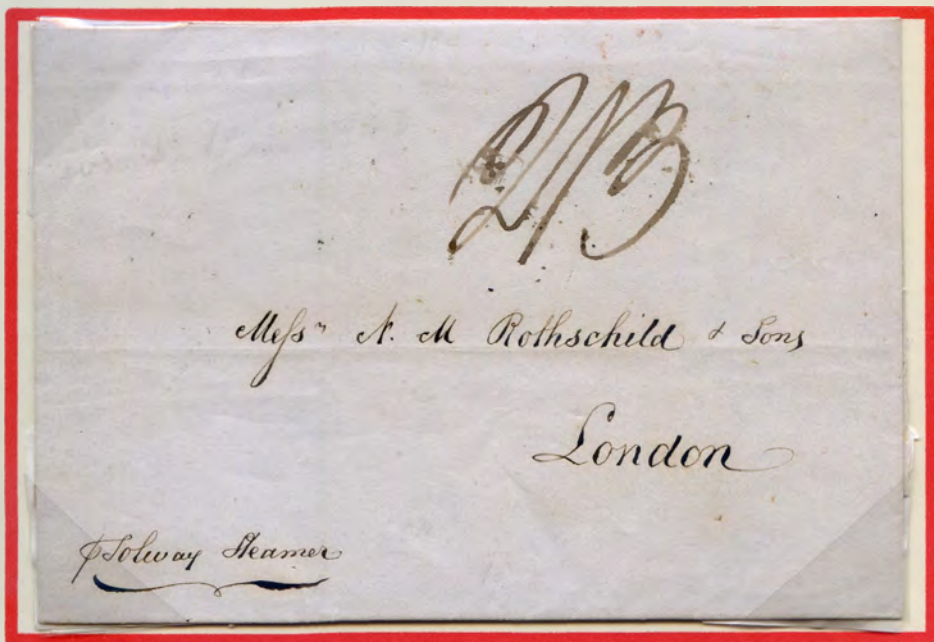
Montego Bay, Jamaica 6th August. “Paid throughout” 1/8d

(8d inland to Kingston and 1/- packet). Kingston 7th August

From Kingston to Havana the routing is unclear, possibly “Tay”, possibly local schooner.

Havana 15th August put on “Forth”. Falmouth 7th September. London 9th September. Ex Mahfood.

“SOLWAY” & “CLYDE”



Copy

Havana 19th October 1842. **Unpaid, charged 2/3d the ½ oz. rate from Cuba.**
Put on “Solway”. Bermuda 28th October. Collected by “Clyde” on 1st November.
Falmouth 18th November. London 19th November, **a transit of 31 days.**

The first return voyage after the major route revision in October, with St Thomas as the hub.

“CLYDE”



Copy of letter written in St Thomas on 26th September. **Posted on board “Clyde” on 24th October.**
Falmouth 18th November. Same voyage as the cover above.
London 19th November. Struck with Robertson P3. **Charged 1/5d the Foreign West Indies ½ oz. rate.**

"SOLWAY"

The Reverend
Charles B. Dalton
Secretary S. P. G. F. P.
79 Pall Mall
London.



Copy

Bermuda 17th January 1843. Struck with a red fleuron. **Unpaid. Charged 1/-, the ½ oz. rate.**
Put on "Solway". Falmouth 6th February. London the 8th, a transit of only 21 days.
On her next voyage, she was wrecked on the Boldago reef near Corunna.

"ACTAEON", "TEVIOT" & "TRIDENT".



Grenada 17th January 1843. **Unpaid. Charged 1/-, the ½ oz. rate.**
Put on "Actaeon". Barbados 18th January transferred to "Teviot" which arrived in St Thomas on the 21st.
After the loss of "Medina" and "Isis" "City of London" and "Trident" were chartered for one voyage.
"Trident" did not arrive in St Thomas from the U.K. until the 27th and was turned around in 10 hours.
Falmouth 22nd February. Edinburgh 25th February, a 39-day transit.

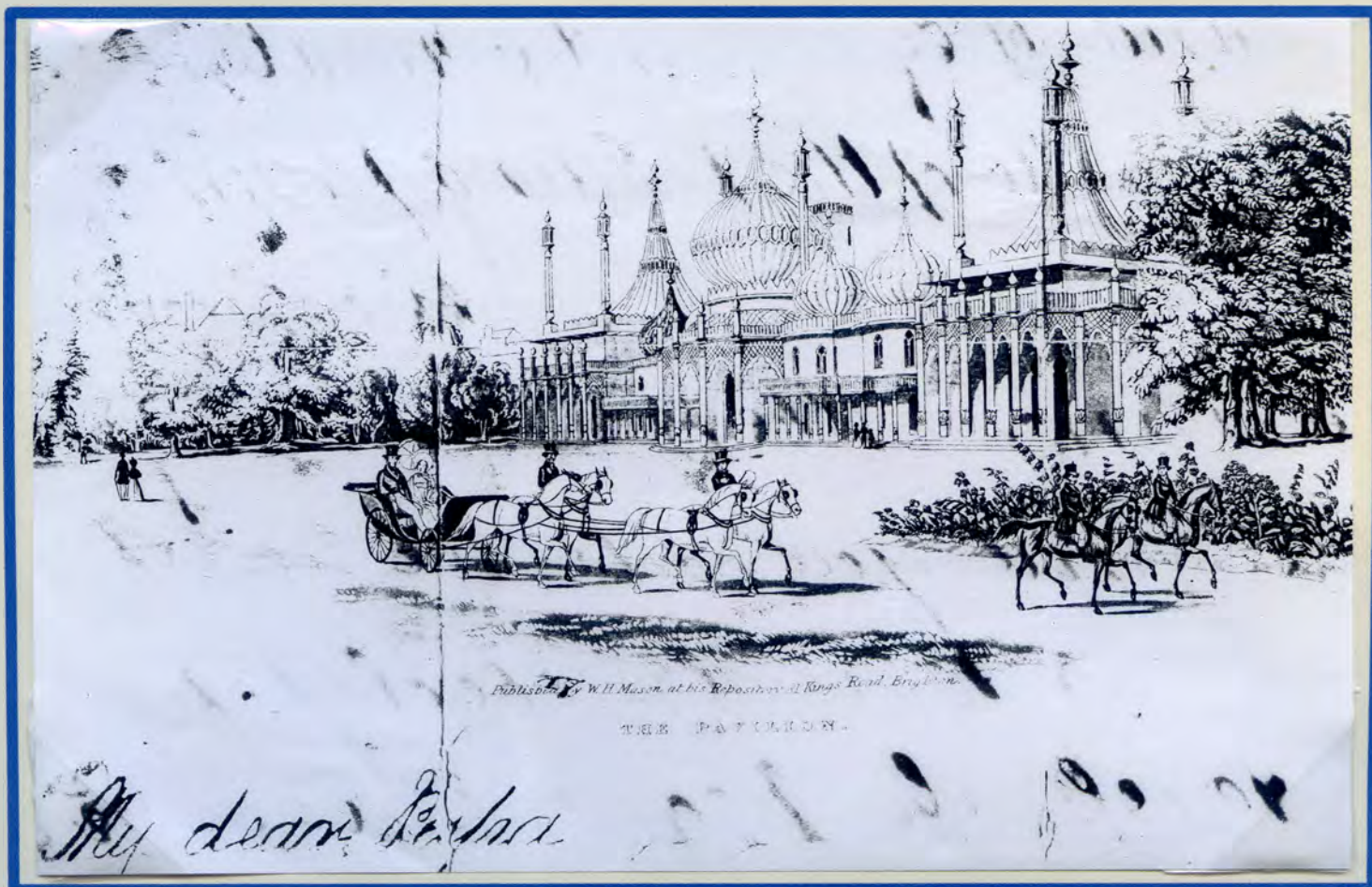
UNKNOWN VESSEL



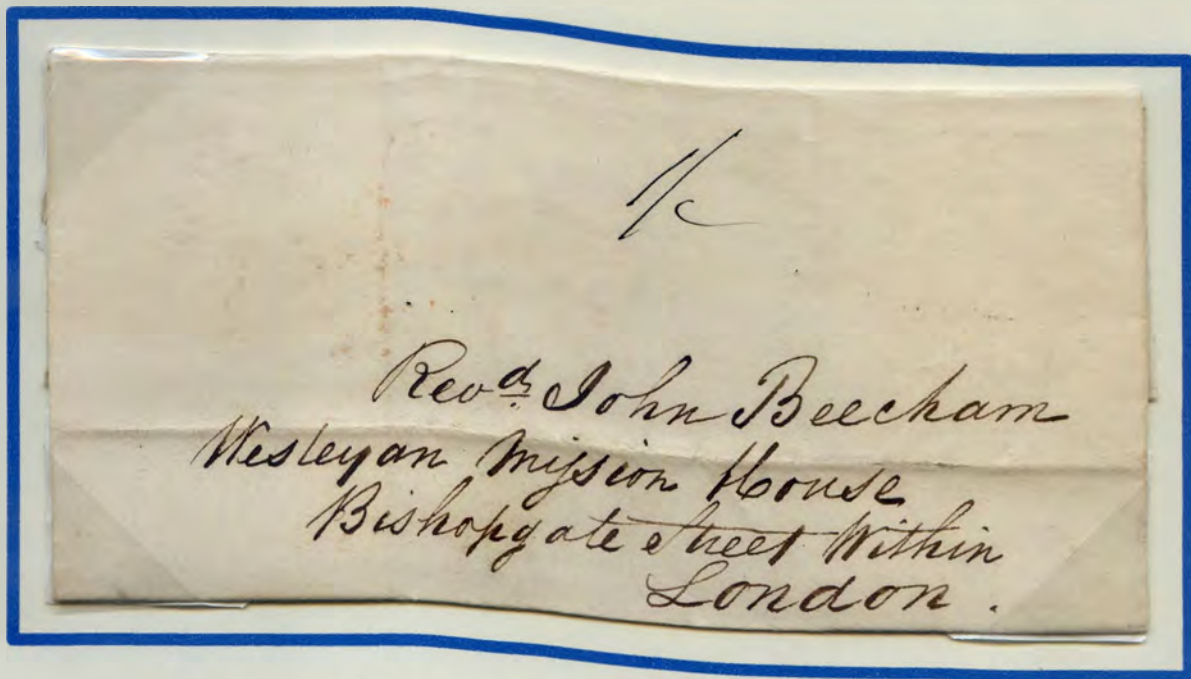
An undated, illustrated letter sheet of Victoria and Albert in Brighton, sent to **Falmouth, Jamaica**. It illustrates why poor storage in the Caribbean resulted in a predominance of east bound mail.

Unpaid, charged 1/-. On arrival converted to 1/8d to pay, to take it to Falmouth.

Victoria was married in 1840 and beyond Kingston charges were standardised at 1/2d in August 1843, so the cover was probably sent during the period of this exhibit.



“DEE” & “TAY”



St Vincent 22nd February 1843. **Unpaid. Charged 1/-, the ½ oz. rate.**
Put on “Dee”. St Thomas 23rd February. Transferred to “Tay”.
Falmouth 19th March. London the 21st, a transit of 27 days.

“TRENT” & “MEDWAY”



Copy



Santiago de Cuba 18th February 1843 sent by J Abad, a local merchant, to St Jago de Cuba. The Cuban P.O. lost it and it was not back stamped in the British P.O. in St Jago until the 21st March, Missed the sailing of “Avon”. **Unpaid. Rated 2/3d, the ½ oz. rate from Cuba.**
Put on “Trent” which arrived in St Thomas on the 25th. Transferred to “Medway”.
Falmouth 19th April. London the 21st, a long transit of 62 days.

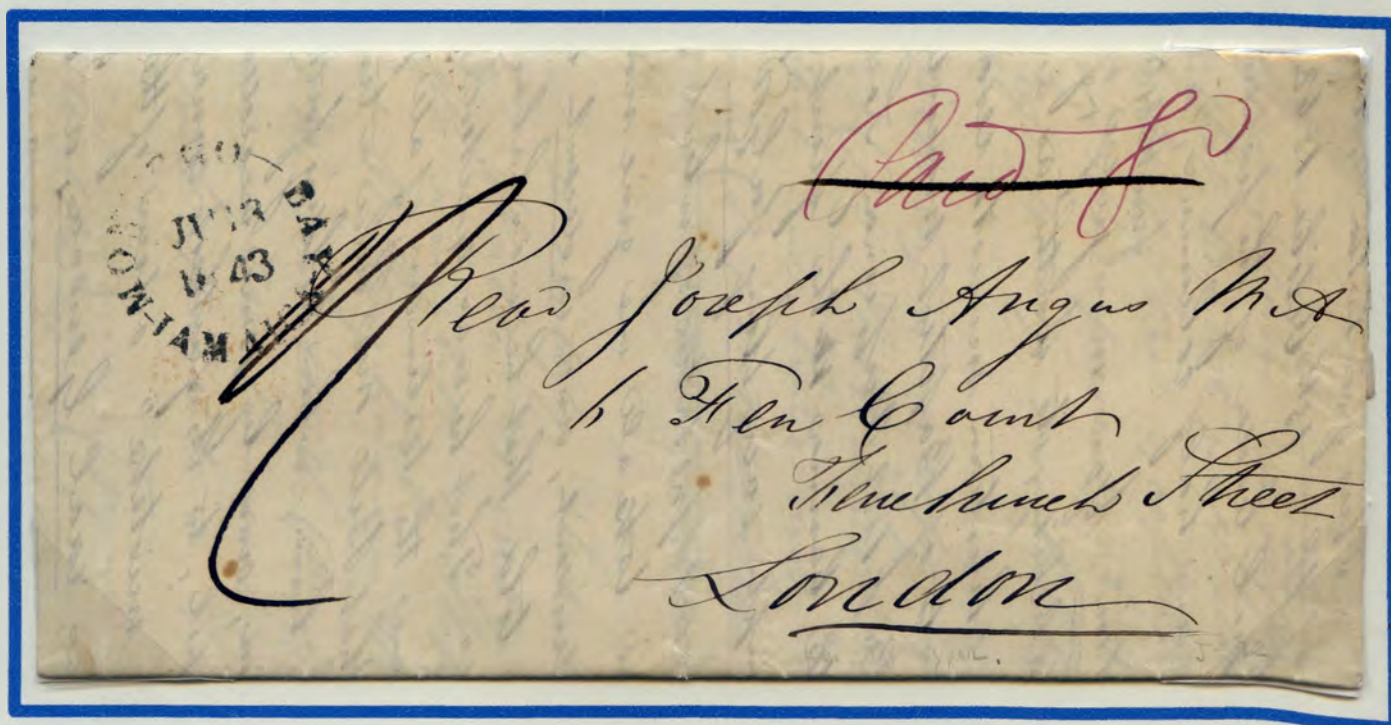
"TEVIOT"



Copy

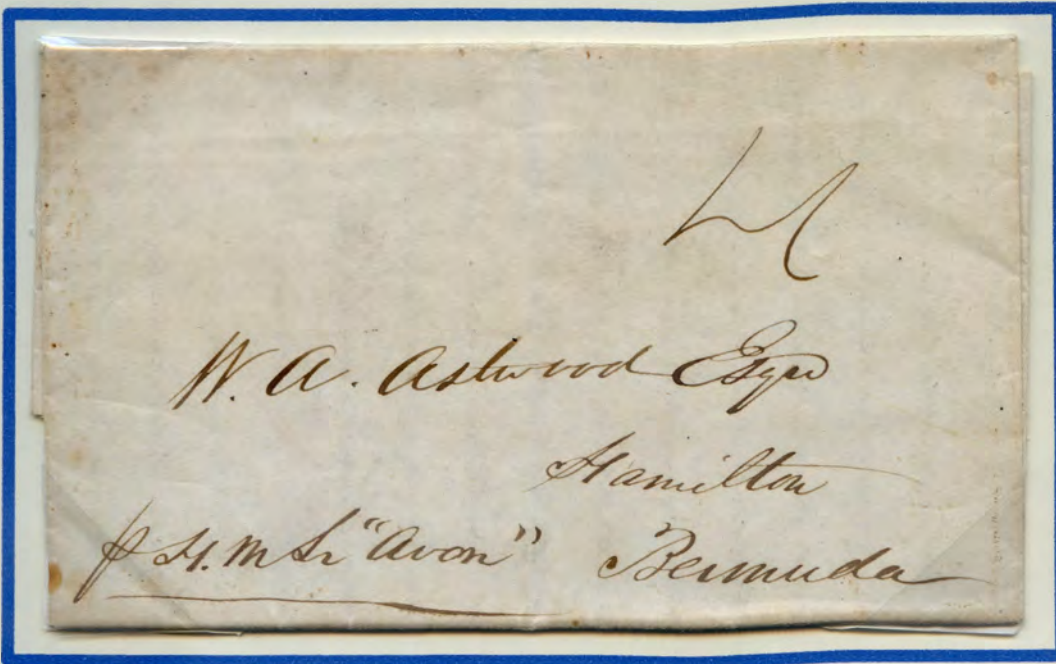
Lomas, Mexico 24th February 1843. **Struck "FRANQUEADO". Paid inland to Vera Cruz.**
"26th February British Post Office **Unpaid. Rated 2/3d the ½ oz. rate from Mexico.**
Put on "Teviot". Delayed a week at Havana. Falmouth 2nd April. London the 3rd, a transit of 38 days.

"TAY" & "TWEED"



Montego Bay, Jamaica 13th June 1843. **Paid 8d, the ½ oz. inland rate to Kingston.**
Kingston 17th June. **Sent unpaid. Rated 1/- the ½ oz. rate.** Put on "Tay".
St Thomas 22nd June. Transferred to "Tweed". Falmouth 16th July. London 18th July, a transit of 35 days.
The last occasion on which all returning steamers followed the same route.

“AVON”

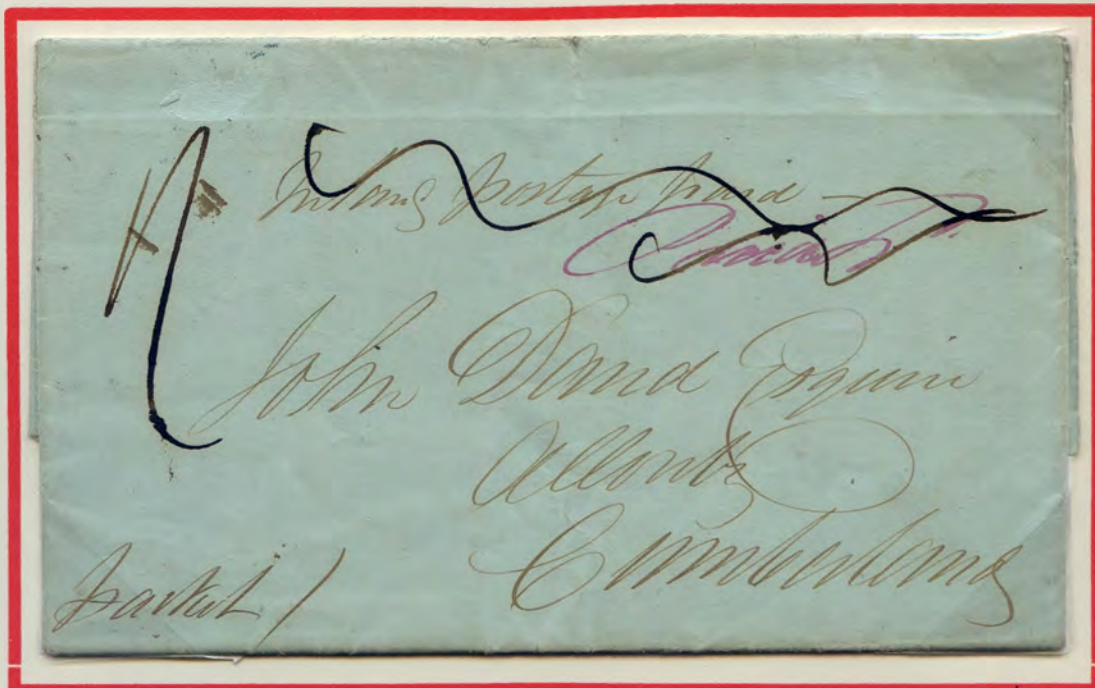


Copy

Kenton & Parsons record “Avon” in the U.K. for 4 months between 11th May and 1st September 1843. This is most unlikely as “Solway” had been wrecked on 7th April. Probably, she ran out of course during this period and her nomination to carry this cover from Kingston to Bermuda on 13th July was correct. **Sent unpaid. 4d to pay, the ½ oz. inter-island rate.**

In July 1843 it was announced that service to Bermuda, Havana, Nassau, Mexico and destinations on the Spanish Main would be reduced to once per month, and the steamer of the 1st of the month would follow a different route to that leaving in the middle of the month.

“THAMES”, “CLYDE” & “TAY”.



Rodney Hall, Jamaica 8th September. **Paid 8d inland to Kingston. Sent unpaid from Kingston.**

Put on “Thames”. St Thomas 13th September. Transferred to “Clyde”.

Bermuda 19th September. Transferred to “Tay”. Southampton 4th October. Maryport the 7th.

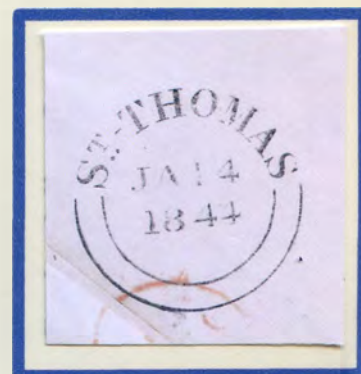
This was the first return voyage on route Ua to eliminate Falmouth as a port of call. Ex Mahfood.

"SEVERN"



Santa Anna de Tamaula in Mexico 25th September 1843. Transferred to the British P.O. in Tampico on the same day. **Sent unpaid, Charged 4/6d, the 1 oz. rate.** Collected by "Severn" on the 29th arriving in Southampton on 7th November. **Despite the absence of transfers at intermediate stops, a long transit of 43 days.**

"TRENT" & "AVON".



Copy

St Thomas 14th January 1844. **Sent unpaid. Charged 2/10d, the 1 oz. rate.** 15th January put on "Trent" arriving in Bermuda on the 21st. Transferred to "Avon". She sailed on the 27th and arrived in Southampton on 15th February **after being delayed by storms.**

"TWEED", "CITY OF GLASGOW" & "TRENT"



Copy

Trinidad 13th September 1843. **Sent unpaid. Charged 1/- to Glasgow.**

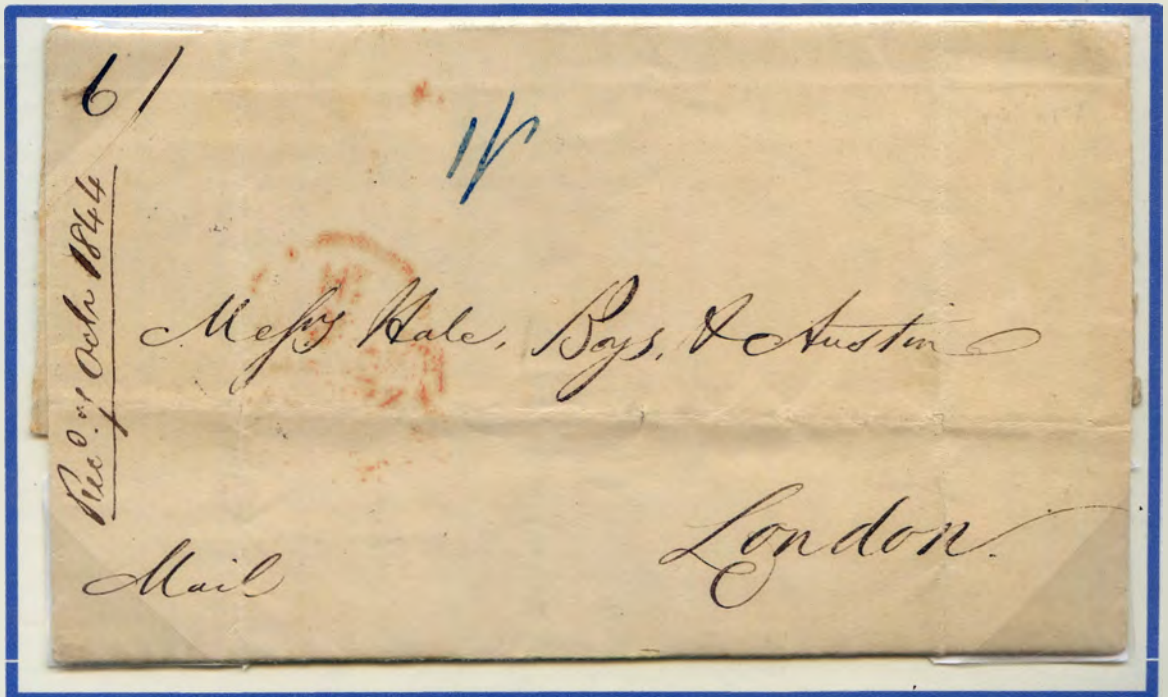
"Tweed" had arrived on the 8th and did not leave until the 19th resulting in protests.

Grenada 28th September transferred to "City of Glasgow" arriving in St Thomas on 1st October.

Transferred to "Trent" which arrived in Southampton on 24th October.

"Tay" stranded on the Colorado reef west of Cuba on 8th July 1844. She was towed off, repaired at Havana and made it home on 15th September for further repairs. "Actaeon" was lost off Carthagena on 9th October 1844. As a consequence of these two events an emergency plan operated from October to December 1844.

"THAMES" & "SEVERN"



Copy

St Vincent 9th September 1844. **Sent unpaid. Charged 1/- to London, the ½ oz. rate.**

"Thames" sailed on the 11th for Bermuda via St Thomas arriving on the 19th.

Transferred to "Severn" which arrived in Southampton on 6th October, a 27-day transit.

BERMUDA MAIL CARRIED BY CUNARD 1827 – 86.

Cunard's involvement with Bermuda mail began in 1827 and was short-lived. The Falmouth packet to New York terminated at Bermuda and Cunard provided two vessels, **Emily** and **Susan**, to take the mail to Annapolis from where it went overland. The experiment only lasted 9 voyages and from 1828 Cunard collected the American mail at Halifax and delivered it to Boston, **Susan** being replaced by **Lady Ogle**. In 1833 it was decided that the packet should terminate at Halifax and Cunard was given the additional task of running a mail boat to Bermuda, providing a service between these two places that lasted until 1886. To do so he acquired new sailing vessels – **Velocity**, **Roseway** and **Margaret**. In 1848 these were replaced by small steamships – **Osprey**, **Falcon** and **Levantine** and after the service was extended to St Thomas in 1850, **Merlin**, **Petrel** and **Curlew**. In 1880 Kingston, Jamaica replaced St Thomas as the southern terminus. Newer steamships in the form of **Delta**, **Alpha** and **Beta** replaced the ageing fleet; but in 1886 the last two were sold to Pickford and Black and Cunard no longer serviced the island. The exhibit focusses on the ships that carried the mail and has the following plan: -

1827 – 1828 – sailing packets between Bermuda and Annapolis.

1833 - 1848 – sailing packets between Halifax & Bermuda.

1848 – 1886 – steam packets between Halifax & Bermuda.

1840 - 1848 – Cunard Trans-Atlantic steamers and sailing packets between Halifax & Bermuda.

1848 - 1868 – Cunard Trans-Atlantic steamers and steam packets between Halifax & Bermuda

1867 - 1871 – Inman Line steamers and steam packets between Halifax & Bermuda.

1871 – 1886 – Allan Line steamers and steam packets between Halifax & Bermuda.

1850 - 1880 – steam packets carrying mail from the south with the terminus at St Thomas.

1880 - 1886 – steam packets carrying mail from the south with the terminus at Kingston, Jamaica.

References –

Atlantic Mails – J.C. Arnell

North Atlantic Mail Sailings 1840 -75 Hubbard & Winter

The Postal History and Stamps of Bermuda – M.H. Luddington

The Bermuda Packet Mails and the Halifax-Bermuda Mail Service 1806-1886. Arnell & Ludington

N.B. Especially significant or scarce covers are outlined in red. Information on rates is in red type.

THE ANNAPOLIS PACKET - THE FORERUNNER TO THE HALIFAX SERVICE



London 29th December 1826, **Prepaid a double rate of 4/4d.**

Falmouth 11th January 1827. Put on **HMS Redpole**

Bermuda 3rd March transferred to "**Susan**". Maiden voyage. Ran aground twice.

Annapolis 18th March. **Charged a single rate of 14 ½ cents to Philadelphia.**

SAILING PACKETS FROM HALIFAX 1833 – 1848.

“MARGARET”



Halifax 6th December 1836. **Margaret** sailed 13th December, 2 days after arrival of the Falmouth Packet “**Star**”. **Charged 4d stg., the 1711 port to port rate.** Bermuda 20th December. **3d stg added for local delivery – 7d in all.**

“SKYLARK” & “VELOCITY”



London, Lombard St, 2nd April 1840. **One of the last mails sent by the Falmouth packet. Rated 1/-, unpaid, the new ½ oz rate effective December 1839.** 4th April put on “**Skylark**”. Halifax 26th April transferred to “**Velocity**” Bermuda 9th May. **Charged 1/3d stg. to include the local delivery charge.**

STEAM PACKETS FROM ST. THOMAS 1850 – 1880

ROYAL MAIL STEAM PACKET & "DELTA"



Copy

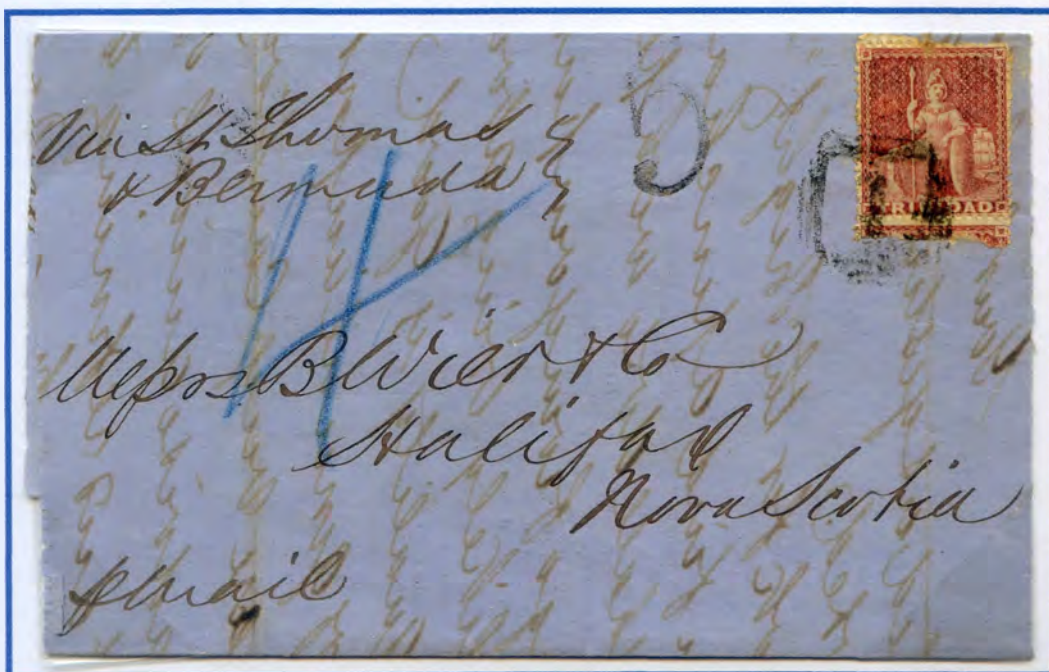
Trinidad 26th September 1857. **Franked 1d imperf to pay local inland. 4d to pay.**

Put on R.M.S.P. "Conway". Arrived St Thomas 30th September.

Transferred to "Delta", St Georges, Bermuda 7th October.

Halifax, Nova Scotia 12th October. **Charge converted to 8d sterling to take it to Liverpool N.S.**

ROYAL MAIL STEAM PACKET & "MERLIN"



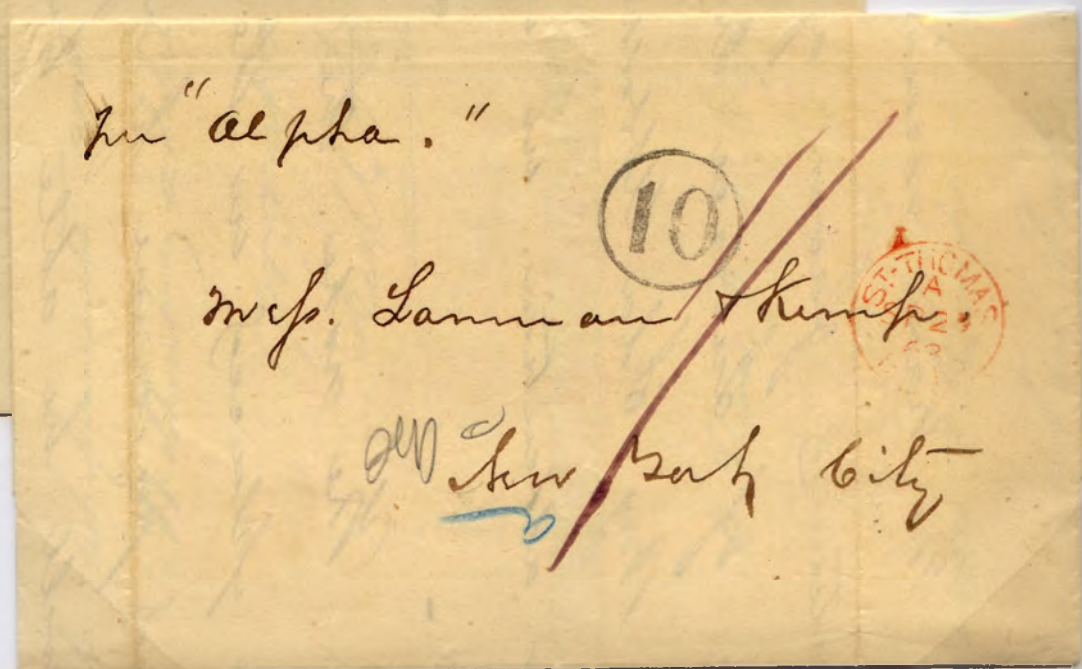
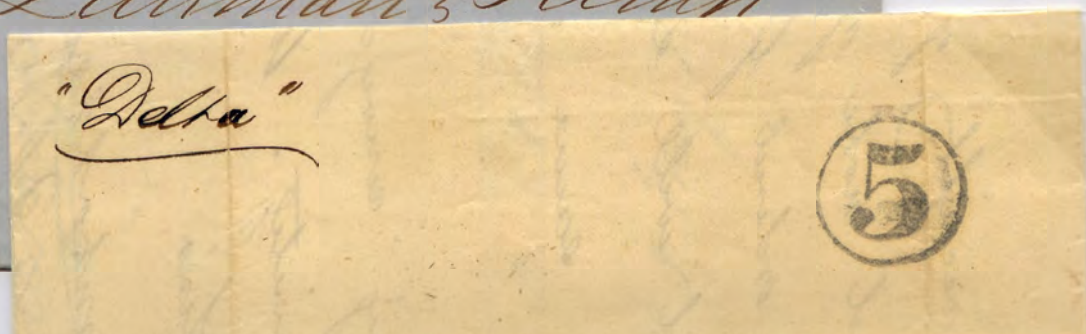
Trinidad 5th January 1862. **Franked 1d to pay local inland. 4d to pay, the inter island rate.**

8th January put on R.M.S.P. "Trent". Barbados 9th January transferred to R.M.S.P. "Wye"

Arrived St Thomas 13th January. Transferred to **Merlin**. Bermuda 27th January.

Halifax, Nova Scotia 4th February, a transit of 30 days. **Charge converted to 5d sterling.**

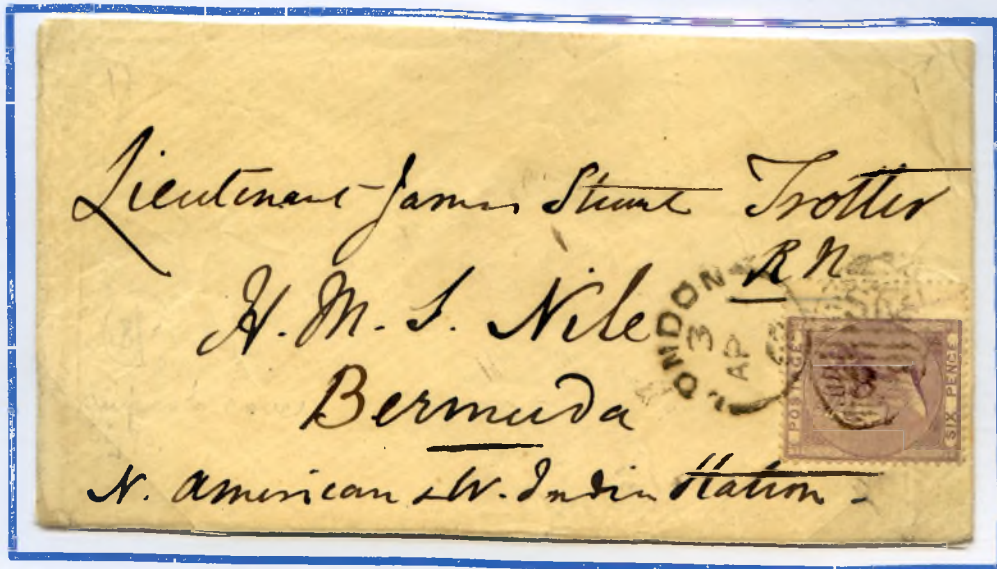
STEAM PACKETS FROM ST THOMAS 1850-1880



Three covers from St Thomas to Lanman & Kemp in New York carried in 1862 & 3 by "Merlin", "Delta" & "Alpha" via Bermuda to Halifax, which I don't fully understand, because of a lack of back stamps. The third clearly pre-paid the F.W.I. ½ oz. rate of 1/-. Judging by the rate all three letters were subsequently charged in the States my assumption is that the other two letters were also prepaid; but this was not shown because they were sent to Halifax under a separate cover. The first arrived in Halifax on 8th January 1862, was not processed until the 9th and so missed the Cunard steamer "Canada" ex Liverpool, which arrived on the 8th. There is a forwarding note on the reverse and a Halifax receiving stamp dated the 9th and my assumption is that it was sent to New York and charged the 10 cent Treaty rate for over 300 miles between Halifax and New York. According to the file note the cover was received on the 14th. The second carried by "Delta" arrived in Halifax on 23rd May, made the connection with "Asia" on the 25th, arrived at Boston on 27th when the cover was charged 5 cents and was delivered according to the file note a day later in New York. The third was put on "Alpha" which arrived in Bermuda on 4th October and Halifax on the 8th. "Africa" had grounded of Cape Race so HMS Vesuvius took the mails to Boston arriving on the 21st. By then the cover had been delivered (on the 14th) so again other means were used to take it to New York where it was charged 10 cents. All ex Pitts.

STEAM PACKETS FROM LIVERPOOL & HALIFAX 1848-68

“ASIA” & “DELTA”



London 18th April 1862. Addressed to H.M.S. Nile. **Franked 6d, the ½ oz. rate.**
Liverpool put on “Asia”. Halifax 2nd May transferred to “Delta”.
Arrived Bermuda 7th May, a transit of 20 days.



London 4th October 1862. **Franked 6d the ½ oz. rate.**
Queenstown 5th October, put on “Asia”. **Struck with M75 on board to show 1d due Bermuda.**
Halifax 16th October transferred to “Delta”. Arrived Bermuda the 21st, a transit of 17 days.

**CUNARD FROM BERMUDA : INMAN STEAM PACKETS TO LIVERPOOL.
1868 – 1871**

After 24 years Cunard lost the contract to carry the Halifax mail to Inman, effective 1st January 1868.

“ALPHA” & “CITY OF WASHINGTON”



Bermuda 20th November 1868. **Officer's letter franked 6d, the normal ½ oz. rate was 1/-.**
Put on “Alpha”. Halifax 4th December. Transferred to “City of Washington”.
Liverpool 15th December. Struck with Tabcart P17. Glasgow the 16th. Ex Osborn.

“ALPHA” & “CITY OF CORK”



Bermuda 6th May 1869. **Franked 1/4d, the ½ oz. rate to France.**
8th May put on “Alpha”. Halifax 21st May transferred to “City of Cork”.
Liverpool 1st June. Calais 2nd June. Bordeaux the 3rd, a transit of 27 days.

ALLAN STEAM PACKETS FROM LIVERPOOL: CUNARD FROM
HALIFAX 1871-1886

Allan Line took over the Halifax contract from Inman in 1871. To Bermuda the transit was always slower than via New York so covers carried on this route are comparatively scarce.

“CIRCASSIAN” & “BETA”



London 20th October 1874. **Franked 6d, the ½ oz. rate since 1st April 1872.**
Queenstown 21st October. Put on “Circassian”. Halifax 2nd November. Transferred to “Beta”.
Bermuda 6th November, a transit of 17 days.

“HIBERNIAN” & “BETA”



London 8th February 1876. **Franked 1/-, the 1 oz. rate.** Queenstown 9th February.
Put on “Hibernian”. Halifax 21st February. Transferred to “Beta”.
Bermuda 25th February, a transit of 17 days.

STEAM PACKETS FROM ST. THOMAS 1850 -1880

Cunard's service to Bermuda from the north was extended to the south to St Thomas in 1850 when the R.M.S.P. service to the island ceased. The southern terminus was changed to Kingston, Jamaica in 1880.

ROYAL MAIL STEAM PACKET & "CURLEW"



Copy

Barbados 9th December 1853. **Sent unpaid to Hamilton. 4d due on delivery.**
 12th December put on R.M.S. P. "Clyde" to St Thomas arriving on the 15th.
 19th December transferred to "Curlew" on her Maiden Return Voyage.
 24th December arrived Bermuda, a transit of 15 days.

ROYAL MAIL STEAM PACKET & "DELTA"



Copy

Georgetown, British Guiana 23rd October 1860. **Paid 1d inland. 4d to pay on arrival at Paget.**
 R.M.S.P. "Trent" to Barbados. 25th October transferred to "Trent".
 St Thomas 29th October transferred to "Delta". 2nd November arrived Bermuda, a transit of 10 days.

STEAM PACKETS FROM ST THOMAS 1850-1880

ROYAL MAIL STEAM PACKET & "DELTA"



St John's Antigua 11th August 1868. **Franked 1d, the Prices Current rate. 1d credit to the U.K.** Put on R.M.S.P. "Eider". St Thomas 23rd August transferred to "Delta". Bermuda 28th August. Halifax, Nova Scotia 2nd September. **1d to pay for inland.** Annapolis 4th September, a transit of 24 days. Ex Mayer & Skywalk.

ROYAL MAIL STEAM PACKET & "ALPHA"



Kingston, Jamaica 16th August 1869. Endorsed "Via Bermuda". Carried privately to St Thomas. Struck with Lamb & Co, Forwarding Agent's cachet in blue. 23rd August **franked 4d with G.B. 4d vermilion, Plate 11 paying the packet rate.** Put on "Alpha". Bermuda 28th August. Halifax, Nova Scotia 1st September. A 15 day transit. **No inland charge.** Ex Glassco & Skywalk.

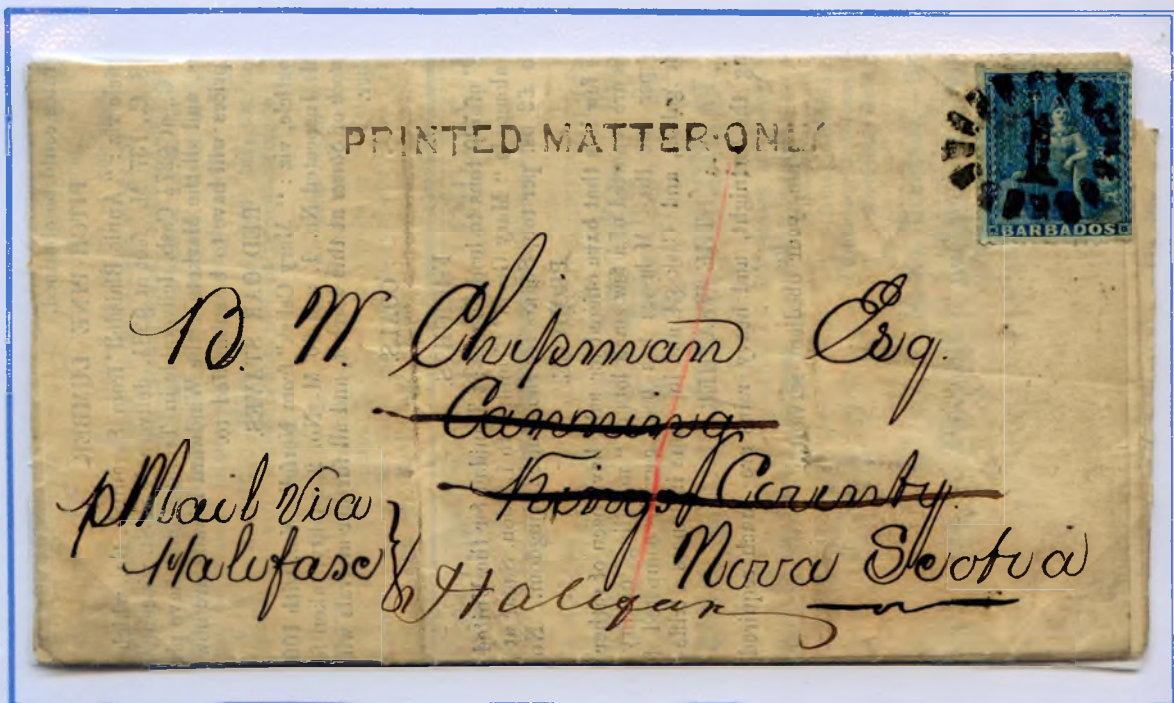
STEAM PACKETS FROM ST THOMAS 1850-1880

ROYAL MAIL STEAM PACKET & "DELTA"



Barbados 26th August 1864. **Franked 1d to pay inland. The inter island rate was unpaid - 4d due.** Put on R.M.S.P. "Conway". St Thomas 29th August transferred to "Delta". Bermuda 3rd September. Halifax, Nova Scotia 7th September. **Charge converted to 13 ½ cents local currency- 8½ cents packet 5 cents inland.** Bridgewater arrived 9th September. Ex Skywalk.

ROYAL MAIL STEAM PACKET & "DELTA"



Barbados 25th February 1869. **Franked 1d, the Prices Current paid to destination rate. 1d credit accounting mark.** Put on "Eider". St Thomas 28th February. Transferred to "Delta". Halifax 21st March. Canning 23rd March. Redirected back to Halifax. Ex Skywalk.

STEAM PACKETS FROM KINGSTON, JAMAICA – 1880-1886.

“BETA”



Kingston, Jamaica 8th October 1880. **Franked 8d paying a 1 oz U.P.U. rate.** Cancelled "A01". Put on "Beta". Arrived Bermuda 15th October. Arrived Halifax the 18th, a transit of 10 days.



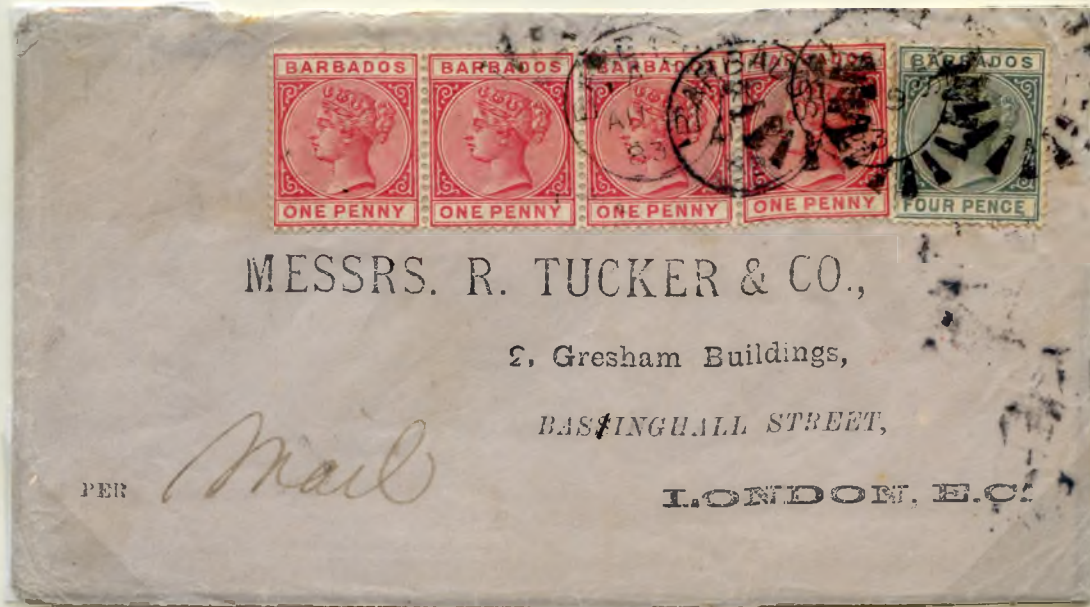
Kingston, Jamaica 22nd April 1882. **Franked 4d paying a ½ oz U.P.U. rate.** Put on "Beta". Arrived Bermuda 27th April. Halifax 1st May. Lockeport, Nova Scotia on the 3rd, a transit of 11 days.

BARBADOS



Because of the unwillingness of the Barbados Legislature to pay the admin costs Barbados was one of the last West Indian colonies to join the U.P.U. It finally joined on 1st September 1881 when the rate to the U.K. was reduced from 6d to 4d per ½ oz. The first cover was sent to Clent, near Stourbridge and was franked with a 4d grey from the key plate series on 29th April 1884. It was back stamped in Birmingham, Stourbridge and Clent, all on 12th May, a transit of 13 days. The second was franked with a ½ d, 1d and 2 ½ d from the same series and cancelled by a boot-heel duplex on 24th October 1890. Addressed to Winch Bros in Colchester it was back stamped there on 6th November 1890, a transit of 13 days. Both ex Charles Freeland.

BARBADOS

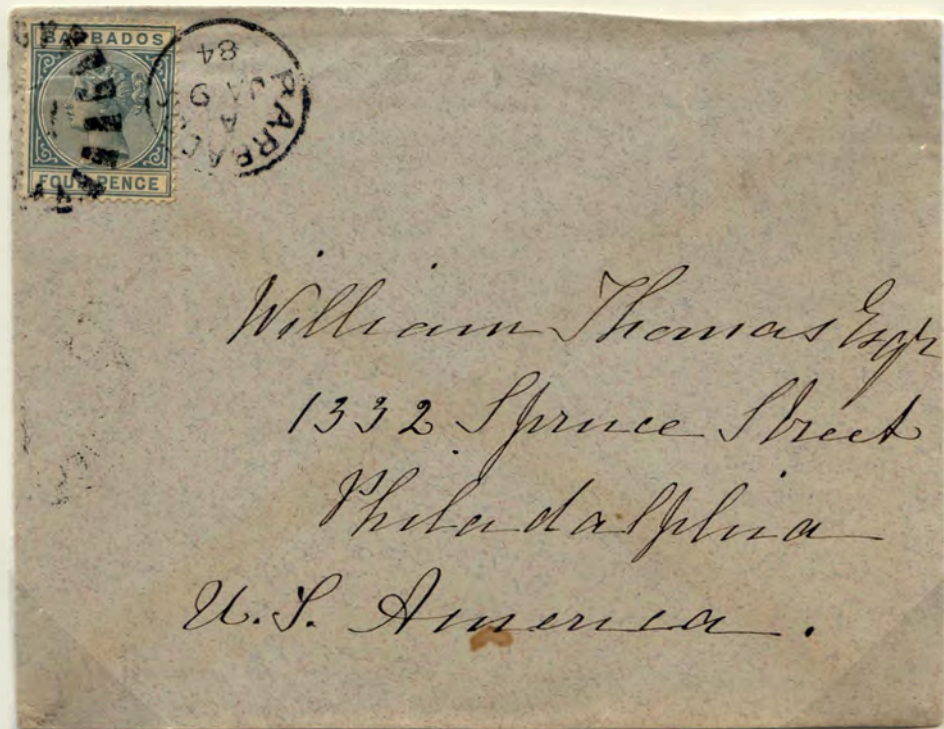


Two covers addressed to England paying the 1 oz. U.P.U. rate of 8d. The first was franked with 4 x 1d and a 4d from the key plate set which were cancelled on 9th August 1883. Addressed to London, the cover was back stamped there on the 27th, a long transit for the time of 18 days. The second was franked with a pair of 4d brown from the key plate series which were cancelled by a bootheel duplex on 30th November 1885. Addressed to Winch Bros in Colchester the cover arrived on the 15th, a transit of 15 days. Both ex Charles Freeland.

BARBADOS

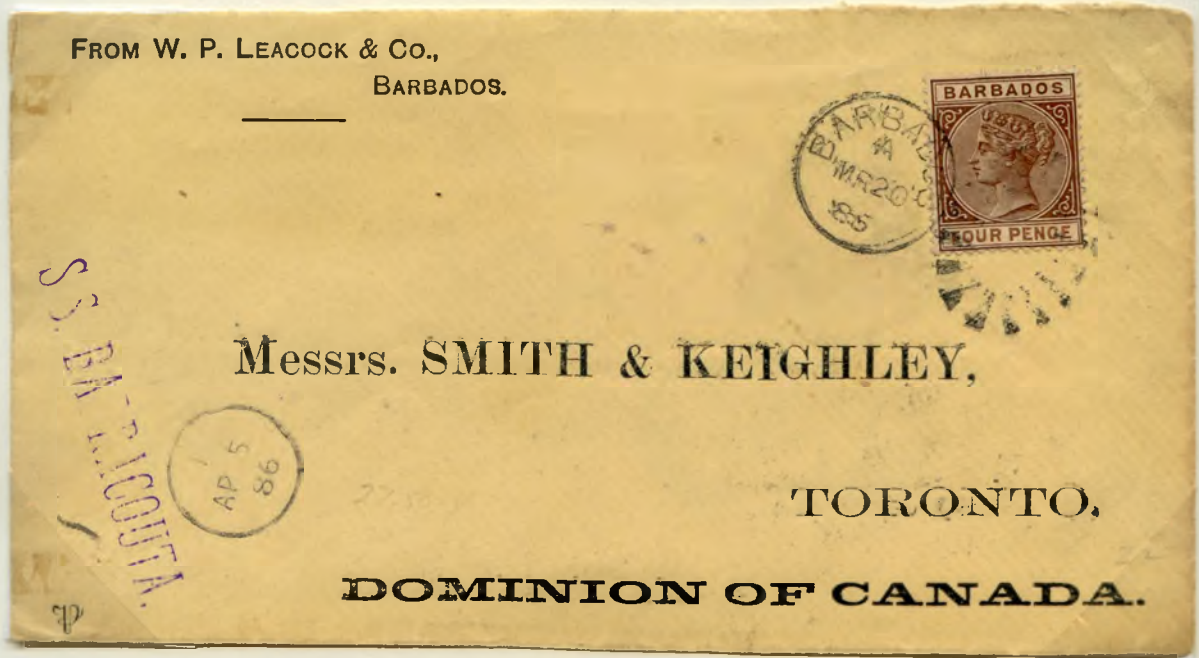


A cover addressed to Clement's Post, Nova Scotia franked with 8 copies of the ½d green from the key plate set. These were cancelled by a bootheel duplex on 28th April 1887. The cover was back stamped in New York on 14th May but not in Nova Scotia.



An envelope addressed to Philadelphia franked with a 4d grey from the key plate series (It is astonishing how little difference there is between the two colours). The single adhesive paid the same rate as the 8 adhesives above and was cancelled on 9th January 1884. It was back stamped in New York on the 28th but the strike of the back stamp in Philly is illegible.

BARBADOS



Two covers addressed to the Dominion of Canada franked with a 4d brown adhesive from the key plate set paying the ½ oz. rate effective from 1881-1892. The first, addressed to Toronto was cancelled on 20th March 1886 and put on the “**Barracouta**”, a British built steamship of 1100 tons, the only vessel owned by S.S. Barracouta Ltd of New York. It was back stamped in New York on 3rd April and in Toronto on the 5th, a transit of 16 days. Ex Rego.

The second addressed to Hantsport, Nova Scotia was cancelled on 1st June 1887 and was nominated to go on the U.S. & Brazil steamship “**Finance**”. It was back stamped in New York on 8th June and in Hantsport on the 14th, a transit of 13 days.

BARBADOS



An envelope that contained a Christmas card sent at the 1d book post rate to Stourbridge in the U.K. Franked with a 1d rose from the D.L.R key plate which was cancelled by a boot heel duplex on 10th December 1883. It was back stamped in Stourbridge on the 29th, a transit of 19 days. Ex Freeland.



[Vol. 2.]—No. 15.

TUESDAY, 21st APRIL, 1885.

PRICE 2D

THE BARBADOS CHURCHMAN will be published on the Third Tuesday in every month.

The following Sub-Committee has been appointed by the BISHOP to take charge of the Publication of the paper:—Revs. W. U. WATSON, P. L. PHILIPS, F. J. AMBRIDGE

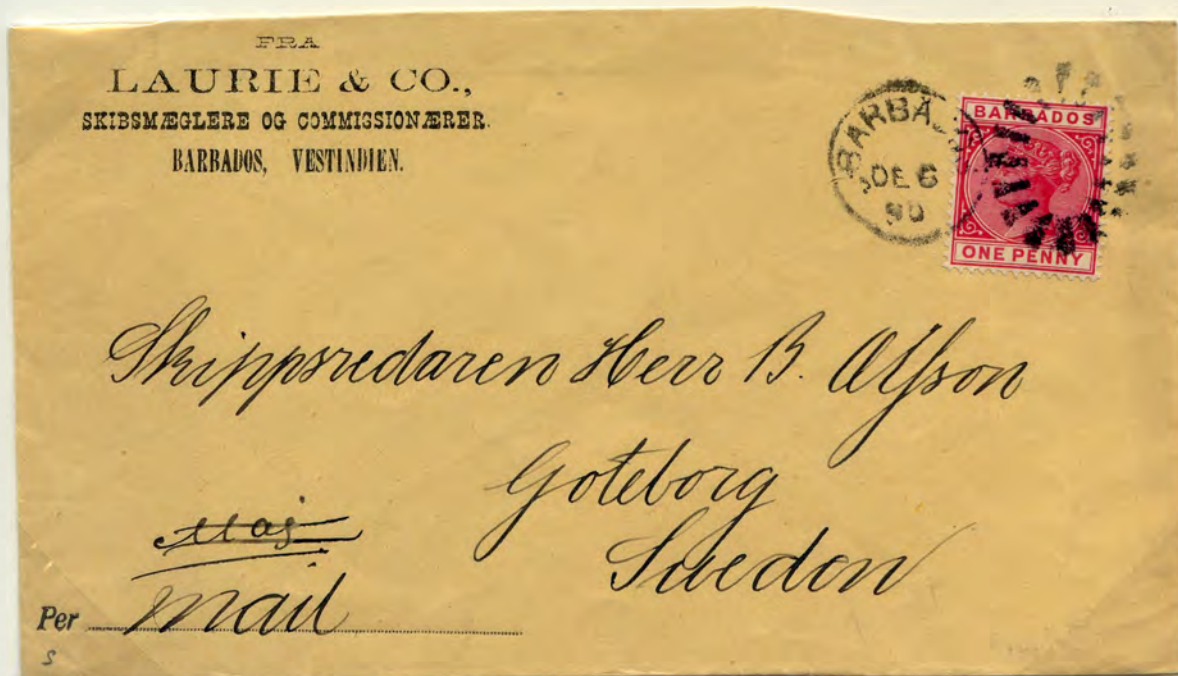
too, and doesn't like a reproof. But I've bid him remember to be afraid in the right place—to fear God, who hates a lie.

George. I'm always swinging from one side to t'other about you and your lads, Jem. Some days I think you give 'em their heads altogether, then it seems as if you were over

had slipped all awry. so I said, "Yes, please, sir." And you took a deal of pains, and straightened them beautifully, and then you said, "There Susan, ; does that feel comfortable?" and I answered, "Yes, sir." But, sir, those two little words made a lie. I only said them out of thanks to you, for the

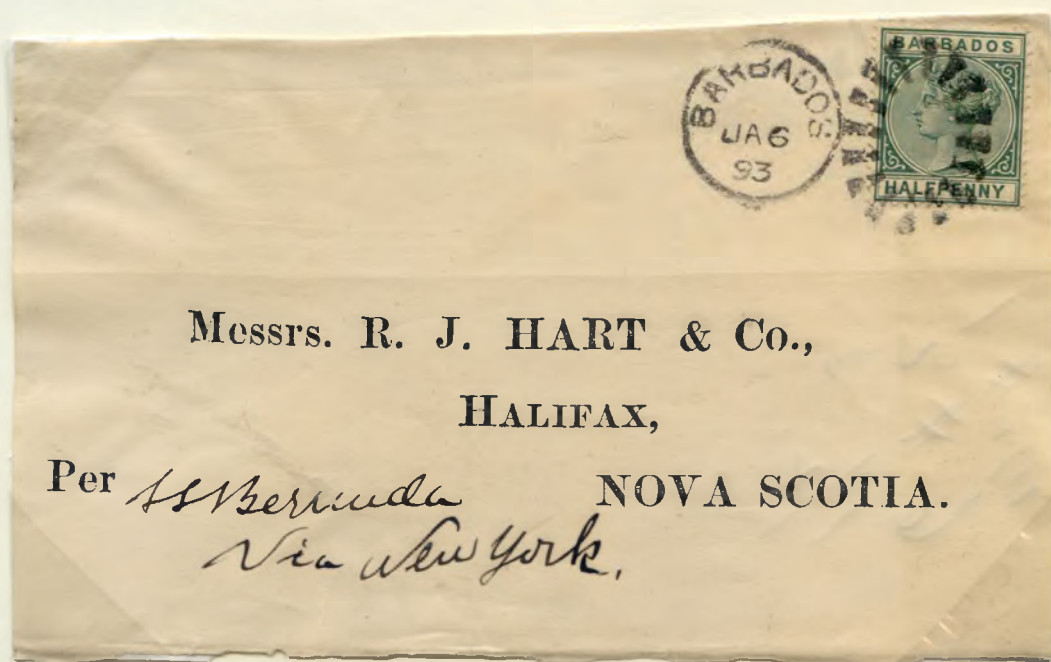
A piece of the "Barbados Churchman" for 21st April 1885, sent to the same address as the cover above. It was sent at the printed matter rate and franked with a 1d rose from the De la Rue key plate series which was cancelled by a Barbados single ring on 9th May 1885.

BARBADOS



Two covers with unsealed flaps that paid a printed matter rate with a 1d rose from the key plate set. The first from da Costa & Co, Shipbrokers was addressed to Pernambuco in Brazil and was posted on 10th March 1885. It was back stamped in Pernambuco on 22nd April, which, assuming the dates are correct, was a long transit of 43 days. The second was addressed to Goteborg in Sweden. The adhesive was cancelled on 6th December 1890. There is no arrival date. Both ex Charles Freeland

BARBADOS



Two covers paying a printed matter rate with a 1/2d green adhesive from the key plate set. The first originated in Surinam but was posted in Barbados and was addressed to Modena in Italy. It was cancelled on 18th April 1893 and was back stamped on arrival on 2nd May, a transit of 15 days. The second is a front addressed to Halifax, Nova Scotia which was nominated to go on "Bermuda" belonging to the Quebec Steamship Co. on 6th January 1893. Both ex Charles Freeland.

BARBADOS



A specially printed envelope for the 1st Battalion North Staffordshire Regiment addressed to South Wales. It was from Colour Sergeant Grant and was signed by his Commanding Officer and therefore entitled to the 1d rate Soldiers Letter. It was franked with a 1d rose from the keyplate set cancelled by a bootheel duplex on 21st August 1886. It was probably carried by an R.M.S.P steamer and was back stamped in Merthyr Tydvil on 6th September, a transit of 16 days, The North Staffs went out to Barbados in 1884. After two years without incident they were transferred to South Africa for operations in Zululand. Ex Charles Freeland.



An envelope from Hanschell & Co. addressed to Vannes in France carefully franked with adhesives to the value of 7 ½d, three times the U.P.U. rate. These were cancelled by a bootheel duplex on 31st December 1892. It is difficult to see how such a flimsy envelope could have weighed 1 ½ ounces. The cover was back stamped in London on 11th January 1893 but there is no arrival information in France.

INTER ISLAND MAIL



Two postal stationery cards from **Barbados**, the first of which was impressed with a 1 ½d value which had been the rate since 1879. It was addressed to **Paramaibo in Dutch Guiana** and cancelled by a boot heel duplex on 14th July 1875. It was back stamped in Paramaibo almost two weeks later on the 23rd.

The second was overprinted "ONE PENNY" as a result of the rate changes in 1891. It was addressed to **St Thomas** and struck with the same type of cancellation on 11th April 1892. It arrived in St Thomas on the 14th.

BARBADOS

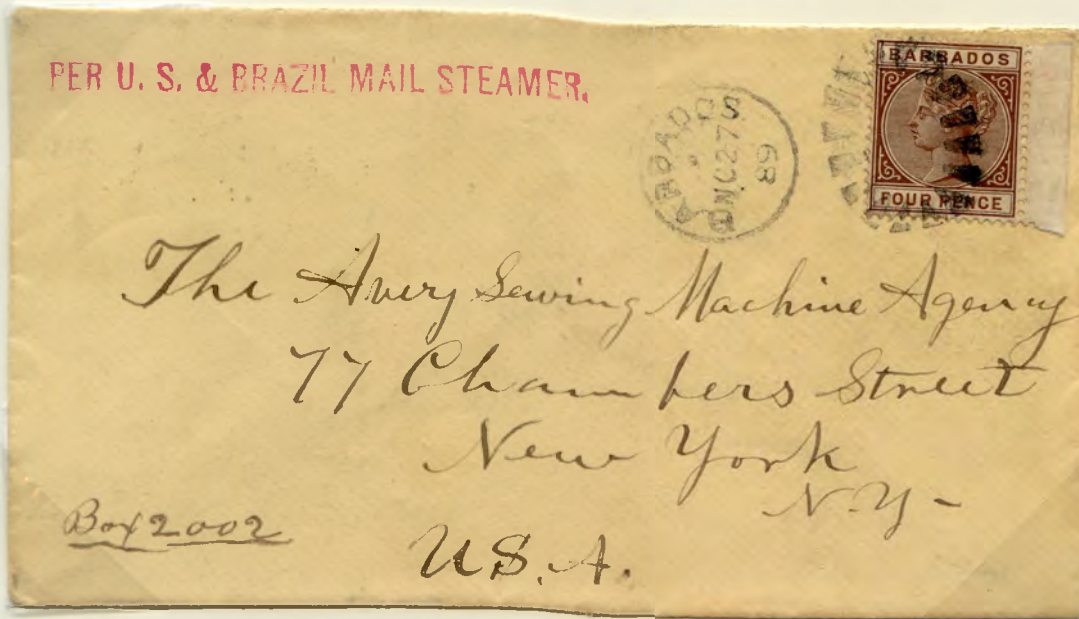


A 1d P.S.E. upgraded with ½ d and 1d adhesives in Barbados on 20th December 1890 paying the U.P.U ½ oz. This was 2 days before the misunderstanding which led to the rate to the U.K. being reduced to 2 ½ d and rates elsewhere remaining at 4d. Addressed to Karlsruhe in Germany it was nominated to go on “Atrato”. The cover was struck with a cachet “PER ROYAL MAIL STEAMER” which according to Rego is unique to her. It was back stamped in Germany on 3rd January 1891



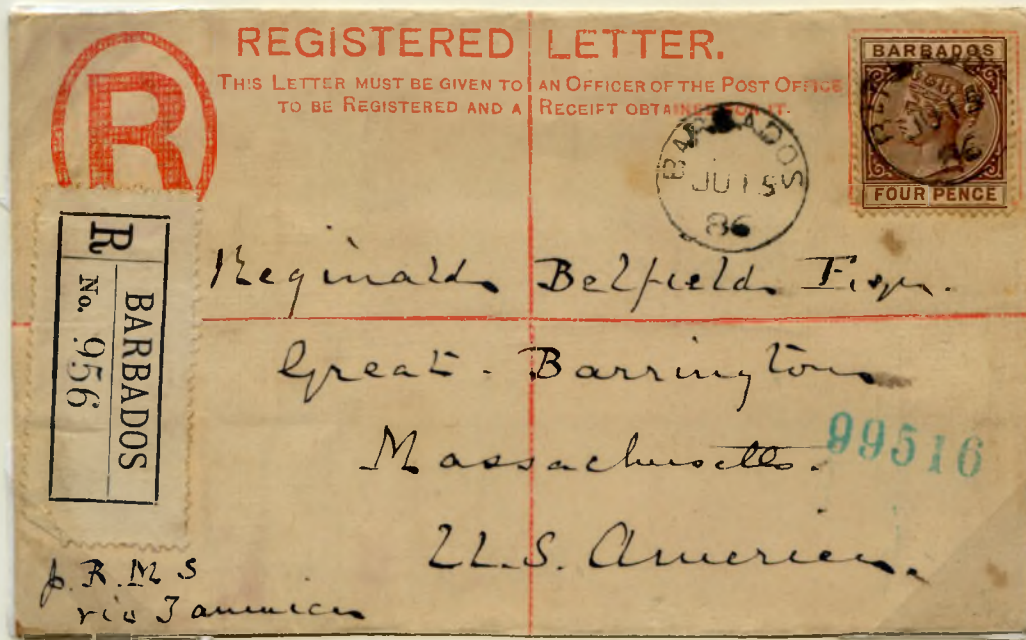
A Penny Pink P.S.E which has been surcharged ½d, upgraded with a ½ d on 4d and a 4d from the key plate set to pay the registration fee and the ½ oz. U.P.U. rate to London. The normal registration rate for specially printed envelopes was 2d. The use of other envelopes was discouraged but could be used for an extra ½ d, as in this case. The cover was put in on 5th March 1894 and arrived in London on the 21st, a transit of 16 days.

BARBADOS



Two covers carried by steamers of the U.S. & Brazil Steamship Co. The first addressed to New York was franked 4d with a key plate adhesive cancelled on 27th November 1889. It carries a Costa ship brokers cachet on the reverse and was delivered in New York on 7th December, a transit of 10 days. The second was carried by the "Finance" and paid a 2 1/2d Late Fee to be put on board after the mail had closed. It was put in on 6th August 1898 and paid a 1/2 oz. U.P.U. rate with another 2 1/2d adhesive. The steamer arrived in New York on the 15th, a transit of 11 days.

BARBADOS



A 2d registered envelope (size F) addressed to Massachusetts. It was franked with a 4d adhesive paying the ½ oz. U.P.U. rate, which was cancelled on 15th June 1886. It was endorsed “p R.M.S. via Jamaica”, went through New York on the 30th and was back stamped in Barrington on 1st July, a transit of 16 days.



An envelope addressed to Dumfries in 1889 which missed the closing of the mail; but paid a Late Fee of 1d and was hand stamped accordingly. At this time, the Late Fee was 1d between 2.30 and 3.30 pm and 3d up to 4 pm, reducing to 2 ½ d in 1893. The cover was franked with a 1d rose and a light brown 4d from the De La Rue key plate set, the adhesives being cancelled on 8th July 1889. It was back stamped on arrival on the 20th, a transit of 12 days. Ex Freeland.

THE PROVISIONALS

In the space of 15 months in 1907 and 8 the Commissioner, who was the de facto Post Master, found it necessary to issue five provisional adhesives, and on two separate occasions had to resort to manuscript provisionals. This was termed the "Great Scandal" in the philatelic community of the time, as it was believed that it was done to benefit the Commissioner, or other Caymanians, especially as shortly afterwards a consignment of low value mint stamps was placed in the London market. The Commissioner, George Hirst, was found not guilty of any wrong doing by an enquiry in Jamaica and philatelists have traditionally blamed the inexperienced, 20 year old Postmistress Miss Parsons, as she appeared shortly afterwards to have been demoted to Assistant.

Recent investigation in the Cayman archives by the exhibitor has proved that this was not the case. She was actually promoted to be Clerk to the Commissioner and only styled herself "Assistant" because the Commissioner wanted the Post Office to stay open during the new Post Master's lunch time. The real villain was the Commissioner himself, who withdrew the low value Edwardian and Victorian issues shortly after his arrival on the island in early 1907 because he thought they were obsolete, and then refused to re-issue them when supplies of subsequent requisitions were exhausted. Subsequently he persisted in ordering very small quantities of new supplies. There is some evidence to suggest that he also benefited personally from the issue of the 2 ½d on 4d which was unnecessary, most of which ended up in the hands of Adutt, the Cayman collector, who was a family friend.



A manuscript provisional in blue pencil with no initial, dated 8th October 1908. It paid ¼d, the newly introduced postcard rate rather than the local letter rate of ½d for which it was under franked. However it may have contained a card like the October provisionals and been sent at a printed paper rate. One of only five known. Ex Meredith.

THE PROVISIONALS

The ½d on 1s provisional was the only issue that the Commissioner obtained approval for; but the 40 sheets used for this issue simply created the necessity for the 1d on 5/- because the supply of 1d definitives was rapidly exhausted.



A piece **franked with a pair of ½ d on 1ds and a pair of 1ds**, paying the registered Empire rate, cancelled on 30.08.07., the first day of issue.



A registered O.H.M.S. envelope, **franked with a ½d on 1d and a 4d**, paying the ½ oz registered rate to the U.S.A. The cover was cancelled in Georgetown on 23rd November 1907, the last days of availability, as the ½ d on 5/- was issued three days later on the 26th. It arrived in Minneapolis on 13th December, a transit of 20 days. One of about 20 covers known. Ex Byl.

THE PROVISIONALS



A cover **franked with 9 x ½d on 1d provisionals** paying the correct registered 1 oz U.P.U. rate to Germany. It is believed this is the only known franking of its kind. The adhesives were cancelled on 13th November 1907. The cover went through Kingston on the 23rd, Birmingham on 9th December and arrived in Dresden on the 11th, a transit of 28 days. Ex Byl.



A cover **franked with 2 x ½d on 1d, 1d and 2 ½d adhesives** cancelled in Georgetown on 8th February 1908. The adhesives paid the correct 1 oz registered rate to Switzerland. It went through Cienfuegos and Havana in Cuba before arriving in Paris on the 29th and Berne on 1st March. Ex Byl

THE PROVISIONALS



A cover **franked with 5 x ½d on 1d provisionals paying the correct 1 oz U.P.U. rate to New York.** The adhesives were cancelled in Georgetown on 26th November 1907 by Type 4 and back stamped in Kingston on 4th December. There is no arrival date in the U.S.A. Ex Prappas, Maisel & Stern.



A cover **franked with 1d on 5/- and 4d adhesives** cancelled in Georgetown by Type 5 on 18th July 1909. **The adhesives paid a 3 oz registered rate to the U.K.** The franking and the date suggest the cover was pre-franked in the U.K. and sent back to the Cayman to be converted into used. It went through Kingston on the 22nd and arrived in Brixton, London on 3rd August. Ex Green, Maisel & Stern.

THE PROVISIONALS

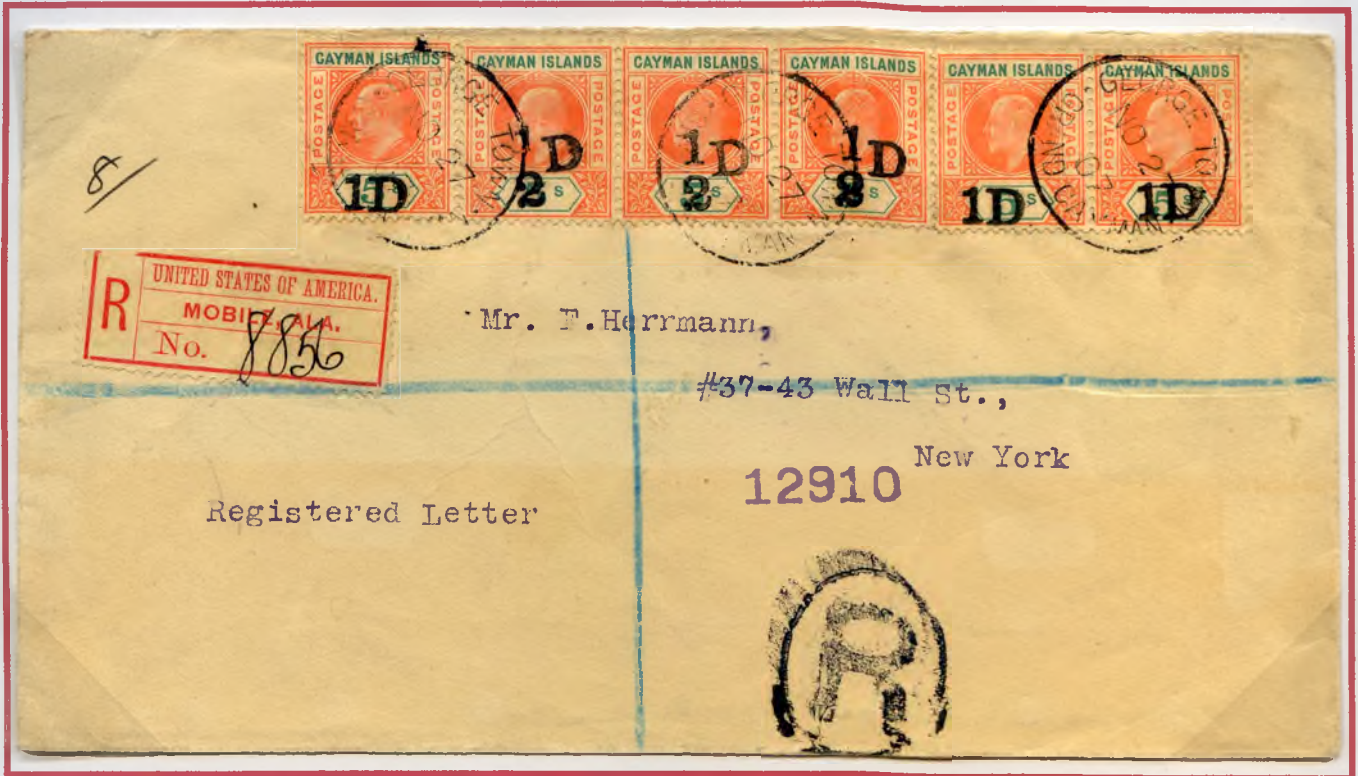


A piece franked with $\frac{1}{2}$ d on 5s and 2 x 1d on 5s adhesives, the 2nd 1d having a dented frame, cancelled in Georgetown on 4.12.07. E.

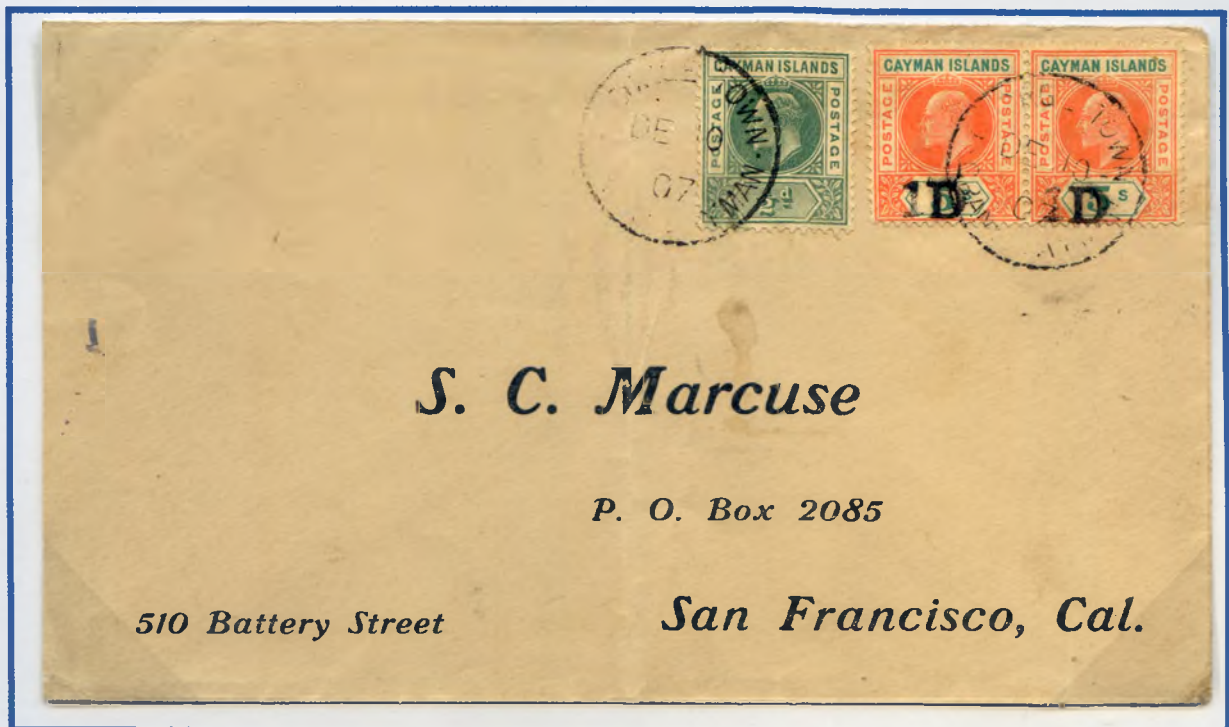


A large piece franked with a pair of $\frac{1}{2}$ d on 5/- paying the Empire $\frac{1}{2}$ oz rate cancelled on the first day of use, 25th November 1907. It was addressed to WT Wilson in Birmingham where it arrived on the 19th December. It was carried by Imperial Direct's "Port Royal" E. Ex Marston, Cooley & Maisel. Wilson expected to receive copies of the $\frac{1}{2}$ d on 1d in the above envelope but these had sold out. When received he knew nothing of the $\frac{1}{2}$ d on 5/-. He immediately pre-franked the pre-addressed envelope, and sent it to the Cayman with a request for more. His envelope was returned, cancelled in Georgetown on 4th February 1908 without the requested adhesives, as they also had sold out. The 2 $\frac{1}{2}$ d on 4d was created 8 days later. The cover went through Kingston on the 13th and Bristol per Imperial Direct's "Port Antonio" on the 26th – a transit of 22 days. Twenty three covers are known franked with the $\frac{1}{2}$ d on 5/- and 1d on 5/- provisionals. Ex Prappas & Maisel.

THE PROVISIONALS

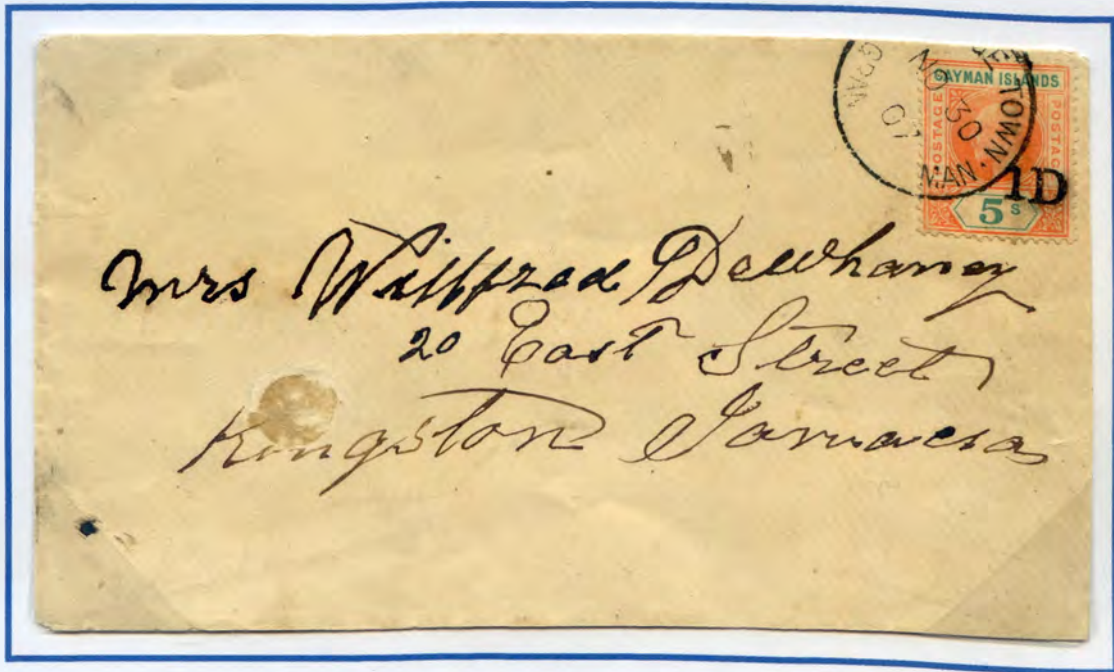


A cover addressed to New York **franked with 3 x ½ d on 5/- and 3 x 1d on 5/- paying the correct 1 oz registered U.P.U. rate, the only known such franking.** The adhesives were cancelled by Georgetown Type 4 on 27th November 1907 and the cover sent on “Otari” to Mobile, where it received a U.S. registration etiquette and was back stamped on 9th December. It arrived in New York on the 11th. Ex Byl.

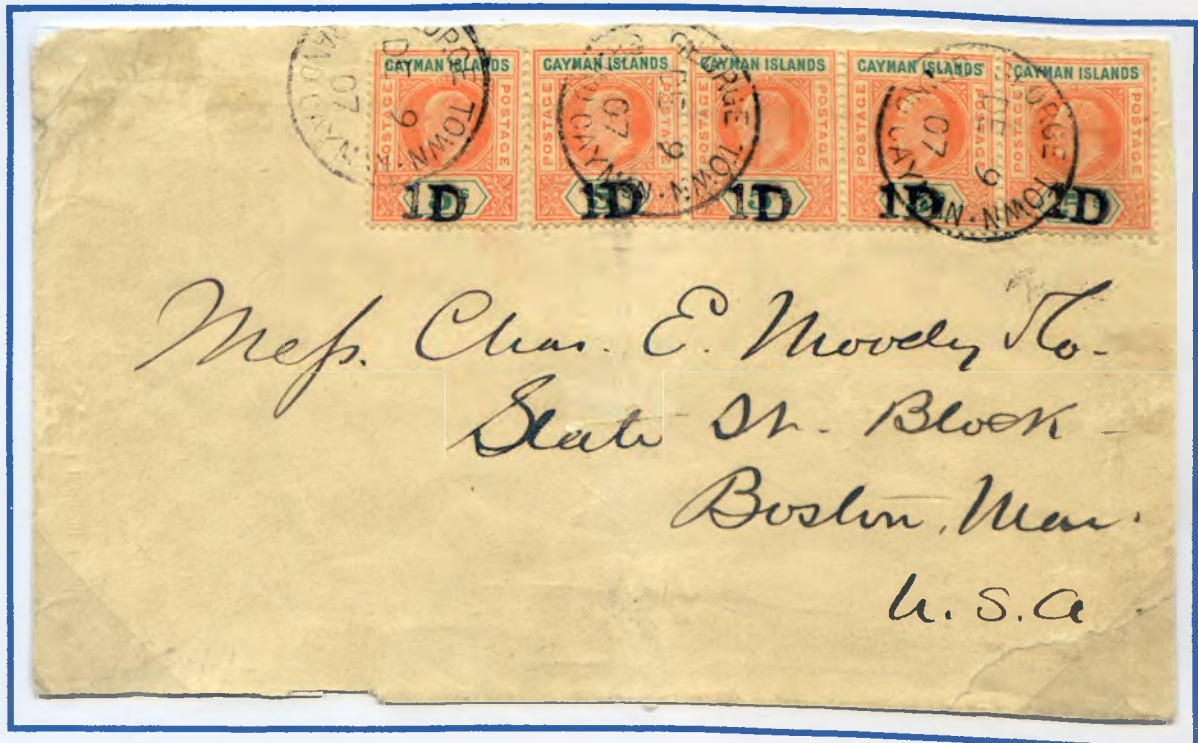


A cover addressed to San Francisco **franked with 2 x 1d on 5/- and a definitive ½d paying the correct 1 oz U.P.U. rate.** The adhesives were cancelled on 10th December 1907 by Type 4 and the cover back stamped in Kingston on the 19th. Ex Lee, Cooley & Byl.

THE PROVISIONALS



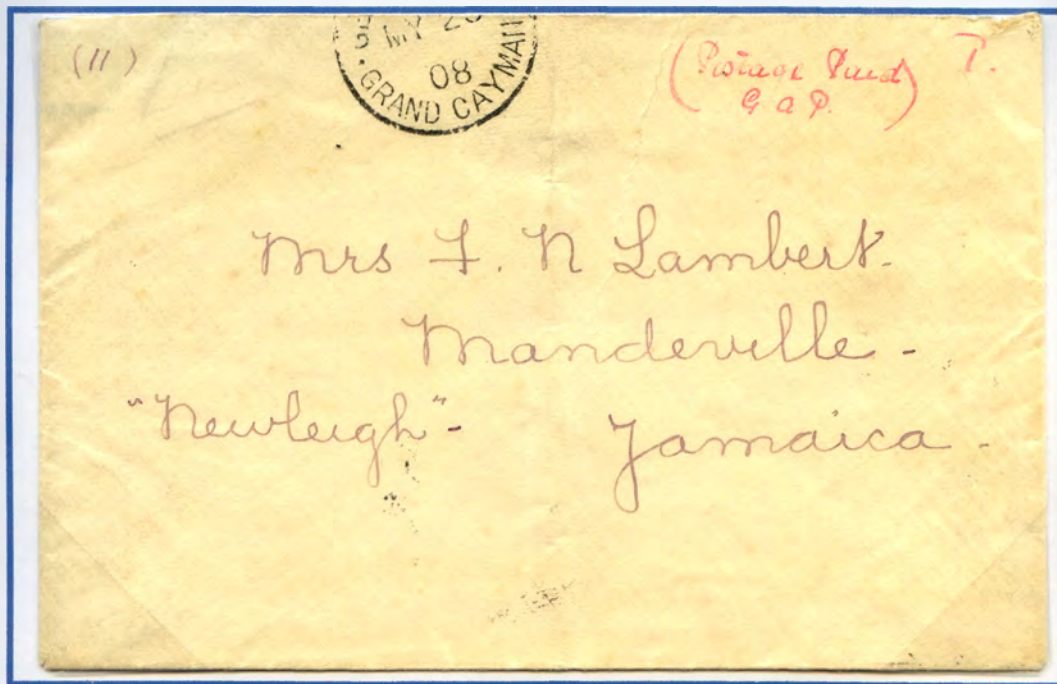
There are 8 known covers franked with a single 1d on 5/- paying the 1 oz Imperial rate, the new weight step introduced on 1st October 1907. In this case a cover cancelled in Georgetown on 30th November by Type 4 addressed to Jamaica, where it arrived on 7th December, a transit of 7 days. E. Ex REW & Maisel.



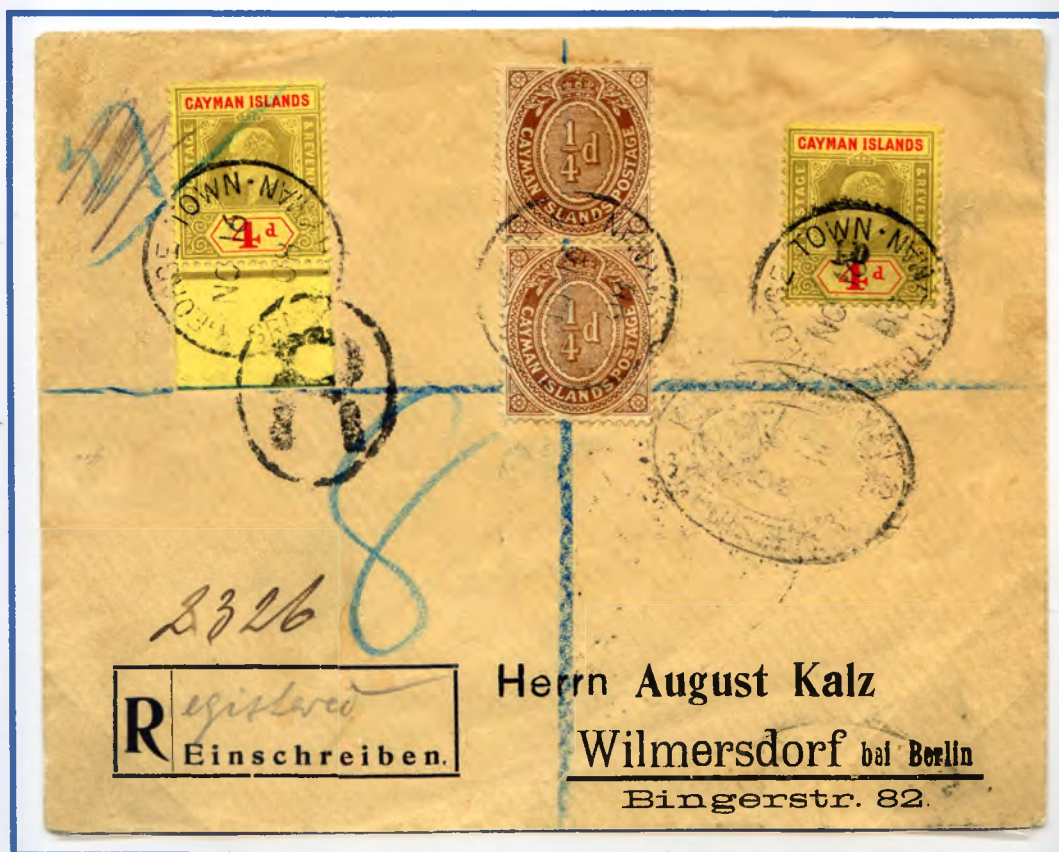
A commercially used envelope cancelled in Georgetown on 9th December 1907 by Type 4, franked with 5 x 1d on 5/- provisionals, over paying the U.P.U. 2 oz rate to Boston (2 months earlier it would have been the correct 1 oz rate). It went through Kingston on 17th December, 6 weeks after posting. There is no arrival date. E. Ex Burrus & Maisel.

THE PROVISIONALS

Due to the Commissioner's predilection for ordering stamps in miserly quantities the stocks of low value stamps were exhausted in May and in October 1908. He had strict instructions not to issue any more provisional adhesives for postal purposes so he resorted to a surcharge of a 1d on 4d for fiscal purposes, and to manuscript provisionals for postage.



The number of manuscript provisionals that have survived from the episode in May 1908 is less than a dozen. **This cover paid 1d to Jamaica and was endorsed accordingly by Miss Parsons.** It was posted on 28th May, arrived in Kingston on 2nd June and Mandeville a day later Ex Byl & Freeland.



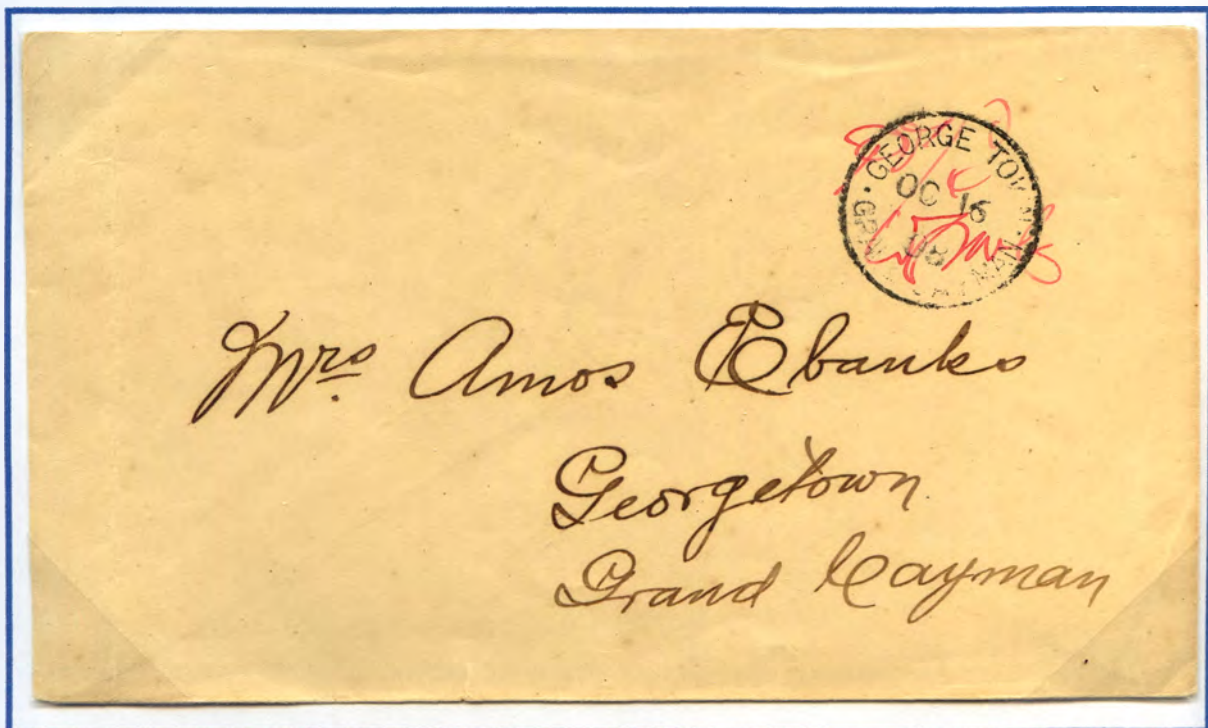
Despite the prohibition of the use of the 1d on 4d for postal purposes two genuine covers are known. **This registered letter was over franked 5 1/2d** and was sent from Georgetown to Berlin on 16th November 1908, where it arrived on 10th December, a transit of 24 days. E. Ex Byl, Cooley & Maisel.

THE PROVISIONALS

Approximately 80 of the October 1908 manuscript provisionals exist, most of them written in the same hand, sent to different addresses in Georgetown, most of them franked with a farthing by the new Postmaster William McCausland, who had only been in office a few weeks. It is probable that most contained cards (an invitation to a wedding?) and therefore justified a printed paper rate. They are catalogued as existing from the 4th to 27th October with the majority on the 14th and 16th, but study by the exhibitor suggests that partial strikes have been misinterpreted and that the series began on the 6th with the straight line version of McCausland's initials.

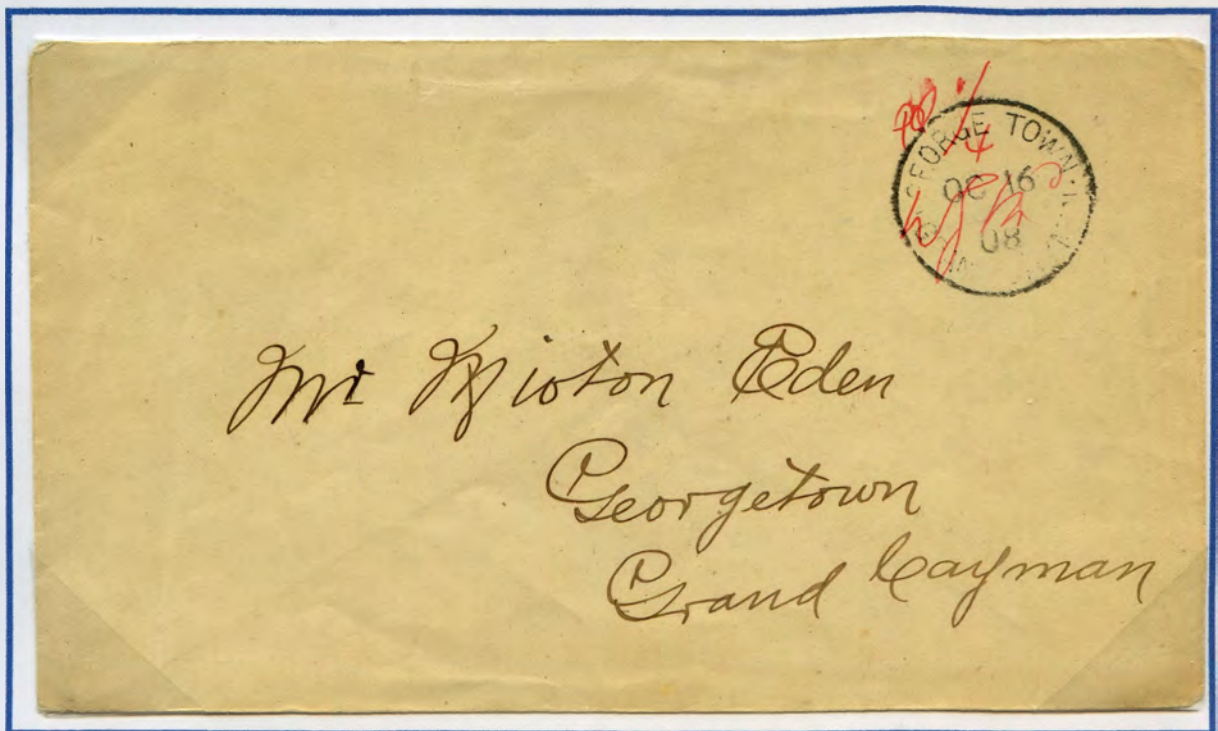
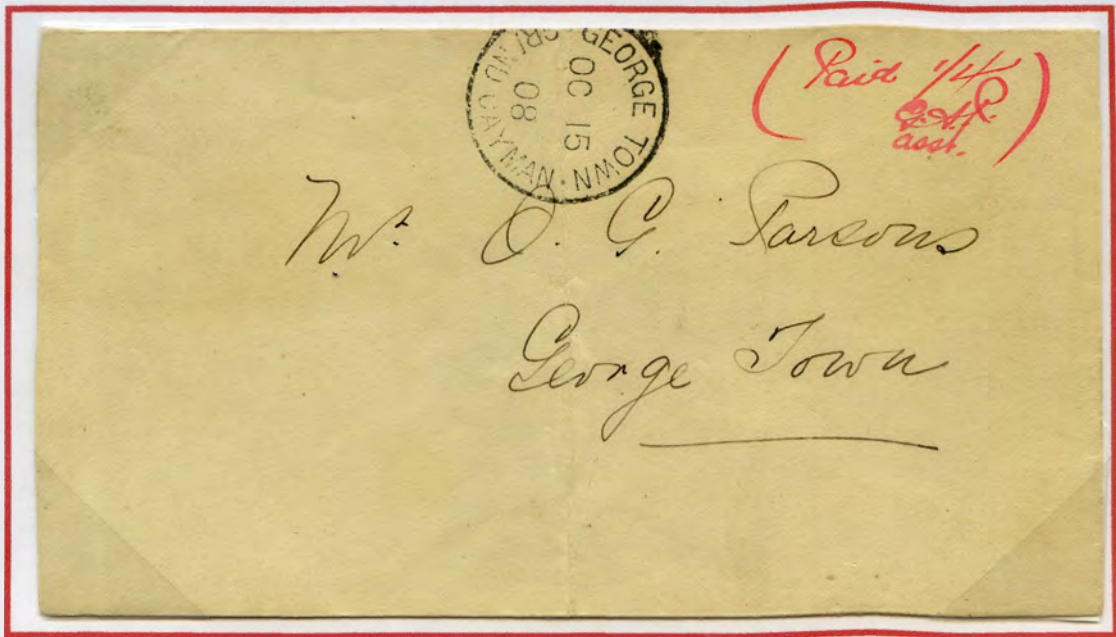


A cover with **the franking in a single straight line** on 6th October 1908, the first day of use. It is believed that there are 4 such frankings



The standard letter in the common hand with the common franking – **three lines in red ink** on 16th October 1908. Approximately 50% of the total number were franked in this way on that date.

THE PROVISIONALS



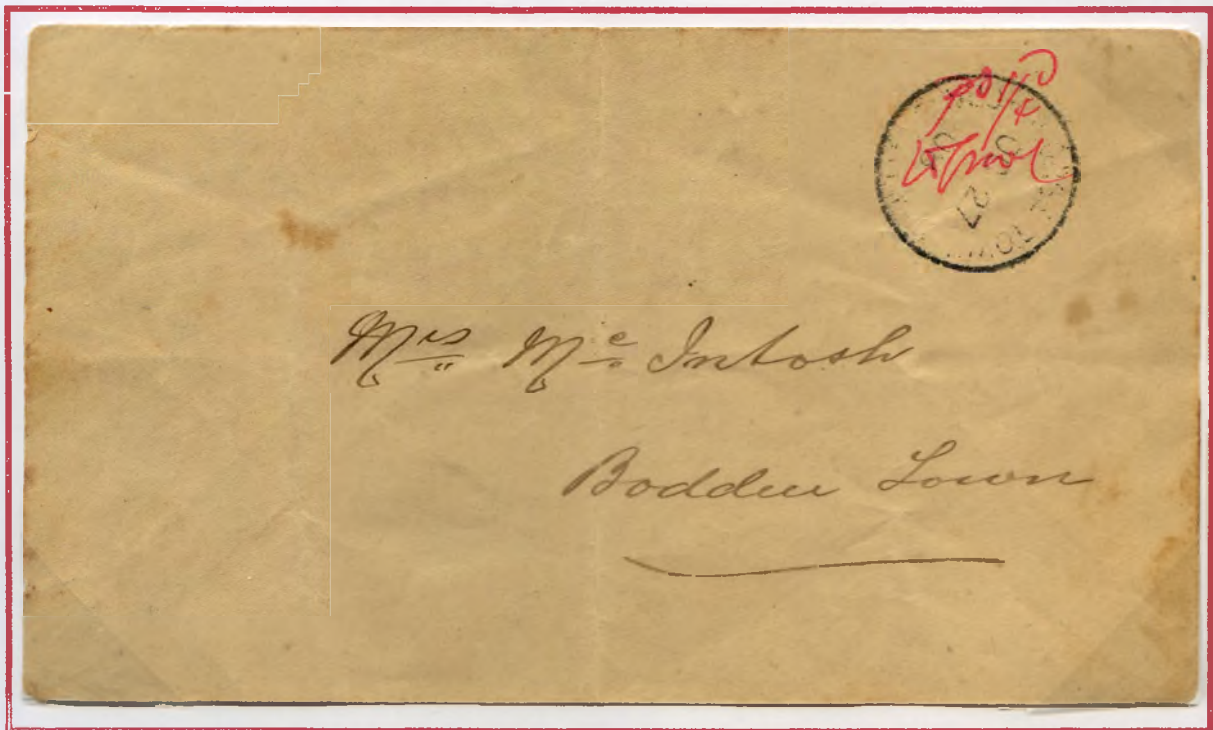
On 15th October 1908 Miss Parsons worked in the Post Office during McCausland's lunchtime. She franked the first cover "**Paid 1/4d. GAP asst**" as a result of which postal historians have for over a century wrongly believed she had been demoted Ex Byl.

McCausland objected to this, so the following day on the 16th she forged his initials on the **second cover**. He probably objected to this as well because it was not repeated. Both covers are very scarce. Some authorities have suggested that the whole series was philatelic in origin. McCausland came from off island and had only been in post a few weeks. The exhibitor believes it is most unlikely.

THE PROVISIONALS



In total there are thought to be 6 covers that were addressed to Cayman Brac. Cancelled on 16th October this one did not arrive in Stake Bay until 3rd November, a transit of 18 days caused by the infrequent movement of vessels between the two islands.



A cover which was franked on **the last recorded date – 27th October 1908**. It was addressed to Boddertown and is the only example known. Ex Byl.

WEST INDIES INTER ISLAND MAIL

The packet charge for inter colonial mail of 4d 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 through the Colonial Packet office in Barbados. 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. This inequitable situation repeated itself when the 1d rate for printed papers was introduced, the 1d being remitted to the U.K. to recover the cost of the sea passage provided by R.M.S.P. It is believed that there was never a postal convention between the independent colonies so that accounting between them did not exist, but there is some suggestion that it may have existed when the Colonial Packet Office controlled the West Indies on behalf of London. The use of black ink for unpaid and red for paid on pre adhesive covers was not always adhered to, and the use of the two different colours as an accounting mark to indicate whether the UK had been credited with the cost of the sea passage by the despatching island means that the interpretation of the manuscript marks on covers is sometimes difficult.



An envelope addressed to **St Kitts** from **St John's, Antigua** which was paid in cash. It was back stamped on 27th November 1869 with Type PR after a period when a shipment of 6d adhesives failed to arrive and the crown "Paid At Antigua" handstamp was re-used. This was first issued in 1850 and the cover is the L.K.D. There is no arrival back stamp but it was probably carried on the "Mersey". The cover carries a manuscript "4" in red; but it is not clear what this signifies. Normally the use of the PR handstamp was accompanied by a manuscript mark in red being the amount paid in cash, but on this occasion it is more likely, if its use had anything to do with a shortage of 6d adhesives, that it was an accounting mark showing the credit to the U.K.

INTER ISLAND MAIL

No. 23—1860.

10th December.

AN ORDINANCE regarding Inter-Colonial Letters.

JAS. WALKER.

WHEREAS it would tend to the public convenience if all letters sent by the post from or to this Colony to or from any other of Her Majesty's Colonies were prepaid, and the amount of Colonial Postage chargeable by the Colony to which such letters may be sent by post, were paid to and collected by the Post Office Authorities of the Colony from which such letters may be sent: Be it enacted by His Excellency

the Governor, by and with the advice and consent of the Council of Government, as follows:

1. It shall be lawful for the Governor from time to time to enter into an agreement with the Governor, or Lieutenant Governor, or the Post Office Authorities of any Colony belonging to Her Majesty for the mutual collection at the respective Post Offices of this Colony and of such other Colony, as well of the postage chargeable by the Post Office of this Colony as of the postage chargeable by the Post Office of such other Colony, on letters sent by post from or to this Colony to or from such other Colony; and so long as such agreement shall remain in force the postage on all letters sent by the post from this Colony to such other Colony chargeable by the Post Office of the Colony to which the same shall be sent, as well as the postage chargeable by the Post Office of this Colony shall be prepaid in one sum, and the Postmaster-General of this Colony shall account for and pay over to the Post Office Authorities of such other Colony the amount of the postage to which such Colony shall be entitled.

2. A copy of every such agreement shall be laid before the Council of Government at its first meeting next after such agreement shall have been entered into.

Passed in Council this tenth day of December, in the year of Our Lord one thousand eight hundred and sixty.

W. P. CLARKE,
Acting Clerk of Council.

INTER ISLAND MAIL

NOTICE.

GENERAL POST OFFICE, 8th Jan., 1863

By virtue of an Agreement executed between His Excellency the **LIEUT. GOVERNOR OF TOBAGO** and His Excellency the **GOVERNOR OF TRINIDAD**, the undersigned instructs the Public that all **LETTERS** posted at any **POST OFFICE** within this Colony, after the departure of the Packet of the 22nd of February, 1863, for transmission to **TOBAGO**, from and after the 1st day of March, 1863, will be subject to the following compulsory pre-payment of Postages, by Postage Stamps affixed; viz:—

A Letter not exceeding $\frac{1}{2}$ oz.	Exceeding $\frac{1}{2}$ oz. and not exceeding 1 oz.	Exceeding 1 oz. and not exceeding 2 oz.	Exceeding 2 oz. and not exceeding 3 oz.	Exceeding 3 oz. and not exceeding 4 oz.	And so on, 1s. for every fractional part of an oz.
6d.	1s.	2s.	3s.	4s.	...

WILLIAM EVERSLEY,
Post Master General.

NOTICE.

GENERAL POST OFFICE, 8th Jan., 1863

By virtue of an Agreement executed between His Excellency the **LIEUTENANT-GOVERNOR OF BRITISH HONDURAS** and His Excellency the **GOVERNOR OF TRINIDAD**, the undersigned instructs the Public that all Letters posted at any *Post Office within this Colony*, after the departure of the Packet of the 24th of February, 1863, for transmission to **HONDURAS**, from and after the 1st day of March, will be subject to the following compulsory prepayment of Postages by Postage Stamps affixed; viz:—

A Letter not exceeding $\frac{1}{2}$ oz.	Exceeding $\frac{1}{2}$ oz. and not exceeding 1 oz.	Exceeding 1 oz. and not exceeding 2 oz.	Exceeding 2 oz. and not exceeding 3 oz.	Exceeding 3 oz. and not exceeding 4 oz.	And so on, 1s. for every fractional part of an oz.
6d.	1s.	2s.	3s.	4s.	...

WILLIAM EVERSLEY,
Post Master General.

No 299/12 NOTICE.

GENERAL POST OFFICE,
18th November, 1862.

With reference to an agreement executed between His Excellency the Governor of the Windward Islands, and his Excellency the Governor of Trinidad, in conformity with Ordinance No. 23, of 1860, the undersigned instructs the Public that all Letters **POSTED** at any **POST OFFICE** within this Colony, **AFTER** the departure of the Packet of the 24th instant, for transmission to **BARBADOS** from and after the first day of December next, will be subject to the following compulsory pre-payment of Postage by Postage Stamps affixed: viz:—

A Letter not exceeding $\frac{1}{2}$ oz.	Exceeding $\frac{1}{2}$ oz., & not exceeding 1 oz.	Exceeding 1 oz., & not exceeding 2 oz.	Exceeding 2 oz., & not exceeding 3 oz.	Exceeding 3 oz., & not exceeding 4 oz.
6d.	1s.	2s.	3s.	4s.

And so on, 1s. for every fractional part of an oz.
WILLIAM EVERSLEY,
Post Master General.

General Post Office,

No 299/ 27th AUGUST, 1863.

13 NOTICE.

By virtue of an agreement executed between His Excellency the **GOVERNOR OF TRINIDAD** and the **PRESIDENT OF THE VIRGIN ISLANDS**, the Undersigned instructs the Public that **ALL LETTERS Posted at any Post Office within this Colony**, after the departure of the Packet of the 24th of September, 1863, for transmission to the **VIRGIN ISLANDS**, from and after the 1st October will be subject to the following compulsory Prepayment of Postage, by Postage Stamps affixed, viz,—

A Letter under $\frac{1}{2}$ an oz. ...	£ 0 0 0
„ do do 1 oz. ...	0 1 0
„ do do 2 oz. ...	0 2 6
„ do do 3 oz. ...	0 3 0

and so on, 1s for every fractional part of an oz.

WILLIAM EVERSLEY,
Postmaster General.

NOTICE.

No 299/13

GENERAL POST OFFICE,
7th December, 1863,

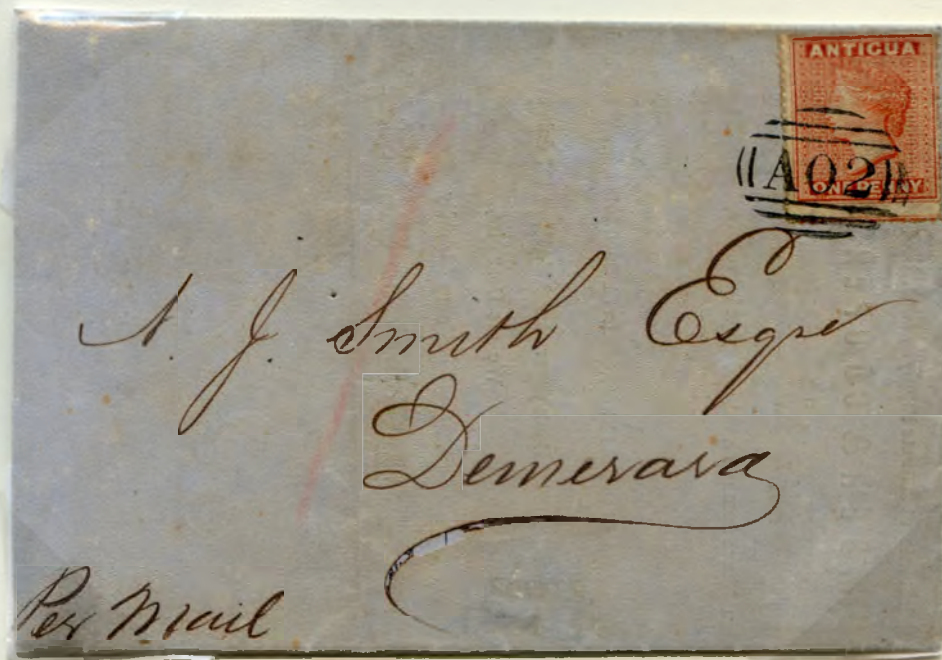
By virtue of an agreement executed between His Excellency the **LIEUTENANT-GOVERNOR OF DOMINICA** and His Excellency the **GOVERNOR OF TRINIDAD**, the undersigned instructs the Public that all Letters *posted at any Post Office within this Colony* after the departure of the Packet of the 24th December, 1863, for transmission to **DOMINICA** from and after the 1st January, 1864, will be subject to the following compulsory prepayment of postages by **POSTAGE STAMPS AFFIXED**, viz:—

For a Letter not exceeding $\frac{1}{2}$ oz.	6d.
Above $\frac{1}{2}$ oz. and „ „ 1 oz.	1s.
„ 1 oz. „ „ 2 oz.	2s.
„ 2 oz. „ „ 3 oz.	3s.
„ 3 oz. „ „ 4 oz.	4s.

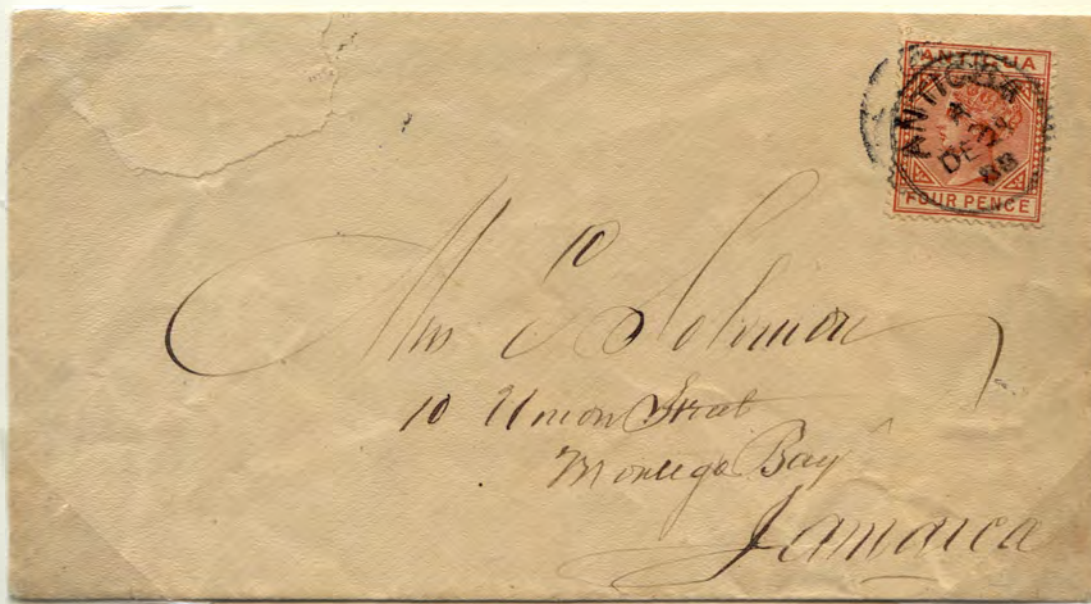
and so on, 1s for every fractional part of an ounce,

WILLIAM EVERSLEY,
Postmaster General.

INTER ISLAND MAIL



A Prices Current sent from Edward H. Mann & Co in **Antigua to Demerara** on 1st November 1867. It was franked with a 1d vermilion cancelled "A02" paying the printed paper rate, all of which had to be credited to the U.K. It was carried by the "**Tyne**" which sailed on the 2nd and arrived in Georgetown on the 6th. Ex Freeland.



An envelope from **Antigua** addressed to **Montego Bay in Jamaica** which was franked by a 4d chestnut from the keyplate series, this being the ½ oz. rate since Antigua joined the U.P.U. on 1st January 1881. The adhesive was cancelled on 28th December 1888, and the cover back stamped by squared circles in Kingston on the 29th and Montego Bay a day later. Ex Freeland.

INTER ISLAND MAIL



A front from **Antigua to St Lucia** franked with 6 x 1d vermilion adhesives (the only recorded example of this franking) cancelled A02 on the 17th or 18th September 1869. It was carried by the R.M.S.P. steamer "**Tamar**" on its route through the islands leaving St Thomas on the 18th and arriving in St Lucia on the 20th. A red manuscript "4" indicated the credit to the U.K. for the sea transit, the remaining 2d probably staying in Antigua. Ex Mayer, Griffiths & Freeland.



An envelope with contents from **Antigua to Bermuda** franked with a 6d adhesive cancelled A02 on 13th July 1878. It was carried by the R.M.S.P. steamer "**Arno**" which arrived in St Thomas on the 14th, where it was transferred to the Cunard steamship "**Beta**", which departed on the 18th and arrived in Bermuda on the 22nd. Again, the red "4" accounting mark indicated the credit to the U.K. Ex Freeland.

INTER ISLAND MAIL



A foolscap envelope from **Antigua to Barbados** franked with 3 x 6d adhesives paying a 1 ½ oz. rate (only recorded example of this franking) with 1/ due the U.K. It was carried by R.M.S.P's **Eider** from Antigua on 19th August 1876 to Bridgetown on the 21st. Ex Davy, Toeg and Freeland. The latter suggested in his write-up that 1d was legally due each Post Office for inland costs but both Colonies signed an agreement on 1st August 1863 under which each retained the amounts prepaid.

INTER ISLAND MAIL



Two Leewards Islands postal stationery envelopes sent from Antigua by Moravian missionaries. The first was impressed with a 1d adhesive and was used internally within the Leewards Islands. It was posted in Antigua on 15th March 1893 and arrived in Basseterre, St Kitts the same day. The second was impressed with a 2 ½ d adhesive paying the U.P.U. letter rate. It was posted on 22nd April 1895 and arrived in St Thomas three days later.

INTER ISLAND MAIL



A 2 ½d Leeward Islands P.S.E. posted in **Antigua** on 30th August 1893 paying a ½ oz. rate to **San Juan, Puerto Rico**. There is no arrival back stamp.



An envelope franked with a 1d adhesive from the Arms issue of **Antigua** paying a ½ oz. rate to **Bermuda**. It was posted on 17th June 1916 and was censored on arrival in Hamilton on 10th July, a very long transit because of the war.

INTER ISLAND MAIL

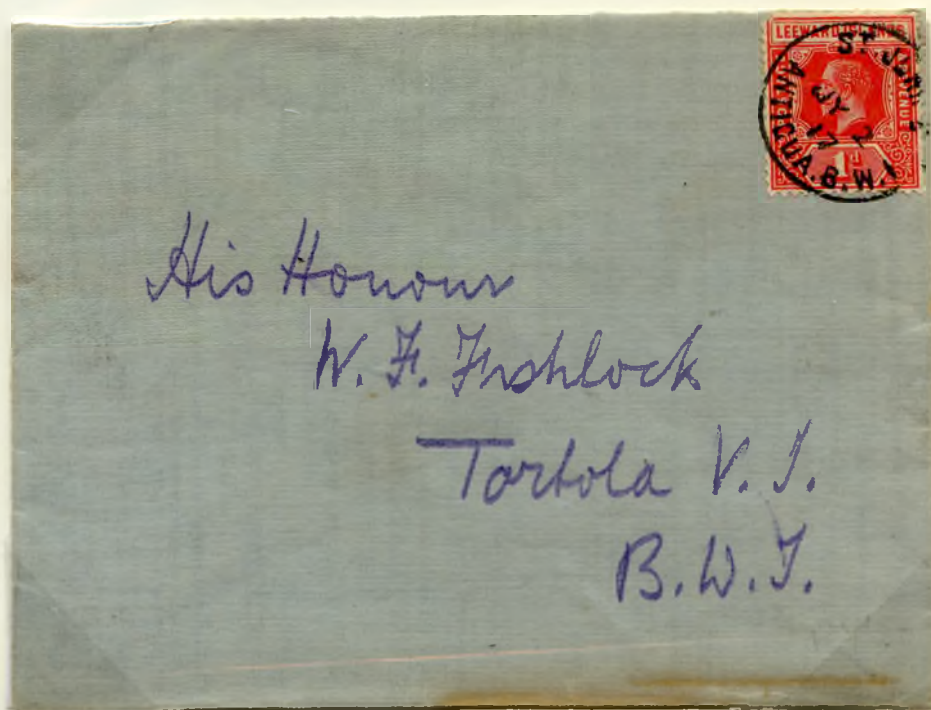


A Victorian Leeward Islands 1d P.S.C. addressed to Port of Spain, Trinidad. It was cancelled in **St John's, Antigua** on 20th April 1892 and arrived in **Trinidad** 4 days later on the 26th. The commercial message records the safe arrival of a parcel of books and the illness of two aunts.



Unfortunately only a front posted in **St John's Antigua** on 3rd September 1919 addressed to **Georgetown, Demerara**. It was franked with a 1 ½d War Tax stamp, paying the postage and the tax, which was pen cancelled in the same colour crayon as the date and the nomination that it should be carried by "**S.S. China, or Chira**". It arrived in Georgetown on the 6th

INTER ISLAND MAIL

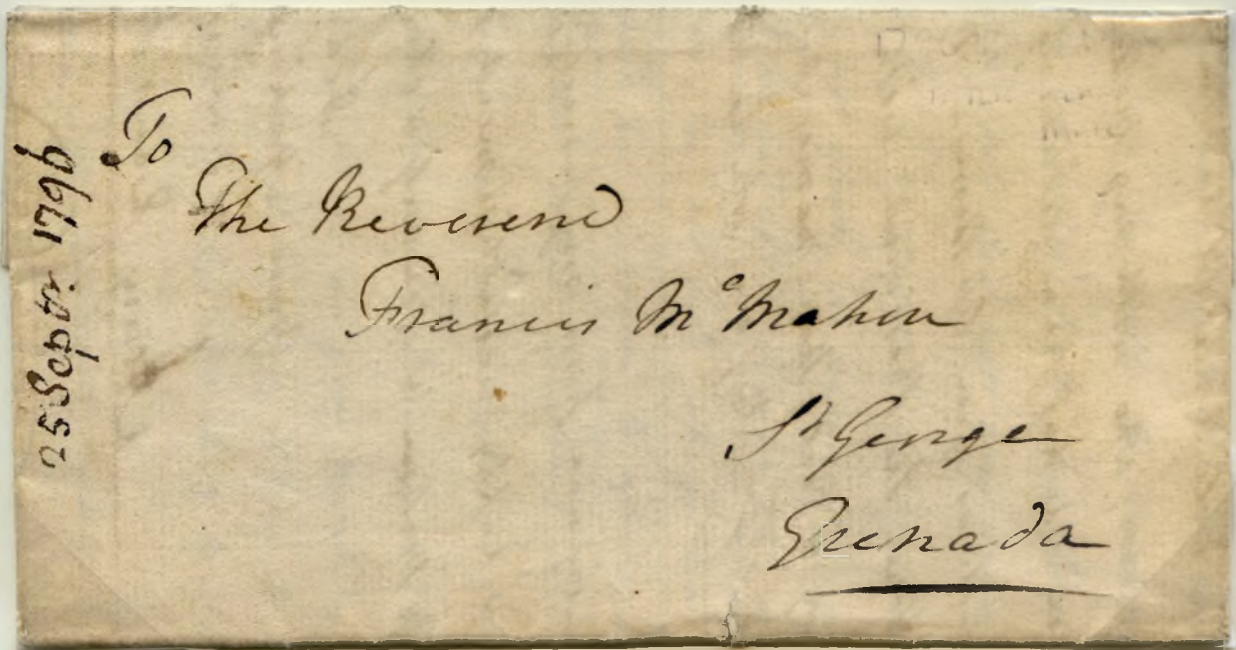


An envelope from **Antigua** addressed to **Tortola** which was franked with a 1d adhesive, cancelled at St John's on 2nd July 1917. It was back stamped in Road Town on the 10th by a short lived double circle.



An envelope from **Antigua** addressed to **Tobago** which was franked with a block of four x 2 ½d Coronation adhesives which were cancelled in St John's on 20th September 1937. The cover carries an Airmail etiquette and it may have been flown to Port of Spain in Trinidad where it was back stamped on the 22nd. It was then sent to Tobago by ship where on the 23rd in Scarborough it was back stamped again and struck with a Tobago Ship letter mark.

INTER ISLAND MAIL

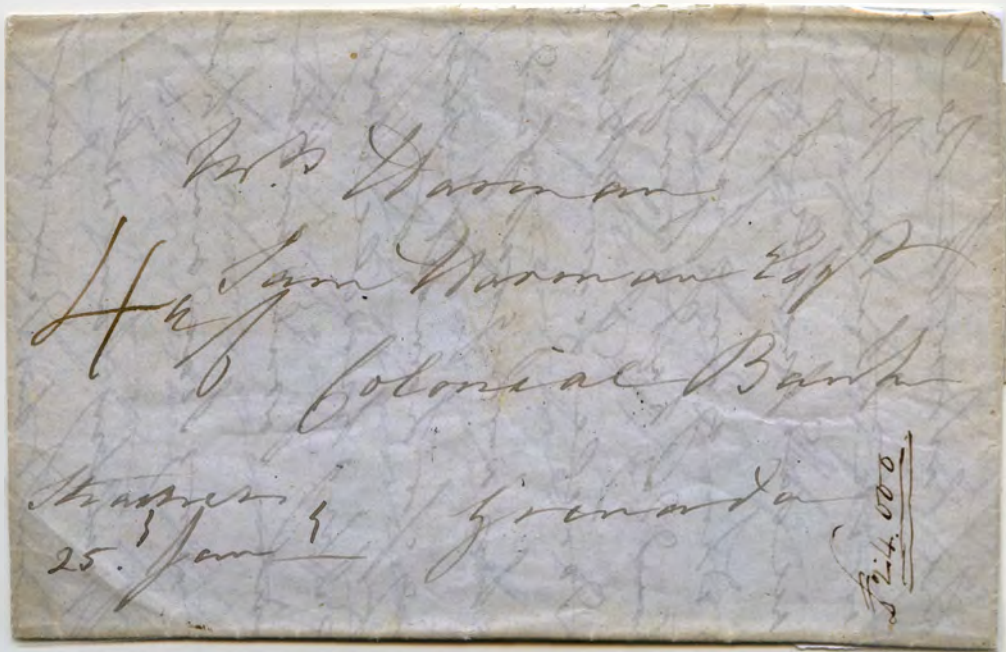


An entire written in Barbados on 25th September 1796 addressed to St George, Grenada. There are no marks of any sort so it must have been carried privately and smuggled ashore in contravention of the regulations. It is from one clergyman to another who was quite happy to cheat the government out of its legitimate taxation.

I am happy to find...that the colony is in a fair way of recovering from its late distressed situation, and of enjoying again the comfort and tranquillity of British Government. I originally thought that this referred to the Treaty of Versailles which restored Grenada to British rule in 1783, but it probably refers to an internal revolt in 1795 led by Julian Fedon.

In answer to your enquiry respecting Mrs Carr, I can assure your friend that she is still alive.....She is old and of course somewhat infirm, but hearty and likely to live some years yet. As to Mr James Cunliffe her son, whom you mention, I can assure you also from my own knowledge that he is a very honest industrious man, by no means in indigent circumstances. He has a large family which he supports very respectably from a small property of land and negroes, and his business as a coffin maker, and your friend may rest himself satisfied that as long as the bills are paid and the certificates sent the old woman is alive. Mr Cunliffe is a man of too fair a character to attempt any imposition on him..... I have shown him your letter and both himself and mother have begged I would request of you if it is in your power to give her some information of the two children she carried with her to England and left them there with Mr Carr. The eldest was a daughter, baptised Jane in March 59.... and the second a boy, baptised Mark William in August 62. She has not heard anything of them for some time. As you seem to know so much of his history I suppose you are not ignorant, that this Mr Thomas Carr married the old lady who was then the widow Cunliffe, in November 57, then after living some years with her he went to America where his father was. Upon his fathers death his elder brother became heir to his estate, but did not long survive his father, upon which this Mr Carr went to England, where or

INTER ISLAND MAIL



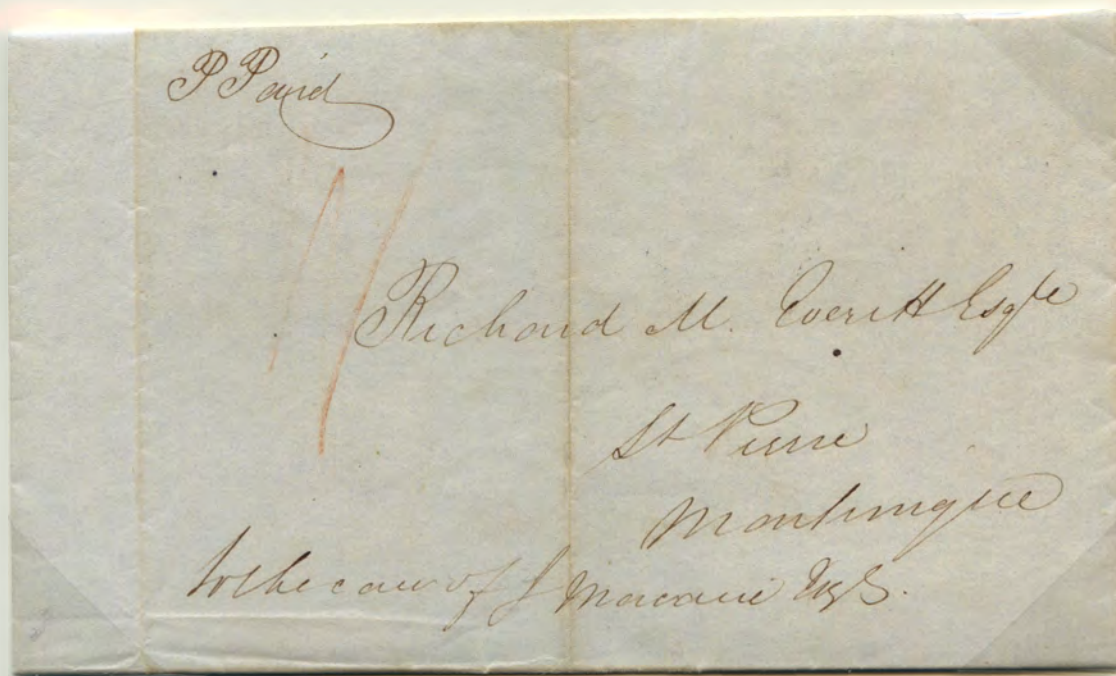
Two entires, both of them almost impossible to read, sent well before the abolition of the Colonial Packet Office in Barbados and the introduction of independent Colonial Post Offices in the 1850's and 1860. The first was written from **Barbados** addressed to a lady c/o the Colonial Bank in **Grenada** on 21st January 1844. It was nominated to go on the steamer of 25th January which was the "Teviot", which arrived in Grenada a day later. The second was written in **Antigua** on 2nd March 1845 and was addressed to **Grenada**. "Thames" left St Thomas on the 5th and arrived in Grenada on the 8th via Antigua.

The main interest of these two letters lies in the rate. Both were charged the inter island rate, as expected, of 4d; but then both had an additional charge of 2d making 6d in total. This is presumably an inland charge but as the Colonial Packet Office in Barbados was still in existence it raises the question whether 1d might be due to the despatching office and whether inter-colonial accounting was in existence through Barbados.

INTER ISLAND MAIL



A long family letter about a visit to the States and a terrible trip back to **Barbados**. It was written on 9th December 1845, was back stamped on that day by a 25mm twin arc (A7) and was addressed to **Trinidad**. There are no other markings than a black manuscript "4" which suggests it was sent unpaid and that Trinidad owed 4d to the British Post Office. There is no suggestion of an inland charge as there is in some of the covers of this vintage. It is not at all clear how it got to Trinidad. It was collected by "**Reindeer**" the day it was posted and either delivered to Trinidad by some local arrangement. Or alternatively, because "**Reindeer**" did not call at Port of Spain, went all the way to Grenada and was then brought back by "**City of Glasgow**" arriving on the 26th.



A commercial entire written in **Barbados** on 8th January 1847 addressed to **St Pierre in Martinique** which pre paid 1/-, the foreign West Indies rate. It was back stamped by the same mark as the cover above (A7) and probably carried by the "**Eagle**" but there is no arrival information. There is no separate accounting mark. Was the entire 1/- paid to the U.K.?

INTER ISLAND MAIL



A "Prices Current" sent from **Barbados to Trinidad** on 18th July 1863 carried by the "**Thames**". It was franked with a blue penny adhesive from Barbados, which was cancelled with a boot heel mark containing the numeral "1" paying the inter island rate for printed matter. The red manuscript "1" is an accounting mark indicating that the entire payment should be credited to the British Post Office to recover the costs of the R.M.S.P. service.



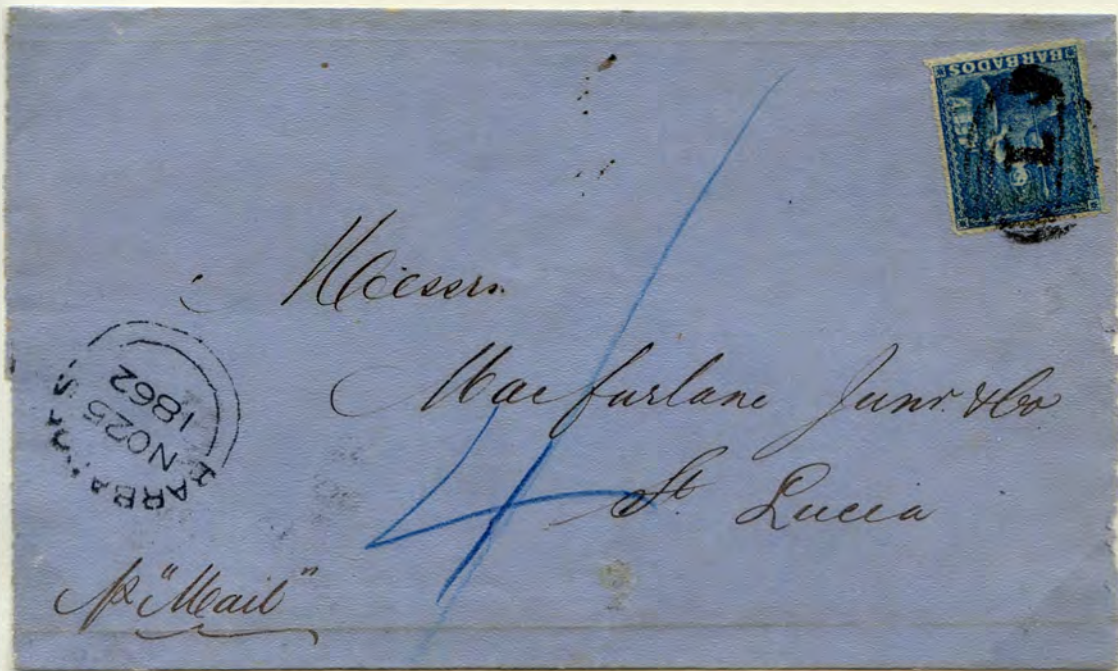
An entire from **Barbados addressed to Trinidad** written on 21st July 1856. It refers to "**A fine lot of Men of War have just left our bay for Georgetown..... the largest of the vessels was a magnificent ship**". The letter was charged the inter island rate of 4d and paid a local rate of 1d with a Barbados adhesive. The cover was back stamped in Trinidad but the date is illegible, and there is no evidence as to whether the addressee in Trinidad was charged an inland rate.

INTER ISLAND MAIL



A wrapper addressed to **Dominica** posted in **Barbados** on 27th October 1856. It was back stamped with a Griffith & Jeffrey albino embossed cachet and franked with 2 x 1d Britannia adhesives. This is very surprising. It is too early for a 2d inland charge. Charles Freeland who used to own the cover suggested the second 1d was an unofficial Late Fee, but the official facility did not start until 1869 and then the charge was 1/-. More likely it was franked assuming it to be a 1 oz. letter and when presented at the Post Office it was deemed to weigh less than ½ oz. Another and less likely possibility is that the clerk made a mistake and should have marked the cover with 8d to pay instead of 4d. "**Derwent**" sailed with the cover on the 27th and delivered it in Dominica the following day.

INTER ISLAND MAIL



Two covers from Barbados. The first was franked with a 1d deep blue, no watermark, rough perf 14-16 which paid the local inland rate for a ½ oz letter. It was cancelled by a barred oval “1” with a Barbados despatch c.d.s. of 25th November 1862. The cover received a “1” and “4” in blue manuscript, the former indicating the amount to be prepaid and the latter the amount due on receipt, all of the latter being remitted to the U.K. Post Office. The cover was carried by “Solent” which sailed on the 26th and arrived at St Lucia en route to St Thomas on the 27th.

The second paid the local inland rate for a 1 oz letter with two deep blue 1d adhesives which were cancelled by a barred oval “1” on 21st February 1858. The “8” in pen was the amount due on arrival in Trinidad and was remitted in its entirety to the U.K. to cover the ocean passage. The cover was carried by “Derwent” which left on the 22nd and arrived in Trinidad on the 23rd via St Vincent and Grenada. Both ex Dr Bateson.

INTER ISLAND MAIL



Two covers from Barbados to Antigua reflecting the difference in treatment of Inter Island mail. The first was a Prices Current sent from Seon & Eve, a firm of commission agents in Barbados, on 12th December 1855. It was sent unpaid, apart from 1d inland as represented by the blue adhesive. The black manuscript "4" indicates the charge that would have been collected in Antigua and accounted for to the British Post Office. Ex Hill.

The second is typical of mail from Barbados in the sixties and seventies. The Inter Island fee was paid and accounted for to the U.K. by Barbados and 2d charged for inland. In both cases it was probable that no inland fee was charged for delivery in Antigua and it is not understood whether Barbados kept 2d or in some way remitted 1d to Antigua. Ex Yardley, Brassler and Hill.

INTER ISLAND MAIL



An envelope from **Barbados** addressed to **Kingston Jamaica** cancelled on 25th October 1862. The cover was nominated to go by Barque "Maida" but it is most unlikely that this happened as the dates tie exactly with the sailings of the R.M.S.P. packet. Wye departed Barbados on the 26th and arrived in St Thomas on the 28th. The **Derwent** left St Thomas on 1st November and arrived in Kingston on the 5th, the date the cover was back stamped in Jamaica. The cover prepaid 5d - 1d inland and 4d for the inter island rate. There is a very faint "4" in red indicating the credit to the U.K. for the sea transit. The earliest inter island cover I have from Barbados that charged a 6d rate is 2nd February 1863, so the change from 1d to 2d inland must have occurred at the end of 1862, beginning of 1863.

INTER ISLAND MAIL



Two covers from Barbados to other islands in the Caribbean, both franked 6d paying the inter island rate of 4d which was credited to the U.K. for the ocean passage on the Royal Mail Steam Packet, with 2d retained to cover costs of the inland service. As indicated on other sheets it is not known whether Barbados retained the total amount, or in some way shared it with the receiving colony. It is not thought that the Colonies accounted with one another.

The first was addressed to St Lucia with the adhesive being cancelled by a "1" in a boot heel on 9th January 1864. It was put on **Derwent** which arrived in St Lucia a day later. The second was processed in an identical way on 9th January 1864 and was put on **Thames**, which arrived in St Kitts on the 12th. Both ex Hill. He had suggested that there had been an agreement between Barbados and St Kitts about the allocation of the inland mail charge which was abolished on 5th January 1863. This needs to be substantiated by documentary evidence before I am happy to accept it.

INTER ISLAND MAIL



A cover from **Barbados to Demerara** franked with a 6d chrome yellow adhesive cancelled by a boot heel duplex on 9th June 1877. It arrived in Georgetown on the 22nd. The red manuscript "4" indicated the credit to the U.K. so that the inland charge was 2d. As indicated on earlier sheets it is not known if the total sum was retained by Barbados or in some way 1d found its way to Demerara. Ex Davy, "Olive Blossom" and Hill.



A cover franked with a 2 ½d adhesive from **Barbados** paying the U.P.U. ½ oz rate which was cancelled with a boot heel post mark on 14th February 1891. It arrived in **Grenada** on the 17th and in St Georges (Letter D) a day later.

INTER ISLAND MAIL



An envelope from Barbados that paid a triple rate with 3 x 4d adhesives from the key plate series on 7th December 1891. It was addressed to Kingston, Jamaica and is evidence of the confusion that surrounded the Treasury Warrant of 4th December 1890 which reduced the rate to 2 ½d; but only mentioned the rate to the U.K. So, for all of 1891 the single inter island rate was 4d and the rate to London 2 ½d. The cover was back stamped in Kingston on the 11th, a transit of 4 days.



An envelope sent from Barbados to Georgetown, British Guiana on 26th August 1899. It was franked with 2 x ½ d adhesives paying the Imperial ½ oz rate effective December 1898. It was back stamped in Georgetown on the 31st. Addressed to the Post Office it was not answered, according to the file note, until almost 3 months later.

INTER ISLAND MAIL

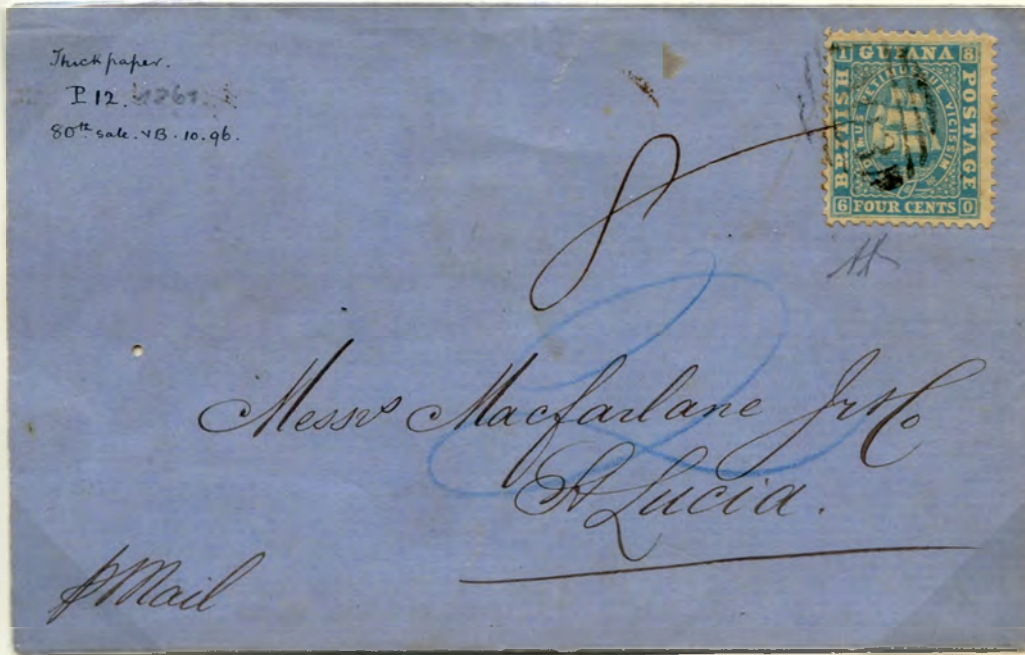


A letter from **Georgetown in Demerara** on 23rd April 1861 addressed to Betty's Hope in **Antigua**. It was carried by "Teviot" to Barbados and then by "Trent", arriving in Antigua on the 27th. The manuscript "4" in black meant that the ocean crossing was unpaid and Antigua had to account for it to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

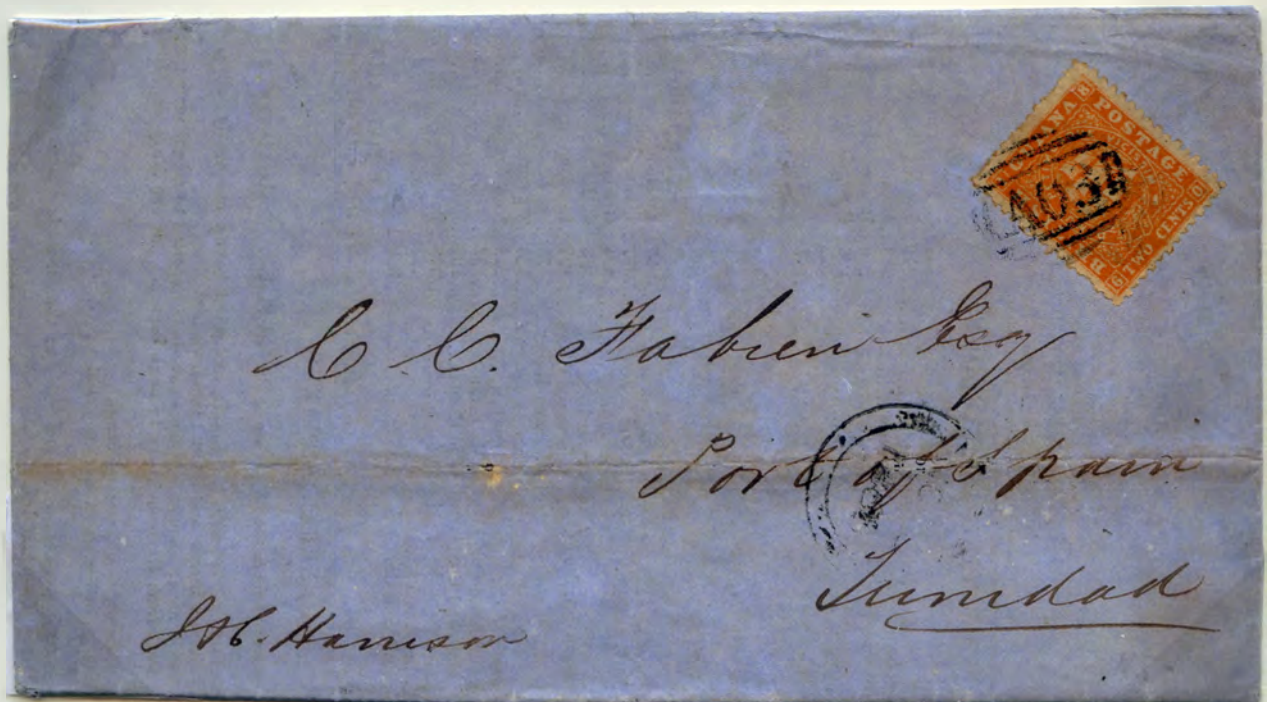


A cover from **British Guiana** addressed to **Jamaica** in 1864 after the colony had assumed control of its own postal affairs and changed its currency. It was franked with a 12 cent adhesive which was cancelled by "A03" in a barred oval prepaying the ocean passage (8 cents) and inland ex Georgetown (4 cents) - the exchange rate was 2 cents to the 1d. The manuscript "4" in red is an accounting mark indicating that the colony owed the U.K. Post Office 4d for the ocean passage. The cover was carried by "Trent" which left Guiana on 24th April, by the "Thames" from Barbados on the 26th and by "Solent" from St Thomas arriving in Jamaica on 6th May.

INTER ISLAND MAIL



A partial wrapper from **British Guiana** addressed to **St Lucia** in December 1861. It underpaid the $\frac{1}{2}$ oz rate with a 4 cent adhesive which was cancelled by an A 03 barred oval and charged 8 cents due, to make a total rate of 12 cents. A similar letter from a year earlier was franked 2 cents and charged 4 cents with a large "1" in black. The inland letter rate at the time was 4 cents (2d) per $\frac{1}{2}$ oz, the rate to the U.K. was 12 cents (6d) so the inter island rate should have been 8 cents. It is not clear whether the blue "2" is an inland rate, an indication that the letter was a double rate or an accounting mark. The most likely explanation which would apply to both letters is that the manuscript marks were applied in St Lucia, and the clerk misunderstood the exchange rate. Using 3 cents to the 1d the first letter was a single rate and the second a double. NB 6 years earlier the Georgetown P.O. was charging 6 bits for an inter-colonial letter which because of FX fluctuations was worth 6d.



A very tatty prices current (a supplement to "The Colonist" of 22nd October 1863) back stamped with a **Demerara** thimble on the 23rd and sent to **Trinidad**. It was franked with a 2 cent adhesive which was cancelled by an A 03 barred oval.

INTER ISLAND MAIL

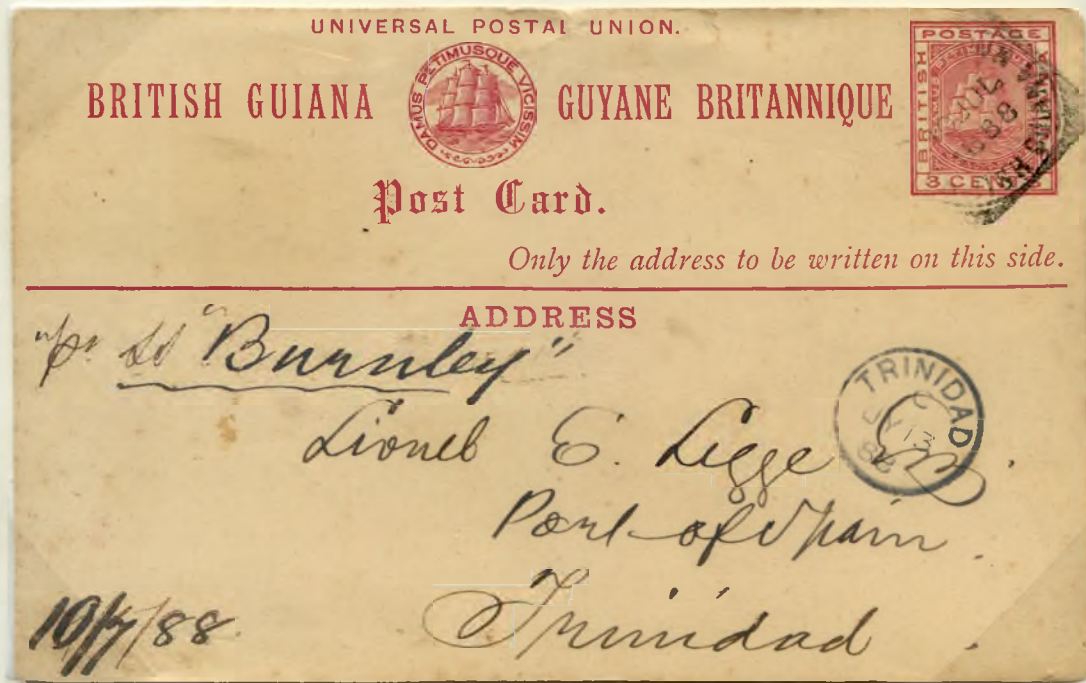


An envelope from **British Guiana** addressed to **Trinidad** franked with an 8 cent adhesive paying the inter island rate of 4d. The adhesive was cancelled in Georgetown on 5th February 1883 and the cover arrived in Port of Spain on the 7th.

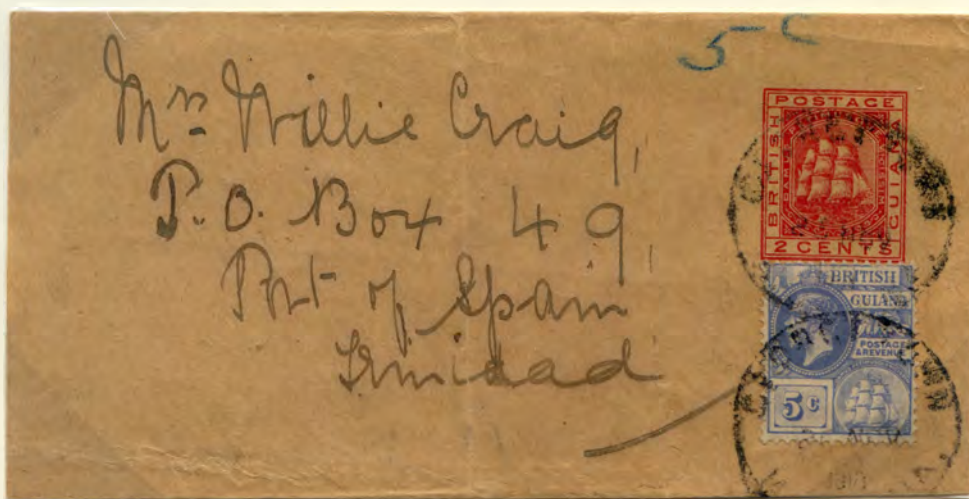


An envelope from **British Guiana** addressed to **St Anne's, Barbados** franked with adhesives to the value of 5 cents which were cancelled on 3rd November 1892. The inter island rate under the auspices of the U.P.U. had been reduced to 2 ½d the previous year. The cover was back stamped in Barbados two days later on the 5th.

INTER ISLAND MAIL

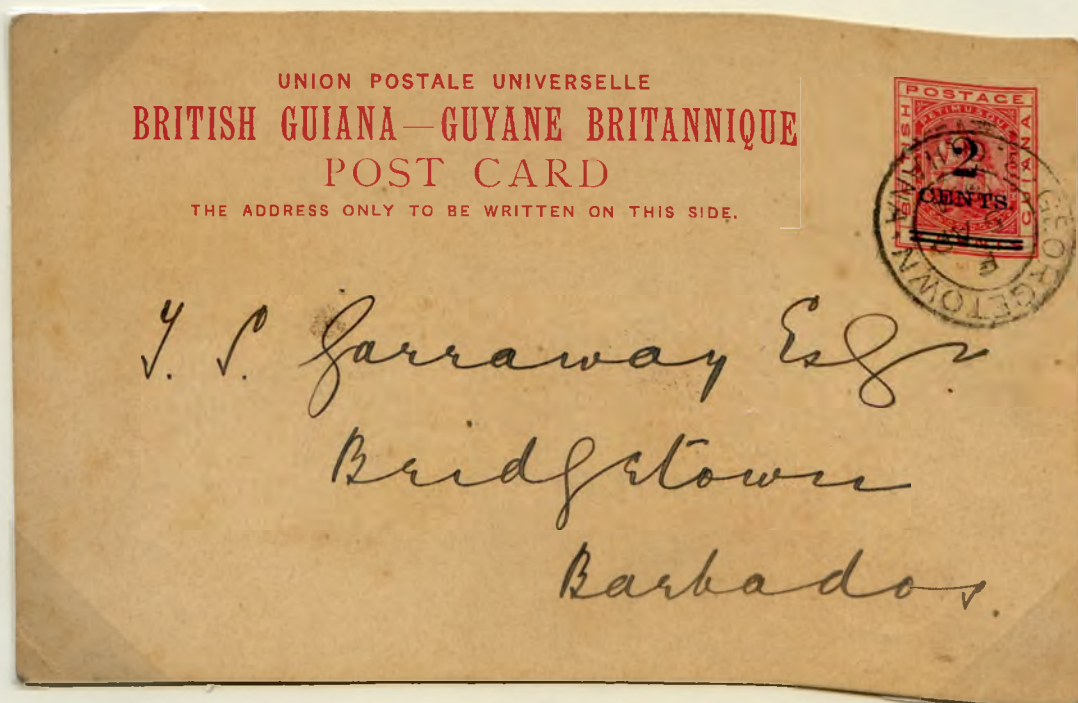


A 3 cent postal stationery card from **British Guiana** which was cancelled on 10th July 1888. Addressed to **Port of Spain, Trinidad** it was nominated to go on the “**Burnley**” of the Prentice Crown Line, arriving in Trinidad on the 13th.

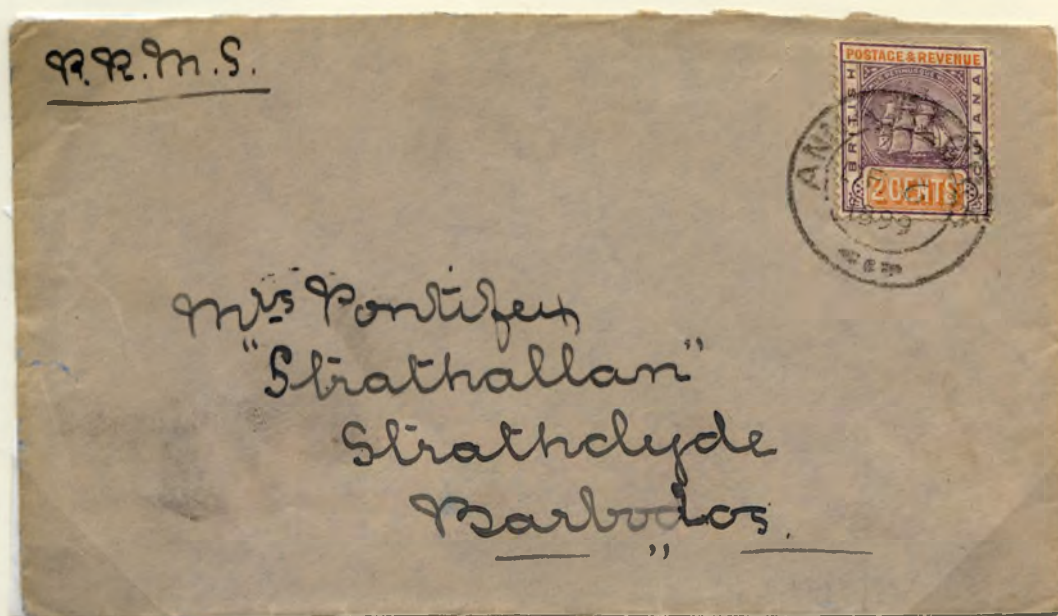


A newspaper wrapper from **British Guiana** rated 2 cents, upgraded with a 5 cent adhesive (Multi Crown C.A.) from the 1913 set which is probably a philatelic franking. Addressed to **Trinidad** the adhesives were probably cancelled in Georgetown on 25th November 1918 as the 5 cents adhesive was not despatched from London until 26th November 1913.

INTER ISLAND MAIL

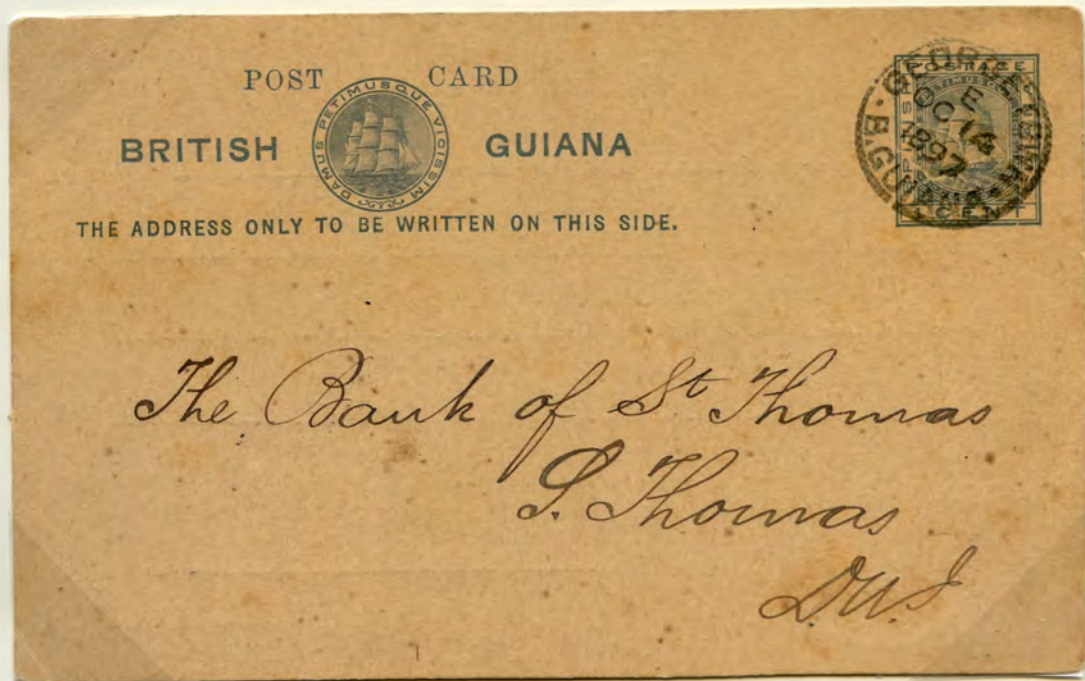


A 3 cent P.S.C overprinted 2 cents from **British Guiana addressed to Barbados**, posted in Georgetown on 5th April 1894. The overprint was made as a result of the reduction in the rate to U.P.U. countries on 1st January 1891. Letters were reduced from 8 to 5 cents and cards from 3 to 2. The card was back stamped in Barbados on the 7th.

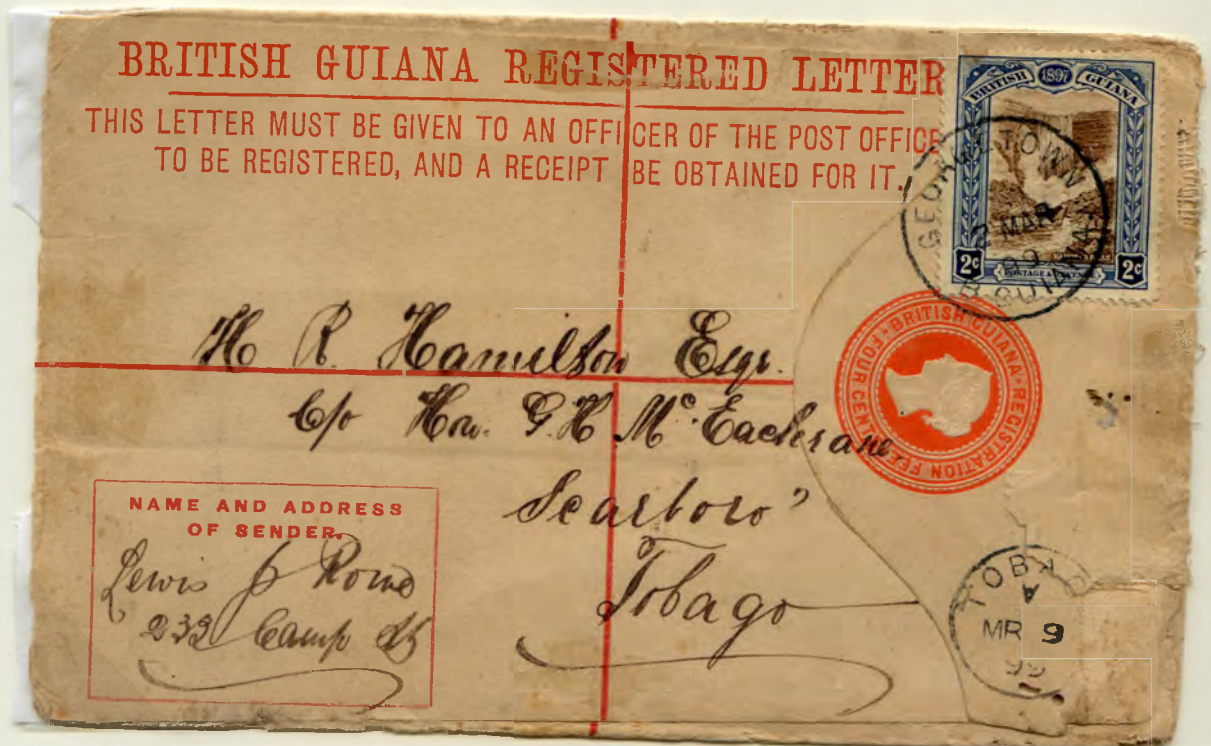


A cover sent from **British Guiana to Barbados** shortly before the introduction of the Imperial Penny rate at the end of 1898. It does not look like as though it justified a printed paper rate, but it was only franked 2 cents and was not fined. The adhesive was cancelled in Anna Regina on 20th December 1897. The cover was back stamped in Georgetown the same day and arrived in Barbados on the 23rd.

INTER ISLAND MAIL



An official 1 cent P.S.C. cancelled in Georgetown, **British Guiana** on 14th October 1897. Addressed to St Thomas it was back stamped there on the 21st.



An official registered P.S.E. from **British Guiana** with an impressed 4 cents stamp paying the registration fee. It was franked additionally with a 2 cents adhesive from the Queen Victoria Jubilee set paying the ½ oz Imperial rate to Tobago. These were cancelled in Georgetown on 2nd March 1899; two months after the new rate came into existence. The cover was back stamped in Trinidad on the 6th and on arrival in Tobago on the 9th.

INTER ISLAND MAIL

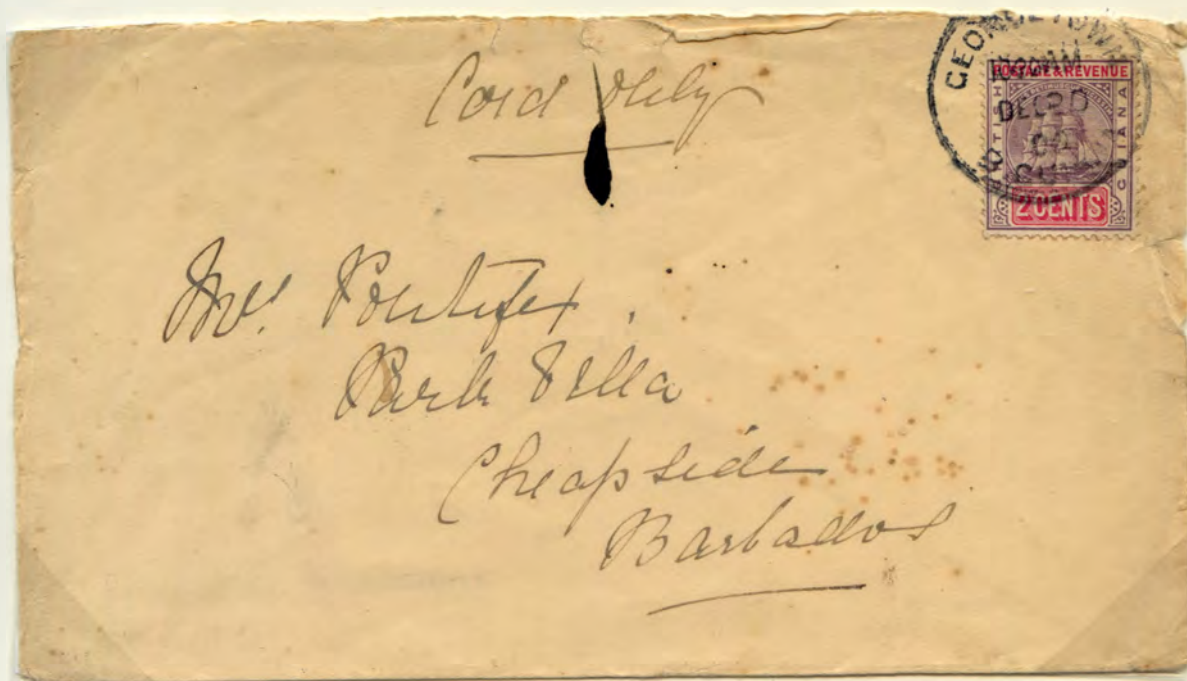
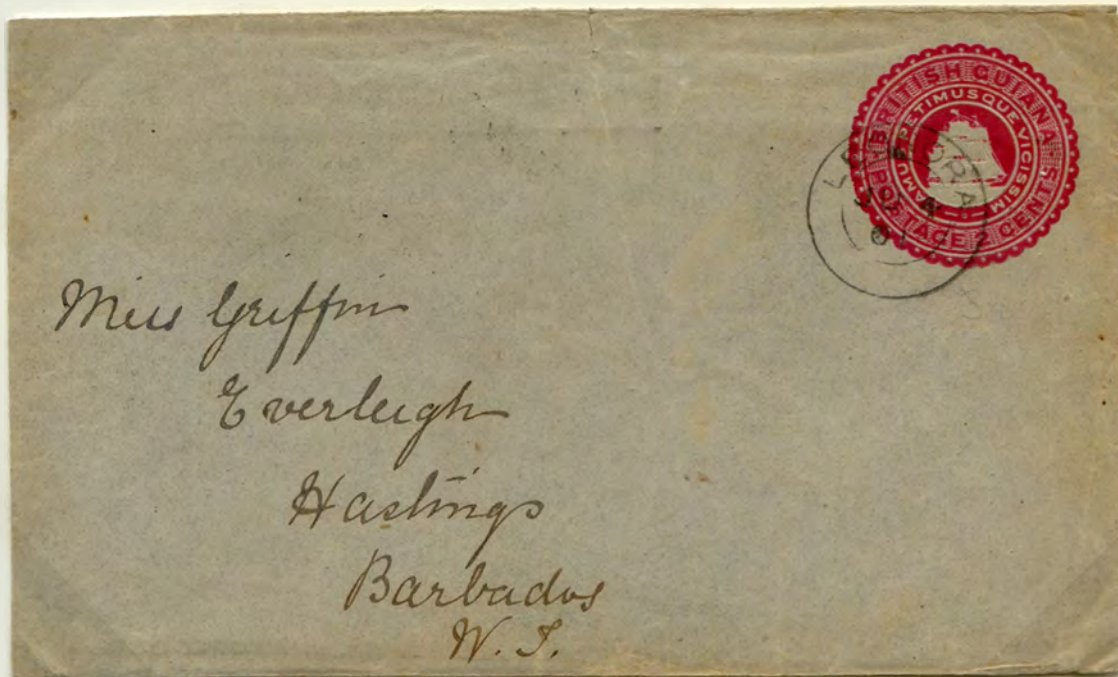


A cover sent from **British Guiana to Strathclyde, Barbados** on 19th December 1899. It is from the same correspondence as that from the previous sheet, but two years later after the introduction of Imperial Postage. It was franked with 2 x 1 cent adhesives paying the ½ oz rate. It arrived in Barbados on the 22nd and was back stamped with a Barbados Ship Letter mark.



Another cover paying the same rate from **British Guiana to Barbados** on 31st January 1899, but on this occasion addressed to H.M.S. Pearl and in the absence of a Ship Letter mark presumably sent by the packet, there being no difference in the rate. It took much longer getting there being back stamped on the 6th.

INTER ISLAND MAIL



Two covers from British Guiana addressed to Barbados. The first is a 2 cent postal stationery envelope cancelled in Leonora on 4th June 1901 which was back stamped in Georgetown the same day. Addressed to Hastings it was back stamped again in Barbados on the 8th.

The second was endorsed "Card only" and franked 2 cents, the adhesive being cancelled in Georgetown on 20th December 1902. Addressed to Cheapside it was back stamped by a Barbados squared circle on the 22nd.

INTER ISLAND MAIL



A mourning envelope from **British Guiana** addressed to **St Vincent** franked with a 4 cents adhesive from the George V Centenary set. It was cancelled in Georgetown on 23rd September 1931 and was struck with the special Centenary celebrations cachet (Proud HS7). It was back stamped in St Vincent on the 26th on arrival, so it was possibly carried by one of the Lady Boats.



An envelope from **Leonora in British Guiana** addressed to **Trinidad**, franked with 2 x 2 cent adhesives from the 1st George VI set. The adhesives were cancelled on 3rd September 1938 and the cover back stamped the same day with a slogan cancel "Visit Kaiteur Waterfall, British Guiana, a World's Wonder". There is no arrival date in Trinidad

INTER ISLAND MAIL

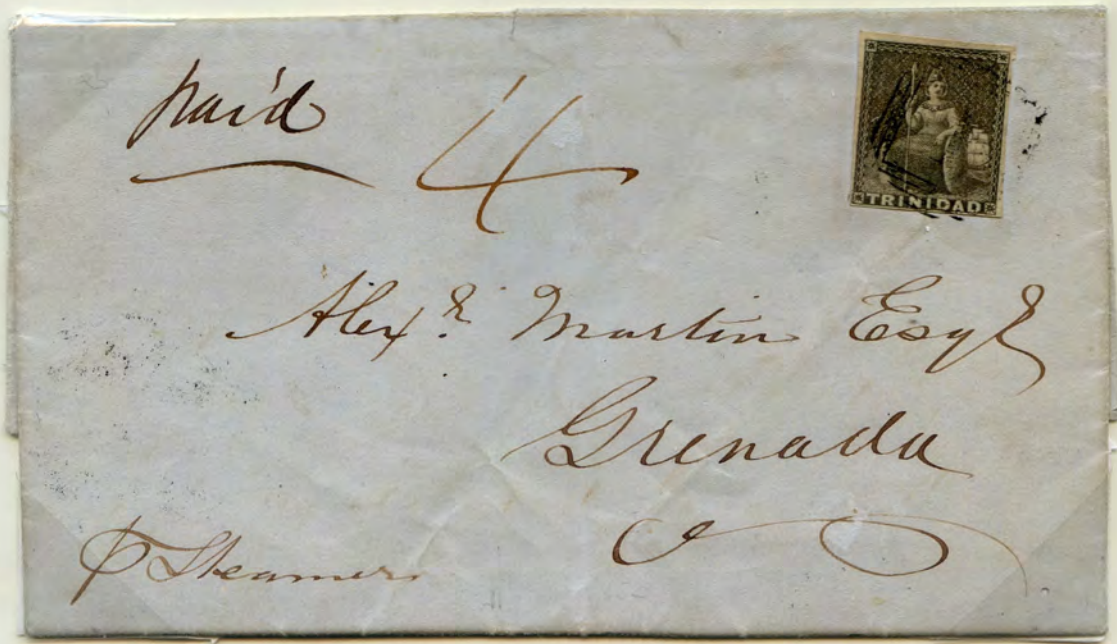


An entire written in **Trinidad** on 25th April 1854. At this time the 69th Regiment was serving in both Trinidad and **Barbados** and the letter was addressed to Capt Edgar there. The writer had been offered one of the Depot Battalions left behind from active service in the U.K. and was leaving immediately on the next packet. Apart from a certain amount of military gossip e.g. what is happening to the 36th, the letter is mainly about financial matters and must have originally included a number of documents. The original rate of 1/- was cancelled and it pre paid a 2 oz rate of 1/4d as indicated by a very faint Trinidad crowned circle in red. The letter was carried by the "Wye" and arrived in Barbados two days later on the 27th.

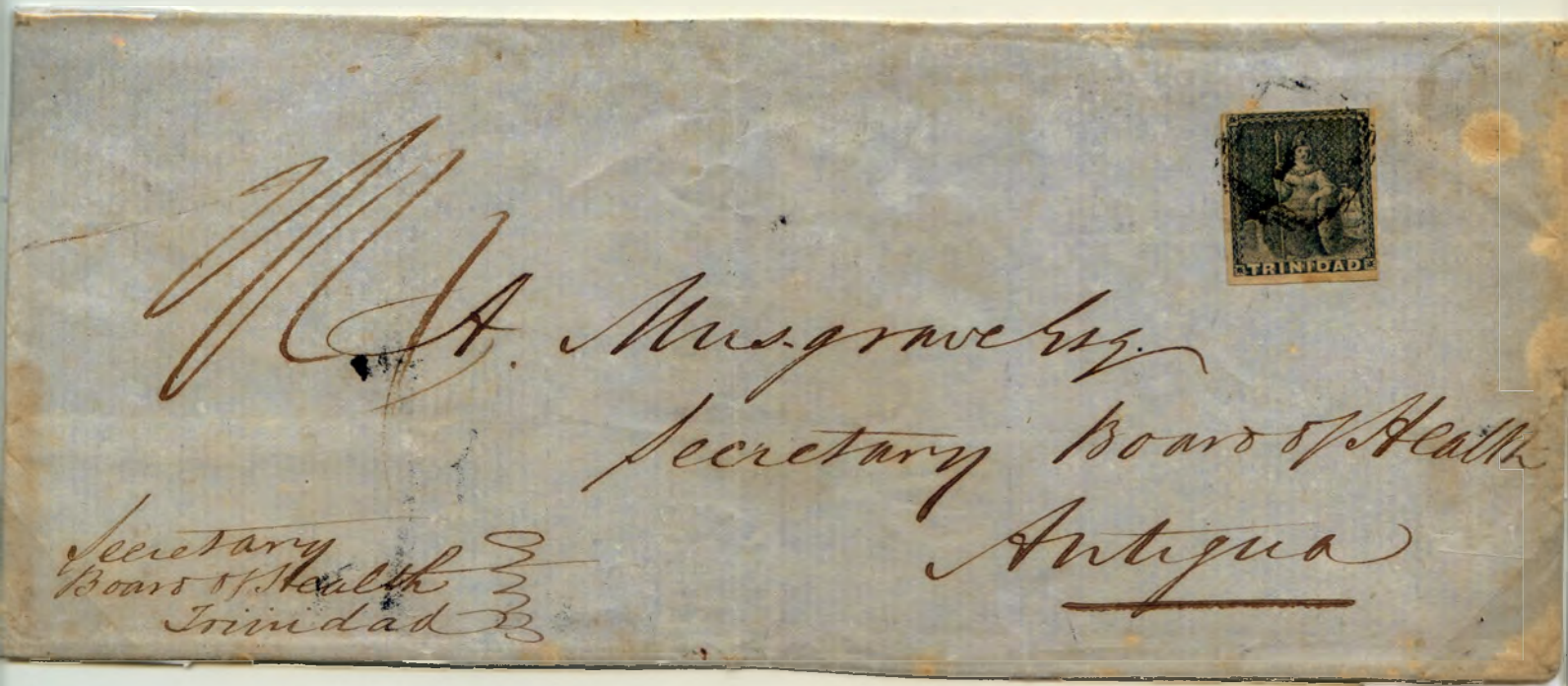


An envelope sent from **Trinidad** to **St Vincent** in 1882. It was franked with a pair of 6d adhesives with the value scored out and 1d inserted in red manuscript. In addition there is a bisected 1d red, between them paying the U.P.U. ½ oz rate. The adhesives were cancelled by a Trinidad thimble on 8th October and the cover back stamped in St Vincent a day later.E.

INTER ISLAND MAIL

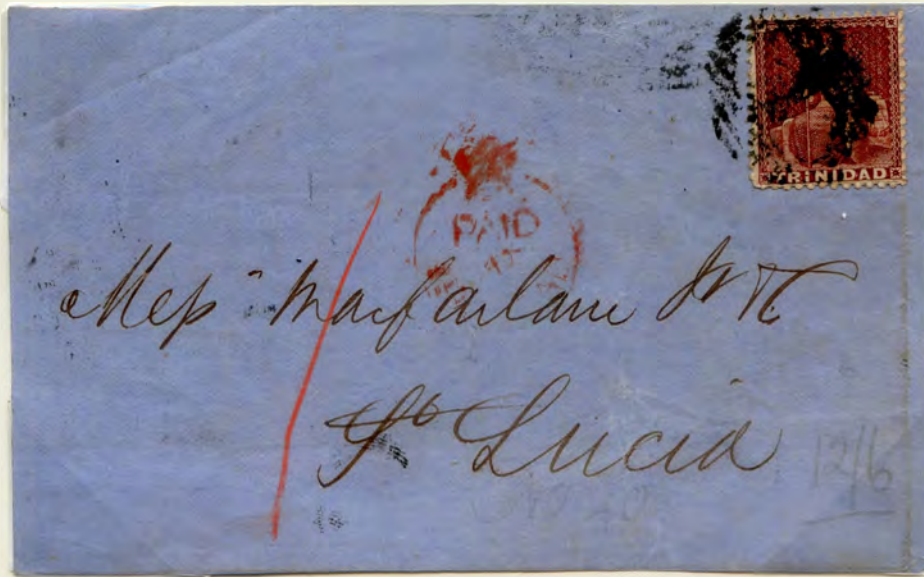


An entire from Trinidad informing the recipient that the sender was despatching a schooner for sale in Grenada, or if unsuccessful suggesting it should be registered in Barbados. It was franked with an imperf brownish grey on bluish paper paying the inland fee and charged 4d for the inter-island transit. Back stamped in Trinidad on 10th February 1853, it was carried by "Derwent" to Grenada arriving a day later. Ex Pitts and Marriott.



A wrapper from the Board of Health in Trinidad addressed to its opposite number in Antigua, with enclosures, no longer present; which necessitated the payment of a 2 oz. rate of 1/4d: The cover was franked with an imperf dark grey 1d on white paper paying the inland costs. The cover was back stamped in Trinidad on 25th October 1854 and taken to Barbados by "Prince". Here it was transferred to "Wye" on the 27th arriving in Antigua on the 30th, a 5-day transit. Ex Pitts and Marriott.

INTER ISLAND MAIL

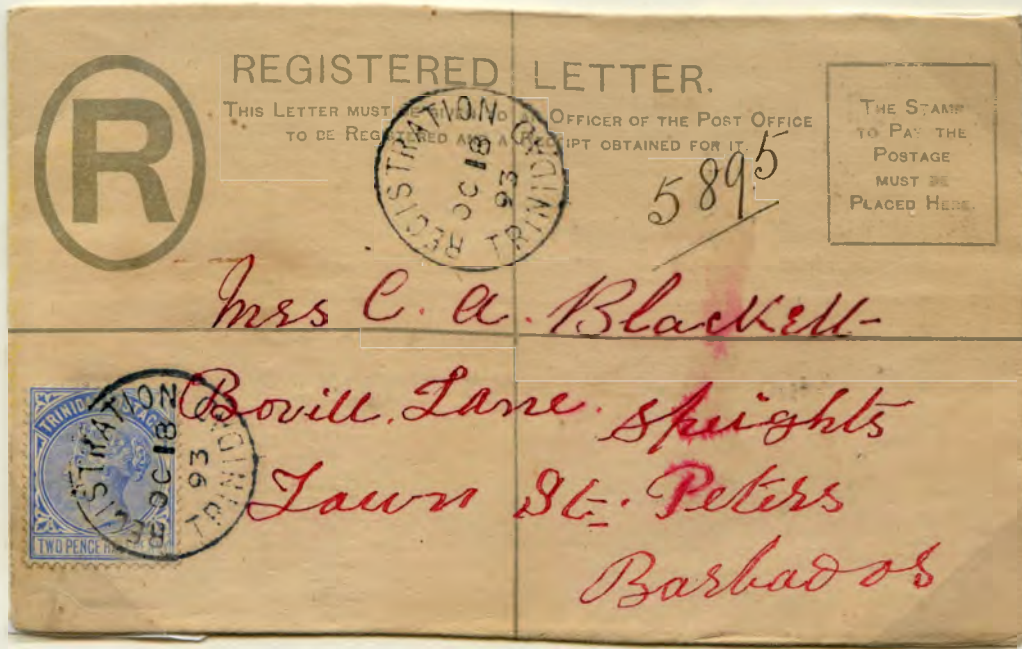


A part entire which probably formed a portion of a Prices Current which was franked with a 1d lake cancelled by a "1" in a barred numeral. The cover was struck with a crowned circle "Paid at **Trinidad**" and back stamped on 23rd January 1864. The cover was given a manuscript "1", the accounting mark indicating that the entire proceeds of the franking would be credited to the U.K. There is no arrival mark at **St Lucia** but it was probably carried by "**Thames**" arriving about the 27th.



A newspaper wrapper containing a Prices Current from Port of Spain for 7th September 1870. It was franked with a 1d rose carmine Britannia paying the fee which was cancelled by a twin circle on 6th September 1870. The cover was given a manuscript accounting mark in red crayon indicating that the entire fee was due to the U.K. As an indication of how the R. M.S.P. service was deteriorating it was put on "**Arno**" on the 8th and landed in St Lucia a day later. It was not until the 22nd that it was collected by "**Mersey**" and delivered in Demerara on the 24th, a transit of 17 days.

INTER ISLAND MAIL



A registered P.S.E. from **Trinidad** addressed to **Barbados**. The 2d impressed adhesive paid the registration fee and a 2 ½ d blue adhesive the U.P.U. postage. It was put in on 18th October 1893 with a registration label acting as an additional seal across the back flap. Surprisingly there are no signs of registered processing in either Bridgetown or Speights Town in Barbados.



An envelope from a firm of **Trinidad** merchants posted on board an unknown vessel en route Trinidad to Grenada franked with a 2 ½d blue adhesive. It was landed in **St George's** on 12th July 1895 when the adhesive was cancelled with the scarce Paquebot mark (Hosking 22). Addressed to **Barbados** it was put on another vessel and delivered there a day later.

INTER ISLAND MAIL



A cover from **San Fernando, Trinidad** addressed to **Havana** franked 2 ½d paying the ½ oz U.P.U. rate. It was sent on the **Creole Prince** of the Prince Line which was running from South America – Trinidad – New York on 17th January 1894. It went through New York on the 26th and then returned to Cuba where it was back stamped on the 31st, a transit of 14 days.



An O.H.M.S. envelope from **Port of Spain, Trinidad** addressed to **St George's Grenada**, like the cover above franked 2 ½ d paying the ½ oz. U.P.U. rate. The adhesive was cancelled on 4th December 1890 and the cover arrived in Grenada a day later. It was back stamped again with a "D" in a circle two days later, on the 6th.

INTER ISLAND MAIL



A 1d postal stationery wrapper from **Trinidad** sent to **Puerto Cabello, Venezuela** on the "Engineer" of the Harrison Line. It was cancelled in Port of Spain on 12th July 1894?



A registered envelope, size F, impressed with 2d Edwardian head and a 1d black and red Britannia paying the rate to Surinam. Dutch Guiana. This underpaid the ½ oz. U.P.U rate'so the Post Office had some excuse for sending it to India, for which the Imperial ½ oz. rate was 1d. It was posted on 24th September 1904, was back stamped by a Sea Post Office en route to India on 22nd October, was returned to London on an unclear date in November, and finally back stamped in Paramaribo with a completely illegible date.

INTER ISLAND MAIL



A registered letter with an impressed 2d stamp on the obverse paying the registration fee and 2 x 1d reds from the Multi Crown CA set paying a 1 oz. rate. These were cancelled in **San Fernando** on 2nd April 1921. The cover originally went to New York where it arrived on the 17th, then to Miami on the 21st and finally arrived in **Nassau in the Bahamas** on the 25th, a long transit of 23 days.



A registered letter from **Trinidad** addressed to Georgetown in **British Guiana** which was franked with 1d and 4d adhesives from the Multi Script set paying the registration rate of 3d and a 2 oz. rate. These were cancelled at **Point Fortin** on 18th June 1930. The cover was back stamped in San Fernando on the 18th. There is no Port of Spain back stamp so it may have gone direct to Georgetown from San Fernando arriving on the 23rd, a transit of 5 days.

INTER ISLAND MAIL



An underpaid envelope from **Port of Spain in Trinidad** incorrectly addressed to "**Sactries**", **St Lucia**. It was franked with 1d adhesive on an envelope sent from **St Joseph** when the rate was 1 ½d. On arrival in Castries on 21st July 1932 the Chief of Police was fined 1d with a blue Postage Due adhesive.



An envelope sent from **St Joseph in Trinidad** to **Georgetown, British Guiana**. It was franked with a 3 cents adhesive from the new George VI set which was cancelled on 18th December 1939. It was endorsed with Arthur Huskisson's Postal Permit number, and presumably contained stamps which under the financial regulations imposed by the war would have been illegal to export without it.

INTER ISLAND MAIL



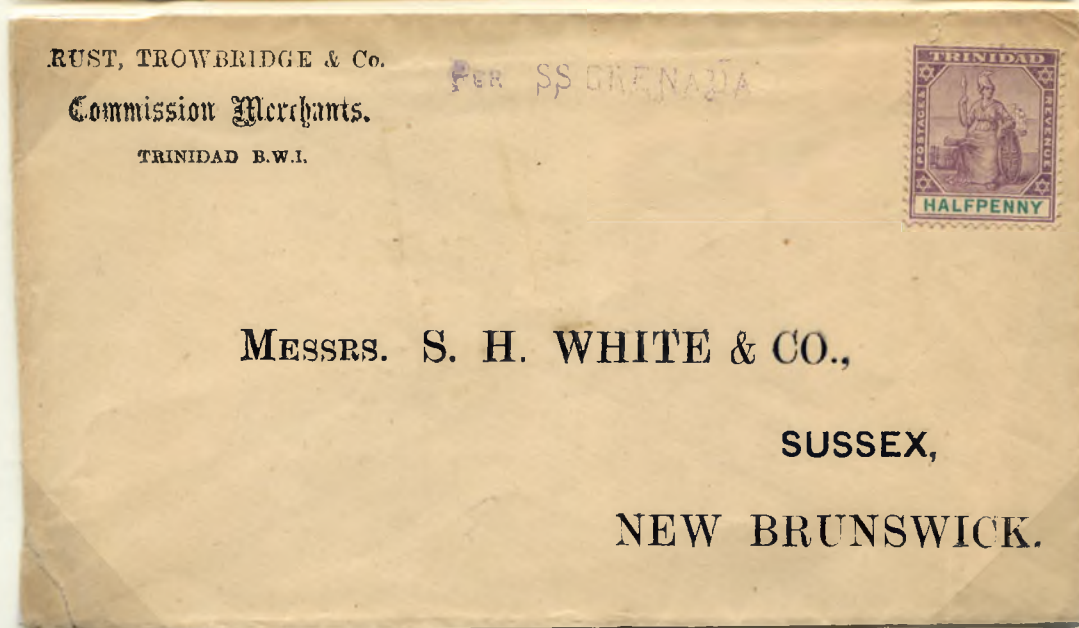
Two covers from Trinidad franked with a 3 cent George VI adhesive. The first was addressed to Grenada and was cancelled by a Port of Spain slogan postmark on 29th August 1939. It was back stamped in Grenada a day later. The second was cancelled in San Fernando on 18th April 1940. Addressed to St Kitts it was back stamped there on 6th May.

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 off 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.

“GRENADA”

“Grenada” was owned by the Trinidad Shipping & Trading Co before its acquisition by Furness Withy and whilst it was managed by G Cristall from Glasgow. She was built in 1896 by A Stephens in Glasgow and measured 2,158 tons gross. Not included in Hawes or Burrell.

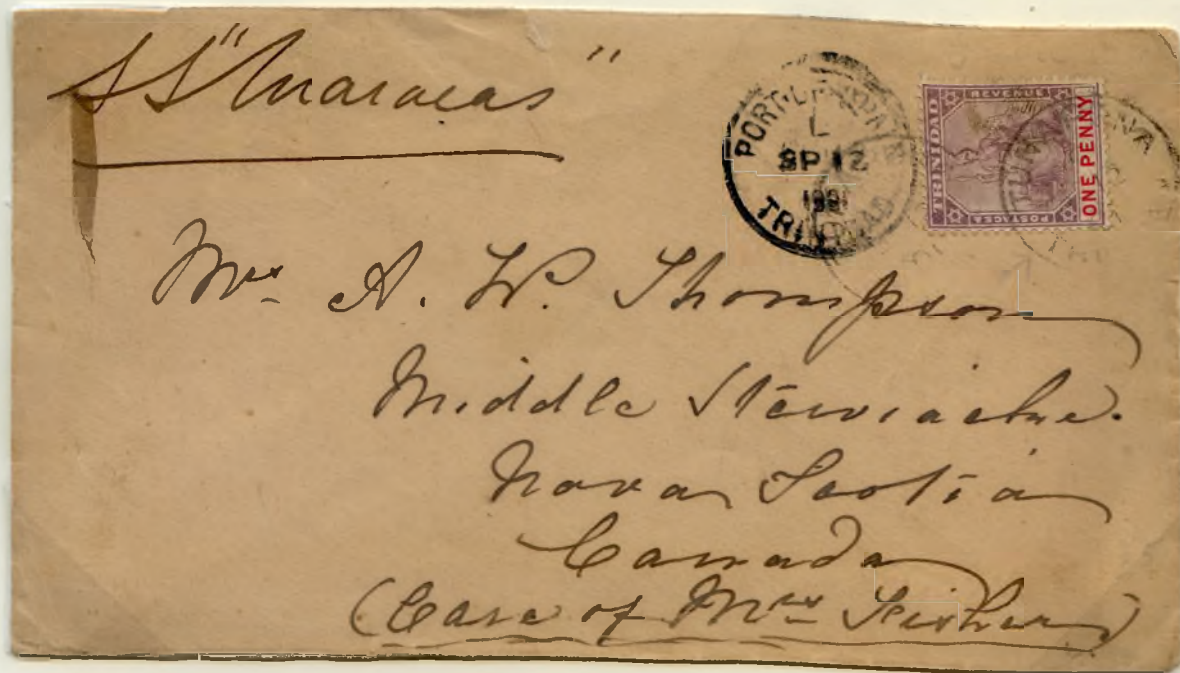


A penny postal stationery card from Grenada addressed to Philadelphia that was cancelled on 20th June 1896. It was struck with a New York “Paid All” hand stamp on 28th June and arrived in Philadelphia on the same day. Second is a cover franked with a Trinidad ½d which was presumably sent Book Post to Sussex, New Brunswick. The adhesive wasn’t cancelled but the cover was back stamped on arrival on 8th February 1900.

TRINIDAD SHIPPING & TRADING CO.

MARACAS

She was originally built for the Shire Line as **Carmarthenshire** and grossed 2,726 tons. She was sold to Trinidad Shipping in 1901. (Not known to Haws; ex the Ships List)



A cover addressed to **Nova Scotia** which was franked with a 1d **Trinidad** adhesive paying the Imperial letter rate. This was cancelled in Tunapuna and then in Port of Spain on 12th September 1901. The cover was back stamped in Halifax on the 23rd, a transit of 11 days.

GRENADA

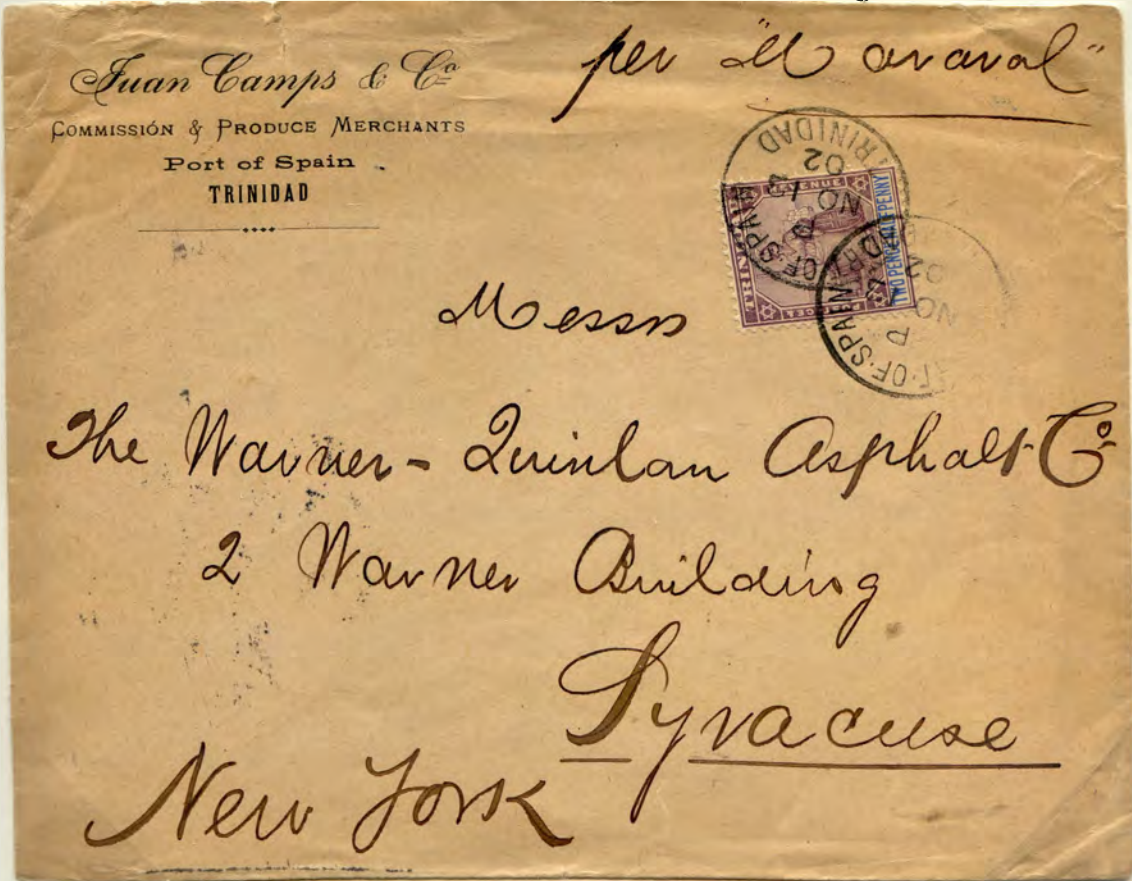


A newspaper wrapper franked ½d addressed to **New York**. Nominated to go on "**Grenada**" the adhesive was cancelled in **Port of Spain** on 24th September 1902. The cover carries a cachet of a Forwarding Agent, Julian Archer, but it is probable that the cover originated with him.

TRINIDAD SHIPPING & TRADING CO.

"MARAVAL I"

Hawes records that when "Irrawaddy" was sold to the Trinidad Shipping and Trading Co in 1914 she was renamed "Maraval", but she must have replaced an earlier steamer also named "Maraval". One of the two covers below dates from significantly earlier, and a previous owner included a note recording that she was built in 1882 and measured 2,569 gross tons.



Two covers to New York carried by "Maraval". The first from Port of Spain was franked with a 2 1/2d Trinidad adhesive which was cancelled on 13th November 1902. It arrived in New York on the 21st. The second cover was franked with a 1/2d and 2 x 1d adhesives from Granada which were cancelled there on 19th November 1914. This must have been either the final voyage of the first "Maraval" or a very early voyage of the second, as the purchase took place in 1914.

QUEBEC STEAMSHIP CO.

"GUIANA"



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 & GULF PORTS S.S.CO.

FLAMBOROUGH

She was built by Oswald & Co in Sunderland and grossed only 670 tons. She was designed as a collier for J.L. Livesay. In 1874 she was sold to the Quebec and Gulf Ports S.S. Co. for whom she was re-engined in 1880 and her yards removed. In 1891 she was registered in Bermuda and recorded as being on the New York service. In the late 1890's she was sold and then resold to owners in Bermuda, and was finally broken up there in 1901.



A cover addressed to Philadelphia, franked with 2 x 4d Barbadian adhesives paying a double $\frac{1}{2}$ oz rate which were cancelled by a boot heel duplex on 10th July 1883. The cover was landed in New York on the 23rd and back stamped in Philadelphia a day later, a transit of 14 days.

QUEBEC & GULF PORTS S.S. CO.

"MURIEL"

She was built in 1872 by Alex Stephens in Glasgow grossing 1,230 tons. She was purchased in 1879 from Blythe Bros London and vanished from the records in 1891.



A front addressed to New York franked with 2 x 4d Trinidad adhesives cancelled on 15th January 1883. Ex Rego.



An envelope addressed to New York franked with a 4d grey St Christopher adhesive paying the port to port rate which was cancelled by an A 12 barred numeral. The cover was intended to go on "Muriel" but posting on 1st May 1886 was too late, and the cover was endorsed accordingly. It is not known which vessel subsequently carried it to New York but it was back stamped on arrival on the 31st. Ex Charles Freeland.

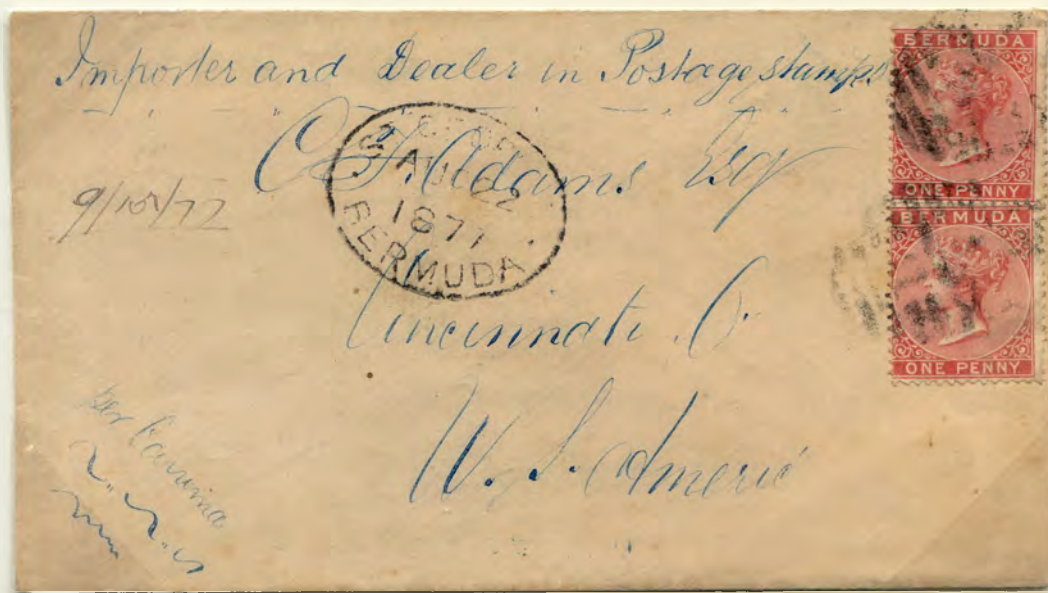
QUEBEC & GULF PORTS S.S. Co.

CANIMA

A Convention between the U.S.A. and Bermuda came into operation on 1st October 1876. The ½ oz rate was set at 5 cents from the U.S.A., the equivalent rate from Bermuda being 2 ½d. However Bermuda had neither a 2 ½d nor a ½d adhesive in stock, so only 2d per ½ oz was charged to America. This remained the case until the delivery of the ½d brown on 25th March 1880. Presumably this was acceptable to both sides as there was no inter country accounting. Each country kept the entire proceeds of the postage paid irrespective of which steamer carried the mail.



AN envelope addressed to New York franked 2d cancelled by a numeral "2" in a barred oval in Hamilton on 15th December 1876. It was nominated to go on "Canima" and was back stamped in New York on the 19th, a transit of 4 days.



An envelope addressed to Cincinnati franked with 2 x 1d pale rose adhesives from the Crown CC set cancelled with a barred numeral "1", the cover being struck with H3 from St Georges on 22nd August 1877. This is a scarce franking. The cover was nominated to go on "Canima", went through New York on the 26th and arrived in Ohio a day later, a 5-day transit.

QUEBEC S. S. CO.

BERMUDA

A Supplementary Mail by every Contract Steamer for New York closes at the Post Office, Hamilton, one hour and a half later than the closing of the regular mails. All mail matter posted for this mail must be prepaid with double the ordinary rate of postage.



A cover posted in Hamilton addressed to New York which was franked with 1d and 3d adhesives. These were cancelled on 21st August 1879. At the time the rate was 2d per ½ oz and from seven weeks earlier it had been possible to pay a late fee of double the postage. Without further evidence it is impossible to differentiate between a 1oz letter and the supplementary mail. The cover was nominated to go on **Trinidad** and Osborn who would have been able to research her sailing dates was of the opinion that this was a late fee letter. It was back stamped in New York on the 24th.

QUEBEC STEAMSHIP CO.



A ½ oz letter addressed to London franked with 2 x 2d adhesives paying the modified U.P.U. rate of 4d. These were cancelled in Hamilton in January 1880 with the cover being nominated to go via New York so it was probably carried by the Quebec Steamship Co. It arrived in London on 6th February.

The second cover was posted in 1894 after the 2 ½d U.P.U. had been fully implemented with the cover being franked by ½d and 2d adhesives. Unfortunately there are no readable dates until it arrived at destination in Southampton on 24th May. R.M.S.P. was still not providing a service to Bermuda so it probably followed the same route as the cover above.

QUEBEC & GULF PORTS S.S.CO.

FLAMBOROUGH



An envelope addressed to Sackville in New Brunswick which was franked 3d – the ½ oz rate to British North America from Bermuda between 1872 and 1892. It was franked with 3 x 1d adhesives which were cancelled in Hamilton on 1st September 1881. It was put on **Flamborough** to New York and then by rail to Sackville where it arrived on the 6th. Osborn, who owned this cover, believed the manuscript date was a Post Office entry not the addressee's file note.

BERMUDA



A cover franked with a ½d from the 1880 crown CC issue and 2d from the 1883 crown CA issue paying the ½ Oz rate to Canada which had existed since 1886. The adhesives were cancelled by a Hamilton No 1 duplex on 12th April 1888. There are no back stamps but a manuscript endorsement notes delivery in Berlin, Ontario (modern Kitchener) on the 17th, a transit of 5 days. This was probably too fast for it to have gone via Halifax as Pickford & Black vessels usually took 4 days over the sea transit. Consequently, it went via New York, probably on a Quebec SS vessel and then through Albany, Buffalo and Hamilton.



Another cover addressed to Canada (British Columbia), cancelled on 22nd February 1888, which followed a similar route through New York. It paid 7d (2d registration and 5d for a 1 oz. postage rate) with a mix of adhesives from the CC & CA sets. These obscure a printed straight line “O.H.M.S. RETURNED DEAD LETTER”, a very scarce official Dead Letter envelope from the Post Office. Like the cover above it was bagged through to Canada (there is no New York back stamp); but went through Montreal on the 27th and arrived in New Westminster on 5th March.

BERMUDA



A linen backed, registered envelope with an impressed 2d stamp paying the fee. Addressed to Richmond, Virginia it was franked with 9 x ½ d and 4 x 1d adhesives overpaying a 1½ oz. rate. These were cancelled in St Georges on 20th April 1898. The cover was probably carried by the Quebec S.S. Co. and was back stamped in New York on the 25th and in Richmond a day later.

PICKFORD & BLACK

ALPHA & BETA

Cunard gave up its long established service between Halifax, Bermuda and Kingston in 1886. Pickford and Black purchased “Alpha” and “Beta” and continued them on the same route. In addition, from 1891 they established a line between St John, New Brunswick, Bermuda and the Lesser Antilles to British Guiana with the “Duart Castle” and the “Taymouth Castle”. This line was subsidised by the Canadian Government and from 1900 was prevented by the terms of the contract from calling at any United States port.



A cover addressed to Halifax, Nova Scotia franked with 2 x 1d and ½ d from the 1883, Crown CA set paying the U.P.U. ½ oz. rate. These were cancelled by a Hamilton “1” duplex on 3rd April 1893. The cover was nominated to go on “Alpha” and was back stamped on arrival in Halifax on the 7th, a 4-day transit.

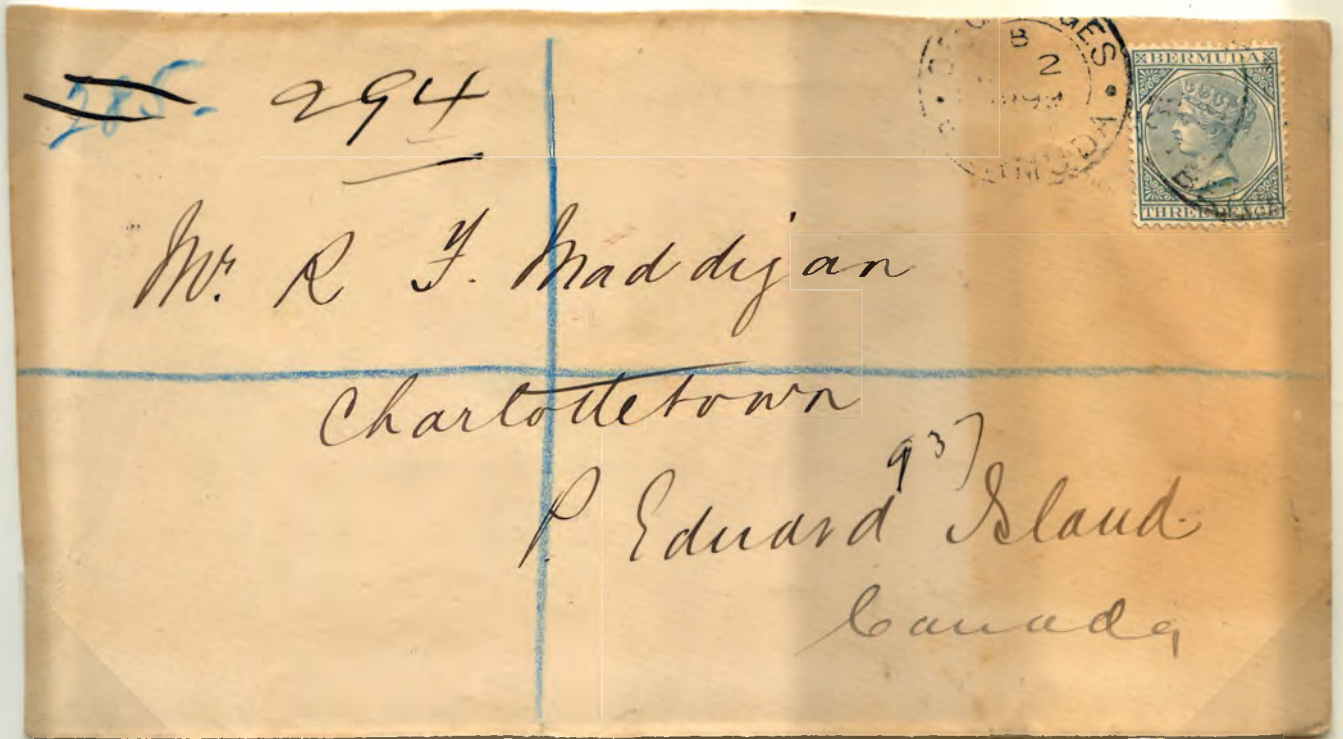
PICKFORD & BLACK

ALPHA



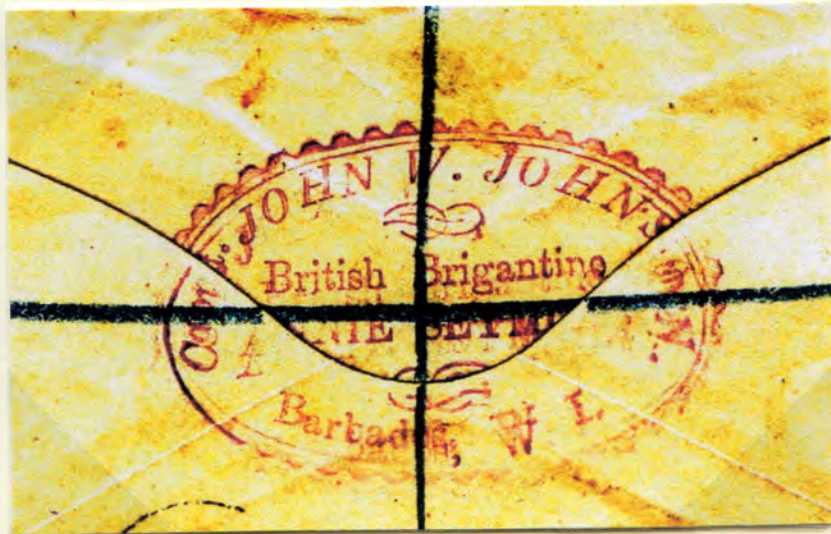
A linen backed, registered envelope with an impressed 2d stamp paying the fee. Addressed to New York it was franked with 1d, 2d, 3d and 4d adhesives paying a 2 oz. rate. These were cancelled in Hamilton on 2nd February 1894 and the cover put on "Alpha" which had been bought from Cunard. The cover was back stamped in Halifax, Nova Scotia on the 6th, in St John, New Brunswick on the 7th and in New York on the 10th, an 8-day transit and a long diversion compared to the direct route of 2 days.

PICKFORD & BLACK



Two registered covers from St Georges in Bermuda addressed to Prince Edward Island, almost certainly sent on one of the Pickford & Black vessels. The first was posted on 22nd April 1899 and was franked with a 4d adhesive paying a 1 oz rate and the registration fee of 2d. It was back stamped in Halifax, Truro & Point Tupper and finally Charlottetown all on the 28th. The second was posted on 2nd June in the same year and franked 3d paying a ½ oz rate and the registration fee. It received the same three back stamps as the cover above on the 8th.

BERMUDA INTER ISLAND MAIL



A registered letter addressed to Bridgetown, Barbados (an unusual destination for Bermuda mail) from Capt John W. Johnson of the British Brigantine **Anne Seymour** out of Barbados whose personal cachet appears on the reverse. It was franked with 3 x ½d and 3 x 1d Bermudan adhesives paying a ½ oz rate and 2d registration fee. These were cancelled on 17th October 1893. The cover was nominated to go on **Pickford & Black's Taymouth Castle** and arrived in Bridgetown on the 28th. Ex Osborn.

PICKFORD & BLACK

ALPHA

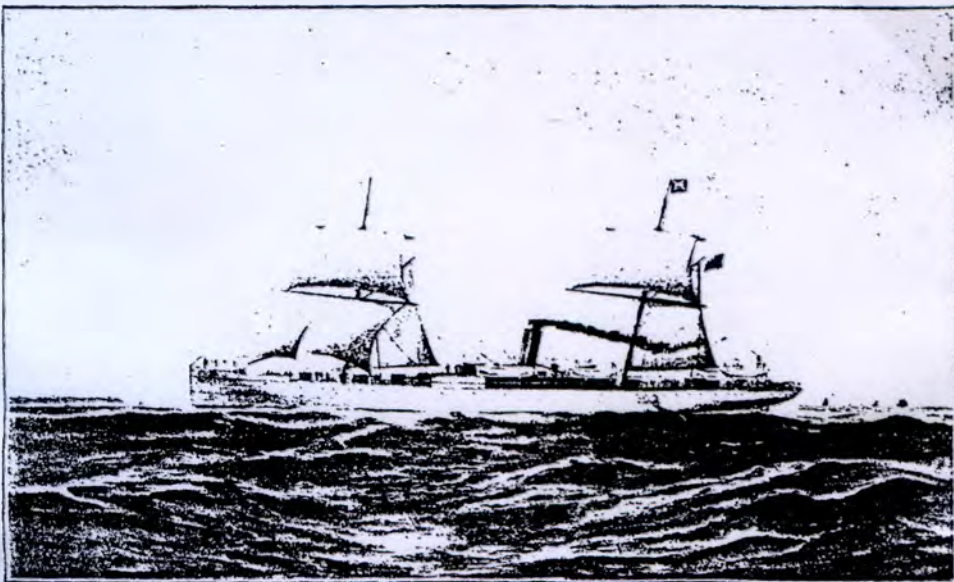


A cover addressed to Nova Scotia franked by 2 x Jamaican 2 ½d adhesives paying a double rate of 1 oz. They were cancelled in Kingston on 26th January 1895. The cover was nominated to go on the **Alpha** after she had been sold by Cunard to Pickford & Black. It was back stamped in Halifax on 8th February, a transit of 13 days.

PICKFORD & BLACK S.S.CO.

TAYMOUTH CASTLE

She was built by Barclay Curle in Glasgow in 1877 for the Castle Line sailing to South Africa. She grossed 1827 tons and had capacity for 50 x 1st class passengers. She was really too small for the service and in 1879 she was relegated to "extra" steamer. She and her sister ship were sold to Furness Withy in 1891 who modernised them and sold them on to Pickford & Black. In 1902 she was renamed **Ocamo**. She was sold in 1914 to the Newport Steamship Co and eventually to French operators before being broken up in 1922.



CLINI-TAYMOUTH CASTLE

Built in 1877, her tonnage of 1827 was then considered quite sufficient for the Cape service and under various ownerships was worked hard until 1921

BRG. 28 APRIL 1891. Advr for Maiden Voyage of TAYMOUTH CASTLE

For West Indies and Demerara,
TO RETURN DIRECT.

The S. S.
"Taymouth Castle,"
CAPT. CLARKE,
Will be despatched as above
ON
Wednesday, 29th Inst.,
AND IS OFFERED FOR
Freight and Passage
OUT AND BACK.

Will call at the Following Ports.

ST. THOMAS	MARTINIQUE
ST. KITTS	ST. LUCIA
ANTIGUA	BARBADOS
GUADALOUPE	TRINIDAD
DOMINICA	DEMERARA

Returning by same route will be due at Bermuda about May 25 to 27, offering an excellent opportunity to importers of Sugar, &c, from the West Indies and Demerara.

The Passenger Accommodation of this ship is first class.

Mails will close at Hamilton Post Office, at 9 am 29th instant and ship will leave Grassy Bay at 10 a. m. 29th instant.

Freight received until 5 p. m. 28th instant.

W. T. JAMES,
Agent.

Hamilton. April 27th 1891.



A registered front posted in Georgetown British Guiana addressed to Port of Spain Trinidad. It was franked with a miscellany of revenue adhesives amounting to 9 cents which were cancelled on 21st January 1893. It was nominated to go on **Taymouth Castle** and arrived in Trinidad 2 days later. Ex Rego.

PICKFORD & BLACK

OCAMO

PICKFORD & BLACK

Steamship Co., Ltd.

SCHEDULE OF SAILINGS.

**BERMUDA, WEST INDIES AND DEMERARA
FORTNIGHTLY SERVICE.**

S. S. OCAPIO leaves } Halifax, N.S., July 16.

due at Bermuda for the West Indies,
about.....July 20
due at Bermuda from the West In-
dies for St. John, N. B. about Aug 24.

* **S. S. ERNA** Leaves } St. John, N. B., July 21
 } Halifax, N.S., " 30

Due at Bermuda for the
West Indies, about.....Aug. 3
due at Bermuda from the West In-
dies for St. John, N. B. about Sept 7.

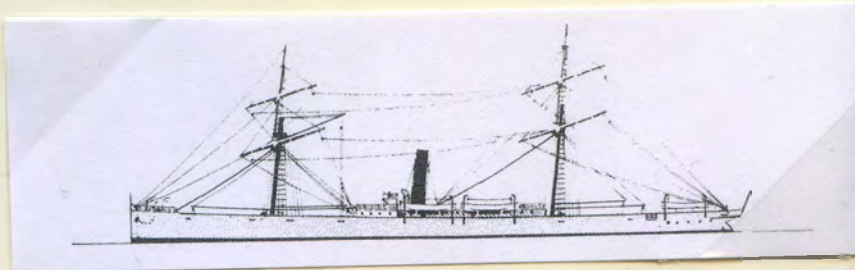
S. S. ORINOCO } St. John, N. B.,.....Aug 4
Leaves } Halifax, N.S., " 13

Due at Bermuda for the West
Indies, about..... Aug. 17

PORTS OF CALL:

Bermuda,.....* St. Kitts,.....* Antigua,
* Montserrat,.....* Dominica,.....St. Lucia,
Barbados* St. Vincent,.....* Grenada,
* Tobago,..... Trinidad,.....Demerara.

* S. S. Erna will not call at Ports marked
* on her Southward trip, nor at Tobago and
Grenada on her Northward trip.



A registered letter from St Vincent addressed to St George's in Barbados. It was franked with 6 x 1/2 d Victorian adhesives which were cancelled on 6th October 1900. It was nominated to go on **Ocamo (Taymouth Castle)** and arrived in St George's on the 16th, a transit of 10 days.

PICKFORD & BLACK

DUART CASTLE

Pickford & Black's Steamship Lines,
St. John N. B., Halifax N. S., Ber-
muda, the West Indies and
Demerara.

 S. S. DUART CASTLE,
Captain Harrison.

Will be due at Bermuda from the
West Indies

Thursday 13th inst.,
and will have immediate despatch for St.
John, N. B.

RETURNING

Will leave St. John for Halifax,
Aug. 20,

Will leave Halifax for Bermuda
Aug. 27.

To be followed by the S. S. "Taymouth Cas-
tle" about 24th September.

This service will be regularly maintained by
the Steamships "Taymouth Castle" and
"Duart Castle" and will be due at Bermuda
from St. John, N. B., and Halifax about every
three weeks, thus affording excellent facili-
ties to importers of Onion Box Material and
Seed potatoes.

Freight and passage rates furnished on ap-
plication.

Special terms to large importers of Onion
Box Material and Potatoes.

W. T. JAMES,
Agent at Bermuda.

Hamilton, 10th Aug., 1891.—1 in.

Photocopy of a newspaper advertisement in Bermuda on 10th August 1891 for **Duart Castle**, stating that there will be a service to Halifax every three weeks.



A 2 cent newspaper wrapper from British Guiana addressed to Port of Spain, nominated to go on "**Duart Castle**". It was cancelled on 30th November 1897.

“DUART CASTLE”/ “ORURO”

“Duart Castle” and her sister ship “Taymouth Castle” were built by Barclay, Curle & Co in Glasgow for the Castle Mail S.S. Co. in 1878. In 1891 she was sold to Sir Christopher Furness who immediately resold her to Pickford & Black of Halifax who placed her on the government subsidised run from Canada to the West Indies. In 1902 she was renamed “Oruro”. In 1920 she was sold to Far East interests and was broken up in Bombay in 1925



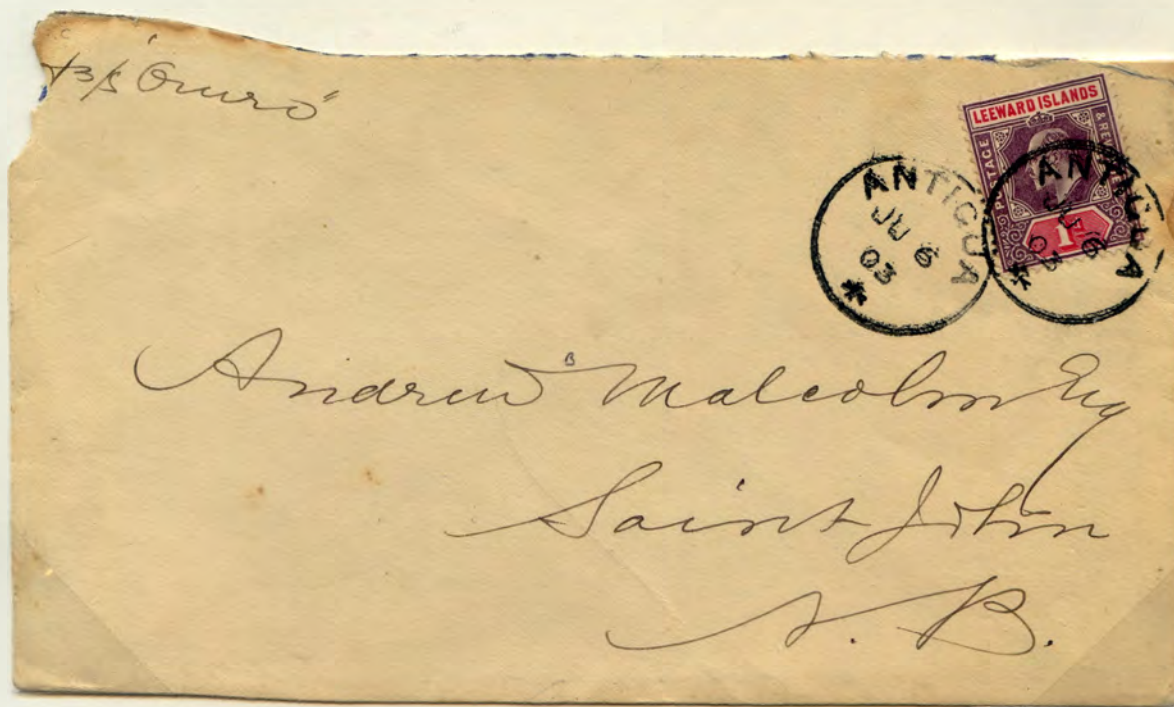
A letter that was franked with a ½d and 2 x 1d from St Lucia. Addressed to Nova Scotia and nominated to go on the “**Duart Castle**” the adhesives were cancelled in Castries on 24th March 1898.



A letter franked with a 5 cent Guiana adhesive which was cancelled in Georgetown on 17th July 1901. Addressed to New York it was nominated to go on the “**Oruro**” and arrived there on the 31st, a 14-day transit. It must have been transferred to another vessel somewhere, probably in Barbados.

PICKFORD & BLACK S.S.CO.

ORURO



Two covers both paying the Imperial letter rate of 1d, carried by **Oruro**, previously **Duart Castle**, from Antigua to Canada. The first was franked with a Victorian Leeward Islands adhesive which was cancelled on 10th May 1902. It was back stamped in Halifax, Nova Scotia on the 23rd, a transit of 13 days. The second was franked with an Edwardian Leeward islands adhesive which was cancelled on 6th June 1903 and back stamped in St John, New Brunswick on the 18th, a transit of 12 days. Ex Rego.

PICKFORD & BLACK S.S. CO.

DAHOME

Little is known about her. She was built in 1890 and acquired by Pickford & Black in 1898. She grossed 2470 tons and had capacity for 40 x 1st class and 20 x 2nd class passengers. She served until 1911.

**PICKFORD & BLACK
STEAMSHIP CO.**
Limited
**Between St. John, N. B.,
Halifax, N. S.,**
and
**West India Islands and
Demerara**

Steamers "OCAMO," "ORURO," "SOBO," "DAHOME" sail every twelve days for Demerara, calling at Bermuda, Barbados and Trinidad and every twenty four days for St. Kitts, Antigua, Montserrat, Dominica, St. Lucia and St. Vincent.

The above trip occupies about thirty-eight days and makes a delightful Winter excursion.

Halifax & West India Steamship Co.
Steamships "BOSTON" & "AMANDA"
Leave Halifax, N. S., every two weeks for Santiago, Cuba, and Kingston, Jamaica.
"BOSTON" also calls at Turks Island.

All information on application to Agents throughout the Islands or
PICKFORD & BLACK
Managing Owners, Halifax, N. S.,
or Thos. Cook & Sons, 245 Broadway, New York.

Photocopy of an advertisement for alternative 38 day excursions to Demerara, the first via Bermuda, Barbados and Trinidad, the second via the Leeward and Windward Islands.



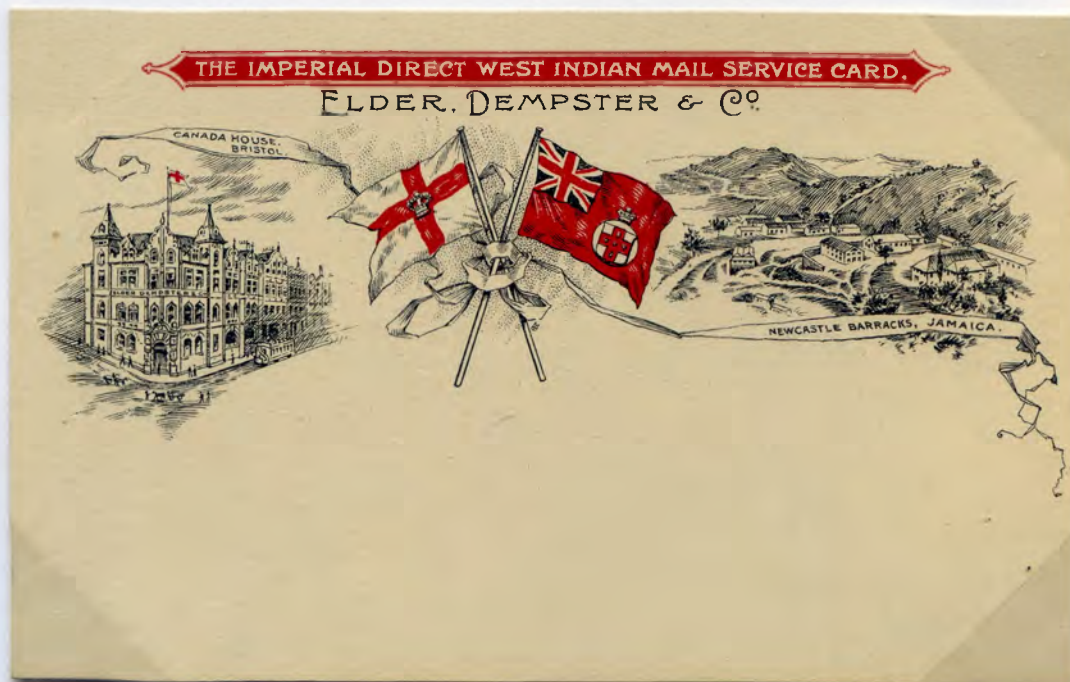
An envelope addressed to Port of Spain in Trinidad which was nominated to go on the **Dahome**. The cover was franked with a Dominica 1d adhesive paying the Imperial letter rate which was cancelled there on 4th December 1898. The cover was back stamped in Port of Spain three days later on the 7th.

Imperial Direct

In 1878 the surplus of bananas in the Canaries was such that they were used as animal fodder. Thomas Fyffe was a coaling agent at Las Palmas and realised that ships calling there for coal on their homeward journey often were empty and needed a return cargo. Experimentally he began to ship green bananas. Fyffe, Hudson was not the only importer; Elder Dempster, the huge African shipping company was their principal competitor. In 1898 Alfred Jones its principal shareholder was persuaded by the Colonial Secretary Joseph Chamberlain that America in the form of U.F.C. was gaining far too much influence in one of Britain's major colonies. He sent Arthur Stockley to Jamaica to see what could be done there. His report was not very optimistic, one of the major problems being the 3,000 mile transit to the U.K. and how to keep the bananas from ripening too quickly. Jones withdrew. A year later faced with the bankruptcy of the alternative investors that Chamberlain had found he turned again to Jones. With the promise of a knighthood and a 10 year contract worth £40,000 in the first year and £30,000 p.a. thereafter Jones accepted and formed the Imperial West Indies Direct Line to Jamaica. Part of the deal was that Imperial Direct should replace Royal Mail Steam Packet with the mail contract. There was strong objection from the West Indian Colonies but it didn't make any difference.

The two ships on the stocks ordered by the previous failed company were purchased and named PORT MARIA & PORT MORANT, and shortly after they were joined by the PORT ANTONIO and PORT ROYAL. A fifth vessel, PORT HENDERSON, was added in 1905, all of them running to Avonmouth. However their forced air cooling systems were not adequate and bananas too often arrived as mush or excessively chilled. In addition the trucks supplied by the railways were totally unsuitable, and the prejudice of the British wholesale fruit market against bananas proved very difficult to overcome. Nevertheless Imperial Direct ordered the PORT KINGSTON, the most dramatically different steamer in the trade, to fulfil the contract obligations concerned with the carriage of passengers to the West Indies. She was 7,500 gross tons, could do 15 knots carrying 50,000 stems of bananas together with 220 passengers in two classes. Between them these vessels provided a fortnightly service to Kingston, with some additional banana business elsewhere in the West Indies.

The terms of the contract were that Imperial Direct should carry the bananas at its own risk and be responsible for their distribution. In 1902 this responsibility was shifted to the Fyffe business and Elders and Fyffes was formed to alternate with Imperial Direct to provide a weekly service. U.F.C took over Elders & Fyffes in 1907 and Imperial Direct ceased trading in 1911, having lost £400,000 during the ten years of its operation, despite the subsidy.



Imperial Direct

PORT MARIA

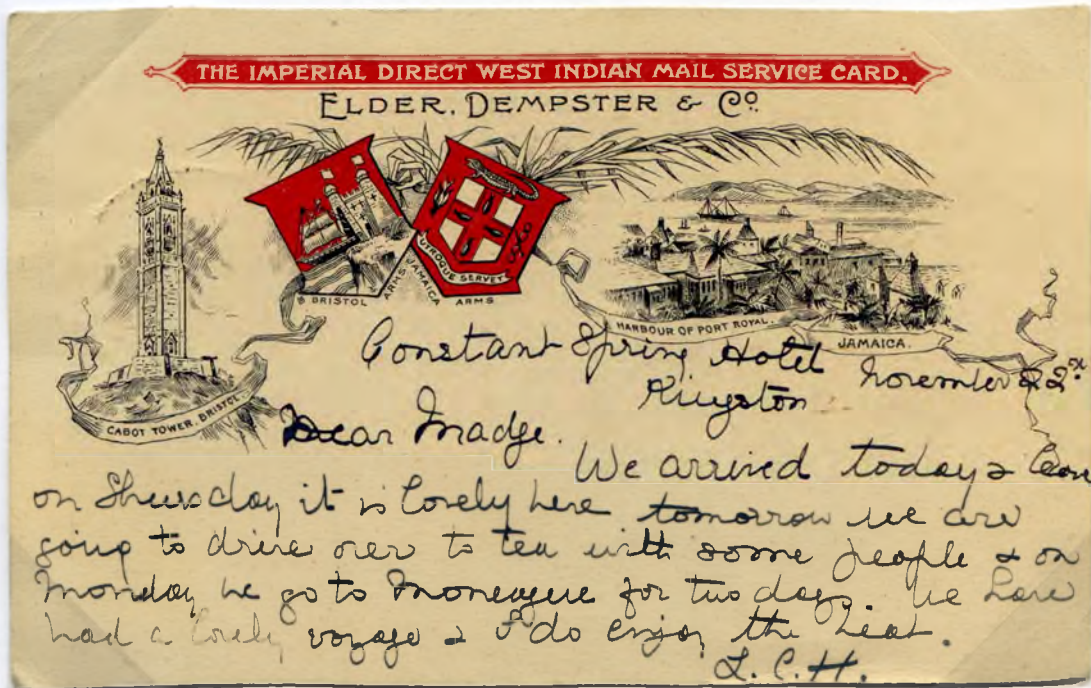
She was one of the two original ships taken over on the stocks by Imperial Direct and was launched in December 1900. Built by Ramage & Ferguson in Leith she was quite small (less than 3,000 tons) but a powerful triple expansion engine and her clipper bow meant that she could do 14 knots. Although there were never more than three ships at any one time engaged in running to Jamaica after the arrival of PORT HENDERSON in 1905 Imperial Direct kept 6 ships on the books. PORT MARIA was too small and after the first year she spent much of her time laid up. She occasionally ran to Central America and for a short period provided a 6 weekly service to Bermuda. In 1910 she was sold to Marseilles as MUSTAPHA and then passed through the hands of 3 Italian companies as a tramp steamer before being broken up in 1933.



A registered cover addressed to Berlin which was over-franked with a 1/- adhesive in Grand Cayman on 17th June 1902. It was carried to Kingston by a local schooner and put on PORT MARIA on 10th July. She arrived in Avonmouth on the 23rd and the letter was delivered in Berlin two days later.

Imperial Direct

PORT ANTONIO



Two different official Imperial Direct postcards addressed to the U.K. The first was posted at Mayaro, Trinidad on 22nd April 1901 and went through Port of Spain 2 days later; the second at Constant Spring in Jamaica on 24th November 1902. It was back stamped in Kingston the same day and put on PORT ANTONIO which arrived at Avonmouth on 11th December. Ex Rego.

Imperial Direct

PORT ROYAL



Imperial Direct West India Mail Service.
JAMAICA GENERAL AGENCY.

Messrs. Elder, Dempster & Co
Banada, House
Baldwin Street
Bristol, England



An Imperial Direct official envelope addressed to Elder Dempster in Bristol, franked with 4 x 1d Jamaican adhesives, paying a 2 oz Imperial rate. They were cancelled in Kingston on 8th January 1902 and put on PORT ROYAL which arrived in Avonmouth on the 22nd.

Imperial Direct

PORT ROYAL



An envelope posted in Santa Cruz, Jamaica on 8th December 1903 and back stamped in Kingston a day later. Addressed to Edinburgh it was put on **Port Royal** which sailed on the 10th and arrived in Avonmouth on the 23rd.

Port Antonio



A registered letter addressed to Portsmouth, franked by a 1d and a Plate block of 4 x 1/2 d adhesives, probably from the 1905 M.C.A. set paying a 1/2 oz rate and 2d registration fee. The cover was cancelled by a Type 4 hand stamp in Georgetown on 12th May 1908 and was back stamped in Kingston on the 19th. It was put on "**Port Antonio**" which sailed on the 21st and arrived in Avonmouth on 4th June. There is a back stamp in Portsmouth on the 5th, a transit time of 24 days.

Imperial Direct

PORT KINGSTON

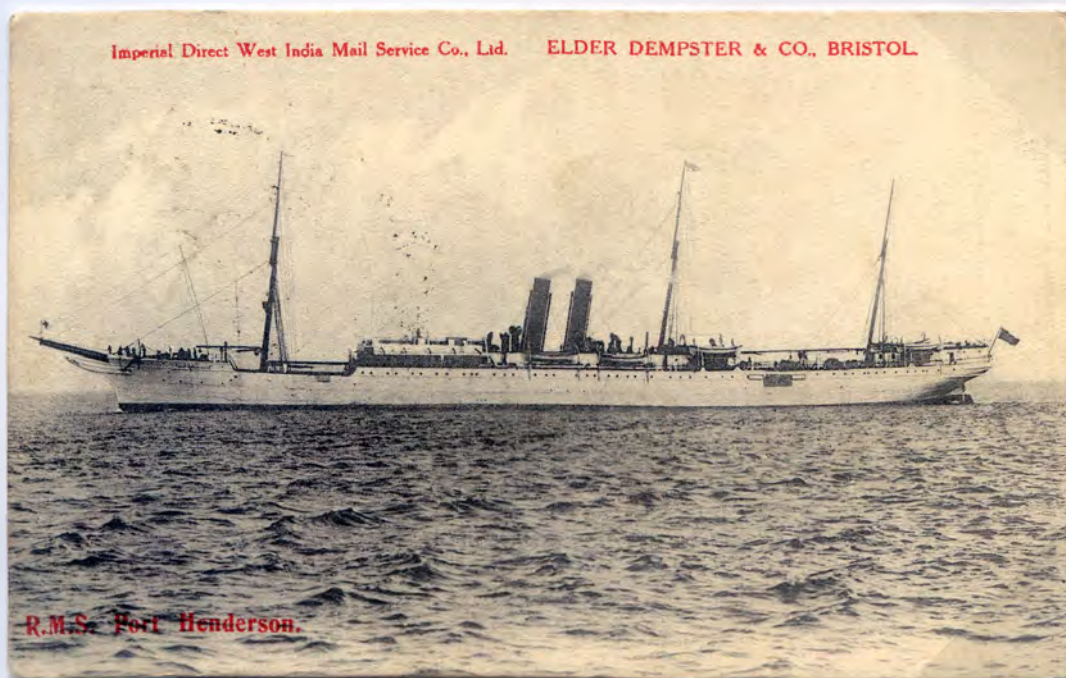
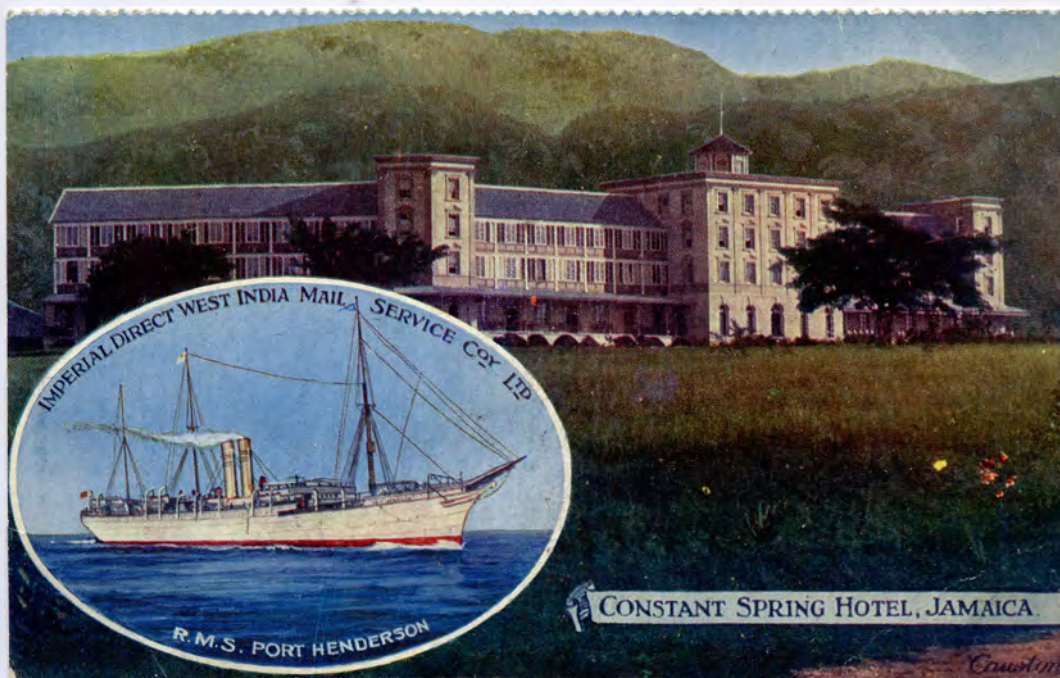


An envelope addressed to Newport, Monmouthshire which was franked with a Jamaican "Arms" issue and posted on board. PORT KINGSTON left Jamaica on 2nd December 1909 and arrived at Avonmouth on the 15th. Although the majority of the mail she carried was in sealed bags letters such as this were regarded as "loose letters" and treated as Ship Letters. Consequently the adhesive was cancelled with a town mark and the cover struck with an Avonmouth Ship Letter (Tabcart S1, known 1907- 43). The distinction was artificial as the rate for a Ship Letter and a Packet letter was the same. It is not known why Avonmouth used a Ship Letter mark for so long instead of a Paquebot mark. The cover was back stamped in Newport on the same day.

Imperial Direct

PORT HENDERSON

She was built as ARAWA in 1884 as a two funnel, clipper bowed vessel of 5,200 gross tons, with passenger capacity of 150. She was bought from Shaw, Saville & Albion in 1899, renamed LAKE MEGANTIC and put on Elder Dempster's Canadian service. She was transferred in 1905 to meet the passenger carrying obligations of the Imperial Direct contract and renamed PORT HENDERSON, although as a much older vessel with few passenger facilities she was a very unsuitable consort for PORT KINGSTON. She was sold to Italy in 1912 and renamed ANAPO.



A mint postcard of the Constant Spring Hotel in Jamaica with an inset picture of PORT HENDERSON, together with a used postcard of the vessel addressed to Southsea, posted in a street letter box in Kingston on 29th September 1910 from somebody who has just landed. Interestingly he sent a letter the same day via America, probably carried by a U.F.C. ship.

Imperial Direct

PORT KINGSTON



An official card written on board en route to Jamaica off Haiti. Addressed to Brighton in the U.K. the card was posted in Kingston on 16th September 1910 and was specified to be sent "Via America".

An unusual letter from Hamilton, Bermuda to the Turks & Caicos, two intermediate stops en route from Avonmouth to Kingston, nominated to go on PORT KINGSTON. The Bermuda 1d adhesive was cancelled on 22nd August and the cover back stamped in the Turks on 26th October 1910. Even for the West Indies this was an extraordinary transit time, and in all probability the Bermuda date slug should have read 22nd October 1910. Ex Rego.

Imperial Direct

PORT KINGSTON



An official Bermuda postcard written on board PORT KINGSTON on 31st December 1909 after "a very rough voyage". It was landed in Hamilton Bermuda on 2nd February when the 1d GB adhesive was cancelled with the scarce Paquebot mark (Hosking2383). Addressed to the Isle of Wight there is no indication as to how it got there.



An official Imperial Direct envelope franked with Turks adhesives to the value of 9d. These were cancelled in Grand Turk on 19th January 1911 and carried by PORT KINGSTON on her last west bound voyage for Imperial Direct to Kingston, before the closure of the service arriving on the 22nd. The cover probably went from there to New York before being back stamped on 6th February in London.