

Roses Philatelic Society Caribbeana

Early maps of your chosen territory can be very attractive. The cover design is taken from a coloured map of the West Indies by T. Jefferys (1787)



CARIBBEANA



The Journal of the Roses Caribbean Philatelic Society



Roses Philatelic Society Caribbeana

The ROSES CARIBBEAN PHILATELIC SOCIETY is a North-of-England-based society dedicated to the study and display of the stamps and postal history of the islands of the Caribbean, British and otherwise. Included are the associated territories on the mainland, British Honduras and British Guiana, now Belize and Guyana respectively.

Several meetings are held throughout the year in premises convenient to the centre of Leeds, and visits are paid to other Societies in Lancashire and Yorkshire. Full particulars of the activities can be obtained from the Hon. Secretary

M. D. Watts
18 Linden Way
Wetherby, West Yorkshire LS22 4QU
Tel: Wetherby 3304

The BRITISH CARIBBEAN PHILATELIC STUDY GROUP

To many of the Roses this Society will need no introduction, and this note is directed to those who do not know of it. The BCPSG is, in spite of its name, a USA-based society concerned with the philatelic study of the originally British colonies in the West Indies, including exceptionally - as usual - Bermuda. It thus covers nearly the same ground as the Roses, the exceptions being the 'always foreign' territories. Due to the international membership of the Group its major activity is the publication of an illustrated Journal six times a year. This records the stamps and postal history of the West Indian area, and consists of notes and articles largely based on the original research of the members, and as such it is invaluable to the serious - and not so serious - collector of this area.

The modest subscription can be paid in sterling, and full particulars are available from the British representative

Alfred J. Branston
11 Patching Hall Lane, Chelmsford, Essex CM1 4DH



CARIBBEANA



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A Message from the President

As President of the Roses Caribbean Philatelic Society, I take great pleasure in welcoming you to our gathering in Carlisle. This occasion has been made the "excuse" for another edition of CARIBBEANA, and you will note that our name, the Roses Caribbean, is embellished with the two regional emblems, the White Rose of York and the Red Rose of Lancaster. However, from the much wider area our membership is now derived, it would appear that the addition of a Thistle might be in order!

I hope that everyone who attends this meeting, and any to be held in the future, will enjoy it in the spirit of friendliness and mutual enjoyment which was the outstanding feature of the Convention held in Leeds in 1973. I trust that everyone will enjoy the present gathering with its feast of BWI philately - and good hunting!

Tony Shepherd

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1974-75

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THE EDITOR IS ENTIRELY RESPONSIBLE.....

It is exactly two years since the last issue of CARIBBEANA. Then there were 7 contributors, now there are 8. This must be progress! However, we feel that the progress in quality has been much greater. Issue 4 was in the nature of a general issue to mark the occasion of the first UK convention of WI collectors sponsored by the Roses. The contents of the present issue are almost entirely philatelic, but, even more important, they are original and the result of our own members' studies. Some facts and theories are here presented for the first time. If the layout seems somewhat more crowded than it should, the Editor is entirely responsible - he tried to get in as much as he could!

Not all members can be at the modest get-together to be held at Carlisle - indeed, not all Roses members can come to our regular meetings, and it is at meetings that information can most easily be given and received. Next best, however, is a magazine, and I hope that, whether you are a general collector or a specialist, you will find the contents of interest. If there is nothing on your own country, why not start writing now?

The Editor

BAHAMAS - REGISTERED

Malcolm D. Watts

The registration marks of the Bahama Islands make an interesting study, and although not a specialist collector of this group I am listing the various types known to me. This list is based on my own collection and the previous articles written on this subject. Details of the earlier registered marks are given by Luddington and Raymond in their excellent book 'The Bahama Islands', and as far as I know these early marks were all used at Nassau (Figs 1 & 2).

REGISTERED

Figure 1



Figure 2

The early registration date stamps went out of use by the end of the century. Until around 1947, regular date stamps were employed, in combination with special handstamps until the late 1920's or with registration labels afterwards.



Figure 3



Figure 4

Around 1894 the large R in vertical oval (Fig 3) was introduced, and it was used until at least January 1926. It is known in both black and red, the latter being recorded only in April 1897. The much rarer mark (Fig 4) was used around 1921.

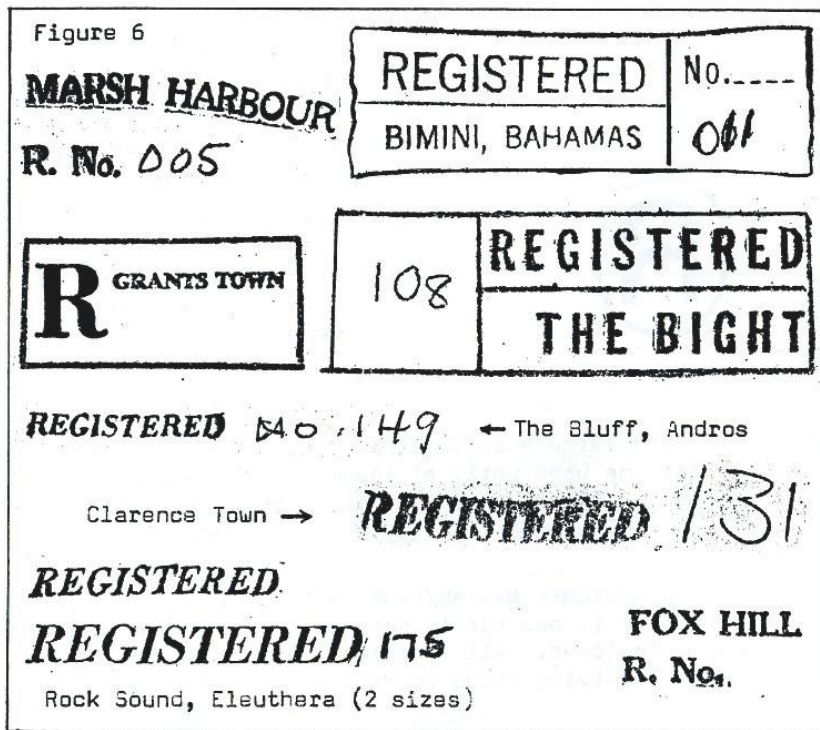
In 1947 the REGISTERED NASSAU/BAHAMAS cds (Fig 5) was introduced, but it is now rarely seen as the regular daters are normally employed. All examples I have show its use as a registered receiving stamp on mail addressed to Nassau.

Figure 5



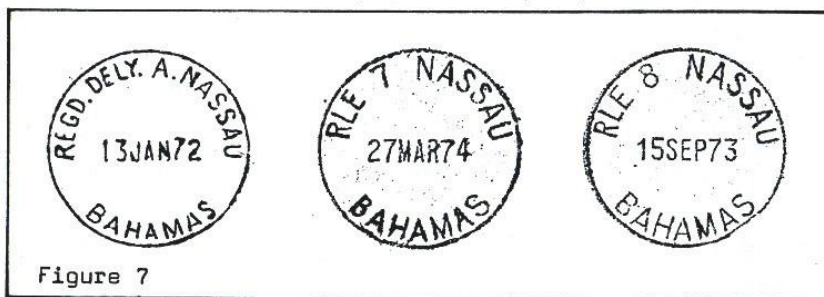
During the last few years a number of new registration marks have been introduced, many at the various out-island offices. A selection is shown in Figure 6. Most of these offices do not have registration labels; however GRANTS TOWN, N.P. uses the boxed registration mark when it runs out of labels. Apparently all other offices that do not have one of these marks apply the whole registration number in manuscript, and many examples of these exist.

At Nassau post office there are three windows for incoming registered mail, where the REGD. DELY... NASSAU / BAHAMAS



cds is applied. There are three stamps, respectively A, B and C, one for each window (Fig 7).

A steel cds is also applied to incoming registered mail at Nassau, which reads RLE...NASSAU / BAHAMAS. Examples have



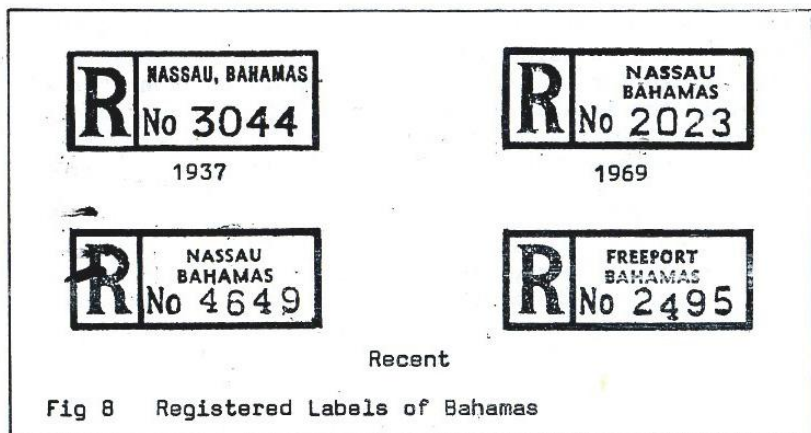
been seen with numbers 5 to 8; presumably numbers 1 to 4 may also exist. Similar datestamps are used at Freeport, where they are numbered from 1 to 6. One can only guess at the meaning of the letters RLE, but it is probably REGISTERED LETTER ENCLOSURE. In most of the larger PO's there is a limited access enclosure where registered mail is handled. Each clerk is allocated a code letter or number so that a letter can be traced back to the clerk handling it, if necessary.

A straight-line mark which reads RETURN RECEIPT REQUESTED is used at a number of offices where it is applied 3 or 4 times on the front and reverse of the envelope. This is for registered letters for which the sender requires notification of delivery to the addressee, a standard international service. The signed receipt is posted back to him.

RETURN RECEIPT REQUESTED

RETURN RECEIPT REQUESTED

Registered labels were relatively late in coming to the Bahamas, the earliest recorded being as late as February 1927. Examples of some types seen for Nassau and Freeport are illustrated in Figure 8.



**Jamaica: The Oval Date Stamps wrongly
inscribed REGISTERED** by Thomas Foster, Hull

This class of date stamp constitutes one of Jamaica's postal mysteries, and even at this late date little is known concerning it and no official record was ever kept. The number of post offices and postal agencies that made use of this type cannot be stated with any accuracy, as it is known that some were used on post office services such as telegrams, savings bank etc, and have never appeared on postal correspondence. They were almost certainly intended to replace the old worn out Birmingham-type daters, which had proved totally unsuccessful and were rapidly disintegrating. Their origin is as follows.

In late 1945 or early 1946, a new registered postmark was required by the Kingston GPO, then the only office using daters of this kind. The new item provided differed from the current double-oval registered types then in use in having only a single outer oval frameline, but when provided it was for some reason used only sparingly and appears to have been replaced by the three Birmingham-type registered date stamps B7, B8(i) and B8(ii), which were received in 1946 but not put into use until about 1948.

Around 1949, when the need for a new type of standard dater to re-equip offices was becoming increasingly apparent, this oval registered postmark was sent to the Crown Agents with a request "that a certain number of dies be manufactured in a similar design for a list of establishments as given." When received in the island, it was at once obvious that someone had blundered, as the manufacturers, faithfully following their instructions, had cut the word REGISTERED at the top of each date stamp! As most of these postmarks were intended to replace TRD's at newly opened postal agencies, many of which handled only small amounts of mail, the question of using them only in a registered capacity never arose and, as new date stamps for these establishments were required urgently, instructions were given to the Supply Department to block out the offending word with metal filling, before issue.

As a result, in the original state in which they were issued to offices, a curved bar appears at the top of each dater in-

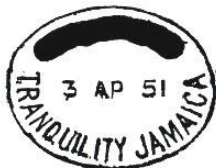
stead of the word REGISTERED. The classification used in the following listing has been termed OV, and the amended daters quoted as the first type. No indication of rarity is given, and in every case the LKD of the preceding date stamp of that office or agency is quoted. Where a TRD was being used normally with a purple inkipad, early strikes of the OV classification would usually appear in that colour before being struck in black ink at later dates, and these changes are recorded, as are varieties of the actual dater itself. Where a date stamp is still in current use as at March 1975 the letter 'c' is given as the LKD.

This account will form the basis of a full section of Volume 2 of our Jamaican Postal History, and further information, extensions of EKD and LKD etc, would be greatly appreciated by the writer, and fully acknowledged wherever necessary.

Key to Notes

- * probably exists struck in black, but not yet recorded.
- ∅ recorded only with 'day' and 'month' plugs transposed
- + probably exists struck in purple, but not yet recorded.
- ∕ exists with 'day' and 'month' plugs transposed.
- ∩ probably exists struck in red, but not yet recorded.
- ∗ exists with 'year' plug inverted.
- ∕ exists without 'day' plug.
- # exists without 'year' plug.

TYPE OV 1



This is the original state as issued, with the word REGISTERED blocked out with metal filling. At the bottom, in sans-serif capitals 3 mm high, is the office or agency name, followed by JAMAICA. The date is in one line in the same style, with characters $2\frac{3}{4}$ mm high, the month being expressed in 2 letters and the year by its last two figures.

The plugs normally appear in the order - day, month, year - but the first two are often found transposed. The oval frame-line measures $31\frac{1}{2} \times 24\frac{1}{2}$ mm.

According to the late Mr E. F. Aguilar the daters were is-

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sued about the end of April 1950, but the writer has examples dated as early as 4th April. The EKD given below are either the date of issue or the earliest date recorded. It must, however, be remembered that the fact that a particular type of date stamp was issued to a post office or agency constitutes no actual proof that the item was ever put to postal use.

<u>OFFICE</u>	<u>COLOUR</u>	<u>EKD</u>	<u>LKD</u>
ABERDEEN St.Elizabeth DC1 - 12. 7.51	Black	4. 4.50	29. 7.55
ABOUKIR St.Ann TRD49 - 3. 3.52	Purple*	April 1950	29. 7.53
ASHLEY Clarendon TRD49(i) - 27. 1.50	Purple*	April 1950	18.11.52
BAILEYS VALE St.Mary TRD38 - 9. 5.50	Purple*	April 1950	3. 2.53
BALCARRES Portland DC2 - 21. 5.42	Black ? Not yet recorded.	April 1950	-
BROADLEAF Manchester TRD44b(ii) - 9. 5.50	Purple Black	April 1950 1950	21.11.50 -
BUFF BAY ø Portland DC1 - 15. 8.72	Black	April 1950	13. 7.50
CARISBROOKE St.Elizabeth TRQ47 - 19. 5.52	Black	April 1950	10. 2.53
CALDWELL Hanover TRD45a - 20. 5.50	Purple Black	April 1950 6. 8.52	16. 7.51 11. 3.53
	The name was incorrectly spelt on this dater, and should read CAULDWELL		
COLE GATE St.Ann TRD41 - 27. 7.49	Purple Black	April 1950 17. 3.52	22. 9.51 1.10.55?

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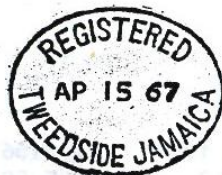
ESSEX HALL St. Andrew TRD49 - 17. 8.51	Purple Black	April 1950 21.10.52	Seen on SG124. 7. 1.59
FLOWER HILL ϕ Hanover TRD42b - 10. 5.50	Purple + Black	April 1950 14. 3.51	- 1951
GORDON TOWN St. Andrew B1 - c.	Black	April 1950	14. 6.50
GRANVILLE Hanover TRD45a - 9. 1.51	Purple ?* Not yet recorded.	April 1950	- Possibly wrongly spelt <u>G</u> LANVILLE, as was the TRD.
HECTORS RIVER Portland DC1b - 17. 9.45	Black ? Not yet recorded.	April 1950	-
KINGSTON Kingston Various	Black ? Stated to exist by some authorities, but regarded by the writer as very doubtful	-	-
LEEDS St. Elizabeth TRD38 - 28. 7.50	Purple Black	April 1950 3. 4.51	30.12.50 29.11.51
LORRIMERS Trelawney DC1 - 1. 9.55	Black	April 1950	1.11.50
LUCEA Hanover DC1d - 3. 3.57	Black	April 1950	11. 9.51
PRICKLEY POLE ϕ St. Ann TRD46b - 22. 8.52	Purple * Not yet recorded	April 1950	7. 7.53
SANDY BAY Hanover DC1 - c.	Black ? Not yet recorded	April 1950	-
SANDY RIVER Clarendon TRD38 - 11. 5.50	Purple Black	April 1950 1. 4.57	2. 5.56 18. 5.59

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TOWER ISLE St. Mary TRD42a - 28. 1.53	Purple + Black ≠	April 1950 5. 4.51	- 9 5.55
TRANQUILITY Portland TRD38 - 9. 5.50	Purple Black ≠	April 1950 3. 4.51	3. 4.51 30.11.57
TROY Trelawney DC2 - 12. 8.53	Black ? Not yet recorded	April 1950	-
TWEEDSIDE ∂ Clarendon TRD41 - 22. 6.50	Red ∩ Black	April 1950 4. 4.51	- 1.12.52
VINEYARD TOWN St. Andrew B2a - 7. 7.62	Black ? Not yet recorded	April 1950	-
WHITHORN ∂ Westmoreland TRD42b - 26. 5.50	Purple Black	April 1950 14.10.52	24. 6.52 4. 1.56
WILLIAMSFIELD Manchester DC1 - 25. 2.58	Black	April 1950	1950
WINDSOR FOREST ∂ Portland TRD42a - 14.11.51	Purple Black	April 1950 13. 8.52	29.11.51 17.12.63

TYPE OV 1a



A state of Type OV 1 which possibly existed on all daters of that type. After a while the metal filling dropped out, allowing the word REGISTERED to appear. Later, certain larger offices deliberately created this sub-type in order to make a registered dater, probably with the approval of PO Headquarters. Unless listed here, no such

sub-type has been recorded from the office or agency concerned.

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ABERDEEN	Black	6. 6.51 ?	2. 9.55
ABOUKIR	Black <i>f</i>	20.11.58	20. 6.65
ASHLEY	Black	29. 6.52	29. 1.54
BAILEYS VALE	Black	25. 7.59	13. 3.62
BALCARRES <i>ø</i>	Black	2. 4.51	1.12.56
BROADLEAF	Black	?	16.12.58
BUFF BAY <i>ø</i>	Black	31. 3.51	c.
CARISBROOKE	Black	23. 9.54	?
FLOWER HILL <i>ø</i>	Black	15. 5.52	4. 4.53
HECTORS RIVER <i>ø</i>	Black	27. 3.51	27. 8.51
KINGSTON	Black	17. 5.46	14.10.46
		May have been used primarily to cancel registered FDC's of the Victory issue etc. Cross-listed in the registered section.	
LEEDS	Black	1.11.51	12. 9.67
LUCEA <i>ø</i>	Black	15. 5.54	2. 1.70#
PRICKLY POLE <i>ø</i>	Black	August 1957	1. 6.65
SANDY BAY	Black	30. 7.50	16.11.68
TRANQUILITY <i>ø</i>	Black	9.12.60	19.11.64
TROY	Black	29.11.50	5. 1.53
TWEEDSIDE <i>ø</i>	Black	5.12.57	6. 5.70
WILLIAMSFIELD	Black <i>f</i>	12. 6.50	2. 9.64



TYPE OV 1b

A further state of Type OV1 in which REGISTERED has been completely excised, leaving the top of the oval blank. Neither of the agencies mentioned appears to have used state OV 1a.

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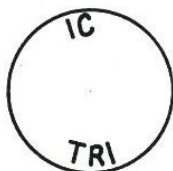
COLE GATE	Black	30. 9.55	?
TOWER ISLE	Black	Recorded, but date un- unreadable.	

This class of date stamp was gradually replaced by the new SC types, which first came into use during the mid-1950's.

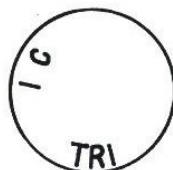
SOME THOUGHTS ON THE IC TRI MARKS by

Brian Renshaw

Some covers sent from Trinidad to overseas addresses in the 1942-45 period bear a mark consisting of a 25 mm diameter circle within which are the letters IC TRI. This mark is nearly always on the reverse of the cover, for I have 183 covers with it on the reverse but only one with it on the front, though Geoff Ritchie has shown me a second example of the latter.



Type 1



Type 2

There are two types of the mark. Type 1 has the I of IC diametrically opposite the I of TRI, and is much the more common, being on 163 of my covers. Type 2, with the I and C more widely spaced and with the two I's, when extended, forming an angle of 110° , is on only 17 covers. I used to think that there was a third type, like Type 1 but with an inner ring, but I am now convinced that the many examples showing complete inner rings, or traces of them, are due to a build up of ink around the rim, which is seen to disappear when the stamp was cleaned periodically, only to reappear as subsequent use was made of it.

The IC TRI marks were something of a mystery until the early 60's, when Harold Box and John Elson of the Trinidad Philatelic Society got together about 15 examples and spent over three years of painstaking research on them, details of which are in the T.P.S. Bulletins Nos. 26 & 27, 1964. Their paper makes fascinating reading, and in acknowledging the help it gave me in compiling this article I commend it to all able to lay hands on it. IC TRI poses many questions, the answers to which I hope to be able to give, but I feel there may well be more to be discovered.

1. WHY WAS IT USED?

IC TRI stands for IMPERIAL CENSORSHIP TRINIDAD. It was used by security officials at the British censorship department at the Treasury, Port of Spain, and indicated that a cover so marked need not be opened by a censor at the receiving point. A few of my covers show that this was not always accepted, as they also bear censor labels of American or British origin. It is, however, clear that censored covers bore either a PC 90 label of Trinidad origin, or an IC TRI mark, but never both. There seems to be no pattern of date, origin, route, type of mail or destination to indicate which covers were marked IC TRI and which were re-sealed with P.C.90's.

Another intriguing point is that the IC TRI covers show no sign of ever having been opened in Trinidad at all, so that the censors are certifying that there is no need for further examination of contents which they themselves have never seen! My suggested solution to all this is that when letters reached the censor unsealed they were inspected, sealed down in the ordinary way and had IC TRI applied, whilst those which were sealed were opened, inspected and re-sealed with PC 90.

2. WHEN WAS IT USED?

Type 1 was certainly in continuous use from 20. 9.42 to 25. 5.45, as I have examples covering all this period at intervals of no more than a few days. Mail on 18.9.42, and before, did not carry the mark, nor did that on 18.6.45 and subsequently, though I have yet to find covers dated 19. 9.42 or from 26. 5.45 to 17. 6.45 finally to close the gaps. Type 2 was used concurrently with Type 1, for I have several examples of both used on the same day, but only for a short per-

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iod covering to the best of my knowledge 3. 2.43 to 1.11.43. It showed signs of wear from the start, and was presumably scrapped late in 1943.

One interesting use of Type 1 is on First Flight covers of BWI Airways, Trinidad to Jamaica, on 12.2.44. Many of these covers bear also P.C.90 labels of Jamaican origin.

The IC TRI strikes on 181 of my covers are in black, the exceptions being a Type 2 in blue and a Type 1 in red, this incidentally being the one on the front of the cover. The other front example seen is however Type 1 in black.

3. WHAT WERE THE SOURCES OF THE TWO DIES?

The dies were not purpose-made, and were obviously made by cutting away the unwanted letters, date etc. from existing obsolete cancellers. Messrs Box and Elson detail much of their research into trying to match the positions of IC TRI with those in handstamps with IC, or letters like LO or IG which could be cut down to IC. They concluded that Type 1 was from an old canceller for TACARIGUA TRINIDAD with the G cut to C, but as a footnote quote from a letter from a GPO official saying that cancellers reading GUAICO TRINIDAD and CARAPICHAIMA TRINIDAD were supplied for the purpose. Their decision was that Type 1 did perhaps come from GUAICO, but that neither came from CARAPICHAIMA. My extra evidence shows that they were right in the first place, and that Type 1 did come from TACARIGUA.

They left the origin of Type 2 a mystery, despite much ingenious thinking, but I find that the wider spacing of I and C in Type 2 is due not to a shorter town name but to the cutting out of a complete letter, and that the source of Type 2 is an old handstamp for PRINCES TOWN TRINIDAD which matches exactly.

I should be pleased to hear from any collector who can contradict or add to my findings, or who shares my interest in what to me is a fascinating study.

ANGUILLARonald Ward

When in 1967 the island of Anguilla literally hit the headlines of the world's press, it would be a name unknown to millions of readers, but to collectors of stamps and postal history, particularly of the BWI, it did not come as any surprise. They knew where it was, but apart from the 1950 Tercentenary overprints which followed only two years after the 10/- and £1 Anguilla Islands map design of the St.Kitts Nevis series, they probably did not give it much attention. Covers or even postcards from the Anguilla portion of this colony were rarely seen, and only diehard collectors were really concerned about having at least one example in their possession.

Members will from time to time have read short articles on this particular island, but from the large amount of information and newspaper reports which I have accumulated I can cover its history from its discovery by Columbus in 1493 to the present. From this, a brief outline of its postal history to 1967 has been put together.

Anguilla is the most northerly of the Leeward Islands, being some 60-70 miles south-east of St.Kitts; 19 miles long by 3 miles wide, it has an area of 35 square miles. It has as dependencies The Dogs and neighbouring islets, and a population of 5-6000, practically all coloured. Industries are stock raising, mainly pigs and goats, and a salt pond which has been worked for over 50 years, the salt being shipped to other West Indian islands. Many of their boats are built locally, and since independence it could be said that frequent stamp issues also constitute an industry! The climate is healthy, with a marked absence of malaria and other tropical ailments, even though mosquitos abound. Against this it lies in the hurricane belt, and in 1960 at least 35% of the island's buildings were destroyed by hurricane 'Donna'.

The name is derived from its resemblance to a snake, or possibly from having been supposed to have been infested with them, and it was discovered by Columbus on his second voyage in 1493. The first British settlement was in 1650, earlier ones being St.Christopher in 1623, followed by Nevis in 1629.

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In 1689 the inhabitants sought refuge in Antigua, defended by Sir Timothy Thornhill and a detachment of troops, as the French were then very active in the Caribbean. Some Irish convicts were included in the resettlement of the island, and this accounts for some of the surnames found there today.

By an Act of the Imperial Parliament in 1781, the British colony known as the Leeward Islands came into being. This geographical designation comprised Anguilla (with Barbuda and Redonda), St. Kitts Nevis and Anguilla, Montserrat and the Virgin Islands. Dominica also came under this colony, but was transferred to the Windward Islands on 1st Jan 1940. In 1882 St. Kitts Nevis & Anguilla were combined into a single presidency, and all the islands ceased issuing their own stamps on 31st October 1890. The British Virgin Islands recommenced its own issues in 1899, and St. Kitts & Nevis in 1903, but the Leewards issues continued concurrently in all the presidencies until 30th June 1956, as the Leewards Federation was abolished from the following day.

It was not until 10 May 1900 that any trace of a postal service between Anguilla and St. Kitts is found, and in the GPO proof book (Volume 51, Steel) are strikes of duplex A12 handstamps for use in St. Kitts villages and the suboffice on Anguilla; the latter is distinguished by the letters AN below St. Kitts and above the date. The issue of this handstamp would infer that the office was either already open or ready for opening as soon as the required equipment, including the handstamp, arrived. No mail of this year has apparently been recorded with examples of the duplex, in fact none is known prior to 1910, but it is possible that some repose in collections without the owner knowing the significance of the AN.

One very early letter is known, written towards the end of the 18th century, from the wife of a parson, the Rev Jno. Armstrong, and this gives a very pathetic account of conditions on Anguilla. How letters, which must have been very few, were dealt with for over a century has not yet been traced, nor any details of any infrequent service between Anguilla and St. Kitts, or even St. Thomas.

The 1920 'Handbook of St. Kitts-Nevis-Anguilla' by Katherine Janet Burdon states that the Magistrate on Anguilla is also the sub-postmaster under the post office at St. Kitts, the office at Anguilla being situated on Crocus Hill. A chart-

ered sloop takes the mails fortnightly to St. Kitts. The office is open daily from 8 am to 4 pm, but closes on Saturdays at 1 pm.

In the early 1920's, possibly in 1921, a large circular date-stamp was issued with a large single A below St. Kitts. The name St. Kitts had no hyphen; the A, signifying sent from Anguilla, was $3\frac{1}{2}$ mm high and the same wide. The GPO in Basseterre also used these circular stamps but with the code C. The recorded examples of the A stamp are mainly 1924-27, but the duplex with AN has been listed as late as January 1925.

Between this date and 1967 the most interesting aspect of Anguillan postal history has been the opening of further sub-offices on the island; these were enacted by Order-in-Council S.R.O.26 (c.1927) by the Governor of the Leewards, as FOREST, EAST END, THE ROAD and BLOWING POINT. The original sub-office was then apparently renamed ANGUILLA/VALLEY, as several examples are recorded in 1927 with the circular single-ring datestamp so worded; from impressions over the years this was a steel die. The other sub-offices were issued with temporary rubber stamps. How long these were serviceable does not appear to have been reported, but Stan Durbin, who is now responsible for the column "In Search of Postmarks" in Linn's Weekly Stamp News (USA) has recorded EAST-END in one word and ROAD without THE.

These sub-offices were in the Customs Buildings, and the Customs Agents were the sub-postmasters. The Blowing Point (PT in the cds) customs building was destroyed by fire on the night of 10-11th January 1969 and the Forest building was partially destroyed by fire and hurricane in 1960.

After 1931 the sub-offices seemed to lapse into obscurity; there was only the odd letter posted at these and thus they rested. Letters from the island all seem to have the VALLEY handstamp. Some 7 years later an English collector obtained a copy of the Leewards Is. Post Offices Guide, and wrote to a correspondent in St. Kitts with the request that specimens from these 4 offices in Anguilla be sent to him. The reply came back that these offices did not exist and never had! Then Alan Morley (Manchester) supplied a copy of the postmark for FOREST, which was sent out to St. Kitts. This clearly surprised the then Colonial Postmaster, who ordered a full-scale enquiry into the matter. This brought to light

the actual handstamps for the four offices and the not surprising fact that there had been so little demand that they had been closed down. When this was placed before the Governor of the Leeward Is., the necessary Order-in-Council was passed by his Privy Council (SRO 18/8 Sept 1939) and the matter officially closed, as well as the offices! Still more surprising, however, is the statement in "Handbook of British Colonial Stamps in Current Use" (Sept 1939), which comprises historical, geographical and general information obtained from official and other supposedly reliable sources, compiled by Courtney Cade of the Colonial Office and published by HMSO in 1950; it quotes, under the sub-offices of St. Kitts Nevis: "On Anguilla - Blowing Point, East End, Forest, The Road and The Valley."

The next circular date stamp for ANGUILLA/VALLEY is recorded from early 1949; in this the letters are much narrower and there is an asterisk above the date. This date stamp appears to have been used until the Associated Statehood types of March 1967 were introduced.

On 10th November 1950 six values of the current St. Kitts & Nevis definitives were overprinted in three lines

ANGUILLA/TERCENTENARY/1650-1950

to commemorate the first British settlement, and it is from this date that covers become more plentiful.

In 1952 recognition of this third island in the presidency came to the fore when the inscription on the new Queen Elizabeth stamps was amended to read 'St. Christopher, Nevis and Anguilla'; the 3c value bore a map of the whole area showing the positions of the three islands.

Hurricanes have already been mentioned, but not the one in 1955 when the Courthouse which housed the Post Office, Treasury and other local government departments, then situated at Crocus Hill, was severely damaged. The present post office at The Valley was erected in 1961. The Crown Agents Stamp Bulletin for October 1965 described the "Postal Service of St. Kitts, Nevis & Anguilla", from which the following is taken:

"Branch Post Offices include The Valley, which is a Money Order Office controlled by a junior officer of the clerical grade, with two messengers. Air mails are flown to Anguilla

about 4 or 5 times a week by Leeward Islands Air Transport, and parcel mails at random periods by sailing craft. The officers are Government paid, and the postal service of the territory falls under the Ministry of Communications and Works in Basseterre."

On February 27th 1967, the three islands became an "Associated State", but this did not please the Anguillians, and on 30th May they seceded from the statehood. Peter Adams, their 56-year old spokesman, flew from San Juan, Puerto Rico to make the declaration; he asked if they could join the USA, since Britain had not agreed to resume control of Anguilla and grant it a special status independent of the Federation or State.

From Basseterre had come temporary rubber date stamps for use in the various offices; these came into use on 1st March and were inscribed

STATE OF ST. CHRISTOPHER/NEVIS ANGUILLA

with the name of the office ANGUILLA above the date line. The last date of use was 28th March 1967. A new steel date-stamp in the same format was then introduced.

This brings us to the independent Anguilla story, with adhesive stamps issued on 4th September 1967, but this will have to wait until another occasion. Enough has been said to show that Anguilla already has quite a postal history, but it is necessary to search long and hard for any of the earlier postal markings, and for the comparatively few available there is a keen demand. The writer trusts that the above account will have whetted your appetite, and that in future you will give Anguilla more than just a passing glance.

THE LOSS OF RMSP TWEED

A. Shepherd

As all collectors of BWI postal history know, the steamers of the Royal Mail Steam Packet Company played a large part in the postal communications of the West Indies. When their service was instituted in 1840 a new and revolutionary phase in the carriage of mail was ushered in. One of the

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first steamers to be placed on this route was the RMS *Tweed* Built in 1840, she sailed from Southampton on her first trip in December 1841. By 1846, when the service had been in operation for 6 years, the *Tweed* had gained a reputation for being a sound and speedy vessel, with a well trained crew under the capable and experienced master, Captain Parsons.

The *Tweed* left Havana, Cuba on her last voyage in the evening of Tuesday, 9th February 1846, steering westward across the Gulf of Mexico, with a total of 151 persons aboard. The cargo was valued at £18,000, including a quantity of gold specie and casks of quicksilver for use in the Mexican mines. On the Thursday morning the ship ran into a fierce tropical storm which reduced visibility, and in the early hours of Friday morning the *Tweed*, despite prompt action by the captain in reversing the engines, struck with great violence the Alacranes Reef, about 70 miles north of Yucatan. The bottom of the steamer was ripped away and the boilers exploded, killing the engine-room staff. While the storm still battered the ship, the captain and remaining crew managed to regain some order. They succeeded in lowering boats to evacuate the passengers, who made their way to a higher part of the reef for refuge.

By daylight the situation was desperate, and the *Tweed's* mail-boat, crewed by the Chief Officer, the Admiralty Agent and the American Consul at Vera Cruz, set off to seek help. Mr Ellison, the Chief Officer, finally sighted the Spanish brig '*Emilio*', and succeeded in leading her back to the reef to rescue the passengers and crew of the *Tweed*, who had in the meantime spent two days on the reef.

After the survivors had been conveyed to Sisal, a small port on the north-west Yucatan coast, Captain Parsons of the *Tweed* chartered the *Emilio* to return them to Cuba. Altogether 72 lives were lost from the *Tweed*, together with all the cargo and mail. However, at the Court of Enquiry, Captain Parsons was cleared of all blame, as the reef on which the disaster had occurred was uncharted.

ST. LUCIA CENSORED MAIL

G.G.Ritchie

Information on the St.Lucia civilian censorship system which operated during WW2 is meagre. More appears to be known about the American Forces' mails, but these are excluded from the present discussion. Items do not appear to be plentiful, and it must be remembered that only an unknown proportion of the total mail was censored at despatch. The following covers are known to the writer:

<u>DATE</u>	<u>FROM</u>	<u>ID</u>	<u>CENSOR MARK</u>
7.10.39	Posted on ship	Barbados	Straight-line in purple, 54x4 $\frac{1}{2}$ mm PASSED BY CENSOR (Figure 1).
31. 5.41	St.L	USA	Grey-blue label OPENED BY CENSOR apparently locally printed.
28. 6.41	Grenada	St.L	as (1), but in black.
21. 1.42	St.L	USA	as (1), but in black.
15. 1.43	St.L	USA	IC TRI (Type 1) - see page 12.
17. 3.43	St.L	UK	PC90 label:OPENED BY EXAMINER T.T./2
23. 3.43	St.L	Trinidad	as (1) in black (2 covers).
8. 5.43	Jam.or UK	St.L	as Fig 3, but with code D/1
23. 5.43	St.L	UK	PC90 label:OPENED BY EXAMINER T.T./2
3. 7.43	St.L	UK	ditto, but T.T./6
28. 7.43	St.L	UK	ditto, but C.W.I./5
31. 8.43	St.L	UK	ditto, but manuscript TT 4
13. 9.43	St.L	UK	ditto, but manuscript TT/3 (Fig 2)
6. 1.44	St.L	Barbados	ditto, but TT6
14. 2.44	St.L	B.Guiana	ditto, but TT5 printed
24. 7.44	Barb.	St.L	ditto, but TT6
14.10.44	St.L	USA	ditto, but T.T./5 (manuscript).
20. 2.45	France	St.L	Fig 3 with code I.T.T./3 (Ink 3)

Besides the above marks, many of these envelopes also bear either UK or USA censor labels in addition.

PASSED BY CENSOR.

Figure 1

OPENED BY EXAMINER

TT/3

Figure 2

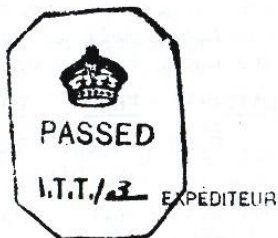


Figure 3

One code assigned to St. Lucia was TT, and thus 10 of the items are normal in that they were opened there, read and resealed with a label bearing the code already printed there - on or added in ink (Fig 2). The number is, of course, that of the individual censor concerned. The 1945 inward letter from France has the standard British "Crown PASSED" mark instead of a label (Fig 3). Whether the letter was opened or not I am unable to say.

It will be seen that the first UK-produced label above appeared in March '43. I am informed that in Grenada such labels arrived in April '42, and before that all marks and labels were locally produced. This date could apply also to St. Lucia, but there are not sufficient covers above for definite proof. The few letters prior to 21st April 1942 do, however, have either a local label or merely a handstamp.

This particular stamp (Figure 1) is interesting for its wording, which does not imply that the letter has been opened, nor indeed is there, in any case, any evidence whatsoever that the contents have actually been seen. I suggest therefore that this stamp was used when it was considered unnecessary actually to read the contents, although how or

why the censor could come to such a decision is hard to understand.

Stamps with this particular wording were used in other islands, e g Grenada and Bermuda, but these were of different size and/or colour. The present one appears only on letters from or to St. Lucia, but its place of application is not so easily determined. Only a few have been recorded, and the first example above occurs on a letter from a St. Lucia firm franked with St. Lucia adhesives but posted on board a ship, and the adhesives are cancelled with the Barbados cds, and a 'Posted on Board' in frame (the normal Barbados Paquebot mark) is on the cover. It is difficult to see, therefore, how normally this censor mark could have been applied in St. Lucia. There are two possibilities:

- (a) the censor travelled on a ship and examined mail there.
- (b) the censor marked the letter in St. Lucia before it was handed back to the post office for transmission, and in this case, to catch the sailing, a batch of mail was put on board uncanceled in St. Lucia.

The item marked \neq has no St. Lucia censor marks as the ICTRI (see page 12) was applied in Trinidad. Again, there is no evidence that this censor actually opened or examined the letter, and it is unlikely to have reached Trinidad unsealed. Likewise, item \neq has no St. Lucia marks, but "D" is the code letter of Jamaica.

Finally, the code letters which have been recorded for St. Lucia are TT, ITT (I=inwards?) and CWI (used here on 28 JY 43). But why CWI as well as TT? Can anyone explain this?

BAHAMAS - UNCLAIMED

M.D. Watts

Following my query in the BCPSC Journal of August 1974 regarding SECOND NOTICE and THIRD NOTICE on Bahamas incoming mail, it can now be confirmed that these markings were applied in the Bahamas, and that they were not necessarily confined to mail addressed to Government Departments. Normally these marks were applied to registered mail according to the following system:

Letters are not marked for 'First Notice'. A card is put in the addressee's post box instead. If the letter is not collected from the Registration Dept, a second card is put in the box and the letter is stamped SECOND NOTICE. If still uncollected, a third card is put in the post box and a THIRD NOTICE mark applied. Finally, an UNCLAIMED/RETURN TO SENDER mark is put on the letter if still unclaimed. A FINAL NOTICE mark is also sometimes applied. Some of these marks are illustrated in Figure 1.

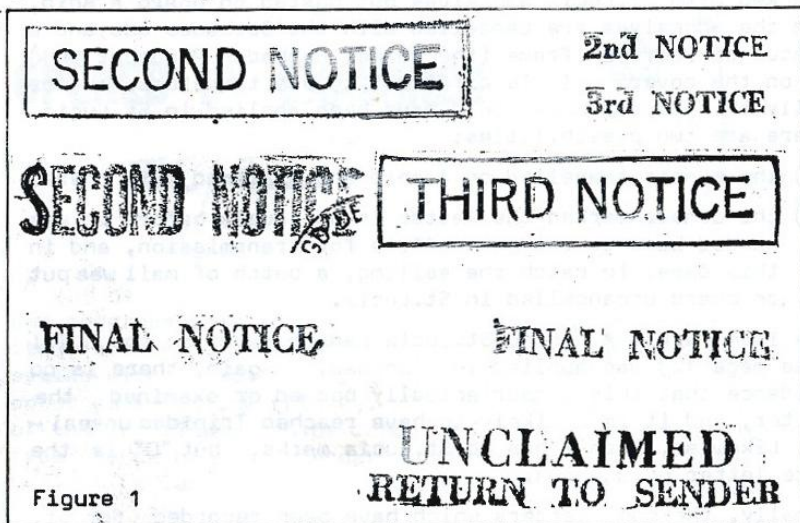


Figure 1

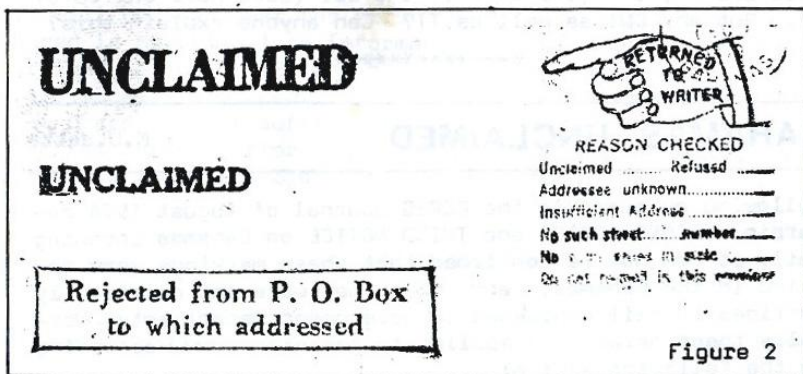


Figure 2

On unregistered mail a variety of marks are applied to unclaimed letters before they eventually end up in the Dead Letter Office. Such are very common on letters from Govrnt. Departments, Insurance Companies and the like. A selection is shown in Fig 2. Finally, two Dead Letter Office marks are shown in Fig 3. Note the poor state the one with the larger date figures has reached, with missing letters and damaged inner ring.

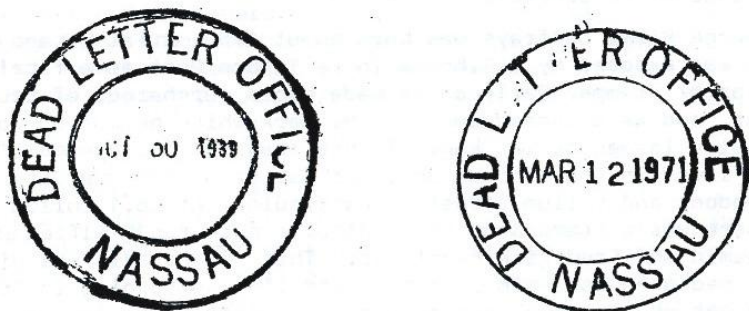


Figure 3 Dead Letter Office Stamps

GUYANA

The old colony of British Guiana, now independent under the name Guyana, is situated on the north-east coast of South America. A fascinating study can be made of the postal history, and there is plenty of material available at reasonable cost. At present there are 49 post offices (including the GPO at Georgetown), 93 postal agencies, 5 travelling post offices and 13 travelling postal agencies. The TPO's and TPA's are spread over the country and form a vital link in the postal system. The three major rivers - the Demerara, Essequibo and Berbice - are too wide to be bridged, but regular ferries take mail across them. A TPO on the Essequibo steamer, for example, calls at the villages en route, and mails can be posted on board. A compartment is made available for the travelling postal official. On the other hand, a TPA may consist only of a small locker in which the boat's captain or the contractor has guaranteed to keep the mails secure.

Mike Rego

JEFFREYS' FORGERIES OF GRENADA

A.J. Branston

GEORGE KIRKE JEFFREYS

George Kirke Jeffreys was born about 1850, and at the age of 25 was exposed by J.B.Moens in Le Timbre Post as a fabricator of stamps. Early on he made bogus surcharges of Ecuador, and as a consequence of the mark which he put on Colombian issues he was known in his trade as "Dos-y-medio". He lived in Grove Road, Bow, not far from from the City of London, and Cullum Street in particular. At No.1 Cullum St there was a stamp shop of doubtful repute run by Alfred Benjamin and Frederick Bannister. This partnership was dissolved when Benjamin went to Australia. Returning in 1888 he set up the same sort of shady business with a man called Sarpy. Jeffreys was already producing his bogus postmarks when he joined 'Ben' and 'Sarp', but he kept somewhat behind the scenes it seems.

Towards the end of 1891, the Philatelic Protection Association laid information with the police about the activities of the three men. Jeffreys was arrested on Xmas Eve at 80 Grove Road, and taken in a cab to be charged. Two printing presses, and a number of little stones with blue as the printing colour, were seized at his house. Later, the driver of the cab found a parcel of stamps in his vehicle, handed it to the police, and the contents were used against the three men. Benjamin and Sarpy were arrested at Cullum Street. The police took Mr C.J.Phillips, who was the manager of Stanley Gibbons and the Secretary of the Stamp Protection Association, to help identify a number of items, which were removed and held as evidence. It appears that the police stuck the stamps on to pieces of card, thereby hindering the experts later on in their evidence.

In the Thames Court this case hung upon whether a postage stamp was a document or instrument within the Common Law forgery procedure. (Forging fiscal stamps was already an offence and punishable by a fine). The Magistrate commit-

led them for trial at the Central Criminal Court, and Gibbons Stamp Monthly printed verbatim reports on both trials.

The case of Regina v Benjamin, Sarpy and Jeffreys started on 3rd March 1892, and continued for 3 days. The men were indicted on 29 counts, of which 25 referred to forging and uttering. The jury were out for about an hour, and returned a verdict of guilty on the charges to defraud etc. Jeffreys got 6 months hard labour, as did Benjamin. Sarpy was adjudged as being less involved and suffered 4 months hard! It is known that Benjamin and Sarpy resumed trading as honest stamp traders, but Jeffreys was never heard of again.

THE FORGERIES

Jeffreys forged the 1883 orange revenue stamp of Grenada, which was used for postal purposes, and he must have taken a considerable amount of trouble in so doing. He used an engraved plate with a single impression, but with false margins on all four sides to give the impression of adjacent stamps. Looked at carefully they are mainly scribble. He produced 'proofs' on thin hard paper in a deeper orange shade with traces of colour due to imperfect wiping over the whole area. These are c. $2\frac{1}{2}$ inches square, and can very occasionally be found today. Two are known with vertical perforations (16) only. Jeffreys must have worked on the proof plate, as the finished stamps show some differences, especially as regards the amount of shading on the queen's head.

In general, the face is too round, the ornaments on the top of the crown are too large and the vertical lattices, although well formed, are not of the correct shape. Jeffreys went on to complete the stamp with the green crown and value, and added a false (and impossible) postmark. The inclusion of these details very frequently obscures the centre of the stamp, and the best way to identify this forgery is therefore by comparison of the vertical columns of patternwork with the genuine. He cut away the false sides of adjacent stamps, added the green crown at the top quite creditably, but then very irregularly extended the range from the top value of £1, and created £2 and £5 values. So far no examples of his work at this stage without the false cancellation have come to light. Perhaps he thought them too dan-

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gerous. Next he added a circular steel cancellation, and details of these are given below. It is of note that Benjamin and Sarpy, as well as Jeffreys, were well equipped to remove cancellations from genuine used fiscal stamps, and Benjamin was known to have a fine collection of used fiscals. Copies of genuine fiscals with the Jeffreys cancellation can thus be found. Two points are of note here:

The first is that he must have had a very restricted number of steel handstamps, as the dates are quite limited. Of those examined so far, only one shows very faint traces of what might have been a date plug. Next, the last two figures of the date 1888 show increasing breakage. I hesitate to call it wear, but against this is the fact that, at the trial of the gang, a witness testified that "Benjamin and Sarpy were up all night surcharging." Possibly, therefore, this breakage was occasioned by repeated and careless use of the handstamp.

The Irregular Postmark with large letter in the centre resembles the Charlton Type 16. Correctly, the whole of the date including the last two (only) figures of the year are in the lower arc of the cancellation. Jeffreys, however, invented a large letter A and a large letter B, with the year of 4 figures across the centre of the canceller and only the day and month in the lower arc. So far, the large B cancel has been found only on the £1 forgery, and it would be interesting to learn of its use on other values.

The following Dates have been seen so far:

- (a) 4d on 2/- : Mar 22, 13 Ju. 19 Ju. Au 22 Au 26
- (b) £1 : 27 NO
- (c) £2 : AU 29
- (d) £5 : 26 JU

With the exception of the £2, all these dates are in 1888..

Use of the Small Letter A (Charlton Type 11). At present two known copies of the £1 forgery show the small letter A, with AU 29 and, in the lower position, the two year figures. It may well be questioned as to whether Jeffreys did indeed restrict the use of this canceller to this value, and it is hoped that more information on this point may become available in the future

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with their Caribbean interests

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BARTLETT, G.C.	Bristol	St. Lucia
BARWICK, C.	Macclesfield	Virgin Is, St.Vincent
BATES, REV T.S.	Leeds	British Honduras
BEST, W.	Huddersfield	Bermuda
BLACKBURN, REV P.	Leeds	All BWI
BOLTON, K.	Burnley	Jamaica
BRANSTON, A.J.	Chelmsford	Bahamas
BROWN, D.	Huddersfield	General
COOK, R.W.	Leeds	The Saints
FISHER, I.F.	Malton	Bermuda, Bahamas
FOSTER, T.	Hull	Jamaica, WI postmarks
GRAINGER, A.	Leeds	Jamaica
HARVEY, G.C.	Yeadon	Cayman Islands
HEAP, W.R.C.	Stockport	Bermuda, BWI censored
HESELTINE, V.	Bradford	General BWI
LATHAM, A.H.	Redhill	Jamaica
PHILLIPS, O.P.D.	Edinburgh	British Honduras
REGO, M.	Wakefield	British Guiana
RENSHAW, B.	Mansfield	Trinidad and Tobago
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SHEPHERD, A.	Halifax	Grenada, Barbados, Dominica BWI censored
SPAVEN, J.M.L.	St.Helens	-
STEVENS, F.	Wakefield	Bahamas, Bermuda, pmks of Antigua, Trinidad & Tobago
STEWARD, M.	Liversedge	Leeward Islands
SUTCLIFFE, A.P.D.	Huddersfield	Jamaica, Barbados, St.Lucia, Martinique, Guadeloupe
THOMPSON, A.	Cleethorpes	Jamaica
WALKER, B.	Aberdeen	Jamaica, Trin & Tob, St.V.
WALSH, F.	Yeadon	Jamaica
WARD, R.	Sheffield	Haiti, Anguilla, Virgins, non-Cmwth WI, BWI pmks
WATSON, W.K.	Leeds	Jamaica, St.Kitts, Nevis
WATTS, M.D.	Wetherby	Jamaica, Bahamas, Turks & C.
WHITFIELD, J.R.	Harrogate	Essays, Proofs, Specimens
WRIGLEY, P.	Tynemouth	Dealer

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Early maps of your chosen territory can be very attractive. The cover design is taken from a coloured map of the West Indies by T. Jefferys (1787)

