

Roses Philatelic Society Caribbeana

CARIBBEANA



Roses Caribbean
Philatelic Society

No. 7 April 1978

Roses Philatelic Society Caribbeana

ROSES CARIBBEAN PHILATELIC HANDBOOK NO. 2

WEST INDIAN CENSORSHIP DEVICES

102 pages A4, fully illustrated
covering

Bahamas, Bermuda, British Honduras, French West Indies, Jamaican Handstamps, British Virgin Islands, Dominica, Montserrat, St.Kitts & St.Vincent (all newly written), Barbados, Cayman Islands, Grenada & Antigua (rewritten) and British Guiana, Jamaica Labels & St.Lucia (additions and amendments to Handbook No.1).

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The Journal of the Roses Caribbean Philatelic Society 1978
No. 7

April

THE CHAIRMAN'S EDITORIAL

This seems to be the only suitable place for Society news - all, I can assure you, that the Journal will contain - and first of all I wish to say that the members sadly miss Tom Foster's presence at the meetings in Leeds. Tom has not been well for some time, and recently he had to go into hospital. We wish him well, and hope it will not be too long before he is back with us.

And while on the subject of Tom, it seems strange that a person known worldwide as an expert on Jamaica has never, so we are told, entered Stampex before this year. However, it is never too late, even for an expert, and we congratulate him on receiving a Silver Medal for his entry of Jamaica Censorship in World War II, on which his contribution to the Roses

Officers 1977-78

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Handbook No.2 is based.

A joint Convention with the BWISC was held at Warwick last November. To all concerned in the organisation of this - the accommodation, the displays and the auction - the thanks of the Roses go. Excellent talks were given by our member, Ken Watson, on "Jamaican Railway Cancellations" and by J.L.Messenger for the BWISC on "St.Vincent". It was an excellent get-together of over 50 collectors, which enabled one to meet fellow philatelists from as far away as Italy.

The 21st Anniversary of the Roses Society falls in 1978, and it is hoped that this can be marked by some special event next autumn.

Material is getting scarcer and scarcer - and much more expensive - and many of us have accumulated as much as we are likely to get in some directions. However, in the meantime we have become experts in one or more particular subject, and this information ought to be put on paper for the benefit of those who follow - or even for those who merely like to read all about it! This "Caribbeana" is being put together from members' contributions, but to avoid calling on the same contributors each time I would appeal, to all members who can, to send contributions for the next number. Only in this way will the contents be representative of the whole West Indies, and maybe your territory might be there!

The Society is steadily increasing in numbers, and for some this Journal is probably the only tangible evidence of our existence. In welcoming the new members, therefore, I would point out that the previous exhortation applies equally to them! And now good hunting!

G.G.Ritchie

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Return address on front
of envelope (see page 12)

THE EARLY REGISTRATION SERVICE IN GRENADA

by A. Shepherd

Great Britain inaugurated a registered letter service to the West Indian colonies on 1 January 1858, but no reciprocal service was provided. A receipt for a letter from England to Grenada is shown in Fig 1 (outer back cover). Grenada assumed control of its own postal affairs on 1 January 1861, but it is doubtful if a registered service was provided then. A mark on an outgoing registered cover of 1872 to London is shown (Fig 2). This is the earliest known example, the next being 1881, and the author feels that registration was probably started in 1872, when the Grenada P.O. was reorganised.

REGISTEREDFig 2**REGISTERED**Fig 3

Two types of straight-line REGISTERED handstamp have been recorded, unseriffed as in Fig 2 and seriffed as on a cover of 1901 (Fig 3). These handstamps were applied only to registered mail in ordinary envelopes, and not to the special post office registered envelopes which were imprinted with a blue R in oval.

A handstamp of the standard British colonial mark (Fig 4) was introduced in Grenada and used in black in the same manner as the straight-line stamps. The earliest recorded date of use at the GPO is 8 MY 83, and as registration facilities were available at the District Offices of Gouyave, Victoria, Sauteurs, Grenville, St. Davids and the Grenadine island of Carriacou this stamp was also issued there. It has been recorded from each office, but all handstamps are identical.

Fig 4Fig 5

The use of registration labels began in the early nineteen hundreds, and Fig 5 shows the

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use of both a label and a handstamp at Gouyave on a cover of 1913. These labels were phased out in 1917, and in this year a temporary label on lined paper with manuscript R and number in red ink is known. It is apparent that these were used as a "stop-gap" until the introduction of a boxed registration mark (Fig 6), which occurs on a letter to Switzerland on 27 JU 18 along with the R-in-oval strike.

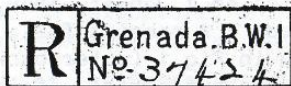


Fig 6

The later registration handstamps are under study, but any further information on the early registration facilities of Grenada would be appreciated by the author.

POSTAGE STAMPS OF THE TURKS & CAICOS IS. TO 1960

by Malcolm Watts

Some 400 miles north-east of Jamaica lies one of its former dependencies, the Turks & Caicos Islands, which are split into two groups, ie the Turks Islands and the Caicos Islands. These are divided by a strait 21 miles wide known as the Turks Passage, which is well known as one of the principal sea-routes for shipping from the north to Cuba and Jamaica.

The Turks Islands derive their name from the famous local cactus 'melocactus communis' or 'Turks Head'. They consist of Grand Turk (where is situated the capital, Cockburn Town) and Salt Cay. More populous are the Caicos Islands, which form a large semi-circle on the Caicos Bank, itself fringed by reefs. The Caicos Bank is really a large and shallow lake of salt and whiteish water, which extends 55 miles north and south and 75 miles across. The Caicos Group consists of numerous small cays and six larger islands, South Caicos, East Caicos, Grand or Middle Caicos, North Caicos, Providenciales and West Caicos.

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Currently the population is around 6/7000, and by far the largest industry is salt raking. This has been featured on numerous stamps, and in recent years on a special commemorative set. Other industries are fishing (crawfish and conch are exported to the USA), sponge diving and sisal fibre, but most of the islands' food has to be imported. A post office was established at Grand Turk on 11th December 1854. Later, offices opened at Salt Cay and Cockburn Harbour plus a series of sub-offices on the various islands, the latter having no cancellations. Three years ago the sub-office at Blue Hills on Providenciales was given full post-office status and its own cancellation. During last year two further offices were opened at Kew and Bottle Creek (on North Caicos), each being given its own cancellation.

The first adhesive stamps introduced into the colony in 1867 showed the name Turks Islands. At the time the postage rates were 1/- per $\frac{1}{2}$ oz to the UK, 6d to the other West Indian islands and 1d for newspapers; no inter-island mail service existed between the Turks and the Caicos islands. The first stamps were recess printed by Perkins Bacon in denominations of 1d, 6d and 1/- on unwatermarked paper, and were put on sale on 4th April 1867. Printed in sheets of 30 (3 horizontal rows of 10) and perforated 11-12, they had yellow gum. Numbers printed were: 1d dull rose 20 000, 6d black and 1/- dull blue 12 000 each. Further printings of the 1d were supplied in 1868 and 1871.

During the following month the Postmaster (Robert J. Carrell) enquired of Perkins Bacon what would be the cost of printing 30 sheets each of a 2d yellow and a 4d blue stamp, but although this information was supplied the idea was dropped and in fact no new values were issued until the colony joined the UPU in 1881.

In 1873 the colony's second issue was limited initially to one value, the 1d dull rose-lake, but this was followed in January 1879 by a 1d dull red and 1/- lilac. These stamps were of the same design as the first issue but the paper had a small-star watermark. The perforations were 11-12 horizontally, made with the same machine as in 1867, and $14\frac{1}{2}$ - $15\frac{1}{2}$ vertically, made by a more heavily built machine. The quantities printed were: 1873 1d 20 000, 1879 1d 20 000, and 1/- 5 000. Most of the 1/- were later overprinted, and it is be-

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lieved that only 80 stamps were issued in the unoverprinted state.

On 1 January 1881 the colony joined the UPU, and a new postal rate of $1\frac{1}{2}$ d for postcards was introduced. As no fractional values existed, a $\frac{1}{2}$ d value was created by surcharging quantities of the 6d, for which there was little demand. Later, the 1d and 1/- stamps also were surcharged. In all, 12 settings involving 13 different types of surcharge were used to produce the $\frac{1}{2}$ d value. A $2\frac{1}{2}$ d value was also produced by surcharging the 6d and 1/- stamps, and this involved 9 settings of 13 types. A reduction in the Imperial letter rate to 4d per $\frac{1}{2}$ oz necessitated a supply of 4d stamps, and 6 settings of 3 surcharge types were applied to the 1d, 6d and 1/- values. Various varieties exist within these provisionals with double and inverted overprints, but even any used normals are scarce.

Late 1881 saw the first stamp printed in letterpress by De La Rue & Co on paper watermarked Crown CC. This was a 4d ultramarine issued in August, perforated 14. The design was that of the Victorian key plates first issued in Antigua in 1879. In October the same year, De La Rue recess printed the 1d, 6d and 1/- values from the original Perkins Bacon plates, but this time on the new crown CC watermarked paper (here sideways) in different colours - 1d brown-red, 6d olive-black and 1/- slate-green.

In February 1882 new $\frac{1}{2}$ d and $2\frac{1}{2}$ d values came out in the key-plate design on crown CA paper. A 1d orange-brown (1867 design) appeared in 1883 and a 4d grey (key-plate) followed in 1884, both being printed on the CA paper. Once again the island post office had to meet the problem of shortages of certain values, and the 1d and 4d stamps were bisected to make up the $\frac{1}{2}$ d and $2\frac{1}{2}$ d rates, such being very rare on cover.

In July 1887 the original design appeared on the new crown CA paper but in different colours again, ie 1d crimson-lake (perf 12), 6d yellow-brown and 1/- sepia, the latter two being known overprinted SPECIMEN. In 1889 there was yet another surcharge; this time the $2\frac{1}{2}$ d red-brown was surcharged "One Penny" due to a shortage of this value at Grand Turk. Later in the same year the 1d was reprinted on CA paper but in perf 14, and further printings took place in slightly altered colours. In 1893 the $2\frac{1}{2}$ d key-plate reappeared in Die

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II with the colour changed to ultramarine, and this was overprinted SPECIMEN. Later the same year, shortages of the $\frac{1}{2}$ d value brought more surcharges with " $\frac{1}{2}$ d" on the 4d grey; there were 5 settings of this surcharge.

The final issue of stamps as "Turks Islands" took place in 1894-5. These were all in letterpress by De La Rue on CA paper perf 14. In 1894 a $\frac{1}{2}$ d dull green in Die II of the key-plate design plus a 5d olive-green and carmine in a different key-and-duty design were released, followed in 1895 by a 4d dull purple and ultramarine in the same design as the $\frac{1}{2}$ d; both the 4d and 5d exist overprinted SPECIMEN.

The dawn of the twentieth century marked a new era in the philatelic history of the colony, when the more populous part - the Caicos Islands - was given belated recognition. In late 1899 a new series of postage stamps was ordered which were inscribed "Turks & Caicos Islands". The design, common to each of the nine denominations, was adapted from the Seal of the Colony, representing a three-masted ship lying off-shore with salt raking in progress in the foreground. The dates "1848-1900" appear at each side below the seal, whilst in the upper corners are specimens of melocactus communis, the "Turks Head" for which the islands are named.

These were engraved and recess printed by De La Rue in sheets of 60 for the lower values and 30 for the 2/- and 3/-. The paper had respectively crown CA and crown CC watermark, perf being 14. This very attractive set was issued on 10 November 1900, and it is believed that only 1800 of the 2/- and 2400 of the 3/- were issued. All values from $\frac{1}{2}$ d to 1/- exist without watermark, this variety occurring on single stamps in the 1st and 10th rows. The $2\frac{1}{2}$ d is found in its original blue and also in greyish blue. The latter is from the 1904 printing and is more common. In 1905 the $\frac{1}{2}$ d and 1d were reprinted on the new multiple-watermark paper, and the 3d was similarly reprinted in 1908.

In 1909 twelve values were released showing the portrait of King Edward by Emil Fuchs, flanked by two specimens of the cactus. This set was printed by De La Rue on multiple CA paper, and a $\frac{1}{4}$ d value was added in 1910 with a larger and more accurate version of the cactus. This appeared in two colours, rosy-mauve and red. The $\frac{1}{2}$ d and 1/- exist with inverted watermark.

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It was not until 1913 that a series was issued portraying King George V, and this followed the Edward stamps in design except for the profile of the new king. A 5d was added in 1916 to the initial 10 stamps, and during the war there were many variations in the coloured paper used for the 3d, 4d & 2/-. The scarcest item is the 2/- red on greenish-white. The 1d and 2½d appeared in 1918 in distinctive shades of carmine and blue respectively, and in 1917-19 the 1d and 3d values were overprinted WAR TAX locally and in London in 8 separate printings, which show many varieties.

On 23rd April 1921 reprints of most values to 1/- appeared for a short time on script paper, but in 1922 De La Rue re-designed the series. The value tablets were replaced with two Tudor crowns, and figures of value in the bottom corners flanked the value expressed in words. This set is often referred to as the "Double Crown" issue, and it consisted of the values as before, the 2/- and 3/- still being on the obsolescent CA paper. When in 1925 the letter rate was increased to 1½d, a stamp of this value was introduced, and soon after the 2/- appeared on script paper. The ½d stamp was altered in colour from red to black in 1926.

The 1922 series was redesigned again in 1928 to incorporate the words "Postage and Revenue", and this set saw the introduction of 5/- and 10/- values for the first time. This, the author's favourite of the King George V sets, lasted for 10 years until replaced by a series for the reign of his son.

In 1937 the colony followed the rest of the Commonwealth and issued the uniform set to commemorate the Coronation of KGVI. but this was soon followed by a Waterloo-printed definitive series, De La Rue having lost the contract. This attractive recess-printed set was issued on 18 June 1938, and depicted salt rakers at work. The 12 values included the reinstated ½d, up to 1/- being of horizontal format and those above being vertical. The colours of the 6d and 1/- changed in 1945.

As well as in the 1937 commemorative issue, the colony was included in the various colonial omnibus issues such as the 1945 Silver Jubilee, 1946 Victory, 1948 Royal Silver Wedding and the 1949 UPU, but it issued its own distinctive commemorative issue on 14 December 1948. This was to celebrate the Centenary of the Separation from the Bahamas, and the attractive set depicted the Islands' badge, flag, a map of the

Turks and Caicos, and had high values showing both Queen Victoria (after Edward Chalon) and King George VI.

In 1 August 1950 the Turks & Caicos was one of the first territories to issue a definitive set bearing the post-war Dorothy Wilding portrait of the king. Of horizontal format, four values were devoted to the salt industry, while others showed local scenes etc. The 1½d stamp depicted the sloop "Kathleen" which used to carry the inter-island mails until she was destroyed in the hurricane of 1945. The 13 values were recess-printed as usual by Waterlow and Sons.

After the omnibus issue to mark the Coronation of Queen Elizabeth, the colony issued as an interim measure on 1 Feb 1955 5d and 8d values with a portrait of the Queen. These showed in addition the motor vessel "Kirksons" (209 tons), which sailed between Grand Turk and Jamaica once a month with the mail, and a flight of flamingoes respectively.

Released on 25 Nov 1957 were entirely different definitives recess-printed by new printers, Bradbury Wilkinson, on paper with block CA watermark. The 1d, in upright format, bore a reproduction of the Queen's portrait by Pietro Annigoni, while the remaining values to 1/- featured marine life in the islands. The higher values showed the Salt Cay, the Caicos sloop, the Cable Office and the Badge of the Dependency.

By an Order in Council dated 13 May 1959, the Turks & Caicos Islands received their own Constitution and ceased to be a dependency of Jamaica, and this was marked by two stamps in the same design showing a map of the islands, printed however in photogravure by De La Rue on script paper.

The story ends with the beautiful £1 Pelican stamp issued on 1 November 1960. When it was decided to issue a pound stamp a competition was held for the best design, and this was won by Mrs S. Hurd, with the local Methodist minister's wife as runner-up. This stamp was printed in photogravure by Harrison, who were thus the fourth firm to print for the territory!

Since 1960 these islands have produced some very beautiful issues, and until recently responsibility has rested with the Crown Agents. One can only hope that the conservative approach that has lasted so long will continue, and that the stamps of the Turks & Caicos will remain some of the finest produced anywhere!

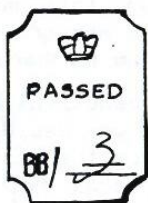
CENSORSHIP NEWS

ST.KITTS AND NEVIS

A new type of reddish censor mark from St.Kitts has recently been reported. This is similar to the well known eight-sided "Crown PASSED" mark found from at least eleven of the 16 WI territories then functioning, but it differs in the following respects:

- a) It is smaller, being about 20 x 35mm.
- b) The lines at the corners are distinctly concave.
- c) The crown is smaller and of St.Edward's type, ie it does not have a domed top.
- d) The strike is distorted, suggesting that the handstamp is made of rubber.
- e) The manuscript 3 is written on two coloured lines.

This mark is struck on an envelope to the USA, which has been opened as it is resealed at the left with plain brown paper. It is also resealed at the right with a USA white-paper label. The date, rather early, is 10 AU 42, and it must be noted that a mark of normal size and type is recorded for St.Kitts (BB) on 2 JA 45. Has anyone else seen this new type of mark, from St.Kitts or any other territory?

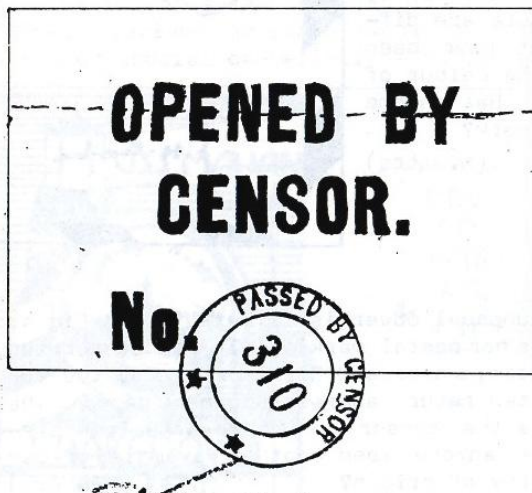


BRITISH VIRGIN ISLANDS

Only a single type of censor mark - PASSED/BY CENSOR/V.Is.- is known from this colony, on a cover of 23 SP 40, but two more strikes have come to light. These range from March 40 to July 41, and thus show that this 3-line handstamp was used on commercial mail before 1942.

ST. LUCIA

At last the report of a new censor label for St. Lucia! A locally produced label about 10mm larger in each direction than Type L1, it has OPENED BY CENSOR in the same light serif capitals but the words are closer spaced, so that it is only about 69mm overall. The cover is dated 16 JU 42, and as the label appears to be a later printing of Type L1 it will be listed as Type L1a.

Fig 2Fig 3

The same US collector has also reported a registered letter of 24 OC 1918 which has been censored with the label shown in Fig 2. As there is not believed to have been any censor on St. Lucia during WWI, and the mark is unlike any of the few known from the West Indies, it is felt that the label was probably applied in the States, to which the letter was addressed. Can anyone confirm this?

Lastly, two envelopes from St. Lucia to the Intelligence Officer, Jamaica. The first was censored with a label Type L3, but the other merely had an impression of the stamp in Fig 3. It is not considered that this was any kind of censor mark, but information regarding this office would be welcome.

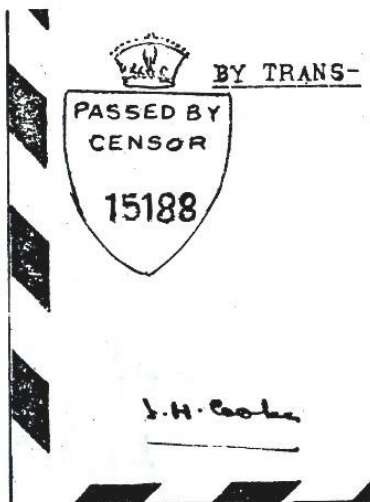
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TURKS AND CAICOS ISLANDS

A mark on a transatlantic air letter of 2 JU 44, franked 10d in KGVI adhesives, is shown opposite. This is addressed to military tailors in London, and it is shown because, although the mark is apparently the same as the general type M-AC5 shown under Jamaica in Handbook 2, the number and signature are different, and it may not have been applied in Jamaica. The colour of the ink is not known. Has anyone any thoughts on this mark?

(M. Watts)



BRITISH GUIANA (?)

The reverse of a most unusual cover is illustrated in Fig 4. Bearing neither stamps nor postal markings it cannot be dated but, besides the address, a name and British Guiana, the envelope bears the printed return address shown on page 2. The interesting feature is the censor handstamp of a type previously unknown. Has anyone seen another example, or can they confirm the country of origin? (A. Shepherd)

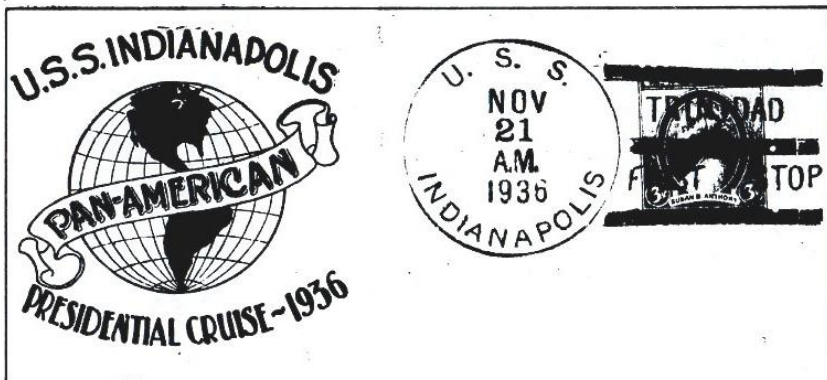
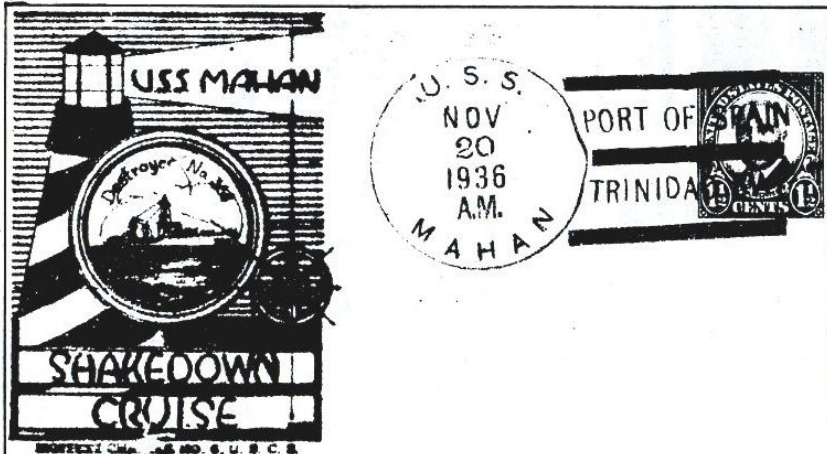


Fig 4

U.S. NAVAL VISITS TO TRINIDAD 1936-39

B. Renshaw

Postmark collection and study often open up totally unexpected avenues, and one such pleasant experience for me occurred recently. For some time I have been collecting examples of wartime (1939-45) cancellations used in Trinidad by American service units. Such markings have been documented to some extent elsewhere, but now I find that in the period 1936-39 various American warships called at Port of Spain and used special cancellations to commemorate this.



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Each consists of a 32mm-circle containing the ship's name and the date, alongside which is a two-line legend as illustrated. Some of the reasons for the visits are evident; one is a part of President Roosevelt's Pan-American Cruise and two others are visits from new vessels on "shakedown" cruises. Four of the six examples found so far are shown, the others being the "Hannibal" (5.11.38) and the "Savannah" (16.2.39) on non-specific envelopes. Presumably, there may be more, and the author would be interested to hear of them.



A COVER WITH A STORY

by A. Shepherd

Any postal historian interested in the Caribbean area is aware of the part played by the Royal Mail Steam Packet Co in the improved transmission of mail in 1840 between Europe and the Caribbean area. In 1839, James MacQueen, journalist, business man and traveller, who being a resident of St. Georges, Grenada, knew of the dangers to trade and industry caused by inefficient communication, was backed by the West India Co and gained the mail contract from the British Government. He founded the company known at its inception as the "Royal West India Mail Company", later changed to the "Royal Mail Steam Packet Co."

The ships of the new company were a new concept in maritime transport being, as MacQueen termed them, ocean mail coaches. Their role was predominantly speedy carriers of mail and passengers, with little consideration to the previously all-important cargo carrying, and fourteen steamers were ordered for the line. These were all of wooden construction, about 1800 tons displacement, with power provided by paddle engines of 200 hp. They were built in yards all round Britain's coast and named after the rivers where they were made.

The steamer "Tweed" was a typical example. Built by Thomas and Speirs of Berwick-on-Tweed, she was of 1823 tons, 245 ft in length overall, with a breadth of 60 ft and a depth of 30 ft. She had three masts and was also rigged for sail. The engines were made by Barry of Liverpool, noted maritime engineers of the period, and developed 255 hp. The cast-iron boilers worked at 6 lb/in² and consumed 10 tons of coal per day to drive the ship at a cruising speed of 7 knots.

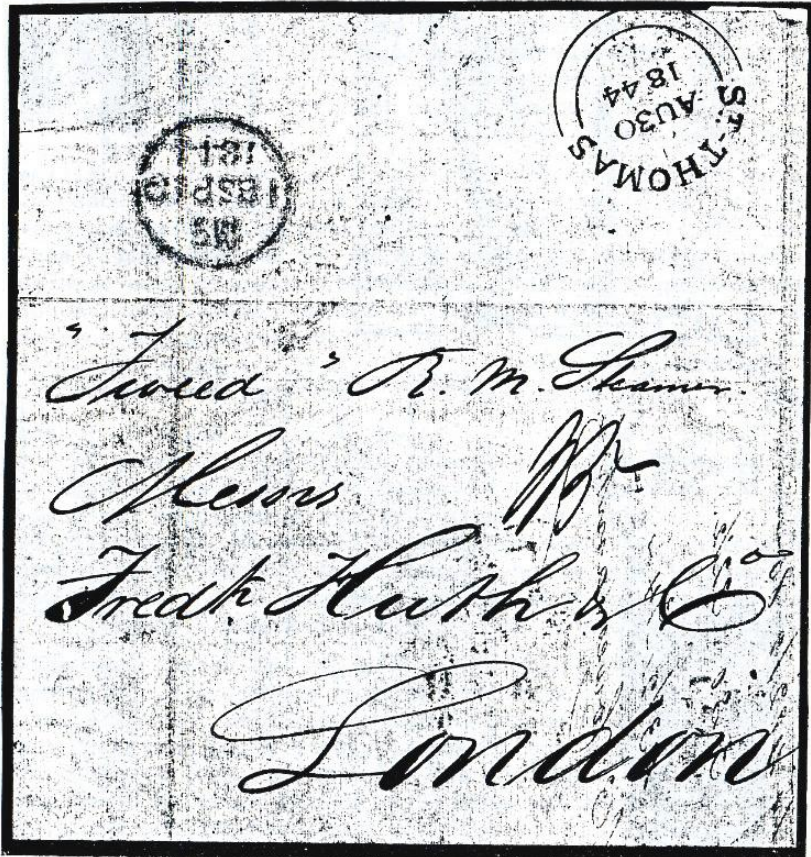
To modern eyes, the paddles which drove the vessel were amazing, being 8'8" in diameter, 3' deep and 3" thick, but these cumbersome objects proved extremely reliable. The ships were navigated from the quarter-deck, orders being passed to the engine room via a grating and voice pipe. Many sinkings of these early steamships were caused by the captains being unused to steam, having previously commanded sailing ships.

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Passengers didn't have an easy cossetted passage, conditions being spartan to say the least! All lower scuttles were closed at 8pm, and cabin lights extinguished at 9pm; the ladies' saloon closed at 9pm and reopened at 9am.

Deck passengers were permitted between the West Indian islands and, to quote the Company's regulations, "only troops, common sailors, labourers and others not superior to those classes of society to be thus conveyed and not to be permitted aft of the funnel." For this "privilege" they provided their own food, drink and bedding and were charged one-fifth



of the saloon fare! This was the background to a journey on an early Royal Mail steam packet.

The cover illustrated is from the then Danish West Indian island of St.Thomas to London, rated at 1/3 and bearing the British packet office datestamp for 30 AU 1844. The letter arrived in London on the 18 SP 1844, being directed per the "Tweed RM Steamer" on her direct route back to Southampton, by then the RMSP's British home port. Charlotte Amalie on St.Thomas was to become the main West Indian depot, being a coaling station and a passenger transfer point for the smaller inter-island routes.

Just under two years later the "Tweed" left Havana on her last voyage, carrying mail and passengers to Vera Cruz in Mexico. Encountering a fierce tropical storm in the Gulf of Mexico, she struck an uncharted reef off Yucatan with great loss of life and cargo. A sad end for one of the proud innovators of the speedy conveyance of the Caribbean mails.

THE BAHAMAS: THE ABACO ISLANDS AND THEIR POSTMARKS

by Malcolm Watts

Early maps from the Age of Discovery show this area as "Habacoa", but it seems that it was inhabited only by nature until 1786. It was during that year that persecuted Loyalists from New England fled to this Bahama out-island to make it their home. They maintained a close-knit community for many years, and one can still detect echoes of Colonial American folk-ways among their descendants, blonde-haired and blue-eyed, who still live there.

Abaco is the most northern group in the Bahamas, made up of Great and Little Abaco plus hundreds of cays. In shape it appears like an ancient boomerang stretching for 130 emerald miles from Walkers Cay down to the southern tip of Great Abaco at Hole-in-the-Wall. The group covers an area of some 770 square miles and has a population of around 7000.

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The two main islands are covered with pine forests interspersed with lakes. Here one will find wild boars, horses, duck and pigeon, and their shooting proves a popular sport with the visitor. The Abacos are rich in farmland, forestry, fishing and ship building; local lumber has been a major export for many years, although the best of the lumber has now been used up.

Marsh Harbour, situated on Great Abaco, is by far the largest settlement, and is fast developing as a commercial centre. Most of the villages are on the eastern cays, these being Walkers Cay, Spanish Cay, Green Turtle Cay, Treasure Cay, Man-of-War Cay and Elbow Cay, where charming little Hope Town is dominated by its candy-striped lighthouse.

For the postmark collector the Abacos offer quite a challenge. A complete collection of all the offices and cancellation types is likely to prove difficult, the reason being that a number of offices are now closed. These, the sites of former lumber camps, are: Cornwall, Millville, Normans Castle and Spencer's Point. Two other offices, at Old Place and Walkers Cay, have also closed, although these were not lumber camps. Over recent years a number of temporary rubber date stamps have seen use at the various offices, and this helps to make postmark collecting even more interesting.

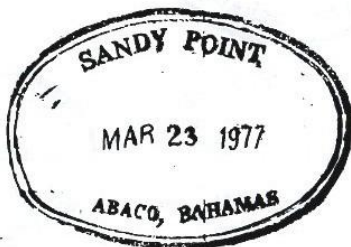
The offices, with opening dates where known, are as follows:

| | |
|------------------------------------|--|
| Cedar Harbour (1938) | *Marsh Harbour (1884) |
| Cherokee Sound (1881) | Millville (by 1929. Closed 1934) |
| Coopers Town (by 1930) | Moore's Island (1956) |
| Cornwall (1934. Closed by 1944) | Normans Castle (by 1919. Closed 1929) |
| Crossing Rocks (1949) | Old Place (by 1910. Closed c.1940) |
| Dundas Town (by 1946) | *Sandy Point (by 1940) |
| Fox Town (1957) | Spencers Point (by 1907. Closed c.1916) |
| Great Guana Cay (by 1900) | Treasure Cay ? |
| *Green Turtle Cay (1881) | Walkers Cay (1953. Closed 1958) |
| Hope Town (1881) | |
| Man-of-War Cay (1890's) | |

* = District Post Office.

A map is given inside the back cover, and the following are some of the postmarks used during recent years:

Cancellations



Marsh Harbour Cancellations



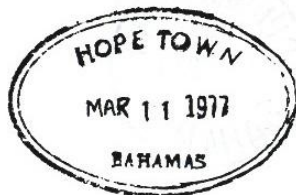
violet



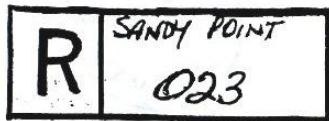
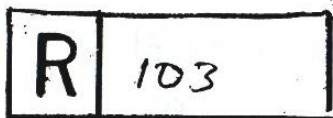
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Cancellations



Registration Marks

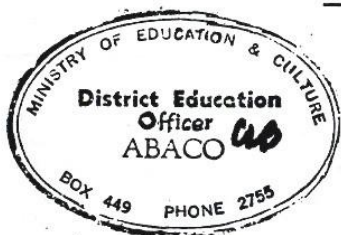


Coopers Town

MARSH HARBOUR

R. No. 091

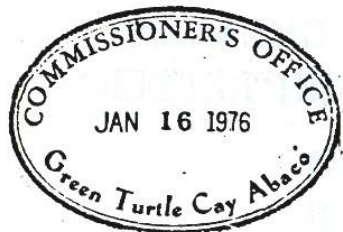
Official Stamps



With "Treasure" wrongly spelt!



In blue



Some "official" stamps of the Abacos are shown above. As in many West Indian territories these are the office stamps of various Government Departments, and when struck on OHMS letters and initialled they enable these letters to go post free internally. They are of many different shapes and colours.

SHIP MAIL OF THE CARIBBEAN

by Ronald Ward

In these days of specialisation, particularly of one country, many collectors and students overlook the fact that some of their prize possessions can have a parallel in other collections. With this in mind, and without recourse to one of the latest publications on the subject of "Paquebot" mail, it will be my endeavour to provide information based mainly on material available to me. Recently at my local philatelic society the subject was "Ships on Stamps and Sea Mail" and my contribution dealt mainly with the Caribbean area.

First to be mentioned were some of the earliest West Indian handstamps from Post Office Records, London, being page 25 of Proof Book No.5 (Steel). These were all under the date 27 August 1841, and each is a two-line stamp in seriffed capitals. The nine colonies covered are shown in Fig 1.

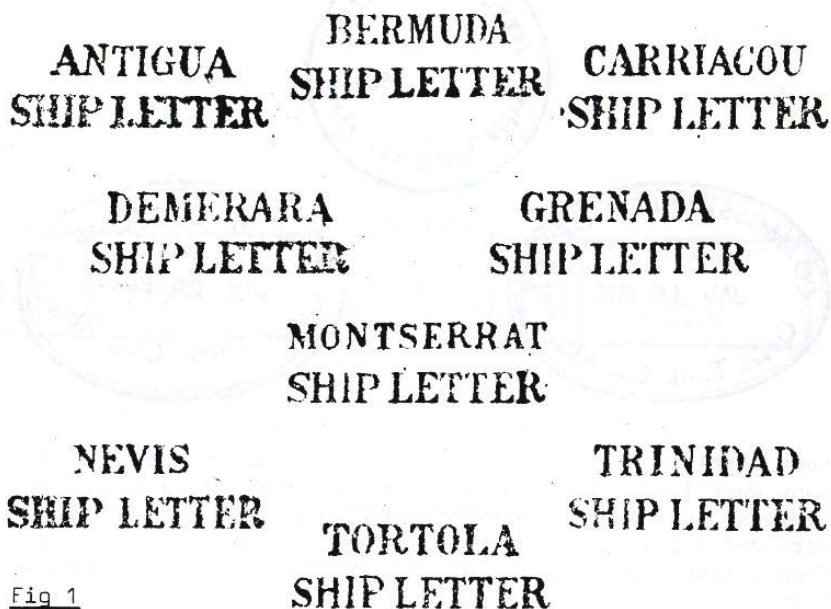


Fig 1

Studd's book "Paquebot and Ship Letter Cancellations of the World 1894-1951" has long been out of print and is much sought after. Even so, there were types used which slipped through his net when collating the work, and some he knew of were deliberately omitted, as he stated.

As far as the British Post Office is concerned, it would seem to be generally agreed that the island of Malta was the first to receive a PAQUEBOT handstamp, issued on 30 Jan 1894. This is recorded in Proof Book 51 covering the period 1893-1909, and it was followed on 12th March of the same year by a very similar type issued to Colombo in Ceylon.

Whether a single-ring cds sent to the Post Office Agent at Panama on 18th July 1898, would qualify as worthy of inclusion in a sea-mail collection is according to the taste of the individual, but this is worded

BRITISH PACKET AGENCY/PANAMA C/JY 14/98

In the same proof book under date 14 December 1898 are five stamps sent to Trinidad, but the only one of concern here was made of brass and read PAQUEBOT. This is sans-serif, whereas the previous two had serifs.

Let us now turn to some other of my West Indian examples, from territories A and B.

Paquebot
Anguilla W. I.

Fig 2



Fig 3

Anguilla A two-line handstamp (Fig 2) was supplied to the island a few years ago in script type. According to the Postmaster mine was only the second letter that he could remember addressed to England. The accompanying date stamp was ANGUILLA/VALLEY dated 25AUG75 (no spaces).

Antigua This has a small well spaced PAQUEBOT (Fig 3).
a) Struck in black, and then crossed out in blue pencil. From the M/S OSLOFJORD with a double-ring thin-arcs date stamp of ST. JOHN'S/ANTIGUA with only "59" clear.

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- b) Two strikes in black, one cancelling a GB 3d commemorative, with the cds as above of 24 NO 60 with a time *.
c) In violet on a pair of 5c Washingtons of the USA, with the same cds of St. John's for 4 JA 65.

Bahamas A must for Sea Mail! An FDC with the "SEA FLOOR/Bahamas" double-outer-oval stamp dated AUG 16 1939 (Fig 4), with the 4d George VI adhesive showing life on the sea bed. The inscriptions on the souvenir cover stated:

"Looking into a Nassau, Bahamas, marine garden from the Williamson Photosphere where the first undersea Post Office in history was established today."

"Posted in Williamson Photosphere at Bottom of Sea, Near Nassau, in the Bahamas."

Barbados The well known boxed handstamp "Posted/on/Board" (Fig 5). The author has this on adhesives from Colombia (5c of 1910), Dominica (1d red of 1921), St. Vincent (1½d of 1932) and Bermuda (2½d of 1932, Type II). This Barbados equivalent of PAQUEBOT was sent from London on 16th February 1905.

Bermuda A commercial cover to Sheffield has a 1½d Tercentenary adhesive of Antigua cancelled PAQUEBOT in black (Fig 6). This is of the type known used at Hamilton at least



Fig 4



Fig 5



Fig 6



Fig 7

Fig 8Fig 9

during 1911-37, with in the lower portion of the cover the upside-down slogan cancellation of this office for 9 August 1932. Additionally, struck in red is the double-outer-circle mark of "RMS Lady Drake/Canadian National Steamships", with the four lines in the centre MAILED/ON THE/HIGH/SEAS.

b) An envelope of the Furness-Bermuda Line, addressed to Edinburgh, has the "Monarch of Bermuda" cachet in violet (Fig 7). The postage was 5d in Bermuda adhesives cancelled in New York by the normal machine for 9 October 1936.

c) Two examples of the black single-ring PAQUEBOT/BERMUDA. The first, for 19 JUN.51A, is on a US 2c coil stamp posted from the S.S. ALCOA PARTNER with the ship's name in red. The second, for 10 OCT 59C (Fig 8), is on 2 x ½d Bermuda adhesives with a straight-line POSTED ON THE HIGH SEAS and, below, the ship's name "Brittainy, London", both in pale violet.

d) A rubber handstamp with twin outer circles reading SHIP MAIL/NASSAU MAR 5 1959 (Fig 9) in violet, and in black a single-ring QUEEN OF BERMUDA with a 3-line centre POSTED ON/THE/HIGH SEAS.

e) The presumably normal handstamp of HAMILTON/BERMUDA 27. APR.59C cancelling the 2 x ½d Bermuda adhesives on the en-

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velope, which additionally has the rectangular boxed cachet POSTED ABOARD/R.M.S.PARTHIA/ON THE HIGH SEAS.

British Guiana The Royal Dutch Mail Line "K.N.S.M." ran regular services around the world, and its stamps are found on the adhesives of many Caribbean countries. The agents on board normally placed their rectangular handstamps over the stamps, and took great care to treat the mail correctly when reaching port.

a) Four covers, each with a Portuguese 1/75 adhesive, were landed at Georgetown from the following vessels:

S.S. v.RENSSELAER S.S. COTTICA S.S. ORANGE-NASSAU and
-6 FEB 1936 , 25 JUN 1936 , 30 JUL 1936

S.S. STUYVESANT
9- SEP. 1937

This is shown by the fact that each cover has the double-ring PAQUEBOT of British Guiana (Fig 10).



Fig 10

b) On a card to Germany franked with a 5c Netherlands cancelled by a straight-line PAQUEBOT in violet. Near by is a single-ring cds G.P.O.GEORGETOWN/BR.GUIANA * 6 FE 56. This card was posted on the K.N.S.M. m.s. Castor on 16 JAN.1956.

'C' & 'IC' MARKS ON BERMUDA LABELS

by Richard Heap

Since writing the section in Roses Handbook No.2, further information has come to light. Perhaps the most interesting is the discovery of a Bermuda-UK cover with an American-type "Examined by" label. There are no other marks to suggest that this went via the USA, and it leads one to wonder whether American labels were used in Bermuda (see Type CL8 below).

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Much more material with the "IC" mark on P.C.90 labels has been located, and the dates, which fall into four main groups, now run from December 1941 to September 1943.

Brian Renshaw reports that the "IE" Trinidad marks started in January 1942, and it would seem probable that this was also the starting date for the "IC" markings, as the December dates are those of despatch and it could well have been January before they arrived in Bermuda.

Details of the above and other points now follow.

TYPE CM21

Several covers have been seen with this mark in shades of blue and red unlike those previously described. As these are from commercial sources the suggested colour code must be treated with caution.

- 8 New EKD of 7 SP 39
- 14 Violet. Philatelic cover of 18 DE 41, with signature C.M.M.Moore(?) and return address.
- 16 Violet. Philatelic cover of 18 DE 41, with signature Thomson (see no.13).
- 21 Magenta. Bank of Bermuda to the USA on 11 FE 44.
- 24 Blue (different duller shade). To USA on 6 MR 44.
- 27 Green. 22 DE 43.
- 33 Magenta. To USA on 3 AU 43.
- 41 Two examples are now known: (i) In "red" with 3 strikes (BCPSG Auction June 1975). (ii) In magenta, 10 FE 43 Hamilton to the USA.
- 44 Purple. Initialled 29 JY 41, Hamilton to Scotland. Initials are in different ink/handwriting to the address.
- 50 "Red". Philatelic 21 JY 41; posted on the high seas to New York (not seen by author).

TYPE CL2

This type is now known as a "transit" censor label in 1940.

- 59 On 26 JA 40 Brussels-New York.
- 66 On 6 FE 40 Milan-Lisbon-Costa Rica.
- 68 On 13 AU 40 Lisbon-New York.

TYPE CL5 (British Censor Labels)

a) Additional Items

- 752 Hamilton-UK on 27 NO 40, arrived 6 DE 40.

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2281 St.Georges-UK, readdressed to Ireland. Has CM21/23 and an Irish label also.

6722 Ireland Island-UK on 15 JU 42.

1289 (continuous type)St.Georges-Ireland; also Irish label.

b) With Manuscript "C"

Only six of these are known to the author, all in the first half of 1943 and all on outgoing mail. One, with number 867 of 20 FE ?, has "C/" in manuscript. The other censor's numbers are 2002, 2279, 3424 and 3706. At this time the printed C labels were in use, and also British P.C.90 labels without any addition.

c) With Manuscript or Handstamped "IC"

Further examples have been reported which, with one exception, are Transatlantic in route, and many bear external evidence of having been flown on the Lisbon-Bermuda-New York clipper service. For the purpose of these notes, they are divided into the following categories (dates are of despatch):

i) Form 167 So far seen with manuscript "IC" only between 21 DE 41 and 14 AU 42.

Numbers: 4353 5140 5193 5637 6048 6148 6168 6179
Note that 6148 was included by error under Trinidad in Roses Handbook No.1.

ii) Other P.C.90 Labels with "IC" in Manuscript

Seen between 14 NO 41 and 29 OC 43.

Numbers: 427 590 620 643 778 904 1115 1601 1663
1915 2003 2571 3432 3581 3594 3938 3986
4259 4670 4926 5101 6250

iii) Ditto with Handstamped "IC" in Various Styles (Fig 1)

Seen between 30 OC 42 and 27 SP 43.

Numbers: 3936 4179 5665

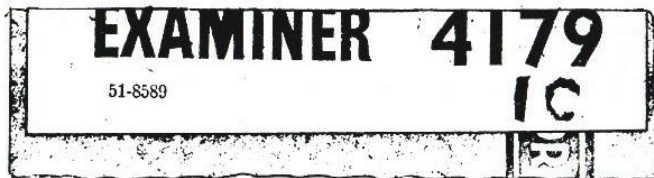
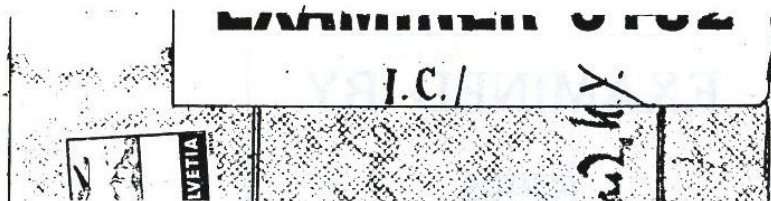


Fig 1 One style of handstamped "IC"

Fig 2iv) Ditto with Handstamped "I.C./" (Fig 2)

Seen between 23 NO 42 and 3 SP 43.

Numbers: 1038 2274 4078 4367 4397 6132 6140

A date in 1944 has been reported but needs confirmation.

The one type of cover which apparently does not fit the Transatlantic pattern of "IC" marks is from Switzerland to South Africa of May 1943. However, during this month such letters were routed via New York.

d) With Manuscript "RCL"

Another cover with the "Released" mark and "RCL 36839" on P.C.90 label 5916 has been reported by Mayo. This cover has also a magenta handstamp

HELD BY BRITISH
CENSOR
RELS'D JAN 194?

and was posted from Italy (30 MY 41) to the USA (5 MR 46). The handstamp is too indistinct to reproduce.

TYPE CL6a

New numbers: 8103 8128 8140

Delete the EDK (- JU 42) and substitute 10 MY 42.

TYPE CL7 New number: 8136 New LDK: 6 SP 44.

TYPE CL6 New numbers: 8105 8159 8160 8170

Possible new TYPE CLB (Fig 3)

An American-type label was used on a letter from Bermuda to the UK without any apparent diversion to the USA. Hamilton London rate of 1/9, postmarked on 1 JU 42.

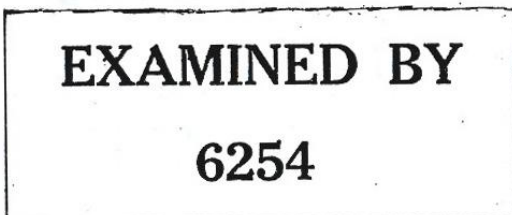


Fig 3

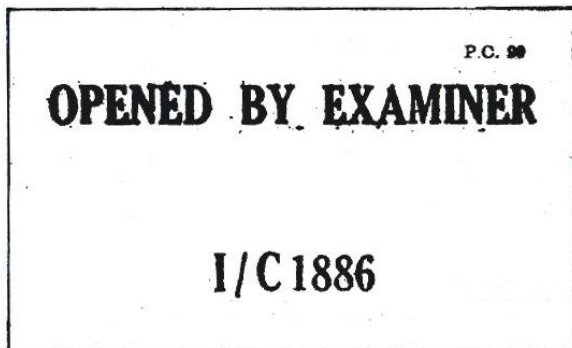


Fig 4

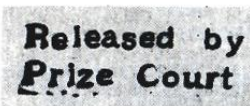


Fig 5

New TYPE CL9

This is illustrated in Fig 4. This is the first label seen with a printed "I/C", and it was used on 20 DE 43(?) as a transit censor mark on a Lisbon-New York letter.

RELEASED BY PRIZE COURT

This is now known for 7 AU 48 in red (Fig 5) with a HAMILTON REGISTERED GPO cds on a cover from Greenland (19 JU 41) to Denmark (30 AU 48) via New York (28 JY 41).

Acknowledgements

The following acknowledgements are additional to those in Handbook No.2: Alfred Klages, Mark Dutton, Dan Mayo, Brian Renshaw and Sonia Sondhelm.

The Coil Stamps of St. Lucia

by Geoff Ritchie

Outside Castries GPO today are three stamp vending machines, but the first to be installed were two machines on 8th April 1936. These were designed to take the $\frac{1}{2}$ d and 1d values of the George V pictorial issue in perf. 13 x 12, which emerged long-side first. Coils of stamps were prepared by pasting-up vertical strips from sheets, but note that the corresponding $\frac{1}{2}$ d in perf. 13 x 12 was never made into coils.

When the George VI stamps were issued in 1938 they were of normal small size and two new machines were necessary. These are reported to have been installed on 18th August 1938 at a cost of £16.8.6, but as the KGVI stamps were not issued until 22nd September one must assume that the latter was the date of their commissioning. However, they gave a lot of trouble and were not used between March 43 and January 45, finally being removed after the fire which destroyed the post office during the night of 19/20 June 1948.

The following stamps were sold from these machines; these were in the form of end-ways strips, ie short-side delivery, formed by pasting-up after every 8th stamp, and individuals can sometimes be recognised by the cut side perforations.

| | | | |
|-----------------------|-----------------------------|----------------|--------------|
| $\frac{1}{2}$ d green | perf. 14 $\frac{1}{2}$ x 14 | 22 Sept 1938 - | March 1943 |
| $\frac{1}{2}$ d green | perf. 12 $\frac{1}{2}$ | January 1945 - | 19 June 1948 |
| 1d violet | perf. 12 $\frac{1}{2}$ | 22 Sept 1938 - | 8 April 1947 |
| 1d scarlet | perf. 12 $\frac{1}{2}$ | 8 April 1947 - | 19 June 1948 |

The vending machines, said in 1949 to have been awaiting installation, were again introduced after the change to decimal currency, when the KGVI 1c green and 2c magenta were sold. These were produced in pasted-up coils as before, from sheets in a special perforation, the 1c being 14 and the 2c 14 $\frac{1}{2}$ x 14. The 2c value was the first KGVI stamp to go off-sale when the QE equivalent appeared on 28 October 1953, but before this a small number of sheets perforated 14 $\frac{1}{2}$ x 14 was put on sale in various post offices. These probably got amongst the normal perf. 12 $\frac{1}{2}$ sheets by accident, and should really have been made into coils. The KGVI perf. 12 $\frac{1}{2}$ 1c and 2c exist as coils,

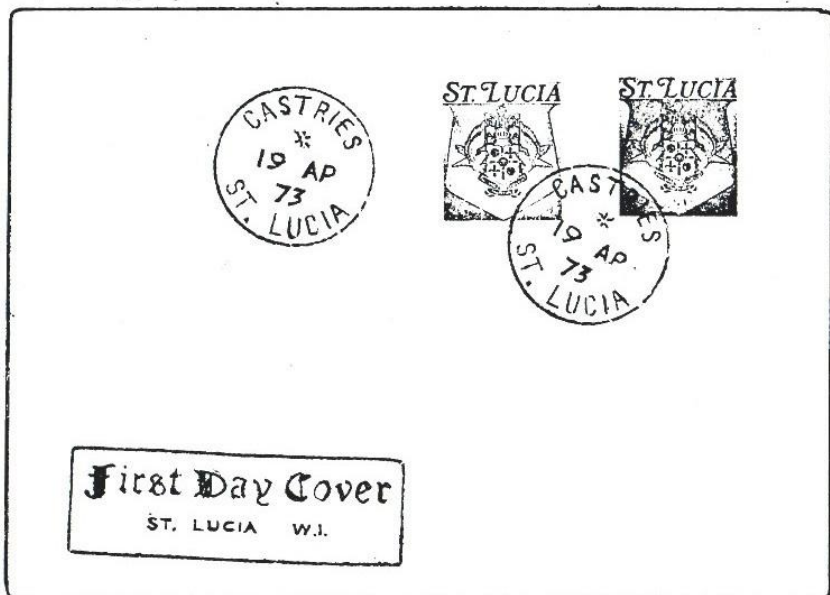
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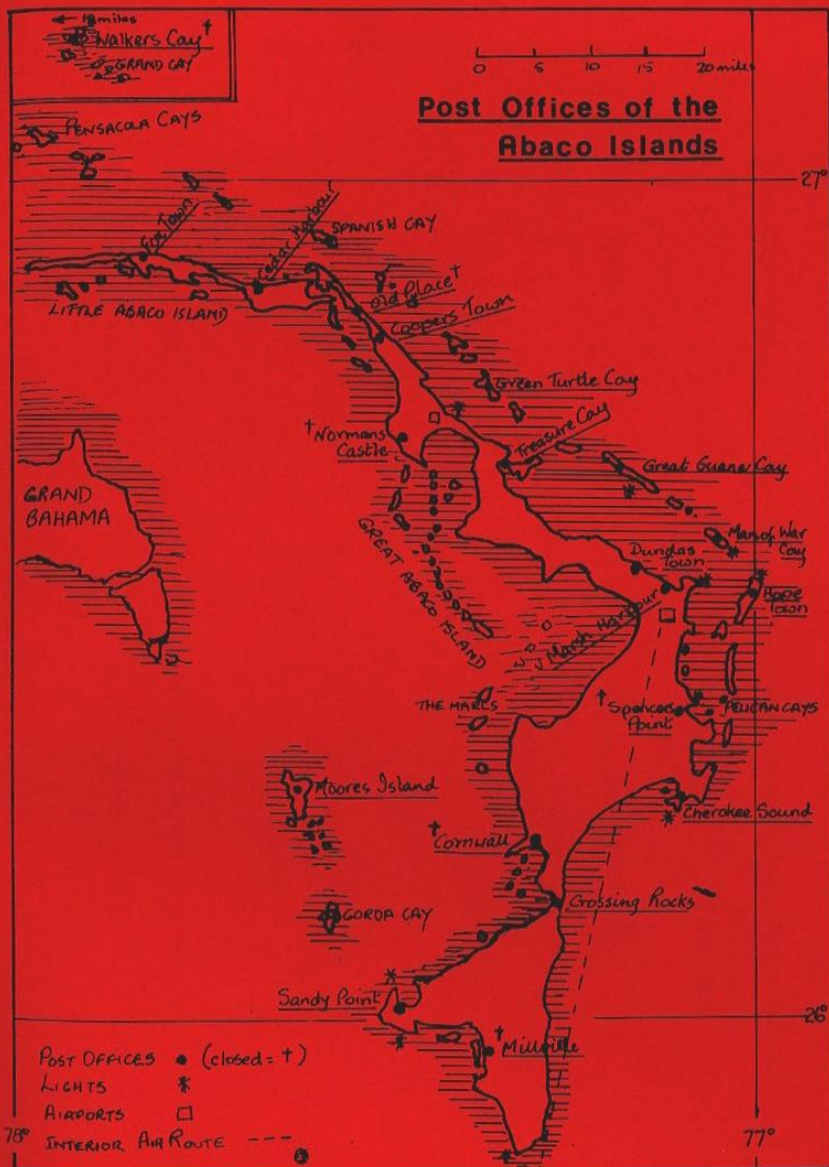
but when these were on sale is not known.

No QE stamps were issued in coils, and indeed in 1970 the stamps became of an unsuitable size for the machine. However in 1973 three small-size stamps, specially designed for the purpose, were lithographed by Harrison. These were made up into coils of 480 - an unsuitable number for a decimal issue it would appear, but it must be remembered that the ECC dollar is fixed at 4.80 to the pound sterling, or 1 cent equal to $\frac{1}{2}d$. These were issued on 19 April 1973 without any publicity by the post office and no official FDC were issued. As a result, only about 26 posted locally exist and mine has the "official" FDC slogan (see below). It would appear odd that coils were not printed as such, but this may be due to the relatively small requirements as each stamp is literally sold only at a single point, ie from its own machine in the front wall of the GPO Castries.

The original issue was on paper with multiple crown block CA watermark upright, but a reprint of the 5c and 10c values in 1976 appeared with sideways watermark. In these the gum had been tinted slightly blue, and thus appears whiter.



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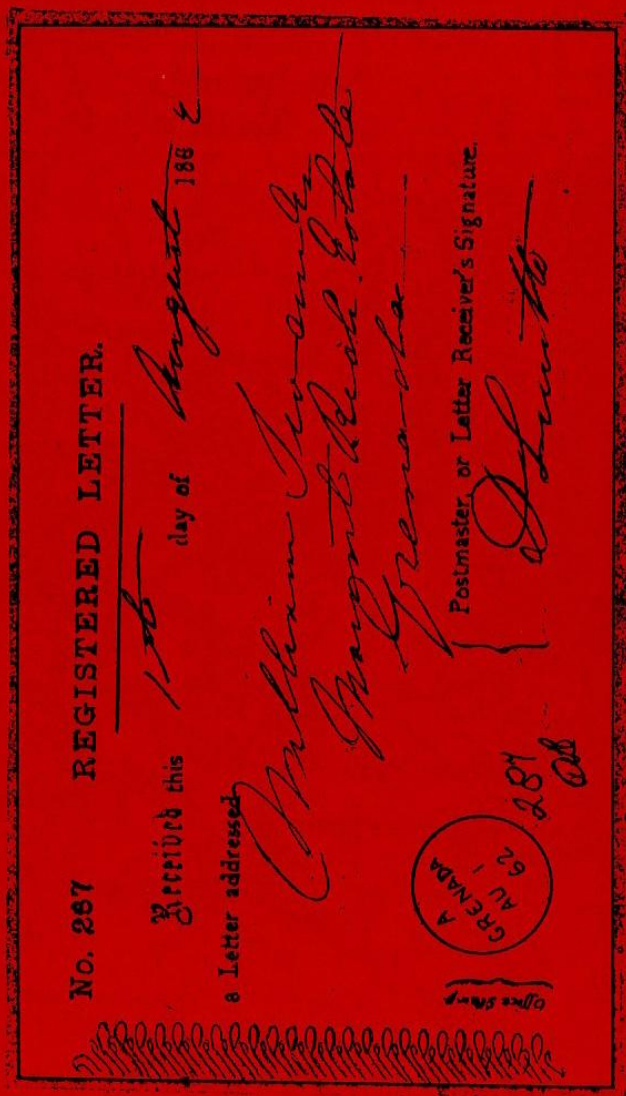


Fig 1 Registered letter receipt signed in Grenada on 1 August 1862 (see page 3)