

Roses Philatelic Society Caribbeana

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# CARIBBEANA

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Roses Caribbean  
Philatelic Society

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No. 9 March 1980

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## Roses Philatelic Society Caribbeana

### ROSES CARIBBEAN PHILATELIC SOCIETY

No Handbooks have been issued since Caribbeana No.8, but it is hoped that one on Bermuda Censorship will be published before London 1980. The following are, however, still available:

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# CARIBBEANA



The Journal of the Roses Caribbean Philatelic Society 1980  
No. 9 March

## THE CHAIRMAN'S EDITORIAL

Once again I am pleased to be writing an introduction to another edition of 'Caribbeana', this being the 9th issue. It is also our first issue of the new decade, during which time I hope to see the Roses grow from strength to strength.

Firstly, I must pay tribute to our Editor/Secretary, Geoff Ritchie, who has done an excellent job once again in producing another fine issue. For those of you who do not know, Geoff has been in hospital recently and undergone an operation. I am pleased to say he is now making good progress,

### Officers 1979-80

#### CHAIRMAN

M.D.Watts

#### SECRETARY

G.G.Ritchie

#### TREASURER

M.Rego

#### EDITOR

G.G.Ritchie  
16 Stray Walk  
Harrogate, UK  
HG2 8HU

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and I am sure you will all wish to join me in wishing him a speedy recovery.

This brings me to my second subject concerning the future Secretary of the Society. Some two years ago I gave up the Secretaryship, after having held the office for 7 years, to become your Chairman. Geoff Ritchie kindly agreed to take on the important position in addition to being Editor, but on the understanding that he would hold this office for no longer than two years. This period has nearly ended and the Society is now looking for a new Secretary. Perhaps someone would like to volunteer. Whoever he might be they can be sure that they can draw on the experience of Geoff, Ken, Tony, myself and others, should they need it.

1980 is the year of the London International Stamp Exhibition and on 10 May the BCPSG, BWISC and the Roses are to hold a joint meeting at the Bonnington Hotel, Southampton Row, London. A buffet lunch will be provided, and an Auction. Al Branston is putting together an excellent programme assisted by Mark Swetland and myself. The Auction on behalf of the BCPSG is being jointly organised by Bill Bogg and yours truly, who is currently lotting the Auction together.

Richard Heap and Horst Augustinovic are currently working on the final stages of a book on Bermuda Censorship during WW1 and WW2. Derek Sutcliffe and Ken Watson are also preparing articles on the Jamaican Post Offices and Street Letter Boxes based on the late Tom Foster's notes. I am about to re-write my article on Bahamas Censorship, as new information has now come to hand.

The Society congratulates Geoff Ritchie, who appropriately was the first winner of 'The Thomas Foster Memorial Award for Literature' which he was awarded at the YPA Convention held at Hope Valley during last year.

Once again may I offer thanks to the handful of contributors who have helped to make this issue a success. It is good to see that two of our overseas members have produced articles for the first time. Please keep your articles coming as without them 'Caribbeana' would die.

In closing may I say it has been a pleasure to serve the Society as its Chairman over the last two years, and to thank everyone for the support given to me during this period.

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WORLD WAR II CENSORSHIP IN BARBADOS

W.H. Matthews

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Recently, while in Barbados, we went to see a friend who was a censor in WW2, and took the opportunity to see if we could get any information of interest despite the long lapse of time. This English lady spent most of her early years in Southern France and Spain and was consequently fluent in the languages of these countries.

She joined the censorship service and was sent to Bermuda, arriving on 20th October 1940. At this place there were some 900 censors from the UK, there being very few linguists available in Bermuda, and she censored mail mainly from Spain and Portugal to the USA. The Clipper airmail route was New York/Bermuda/Azores/Lisbon, and this was the main war-time route for mail between Europe and the USA. She believes her censor number was 3882, but this was subsequently changed to 2776 for reasons unknown.

She does not believe that much intercepted mail was handled in Bermuda - that was done mainly in Trinidad. Trinidad was considered an important interception centre as some 3 000 000 Germans lived in Chile, 1 000 000 in Argentina and a very large number in Brazil. While only approximately 200 censors were sent to Trinidad from the UK, this was mainly because there was a large number of Trinidadian linguists who were also employed as censors.

Our friend remained as a censor in Bermuda until October 1944, when the American censors took over most of the North Atlantic mail. She was then reassigned to Trinidad, censor number forgotten unfortunately, where she worked until the service was disbanded in October 1945. She remembers that shortly after the disbanding of the service an attempt was made to write a book on the censorship service but this was stopped under the Official Secrets Act.

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THE BARBADOS RAILWAY:

A. Shepherd

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One of the pleasures of collecting the postal history of the island of Barbados lies in the visual aids rendered by the prolific issue of picture post cards. These were sold by local island stores, and depicted life and times on the island during the early years of this century. Recently such a view card came into my hands, this card depicting a locomotive and train crossing Long Pond Bridge in St. Andrew's parish. St. Andrew's parish was one of the windward-coast parishes served by the narrow-gauge railway from 1883 until 1937.

I was aware that Barbados had a railway, and had often wondered what part it had played in the internal movement of the island's mails. The background history of the Barbados Railway now follows in brief.

A railway system was planned for the island in 1845, and in 1846 an act was passed by the Barbados Government to build such a railway system to serve the interior of the island. It must be remembered that at this period of time the "railway mania" was in full swing in Great Britain and great fortunes were being made by railway developers. The Barbados merchants who had advocated the building of a railway had however not enough financial backing to see the scheme through, and all ideas for the building of a railway were shelved in 1850. In 1876 the plans for a railway on Barbados were revitalized, and proposals were advanced to build a line to serve the windward coast of the island, with future plans to extend the line to serve Speightstown, the island's other commercial centre apart from Bridgetown the capital.

On Saturday the 23rd of June 1877 the ceremony of cutting the first sod was carried out by the Lt. Governor, James Dundas, at Newcastle in St. John's parish, watched by a large crowd of spectators. After this act the Governor was presented with a memento - a decorated wheelbarrow - and the

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dignitaries retired to a local plantation for a cold collation, a meal without which no Victorian junket would have been complete! The railway was opened in 1881, again with due ceremonial and rejoicing, with trains running over its length of track - a distance of 24 miles - in 1883.

In the early years of the railway's operation the venture had some measure of financial success, but later the system had a chequered career of near failure. The Barbados Railway closed in 1937, as the grandiose plans for a railway serving all parts of the island failed to become a reality, not at all as envisaged by the original founders of the scheme!

When the Barbados Railway was fully operational in 1883, the Barbados postal authorities used the railway to carry mail to and from the windward-coast parish post offices. A Barbados Almanac of 1889 gives a list of post office staff, and numbered in their ranks is a "Railway Mail Guard", this person receiving the salary of £25 per annum for his services.

After researching what records are available, the procedure for the transportation of the mails by the railway appear to have worked in this manner. The Mail Guard took charge of outgoing mail from the GPO Bridgetown destined for the windward-coast post offices, and passed it on to the appropriate letter carrier awaiting along the line at the station nearest to his post office. The letter carrier then returned with the incoming mail from the railway station to his post office. The system worked in reverse for mail from the windward coast offices to Bridgetown and destinations beyond.

Records reveal that the mails were carried by a letter carrier on horseback from Carrington station to St. John's parish post office; The mail from Buckley station to St. Joseph's post office was transported by a local contract carrier, a haulier using a mule-drawn cart. It can be assumed that the other letter carriers employed on the windward coast walked to the adjacent post offices with their bags of mail. The salary scale paid to letter carriers ranged from £5 to £30 per annum.

How long the Barbados Post Office utilized the railway for the carriage of mails is hard to ascertain. In the years 1924 and 1925 contract horse and mule carts to carry mail were replaced by small motor vans of "Ford" manufacture, and

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The Barbados Railway, 24 miles in length, from a map of about 1910



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these were replaced in 1932/33 by larger vans, which were painted red and lettered in black "Post Office Mails" under a crown. The new vans were employed on four regular daily services to all eleven parish post offices, each van having a posting box and the drivers selling postage stamps to the public at specified halts.

In 1935 the inland mail contract had been held uninterruptedly for over forty years by Burton & Co, this contract being put up to tender every five years. It would appear that on the introduction of motorized mail transport the use by the Barbados postal authorities of the railway to carry the mail ceased. In the last decade of the railway's existence the permanent way became in poor condition, and derailments and stoppages were frequent. One thing postal authorities must have is a fast and efficient transport service! Thus this phase in the movement of mail by the railway came to an end, if not in 1924/25, certainly in 1932/33. As ever in its history, the Barbados Post Office strived to give a fast and efficient service using every form of transport at their disposal.

No evidence has come to light during the research on the railway of the existence or use of a TPO datestamp. With the shortness of the line and close proximity of the post offices no use for one arose. Perhaps if the line had grown to its proposed size a TPO mark would have been employed.

During the period when the railway services were operating, the locations of the windward-coast post offices were St. James, Hole House Station, St. Philip, "The Farm" and Christchurch "Plum Grove". These establishments were sanctioned to issue money orders, and local and British postal orders. The country post offices of course also carried out the normal postal service, including registered and insured letters and parcels.

To think that all this work was caused by the discovery of a Barbados picture post card showing a locomotive and train crossing Long Pond Bridge in St. Andrew's parish!

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BRITISH HONDURAS - A CENSORSHIP UPDATE Horst Augustinovic

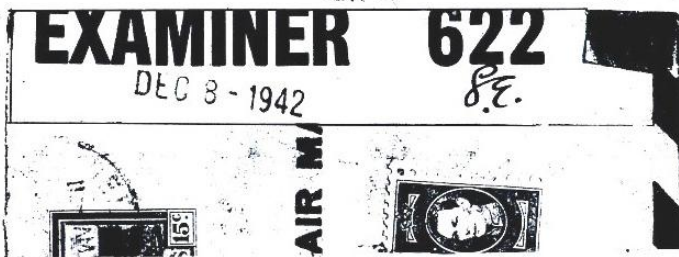
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When studying some censored covers originating in British Honduras during World War II, several covers seemed to go beyond extending known dates and examiners' numbers. Item 1 sent from British Honduras to Guatemala is cancelled 5 December 1942 and sealed with a British-type P.C.90 label 622, which in turn is dated 8 December 1942. The use of this label in British Honduras is intriguing, as British-type P.C. 90 labels are not known to have been used in that colony and also because 622 is known to have been used in Jamaica (Handbook 1, page 39).

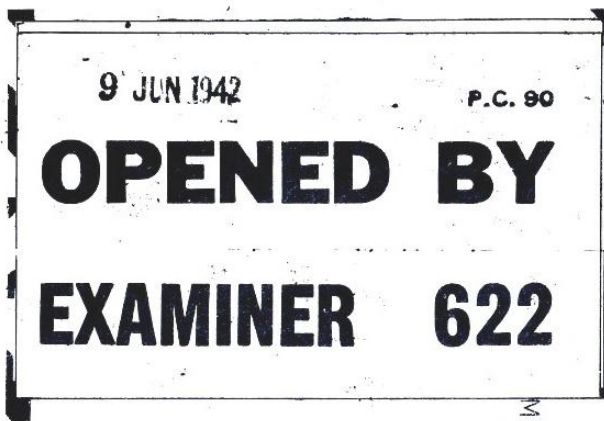
Two covers sent from Venezuela to the US were transit-censored in Jamaica and sealed with the same label on 9 June 1942 and 11 September 1942 respectively. In each case 622 is stuck over another label. On the earlier cover it is a British-type 1A 4599 label (this precedes the EKD of M-PCL5b by 7 months) and on the cover of 11 Sept 1942 the covered-up label is I.D.8828 of the M-PCL10a type of Jamaica.

Although unlikely, it is possible that Item 1 was censored in Jamaica. Item 2, however, counters that theory. Also sent from British Honduras to Guatemala, this cover is date-stamped 1 February 1943 and sealed with a 622 label similar to Type L5 of British Honduras. Dated 4 February 1943 the label is without printed code letter which was then added in manuscript. From this one could conclude that Examiner 622 was stationed in Jamaica during 1942 and transferred to B. Honduras towards the end of the year. Possibly his supply of labels was exhausted by February 1943 and he had a further lot printed locally.

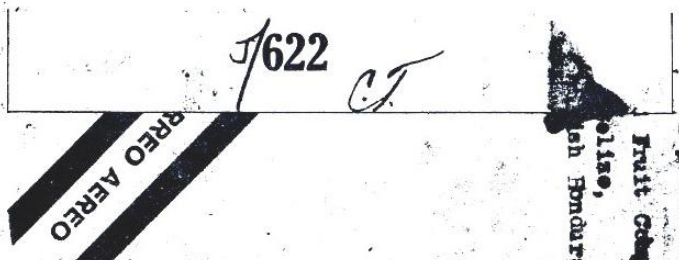
Examiner 622 did not stay in British Honduras for too long however. The 622 label illustrated in Handbook 1 is on a cover sent from Jamaica to Canada on 23 August 1943, therefore Examiner 622 was back in Jamaica at that time. Considering that Jamaica was the closest British censorship station to British Honduras, it would seem possible that 622 was



Item 1



Label from letter from Venezuela to USA



Item 2

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sent there on a temporary basis, perhaps to reorganize that colony's censorship operation. The fact that during 1942 in Jamaica 622 examined mail that had already been examined would indicate that he was a more senior officer.

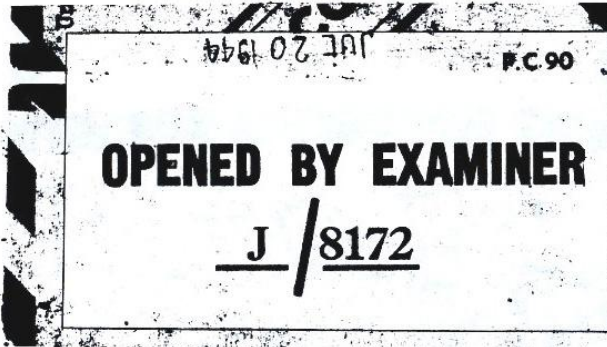
Unusual is the fact that labels on Items 1 & 2 were initialled, and even more unusual is the fact that they were initialled by different examiners. Could 622 have been training examiners in British Honduras and, as different numbers were not available - or not yet assigned - to each of them, they identified themselves with their initials? Possibly this problem was solved temporarily with the introduction of the H2 handstamp. This is known used on 18 February 1943, two weeks after Item 2 was examined and only a few weeks before the earliest known use of the L5 label with printed examiner's number.

Although listed as L5, these labels would appear to have been the first with printed code letter and examiner number. So far as J./8171 to J./8174 are known, the earliest is dated 11 March 1943. They are similar to the obviously temporary label used on Item 2, but what is more intriguing is the fact that these labels are identical in every way to the CL7 labels used in Bermuda. Apart from the technical similarities such as typestyle, wordspace, linespace and size, it is interesting that these labels follow the Bermuda series. The highest CL7 number known is C/8170. Only some CL6 labels which came into use later are numbered higher than the labels of British Honduras - from C/8178 to C/8184. Meanwhile the connection between the L5 labels of British Honduras and the CL7 labels of Bermuda remains a mystery yet to be solved.

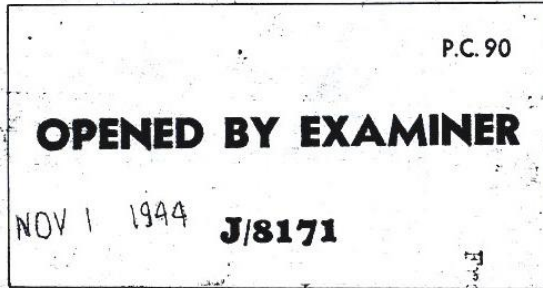
During 1943 a new label - Type L3 - came into use. The EKD is 18 August 1943, and at least one number was still used during 1944. Item 3 is sealed with an L3 8172 label dated 20 July 1944. Earlier in 1944 the L4 labels appeared and remained in use during most of the year. Item 4 is sealed with an L4 label dated 1 November 1944.

Late in 1944 a label similar to L3, but without a printed code number, came into use. This label, with the number added in manuscript, is of the L6 type. Item 5 of 16 December 1944 is sealed with an L6 label 8173. As labels L3, L4 and L6 are similar to labels used in other British territories, it is reasonable to assume that they were printed

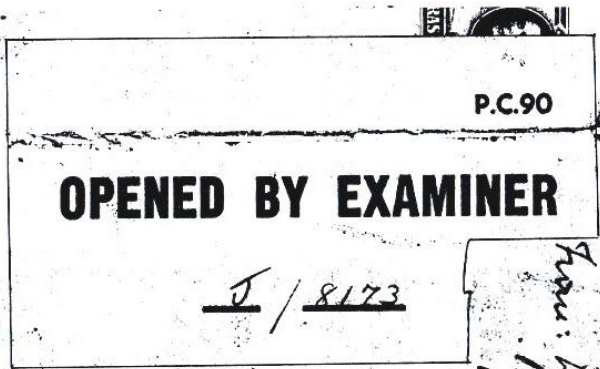




Item 3



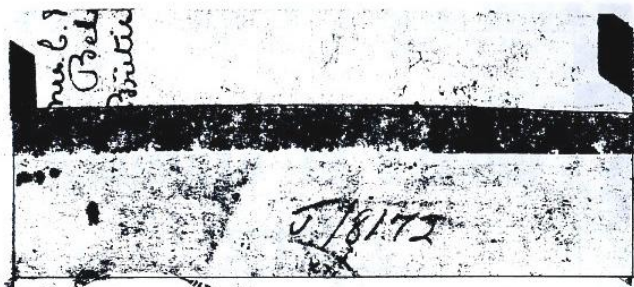
Item 4



Item 5

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Item 6



Item 7

elsewhere and supplied to the British Honduras censorship authorities.

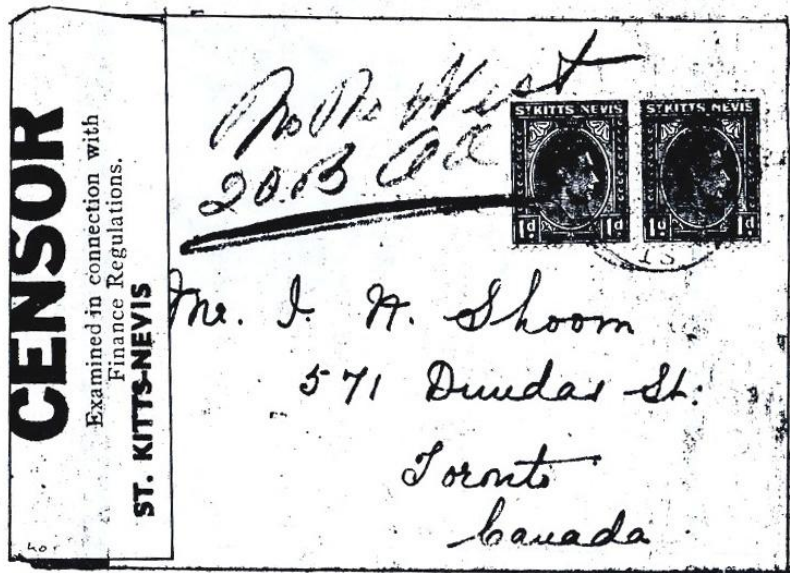
During 1945 this supply of censorship labels seems to have become exhausted. Item 6, dated 10 March 1945, is sealed with brown-paper tape and the examiner's number, 8172, is added in manuscript.

Item 7 was sent from Belize to the USA. Dated only 6 January, the unsealed cover is stamped on the reverse with the standard octagonal handstamp issued to most British colonies. The handstamp is 26mm wide, 35mm high and the code letters are I.J./ with the examiner's number (8174) added in manuscript. Unfortunately the strike is rather faint and therefore difficult to reproduce, so it has been retouched.

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A ST. KITTS COVER

A. SHEPHERD



The above label has been seen recently from St. Kitts-Nevis. The postmark was said to read 9.2.44, which is very late for a label with CENSOR on it. Financial labels are in any case rare from the West Indies, and any further information would be welcome.

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(copn. from p. 37)



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BARBADOS POSTAGE DUES

W.H.Matthews

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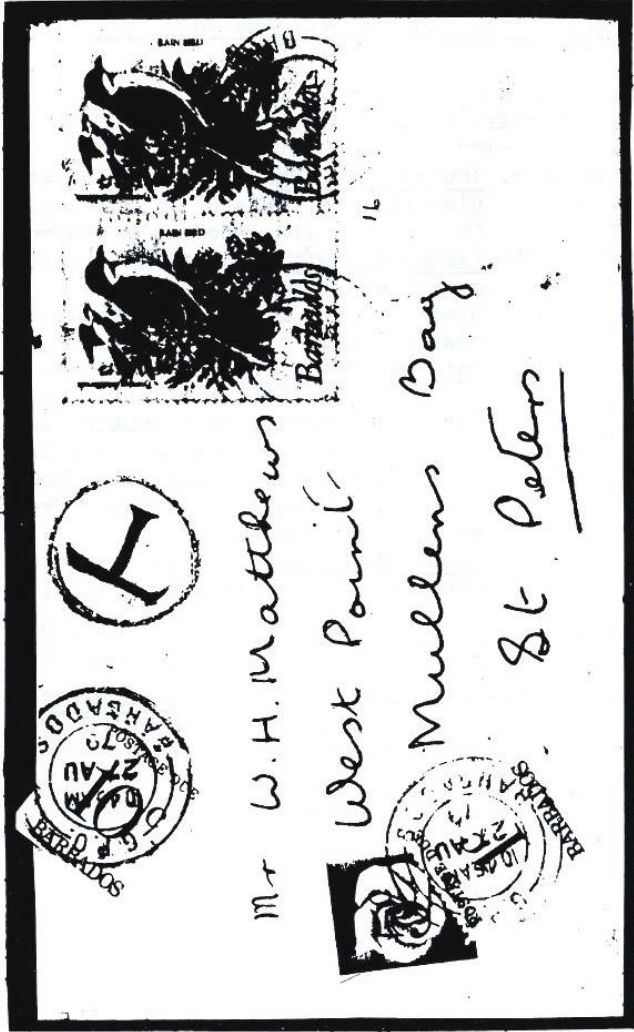
The interesting thing about Barbados postage dues is that they are issued only at the GPO in Bridgetown. Consequently underpaid letters have to be sent to the GPO to have the postage dues affixed before delivery and collection of the fee.

The cover shown (next page) was posted by me at St. James PO on August 22nd 1979. It arrived at St. Peter PO on the 24th (according to the backstamp). It then went to the GPO where the postage dues were attached and cancelled 27th August. We left Barbados on the night of August 29th and it had not been delivered. Admittedly on the 28th Barbados was under a hurricane alert for Hurricane David from which, unlike Dominica, it was spared the full fury. The letter was finally just put in the letter box, where it was recently found. I must say that the Barbados post office certainly earned the 4c they got in postage from this letter! And what about balancing the books for the postage dues?

Saturday, May 10th, is the date of the combined BCPSC, Roses and BWISC Meeting at the Bonnington Hotel, London. The morning will be taken up with the Annual General Meeting of the BCPSC, and the viewing for the Auction. After lunch there will be a further short viewing for the Auction, which will then take up most of the afternoon. Short slide shows of the West Indies will be given if there is time.

MAKE SURE YOU ARE THERE!





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### LONDON 1980

#### International Stamp Exhibition

Tuesday May 6th to Wed. May 14th 1980

Here are dates and interests for all members of the Roses. Put these in your diary for 1980.

BCPSG Sponsored. Thursday May 8th All-day visit to Blenheim, birthplace of Sir Winston Churchill, with lunch at Woodstock. Friday May 9th Pm visit to the Victoria & Albert Museum; costume and other art subjects. Tea at the Rembrandt Hotel.

Saturday May 10th Joint meeting of the BCPSC, BWISC & the Roses at the Bonnington Hotel, Southampton Row. This includes fraternisation, Group meeting, two slide/sheet shows and an Auction. Minimal registration fee is the only charge.

Monday May 12th Visit to Harrods, with an English tea as a special.

BWISC Sponsored. Friday May 9th Wine & Cheese Party at the Kingsley Hotel, Bloomsbury.

American Philatelic Society activity. Wed. May 7th Writer's Breakfast at the Commonwealth Institute, High St Kensington

Your action -

A contact list is in the hands of

Al Branston, 11 Patching Hall Lane, Chelmsford CM1 4DH  
of all who are interested in these activities. They will also get the London Welcome News Letter in the early Spring 1980.

So please write to him immediately!

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THE POSTAL CENSORSHIP IN TRINIDAD (Handbook No.1, pp 74-82)

B. Renshaw

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The following are the additions which have been determined since the information given was written.

## CORRECTIONS

(a) Only the terminal censors (dealing with outgoing and incoming mail) were housed in the Treasury Building, Port of Spain. Those dealing with transit mail through Trinidad, intercepted en route, used large wooden buildings erected for the purpose in London Street near the Port of Spain deep-water quay.

(b) P.74, line 12 - delete 'and French Ivory Coast'.

(c) P.78, List of TR/3 Labels - delete '6148'.

## AMENDED EKD/LKD

TR/1A - EKD: September 1939      LKD: September 1940

TR/1B - EKD: September 1939      LKD: July 1942

TR/1E - EKD: March 1942          LKD: September 1942

TR/2B - EKD: January 1941

TR/3 - EKD: June 1941

TR/5 -                                      LKD: April 1945

IC/TRI (dated), p.81, 9 lines from foot - LKD: July 1942.

## ADDITIONAL ROUTES FOR INTERCEPTED MAIL

To USA, from Bolivia, French Guyana, Germany & Turkey.

To South America, from Switzerland, Holland and reverse.

Uruguay to Cuba - incoming mail from USA, Canal Zone, Brazil and GB.

## ADDITIONAL NUMBERS RECORDED

TR/1B - 7, 10, 16 (now 2 to 16 inclusive, except 14)

TR/1C - 1

TR/1E - E/9, E/13, E/14, E/24

UK Types - 450, 622, 846, 885, 965, 1111, 1146, 1260, 1498,  
1521, 1647, 1655, 2339, 2548, 3631, 3699, 4356,

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4561, 4599, 5159, 5302, 5303, 5353, 5593, 5610,  
5717, 5725, 5733, 5823, 6007, 6017, 6029, 6043,  
6106, 6109, 6200, 6254, 6383

TR/2A - 36, 52, 59, 64, 88, 103

TR/2B - 13, 28, 64, 79, 84, 88, 93

TR/2C - 38, 45

TR/2D - 6042, 6082, 8037, 8049

TR/3 - 1111, 1572, 3631, 4969, 5450, 5630, 5713, 5725,  
5733, 6109, 8007, 8008, 8011, 8016, 8018, 8019,  
8020, 8025, 8027, 8028, 8031, 8033, 8040, 8043,  
8048, 8051, 8053, 8054, 8061, 8072, 8074, 8082,  
8087, 8090, 8093, 8094, 8098, 8099, 8100, 8608,  
8617

TR/4A - 6082, 8017, 8022, 8035, 8049, 8090, 8623, 8644

TR/4A1- 8036\*

TR/4B - 5713, 8004, 8011, 8018, 8019, 8035, 8042\*, 8051,  
8055, 8073, 8088, 8090, 8095\*, 8606, 8611, 8613,  
8622, 8628\*, 8629\*, 8639, 8643, 8644, 8652, 8691\*,  
8694\*, 8705, 8709, 8719, 8745\*\*

TR/4B1- 8021

TR/4B2- 8630\*

TR/4B3- 8007, 8652

TR/4D - 8069, 8708

TR/5 - 5328\*, 8023, 8032, 8049, 8060, 8065, 8633, 8639,  
8652, 8662\*, 8665, 8674, 8690\*, 8692\*, 8700\*, 8723,  
8744\*, 8780\*

TR/5B with large IE/- handstamp - 8036, 8618

TR/6 - Intercepted: 8016, 8043, 8044, 8654, 8787

Outgoing: 8013, 8058, 8656, 8752, 8754, 8755, 8756,  
8761, 8764, 8772

### ADDITIONAL LABEL TYPES

TR/3A - This was originally thought to be a UK-type, but it does not correspond to any such. The presence of the digits 167 in the upper imprint warrants its inclusion here. (See illustration)

Number: 6017

Use: 1943, both outgoing and intercepted, with small IE/- handstamp.

TR/4A2 - The attempt to classify TR/4 labels by three approx. measurements has been reasonably successful, though some tolerance has to be accepted. This one, however, measures



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75, 29, 16 and so does not even approximate to those listed.  
Number: 8042

TR/4D2 - As TR/4D, but no stops in 'IE' (illustrated)  
Number: 8072

TR/4E - Measures 79, 27, 10. In different type face, especially R with "tail" (illustrated).  
Number: 8625

1671.1  
[P.C. 90]  
**OPENED BY**  
**EXAMINER** <sup>IE/</sup>**6017**

TR/3A  
Argentine to USA

TR/4D2  
Uruguay to Cuba

P.C. 90  
**OPENED BY EXAMINER**  
**IE/8072**

**ED BY EXAMINER**  
**I.E./8625**

TR/4E  
Brazil to USA

ONLY S. AND  
L. C. 1510

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DETAINED MAIL

Illustrations are provided of:

(a) Label reading "DETAINED BY CENSOR 2./TRINIDAD & TOBAGO", on cover from Germany to the USA in 1940.

(b) Two handstamps on covers not released until long after cessation of hostilities. These handstamps were not necessarily applied in Trinidad, even though the labels show that the letters were intercepted in Trinidad en route from Paraguay and Brazil to the USA. This clearance may have been done in Jamaica.



(a)



**HELD BY BRITISH  
CENSOR  
RELS'D JAN. 1946**

(b)

**HELD BY BRITISH  
CENSOR R'LD JAN 1946**

(c)

26255

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TRINIDAD &amp; TOBAGO T-MARKS

G.G.Ritchie

On visiting Trinidad & Tobago last summer the main interest was obviously to obtain postage dues on cover, with their attendant markings. This was in fact easier said than done, and the final bag lacked the current 6c! The first attempt was at the Centenary Stamp Exhibition in Scarborough, Tobago. There a set of envelopes was prepared and handed in; each due available was to be attached and the Scarborough T applied. As the printed-matter postage was 6c and the internal letter was 10c, envelopes were able to be prepared appropriately for the lower face-value dues, but above 2x10c postage this was just given up! Well, the whole first set (large size) was obtained on cover, except for the 4c, which was that issued in 1976 and was from the second set (small size).

On returning to Trinidad we were based at San Fernando, the second-largest town, and so we "did" a few of the smaller post offices and postal agencies in the south-west. Only two offices were found with postage-due stamps - Santa Flora and Palo Seco - and these had only a strip of each value up to the 10c (mainly first printings). The missing denominations were obtained by introducing myself to the Postmaster at San Fernando. That is, all except the small 6c, which was no doubt held at Port of Spain but alas this was too far away, even on an island!

The position in the other ex-British West Indian territories which have postage dues, ie Barbados, Belize, Grenada, Guyana and St.Lucia, is known only in some cases. In Barbados and St.Lucia only the GPQ has these, but in Grenada more than one office has postage-due stamps. The position in Belize and Guyana is not known. However, it appears from the sheet running numbers, printed or inked in the margins of the corner blocks of four obtained mint at Scarborough or San Fernando, that very few postage dues are now actually used in Trinidad & Tobago. As might be expected, the 2c's

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had the largest numbers. However there appeared to be, at least in the smaller offices, little knowledge of how to use postage dues, and all letters posted understamped just passed through without question, including one which was even marked with a T! Indeed it was just like this country, but what was unlike the UK was the attitude of the officials, who passed over all their handstamps without question for you to use!

Towards the end of the visit I had the presence of mind to ask if that particular office had a T-stamp. In those which had them, these marks were of many types and sizes, and the following may be of interest. Nine main types of T-mark of Trinidad & Tobago are known to the author. These have existed for a good few years and are as follows (the dates in brackets are those of known examples). My thanks are due to George Thompson, Jim Gordon and Brian Renshaw for providing me with material to add to this list.

### Without Frame



(mostly approx.  
12½ x 15 mm)

California (4/62-4/66)  
Gasparillo (1/70)  
Marabella (1/67-8/69)  
Mucurapo (7/53)  
Plaisano (1/69)  
Point Cumana (current)  
Princes Town (9/63)



(approx 11x14mm)

Scarborough (8/79)



(approx 9x16mm)

Penal Rock Road (8/79)  
Tunapuna (2/76)





Arima (6/79)

(approx 13x23mm)

With Frame



Port of Spain (12/05 - 1/12)  
 Fyzabad (9/63 - 4/66)  
 Todds Road (11/78)

Diameter 15mm,  
 serifed T.



Circle variously  
 17 to 22mm dia-  
 meter, enclosing  
 thinner T.

Blundell  
 Buenos Ayres (8/79)  
 Febéau  
 Fatima  
 Flanagan Town (11/78)  
 Port of Spain (8/48 - 7/70)  
 Quarry (8/79)  
 Santa Flora (8/79)  
 St. Barbs Road  
 San Fernando (?/63 - 8/79) 17 & 18 mm.  
 Black or red.

San Juan (1/69)  
 Williamsville (6/67)



With thicker T.  
 Circle 19 mm  
 21 mm

Port of Spain (5/67 - 3/69)  
 San Fernando (8/36 - 4/37)  
 Siparia (3/69 - 4/69)

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23 mm	Port of Spain (2/30)
	University (11/69)
	Sangre Grande (3/50)
25 mm	Port of Spain (11/1892)

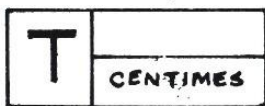


Carenage	
Claxton Bay	(8/63)
Couva	(1/69)
La Brea	(11/63)
Maraval	(4/72)
Moruga	(8/79)
Palo Seco	(8/79)
San Juan	(12/52)
Tortuga	(7/79)

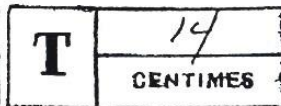


Las Lomas  
Milton Road

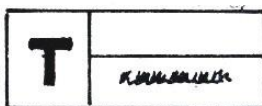
It is believed that T-marks of the following long framed type are applied in a shade of violet to letters leaving the country at Port of Spain, and confirmation of this would be useful.



(8/48-6/58)



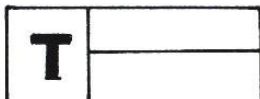
(6/57)



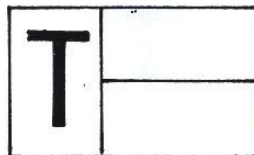
(worn 6/55)



(6/58)



(10/72)



(10/71)

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HAPPENINGS IN BERMUDA

Richard Heap

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"They that go down to the sea in ships, and occupy their business in great waters; these men see the works of the Lord, and his wonders in the deep." (Psalms 107, verse 23)

It is doubtful, however, whether the Psalmist had in mind the "wonder" which greeted the eyes of seafarers in July 1979 four miles off St. David's Head, the most easterly point of Bermuda. There, in 600 fathoms of water, in a twelve-foot Atlantic swell attached by a lifeline to the tug 'Bermudian', was the Postmaster-General of Bermuda, the Hon. Sydney Corbett, trying to fasten ropes round wooden crates, whilst all on board were suffering from sea-sickness.

The reason behind all this unaccustomed activity was a wish to dispose of 8 tons (31 million) of obsolete stamps, dating back to 1971. So the stamps were packed into wooden crates and the expedition set out. At the appointed place two of the crates, which had been previously punctured, were committed to the deep. They floated! Nearly 80 more crates remained on board. Mindful of Bermuda's great naval traditions the old order was given - "Stand by to ram." The order was fulfilled and the crates still floated!

Then it was that Mr Corbett took to the waves. After an hour's struggle the crates were roped and hoisted back on board, followed by Mr Corbett. All returned to shore, where the stamps were consigned to the Pulverisation Plant.

When asked why this had not been done in the first place, Mr Corbett is quoted as saying: It takes an awful long time and we thought this way would be quicker.

Perhaps the last word belongs, in Bermudian dialect, to a correspondent in one of the local newspapers:

Der Mr Aditer,

Dat bye Corbett makes me laff. Doan he know dat vood boxes viff dry paper into em vont sink? Veight got

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nuffin to do viff it. Havy or light any us byes could a tole him dat dem tings vould keep bobbin aroun out der for days. Serves him right for gettin sea sick - vaisting all us byes money ridin aroun de ocean in a Guvment boat. What he shoulda done was dump em in de dark water off Cooper's Island. Den de sea monsters vould a come and lat em lick...one time! Now dey is gonna gum up de verks ower to de pulverization plant. Dat bye Corbett sure does get hisself into some sticky sitch-easions.

THE UM UM STAMP SINKIN AXPURT

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A GRENADA COVER

Ken Watson

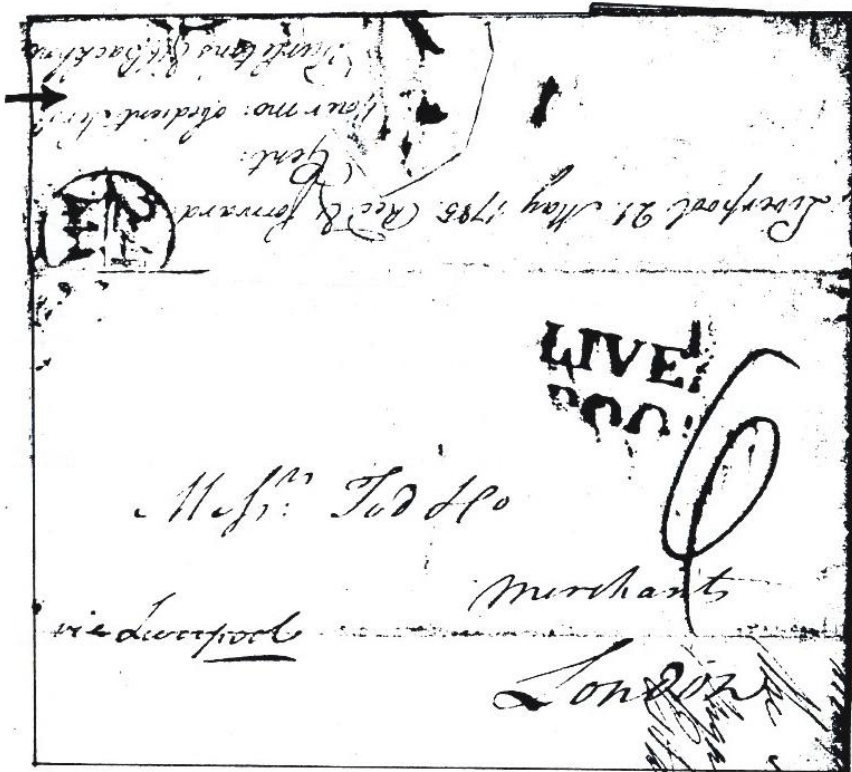
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Collectors of Grenada pre-stamp material may be interested in this letter dated 9 April 1785. The British assumed control of this island for the second time by virtue of the Treaty of Versailles in September 1783. According to John A. Cronin and W. Danforth Walker the earliest recorded packet letter is 25 January 1786, and prior to that date all correspondence seen from Grenada to the U.K. was by ship-letter mail.

In this case the letter was from a Mr T. Townsend advising the shipment of 25 tons of sugar per the "Neptune", Captain Liddle, from Dougalls Town Estate, Grenada. Addressed to Messrs Tod & Co, Merchants of London, the entire has a London Bishop mark on the reverse for 24 May and a manuscript postal charge of 6d Liverpool to London.

What adds a little extra interest to the item is that in its travels, probably carried privately Grenada to Liverpool, the cover passed through the hands of Purleton's & Backhouse forwarding agents of Liverpool (unrecorded by Kenneth Rowe), who added their endorsement "Liverpool 21. May 1785 Recd & forwarded by Gent:/Your mo: obedient Servt./ Purleton's & Backhouse."





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UPDATED INFORMATION ON WWII CENSORSHIP LABELS AND MARKINGS  
OF BRITISH HONDURAS Trevor S. Bates

It is almost 3 years since the article in *Roses Handbook II* appeared, and during the intervening time other information has come to hand from several sources.

CENSOR'S OFFICE & STAFF

In this regard let me quote from a letter from Owen Phillips of 30 Aug 77:



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L4: Additional numbers: 8171, 8174

New EKD: 12 JA 44

New LKD: 10 JA 45

L5: Additional numbers: 8171 ((a) in black manuscript) ,  
8171 ((b) in black manuscript) ,  
8173

New EKD: 15 MY 43

New LKD: 25 MY 43

L6: Additional number: 8174 (in black manuscript)

New EKD: 14 OC 44

New LKD: 31 JA 45

## BROWN TAPE LABELS

Numbers reported: 8171, 8172

EKD: 10 MCH 45

LKD: 24 MCH 45

## 'EXAMINED BY/.....'

Additional numbers: 1064, 2089, 2092, 2109, 2178 ,  
3237, 7797, 8178, 12125, 12178,  
12181, 12263

Dates concerned: Between 3 JU 42 and 6 MY 43

## 'OPENED BY/.....'

New 'E' Type: Both lines of lettering 9mm high.

EKD: 1 JU 42

New 'E' Type a: Label measures 72 x 78mm. Lettering  
measures 11mm high on line 1, and 9mm  
high on line 2.

EKD: AP 25 45

## OTHER MARKS



Fig 1

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Ralph Group reports a cover from Belize to Wilmington Mar 17 43 with a transparent label (US) 2231. The reverse side of the cover shows an E.E.C. marking (Fig 1). Has anybody any comments on its importance?

Thanks are expressed to Owen Phillips, Ralph Group and Horst Augustinovic for information received.

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ST.LUCIA MARKS

G.G.Ritchie

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The common code letter C mark (diameter 19 $\frac{1}{2}$ mm) originated at Castries, but it not generally known that code letter B exists in this size. Recently I obtained a code letter B on a 1s. QV Die II, but on this the date was unfortunately off the stamp. Previously only a single 1s Die I and a single 1s Die II were known, both strangely enough cancelled on 18.1.93. It is thus concluded, admittedly on little evidence, that this code letter was kept for heavy items, hence the 1s denominations (Fig 1). It was thus very little used. Alternatively, of course, this code letter could have been kept as a spare at Castries and again used very seldom.

Since writing Handbook No.3, three examples of a small T in triangle (p.50) have been reported used commercially on dates between 1890 and 1901. In addition, a new type of postage due handstamp (p.51) has been reported used on 23.2.1927 by Dr Vivian-Browne (see Fig 2). As can be seen, this is a very different type, in fact it was issued before the fire on the night of 14-15th May 1927. It must therefore, and others like it if they exist, have been destroyed during the fire, and so the types up to 6d given in the Handbook ( Fig 3) must be a second issue after the fire.



Fig 1



Fig 2

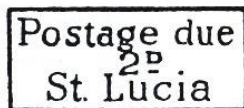
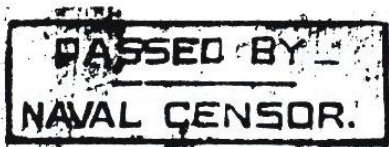


Fig 3





Now here is a puzzle! The author has the above mark in blue on a letter addressed to a naval outfitter in Chatham. The letter has a 1d KGV St.Lucia cancelled with a dumb cork cancellation, and it had been assumed that the WWI censor mark had been applied in the UK. However, Dr Vivian-Browne has just reported another identical mark on a letter from St. Lucia to Barbados, franked with a 1d KGV and the same locally overprinted WAR TAX. This however went via New York, as shown by the dated Paquebot marking of 3 July 1916. Was, therefore, the censor mark applied in St.Lucia or at New York - these seem to be the common parts of the journeys of the two letters? Or was it a naval mark put on when the letter was posted and therefore not a "place" mark at all?

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SPECIAL POSTMARKS USED IN TRINIDAD & TOBAGO      Bruce Walker

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Various events have been marked in Trinidad & Tobago by the use of special postmarks over the years. In recent years I have been collecting information on these, and the following listing is the result.

1. AG. SHOW, P.O. (Fig 1)

Post Office opened for Trinidad's Agricultural Show held at the Princes Building, Port of Spain from 16th to 19th October 1895. A report in the Port of Spain Gazette on 23rd October by the Acting PMG, Mr J.H.Collens, stated that a total of £3.12.9 was taken at the post office during the time of the Exhibition. This postmark showed no date and is usually found with the TRINIDAD 22mm cds just cutting the

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top of the mark.

### 2. YE OLDE ENGLISH FAYRE

This "Fayre" was held at San Fernando on 10th April 1915 to raise funds for the war effort. A post office was set up at the Fayre but no special cancellation was used, although mail handed into the post office received a special cachet and on most covers is the label sold at 1d. These covers are greatly sought after and command a high price.

### 3. SAN FERNANDO CENTENARY (Fig 2)

This postmark was used at San Fernando from 16th to 28th February 1946 to mark the 100th Anniversary of the Incorporation of the Town. A special cover was produced by A.T. Pollonais and is recorded in use from 18th February. A slogan cancellation 'SAN FERNANDO/CENTENARY' was used in Port of Spain from 14 to 27 February for this event. The mark used in San Fernando was possibly the first 'Skeleton' type of postmark to be used in Trinidad & Tobago.

### 4. WHITEHALL (Fig 3)

The First Caribbean Intercolonial Stamp Exhibition sponsored by the Trinidad Philatelic Society was held at Whitehall in Port of Spain from 6 to 9 May 1948. The skeleton postmark used for the four days incorporates a time code, and listed below are the times on the various days I have so far recorded:

Thursday 6 May - 3.30pm  
Friday 7 May - 9.30am & 3.30pm  
Saturday 8 May - 3.30pm  
Sunday 9 May - 2pm.

### 5. JAMBOREE (Fig 4)

The Second Caribbean Scout Jamboree was held at Valsayn from 4 to 14 April 1961. This skeleton cancellation I have seen only on FDC's of the special issue of stamps for the event, but presumably the branch office remained open for the period of the Jamboree.

### 6. GIRL GUIDE CAMP (Fig 5)

This branch office was open from 7 to 11 April 1964 at Orange Grove, and the event was held to mark the Golden Jubilee of the Girl Guide Association of Trinidad & Tobago. The volume

of mail posted at the Camp Branch Office, judging by what I have seen, seems to have been very small, although special covers for the event were produced.

7. TRINIPLEX (Fig 6)

The Trinidad Philatelic Society Silver Jubilee Exhibition held at the Queen's Park Hotel, Port of Spain from 13 to 15 May 1967.

8. SOUTHPEX (Fig 7)

The Southern Philatelic Society's Stamp Exhibition was held on 5 May 1968 at the Town Hall in San Fernando in association with the Trinidad & Tobago Festival.

9. TRINIPLEX (Fig 8)

The Trinidad Philatelic Society's 30th Anniversary Exhibition was held at Centenary Hall, St. Mary's College, Port of Spain from 5 to 7 August 1972.

10. TRINIPLEX (Fig 9)

The Trinidad Philatelic Society's 35th Anniversary Exhibition was held at the Holiday Inn, Port of Spain from 10 to 13 April 1977. The Branch Office at the Exhibition was not supplied with a change of date for the skeleton postmark and all strikes of this mark bear the 10th April regardless of the date posted.

11. TRINIPLEX/TOBAGO (Fig 10)

The exhibits were taken over to Tobago and put on exhibition at the Mount Irvine Hotel on 17 April 1977. The same skeleton postmark was used, but with TOBAGO substituted for TRINIDAD. This was the first special postmark to be used in Tobago.

12. TOBAGO CENTENARY EXHIBITION (Fig 11)

Stamp Exhibition held by the Trinidad Philatelic Society at Scarborough Secondary School on the 1st and 2nd of August 1979 to celebrate the Centenary of the First Issue of Stamps in Tobago. The postmark on the 1st can be found in purple or black ink, whilst that of the 2nd in black ink only. The first day of issue postmark (Fig 12) was also in use at this exhibition on the 1st, but the majority of FDC were cancelled with this postmark in Port of Spain and flown over to Tobago.

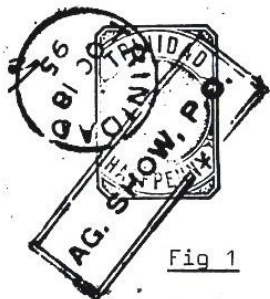


Fig 1



Fig 2



Fig 3



Fig 4



Fig 5



Fig 6



Fig 7



Fig 8



Fig 9



Fig 10



Fig 11



Fig 12

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THE BAHAMAS: ANDROS ISLAND AND ITS POSTMARKS

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M. Watts

Due to the mysteries of the island, the Spanish named it 'La Isla del Espiritu Santo' - the island of the Holy Spirit. The history of Andros is filled with legend, much of it based on folklore that can be traced to stories told by the Seminole Indians. One concerns the Chickcharnies who are supposed to be little pixies who are red-eyed and have three fingers and three toes. When not employed in some form of mischief, they hang by their tails from the cottonwood trees. The Chickcharnies are still blamed for all human woes, great and small.

Due to the legends associated with Andros many true stories about the island are considered myths, but the story that a band of Florida Seminole Indians once lived there is definitely true. In the last decade of the 18th century, the English resettled in the Bahamas with their slaves; more than 20 families were settled on Andros, and this was the first permanent settlement since Indian times.

In the middle of the 19th century another group of about 50 Seminoles, fearing enslavement, left the Everglades of Florida and paddled eastwards to the west coast of Andros. Recently, when a new road provided the first limited land access to Red Bay village, the inhabitants were found still to live as a tribe, with their leader acknowledged as a chief.

Andros is by far the largest island in the Bahamas, being 100 miles long and 40 miles wide. It is situated some 33 miles southwest of Nassau and 150 miles southeast of Miami, Florida. It is actually cut into several separate islands and has innumerable creeks and lakes. The land is flat and the hills do not go over 40 feet in height. Much of the island is covered by pine and mahogany forests. Only the eastern side and northern tip of the island is inhabited and

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the population is around 8 000, of which 1000 reside at Fresh Creek.

The American and British Governments chose Andros as the site of the Atlantic Undersea Testing and Evaluation Centre because the 1000 fathom deep Tongue of the Ocean runs parallel to the island's eastern shore. Here also is a fabulous fringing reef 120 miles long, and second in size only to the Great Barrier Reef of Australia.

There are no industries on the island apart from tourism and a limited amount of lumbering. Most of the inhabitants earn a living by fishing, the island boasting some of the finest fishing waters in the Bahamas, plus lobster potting. As far as the tourists are concerned, these consist mainly of sportsmen who either come to fish or to shoot wild duck or pigeon, which abound on the eastern side of the island, as do pelicans, parrots and red-headed crows.

The main settlements are at Fresh Creek, Nicoll's Town, Mastic Point, Driggs Hill, Mangrove Cay and San Andros. The main post office is situated at Fresh Creek, which has the status of a District Post Office. There are two further DPO's; Kemps Bay in the south and Nicoll's Town in the north. Much of the commercial mail originates from these three offices, and therefore covers from some of the smaller offices are none too easy to collect if used commercially. Over recent years a number of the offices have used temporary rubber date stamps and these all add to the interest for the postmark collector.

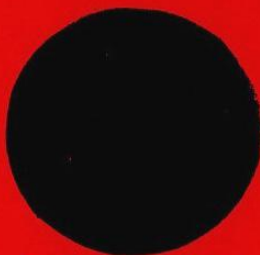
The offices, with opening dates where known, are as follows:

Behring Point	(by 1910)	Nicoll's Town	(1891)
Bowen Sound		Low Sound	(9.12.1957)
Cargill Creek		Owens Town	
Deep Creek	(1.1.56,	Pleasant Bay	(25.3.1953)
	replacing	Pure Gold	(by 1924.
	Pure Gold)		Closed 31.12.
Driggs Hill	(16.7.1959)		1955. Trans-
Fresh Creek	(1896)		ferred to
Kemps Bay	(1909 or 1910)		Deep Creek)
Long Bay Cays	(1891)	San Andros	(25.5.1966)
Mangrove Cay	(1885)	Staniard Creek	(by 1891)
Mastic Point	(1891)	The Bluff	(1968)

Examples of some postmarks of recent years now follow:



Also: The Bluff Pleasant Bay Stanard, Creek  
Mastic Point Nicolls Town



Frank on official env.



(con. p.13)

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