

Roses Philatelic Society Caribbeana

M. Rejo

CARIBBEANA



Roses Caribbean
Philatelic Society

No.10 April 1981

Roses Philatelic Society Caribbeana

ROSES CARIBBEAN PHILATELIC SOCIETY

Handbook No.4 is now ready

Postal REGISTRATION in BRITISH GUIANA

by M.R.Rego

Although the main part is an illustrated listing of the registration labels, this covers every aspect of registration in British Guiana, inc. manuscript markings, seals and the registered datestamps in detail. This is new, except that the basic registered postmarks are dealt with by Townsend & Howe in their book on British Guiana. Handbook No.4 runs to 41 A4 pages and the cost is as follows:

Members - £1.00 or US\$2.50 plus postage and packing

Postage/packing to UK or Europe = 0.25p
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The Journal of the Roses Caribbean Philatelic Society 1981
No.10

April

THE CHAIRMAN'S EDITORIAL

This year we have already seen some splendid displays, and it has been pleasant to see several new faces.

Mike Rego's handbook on British Guiana postal registration is our latest publication. For those of you who have not got a copy I can heartily recommend it - and it is really an example of philatelic research.

Next year will see our 25th Anniversary. The celebrations have not yet been finalised, but it is generally felt that they should be held in Leeds, a city with which the Society has always had very close links.

It was pleasant to see a West Indies entry being awarded the 'best in show' at Stampex, with Trevor Davis showing Bahamas.

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President's Editorial.....	1
BWISC Convention.....	2
Jamaica - Help Wanted.....	2
A Historical Account of the Bahamas M.Watts.....	3
A DUE 2 with a Difference...H.Augustinovic.	9
The 1956 Provisional of Trinidad and Tobago.....Jim Laurence..	11
The Madeira Connection.....W.K.Watson....	12
Review of KGVI Society's "Barbados".....	15
Cuba.....R.Ward.....	16
Jamaica Post Offices.....	24
St.Lucia News.....G.G.Ritchie...	27
Antigua Returned Mark.....W.H.Matthews..	28
St.Lucia Meter Marks.....G.G.Ritchie...	28
Cat Island and its Post Offices M.Watts.....	30

Roses Philatelic Society Caribbeana

2

Another show which several members enjoyed was Bermupex, where the highlight was Morris Ludington's Bermuda. It seems a pity that there will not be a Saturday opening at BPE this year, which will make it difficult for members to attend if they do not live near London.

So, despite the feeling that there might be some anti-climax after London 1980, interest seems very high and, despite the well publicised difficulties that Gibbons seem to have been encountering, dealers prices do not seem to be affected by the recession. I hope you can all find some bargains, however, and fill those elusive gaps.

Richard Heap, President

BWISC Convention

The above Convention, to which all members of the Roses are invited, will take place in the Regent Hotel,
Leamington Spa.

The date will be the 17th October 1981, so please keep this date free.

For further details, please see the June BWISC Bulletin.

JAMAICA (Help wanted)

Would all Jamaica collectors please check to see if they have any POW (Prisoner of War) Printed Stationery Cards or Form Cards as used at the Internment Camp. Please photostat both backs and fronts and send to Derek Sutcliffe or Malcolm Watts, via the Secretary if necessary. Currently a new book based on Tom Foster's notes is in preparation and help is needed concerning POW Printed Stationery, which was not previously listed by Foster.

A HISTORICAL ACCOUNT OF THE BAHAMAS

M.D.Watts

The history of the Bahamas, and indeed that of the whole western hemisphere, began on the 12th October 1492 when Christopher Columbus landed on San Salvador, which is one of the smaller islands and one of the most easterly of the entire Bahamas group. At the time of his landing the Bahamas were inhabited by an Amerindian tribe known as the Arawaks. This peaceful and apparently amiable people are believed to have lived there since the 10th Century, having fled from the more southerly Caribbean islands which were dominated by the warlike and aggressive tribe known as the Caribs.

The Spaniards did not settle in the islands although they did formally take possession in the name of the Spanish Crown. The southern Bahamas had little to offer the Spanish as they were flat and largely infertile - except for the native people who could be used as slaves in the Conquistadors' search for gold. During the first 20 years of the 16th century the entire Arawak population of the islands was taken to Cuba and Haiti. The result was that they all died of disease, starvation, brutality and, in many cases, of suicide. Today the only legacy that remains of the Arawaks consists of a few Lucayan names.

Ponce de Leon, one-time Governor of Puerto Rico, was the first major explorer of the islands after Columbus. In 1513 he set sail in search of the island of Bimini and its legendary Fountain of Youth - 'a continual sprynge of runnyng water of such marvelous vertue, that the water thereof being dronke, perhappes with some dyete, maketh owld men yonge ageyné.' Leon sailed northwards up the eastern margin of the Bahamas touching at various islands before striking westward, running head-first into Florida. After exploring the coast there he doubled back towards the Bahamas, calling at Andros, Abaco, Eleuthera and the Berry Islands, but he failed to discover Bimini. For the next 100 years or so the Bahamas were claimed, but not colonised, by the Spaniards whose main

Roses Philatelic Society Caribbeana

4

interest was in Cuba and Hispaniola. From around 1578 they were regarded as part of the British domains.

On 30th October 1629 Charles I granted to his Attorney General, Sir Robert Heath, proprietary rights over the area of the American mainland 'betwixt one thirety & 36 degrees of northerne latitude inclusively placed (yet hitherto untild, neither inhabited by ours or the subjects of any other Christian king, Prince, or state But in some parts of it inhabited by certaine Barbarous men who have not any knowledge of the Divine Deitye) He being about to lead thither a Colony of men large & plentifull, professing the true religion; sedulously & industriously applying themselves to the culture of the sayd lands & to merchandising to be performed by industry & at his owne charges & others by his example.. and alsoe all those of our islands of beagus (Bahamas) & all other Isles & Islands lying southerly there....'

By 1629 Robert Heath, an ardent royalist, was at the peak of his career, rich in royal favour. He was given favours in America far greater than those given to Sir Humphrey Gilbert and Sir Walter Raleigh. Heath was given proprietary rights in Carolina and his rights in the Bahamas were to be similar to those enjoyed by the Bishops Palatine of County Durham. The land was to be held by Heath and his heirs or assignees as tenants in chief and the nominal rent to the King was 20 ounces of pure gold inscribed with the words 'Deos Coronet Opus Suum'. This rent was to be payable only when the king personally collected it on visiting the territory.

Between the granting of the rights and 1640, Heath became too preoccupied with affairs of state to take up the offer and in 1642 he fled with Charles I from London. Later in his absence he was impeached by Parliament and his estates sequestrated. He fled the country and died in Calais in 1649, and thus was never able to establish his colony overseas. However, the formal annexation of the Bahamas on 30 October 1629 is commemorated on a plaque outside the House of Assembly in Nassau.

The first actual settlers of the Bahamas came from Bermuda; one of their chief motives was to found a colony where they could enjoy freedom of worship and could escape the religious and other constitutional troubles besetting Charles I and his Parliament. William Sayle had been chosen as Governor

of Bermuda no less than three times, his first two terms being 1641-42 and 1643-44. By 1645 the religious squabble between Anglicans and Non-conformists had reached a crisis and Sayle had been chosen to go to England to negotiate with Parliament a settlement of the dispute. He returned with a document proclaiming freedom of worship for all Bermudans. This document proved to be practically worthless, and in 1647 he was back in England seeking the right to establish a colony where actual religious freedom could be obtained. The result was a 'Broadside Advertising Eleuthera and the Bahama Islands' (London 1647), which led to the formation of the 'Company of Eleutherian Adventurers' and the first colony in the Bahamas in 1648. The following year some 70 settlers, led by Sayle, landed on Eleuthera (later shortened to Eleuthera) after wrecking their ship and losing most of their stores on the reefs. These settlers eked out a miserable existence, based mainly on the export of ambergris and the occasional 'handout' from the American colonies. Such were their straits that on 23 December 1656 Oliver Conk ordered the Acting Governor of Jamaica to take 60-odd English on Eleuthera to Jamaica and to clothe, feed and house them. When this action was taken it was found that most of the settlers had already left for Bermuda. Richard Richardson described the settlement when he arrived in 1657. At that time all the remaining settlers were living at Sayle's own house using a cave for worship and council meetings. The political climate in Bermuda had become much more healthy for their dependents and Sayle became Governor for the third time between 1658 and 1662, although he continued to take a proprietary interest in the Bahamas.

In 1658 Sayle commissioned agents to organise trade between Bermuda, Eleuthera, Barbados and London. In 1652 two of his ships had to be fitted out to relieve the great distress of the Eleutherans. During the 1660's the flow of settlers in the New World increased greatly, and some of these came to set up plantations on Eleuthera and Sayle's Island (later renamed New Providence about 1666). Within five years the number of settlers was 900, with a total population of 1100 throughout the Bahamas including slaves.

In March 1663 Charles II granted rights in the colonisation and government of Carolina to eight 'Lords Proprietors', all prominent Loyalist statesmen, and five years later the grant

Roses Philatelic Society Caribbeana

6

was extended to include the Bahamas, which were designated a County Palatine. This did not work out. It was nice to have the Bahamas in the club, but the Lords would rather have been dead than go to the islands. Their idea was to get as much profit out of them as possible but from a safe distance! The consequence of this was that by the latter part of the 17th century the islands were ripe for attacks by the Spaniards and exploitation by pirates; the Bahamas went on to suffer badly from both.

The intimate connection between the pirates and the Bahamas at this time was due in part to the Anglo-French wars that began with the ascent of William of Orange to the English throne. Hitherto based mainly on Tortuga off the Hispaniola coast, the pirates began to feel the pinch as fighting began out between the English and the French in the Caribbean. They therefore moved northward into the Bahamas, whose creeks, shallows, bays and reefs offered splendid hideouts both for evading pursuit and from which to attack.

Nassau was attacked by a combined Spanish and French force in 1703. Many citizens were killed and at least 80 were taken prisoner, including the Acting Governor. The Spanish returned to complete the destruction in 1704 and again in 1706. By that time the total population of the Bahamas had dwindled to about 500, mostly scattered about Eleuthera, Harbour Island and Cat Island.

Now, more than ever, the archipelago offered a tempting bait to pirates. By the end of the first decade of the 18th century there were probably 1000 pirates in the Bahamas. Among them were some famous names including Calico Jack Rackham, Stede Bonnet, Ben Hornigold, Charles Vane, Mary Read, Anne Bonney and of course Edward Teach, alias Blackbeard. Teach, originally a seaman from Bristol, was a giant of a man of formidable ugliness and given to wearing his beard in plaits. According to legend he had 14 wives, was approachable only when stupified by rum and went into battle with six brace of pistols in his belt. Considerable romance attaches to his name, yet like others of his kind he was a murderer, thief, torturer and general no-good who not only plundered ships at sea but terrorised and exploited the islanders. Today in Nassau his nickname is commemorated by a look-out tower; it is doubtful whether such honours were ever accorded to a nastier person!

Roses Philatelic Society Caribbeana

7

The heyday of the pirates was soon to pass, and in 1717 the Lords Proprietors surrendered civil and military powers to the Crown. George I appointed Woodes Rogers the first royal Governor. Rogers was famous as a round-the-world navigator (it was he who rescued Alexander Selkirk from Juan Fernandez Island and inspired Daniel Defoe to write Robinson Crusoe); he had also in his time engaged in privateering. Rogers was an ideal choice as governor and in his two terms of office, 1717-21 and 1729-32, he brought peace, order and even a measure of prosperity to the colony. Rogers, who had brought a more or less orderly government to the islands, died in 1732 while still in office.

Following Rogers' death the Bahamas went through a generally peaceful period and were lucky to have two Governors of integrity and ability, John Tinker and Lord Dunsmore, of whom there are today many visible reminders - Fort Montagu, for example, which still stands at the entrance to Nassau Harbour, and Dunmore Town on Harbour Island. By the late 18th century piracy again raised its ugly head, when another period of war existed between Britain on the one side and Spain and France on the other. New Providence once again became the centre for privateers preying on the supply ships sailing between Europe and the French and Spanish colonies. By 1770 things had quietened down again, and then the American Revolution came along to make the Bahamas once again a main centre of activity in the Western Hemisphere.

In March 1776 a curious episode occurred when Nassau was successfully attacked by a fleet of seven ships commanded by the American Commodore Ezekial Hopkins, and the Stars and Stripes flew over the island for about 24 hours. The invaders stayed only long enough to capture what stores and ammunition they could, but they took away with them Governor Montford Browne as a hostage. He was later exchanged for an American prisoner held by the British. Later, in 1782, Nassau flew the Spanish flag for several months, having been forced to capitulate to a joint American-Spanish force headed by one Don Antonio Claraco. However, in 1783 Britain, France and Spain signed a peace treaty under which the Bahamas were returned to British rule, and they have remained under the Union Jack ever since.

The American revolutionary war had a lasting effect on the

Roses Philatelic Society Caribbeana

8

islands, and the Bahamas became a place of refuge for the many thousands of people loyal to the British Crown who wanted to leave the newly formed United States of America. Between 1783 and 1790 it is estimated that about 8000 such loyalists and their slaves arrived in the Bahamas. It is largely due to them that the islands other than New Providence and Eleuthera were settled. By the end of the 18th century the population nearly doubled.

The remaining history of the Bahamas is mostly uneventful, but one name that cannot be left out and who is equally as famous as Captain Woodes Rogers is that of Harry Oakes. During this very century it was he, a Canadian-naturalised American, who was responsible for the development of the Bahamas as one of the world's leading tourist attractions. Nassau Airport (Oakes Field) is named after him. He built the airport, the golf course and many leading hotels. He was believed to have been worth around £3½ million when he was mysteriously murdered. The murderer was never found.

The fascinating story of Bahamas history is concluded with an anonymous piece of verse which well sums it up:

Isles where Columbus first unfurled
The Spanish flag in the Western world.
Isles where the pirates once held sway,
And scuttled ships off many a cay.
Isles of summer and endless June,
Velvet nights and a golden moon.
Waters of turquoise and lazuli,
Whitest of beaches and sapphire sea.
Isles of romance, story and song;
Of gallant deeds and of bitter wrong.



Fig 1



Fig 2

A DUE 2 WITH A DIFFERENCE

Horst Augustinovic

From the turn of the century until the change to decimal currency in 1970 the Bermuda Post Office used a small double oval handstamp to indicate postage due. Designated DUE 2 by Morris Ludington, this handstamp was adjustable for any denomination in shillings and/or pence (Fig 1).

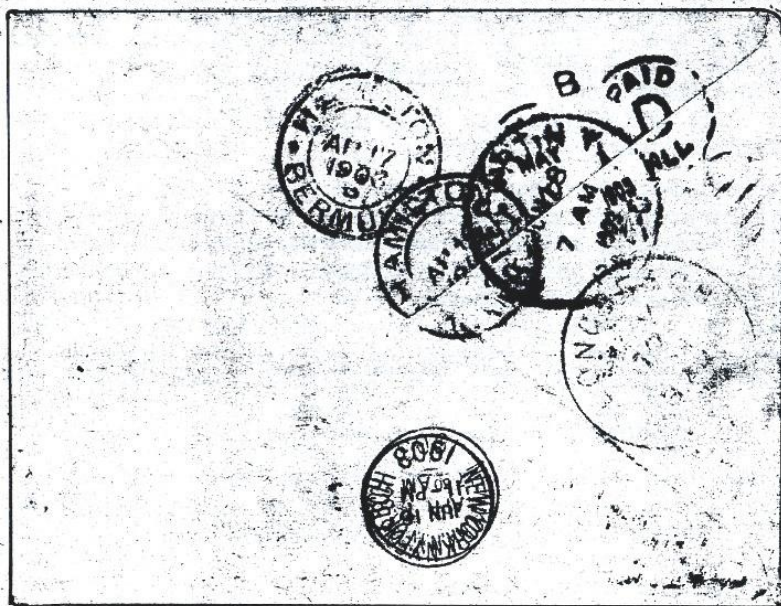
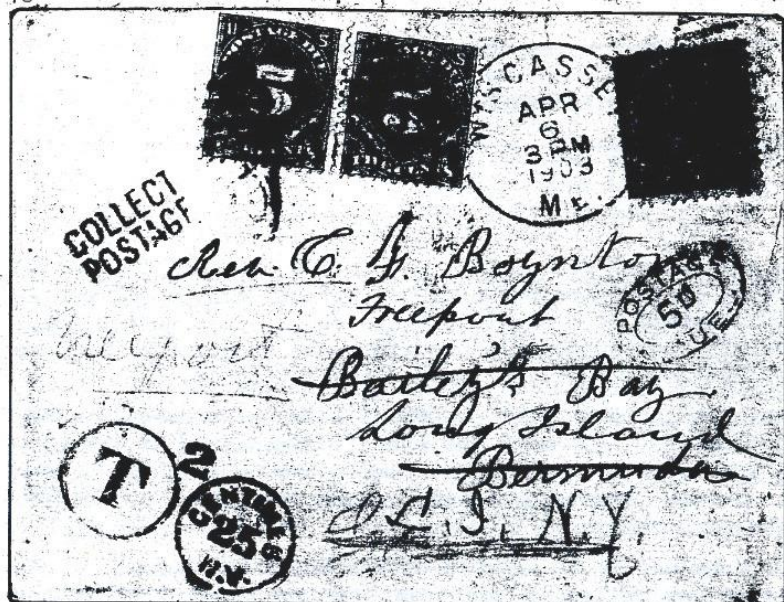
The existence of a sub-type of DUE 2 is not generally known by collectors. Although the overall dimensions of the sub-type are slightly less than those of the normal DUE 2, the most obvious difference is the larger lettering, especially of the denomination (Fig 2).

Shown overleaf is an example of the DUE 2 sub-type on a cover that was mailed at Wiscasset ME on 6 April 1903, and after extensive travels was finally delivered to the addressee on 8 June. The handstamps on front and back indicate that the cover travelled from Wiscasset to New York where it was backstamped on 7 April and dispatched to Bermuda. On arrival it was backstamped in Hamilton on 16 April, and sent to Bailey's Bay for delivery.

What followed after that is largely speculation, but judging by the various postmarks I think the story is as follows: As the addressee seemed to have left Bermuda, 'Gone Away' was added in manuscript below the address. This was later crossed out and the cover readdressed to L.I. N.Y. On the following day, 17 April, the cover was again backstamped in Hamilton and the oval 5d POSTAGE DUE mark applied to cover the return postage. On arrival in New York it was backstamped with the NEW YORK PAID ALL on 10 May and the COLLECT POSTAGE and T 25 CENTIMES N Y struck on the front.

The next backstamp was applied two days later, on 12 May, at Longbeach, Long Island. As the addressee obviously did not live in Longbeach, the cover was returned to New York where it was backstamped again on 16 June. Enquiries as to the addressee's whereabouts seem to have been made and the cover was readdressed yet again, this time to Freeport, Long Island

10



Roses Philatelic Society Caribbeana

11
where it was backstamped on 18 June. Presumably the two 5c postage due stamps were applied and cancelled, the 10c postage due paid and the letter finally handed to the addressee.

The DUE 2 mark, 24mm long and 16mm wide, was in constant use for almost 70 years and is shown in Fig 1. Examples of the sub-type, 23mm by 14mm and shown in Fig 2, are known on covers of the 1902-03 period. It would be interesting to hear from collectors who have further examples of this mark in order to establish a more definite period of use.

THE 1956 PROVISIONAL OF TRINIDAD & TOBAGO

Jim Laurence

So often there are two sides to every story, and the story of this maligned stamp is no exception. When it became known that this provisional had been issued locally, there was a big outcry from dealers and collectors in London at the way this 1c/2c provisional had been handled. Indeed, 'Stamp Magazine' in their April 1957 number went so far as to comment "If anyone from the Colonial Office should read these comments, let me assure them that they were doing serious damage to the prestige of British Colonial stamps when they authorised the release of a stamp obviously just suited for inevitable manipulation. Only on sale for a few hours, the local Trinidad dealers, kindly informed by the Post Office, were able to monopolise the purchase of thousands of copies. I understand that a question will be asked in Parliament."

Whether or not the question was ever raised, I neither know nor care. For it soon became apparent that it was simply a question of "sour grapes" that London was not given a supply of these stamps. Incidentally, it is still quite fresh in my memory that several colonies received only a meagre supply of their 1935 Silver Jubilee stamps because the Crown Agents had sold the bulk to dealers in London. Ah, but that was different! Or was it?

Roses Philatelic Society Caribbeana

12

When the true facts relating to this provisional issue became known, one would have thought that some apology would have been made. But no, nothing further was said! A brief history of this issue will, I am sure, bear repeating.

In December 1956 the Trinidad postal authorities became greatly concerned that the stock of 1c stamps was dwindling alarmingly, especially since this was the local postal rate for Christmas cards. Although a new stock had been ordered some time before and was to be sent by air, the Trinidad postal authorities, in their concern, had a quantity of the current 2c stamps overprinted ONE CENT by the Government Printing Office in Port of Spain, but it was still hoped the emergency shipment of 1c stamps would meet the deadline ie 20th December. As it happened, the aircraft was delayed by fog in London and then again by engine trouble in New York, eventually reaching its destination during the night of the 20/21 December. However, stocks having become exhausted, the provisional was brought into use at 11.30 am on the 20th December and was on sale until 4.00 pm closing time. The following day the new supply was on sale; so this provisional had the short life of only 5½ hours.

Although sales of the 1c value had been about 100,000 per day during the month, only 81,840 provisionals were sold to the public on this day, and despite the great demand not more than two sheets (120 stamps) per customer were allowed.

I find it extremely difficult to believe that the local Trinidad dealers (who must have been few in numbers in any case) could have "monopolised the purchase of thousands of copies." What else could the Trinidad postal authorities have done? Just what would have been the reaction in London if the authorities had decided on bisecting the 2c I dread to think!

THE MADEIRA CONNECTION

W.K. Watson

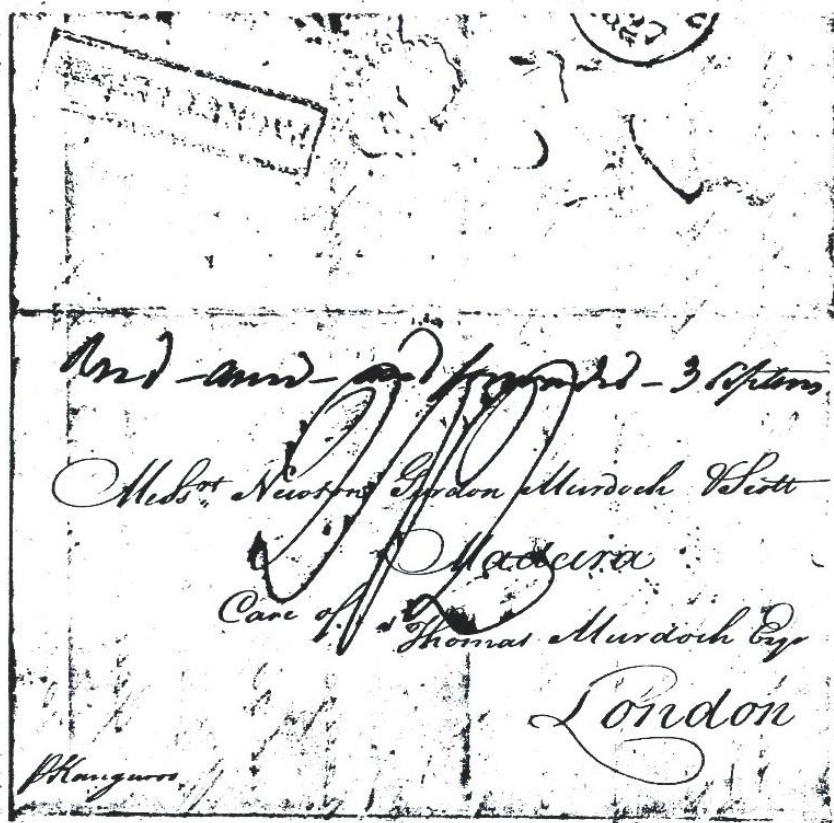
During the past 18 months a considerable amount of pre-stamp

correspondence concerned with the Madeira wine trade has come on to the postal history market. The majority of this correspondence is dated between 1750 and 1850 and to the best of my knowledge first surfaced in the auction sales of Robson Lowe Ltd. Certainly their Postal History Auction of 4th July 1980 contained many choice items whilst I understand that various other lots were made available through their Bournemouth Auctions. A large part of this correspondence, though by no means all of it, was addressed direct from the West Indies to Madeira.

It is the West Indian connection with this material which has aroused my interest, and from the relatively few items already in my possession I have found more than the normal out-of-the-ordinary features. The letters reflect a most thriving Madeira wine trade from the mid-1700's and the routing of orders and acknowledgements of wine shipments seems to have been by no means haphazard. A pattern of routing of many letters from the West Indian islands via Philadelphia, New York and/or London appears to have been very well organised. Some letters contain merely instructions re shipments of pipes of wine, while others bear compliments of the quality of the product shipped and others again are highly critical of this. Not only is there a great deal of postal history interest (names of ships involved, ports to be used and those to avoid) but there is much social history information painting a background to this particular trade.

The entire illustrated, from Jamaica to Madeira via London, is a fairly typical example of what can be found. It includes a duplicate letter dated 9th April 1827 from Kingston mentioning that the original was sent by the Rinaldo packet (a 10-gun brig which carried the Jamaica mail and was in service 1824-1827). Mention is also made of private ships, the 'New Prospect' (last voyage direct from Madeira) and the 'Richard & Sybella'. Accompanying is a further letter dated 9th July mentioning ships 'Clarendon' and 'Barclay' and containing the cryptic sentence "The quantity of Teneriffe Wine at present in the market is considerable, and this retards the sale of Madeira".

This cover was described when purchased as 'per packet Kangaroo', but neither the late Tom Foster in his book 'Jamaica' nor the late Alan Robertson in his 'Ship Letters' mentions any such vessel either as a private packet or as an Admiralty-



supplied 10-gun brig. The 'Kangaroo' was most probably a naval brig pressed into service to carry the mail in the absence of a regular packet vessel laid-up for repairs or delayed for some other reason. Confirmation of this was supplied by a Postal History Society member in Truro who in answer to an enquiry advised that the 'West Briton' (a companion local newspaper to the 'Cornwall Gazette') carried the following report on 31st August 1827: "H.M. Ship Kangaroo was off the Port of Falmouth, landed the mails and proceeded."

The letter has a manuscript rate of 2/2d, being the correct charge for a single letter from Jamaica to London, but it has

Roses Philatelic Society Caribbeana

15

no Jamaican postmark. It is probable that the sender was too late to catch the Post Office 'Sealed Bag' and the entire was thus treated as a 'Loose Letter'. This would account for the rectangular 'Packet Letter' handstamp which appears on the reverse in red (Robertson Type P3) and was applied in London along with a red receiving mark of 2 September. From my experience Packet Letter handstamps are not often seen on Jamaican packet mail. As a final touch there is a note on the front of the letter appended by Thomas Murdock of London, to whom delivery was made in the first place, which is abbreviated and reads 'Received - am - and forwarded - 3 September'.

I think there is much more of interest in this Madeira correspondence and I should be very pleased to hear from any members who care to send me details of covers in their possession.

Review of King George VI Society's Barbados G.G.Ritchie

A copy of "Study Paper No.12 - Barbados" has been received from the George VI Society (obtainable to members from 114 High Street, Leiston, Suffolk IP16 4BZ at the reduced price of £4.50 + 0.53p inland postage or £3.17 airmail to US). This is by the late F.R.Saunders and runs to 92 pages single-sided quarto. It gives for the GVI issues of Barbados, both definitives and commemoratives, the various requisitions of the Barbados Govt together with the printers' actions. It covers the coils, booklets, postage dues and the postal stationery. In some cases only a small proportion of the reprint went to Barbados, the Crown Agents Bureau supplying the rest by exchange of the old for the new printing, regardless of perforation in the case of the low values! Sometimes a London release was made and sometimes not, and in some cases this differs from Potter and Shelton's conclusions.

There are 13 printings of the 1d postage due, and the postal stationery does not figure in the requisitions after the change in currency from sterling to dollars in 1950. An interesting fact which emerges from the book is that the error of wmk in the postage dues, when a St.Edward's crown was substituted for a missing crown, lasted from 1953 to 1965! The number which exist as SPECIMENS, perforated, is noted, but there is a misprint on p.92 where perforating of SPECIMENS is said to start in 1922; the reviewer thinks this should be 1928.

Roses Philatelic Society Caribbeana

16

CUBA

Ronald Ward

Columbus; Cabral; Cortes; Conquest; Corsairs; Canning; Cervera; Crowder; Church; Catholicism; Charity; Capitalism; Communism and Castro. The foregoing give just a few of the items which can be found in reading various histories and travel books dealing with the Caribbean and Cuba. In our circulating around we seem to have tried not to include this country, and yet from the postal history and philatelic viewpoints, treated as widely different spheres, there is much to be found, collected and enjoyed. In 1981 an inexhaustible supply of funds would seem to be required, particularly to collect the first two hundred years. There are some items still fairly low-priced early this century according to the catalogues - but try and find them and it is another story!

Cuba was discovered by Christopher Columbus whilst on his first voyage, the date said to be 28 October 1492. He gave it the name Juana after the Princess, the daughter of his royal patrons Ferdinand and Isabella. After Ferdinand's death it was renamed Fernandina, later Santiago after the Spanish saint, after this Ave Maria and then back to its present native name of Cuba. Several settlements, including Havana, were founded 1500 to 1519. The natives here, as in Puerto Rico and Jamaica, were soon virtually exterminated through forced labour and diseases brought by the Conquistadores, slave labour being introduced as early as 1523.

Hernando Cortes took part in the conquest of Cuba, which later served as his base for the attack on the mainland. The Governor granted his first commission, which he tried to revoke, but Cortes sailed in February 1519 and after several landings founded a town Vera Cruz. He literally "burned his boats" to stop any desertions - in addition this allowed no contact with Cuba!

Cuba is the most westerly of the West Indies, for long known as the "Pearl of the Antilles", and lying at the entrance of

the Gulf of Mexico it is 759 miles long, 27 to 90 miles wide and has an area of 41634 sq. miles, plus numerous off-shore islands totalling another 2500 sq. miles. It lies between latitude 19° and 23° north and longitude 74° and 85° west, and the last seen population figure was around the 6 million mark. The Church would appear to have played quite an important part in the lives of the people and it was known for its charitable work, religious festivals and schools, although some of the so-called leaders had more than their fair share of any wealth which came into the Church, both in cash and kind!

An uprising occurred in West Florida, then part of the Captaincy-General of Cuba, in 1810. This was most probably incited by Anglo-Saxon immigrants and was quickly suppressed by troops from the present United States. The high-level diplomacy, plots and counter-plots of pre-Trafalgar and then of pre-Waterloo days had in fact been taking place from 1741. William Pitt, then Prime Minister of Great Britain, received a request for aid from Francisco de Miranda in 1790, and plans were drawn up to send three British expeditions to America. The Spanish government, however, gave concessions thereby causing the plans to be cancelled, although punitive expeditions did take place with limited successes in other parts of the Caribbean and coastal areas of the South American mainland.

Lord Castlereagh of the British Foreign Office, after months of discussions on the Spanish American question, committed suicide in 1822 and left the problems to his successor, George Canning, who held the position of Foreign Secretary until his death. In October 1822 he thought the United States of America intended seizing Cuba, these fears still being evident in 1826. On the other hand, American statesmen were of the opinion that the English were intending to take Cuba, and President Jefferson wrote to Monroe "that the acquisition of Cuba by England would be a calamity". If hostilities had broken out then with Spain, Cuba would have been attacked. Cuba, however, remained under Spanish control until 1898, although there were conspiracies in 1848-51 and a Ten Years' War for independence in 1868-78 with the loss of over 200000 lives and tremendous property destruction. Yet another revolution started in 1895 and after three years the United States intervened. Spanish domination in the Americas ended

Roses Philatelic Society Caribbeana

18

officially in the spring of 1899, and Cuba was granted limited self-government on 20 May 1902. From this period the names of Jose Martí, Tomas Estrada Palma, Antonio Maceo and Maximo Gomez are to the fore. Martí was killed in a Spanish ambush and selected as Cuba's supreme hero, whilst Estrada Palma became the new nation's first President. The first constitution included an authority for the United States to occupy a naval base at Guantanamo and this still causes political friction. They could also intervene in the running of the island's affairs if required. There were several revolts and Fulgencio Batista came to the fore in the 1930's, but, after disillusionment with the presidents who had held office, in 1952 he deposed Carlos Prio Socarras. He eventually ruled a strong regime, but Fidel Castro and his revolutionary forces overthrew Batista on 1 January 1959 and in 1961 the first communist-ruled country in the Caribbean was Cuba. Castro is still in office. Incidentally, the earliest reference to "Castro" is in the list of office holders as at 31 October 1791, when Post Office No.11 at Quemado-Grande was in charge of Pedro de Castro.

A check through the catalogues will soon give an indication of the wide range of stamps which have been issued, and the periods can be summarised briefly as follows:

- 1855-67 Spanish stamps overprinted "Y" for use in Cuba and Puerto Rico
- 1868-77 Spanish colonial stamps inscribed "Ultramar" and with year of issue
- 1877-99 Stamps inscribed Cuba
- 1899 USA stamps overprinted CUBA
- 1899-1902 USA special stamps inscribed Cuba
- 1902 to date The stamps of the Republic.

Turning to the postal history side, from a hundred years prior to the introduction of adhesive postage stamps the interior posts covering 1756-1898 are very well annotated by J. L. Guerra Aguair, as are also the exterior posts in the period 1765 to 1877. I have seen a few of the markings therein illustrated for the interior at various International Philatelic Exhibitions, but certainly not in the price range given. As to the exterior, we do have a limited number of marks concerning the British and the French: the mail-boat services have again been well documented, particularly by

Alan Robertson and Raymond Salles.

Unfortunately the Caribbean area has not yet been covered by a Robson Lowe Encyclopaedia of British Empire Stamps - this will be in Vol VI, originally scheduled to go to press in 1974 but still awaited. Therefore the only volume with any reference to these is "Handstruck Postage Stamps of the Empire 1680 - 1900" (3rd Edition 1940), published by Robson Lowe when in Regent Street in 1937. The change-over to 50 Pall Mall came on 1 November 1940 after a forced move due to enemy action.



Some British Postmarks

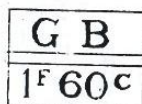
Roses Philatelic Society Caribbeana

20



C58 - Havana

C88 - St. Jago de Cuba

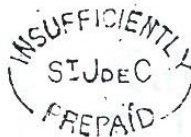


Accountancy Marks and Marks for the Franco-British Postal Conventions

COLONIES
PAR BORDEAUX

PAYS D'OUTREMER
PAR BORDEAUX

French Post Office Marks



REGISTERED

British Instructional Markings - Havana and St. Jago de Cuba

British postal agencies were opened in Havana in 1762 and in St.Jago (Santiago) de Cuba c.1840, both closing in 1877. At least four types of PAID AT handstruck stamps are known for Havana, with one for St.Jago de Cuba. PAID stamps, and no doubt UNPAID also, were in use, and other types of dated stamps exist for both offices. Numeral obliterations were used in the stamp period, C58 for Havana and C88 for Santiago de Cuba. In SG's Commonwealth Catalogue a list is given of the stamps known to have been used there, with appropriate plate numbers. From PO Records, London, photocopies of the Proof Book impressions have been obtained, and included are several instructional handstamps which, if used, do not appear even in the material in the "Glassco Collection" (Robson Lowe 1969). These include 'Too-Late' and 'Insufficiently Pre-paid', two for Havana and one for St.Jago de Cuba.

Some of the other handstruck markings to be found on mail from the island are shown, including French landed at Bordeaux and marks from the first and second Postal Conventions between the British and French services. The boxed PACKET LETTER can be seen occasionally.

The Royal Mail Steam Packet Co figures largely in the carrying of the British mails, and in its first contract of 1840 the main route from England was to Barbados, then Grenada, Santa Cruz, St. Thomas, Nicola Mole, SANTIAGO DE CUBA, Port Royal, Savannah la Mar and HAVANA. Homeward voyages began at HAVANA, with calls at Savannah la Mar, Port Royal, SANTIAGO DE CUBA, Nicola Mole and then direct to Southampton. Routes were changed over the years, and at least two other ports in Cuba were visited - Matanzas and Trinidad y Cuba.

In 1863 a Post Office Notice read as follows:

ON the 1st August next, and thence-forward, the rates of postage upon Letters addressed to Cuba and Mexico, intended to be forwarded by the French Mail Packets leaving St. Nazaire on the 16th of each month, will be assimilated to those upon Letters for Cuba and Mexico when sent by British Packet, viz:-

Not exceeding		Above $\frac{1}{2}$ oz.		Above 1 oz.		Above $1\frac{1}{2}$ oz.	
$\frac{1}{2}$ oz.		but not exceeding		but not exceeding		but not exceeding	
		1 oz.		$1\frac{1}{2}$ oz.		2 oz.	
s	d	s	d	s	d	s	d
1	0	2	0	3	0	4	0
For each additional $\frac{1}{2}$ oz.		1s		0d			

Roses Philatelic Society Caribbeana

22

The postage must, in all cases, be paid in advance or the Letters cannot be forwarded.

By Command of the Postmaster-General,
GENERAL POST OFFICE ROWLAND HILL
18th July, 1863 Secretary

I can produce only two letters in the "early" period, one from Havana sent by Weber Balbram & Co on FEB 10 1847 to Dundee, where it was received in the local post office MR 11 1847 F and by the addressee the following day. This was charged 2/3 as per the 1840 scale. The other letter is from TRINIDAD d' CUBA with oval handstamp "Forwarded by LEE BASTIAN HAVANA",



1841

CIDRA

1854

CIMARRONES

1856



1839

GUANA
VACOA.

1841

GUINES

1841



1760

CEIBA DEL AGUA

1856



1843

CUBA

1817

CUBA

1826

CVBA

1866

FERNANDINA,
DE JAGUA.

1841



1841



1843

HAVANA HAVANA

1788

1793

HAVANA HAVANA

HABANA HABANA HABANA

handstruck 5 in black and 1/- charge to pay in London, written 22nd August 1849 and received 26th September. A range of markings on Cuban interior mail is also shown.

Entries in the Post Office Impression Books (London) - all steel - relating to Cuba, Havana and St.Jago de Cuba are:

<u>Volume</u>	<u>Pages</u>
3	74, 79, 80, 147
5	44, 45, 57, 58
8(1)	30, 49
8(2)	144
15	35, 36, 83
22	40, 43, 44, 59, 78
30	40

A bibliography on Cuba includes the following:

- 1) Pocket Guide to the West Indies (Sir Algernon Aspinall)-
Methuen & Co 1960 reprint
- 2) Latin America (J.Fred Rippy) University of Michigan History of the Modern World - University of Michigan Press 1958
- 3) Desarrollo del Correo Exterior de Cuba y Sus Marcas Postales (1765-1877):J.L.Guerra Aguiar -Cuba Postal Museum Havana 1973
- 4) do. Interior (1756-1898):J.L.Guerra Aguiar - Cuba Postal Museum, Havana 1974
- 5) La Poste Maritime Francaise Historique et Catalogue Vol IV Les Paquebots de l'Atlantique Nord:R.Salles (1965)
- 6) International Encyclopaedia of Stamps
- 7) SG British Commonwealth Catalogue
- 8) SG Stamps of the World
- 9) Chambers World Gazetteer - W.& R.Chambers Ltd,Edinburgh & London, 1954 First Edition
- 10)Postal History Society Journal, 1970, no.164

The illustrations are by courtesy of the Archivist, Post Office Records, London and the Cuban Postal Museum, Havana.

Roses Philatelic Society Caribbeana

24

JAMAICA POST OFFICES

The Editor has been shown a photostat of "Jamaican Obliteration Numbers" by L.C.C. Nicolson (published 1949). This has much of interest to Jamaican collectors and the summary is reproduced here together with some facts from the publication (all dates are approximate).

Name	Date of Opening	Obliterations used	Period
Adelphi	1.3.1876	598	1876-?
Alexandria	1816	A27	1859-90's
Alley	Late in 1874	A78	1875-95
Annotto Bay	before 1774	A28 & A.28.	(1)1859-76 (2)1876-85
Balaclava	Feb 1875	A79 (tall, heavy)	1876-95
Bath	before 1774	A29	1859-91
Black River	before 1774	A30	1859-82
Bluefields	1.1.1866	A58 (heavy)	? -1901
Blue Mountain Valley	Aug 1873	G15	?
Brown's Town	22.1.1852	A31	1859-82
Buff Bay	before 1788	A32	1859-92
Bull Bay	Aug 1857	G15	1876-01
Chapelton	before 1810	A33	1859-90
Chester Castle	Feb 1873	F98	1873-94
Claremont	May 1851	A34	1859-90
Clarendon	before 1774	A35	1859-76
Clark's Town	1.3.1872	F81	1872-94
Cold Spring	Sept 1874	193	1874-97
Copse	1.2.1873	F97	1873-90
Dry Harbour	before 1788	A36	light(1)1859-60 light(2)1861-92
Duncans	before 1788	A37 & B	(1)1859-80 (2)1880-95
Ewarton	Oct 1849	A38 & 196	(1)1859-62 (2)1874-98
Falmouth	before 1774	A39 & A38	(1)1859-62 light(2)1862-80 heavy(2)1880-82

Roses Philatelic Society Caribbeana

			25
Flint River	before 1788	A40 & A39	(1)1859-62
			(2)1862-93
Four Paths	June 1876	A35	1876-93
Gayle	June 1857	A41 & A40	(1)1859-62
			(2)1862-93
Golden Spring	Dec 1846	A42 & A41	(1)1859-62
			(2)1862-90
Gordon Town	May 1851	A43 & A42	(1)1859-62
			(2)1862-93
Goschen	before 1788	A44 & A43	(1)1859-62
			(2)1862-83
Grange Hill	c.1839	A45 & A44	(1)1859-62
			(2)1862-93
Green Island	before 1788	A46 & A45	(1)1859-62
			(2)1862-92
Guy's Hill	1.2.1874	199	1874-98
Hagley Gap	2.6.1884	A80(tall, heavy)	1884-85
Halfway Tree	June 1873	G13	1873-78
Hampden	1.7.1873	G14	1873-01
Hayes	c.1876	617	1876-99
Highgate	before 1796	A47 & A46	(1)1859-62
			(2)1862-69
Hope Bay	before 1810	A48 & A47	(1)1859-62
			(2)1862-93
Kings	March 1875	622	1876-92
Kingston	before 1774	A01(7 types)	-
Lacovia	before 1774	E30 & A64	(1)1869-90
			(2)1891-93
Lilliput	16.11.1857	A49 & A48	(1)1859-62
			(2)1862-74
Linstead	15.11.1868	A71	1868-94
Little London	22.4.1872	F80	1872-94
Little River	before 1810	A50 & E58	(1)closed
			(2)1869-94
Lucea	before 1774	A51 & A49	(1)1859-62
			(2)1862-90
Maidstone	5.5.1891	631	1891-92
Malvern	1.11.1862	A50	1862-93
Manchioneal	before 1774	A52 & A51	(1)1859-62
			(2)1862-90
Mandeville	c.1839	A53 & A52	(1)1859-62
			(2)1862-85
May Hill	before 1810	A54 & A53	(1)1859-62
			(2)1862-85

Roses Philatelic Society Caribbeana

26

May Pen	Aug 1875	640	1876-98
Medina	14.8.1875	631	1876-91
Middle Quarters	May 1876	A.82.	1876-94
Mile Gully	1812	A55 & A54 (light & heavy)	(1)1859-62 (2)1862-65 (3)1865-85
Milk River	Sept 1873	A & 201	(1)1873-74 (2)1874-95
Moneague	before 1796	A56 & A55	(1)1859-62 (2)1862-92
Montego Bay	before 1774	A57 & A56 (light & heavy)	(1)1859-62 (2)1862-76 (3)1876-85
Montpelier	Oct 1857	A58	1861(?)
Morant Bay	before Nov 1773	A59 & A57	(1)1859-62 (2)1862-93
Mount Charles	Sept 1874	A80 (large, heavy)	1876-84
Newmarket	Feb 1859	E06	1869-90's
Newport	1.11.1862	A59	1862-92
Ocho Rios	1812	A60 & A.60.	(1)1859-76 (2)1876-92
Old Harbour	before 1774	A61	1859-72
Pear Tree Grove	c.1833	A63	1859-00
Pedro	Feb 1875	A81	1876-90's
Petersfield	Oct 1875	642	1876-96
Plantain Garden River	May 1850	A62	1859-94
Port Antonio	before 1774	A64	1859-89
Port Maria	before 1774	A66	1859-95
Port Morant	before 1774	A65	1859-90
Port Royal	c.1833	A67	1859-95
Porus	Oct 1846	A68	1859-92
Priestman's River	Aug 1873	G16	1873-98
Ramble	10.10.1857	A69	1859-93
Retreat	c.1.7.1892	-	-
Richmond	1.11.1863	A79 (light & heavy)	(1)1863? (2)1880-96
Rio Bueno	before 1774	A70	1859-93
Rodney Hall	before 1788	A71	1859-68
St. Ann's Bay	before 1774	A73	1859-92
Saint David	before 1774	A72	1859-90
Salt Gut	before 1774	A74	1859-92

Roses Philatelic Society Caribbeana

27

Santa Cruz	1.10.1883	A43	1883-93
Savanna-la-Mar	before 1774	A75(light & heavy)	(1)1859-60 (2)1862-92
Shooters Hill	Feb 1873	F96	1873-90's
Siloah	Oct 1869	A46	1869-93
Southfield	Aug 1875	647	1876-90's
Spanish Town	before 1774	A76(light & heavy)	(1)1859-74 (2)1874-92
Spur Tree	2.3.1885	A53	1885-93
Stewart Town	Oct 1850	A77	1859-89
Stony Hill	5.6.1890	A41	1890-92
Trinity Ville	Dec 1877	A.83	1878-91
Up Park Camp	29.4.1884	A38(heavy)	1884-85
Vere	before 1788	A78	1859-75
Watson's Hill	15.12.1872	F95	1872-01
Whitehouse	c.1892	622(?)	1892(?)

ST.LUCIA NEWS

G.G.Ritchie

Some time ago Graham Bartlett phoned me and said he was the owner of a 19 $\frac{1}{2}$ mm Code B St. Lucia postmark (no date shown) on a KEVII 3d issued in 1902-03 (exact date of issue unknown). This makes the number known of this mark 4 - 3 on QV 1s (two are Die I, the other Die II). On those on which the date is visible it is, curiously enough, 18.1.93. This makes me think that these were postmarks kept in reserve at Castries, and that they were not used on large packets; someone had access to them and struck them on stamps he had on hand. As the KEVII 3d was not issued until 1902-03 it must have happened after that date. The latest date known of the C code mark is 16.6.03. If these exist, others can also, and thus everyone is asked whether they have come across the postmark?

Graham also has a postage due handstamp (after-the-fire type) on a post card from England to Barclays Bank in Castries, where it arrived on 7 June 1929.

Roses Philatelic Society Caribbeana

28

RETURNED FROM ANTIGUA

W.H. Matthews

In 1977 a letter was returned from Antigua to Trinidad with the handstamp illustrated. (This was poor so it was touched up). The letter also had as backstamp the "Birmingham" St Johns dater. The returned stamp appears to be new, and any further information would be welcome.

INC.
INDIES

P.H. Pranhed
Poste Restante,
G. P. O. St. Johns
ANTIGUA, W.I.

RETURNED (R)	
NOT KNOWN	
REFUSED	
TRAVELLING	
GONE AWAY	
UNCLAIMED	✓
DECEASED	
NOT FOUND	
INSUFFICIENTLY ADDRESSED	
WRONG BOX NO.	

METER MARKS OF ST. LUCIA

G.G. Ritchie

Meter marks are the modern equivalent of pre-stamp "Paid" marks, and like these are struck in red. According to the GPO they were introduced into St. Lucia in 1961, and by 1978

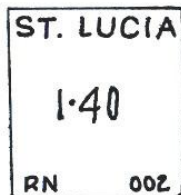
Roses Philatelic Society Caribbeana

29

they were numbered up to nine. Today they go at least up to numbers PB12 and 13, since both of these have been seen with January 1981 dates. These refer to Pitney-Bowes machines, with the registered number of the user in the bottom right-hand corner of the impression. The postage denominations are changed as required, and there is either always or sometimes a slogan to the left of the datestamp. The following is a list of the Pitney-Bowes machines:

		<u>EKD</u>	<u>LKD</u>
PB1	J.E.Bergasse & Co Ltd	13. 8.74	20. 9.77
2	Barclays Bank	20. 8.73	24.10.75
3	Bank of Nova Scotia	10. 4.71	20. 6.77
4	Minvielle & Chastenot Ltd	20. 6.74	10. 5.78
5	Chase Manhattan Bank	22. 8.73	10. 5.76
6	Canadian Imperial Bank of Commerce	9. 1.81	-
7	Barclays Bank, Vieux Fort(intro.6.74)	-	-
8	Royal Bank of Canada (intro.8.74)	14. 3.77	-
9-11	?	-	-
12	?	1.81	-
13	Barclays ?	1.81	-

Owing to a dispute, no.6 was not in use in late 1975. When it came back into use is not known; the author has a 1981 date. However, he has been given an RN002 (Roneo Neopost) which is quite different (see Fig). This was used in Feb 1978 and is said to be Peter & Co. There must be at least an RN001!



Roses Philatelic Society Caribbeana

30

CAT ISLAND AND ITS POST OFFICES

Malcolm D. Watts

This undiscovered and boot-shaped island lies 102 mls south-east of Nassau. It measures approximately 45 miles in length and is 4 miles wide, except at the foot where it reaches 14 miles. The rolling hills up to 200 feet are the highest in the Bahamas with Mount Alvernia (200 ft) the highest. At the top of this mount stands the Hermitage, a masterpiece of Gothic simplicity. This was once the dwelling of the famed hermit priest Monsignor Jerome Hawkes. The hills, dense natural forests, winding creeks, high cliffs and white sand beaches combine to make Cat Island the most scenic island in the Bahamas.

Cat Island was once thought to be the landfall of Columbus and in fact used to be called San Salvador Island until the neighbouring island was officially given the name in 1925. Legend persists that early Spanish settlers did go to Cat Island but there is no conclusive evidence of their having been there. The island was definitely settled by the Loyalists from America in 1783 and traces of the early plantations built there still remain.

Cat Island is the sixth largest island in the Bahamas and at one time it was the second most populous. However, since the decline of the early plantations of bananas and pineapples founded by the Loyalists, the population has dropped to around 3000 who make their living from farming and fishing.

The soil is very fertile thus making it ideally suited to agriculture, but in addition it produces a profusion of bushes and shrubs for native 'bush medicines'. Bahamians have always been devout naturalists and they concoct many cures from the fruits and flowers of local flora. Despite the fact that agriculture is a main industry, the only crop exported is tomatoes.

There are only a handful of post offices on the island, Arthurs Town being the main one and serving as the District

Roses Philatelic Society Caribbeana

Post Office. The island's first post office was built there by 1871, but at that time it was known as Cat Island Post Office; it was not re-named Arthurs Town until around 1893. For the postmark collector there are no great rarities to be found among the island's postal markings. However, it should be pointed out that good strikes of all the offices may prove difficult to obtain, especially in a true commercial state. Of the current postmarks Port Howe is by far the most difficult to obtain.

A list of the post offices is:

ARTHURS TOWN (DPO)	Opened as Cat Island in 1871, re-named Arthurs Town in 1893.
BENNETTS HARBOUR	Opened by 1949.
DEVILS POINT	Opened December 1937.
INDUSTRIOUS HILL	Opened 22 September 1939.
KNOWLES	Opened by 1924.
OLD BIGHT	Opened by March 1947.
ORANGE CREEK	Opened by October 1949.
PORT HOWE	Opened by 1913.
THE BIGHT	Opened by August 1913.

The following are some of the post marks, but they are far from exhaustive. The last page shows (2-4) some "Official" stamps and two registered postmarks.



Probably the same stamp

Arthurs Town Cancellations

Roses Philatelic Society Caribbeana

32



Also with condensed lettering
(1974)



Port Howe 1935
Devils Point 1966

Port Howe 1978
Knowles 1966
Devils Point 1972

The Bight Postmarks

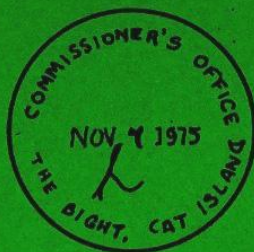
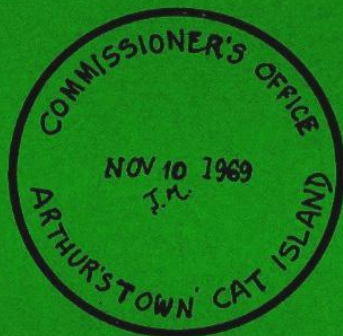


Seen as a
cancellation





"Official Mail"



Registered

REGISTERED

NO 103

(Arthurs Town)



Roses Philatelic Society Caribbeana

CAT ISLAND POST OFFICES

