
CARIBBEANA



Roses Caribbean
Philatelic Society

No.11 Sept 1982

Roses Philatelic Society Caribbeana

ROSES CARIBBEAN PHILATELIC SOCIETY

Handbook No.5 is now ready

The MILITARY MAIL of JAMAICA

by A.P.D.Sutcliffe

Up to page 35 there is a catalogue of the handstamps and labels used in the postal censorship. This is followed by chapters on the military censorship of the British and Canadian Armies and the US Forces. There are also chapters on the PoW Camps and the Patriotic Mail and Labels. There are 148 A4-pages and each chapter is fully illustrated.

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CARIBBEANA



The Journal of the Roses Caribbean Philatelic Society 1982
No. 11 September

CHAIRMAN'S EDITORIAL for Silver Jubilee Year

Little did I envisage that twenty-five years after joining the small group of comparatively 'local' collectors interested in the British West Indies group, which consisted not only of the many islands then part of the British Commonwealth, formerly Empire, but also certain areas on the mainland of South America and probably quite a surprise to many, for so-called geographical reasons, although so far distant, the Falkland Islands!

As noted on the invitation sent out a few months ago, the inaugural meeting was held in the home of Mr W. K. Watson in 1957 and the first membership list issued in September 1958. At this date it was the Northern Section of the British West Indies Study Circle. From this original listing of 23 names,

OFFICERS 1982-83

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Ron Ward

SECRETARY

Malcolm Watts

TREASURER

A. Grainger

EDITOR

G.G. Ritchie
16 Stray Walk
Harrogate
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there would appear to be only four who are still members under its present title of The Roses Caribbean Philatelic Society.

Several of us found that we were interested in the non-Commonwealth islands and adjacent mainland also, so we were asked to submit proposals for a name which would cover the area. My personal suggestion was "Roses Caribbean", in view of the members primarily belonging to or living in the two counties of Yorkshire and Lancashire. As you can see this was the members' choice, and we have gone from strength to strength over the years. At some time in our quarter century we have seen material from every West Indian island which has had postal facilities, plus the appropriate land-mass countries. These have provided many fascinating meetings, with all classes of philatelic and postal history material, slide and film presentations, particularly from those fortunate enough to have visited the areas of their collections.

In addition to our own meetings members in large or small groups, as well as individually, have visited other societies to talk and display selected material. We have also, in more recent times, published Handbooks on facets of West Indian collecting and hope to be able to continue this in the future.

Our next season opens at a new venue in Huddersfield, and your officers felt that this would be more acceptable to those of our members over the Pennines and not too far from where our other northern area collectors reside.

I trust that all who attend the Silver Jubilee Convention in Leeds will meet many old and make new friends amongst fellow-collectors. Let us continue in good heart and publicise the Society, and on to the next landmark - the Golden Jubilee!

Ronald Ward, President

Are you coming to the Silver Jubilee CONVENTION?

SOME BERMUDA POSTMARKS

Richard Heaps

The scarcity of some of the early Bermuda numeral and duplex cancellations is well known. What may not be appreciated is how difficult some of the circular date stamps and machine cancellations can be. For convenience in this article the reference numbers given by Ludington are used throughout.

The double-ring marks (HS) issued to all offices lasted in the main from 1896 to 1920. Pembroke West however closed in 1904 and its scarcity is well known. However I have found St. Georges West to be far scarcer on Victorian issues, having only seen one. Even Sir Henry Tucker's example was on a ship type! St. Davids is also difficult, although I had a "find" of seven or eight some years ago. All duplicates have now been disposed of! Flatts is less common than might be imagined, as the date stamp was destroyed in 1907 and the K4a number 15 reissued. This was in use for about 18 months, is very rare on cover and uncommon on loose stamps, but can be overlooked. The rule is: if its a Bermuda duplex on a "Dock" it must be Flatts.

An uncommon Hamilton postmark of this period is H8 - a double-ring mark with the date in one line and wider apart than in H10 introduced in 1926.

Between the wars the most widely used circular date stamp was K9b with neat small lettering. The normal rule of "the smaller the office, the scarcer it is" applies, with one of the smallest - St. Georges West (again!) - using two different stamps distinguished by size and date, one from 1921-28 and the other from 1929 until its closure in 1934. After closure the registration labels were used up at St. Georges and, although often on philatelic covers, make a pleasant postscript. The real rarities in this period are the two Southampton offices (East and West) with the east and west removed caused by wartime exigencies in 1945 at the new Southampton office. In 15 years I have never seen an example of either!

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The post-war period has seen the opening of 3 new offices - Perot in 1959, Pembroke North in 1967 and St. Davids Island in 1974. Perot is common, beloved by tourists and souvenir hunters, and is the only postmark to be found in red ink. It initially used black ink and this is not uncommon on the first-day-covers of the 6d showing the post office. St. Davids Island seems to generate quite a lot of mail for local destinations from the US Base, rather than sending it through the US Post Office and thence to the States and back for delivery. However, the real rarity is Pembroke North, which sends most of its mail to the GPO and only date stamps registered, large items and the occasional philatelic item. It is well off the normal tourist track, in one of the less salubrious parts of outer Hamilton.

Turning to the machine cancellations Hamilton seems to succeed in inverting all or part of the date stamp in relation to the slogan, recently two or three times a year. The British Empire Exhibition slogan of 1923-24 (M2) is becoming more elusive, but the real Hamilton rarities are well-struck complete examples of the three wartime slogans (M7, M8 and M9) used between August and end-November 1941 for 4, 6 and 4 weeks respectively. A variation of the IATA slogan (M11) was only used for one collection in 1948.

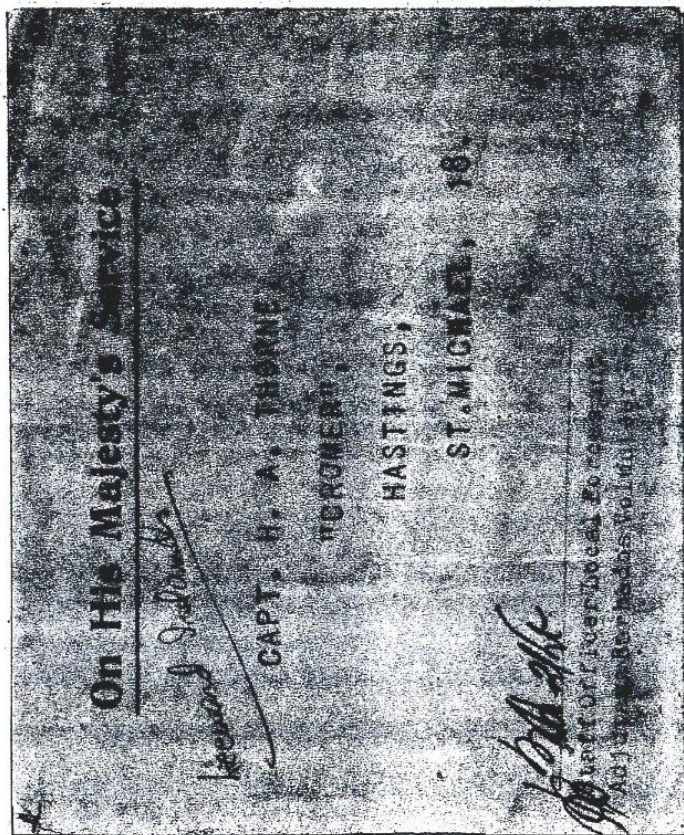
Mangrove Bay started using a machine cancellation, with wavy lines rather than a slogan, in January 1968. If, as seems likely, a slogan was provided, the original may prove elusive.

Paget used a machine cancellation from September 1965 for a few years, but it seems to have gone out of use in about 1968 and now is very scarce. Thereafter Paget c.d.s. are usually rated for their filthiness except for a spell when the double-ring mark (H13a), common in the 1950's and 1960's, was reintroduced in 1979.

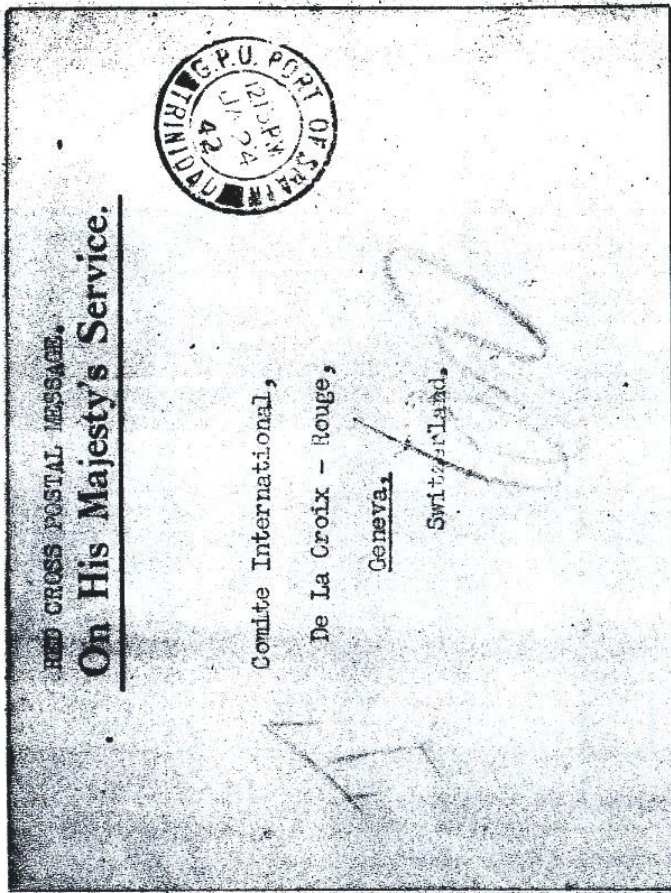
I hope to return to this subject in a future issue. There seems to be quite a number of handstamps in occasional use at Hamilton, and changes are happening at several smaller offices, but I want to do more research on these.

TWO COVERS

Horst Augustinovic



I should be grateful for any information on these two covers. Unfortunately, the first of these has no postmark but is obviously addressed to Barbados and has a manuscript "Leeward Islands".



Trinidad - Switzerland

It is imagined that this letter contained business concerning POW's. Why it was sent DHMS is a puzzle, as letters to outside the Commonwealth surely had to be prepaid, even by government. What were the regulations? As you can see, a manuscript tax mark and '60' was applied in Switzerland, but there is no evidence of postage due having been paid.

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ROSES CARIBBEAN PHILATELIC SOCIETY

At the AGM on 24th April 1982 the following were elected:

President: Ronald Ward
48 Banner Cross Road, Ecclesall, Sheffield
S11 9HR

Secretary: Malcolm D. Watts
PO Box 91, Harrogate HG2 0PB, North Yorkshire

Treasurer: A. Grainger,
42 Lee Lane East, Horsforth, Leeds LS18 5RE

Editor: G.G.Ritchie
16 Stray Walk, Harrogate HG2 8HU, North
Yorkshire

Auditor: W.K.Watson, 18 Westbourne Terrace, Garforth,
Leeds LS25 1DG, West Yorkshire

Editor's Note: Please do not allow the same people to provide the contributions to "Caribbeana". The cupboard is now bare and it is your magazine, so get writing!

If your subscription to the Roses of £2 for 1982-83 is not yet paid, please pay it immediately to the Treasurer or Secretary (not to G.G.Ritchie, please).

Are you coming to the Silver Jubilee CONVENTION?

The time : 23rd October 1982

The place: Hotel Metropole, King Street, Leeds

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Full details from

Malcolm Watts, Hon. Secretary, the Roses, PO Box 91,
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In recent years some examples of the above stamp for St. Kitts have been offered for sale. This is an interesting item sometimes described as an essay of an 'unissued stamp inscribed St. Kitts - Postage' or as an unadopted imperforate proof 'incorporating Queen Victoria's head as used for St. Lucia'.

According to A.J. Branston, who has made a study of this essay, it was wrongly considered for a number of years to be the work of Samuel Allen Taylor, the Boston forger. Present evidence suggests that it was printed by Perkins Bacon for the purpose of sales promotion. This is more than probable as during the latter half of the 1800's the stamp printers of this country were making strenuous efforts to increase their sales on a world-wide basis, equipping their roving salesmen with colour trials, proofs etc. as examples of a particular firm's work. It is probable that the proofs of the first stamps of Nevis, which were reasonably easy to obtain up to a few years ago, were produced for such purposes.

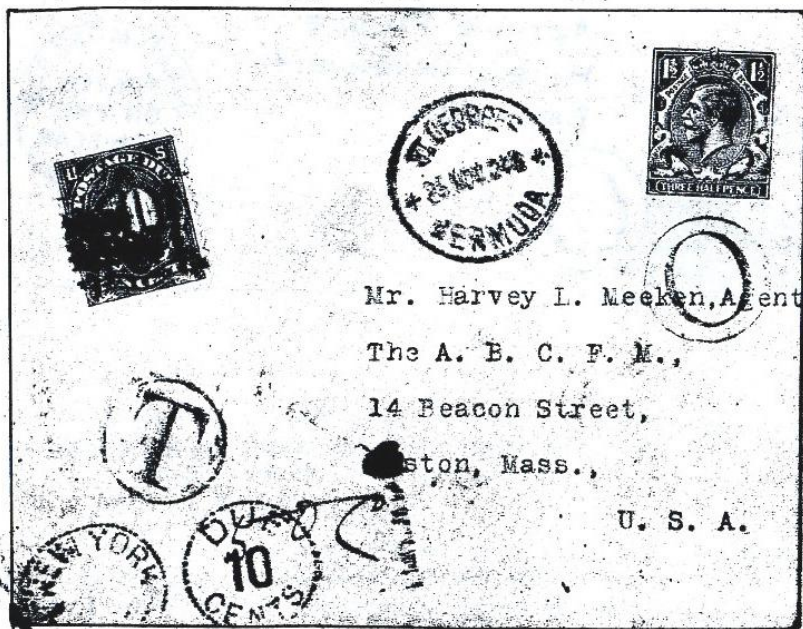
It is not known how many examples of this essay exist at the present time but I suggest not more than 20 to 30 - recorded in colours which include black, brown and light green.

THE 'O' CANCELLATION OF BERMUDA

Horst Augustinovic

The problems of insufficiently prepaid mail, such as letters posted in one country with stamps of another country, were dealt with in UPU regulations which became effective in 1875 following the Berne Treaty. The relevant regulation⁵, paragraph 2, stated: 'In case postage stamps may be used which are not of any value in the country of origin, no account shall be taken of them. This fact shall be indicated by the figure 'O' placed by the side of the postage stamps.'

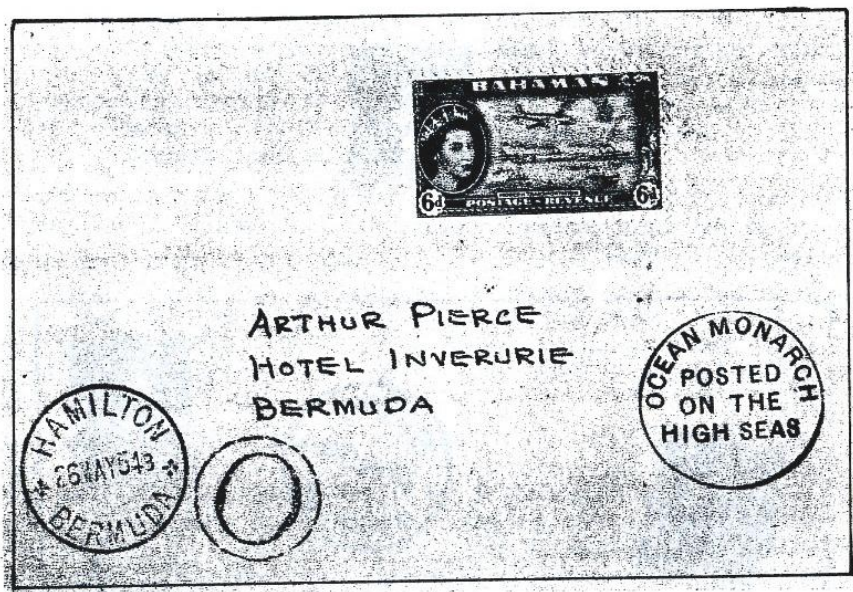
Bermuda's Post Office has had a handstamp for this specific purpose for many years; however, in recent years it has been somewhat misused.



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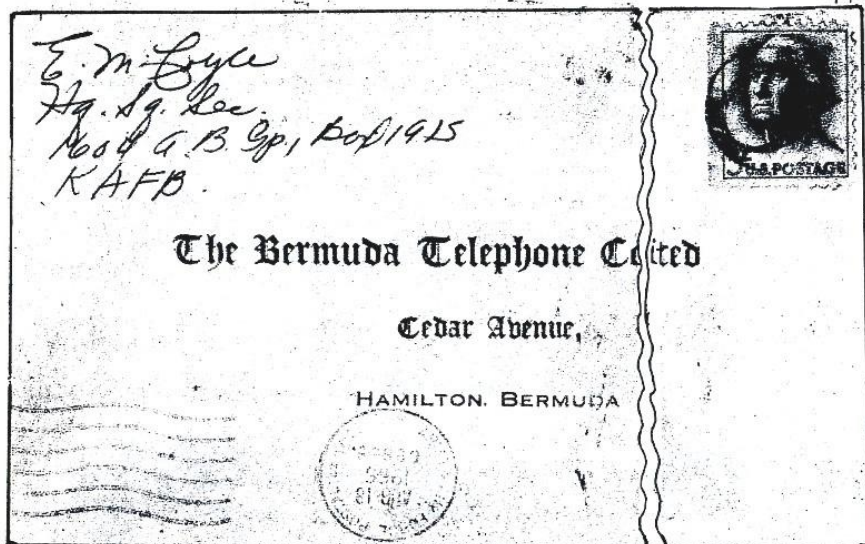
10.

My earliest example of the 'O' cancellation is on a letter mailed at St. George's on 25 November 1924. As the letter was prepaid with a UK stamp, the Bermuda Post Office applied the 'T' tax mark and in manuscript indicated 50 centimes postage due. Also applied was the 'O' cancellation next to the incorrectly used stamp. The addressee had 10c to pay!

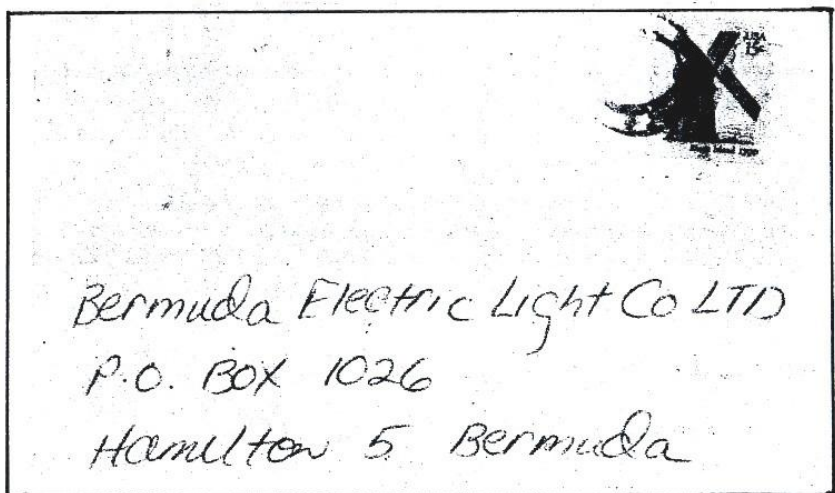


Thirty years later, on 26 May 1954, the 'O' cancellation was still used correctly on an incoming letter mailed aboard the 'Ocean Monarch' and prepaid with a Bahamian stamp.

During the last few years the 'O' cancellation is occasionally used to obliterate foreign stamps that either failed to get cancelled before reaching Bermuda, or are used locally by mistake.



The above letter was mailed at the Kindley Air Force Base in Bermuda on 18 August 1966. As it was put through the cancelling machine upside-down, the stamp remained uncanceled and the Bermuda Post Office used the 'O' cancellation to make sure that the stamp could not be used again.



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My latest example of the 'O' cancellation is on a local letter mailed in January 1981 by a member of the US Navy Base. Although 15c was then the US domestic letter rate, this was not sufficient postage to mail the letter on the US base as such letters have to be prepaid at the foreign rate to Bermuda - then 30c. As the local letter rate was only 8c in January 1981, the Bermuda Post Office seems to have accepted the US 15c stamp as sufficient prepayment. Rather than use a Bermuda datestamp, however, the old 'O' cancellation was used once again to obliterate the stamp.

BRITISH GUIANA GOVERNOR'S HANDSTAMPS

Michael Rego

The British Guiana Post Office Guide books indicate that many official departments are allowed free postage providing that the letter is on official business and is only internal, be it registered, air-mail or otherwise.

The Governor is one of those officials who had this privilege to send letters free of postage, and several covers remain which illustrate this. The covers, several OHMS on official stationery, also bear the Governor's handstamp; this is often accompanied by the Governor's initials and manuscript date within the handstamp.

Except for GOV 2 all have similar characteristics, having GOVERNOR at the top and BRITISH GUIANA or BR. GUIANA at the foot, with a crown in the centre of the handstamp. A variety of inks have been used since 1892, although most are found struck in red. Others not shown here are likely to

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exist, as from the early 1900's to the 1920's letters have not been recorded with the Governor's handstamp. I would be interested to hear from fellow British Guiana collectors who could add to this list either with new recordings or extended dates to those given below. It seems appropriate to include the Governor's name and date of office where these apply to the handstamp usage.

Finally, thanks are extended to Bruce Walker and Tony Shepherd for providing covers bearing these official handstamps.



GOV 1



GOV 2



GOV 3



GOV 4



GOV 5

Type	Dates	Colour	Governor	In Office
GOV1	29 JU 92	black	Viscount Gormanston KCMG	1891-93
GOV2	5 SP 33	violet	Sir Edward Denham KCMG, KBE	1930-35
GOV3	27 JU 41			
	- 16 NO 42	pale red	Sir Wilfred E.F. Jackson KCMG	1937-41
			Sir Gordon J. Letham KCMG	1941-47
GOV3*10	JY 52	red	Sir Charles Cambell Woolley	
			CBE, KCMG, MC	1947-53

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GOV4 ? SP 60

- 21 DE 62 pale red Sir Ralph Grey GCMG, KCVO,
OBE 1959-64

GOV5 ? SP 64 red Sir Richard Luyt GCMG,
KCVO, DCM 1964-66

*in very worn state, with inner area overinked

CURACAO, later THE NETHERLANDS ANTILLES

Ronald Ward

The Dutch West Indies comprises the islands of Curacao, Aruba, Bonaire, St. Eustatius, Saba and part of St. Martin or St. Maarten, with Surinam or Dutch Guiana on the South American mainland. The latter, with its name as "Suriname" on stamps is independent, whilst the remainder as the Netherlands Antilles became an autonomous overseas territory as part of the Kingdom of the Netherlands in December 1954.

Curacao is said to be 173 square miles in area, with Aruba to the west 70 sq. miles and Bonaire to the east 111 sq.m., slightly less than 40 miles off the northern coast of Venezuela.

CURACAO The capital is Willemstad, but the port and principal harbour is situated at Anna Baai on the south-west. The currency is as the mother country, but the American dollar is much favoured. Whilst the main industry is oil, largely brought in as crude oil from Venezuela, it is also known for the special oranges used for the liqueur "Curacao." The cedilla under the second "C" of the name unfortunately has to be omitted, but it is noted that this does not always appear even on official documents and postal markings in the

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present era. In effect this "C" sounds as "S" thus making the name CU-RA-SAY-O for pronunciation, not as many say it CURA-CHOW.

The island was discovered c.1499 and settled by the Spanish c.1527. It was taken from them by the Dutch in 1634. Curacao was taken by the British in 1800, lost and again captured in 1807, when Rear-Admiral Sir Charles Brisbane (later Governor of St. Vincent) was in command. It was restored to the Dutch in 1816, following the Congress of Vienna which began on 20 September 1814 and ended with the signing of the Treaty on 9 June 1815, the Congress being composed of the representatives of the major European powers. It has remained Dutch from that time.

Curacao is well-situated for steamer services, there being regular passenger and cargo routes, and it is also a port of call for cruise ships. Many of the well-known names also include Aruba in their schedules, some being the Royal Netherlands Steamship Co., Grace Line, Alcoa Steamship, French, Portuguese, Spanish and Italian Lines, Shaw Savill and Delta, and even the New Zealand Shipping Company. Serving the airport are such as the Royal Dutch Airlines (KLM), Pan-American Airways (PAA), Antilliaanse Luchtvaart Maatschappij (ALM), Air France, Trans-Caribbean and several other smaller services.

The town Emmastad, after the late Queen of the Netherlands, is near the refinery of the Curacaosche Petroleum Maatschappij, which is a subsidiary of the Royal Dutch-Shell group. This town has so far not had a post office, but several of the firms, including Shell, use it in their meter franks. Caracas Bay, a short drive by road from Willemstad, has an ancient Spanish fort, and was at one time used as a quarantine station.

ARUBA The two chief places are Oranjestad, the capital town, and St. Nicolaas. This island is said to have the largest sea-water distilling plant in the world, very necessary in an area short of natural water supplies and also for the industries which have been established in the past few years.

BONAIRE The capital town is Kralendijk (from Coral Dyke) and the village of Rincon. It also has a salt industry and a small clothing factory, but its attractions are its beaches

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and flamingoes.

It must be noted that there are two groups of islands, Aruba Bonaire and Curacao, known as "ABC", and some 550 miles to the north, Saba, St.Eustatius and St.Maarten (part of St.Martin), called the three "S's". The total population in 1850 was given as 18000 free and 10300 slaves = 28300: a century later to the nearest round figure as 164000 and by 1971 had grown to almost 230 000.

In all the islands the official language is Dutch, but in the ABC group is Papyamentu or Papiamento, a 'lingua franca' from several languages and in the northern trio is a 'lilt-ing, archaic English'.

SABA. This island lies to the north-west of St.Eustatius and has an area of only 5 sq. m., with a population of less than one thousand at the 1971 census. It was first occupied by the Dutch in 1632. It is little more than a rock rising sheer out of the sea and very inaccessible from the water, also reported to be the last stronghold of the Caribbean area pirates, ie until the media accounts of 20th-century piracy in the vast Caribbean.

Even though so small there are a number of villages including the 'capital' The Bottom, where is the administrator's residence 900 ft above sea level; Windward Side at 1200 ft, both of which have post offices; St. John's at 1900 ft, and Lower and Upper Hell's Gate - none of the last three have so far had a post office.

There are many more English family names than Dutch, and the name 'The Bottom' is said to owe its derivation to a misinterpretation into English of the original 'De Botte', which means 'The Bowl' in the old Zeeland dialect. The buildings have been erected on the floor of an ancient crater.

Carleton Mitchell, an American writer for the "National Geographic Magazine", describes a visit in 1966:

".....I boarded a Dornier 28 (otherwise known as STOL for short take-off and landing) for an aerial return to Saba... a runway carved from the rocky pinnacles...like an aircraft-carrier's flight deck balanced on a spur of rock; both ends hung over the sea, surf booming below. (This was built in 1965). Boarding a jeep, we climbed a zigzag road....at the

top we found the neat little gingerbread town of Windward-side. In 1947 a single road connected the main boat landing with The Bottom, now there are more than six miles of paved road, with 50 vehicles, 3 guest-houses, electricity and radio-telephone communication. At this time there was a three-days-a-week plane service from St.Maarten."

ST.EUSTATIUS or Statia. This lies to the north-west of St. Kitts. It has two volcanic cones with a valley between, and various sources quote its area between 7 and 9 sq.miles. Orange Town or Oranjestad is the principal town, and there are also two forts. It was first colonised by the French and English in 1625, the Dutch West India Company taking possession in 1632. It changed hands many times over almost two hundred years, finally passing to the Dutch in 1816.

Statia in the late 18th century was so wealthy that it was often known as the "Golden Rock". It was the chief mart of the West Indies, and several entire letters are known written from here and sent through the mails in St.Kitts, receiving the straight-line type at one period. As many as 700 vessels have been recorded as lying at anchor off-shore at one time. Large warehouses were erected by the shore; ruins of some can still be seen. The population, including slaves, was around 3000 at this time (c.1790), but later fell to c. 1000. In 1971 it had risen to about 1400.

During the early part of the American War of Independence, Holland remained neutral, and being a free port St. Eustatius obviously benefitted with trade to America. In 1781 England declared war on Holland, and Admiral Rodney took the island on 3rd February of this year when the inhabitants had no idea they were at war. By the ruse of keeping the Dutch flag flying, the British captured many vessels when they arrived with considerable amounts of valuable cargo. This could not last; as a result its prosperity waned and it never recovered its former trading.

When Mitchell visited here in 1966 he was with the Administrator, L.Rosema, in the courtyard of Fort Oranje, when he was startled by a buzz of voices. He continued...."A crowd had gathered at the window - 'It is plane day, when the mail comes in', explained Mr Rosema. 'Names are called out and the letters handed over, just as they were when sailing ships came'...."

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ST. MARTIN is between Anguilla and St. Bartholomew - partly French and partly Dutch. The actual area held by each varies with different authorities - between 20 and 23 sq.m. for the French and 15 to 18 for the Dutch. The French St. Martin is a dependency of Guadeloupe, all of which is part of the French administration since the terminology "Colonies" was abolished. The Dutch portion is officially known as Sint Maarten. When divided, the French retained the larger northern part, from which it is said they "could keep an eye on the British at Anguilla". In the south the Dutch had the fort and salt pans, although they did agree to share the latter. The islanders ignore the international boundary between the two parts, which dates back to 1648, following the Spanish occupation of 1640-48. The first occupants from the Old World were French freebooters, pirates and other "adventurers" of the period. St. Martin's highest point is 1236 ft, with Philipsburg the chief town in the Dutch section, most of the inhabitants being negroid.

POSTAL MATTERS

In "Postal History" No. 167 of January-February 1971, Ralph E. Group has listed his extractions of "West Indian Entries in the GPO Commission Book 1759-1854", and the only two places which could be associated with the Dutch island possessions would seem to be Martinique and St. Kitts. At Martinique, commissioned on 5 December 1809 was Thomas Clun Blackburn (not Blackbury, as some state). At St. Kitts they were:

Henry Falkingham	10 September 1760
Wadham Strobe	5 May 1779
William Nicholson	5 October 1794
William Armstrong	4 May 1797
John Smith	10 October 1809
James Berridge	17 May 1822

For reference, two names for Surinam are given:

Stephen Casey	30 July 1800
Adam Cameron	18 December 1806

Early letters are still extant but feature rarely in private collections, owing to their scarcity and limited numbers, but examples can be seen in the Dutch State Archives and Postal Museum, Amsterdam Municipal Archives and a few in the United

States of America where historical archives are kept. Several are illustrated in "A Postal History of Curacao" by Frank W. Julsen and W.A. Benders (1976), but an earlier account was given by the late Alex. L. ter Braake, A.P.S., entitled "Early Mail from the Netherlands West Indies" in "The Philatelist" Vol. 86, No. 11 for November 1972.

The earliest handstamp known reads "6 ST/GWC", being applied on mail arriving in the Netherlands, the value being Six Stuivers and initials Geootrooieerde Westindische Compagnie (with an alternative spelling "Geootroyeerde"). This was struck in the company's offices in Amsterdam and Rotterdam.

Braake quotes a letter written by the GWC's Amsterdam directors to their representative in Curacao dated 7 July 1774, which translates as follows:

"Your Honour will receive herewith copy of petitions written by several local merchants, who are trading Curacao, requesting that Curacao merchants, for reasons mentioned in the aforesaid petitions, may be permitted to keep a letter-bag at the fort in order, when a ship leaves for St. Eustatius, to send along to St. Eustatius letters sealed with the common seal, and addressed to this Board, to the end that the Commander at St. Eustatius thereafter dispatch them hither.

We have consented to that request and your Honour shall take measures accordingly and execute them with all such precision as will be found in the best interest of the trade!"

As already stated, St. Eustatius was a focal point, not only for merchandise but also for mail routing, whether through official channels or via agents. Mail from England still managed to reach America, and vice versa. Endorsements quoted by Braake:

"On a letter from Amsterdam dated November 1, 1776. Endorsed 'Statia 27 March 1777. Rec'd under cover & forwarded by Sir your ob. Serv. J.L.S. Jones'."

"London, 9 November 1776 to Newport, Rhode Island. Endorsed 'via Amsterdam'."

Even the American revolutionary council made use of the mail route via Statia until it was taken by the British in 1781.

In the "British Caribbean Philatelic Journal", Vol. 20, No. 3, was reproduced an address as follows:

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On His Majesty's Service
Sir John Thomas Duckworth K.B.
Rear-Admiral of the Red
and Commander-in-Chief
&c &c &c
Jamaica

(Note - This is
corrected from
the original
text quoted.)

Noted at the right-hand "Captain Tucker's Letter from Curacao (English spelling) Sept. 29 1803".

He was taken a prisoner-of-war after having surrendered his sloop "Surinam". The letter is not given in full, but his second paragraph reads:

"The duplicity of the Dutch Government since the "Surinam" has been in Curacao, is beyond any thing I can describe, ever since we have been prisoners of war, we have been fired upon in the night, in the house allotted for me, and my officers."

By courtesy of Mike Wilson (January 1982) a little more can be given from information he has extracted from the Naval Historical Branch Records in London:

"Robert Tucker was born 6 February 1769 in Devonport, and died 12 January 1846 at Portsea. He entered the Navy on 24 March 1777 as a Captain's Servant on board HMS Boyne. Three brothers also served in the Royal Navy. He was made a Lieutenant on 31 March 1795, and joined HMS Courageux in the Mediterranean.

At the time of the resumption of hostilities in 1803 HMS Surinam, an 18-gun sloop, was under the command of Acting Commander Robert Tucker at Curacao. The schooner HMS Gypsy was sent from Jamaica to warn any British vessels there of this news, but the "Surinam" was unable to leave because of repairs to the ship being incomplete. Tucker then began to make plans of the Dutch forts and batteries and sent this information to the Commander-in-Chief, Rear-Admiral Sir John Duckworth, and to Commodore Samuel Hood. Eventually he was betrayed, his ship seized and Tucker himself confined to a room over the garrison barracks. His window was on a level with the ramparts which were patrolled by sentinels, and on at least two occasions shots were fired into his room. He

was also warned that an attempt might be made on his life and that he could be poisoned.

Despite the known feelings of his captors he still managed to both receive and send mail, and was eventually placed in a dungeon for refusing to reveal the names of those helping him. The crew of the "Surinam" had already been sent to Jamaica when after four months Tucker and his officers were released and sent to Barbados. Once there Tucker, on his own initiative, released nine Dutch clergymen in exchange.

On subsequent arrival in Jamaica he was court martialled for the loss of his ship, but was acquitted of all blame. He was promoted to Commander on 21 March 1804 but received no further sea command, being placed on the retired list of Captains in 1840."

The intriguing comment in the above is in the penultimate paragraph..."managed to both receive and send mail..". It would make a fitting conclusion to this particular episode if any of the actual letters dealt with by Tucker could be traced, in addition to the one already known.

Julsen's "History" has no references to the period 1796 to 1807.

When the British regained control over Curacao in 1807, James Cockburn was appointed Governor and the first postmaster appointed was William Prince in June 1807; the first schooner carrying mail for Europe via Tortola left on 1st August of this year. To offset the cost of the service Curacao was assessed at 460 guilders per month - persons sending letters had a choice between paying a fixed sum per month of 5 pesos for large users (merchants presumably) and 2 pesos for smaller usage, no further costs being demanded. The other method was to pay 2 reales for each item, irrespective of weight. In local currency this could also be 2 bits, which coinage often roughly cut Spanish currency in two parts, hence the name.

Robson Lowe in "The Codrington Correspondence" included the passage "...islands of St.Martin, St.Eustatius and Saba captured by the British in 1810..."

In 1812 John Hodgson became Governor and discontinued the subscription method, and made the island postal service a government monopoly. Carrying by private vessels thus ceased

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the postmaster countersigning permits prior to a vessel leaving port.

The first two handstamps, most probably made locally, are known as 'intaglio', giving white lettering on a black background within the close double-outer circles, and like many of this period are so few in number that almost any illustrations are of the same strikes which have been owned at different times by interested collectors. The earliest recorded is CURACAO/POST/Office (mixed upper and lower case, particularly small final "e") on cover dated 2 August 1808, with CURACAO/POST/Office (capital E) on 29 August 1808, and used to 1811.

The fleuron type, much used by the British Post Office, has three different recognisable formats. Julsen quotes earliest as 2 MY 2 1811 and latest 3 DE 3 1814 for the first, but comparison of the earliest and their Type I (27 AU 13) shows that they are not the same handstamp. Their Type IIa has the date as 14 SE/1814, whilst Type IIb is back to the double day plugs. The island name in all these is CURACOA.

Surinam also had the fleuron type, as did the northern isle of ST. MARTINS (final "S"), and from the latter only two seem to have been found to date, being 29 JU 29/1814 and 10 SE 10/1814.

The next handstamp is in connection with mail carried on the Netherlands Royal Mail Packets between 1825 and 1834. This is intaglio, with between a double-outer circle and an inside ring containing a lion symbol the words POSTKANTOOR CURACAO.

From 1828 until a Royal Decree passed on 9 April 1845, the six islands all came under the Governor of Surinam with the new title of "Governor-General of the West-Indian possessions of the State", the former Governor of Curacao (with Bonaire and Aruba) being 'demoted' to 'Manager'.

The Netherlands first issued postage stamps in 1852, but for Curacao they did not appear until 1873, with the first-type postal stationery in 1877. The pattern of handstamps used in Curacao and the other five islands virtually followed that of the Mother country - circular (without year plugs and later with), small and large double-ring, with crosses in the lower segment (like "x" or "+" but hollow), filled inner segments half-moon shape, later code figures in the lower.

Squared-circle stamps were used on all islands.

In the same year as the postal stationery, a diamond format composed of dots, known as "puntstampels", was used, having in the centre a numeral with a number allotted to specified islands:

201	Curacao	first used in 1877
202	Curacao	" " " 1877 - in 1881 to St.Martin
203	Curacao	" " " 1877
208	St.Eustatius	" " " 1884
209	Saba	" " " 1884

Aruba and Bonaire do not figure in this allocation.

In more recent times rubber handstamps have been employed and in Willemstad machine cancellations, with wavy-line obliterating bars and also slogans, quite often in English.

Registration is a study in itself, from the letter "R" through over twenty types of label to one of the latest, a hand-struck etiquette in magenta ink.

The following extract from the "Netherlands Philatelist" Vol. 1, no.6, gives an insight into the important role of sea communication:

"Regarding the first steamer connection between Rotterdam and the West Indies, we read in an old copy of the "Amigol di Curacao" the following:

'At the end of 1826 the Nederland Government bought the paddle-steamer "Calpi", built at Dover; it was then renamed the "Curacao". After arriving at Rotterdam from England, the ship set out at the beginning of 1827 on a journey to the West Indies and back. The 438-tons ship crossed the ocean successfully in a month, and thereafter made a couple of trips. When, however, the war with Belgium broke out in 1830 the Government left the "Curacao" with our not very strong war-fleet, and the paddle-steamer remained a warship until 1848. That is why, probably, this early Nederland-American steam connection has attracted attention.'

In addition to the Dutch mail services, the British Royal Mail Steam Packet Co, the German Hamburg-American Line, the French Compagnie Generale Transatlantique and also Italian and Danish companies carried mail from these islands. Mail from cruise ships can be found with "Paquebot" markings.

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Another service much nearer the South American mainland also involved the issue of labels or stamps, still the subject of debate as to their exact status - local stamps or properly-issued postage stamps? Some printings of these stamps were inscribed "La Guaira-Curacao". The late P.C.Korteweg wrote on this subject in "De Philatelist" in 1928, and in recent months "Stamp Collecting" had several issues with an analysis by L.Williams. Korteweg wrote:

"In November 1863 Venezuela obtained a contract for carriage of mail from St. Thomas to the towns of La Guaira and Porto Cabello and the return route via Curacao, this being nearest to the existing British West Indies mail-boat service. Robert Todd, to whom the service was contracted with the Venezuelan Government...that all mail would be charged a fixed postal rate, making use of their postal services, this to be paid with stamps made by himself for the transport between St. Thomas and Venezuela. The letters...mostly gathered from Curacao."

Todd eventually sold out to Jesurun & Sons of Curacao, and they handed over the mail service to Cameron Macaulay & Co. Jesurun had stamps printed by Waterlow and Sons, but of all the issues many forgeries and reprints are known.

To conclude this brief summary of the postal history of the islands no mention appears in "A Postal History of Curacao" appertaining to British Forces during the 1939-45 war. The United States of America Military Censorship markings are listed as far as are known but nothing for the British, and yet military personnel were there, this being agreed to by the Dutch Government very early on. Forces were certainly on Curacao to guard the oil refinery, but whether the British were on other islands has not been ascertained. A cover is known carried on the "2nd Flight by Royal Dutch Air Liner", from Kingston, Jamaica, dated 26 AUG 41 addressed to a private with "H.Q.Coy. Signallers, 2/Bn. K.S.L.I., British Force, Curacao, Dutch West Indies" (The initials stand for King's Shropshire Light Infantry). The letter was received in Curacao/Willemstad on 28.8.41. It was opened by the British Censor before leaving Jamaica and had the "GEZIEN/CURACAO/CENSUUR" strike applied on arrival. Mail sent from Curacao, with British Military censor stamps and the islands' stamps, are also known.

A recent acquisition is a twice-censored cover addressed to

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the United States, their sellotape censor seal being used. It was sent from Aruba/Oranjestad 19.10.43 and resealed with white tape, printed in black with the Royal Arms and below "GEOPEND DOOR/CENSUUR ARUBA".

The current handstamp used on all the islands is a single-circle with a centre portion containing date and hour times and at the foot a code figure. The latest is from Saba in January 1982 on a returned air letter,

The current handstamp used on all the islands is a single-circle with a centre portion containing date and hour times and at the foot a code figure. The latest is from Saba in January 1982 on a returned air letter, which bears a boxed cachet in violet (equivalent to multiple reasons) entirely in French.

HEAD AND SUB POST OFFICES IN THE NETHERLANDS ANTILLES

List at 23 March 1981 as supplied by the Deputy Director of Posts, Mr R.H.Galmeijer:

Curacao	Head P.O.	Willemstad
	Sub "	Otrabanda
	Sub "	Dr Albert Plesman Airport
	Sub "	Dokterstuin
Aruba	Head P.O.	Oranjestad
	Sub "	San Nicolaas
	Sub "	Reina Beatrix Airport
Bonaire	Head P.O.	Kralendijk
	Sub "	Rincon
St.Maarten	Head P.O.	Philipsburg
	Sub "	Princess Juliana Airport
Saba	Head P.O.	The Bottom
	Sub P.O.	Windwardside
St.Eustatius	Head P.O.	Oranjestad

CURACAO - HANDSTAMPS USED IN THE BRITISH OCCUPATION 1808-15

Note the spelling 'CURACOA'.



(RLA 1958)



(RLA 1958)



(RLE 1940)



(Glassco 1969)



(RLA 1958)



(JB Type I & 10a)



(JB Type IIa & 10b)



(JB Type IIb & 11)



(RLA 1958)



(RLE 1940)

Used 1810.



(JB Fig 1)



(Glassco 1969)
Used 1808



(JB Fig 9)

ST. MARTINS AND SURINAM

HANDSTAMPS USED DURING BRITISH OCCUPATION



(RLE)



(JB Fig 12)



(RLA 1958)

CURACAO AS NETHERLANDS POSSESSION



(JB Fig 13)
1825



(JB Fig 14)
1835



(NP No. 1, 1949
ex Maanblad)
Used 1842

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(JB Fig 15)

1844



(Maanblad
Jan. 1958)



(RW)

PAR AVION



(RW)



RLE = Robson Lowe Encyclopaedia 1940. Illustrations reduced.

JB = Julsen & Benders "A Postal History of Curacao" 1976

Van Dielen, The Hague.

RLA = from a Robson Lowe Auction Catalogue.

Glassco = the special Handbook Catalogue of the 1969 sale.

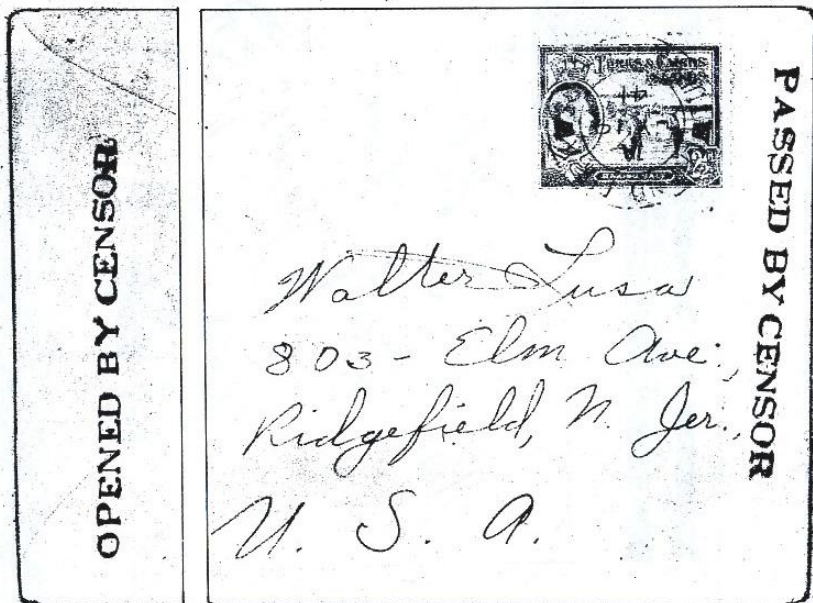
Maanblad = The Dutch Philatelic Journal.

RW = Ronald Ward

THREE CENSORED LETTERS

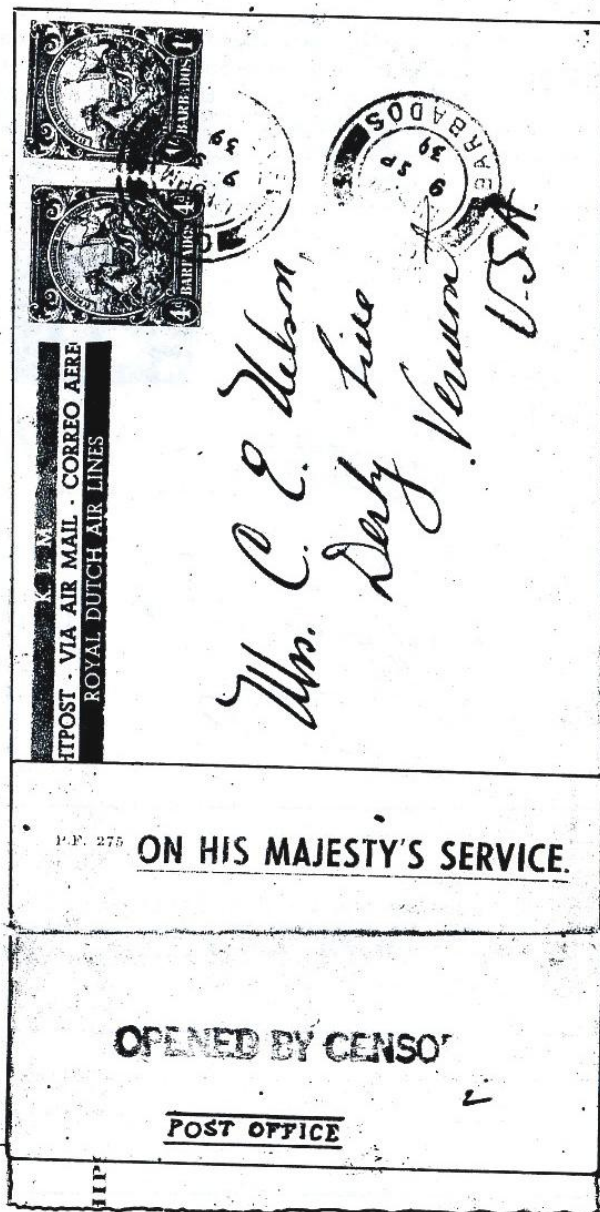
Horst Augustinovic

A cover Turks Island to USA, datestamped 19 JY 41, has two handstamps that I have not seen recorded. On the front, 'PASSED BY CENSOR' 64mm long and, on the back, 'OPENED BY CENSOR' 65mm long. Both marks are in black and applied twice, at each end of the cover.

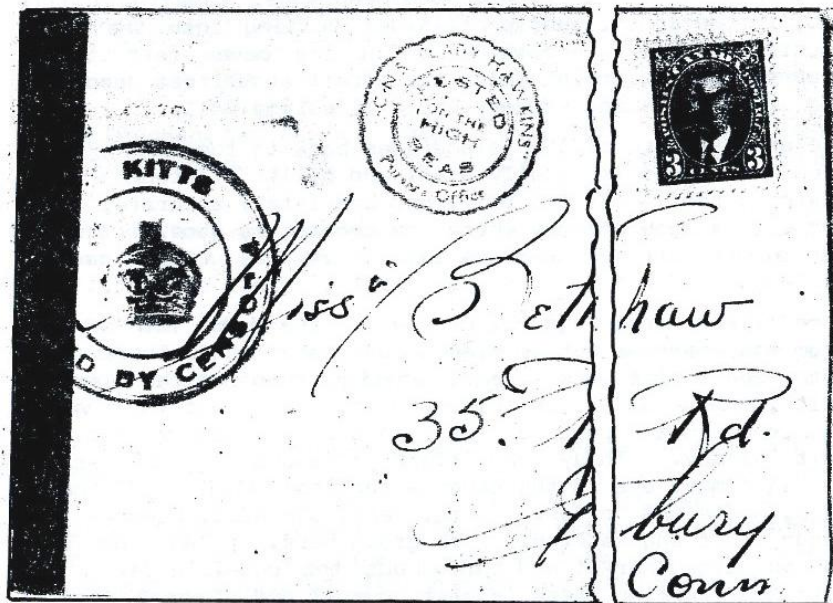


A cover from Barbados to the USA, datestamped 9 SP 39, has the provisional label L1 but with the censor number 2 in manuscript. The cover is I think interesting because of the very early use in World War II.

Are you coming to the Silver Jubilee CONVENTION?



This cover is interesting as it shows that ship's mail was removed at St. Kitts for censorship. Mailed on the 'Lady Hawkins', one of five ships of the Canadian National Steamships which operated regularly between Canada, Bermuda and the West Indies, the cover was backstamped on 13 FE 40 in Glastonbury, Conn., USA. Allowing for transit time, it would seem that the H2 handstamp of St. Kitts was used in early February, if not January, 1940.



THE BAHAMAS: THE STORY AND POSTMARKS OF LONG ISLAND, RUM CAY
AND SAN SALVADOR

Malcolm D. Watts

All three of the above islands have one thing in common - all were visited by Christopher Columbus. Columbus first set

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foot on San Salvador on 12th October 1492.

LONG ISLAND is situated some 200 miles south-east of Nassau, and is a long snake-like island stretching some 60 miles from Cape Santa Maria on the northern-most tip (where Columbus landed) to South Point. At no point does the island exceed 4 miles across. It straddles the Tropic of Cancer, with most of its 130 square miles lying within the tropics. Unlike the other Bahama Islands it has bold headlands, towering cliffs and, in the south, gentle hillsides rolling into the salt country. This island is noted for its caves (situated at Deadmans Cay), some of which are more than 600 feet deep having stalactites and silvery-white limestone walls.

The architecture of the island goes back to the early 1800's. Each main house is usually small and built of stone with a thatched roof. At the rear, and completely separate, is a hut with a huge chimney where the cooking is done. In order to ward off evil spirits each house has a sign on the roof-top in the form of a bird, crown, scroll or boat.

Long Island first began to prosper in the late 18th century from the enormous cotton plantations established there. In more recent times the island, sometimes known as the 'land of salt', became famous for this product, the industry being established in the south of the island by the Diamond Crystal Salt Company. Today Long Island is famous for its farming and is number one in the Bahamas for the raising of sheep, hogs, goats and horses. Corn, peas, avocados, bananas and other fruit and vegetables are grown here. These are sold to the Nassau market and throughout the out-islands. The method of farming there is most unusual and of great interest to the island's visitors. It involves the blasting of pot holes out of the rocky soil or using natural holes in which to raise bananas and some types of vegetables. This scheme was originated at Deadmans Cay. Further prosperity has been brought to Long Island by a multi-million-dollar real estate development at Stella Maris.

The population is just under 4000. Clarence Town is by far the largest settlement and has pastel-painted houses built around a wide blue lagoon and a picturesque harbour. Also of interest are the two quaint churches, one Anglican and the other Catholic, each having Moorish-style towers. The District Post Office is also located there.

For the postmark collector trying to obtain a collection of cancellations from the islands post offices present an interesting challenge. Many of these offices have very interesting names, and commercially-used covers bearing most of these cancellations are quite scarce; this includes the modern ones.

The post offices and opening dates are:

Clarence Town (D.P.O.)*	Mortimers	(1950)
Burnt Ground (1910?)	Roses	(1 Jan 1922)
Deadmans Cay (1910)	Salt Pond	(3 Feb 1951)
Grays (1942)	Scrub Hill	(17 July 1959)
Lower Deadmans Cay (by Aug 1948)	Seymours	(23 Oct 1958)
McKennons (23 Oct 1958)	Simms	(by 1897. 1895?)
	Stella Maris (?)	

*Clarence Town was opened as Long Island originally, possibly as early as July 1849. It was re-named Clarence Town by May 1888.

RUM CAY was originally named Santa Maria de la Concepcion by Columbus. It derives its present name from the wreck upon its shores of a West Indiaman which was said to be laden with rum.

This small island of some 30 square miles is situated off the north-east coast of Long Island and is low and flat with a few rolling hills, occasionally rising to 100 feet. The island was formerly prosperous from the export of salt and the raising of cattle and pineapples, but today it is primitive and sparsely populated with no more than 80 inhabitants. Rum Cay is noted for its winter duck shooting on the old salt pans and its fishing is incomparable.

The only real settlement is at Port Nelson where lies the only post office. Commercially-used covers bearing this cancellation are thus very scarce.

Rum Cay post office (21 April 1860? Definitely by 1839)

SAN SALVADOR lies some 20 miles north-east of Rum Cay and is a much larger island, being 12 miles long and 6 miles wide. It is generally accepted that Columbus made his first landfall on 12 October 1492. Four separate monuments, all spread about the island mark the spot of his landing, although it is generally regarded that he landed first at Long Bay!

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Until 1925 the island was known as Watlings Island and it is so isolated from the rest of the Bahamas that it is completely surrounded by very deep water. By Bahamian standards the island is quite high, Mount Kerr rising to 140 feet. Lakes cover most of the interior of the island, the largest being Great Lake which is 10 miles long and 2 miles wide at its broadest part.

The population is less than 900 and the main settlement is at Cockburn Town, where is situated the District Post Office. The only other office is at United Estates. This is a very scarce cancellation to obtain and the writer has yet to see a commercially-used cover from this office.

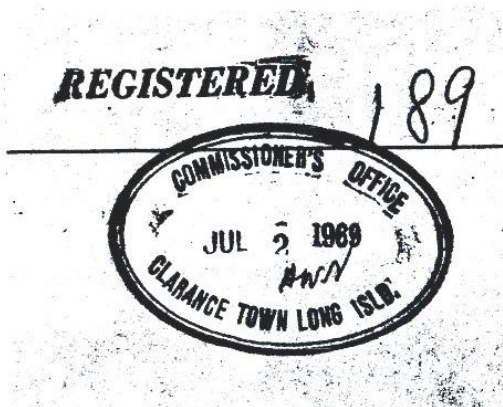
Post offices and opening dates are:

San Salvador (D.P.O.) (Opened as Watlings' Is. 20 Dec 1864?
By 1892 definitely. Re-named San Salvador 1927)

United Estates (1 July 1956)

Watlings' Island (see San Salvador)

POSTMARKS
OF LONG
ISLAND





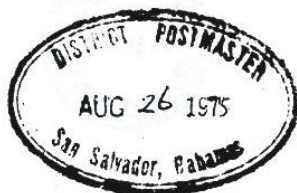
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POSTMARKS
OF RUM CAY



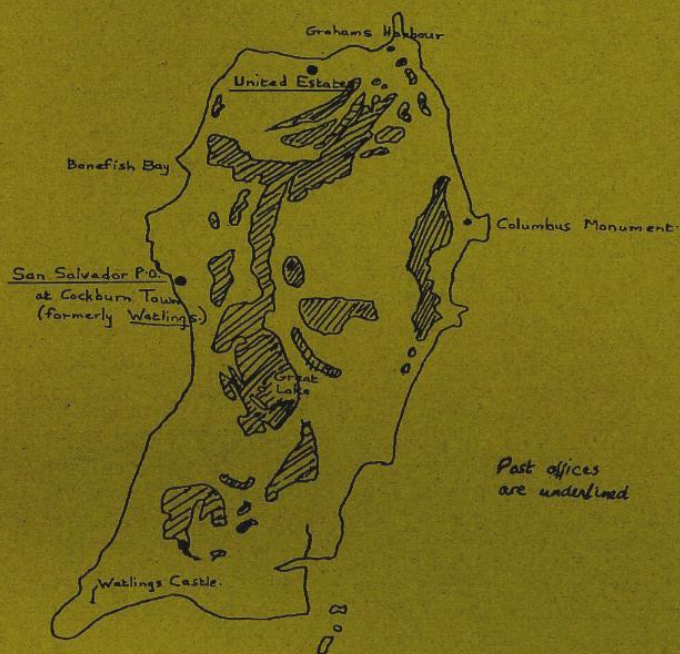
POSTMARKS OF
SAN SALVADOR.



THE POST OFFICES

OF

SAN SALVADOR ISLAND.



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