

BRITISH CARIBBEAN PHILATELIC JOURNAL

Club News of the British Caribbean Philatelic Study Group.

Volume 6, No. 3

May 1966.

Whole No. 31.

Robert Topaz, President

Reg H. Lant, Secretary - Treasurer.

A. N. Johnson, 2610 Virginia St., Baytown, Texas, 77520 - Editor.

EDITORIAL.

Recently Mrs. Maryette Lane, of St. Petersburg, Florida had her home ransacked in her absence and three large collections of stamps stolen. The collections were, (1) a large group of U. S. Black Jacks, mounted on pages, printed with a facsimile of Andrew Jackson's signature at the top of the page, (2) a collection of the 4¢ carmine and 4¢ green, (Scott's Nos. 210 and 215), and (3) a large collection of British American stamps. To date nothing has been heard of them.

This is primarily to put our members on notice of the theft, which if offered for sale to any of them, they may notify Mrs. Lane at 493 - 23rd St., North St. Petersburg, Fla. or the St. Petersburg police. Secondly it is to bring to the attention of our members the fact that thefts of stamp collections from homes are on the increase and that we should use every effort to safeguard our material.

On the most of my better stamps, I identify them by using an ultra-violet marking pencil, so that identification may be made in the event of loss. This, however, is only useful for identification purposes if loss occurs.

A bank vault is, of course, the safest way of storing valuable stamps, but many of us have too much material for that, and besides it is inconvenient to work with them from a bank.

A good burglar alarm that covers all openings in the room where your stamps are kept, with a loud alarm on the outside of the house, to alert the neighbors and police, will usually "scare off" any intruder before he has a chance to commit an act of theft. We should all give this some thought and endeavor to secure our valuable stamps.

* * * * *

Eddie Adelson advises that he obtained two sheets of the $\frac{1}{2}$ d. Churchill stamp, that had no control number on the sheet, indicating that possibly there was a reprint of this value.

* * * * *

Johnny Gavelek, Larry Resnick and Eddie Adelson have started on a brochure on the Air Mail Paquebots of the Bahamas and send out a S.O.S. for material to fill the gaps. They want Bahamas covers with Miami, Fla. cancels. Air Field, Miami, Fla. Miami, Fla., with cachet Air Mail plus paquebot, this two separate hand stamps, P.A.A. Air Mail rubber stamp. They will trade good Bahamas TRD's on cover, or purchase for cash. If you have any not for sale, please send over the cover, on loan, or the description of cancel and rubber stamps, along with dates used. The period of use was the early '30's to the early '40's. Send to Eddie Adelson, Box 333, Uleta, Florida, 33164.

NEW MEMBERS:

ELKINS, HARRY K, 33450 Ravensbury, Los Altos, California.

HOWE, FREDERIC GEORGE, 43 Chelston Road, Newton Abbot, Devon, England.

McFARLANE, JAMES ROBERT, Grays Inn Factory, Annotto Bay, Jamaica, W. I.

WINTER, NORMAN, F.46 Rose Marina, Ostuni, District Brindisi, Italy.

Pertinent information on these new members will be found in the March issue.

NEW APPLICANTS:

McFARLAN, WILLIAM M, 356 East Lancaster Ave., Downingtown, Penna, 19335, occupation, Real Estate. Collects British America, U.S.A., West Indies and Central America. Specialties, Bahamas and Jamaica. Member Lancaster Pa. Stamp Club, Coatesville Pa. Stamp Club, St. Gallen Switzerland Stamp Club.

de SEGOVIA, Mrs. ANITA, Apartado 4191, Puerto La Cruz, Edo. Anzoategui, Venezuela, Occupation, Housewife. Collects Trinidad Postal History, B.W.I. generally, Venezuela, Thematics, (Madonnas). Member of Trinidad Philatelic Society.

The above named applicants have applied for membership in the Group in accordance with the Constitution, and their names are hereby published. If no adverse reports are received by the Secretary within 30 days, their names will be submitted to the Board of Trustees for full membership.

* * * * *

NEW ISSUES:

JAMAICA: Royal Visit, see brochure accompanying this bulletin .

OMNIBUS ISSUE of the Royal Visit to the Caribbean, by the following colonies: Antigua, 6 and 15¢; Barbados, 3 and 35¢; Bahamas, 6d. and 1/-; British Guiana, 3 and 25¢; Cayman Islands, 1d. and 1/9d.; Dominica, 5 and 15¢; Grenada, 3 and 35¢; Montserrat, 14 and 24¢; St. Kitts, 3 and 25¢; St. Lucia, 4 and 25¢; St. Vincent, 4 and 25¢; Turks and Caicos Islands, 8 and 1/6d.; Virgin Islands 4 and 70¢ (U.S. Currency) in sheets of 50 stamps.

TRINIDAD AND TOBAGO: Royal Visit, 5, 8, 25 and 35 cents in sheets of 50 stamps

FURTHER PRINTINGS OF CURRENT ISSUES:

Antigua, ½, 4, 5 and 8 cents. Jan. 3, 1966.

FORTHCOMING ISSUES:

The Crown Agents announce a new definitive issue for Antigua, date to be announced, a Commemorative for British Guiana on the occasion of their Independence on May 26th. British Guiana will become GUYANA. The current definitive issue will be overprinted with the legend "GUYANA INDEPENDENCE 1966". A special issue will also be made with details to be announced.

BRITISH HONDURAS: The 1, 3, 4, 10 and 25 cents values of the current definitive issue will be released on July 1, 1966, overprinted with the legend "DEDICATION OF SITE - NEW CAPITAL 9TH OCTOBER 1965"

BAHAMAS NEWS AND NOTES.

By Gale J. Raymond.

Near Fresh Creek, Andros Island, a new U. S. Navy "shore station" post office was officially established on 20 Dec. 1965. Designated as Fleet Post Office N.Y. 09559, it is utilizing a large handcancel inscribed U.S. NAVY/17073 BR. For various reasons no collector's covers were included in this initial dispatch. Previous to opening of the USN p.o., mail from the Atlantic Undersea Test and Evaluation Center. (AUTECC) was flown more or less daily by USN aircraft to Miami International Airport for postmarking and dispatch there. The Bahamas p.o. at Fresh Creek has been handling increasingly heavy mails from the rapidly increasing population, but still has only the one broken-circle mutilated steel-die CDS. Reportedly most mail, particularly airmail is bagged and sent straight to the Nassau GPO for machine-cancelling. Andros in general, is enjoying a booming expansion and postal developments are long overdue.

On New Providence Island, construction of a new branch p.o. building at Fox Hill will commence shortly, a two-story structure, to include a library. The Fox Hill p.o. has heretofore been the headteacher's desk at Sandilands School, and the new building will be within the large grounds of the school, to face on Bernard Road. It will have its own parcel and packet section, and 150 p.o. boxes.

Bill Stitt, just back from Nassau, sends an amazingly comprehensive set of strikes of most GPO postal markings, from "DAMAGED BY CANCELLING MACHINE" to even the old 1930 straight-line "FIRST DAILY FLIGHT/NASSAU TO MIAMI/1930"! Particularly interesting is a new, large, ornate TRD type marking, (not a cancel), inscribed "DEAD LETTER OFFICE, NASSAU", with date across center. Although the present teacher/sub-postmaster at Gambier is rather uncooperative, Bill did manage to get the Gambier postmark on a few covers. Checking out a possibly new sub-p.o. at the "GROVE", he found the answer was a negative, all mail from that area passes either through the Grants Town or Nassau p.o.'s. Plan for a new "SEA FLOOR" p.o. are still some years away, pending construction of a proposed underwater theater at Paradise Island, similar to that of the famed Silver Springs, Florida, complete with mermaids. By that time the new bridge from Nassau to Paradise Island should be ready.

"For the Record", last September, in an H.R.Harmer auction, the 1963 Bahamas "Freedom From Hunger", 8d. sepia, error value and country omitted, fine used on small piece, realized £ 310/-/- sterling. The new Royal Visit pair is cropping up from many of the out-islands p.o.'s, but the Churchill issues used are seldom seen, (and never the 1/2d.!). The only Churchill out-island used noted by me is Freeport.

The big event of the year, of course, was the visit of H.M. the Queen. Fabulously decorated with elaborate garnishments, special fountains, flags and bunting, Nassau was fairly bursting at the seams with local, out islanders, and thousands of tourists from hold-over cruise ships. Her Majesty was presented by the Bahamas with a massive gold reproduction of an old pirate ship in full sail, its base generously embellished with actual old coins from the recent Grand Bahamas sunken treasure find. A festive occasion which will be long remembered in Nassau.

Yet another odd marking has appeared on Turks and Caicos stamps! In the Robson Lowe Postal History auction of 16 Feb. 1966, Lot No. 762 is a 1922-26 1/2d. green and 2d. slate on small piece, with a 2 line S.L. marking "TURKS ISLANDS/HURON" in purple-black ink. It is illustrated in the catalogue and had a L- \$ valuation. Can anyone supply information on this? Is it a ship marking, or what? A diligent search of highly-detailed maps, charts, and Official T & C I publications finds no mention of a locality known as Huron.. Gale Raymond.

BERMUDA RED CROSS ON FLUORESCENT PAPER.

By. Howard L. Godwin.

While checking stamps under a quartz lamp, it happened that a page of my stock book, which contained a number of copies of both values of the Bermuda "Red Cross" issue, was illuminated by the lamp. It was immediately obvious that two different types of paper had been used for this issue. Closer examination showed that the paper varied from plain, untreated paper, through stages, to fully fluorescent paper of the type currently used by West Germany and other countries.

I wrote to Bradbury, Wilkinson, who printed this Omnibus Issue, and they replied that they had referred my query to the Crown Agents, who had supplied the paper for this issue. In due course, the Crown Agents replied, and I quote from their letter:

"The fluorescence is undoubtedly caused by the presence of optical bleach, which is not normally used in Crown Agents' Stamp paper. You will appreciate, however, that the mill from whom the Crown Agents obtain their stamp paper also make other qualities in which optical bleach is present in order to enhance the whiteness, and it is almost impossible to prevent traces of this optical whitening agent penetrating all papers made in the same mill.

It is pointed out, however, that the degree of fluorescence does not affect the finished product in any way unless and until it is examined under ultra violet light, when the varying degrees of fluorescence become visible".

While the comment in their second paragraph is taken as fact, it is also fact that the Crown Agents did not intend this issue to be printed on fluorescent paper, and the existence of both values, from both plates, constitute a variety which I have not yet seen reported.

Whether or not this same situation applies to all Territories that fall under this Omnibus Issue, I do not know, but I would be very pleased to hear from anyone who has examples of this variety, whether in the Bermuda issue or any other area. (Editor's Note. The Bermuda 1/3, Antigua 3d., Br. Honduras 4¢ and 22¢, Cayman Islands 1d., Dominica 1d., Jamaica 1/6d., Grenada 3¢, St. Kitts 3¢, Turks and Caicos 2¢, all show evidence of fluorescence in more or less degree).

* * * * *

REVIEWS:

The long awaited volume on "MONTSEERRAT" by L. E. Britnor and published by the BRITISH WEST INDIES STUDY CIRCLE, has just been released. This valuable contribution details the Postal History, postmarks and postage stamps of Montserrat from the early days up to today. Chapters on the "Specimen" stamps, Postal Stationery, Fiscal and Airmail stamps make this volume a real addition to the Philately of the Caribbean. Copies may be obtained from the Hon. Secretary of the Study Circle, Mr. P. T. Saunders, Caymans Cottage, Bushley, Tewkesbury, Glos. England, at \$3.15 per copy, post free.

Section 2, of the "PRICED CATALOGUE OF POSTAL STATIONERY OF THE WORLD", by Edward Eladung, covering Baden to Bushire fills a much needed void for Postal Stationery collectors. Published by Higgins & Gage, Inc., 23 No. Santa Anita, Pasadena California, it is priced at \$3.00, per copy.

A NOTE ABOUT TRANSATLANTIC MAIL PACKETS.

By Jack Arnell.

The development of the transatlantic mail service, using both official and private sailing packets has been well documented by a number of authorities and many of the BCPSG members will have SHIP LETTERS in their collections to remind them of this hazardous means of transmitting letters. Up until the 1820's, the Falmouth packets, which were operated by the British Post Office, were fair game for privateers, particularly American, during and after the war of 1812. Many a mail was either captured or thrown overboard when the ship carrying it was threatened with attack. For this reason, and also to counter the smuggling by the packet captains which had increased alarmingly after the war, the Admiralty took over the responsibility for carrying the Falmouth mails in April 1823.

Shortly after this change, the requirement for the mail service increased greatly, and by 1827 there were thirty-nine ships in service compared with thirty a few years earlier. Of these ships, only seventeen were privately owned post-office vessels from the days of the earlier administration; the remainder were armed naval brigs. The broadening of the North American mail service was the direct result of the growth of population and commerce in both Canada and the United States. Halifax was the winter port for the whole of Canada, and there was heavy pressure applied to the British Government to provide a regular mail service to that port during every month of the year. Assurances were given by the trading firms in Halifax that the harbour was as accessible to the packets in winter as in summer.

However, the winter journey across the North Atlantic was not inviting. The passengers were few, the expenses were great, and the damage to the ships themselves was far greater than on other routes. A rather vivid description of the winter storms likely to be encountered is given in a letter written by a naval officer after a round trip from Cork to Halifax on the British warship INCONSTANT during January and February 1838. This reads in part:

"On the 6th of January we sailed from Cork...(and had a southerly wind) for five days, during which time we ran upward of 1200 miles, about half our distance; on occasion, she actually went upward of fifteen knots,..; since that we have had nothing but a continuation of gales and wind, accompanied with heavy snow storms... on the evening of the 20th so much had the gale increased that our close reefed main top-sail and main stay-sail were blown away, and she lay to for that night under a close reefed main try-sail; next morning she was worn under bare poles;...so intense was the cold during the snow storms, that many of the men lost the use of their hands and several fainted away. On the 26th we got soundings, but owing to the thickness of the weather, we did not make land until the 28th and anchored the next day in Halifax, 23 days from Cork, which, at the season of the year, may be considered an extraordinary quick passage, and having had two main top-sails and two courses split in pieces.

"The day we arrived the ship's sides and ropes were literally covered with ice; the thermometer down to 8 about 24 below freezing... We sailed from Halifax on the 6th February, and...on the morning of the 10th the wind suddenly shifted to the westward which gradually increased to almost a perfect hurricane;...in a short time we had a tremendous sea running, more so than the oldest sailor on board remembered to have seen before; several of the seas came up astern as high as our mizzen tops, and the horizon forward was frequently seen over the fore top-sail yard...during that day we made 310 miles, an equal, if not greater distance than any ship had ever made before in one day...The sea increased during the night...;since the gale moderated we have had nothing but changeable winds; we anchored this evening 17 days from Halifax..." (Montreal Gazette, 1 May 1838).

In the face of this type of experience, it is not surprizing to find that, while the packet captains agreed that the harbour at Halifax might be open all year, they were still unwilling to go there in the winter months. However, there were still the three ports of call on the North American side of the Atlantic which had to be served on a year round basis. These were Bermuda, New York and Halifax. As these three lay at the corners of a triangle with 700-800 mile sides, there was little choice as to the order in which they should be visited. Perhaps as an enticement to the packet crews, but more likely to minimize the exposure of the ships to the North Atlantic weather, it was decided that the packets would proceed from England to Bermuda by the southern route and return via New York and Halifax. Following the war of 1812, New York appears to have been dropped as a port of call for the British packets, as private American shipping lines were carrying the transatlantic mails from New York and as a result, direct passage was taken from Bermuda to Halifax.

It was on such a trip that a Royal Navy mail-carrying brig was lost on the rocks off Nova Scotia on 3 April 1829. A letter from her captain to the senior naval officer in Halifax at the time reflects once again the natural hazards these small ships had to face in the course of carrying the mails - for small they were. The MYRTLE referred to in the following letter was built in Portsmouth as a 10-gun sloop, and subsequently rigged as a two-masted brig carrying 6 guns for service as a mail packet. She was 90 feet long at the gun deck, with a 25-foot beam and a draught of less than 10 feet. Her displacement was listed at 235 tons. The letter reads:

"I regret to inform you that His Majesty's Packet Myrtle under my command was wrecked on the Western Head of Ragged Islands Rocks on the night of the 3rd Inst. at midnight. Immediately after the ship had struck it became necessary to get out the boats and save the Ship's Company which we had scarcely time to do, before the lower deck was completely under water, and the ship a complete wreck; had the Ship struck on either side of the Reefs we entered, every soul must have perished.

"We have experienced a succession of Gales since leaving Bermuda on the 19th; the Ship has been thrown four points out of her course by Current, and a dark night coming on the ship to my utter astonishment was lost, I have saved the Mail and sent it on the first conveyance, a Schooner in charge of Mr. Hamilton (the Asst. Surgeon) of the Packet who will be able to give you every particular. I thought it my duty to remain with my Crew, to endeavor to seve what could be collected 'till I had communicated with you, altho' I see no prospect of saving anything, as the Ship breaks up and everything washes out to sea; she is totally dismasted and only her Forecastle above water.

"I have much difficulty in procuring subsistence for the Crew, and cannot do it many days. I fear the bag containing the Admiral's despatches are lost, as it could not for want of room be placed in the Portmanteau for Halifax, and for greater security was placed under Lock and Key in my own private drawer in my Cabin, and the Ship's Lower deck so quick under water, that we had scarce time to get into the Boats to save our lives. 'Tis impossible to account of the surf to do anything with the Ship, as by the Foremast laying over the Larboard Bow she can only be boarded, and only part of the Forecastle above water..." (Admiralty - 1, Vol. 1867.

In his letter to the Admiralty, passing on the above the senior officer at Halifax added the following comments:

"The despatches alluded to, as lost, were those from Rear Admiral Sir Charles Ogle, Bart. to England: the letter from Sir Charles Ogle to you numbered 13,

was sent to me for the purpose of obtaining the signatures of part of his retinue as the Admiralty House at this place, and was fortunately in the Bag saved.

"I availed myself of the voluntary offer made by Samuel Cunard, Esq. of the Lady Ogle, Mailboat, to bring up the Crew of the Myrtle, and despatched her at daylight in the morning of the 6th, as the Services of the Buoy-boat were of the most essential importance, to replace the whole of the Buoys swept away by the ice driven into the Harbour on the night of Sunday last. The Eastern passage was blocked up, and from Sandwich Point nearly up to George's Island the same. The Mail-boat from Boston entered the ice below York Redoubt and was brought up, in it, to within 500 yards of the Dockyard before she could be extricated; many pieces of it were 12 to 15 feet under water." (Admiralty-1, Vol. 1867.)

One might question from this letter whether Halifax harbour was really accessible to ships in winter as in summer. Of course, the answer would be that these were very unusual conditions. From the number of wrecks noted in the newspapers of the day, this seems to reflect the natural hazards of the sea.

* * * * *

LEEWARD ISLANDS CANCELLATIONS
DOMINICA
CORRECTIONS, ADDITIONS, ETC.
by Stan Durnin.

Several months ago I received a most informative letter from Mr. Thomas Barrow of our Study Group. That letter and an earlier one from Mr. Paul Larsen, also of our Group, have led to this following up on my original articles dealing with Dominica's cancellations as found on the stamps inscribed Leeward Islands. The figures referred to hereunder are those illustrated in the BCPSG Journals for March and November 1963 (whole No.s 12 and 16).

- Figure 1. AO7 horizontal killer: Please change the measurements to read 16 x 19 $\frac{1}{2}$ mm. Paul has extended usage of this strike to AP 24 99.
- Figure 2. AO7 vertical killer: A cover dated SP 3 02 showing utilization of this strike voids my statement "found used only before the turn of the century".
- Figure 3. DOMINICA 19 $\frac{1}{2}$ mm CDS with C over date: My earliest example is dated NO ?? 90. Paul extends my latest usage date to AP 25 99. The majority of Tom's examples show the C above date data, opening to the south, while most of mine show it opening to the north. We believe that this is random orientation.
- Figure 4. DOMINICA L(1 $\frac{1}{2}$ MM WITH * over date: Tom extends usage in both directions, i.e. NO 2 96 through MR 8 05. DOMINICA 21mm CDS diameter to read 20 $\frac{1}{2}$ mm. Dates are extended from MY 31 94 (mine) through NO 15 04 (Tom's). These two cancellers were dispatched from GPO London on April 9, 1894, (see footnote**)

Tom and I both report a canceller identical to the 20 $\frac{1}{2}$ mm CDS as above with the sole exception that there is no asterisk in the strike. Tom reports a 'loner' dated MR 29 95, then together we have examples dated between NO 27 10 (mine) and MY 28 23 (Tom's). We feel that this is definitely a different canceller.

- Figure 5. PORTSMOUTH 19 $\frac{1}{2}$ mm CDS, with C over date: Tom extends usage to 13 SP 05. This canceler was dispatched from GPO London in 1893. ** (See Footnote). Portsmouth 24 $\frac{1}{2}$ mm CDS, with C over date: Inclusive dates in hand JU 7 11 through AP 12 22. Portsmouth 24 $\frac{1}{2}$ mm CDS, with * over date: Inclusive dates in hand OC 4 24 through JU 10 36. Portsmouth started using a double ring, diameters 26 $\frac{1}{2}$ mm and 16mm respectively, location lettering and solid colored arcs 2 $\frac{1}{2}$ mm in height, sometime in 1938. This strike is of the same format as depicted in Figure 10 for Roseau. My earliest example is dated FE 23 38 and is seen to continue into the Windward Islands phase of Dominica. Corrections of the diameters of the 13 village cancellers are required. Change the list to read: 21mm for ROSALIE; 23mm for COLIHAUT and DELICES; and 22 $\frac{1}{2}$ mm for the rest. i.e. COULIBISTRIE, DUBLANC, GRAND-BAY, LAPLAINE, MAHAUT, POINTE-MICHEL, ST. JOSEPH, SOUFRIERE, VIEILLE-CASE AND WESLEY. Please add the fact that Grand-Bay and Vieille-Case are hyphenated as well as Pointe-Michel.
- Figure 6. GEN. POST OFFICE DOMINICA double ring CDS: There are possibly two different cancellers with the same basic format and measurements. (1) with C above date data; (2) with nothing above date data. Date usage (with C); FE ? 06 (Tom's) through DE 25 08 (Tom's); (nothing above date): NO 10 06 through NO 25 15. Since the dates overlap, I feel that two cancellers are involved, but stand open to correction. Perhaps the C became loose and was reinserted periodically until such time that it just wouldn't stay in the canceller any longer. Source states that this canceller was dispatched from GPO London on Jan. 18, 1906. (See footnote).
- Figure 7. DOMINICA G.P.O. CDS: Date usage FE 19 16 through NO ? 24. Tom extends this to SP 21 28. There are definitely two varieties of this type. The first, as covered in the original article, measures 24mm in diameter with letters 3mm in height. The second variety is 23 $\frac{1}{2}$ mm in diameter and letters only 2 $\frac{1}{2}$ mm in height. My dates on this 23 $\frac{1}{2}$ mm one are from OC 27 23 through JY 4 29.
- Figure 9. ROSEAU DOMINICA, * over date, single ring CDS: Acquisition of many more examples has shown me that there are definitely two cancellers quite similar in appearance. The earlier canceller measures 25 $\frac{1}{2}$ mm in diameter with the location letters being 2 $\frac{1}{2}$ mm in height. My dates on this one are from MR 14 30 to MY 29 35 - a life span which could be easily expanded. The second variety measures 24 3/4mm in diameter with letters 2 $\frac{1}{2}$ mm high. These two cancels were rather difficult to differentiate until Tom Barrow came up with the solution - the spacing of the letters in DOMINICA. To quote Tom: "...the chord distance between the upper point of the D and the last I (of the first variety), is only 10 $\frac{1}{2}$ mm while in the second type, the chord distance has changed to 12 $\frac{1}{2}$ mm with most of the wider spacing coming between the letters MIN..." Thanks, Tom, for setting us straight on this. Our date coverage on this second variety runs from JU 30 33 into the Windward phase of Dominica.
- Figure 10. ROSEAU DOMINICA, * over date, double ring CDS: Additional examples have led me to the conclusion that two similar cancellers existed. The first as described in the original article, measures 26 $\frac{1}{2}$ mm & 16 $\frac{1}{2}$ mm respectively, with letters and arcs 3mm in height. The second variety measures the same distance in diameter, but the letters and arcs are only 2 $\frac{1}{2}$ mm in height. Some of the individual letters of the second variety are seen to be narrower than their counterpart in the first variety, especially the D in Dominica.

JAMAICA WAR CONTINGENT FUND.

W. Wilson

G.C. Gunter Esq.,

Ja. Gov't Railway

Kingston.



FIG. 1.



FIG. 2.



FIG. 3.

Astley Clerk Esq.,
4 Elgin Road,

X
Cross Roads.

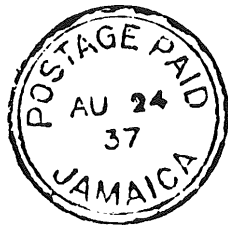
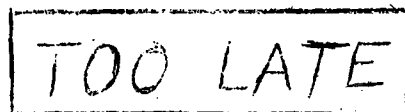


FIG. 4.

A recent acquisition allows me to add another handstamp to our growing list of Dominica, during the period under discussion, and that is a TOO LATE handstamp. Its format is as depicted in Figure 11. The rectangle measures 9mm x 42mm, and the letters are 4 3/4mm in height. My one example appears on a cover from Roseau to Portsmouth and is dated AU 30 02 by cancellers of both towns.



** The dispatch dates as stated are taken from "Some Notes on Cancellations Found on Adhesives of Dominica" by Peter Jaffe as published in the January 18, 1952 edition of Stamp Collecting, page 581.

* * * * *

JAMAICA "PAID"
THE STORY BEHIND A COVER.

by Col. Fred F. Seifert.

A few years ago I acquired the cover illustrated as Fig. 1 on the adjoining page. Attached to it was a note from a previous owner to the effect that the autograph on the cover was that of "Mr. William Wilson, the so-called Father of the Jamaica Contingent". It was only recently when Bob Topaz loaned me his copy of the Handbook of Jamaica for 1919, that I was able to learn the full story. In the following paragraphs I have summarized an article in that book.

In the Kingston newspaper, the Daily Gleaner, of 23 April 1915, there was published a letter from Mr. William Wilson in which he outlined a proposed scheme to recruit men in Jamaica for His Majesty's Army which was then engaged in the conflict of World War I. His suggestion was taken by a number of influential Jamaican gentlemen, and at a meeting on 26 April 1915 in Mr. Wilson's office a War Contingent Committee was organized. The first activity of the Committee was to raise funds by voluntary subscription in order to equip and transport the proposed military force. Contributions were acknowledged in the Daily Gleaner, and more than £ 10,000 was collected and lodged in an account in the Bank of Nova Scotia in the name of the Jamaica War Contingent Fund.

The plan received approval of the Legislative Council. It was first proposed to recruit a force of 500 men, but this was soon increased to 2,500 men to be provided before the end of December 1916. In addition, reinforcements of the same number were to be provided for each year the War continued. The men were sent to Up-Park Camp for training, and they became part of the British West Indies Regiment. By September 1918, 10,000 officers and men had been sent to England.

Jamaica has paid tribute to these Troops on the series of pictorial stamps issued 1919-1921. The 1½d. stamp depicts "A contingent Embarking", while on the 2½d. stamp "The Return of a Contingent" is shown.

Although the Jamaica War Contingent Fund was permitted to send its official correspondence free of postage, it does not appear to have been given a special franking stamp. However, the cover shows that the Post Office accepted the signature of Mr. Wilson as certifying to the official nature of the correspondence. No doubt the post office applied the "PAID" strike to show the date of mailing and to ensure that postage would not be assessed by a clerk who was not familiar with the exempt status of the letter.

An examination of the "PAID" strike on this cover indicates that it differs from both of the double ring "PAID" marks illustrated as M8 and M9 by the late L.C.C.

Nicholson in the Postmark chapter of the Jamaica Handbook. For comparison purposes, I have shown his M8 and M9 illustrations as Fig. 2 and Fig. 3 respectively. It will be noted that Fig 2. has two horizontal lines under "PAID" and has dots at the sides. The strike on the cover lacks these features, but has a period after Jamaica.

In checking the various "PAID" strikes in my collection, I can find none that are identical to Nicholson's M8 and M9. However, I do find a few similar to that on the cover. All strikes are in black ink, and except for the cover, all were used on unstamped newspaper wrappers. Dates are from AU 1 10 to JY 2 15. I also find strikes of a mark, shown as Fig. 4, which resembles M9, (Fig 3), except that the text at the top is reversed, reading POSTAGE PAID rather than PAID POSTAGE. These are all in red ink and my dates are between JY 8 37 and SE 20 37. I have undated strikes of this same mark on three recent varieties of newspaper wrapper, the Elizabeth II, $\frac{1}{2}$ d and 1d, and the Coat of Arms 1d. I suspect that it was applied to revalue these wrappers to the current $1\frac{1}{2}$ d. rate. Can anyone verify this?

In view of the above, I have a feeling that perhaps M8 and M9 do not exist, and that the draftsman erred in trying to depict the types Figures 1 and 4 from rough sketches provided him. I would like very much to either prove or disprove this theory. Does any of our readers either possess or have knowledge of strikes of M8 and M9? I would also appreciate dates extending the period of use of the types of my Figures 1 and 4. Your cooperation will be greatly appreciated.

* * * * *

JAMAICA JOTTINGS.

By Robert Topaz.

Our hats off this month to Angus Parker, who has sent along a group of photographs, of a series of letters from Jamaica to England dating from 1707-1712. While none of these bear postmarks, there are interesting packet and boat names on the letters, and the letters themselves are interesting, since they are among the earliest letters around from Jamaica. These photographs have been sent along to our Librarian, Bob Lovett, and are available to anyone interested, who will take care of them.

Among the stampless notes this month, we note that some of our members have brought the KING/STON mark to our attention. It seems as if there are two strikes existent of this mark. They vary in size, but are often difficult to measure. In the first mark, the "T" is set a bit to the left of the "I", and the "N" is directly under the "G". In the second mark the "T" is directly under the "I" and the "N" is slightly to the left of the "G". The second mark is a bit smaller. Seems as if there is some question of the origin of some of these marks. Anyone having a mark of either type could help us all by reporting it to me.

Nat Surtees reports the recording of the Type T2 (Foster T3) mark for Mandeville dated 19 December, 1803. Bert Latham reports via Tom Foster the existence of the Green Island P2 mark (date not available), and Tom reports having noted the Lacovia P2 mark on an official document of some sort in the records. Neither of these marks have been previously reported. No wonder we wait Tom's forthcoming book with great impatience.

Bert Mitchell reports a single ring strike of Golden Spring as 10 December, 1879, used with the A41 oblit. Along these lines, please add the new oblit item A54J/22..

A Mile Gully index "C" (inverted) squared circle has been noted as pf 17 March 1886 - a new EKD. Also a Kingston type 1a index 1 H dated 13 May 1890. Paul Aman, a new member, reports Kingston type 1, index I Q, as 25 August, 1885.

Talking of new members, Norm Winters from Italy reports several new dates for the Birmingham markings--each date listed is a new EKD.

Haddington	31 DE 46	Irish Town	31 DE 46	Jacks River	30 DE 46
Benbow	30 DE 46	Freemans Hall	2 JA 47	Brandon Hill	7 JA 47
Grove Town	1 FE 47	Clover Hill	1 JA 47	Burnt Savannah	31 DE 46
Haining	31 DE 46	Braeton	31 DE 46	Bombay	20 AP 48
Clydesdale	19 AP 48	Copse	16 AP 48	Dressikie	8 OC 48

All of the above strikes are in violet ink. Mr. Winter has been kind enough to send us several more new dates, but these are incorporated into the town listings as they are printed.

A new slogan - only four months old now - was issued for Christmas at Kingston reading in two lines in simple block capitals: "BUY JAMAICAN/THIS CHRISTMAS". Noted in black ink, and used in conjunction with the electric cancellers at Kingston - primarily on domestic mail. Noted from 30 NOV. to 15 JAN 1966. The mark is unframed and is about 47mm x 13mm.

Reg Lant reports a Free Frank mark of Kingston and St Andrew Parish Library in blue ink - dated 7 Jan. 1966. Also a mark that is a new one to most of us - a double ring in violet ink - about 42mm diameter, with a 29mm inner ring. It reads I J R M R S around the top and Lathbury Barracks around the bottom. anyone have an explanation???

Reg also reports a new TPO TRD from Mandeville-SavLaMar run. It is of the same type 37 TRD as the earlier marking, but the placement of the asterisks are different and the lettering is all serified caps, noted in Feb. 1966.

Our thanks to Lloyd Brandon and Ronnie Wong, who have been most helpful particularly in keeping us up to date on the current markings, and P.A openings. New openings and marks are noted as follows:

<u>Office</u>	<u>Parish</u>	<u>Opened</u>	<u>Type</u>	<u>Ink</u>	<u>Noted</u>	<u>Forwarding Ofs.</u>
Corn Piece (spelled as one word in mark)	Clarendon	30 NO 65	37	violet	10 FE 66	Hayes
Cairn Curran	Westmoreland	14 JA 66	37	"	29 JA 66	Darlington
Gravel Hill	Clarendon	17 JA 66	37	"	21 JA 66	Milk River
Prospect	St. Elizabeth	22 DE 65	37	"	6 JA 66	Giddy Hall
Orangefield	Clarendon	31 JA 66	37	"	12 FE 66	Linstead
Mitchells Hill	Clarendon	25 FE 66	37	"	21 MR 66	Rock River
Bounty Hall	Trelawney	28 MR 66	37	"		
Morgans Forest	Clarendon	1 AP 66	37	"		
Fairburn	Clarendon	1 AP 66	37	"		
Spring Bank	St. Thomas	25 MR 66				
May Day	Manchester	25 FE 66				

Rock River is to be upgraded.

New offices to be opened in the near future: Thatchwalk in St. Ann; O'Meally in St. Catherine; Contrivance in Manchester; Penwood in St. Andrew.

During the visit of Her Highness to the Island, an overprint was made on the stamps of Jamaica - and I assume reported elsewhere in this Journal. However, in connection with this visit, a Press Headquarters was established at the Courtley Manor Hotel for three days, March 2 - 4, and a TRD type 37 was used which read COURTLEY MANOR. Incidentally, the fair city of Boston was blessed with the fair Queen's presence for

a few hours, when her plane - enroute from Mo Bay to London stopped here for fuel in the middle of the night. What a small world.

Ronnie Wong advises us that a type 37 TRD was prepared for Up-Park Camp, for use during the Girl Scout Jibilee. Apparently it was not elaborate enough, and a special TRD was used instead. However, favor strikes have been noted in violet ink.

Our good V. P. Fred Seifert has discovered that there are two TRD's that were used at ASHLEY, instead of the one reported in the town lists. Apparently they were used concurrently for some time, since this new discovery is dated 27 JA 50. He also corrects the LKD of the earlier mark to be 11 MR 50 - not 11 MY 50. The new TRD has the asterisks in a lower than center position, and the word JAMAICA is closely bunched. The date is stamped. Still the same type 38 however.

Since these are all the notes that I can pluck from the mess that I call my desk, I will see you at Sipex or in the July Journal.

* * * * *

It is with much sorrow that we advise the membership of the death of Mr. Harry M. Daggett, longtime member of our Group.

SWAP COLUMN:

JAMAICA SQUARED CIRCLES: Will Buy or trade for all these marks. Am attempting to acquire a complete collection, particularly need Kingston marks for an evaluation of the indices thereon. Have numerous duplicates for exchange. Will welcome advice from all who have items to spare. Reg H. Lant, 164 Highbourne Road, Toronto, 7.

* * * * *

TRINIDAD AND TOBAGO:

Have the following from Reg Lant: "Calling all T & T enthusiasts - Gerald Sancho, in addition to sending in an extra dues contribution has also contributed to the Groups funds:

A BLOCK OF 25 TRINIDAD AND TOBAGO Scott # 90 - 2¢ Blue Queens Hall with INVERTED WATERMARK - BLOCK CA.

This superb piece will go to the highest bidder - last day of sale Saturday, May 23rd. Please mail bids to Reg Lant, 164 Highbourne Road, Toronto 7, Ont. Canada."

* * * * *

ST. KITTS CANCELLATIONS:

Dennis Cartwright of Basingstoke, England writes as follows: I get quite a bit of mail from St. Kitts, as I have "in-laws" living there and I recently made a little study of the "BASSETERRE-ST.KITTS" handstamp cancels. From what I can see there must be three of these cancellors, in use, the differende being as follows:

1. Full stop after ST. and also after KITTS.
2. Full stop after ST. and no stop after KITTS.
3. Two stops after ST.. and also one stop after KITTS.

I have checked these examples and am pretty sure of what I have outlined, have also tried to check with the postmaster, but he said he was too busy to answer (??). Perhaps you could put this in the Journal and ask anyone to corroborate my theory".

AIR MAIL FLIGHTS OF THE WEST INDIES.
Additions to the list - Old and Recent Flights,
By. Dr. John M. Lockie.

This list includes most of the recent flights in the West Indies. There are some that I have left out for want of more complete information. I have received considerable information and help from Mr. Kendal Sanford of Baltimore concerning some of these flights, and would like to here acknowledge this with thanks.

BAHAMAS

29 June 31 Salvador Nassau First PAA Contract flight

Special cachet 55 x 24 mm in blue or violet, inscribed "Primer Correo Aereo/El Salvador a/Islas Bahamas/29 de Junio de 1931/San Salvador C.A."

Notes: Though cacheted "Islas Bahamas" this flight was basically a first flight from Salvador to Jamaica, and thence to Nassau by existing connections.

1 Oct 1932 Managua Nassau
 Nicaragua

Special cachet: 63 x 27 mm in purple, inscribed "Primer envio Aereo Postal/de Managua, Nic a/Nassau/Bahamas."

Notes: This date conflicts with the information at the foot of page 648 of the current A.A.M.S. Catalogue.

27 Oct 1965 Lima Peru Nassau First extension northwards of BOAC VC-10 flight.

28 Oct 1965 Nassau Lima Peru First extension southwards of BOAC VC-10 flight.

Special cachet: None but special BOAC VC-10 sticker in blue.

13 Dec 1965 Toronto Freeport Air Canada inaugural flight.

1 Feb 1966 Miami Bimini Inaugural flight Mackey A.L.
No special cachet.

2 Feb 1966 Andros Town Miami " " " "

5 Feb 1966 Bimini Miami " " " "
No special cachets.

JAMAICA:

26 Oct 1965 Lima Peru Kingston First northward extension of BOAC VC-10 flight.

28 Oct 1965 Montego Bay Lima Peru First southward extension.
No special cachet, but BOAC VC-10 sticker.

11 Jan 1966 New York Kingston and S. A. Lufthansa inaugural flight

15 Jan 1966 New York Montego Bay & S.A. " " "

Special Cachet: 75 x 40 mm, in maroon, with map of route from Frankfort to New York to Kingston to Lima. (and New York to Montego Bay - Guayaquil - Lima), and Santiago de Chile and inscribed "LH 490 / 492 Inaugural Service/Lufthansa".

12 Jan 1966 Kingston and New York to Frankfort Return Inaugural flight.

Special Cachet: 48 mm square, in violet, inscribed "First Flight/Lufthansa/from/ Kingston-Jamaica/to/Frankfort, Germany/Jan 12 1966".

* * * * *

BAHAMAS BITS

By The Bahamas Bum.

The greatest thing to hit the Bahamas since prohibition was the Royal Visit of Queen Elizabeth and Prince Philip. They simply overwhelmed this now wide awake sunspot. This is the first time a reigning monarch ever visited Nassau and the Royal Visit stamps differ from all the other islands by having only Royal Visit inscribed on the stamps while the others say Caribbean on them.

Only 30,000 of the $\frac{1}{2}$ d. Churchill set was issued and these sold out the first day. This will be the key stamp to the entire Churchill issues and the $\frac{1}{2}$ d. stamp is already being sold in both Nassau and Miami at 65¢ and very, very few are available. The new decimal stamps to be overprinted on the current definitive issue will not appear on any of the current sheets now being sold. The new sheets will have a hundred stamps to the sheet instead of sixty, as from here on everything will be figured in tens instead of twelves.

An enlargement or moving of the Mackey Street Post Office is being contemplated at this time. It is not known whether it will retain its old name or be called Eastern Post Office. At the old GPO in Rawson Square only the following business is conducted there - Payment of Box Rent, Delivery of Registered Mail, figuring of postage due mail and the selling of postal money orders. All other postal business is conducted at the new Post Office in the Sunley Building on Bay Street. Parcel Post must still be taken to the postal station in Oakes Field about two miles from the downtown area. The new coil machine has not yet arrived from London and may not make its appearance until early next year. The booklet panes of the current definitive set are sold out and unless some more are ordered, (which is very doubtful) these will be a good property to have. Freeport on Grand Bahama with its lucrative gambling business doubled its population in the last two years and now has a population of 8,400. There is also a casino in Nassau now open to the public and many letters to the editors of both Bahamas papers that the gambling tax is too small. With the current prosperity the people want more and better facilities and more taxes (which at this time are infinitesimal), may be in the offing.

The following members of the B.C.P.S.G. were recent visitors to Nassau: William B. Stitt, Mrs. Pamela Taylor, William Boggs and the Bahamas Bum who was slightly miffed for not getting an invitation to the Royal Reception.

Since the limitation of only being able to bring in one quart of liquor duty free instead of the former gallon, liquor business is off 60% and two whiskey stores on Bay Street have cut their stores in half using one half for the sale of liquor and the other for the sale of perfume, the latter having a greater profit. There is now a brewery in Nassau making a pretty good beer called Gold Star. Several distilleries in Freeport, on with the unmitigated gall of printing on its labels "15 year-old Rum", although Freeport is not half that old! Well, Caveat Emptor. Nassau now has two lady cab drivers and if you know somebody in the banks, you can buy English Gold Sovereigns minted in 1964.

On March 18, the largest philatelic funeral took place at the police incinerator in Nassau. Over £ 2,000,000 face of demonetized and obsolete issues were burned. How I would like to have gotten my sticky fingers on them. Other than that I will conclude with - the only type beard that is not being seen in Nassau is Mutton Chops.

* * * * *

The President's Message.

This month actually is our Fifth Anniversary, and I am proud to say that I belong to as fine and dedicated a group of deeply interested men and women, as any group I have ever been associated with. Again I must give thanks - as we all must - to those few dedicated people like Reg Lant and Al Johnson who have given so much of their time and efforts to make this Group work. We are fortunate to have men like them who have the time and who are willing to make the effort. They have been given wonderful support from our members such as Seifert, Devaux, Erickson, Durnin, Cameron, Foster and many others too numerous to mention.

But there are never enough hands in an organization like this and I call on all of you to give whatever help you can. A note to me that you are available will start things rolling, and we all will be grateful and richer for the help. For those of you who have not too much time, please cooperate with the Group and at least help us with the various research activities that keep going on. The dates and information in your albums will help your fellow collectors.

As you know, your Trustees decided during 1965 that we should not raise the dues, so that as many collectors as possible could participate in the Group. As a compromise, it was decided to create two extra classes of membership at \$5.00 annually and at \$10.00 annually. This was designed so that those members who could afford the extra dues, and who felt that the Group was worthwhile, could help our finances, I urge you all to consider this, and participate to the extent of your wish.

In this Journal there is a ballot to vote for the next three Trustees to be elected. Please look for this, (on the last page), and cast your votes promptly and thoughtfully. We would like to get as close to 100% participation by the members as possible.

Robert Topaz, President.

* * * * *

Bob Topaz has requested that this be added to the Jamaica Jottings, but since it already has been printed, am showing it as an appendix to his letter:

"Any member who would like to participate in the new obliterator listings are reminded that forms are available by writing to me and they will be sent promptly. If anyone who has written for a set of forms has not received them, please drop me another line. The forms are now here. Please help us out with this listing - the tabulations will be well worth your while."

* * * * *

A letter addressed to Mr. Eric Thorn, 3774 St. Clair Ave, East., Scarborough, Ontario, Canada has been returned to the writer with notation "Moved, address unknown". If anyone knows of Eric's address, please send it to the Editor, so he may receive his Journals, etc.

THE 50th ANNIVERSARY OF SCOUTING IN BERMUDA.

By Jack Arnell.

When the Two Shilling stamp commemorating the 50th anniversary of Scouting in Bermuda was issued on 24 July 1965, I was reminded of my own introduction to the scouting movement as one of the small boys chosen to form the first Wolf Cub Pack in the Island. In those days we thought that we were the only Bermuda scouts and it was not until many years later that I learned that several other troops of scouts had preceded us.

In 1926, a new Church of England bishop, the Rev. Heber Browne, was sent out from England to the Bermuda Cathedral. His wife and her companion had been very active in Wolf Cub work in England and soon had rounded up a couple of dozen eight and nine-year old boys from the Sunday School and formed them into the "Bishop of Bermuda's Own" Wolf Cub Pack. Soon we were taking part in patriotic parades, agricultural fairs, putting on shows and standing at attention at the Cenotaph on each November 11th, together with the local volunteer militia and the regular British troops stationed in Bermuda. It was a very exciting life for a young boy and soon others were attracted to our pack until it had to be divided into two. After four years, the original cubs had outgrown the pack and in 1930 the "Bishop of Bermuda's Own" Scout Troup was organized with a dozen or so boys. Not long after I became one of the original scouts in this new troop, I was sent to Canada to Boarding School and lost my connections with the Bermuda scouts.

Although there was a Bermuda Scout Association at the time, a Bishop of Bermuda's Own Scout Association was formed in October 1927 as a separate entity. This was presumably to carry on the British scouting tradition known to our leaders in the semi-tropical, somewhat Americanized atmosphere of Bermuda. This was probably the reason I did not realize that we were not the first Bermuda scouts.

In actual fact, the records show that as early as 1910 the Governor of Bermuda had made enquiries of the Imperial Headquarters of the Boy Scouts Association in London, England on how to start scouting in the Island. It appears that some form of fledgling scout troops were established at both Hamilton and St. Georges at about that time. But as neither was officially registered, they do not appear on the record. The scout troop whose anniversary was commemorated by the stamp issue in 1965 was one formed at Ireland Island in 1915. As this was the Royal Navy's dockyard and base of operations, it is certain that this troop would have consisted of the sons of Englishmen who might have been connected with scouting in their home country. It would be natural for such a troop to seek a connection with British scouting. That this occurred may be surmised from the fact that this troop received an official registration certificate on 11 January 1916.

The St. Georges troop, which was certainly in existence earlier, was not registered until February 1919, even though it appears to have been in contact with the London scouting headquarters as early as 1913. Perhaps the original St. Georges troop was disbanded during World War I and it was a new post-war troop which received the official registration. After the war scouting expanded and soon there were troops in Warwick, Paget, Somerset and Pembroke, until in 1926 the first Wolf Cubs, of which I was one, were organized.

By the early 1930's there were scout troops in four of the major boys' schools, and today there are about twenty active groups on the Island. As boys from all walks of life participate in scouting activities which prepare them for an active life of service to their community and make them better men, it seems fitting that the 50th anniversary of Scouting in Bermuda should have been marked by a commemorative stamp, even if it might have occurred a few years too late.

LETTER FROM OUR SECRETARY-TREASURER, REG. H. LANT.

DEAR FELLOW MEMBERS: I thought I would again write you in regard to my Annual Report in the March Journal. By now, all have had the opportunity of reading and digesting the contents. The response to my appeal for additional funds by means of further dues contributions has been quite good, but frankly, it has not come up to expectations.

One of our main objectives is to provide you with a superior type Journal with an entirely new format and commercial printing. Now, please do not get the idea we wish to go overboard and produce a Journal with an artistic cover with limited reading matter, etc., etc., or as one member as aptly termed "Fancy for Fancy's sake." This is the opposite of the truth. Our basic idea is to be able to contract for some of the arduous labor now performed by our able Editor, Al Johnson.

Did anyone stop to think of the labor of love that the Editor performs with every succeeding Journal, i.e. the selecting and editing of the various reports received from the Group Leaders and contributors; the typing, mimeographing, stencilling, assembling of the pages, varying from 20 upward, the stapling and mailing to now more than 175 members?

The work involved was sufficiently arduous at our inception, but with the ever increase in membership, some definite action needs to be taken to relieve the burden, nevertheless such action requires additional funds.

As another instance in point - am sure all have enjoyed the illustrations in our recent issues, and we hope to continue along these lines. You may be interested to learn that these were supplied at the expense of several of the members - another case of a genuine attachment for the Group, and each and every member.

The proof of the Society is in the reading, and we feel we must be providing the data that you and other collectors require. Our success must be attributed to this factor, and we intend to continue and in fact do everything feasible to attract recognized collectors the World over, and in this way procure added information for the benefit of the Group. That is why we consider a commercially printed Journal essential. If you will thumb through your membership listing, you will find we are becoming more World Wide with every membership listing and issuance of the Journal, as we now have at least one member residing in each of the following countries, viz, Australia, England, Scotland, Ireland, the Bahamas, Bermuda, British Honduras, Jamaica, Trinidad, Italy, Netherland-Antilles, South Africa, Bechuanaland Protectorate, Venezuela and of course the U.S.A. and Canada. Quite an interesting list, isn't it?

I feel confident all will agree we have maintained our annual dues at the lowest possible figure, and in fact actually compare and in fact undercut the majority of like societies in North America and abroad. That is why we have suggested, for this year, at least, the three types of membership, i.e., the White Membership Card for the regular dues members, and the Pink and Blue Cards for added contributions. In this manner each and every member is in a position to contribute according to his desires, and the recognition of the data and information received.

To all who consider my remarks sound and justified, may I ask they give the matter further thought. I will be glad to hear from one and all, including those who may entertain contrary views. That is what a Group such as ours is for, constructive thinking and criticism where needed.

AA CHRONOLOGICAL POSTMARK HISTORY OF THE
POST TOWNS OF JAMAICA - Continued.
By Robert Topaz.

<u>LABYRINTH</u>		St. Mary	Opened 15 Nov. 1937
Location formerly called "Old Garrison"			
1.	D.R. 29 mm 3 mm letters		29 DE 37 6 FE 53
2.	B 3 (issued Jan 54	No *	1 FE 55 8 FE 65
<u>LACOVIA</u>		St. Elizabeth	Opened in 1771
1.	T 1 (Foster T 2) large asterisk after name		13 JA 78. 1 SP 93
2.	T 2 (Foster T 3)		9 NO 02 7 AP 19
3.	T 3 (Foster T 4	35 X 4 mm 34 X 4 3/4 mm	27 28 OC 29
The second die of this mark is not known recorded.			
4.	P 2 issued 1 AP 39		
Not known recorded.			
5.	S.R. 22 1/2 mm	A index	30 JY 71 2 OC 16
6.	#30 Oblit type K (sent out 17 MR 69)		8 AP 87 3 SP 88
7.	S.R. 22 mm	no index	3 SP 88 9 DE 91
8.	A64 Oblit. type H		9 DE 91 14 SP 92
This oblit was formerly used at Port Antonio - used at Lacovia in the period about 1891 - 1893.			
9.	D.R. 30 mm 3 mm letters - small dots Four digit year.		6 FE 17 14 FE 45
10.	B 1 (Issued May 45)?	*	1 FE 45 5 NO 55
11.	MSR	*	23 MR 57 6 JA 65
<u>LAMBETH</u>		St. Elizabeth	Opened 1810
1.	T 2 (Foster T 3) Probably issued but never recorded.		Closed before 1918.
<u>LAMBS RIVER</u>		Westmoreland	Opened 11 March 1896.
1.	TRD type 8	black ink	11 MR 96 DE 96
"96" in die - no dotted line.			
2.	D.R. 26 mm, 3 mm letters	dots	19 MY 97 13 JY 34
3.	D.R. 29 mm, 3 1/2 mm letters		5 FE 40 21 DE 64.
<u>LANCASTER</u>		Manchester	Opened 23 April 1952
Possibly opened on March 31, 1952.			
1.	TRD type 37	violet ink	2 MY 52 16 MY 52
2.	B 3	violet ink No * black ink No *	7 AP 53 55 28 NO 65

LANCES BAY

Hanover

Opened 10 Sept. 1947

- 1. TRD type 37 violet ink 10 SP 47 30 DE 47
date line stamped separately
- 2. B 1 (issued 19 AP 48) * violet ink 8 OC 48
* black ink 10 NO 51 1 JY 65

LASCELLES

Kingston

Opened 12 DEC. 1921

- 1. TRD type 21 violet ink 16 DE 21 19 JU 22
Date stamped separately
- 2. TRD type 22 violet ink 23 NO(22)
- 3. D.R. 30 mm, 31mm letters 31 AU 23 29 MY 65
- 4. MSR * 17 FE 60 10 JU 65
Noted Jan 1960

LATIUM

St. James

Opened 18 Aug. 1910.

- 1. D.R. 28 mm, 3 mm letters violet ink 23 DE 10
black ink 21 DE 11 21 FE 28

The name of this office was changed to lottery on 31 October 1908. A mark is recorded that appears to be Lottery on 3 December 29. It is quite possible that the old mark was used at Lottery for some while after the name was changed.

LATIUM

St. James

Opened 4 Feb 1961.

Another office was opened in the same vicinity by this name - while Lottery continued to function as the original Latium office.

- 1. TRD type 37a violet ink 25 FE 61 23 AP 62
- 2. MSR * 28 OC 64 10 AU 65

LAUGHLANDS

St. Ann

Opened 1 Nov. 1883.

- 1. TRD type 1 black ink 25 FE 84
- 2. "C" Obliterator type P 25 FE 84
- 3. S.C. type 1 (issued in 1884) no index 21 MY 85 29 AU 10
This office was supposed to have been closed one or more times between 1901 and 1918.
- 4. D.R. 28 mm, 3 mm letters 3 NO 16 13 NO 65
The spacing of the letters in this mark is peculiar. The last five letters appear narrower and closer together than the first five letters.
- 5. TRD type 18 ? ink
- 6. B 4 * 14 JA 52 14 SP 63
Supposed to have been used in 1918.

LAWRENCE TAVERN

St. Andrew

Opened Dec. 1894.

- 1. TRD type 8 black ink 25 FE 95 30 DE 96
The year "94" is in the die. Noted in 1896 without "94" - probably removed. The office name is written in two lines.
- 2. D.R. 27 mm. letters, 3 mm dots 19 MY 97 5 FE 19
- 3. D.R. 27 mm. letters 2 1/2 mm. 3 MY 26 31 JY 65
This mark started with a very thin inner line - appears as heavy single line in later usage.

LEAMINGTON Westmoreland Opened 2 August, 1930.

1. TRD type 25 violet ink 2 AU 30 24 AU 30
 Dotted date line - first three digits of year in mark.

2. D.R. 29½ mm, 3½ mm letters Violet ink 5 DE 55
 Black ink 2 AU 35 28 NO 64

3. MSR * 28 JA 65

LEEDS St Elizabeth. Opened 9 Nov. 1949

1. TRD type 39 violet ink 9 NO 49 28 JY 50

2. Oval (issued AP 50) violet ink 30 DE(50)
 black ink 1 NO 51 4 JU 63

Like all these marks, a defacement was initially put in to cover up the erroneous "Registeres", but gradually wore out.

LEICESTERFIELD. Clarendon Opened 1963

1. TRD type 37 violet ink 25 MR 63 30 AP 63

2. MSR no asterisk 24 SP 64 21 AU 65

LEINSTER St. Mary Opened 4 Nov. 1963

1. TRD type 37 violet ink 25 NO 63 15 FE 65

2. MSR * 28 AP 65 18 JU 65
 Forwarding office Richmond

LEMON HALL St. Catherine OPENED 1 December 1954

1. TRD type 37 b violet ink 6 DE 54 10 MR 55

2. MSR (issued 7 OC 55) * violet ink 6 JA 56 19 JY 57
 * black ink 3 NO 58 11 JA 61
 no * black ink 27 DE 63 15 AU 65

LENNOX Portland OPWNEED in 1809.
 Near what is now Hope Bay.

1. T 2 (Foster T 3) probably issued - never recorded. Closed by 1818.

LEWISBURG St. Mary Opened 19 October 1962.

1. TRD type 37 a violet ink 12 NO 62 27 AU 65

LIGUANEA St Andrew Opened April 1, 1913.
 Prior to this date, this office was called HOPE.

1. TRD type 16 violet ink 9 MY 13 29 SP 13

2. D.R. 28 mm, 2 3/4 letters dots 31 MY 18 23 MY 39

3. D.R. 30 mm, 3 mm letters 14 AP 38 10 JA 62

4. B.L (issued 15-17 FE 40)	*	1 OC 41	8 AP 65
	No *	13 JY 48	24 AP 64
5. B 4	*	30 NO 51	27 FE 65
	No *	26 JA 52	21 OC 65
6. MSR	*	10 OC 57	JU 65
	No *	11 JY 63	21 OC 65

Kingston postal zone #6

LILLIPUT

St. Elizabeth

Opened Nov 16, 1957.

1. P 7 (Foster P 9)	no index	10 JY 58	28 JU 69
	A index	12 OC 60	
	C index	17 OC 62	
	I index	12 OC 60	
	O index	25 AU 58	11 FE 62

The "C" index might well be a worn or broken "O" index mark.

2. A49 Oblit type H (issued 1 MR 59)		31 MY 59	28 SP 61
Transferred to Lucea in late OC 62			
3. A48 Oblit type H		7 NO 62	28 JU 69
Transferred from HOPE BAY in late OC 62			

This office was moved in the 1874-1875 period to nearby Balaclava.

LIME TREE GARDENS

St. Ann

Opened 12 Feb. 1945.

1. TRD type 37	violet ink	12 FE 45	1 DE 45
2. B 1 (issued 12 DE 45)	*	13 DE 49	11 DE 65
Forwarding office Brownstown.			

LIME HALL

St. Ann

Opened 19 July 1894.

1. TRD type 8	black ink	23 JY 94	6 NO 94
The year "94" is in the mark.			
2. D. R. 26 mm, 3 1/2 mm letters	dots	29 NO 94	7 AP 51
3. MSR (issued 10 SP 56)	* blue ink	8 AU 61	
	* black ink	21 JA 57	16 SP 65

This office was known to have used it's mail bag seal for cancelling postage stamps at times.

LIONEL TOWN

Clarendon

Opened 21 November, 1934.

1. D.R. 30 mm, 3 1/2 mm letters		11 FE 39	21 NO 62
2. B 3 (issued JA 54)		31 JA 55	10 OC 61
3. MSR	No *	3 JA 58	25 AP 64
	*	1 MR 58	12 AU 65

LITCHFIELD

Manchester

Opened 5 Sept. 1960

1. TRD type 37 a	violet ink	12 SP 60	5 JU 61
2. MSR	*	18 OC 65	

LITTLE LONDON.

Westmoreland

Opened 22, April 1872.

- 1. S.R. 23 1/2 mm (issued 1872) Index A 31 MY 80 30 SP 94
A mark with no index has been reported 29 JY 96?
- 2. F80 Oblit, type O (sent out 17 SP 72)
- 3. D.R. 26 1/2 mm, 31 mm letters dots 17 AP 95 28 NO 30
- 4. D.R. 29 1/2 mm, 3 1/2 mm letters 28 OC 33 16 SP 65
Probably recut in late 1940s
- 5. MSR 14 DE 57 27 OC 65
The month is missing on some strikes in the 64-65 period.

LITTLE RIVER

St. James

Opened in 1810

- 1. T 2 (Foster T 3) DE 29
- 2. T 3 (Foster T 4) 45 x 4 mm 6 DE 29 6 JU 37
49 x 4 3/4 mm 36 37
- 3. P 2 8 DE 40 25 JA 53
- 4. P 7 (Foster P 9) sent out 1 OC 57 but never recorded used.
- 5. A50 Oblit type H recorded as issued but never recorded as used. This office was very small. By 1850 the revenue had shrunk to under £ 24 per annum, and to under £ 20 by 1853. This office was listed as vacant by 1856. It was reopened for a very short time, but closed by 1858. Reopened 25 SP 69.
- 6. S.R. Index A 20 SP 82 20 DE 99
- 7. #58 Oblit type K (sent out JY 69) 89
- 8. D.R. 26 1/2 mm, 3 1/2 mm letters dots 14 FE 92 10 AU 17
- 9. D.R. 30 mm, 3 mm letters. 5 JY 27 4 AP 51
This mark apparently started as a double ring with the above dimensions and through heavy usage, etc, it gradually took the appearance of a heavy single ring and the measurements shrunk slightly.
- 10. MSR (issued 1 JU 54) * 18 DE 54 15 NO 65.

LONG LOOK

Clarendon

Opened 29 Jan 1964.

- 1. TRD type 37 violet ink 14 FE 64 10 MY 65
- 2. MSR * 3 JY 65 28 SP 65
No year plug in some marks.

LONG ROAD

St. Mary

Opened 28 Dec 1938

- 1. DR 29 mm, 3 mm letters 11 NO 40 9 DE 65
Forwarding office: Annotto Bay.

LOOKOUT

Portland

OPENED 1 Sept. 1949

- 1. TRD type (circular) violet ink 1 SP 49 28 JY 52
Closed late 51 (approx) and reopened
- 2. TRD type 37 (issued DE 52) violet ink 12 FE 53 7 AP 53
black ink 9 OC 53

3. B 3 (issued early JA 54	no asterisk	30 AU 55	11 AU 65
<u>LORRIMERS</u>	Trelawney	Opened 6 Oct. 1931.	
1. D.R. 30 mm, 3½mm letters		16 DE 31	27 OC 51
2. Oval (issued AP 50)		12 SP 50	1 NO 50
3. MSR (issued 7 OC 55)		18 JY 60	15 OC 65
Forwarding office; Christiana.			
<u>LOTTERY</u>	St. James	Opened 31 Oct. 1928	
	Formerly Latium.		
1. D.R. 29 mm, 3½mm letters		10 NO 30	14 SP 65
Thin inner ring.			
<u>LOWER BUXTON</u>	St. Ann	Opened October 1959	
1. TRD type 37 c	violet ink	10 OC 59	25 JU 61
2. MSR	* violet ink	4 DE 61	
<u>LUCEA</u>	Hanover	Opened 1774	
1. T 1		78	5 OC 93
2. T2 (Foster T 3)		11 JA 03	30 AP 25
3. T 3 (Foster T 4)		4 FE 10	
4. P 2 (sent out 1 AP 39)		7 AP 40	26 JA 41
5. Ship Letter		50	
Reads on two lines - LUCEA-JAMAICA/SHIPLETTER			
6. P 6 (sent out 16 MY 50)		20 AU 50	20 OC 62
7. A51 Oblit type H (issued 1 MR 59)			
Transferred to Manchioneal in late OC 62			
8. A49 Oblit type H		20 JA 70	11 FE 89
Transferred from Lilliput in late OC 62.			
9. S.R. (sent out 11 MY 62)	Index A	31 AU 69	17 JY 92
10. D.R. 26 mm, 2½mm letters		17 AU 92	29 NO 09
11. D.R. 28 mm, 2½mm letters	black ink	30 OC 11	28 FE 48
	blue ink	230 C 24	13 NO 24
12. D.R. 28 mm, letters 3½mm high		13 JU 28	3 MR 57
13. Oval - Defaced		10 JY 51	11 SP 51
Completely cleaned out and used for Registration purposes.			
14. MSR (2 dies issued JU 1, 54)		15 MY 54	11 AU 65
		13 AP 55	2 DE 63
The distance between the top of the L and the top of the terminal A in the name is about 11 mm			
15. MSR Reissue	no asterisk	5 OC 63	28 JU 65
The distance between the top of the L and the top of the terminal A in the name is about 13 mm.			

<u>LUCKY HILL</u>	St. Mary	Opened 6 Oct. 1920
1. TRD type 21	violet ink	7 DE 20 19 JA 22
	The year plug reads "1920" in the mark. Written over in ink to make the "1"	
2. D.R. 28 mm. .3 mm letters		14 AP 22 24 JA 29
3. B 1 (issued 18 JY 39)	*	14 MR 45 10 JY 64
4. MSR (issued 7 OC 55)	*	7 DEC 55 6 AU 65

ADDENDA.

A portion of the H towns were omitted from the January issue, Please add these to your H listings.

<u>HARTLANDS RAILWAY</u>	St. Catherine	Opened before 1884
1. S 1 b	blue ink	13 JA 03 23 AU 23
2. S 2	blue ink	11 FE 99
3. S 3	blue ink	23 AU 20 25 AU 20

<u>HATFIELD</u>	Manchester	Opened 7 February, 1939.
1. D.R. 30 mm, 3 $\frac{1}{2}$ mm letters		11 NO 40 3 OC 64

<u>HAYES</u>	Clarendon	Opened 1876
1. 617 Oblit type 0 (sent out 1876		
	This mark was in use until about mid-1891	
2. S. R. 23 $\frac{1}{2}$ mm	no index	26 JU 82 30 MY 22
	A index	76 11 AP 21
3. D.R. 28 mm, 3 3/4 mm. letters		23 NO 23 23 AU 36
4. D.R. 28 mm, 3 $\frac{1}{2}$ mm letters		21 MR 27 22 SP 64
	This mark originally had two thin rings, quite close together. Over the long years of use, it gradually took on the appearance of a single heavy looking ring.	
5. MSR (issued 18 DE 64)		16 FE 16
	This office used an "UNCLAIMED" mark with serriffed caps about 44 x 6 $\frac{1}{2}$ mm. The mark showed severe deterioration in the 12 NO 60 to 14 JA 61 period.	

<u>HAYFIELD</u>	St Thomas	Opened 1963
1. TRD type 37	violet ink	27 JA 63 23 DE 63
	The word JAMAICA is placed far to the left of center.	

<u>HECTORS RIVER</u>	Portland	Opened 28 Nov 1897.
1. TRD type 8	black ink	NO 97 SP 98
	Noted with and without the year plug in mark.	
2. D.R. 28 mm, 2 3/4 mm letters	dots	NO 98 27 MR 16
	The dots are quartered.	
3. D.R. 27 $\frac{1}{2}$ mm, 2 $\frac{1}{2}$ mm letters		6 MY 17

4.	D.R. 28 $\frac{1}{2}$ mm. 3 mm letters (wide rings)		9 JU 22	17 SP 45
5.	Oval Registered (April 1950)		2 AP 51	27 AU 51
6.	B 4	*	2 JY 52	16 AU 60
7.	MSR	*	2 MY 60	22 AU 64
<u>HESSEN CASTLE</u>		St. Ann	Opened 23 August 1963.	
1.	TRD type 37	violet ink	20 AP 64	17 DE 64
2.	MSR (issued 18 DE 64)	*	12 AU 65	
	Forwarding office: Calderwood and Alexandria.			
<u>HEYWOOD HALL</u>		St. Mary	Opened April, 1962.	
1.	TRD 37 a	violet ink	16 AP 62	1 MY 63
2.	MSR	*	4 SP 63	24 JU 64
		no *	12 JY 65	17 DE 65
<u>HIGHGATE</u>		St. Mary	Opened 1 Feb. 1774.	
1.	T 3 (Foster T 4)		17 DE 23	
	(Foster T 4) slightly different size.		29 AU 38	
2.	P 2 (sent out 1 AP 39)		20 JY 40	7 SP 42
3.	P 4 (sent out DE 15, 42)		1 FE 43	7 DE 43
		with "6" index	21 JU 46	
4.	A47 oblit type H (issued 1 MR 59)			
	This mark was used until late 1862, and then transferred to Hope Bay.			
5.	S.R. This mark is listed as issued on 2 SP 59, but no record of it's use has ever been recorded, to the best of our knowledge.			
6.	A46 Oblit type H This oblit was transferred from Green Island in late Oct 1862. It was used until the office closed in 1869. Reopened about Jan 1895.			
7.	D.R. 26 $\frac{1}{2}$ mm, 3 $\frac{1}{2}$ mm letters	dots	2 JA 95	3 NO 23
8.	D.R. 28 mm, 3 mm letters		3 AP 26	9 OC 37
	This mark has thin inner line.			
9.	D.R. 30 mm, 31 mm letters.		19 SP 38	15 JY 57
10/	B 3		28 AU 53	26 FE 57

/Continued/