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1950 photograph of the St. Lawrence Post Office, Stream Road, Barbados. Postmistress is Miss Dorrian Watson. (Photo courtesy of Edmund Bayley and Tony Shepherd.)

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**President's Message**

In order to keep next year's dues level at its present \$15 per person, it will be necessary to reduce the quantity of Journals published in 1985 from five to four. These issues will have cover dates of March, June, September, and October---the same schedule as that of our sister organization in England, the British West Indies Study Circle.

The steadily rising costs of Journal printing, together with a small but steady decline in BCPSG membership, has forced your Group officers to make this painful decision. We did it with the greatest regret. The Journal will, however, continue to be produced in its present 8½" by 11" "saddle-stitched" configuration, and will continue to bring you, insofar as are made available, the most interesting and thought-provoking articles possible.

ED

THE GODET CORRESPONDENCE

by Elizabeth Downing and Jack Arnell

(Ed: Although not a philatelist, Elizabeth Downing, a descendant of one of Bermuda's original settlers, accomplished much of the research work that preceded the preparation of this article. Both her husband Edmund and her elder daughter Jane are involved to a degree in the island's maritime history. About 25 years ago Edmund, while diving, discovered the hulk of Sir George Somers' 'Sea Venture', flagship of the supply convoy to Jamestown, Virginia, in 1609, and which was wrecked off Bermuda in a hurricane. Jane is the curator of the Bermuda Maritime Museum, of which Jack was the 'founding father' in 1974.

Working behind the scenes as an associate of the museum, Elizabeth not only catalogued the various letters which Jack describes, but also provided a biographical history of the Godet family. Doing either task by itself would have involved a considerable amount of her time; the labors of doing both would have to be regarded as monumental. We in the BCPG are grateful for her interest and valued assistance in bringing the details of this correspondence to these Journal pages.)

Following the establishment of a packet service from Falmouth, England, to the West Indies in 1755, several auxiliary mail boat routes were operated out of Barbados, the first port of call of the outbound packets, to distribute the mails throughout the Leeward and Windward Islands and south to Trinidad, Demerara, and Surinam. The packets made several calls before returning home, while the mailboats went to Tobago, Grenada, and St. Vincent; to Dominica, Antigua, Montserrat, Nevis, St. Kitts, and Tortola; to Trinidad; to Demerara; and to Surinam --- each then returning to Barbados.

Bermuda was without any mailboat service until the beginning of the nineteenth century, when the Falmouth packets began calling during the winter months on their way to New York, and the Royal Navy provided a small naval vessel to convey a monthly mail between Bermuda and Halifax, Nova Scotia. The first direct link between Bermuda and the West Indies was in 1850, when Samuel Cunard started a steamer service between New York and St. Thomas, Virgin Islands, with a call at Bermuda both south- and north-bound. After four years, the northern terminus of this service was moved from New York to Halifax.

From the early days of the colony, Bermudians had many links with the West Indies through the development of local industries, such as the production of salt at Turks Island, and from the operation of trading vessels. These activities led to much correspondence, which, in the absence of any mail service to the West Indies, was carried for the most part by favour of a trading captain or a passenger, either directly to its destination or to one of the islands connected by the local mailboats.

The Godet family was an example of the widespread linkages these trading families developed in the Caribbean, Bermuda, and North America. Recently, we had the opportunity of examining a collection of letters belonging to the Godet family of Bermuda, of which fifty had markings or other indications to show how they travelled between the sender and the recipient.

Sometime before 1700, Theodore Godet, a French Huguenot, emigrated to the West Indies. He became a successful merchant in the Dutch island of St. Eustatius, which

served as a neutral transit port for trade between Europe, Africa, the Caribbean islands, and the American colonies during most of the nineteenth century.

Some of the Godet family moved to North Carolina, writing home (as "Opportunity" offered) in 1761 of the "difficulties of this War" (Seven Years War), and in 1793 of the "Calamity and Divisions" caused by Lord Cornwallis' Army. In St. Eustatius, known as the "Golden Rock", warehouses bulged with slaves, sugar, rice, gunpowder, etc., and wealth accumulated. Bermudian vessels would bring salt from Turks Island to trade for other commodities; and a Godet grandson, Theodorus, moved to Bermuda. However, his sons and grandsons still engaged in business and trade in the West Indies. His sister, Judith Aletta, married Johannes DeGraaff, later Governor of St. Eustatius and famous for ordering the first international salute to the American flag.

Despite Admiral Rodney's invasion and confiscation of all goods at St. Eustatius in 1781, DeGraaff managed to amass a fortune in various currencies, to which his long-lived widow's family would eventually be heirs. Much of the Godet correspondence after 1828 is between Bermuda family members and/or their agents in Demerara, Statia, and Bermuda concerning settlement of Madame DeGraaff's estate. After the end of the American War, Statia's importance as an entrepot dwindled rapidly. The last of the letters from St. Eustatius (1861) is from an impoverished relative asking for help from the Bermuda family.

After the loss of the American colonies, Bermuda gained importance as a British station. A Royal Naval surgeon, married to a Godet daughter, wrote to his mother-in-law from stations in Demerara, Trinidad, and Barbados. Their soldier son was the writer of the "army letter" from Fermoy, Ireland, which was addressed to Demerara, with the instruction: "If not there to be forwarded to the care of Mrs. Thos. Godet, Bermuda."

In the mid-nineteenth century Bermudians began to develop a market for their farm produce in the United States, and the letters of the 1850's concern family and business matters in the New York area.

While the majority of the letters are written to Bermuda from several West Indian islands and from New York, there are a number of inter-Caribbean island letters. The largest correspondence was from St. Eustatius to Bermuda, and from notations on half of them relating to replies, it is possible to determine how letters were carried south from Bermuda.

The tables which follow list the information garnered from the individual letters. Any instructions, etc., written on them are shown in quotation marks. Where there are no markings, there is left a blank space. Interpretative notes are in brackets, and additional notes have been added where the arrival or departure of pertinent vessels has been found in the contemporary Bermuda Royal Gazette.

(Ed: Some of the notations in the following tables are rather difficult to decipher. The word 'entered' refers to the date when the Captain of an incoming vessel called at a Customs House to declare his cargo. This declaration was 'entered' in the Customs records. Likewise, upon departing, a Captain had to 'clear' his ship at Customs. The Royal Gazette (RG) based its shipping intelligence on the Customs records and, as a result, the dates of 'entering' and 'clearing' are not necessarily the same as the dates of arrival and departure.

The standard listing of the tables gives the name of the vessel, her Captain, and her point of departure, in that order. For example, under A., the 18 May 1829 entry states that, according to the RG, the Schooner Aletta, arriving from Jamaica under Captain Brownlow, 'entered' the Customs House at Bermuda on 30 May.

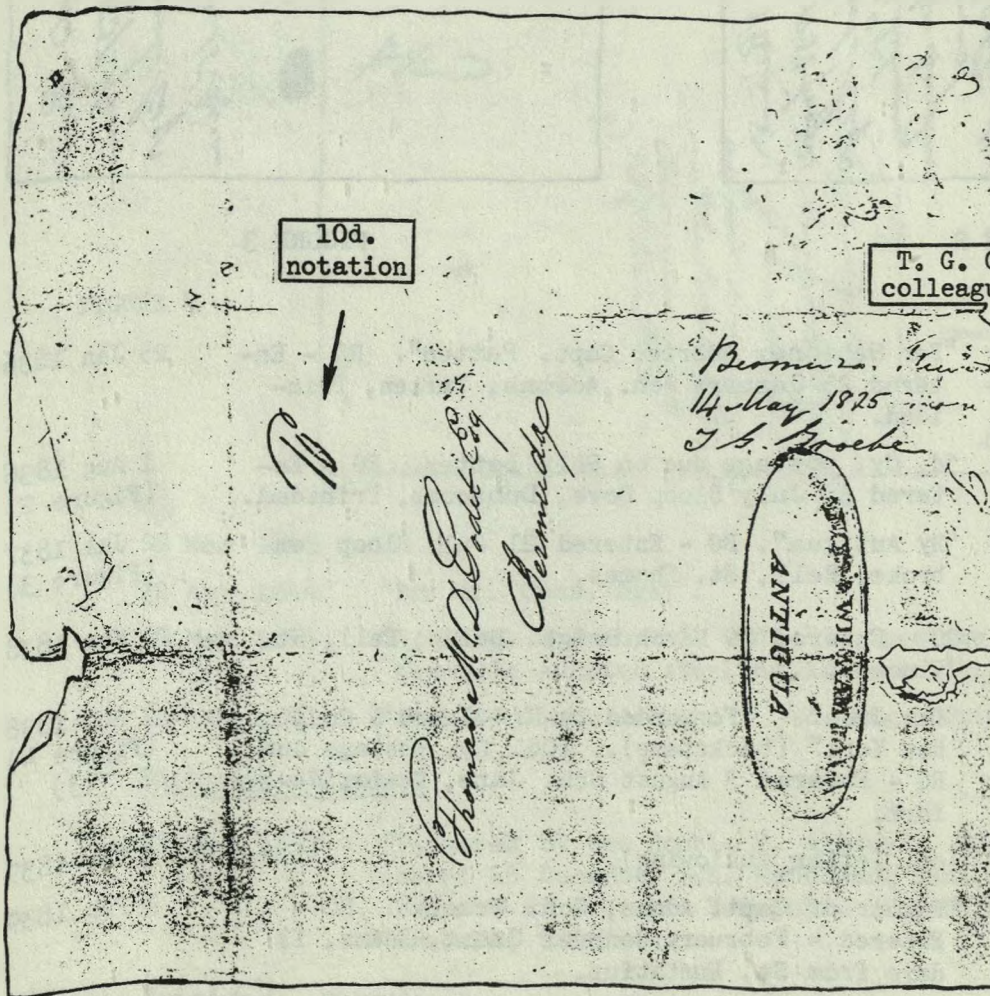
I have ink-strengthened some of the illegible portions of the illustrations, based on clarifying data received from Jack. However, many of the marks on the original

covers were blurred and/or faint, and nothing can be done insofar as identifying some letters of the strikes. For example, Figure 1 shows an oval mark appearing to be a forwarding agent's cachet, but only the word ANTIGUA is legible.)

A. LETTERS TO BERMUDA

(i) St. Eustatius - Bermuda

3 Jun 1794		Received 5 Aug 1794
27 Mar 1825	Mailed at Antigua (red backstamp). 10d. Cy. postage due (5d. Ship Letter + 5d. inland Bermuda postage).	14 May 1825 (Figure 1)
18 May 1829	Royal Gazette (RG) - 30 May Entered Sch. Aletta, Brownlow, Jamaica.	30 May 1829
19 Jun 1830	(By favour of Capt. Darrell).	
26 Mar 1832	Per Racehorse to St. George's. 1/8 Cy. postage due on double letter. RG - Arrived Saturday, 14 April, H.M.S. Racehorse from Barbados and St. Christopher.	14 Apr 1832
22 Jan 1833	RG - Entered 22 March Brigantine Griffin, Beck, Trinidad.	23 Mar 1833



T. G. Groebe was Godet's colleague in St. Eustatius

FIGURE 1

(All illustrations have been reduced to 64% of full size.)

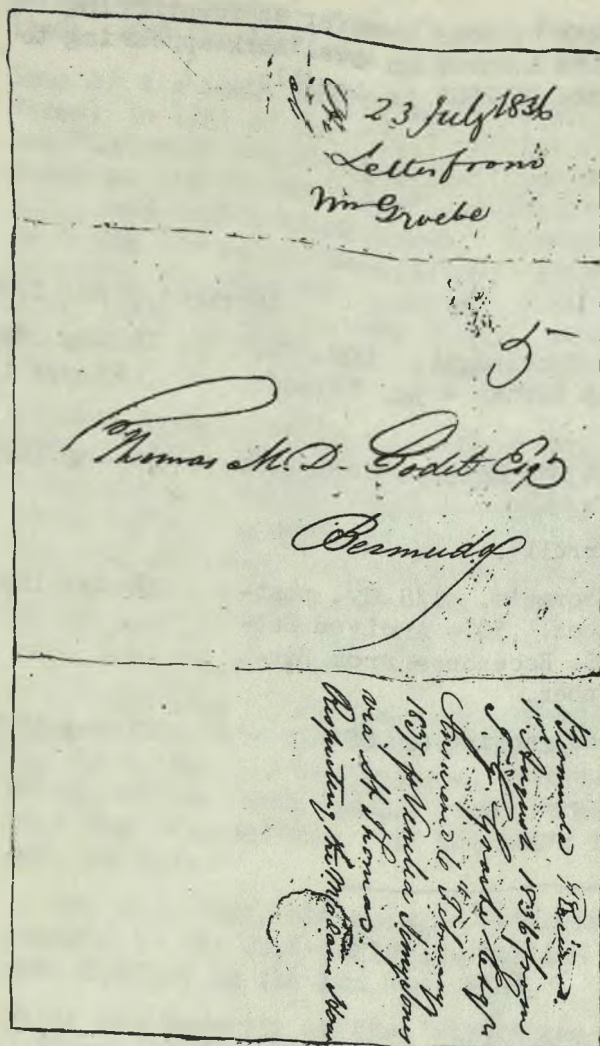


FIGURE 2

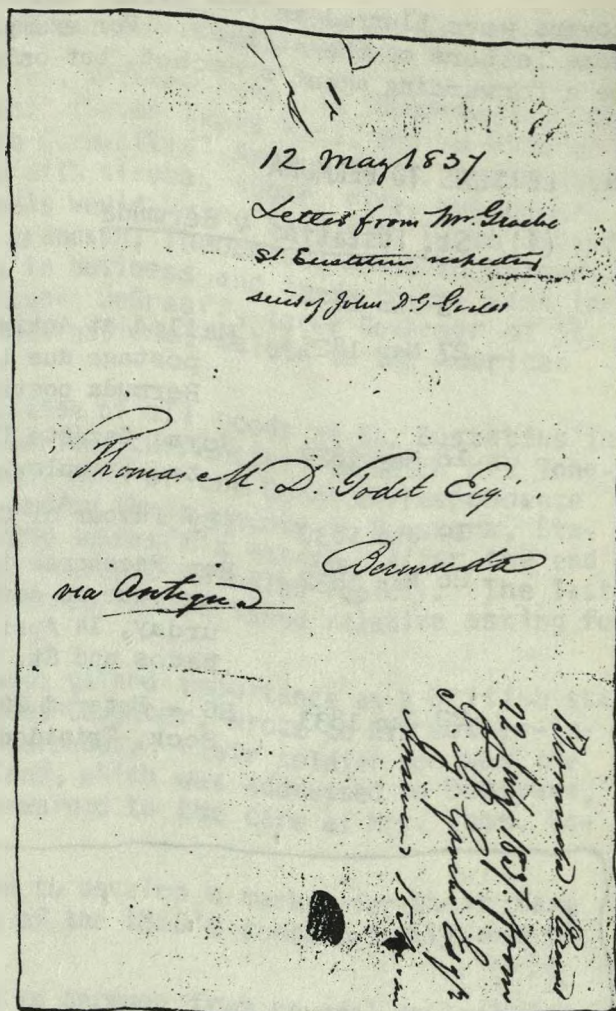


FIGURE 3

11 Jan 1836	"Per Schooner Adoria, Capt. Patten". RG - Entered 25 January Sch. Adeona, Patten, Trinidad.	25 Jan 1836
23 Jul 1836	5d. Cy. postage due on Ship Letter. RG - Entered 30 July Sloop Dove, Dunscomb, Trinidad.	1 Aug 1836 (Figure 2)
12 May 1837	"By Antigua". RG - Entered 21 July Sloop Pembroke, Bell, St. Thomas.	22 Jul 1837 (Figure 3)
2 Nov 1837 2 Jan 1838	RG - Entered 29 March Brig. Belle, Bell, St. Vincent.	29 Mar 1838
27 Jun 1838	"Per Jane". "Forwarded by Middleton & Co., New York" (backstamp). 10d. Cy. postage due. RG - Entered 3 August Sch. Jane, Davis, New York.	4 Aug 1838 (Figure 4)
1 Oct 1838	(cf. letter following).	3 Feb 1839
19 Jan 1839	"Favour of Capt. Adams, Sch. Granby". RG - Entered 4 February General Grant, Adams, 13 days from St. Eustatius.	3 Feb 1839
14 Aug 1839	"Jan 17 Rec'd at 4 o'clock and forwarded by ?".	17 Jan 1839

30 Sep 1840	"Forwarded by Godet & Barclay, New York" (backstamp). 1/2 Cy. postage due (8d. Ship Letter + 6d. inland postage, extra 1d. as west of Public Ferry). RG - Entered 16 November Am. Sch. Halcyon, Leland, New York.	16 Nov 1840
7 Jun 1842	"Rec'd via N.Y." RG - Entered 23 July Brig. Telegraph, Hutchings, New York.	24 Jul 1842

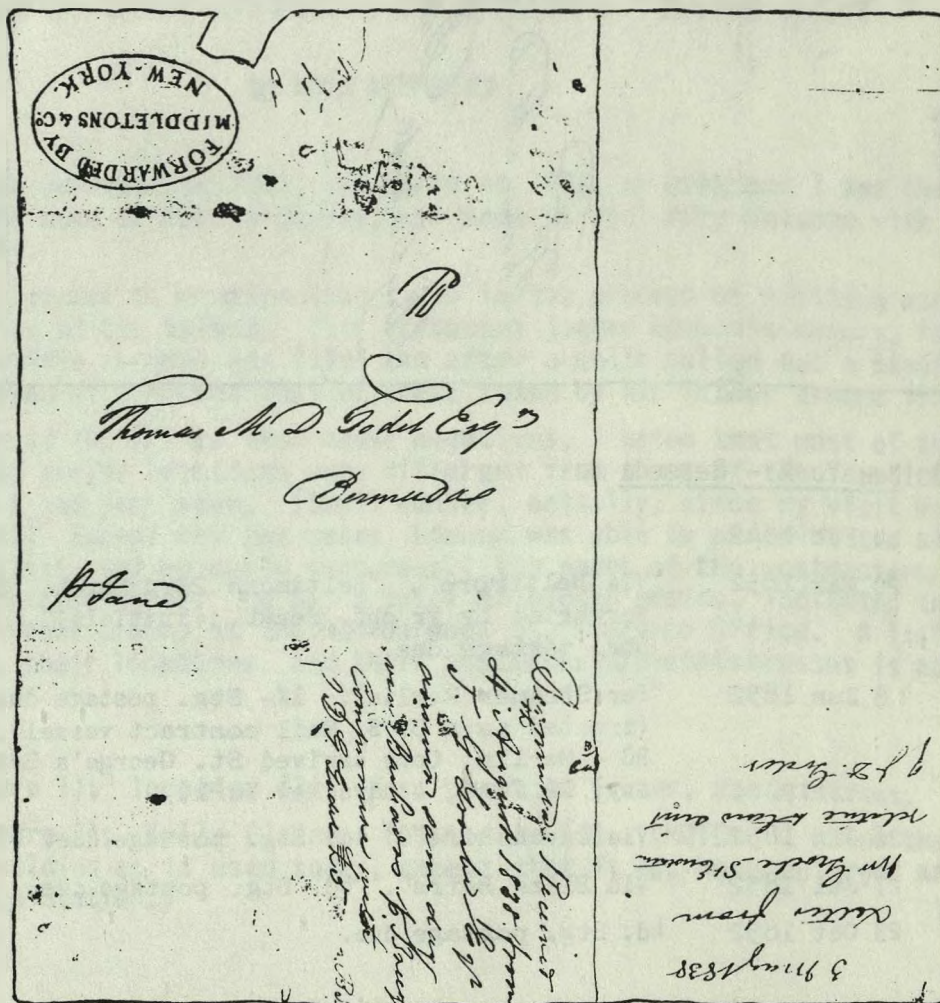


FIGURE 4

9 Mar 1843		24 Jun 1843
22 Apr 1844	"Per Mr. Chas. Gray".	
12 May 1845	"By Brig. Quadruple". 4d. Stg. postage due (Bermuda adopted sterling in June 1841).	20 May 1845 (Figure 5)
18 Feb 1861	"Care of Capt. Ashwand". 4d. Stg. postage due.	5 Mar 1861

(ii) Barbados - Bermuda

25 Nov 1833 "Favoured by the Honbl. F. Albouy". RG - Entered 16 December Sch. Watchman, Hunt, Demerara & 23 December Brigantine Bermudiana, Newbold, Trinidad.

(iii) Trinidad - Bermuda

31 Jan 1834 "Per Retreat Capt. Hurst".

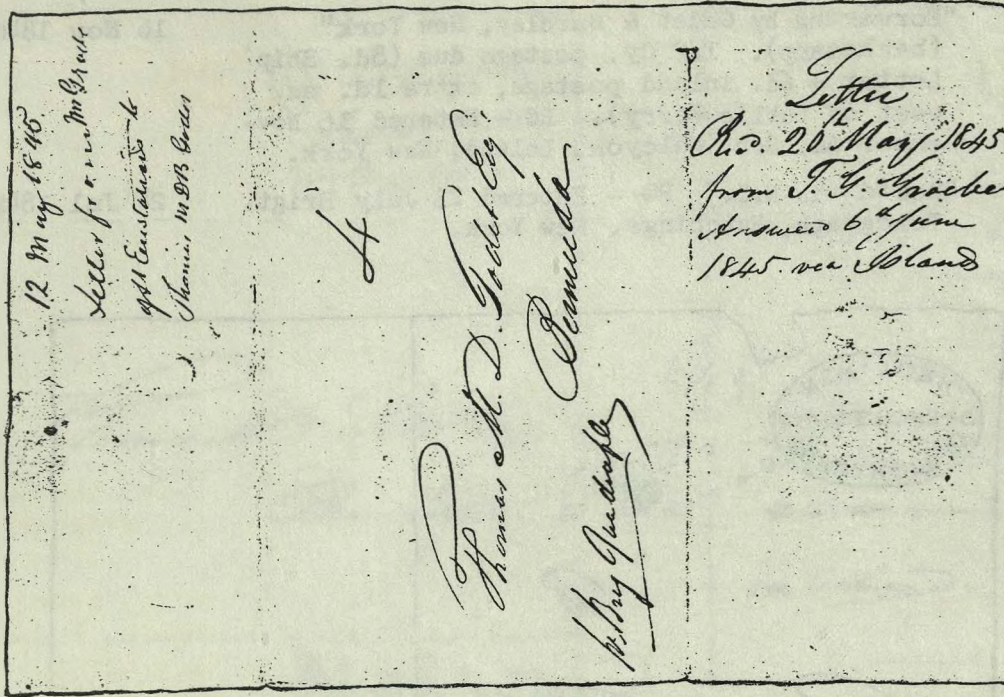


FIGURE 5

(iv) New York - Bermuda

14 Feb 1842		
20 Mar 1852	"Via Baltimore". "Baltimore 23rd March, 52, forwarded by yr obt. Servt. (initials)". 4d. Stg. postage due.	
8 Jun 1852	"Per Steamer Merlin". 1/- Stg. postage due (treated as a U. S. Mail contract vessel). RG - Merlin, Cope arrived St. George's Saturday, 12 June, 4 days New York.	14 Jun 1852 (Figure 6)
26 Jun 1852	"Via Devonshire". 4d. Stg. postage due.	7 Jul 1852
27 Jul 1852	"Via Eliza Barrs". 4d. Stg. postage due.	7 Aug 1852
23 Oct 1852	4d. Stg. postage due.	

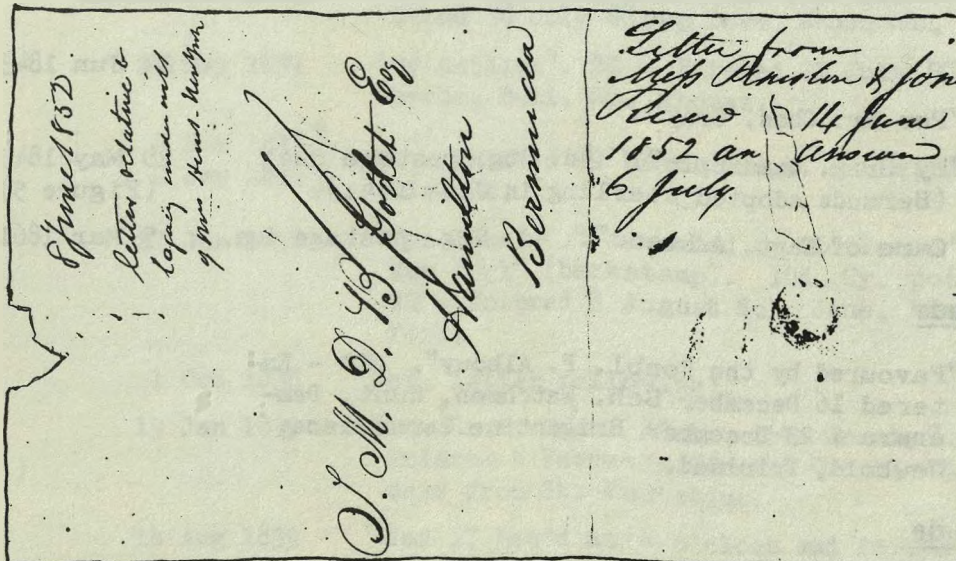


FIGURE 6

(TO BE CONTINUED)

BCPSG Meeting - COLOPEX '85

HAVE YOU SUBMITTED YOUR AUCTION BIDS YET?

BARBADOS POST OFFICES OF THIRTY YEARS AGO

by TONY SHEPHERD

While vacationing on Barbados in 1981, and again in 1982, my wife and I had the pleasure of visiting the home of Edmund Bayley, who made us feel very welcome with his generous hospitality.

On one occasion I happened to mention that I was in the process of visiting every operating post office on the island. This statement jogged Edmund's memory, for he then proceeded to riffle through his files and after a while pulled out a handful of photographic negatives of Barbados post offices, taken by his father around 1950.

Later, upon looking at the prints from these negatives, I noted that most of the building appearances and/or locations were different from those of the identically-named offices that I had just seen. (Small wonder, actually, since my visit was three decades later!) Except for two cases, Edmund was able to pinpoint the sites of these old facilities, and he could even recall the names of the postmasters/postmistresses for all except three. He had a total of eleven photos, including that (on this Journal's front cover) of the now-defunct St. Lawrence Office. A list of these post offices, their locations, and their postmasters/postmistresses is as follows:

St. Johns (Figure 1); location (?); Mrs. Lorraine Frazer, Postmistress.

St. Andrew (Figure 2); Belle Plaine; Postmaster (?). (NOTE: I think that this is the same building as is used today, except that it has been enlarged and also houses a Police Station.)



FIGURE 1

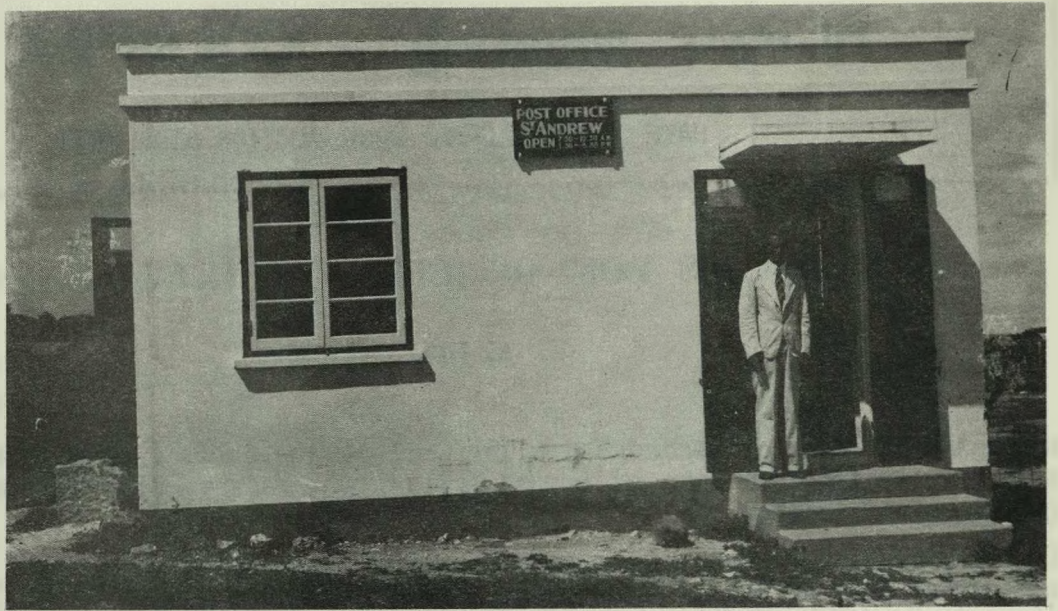


FIGURE 2

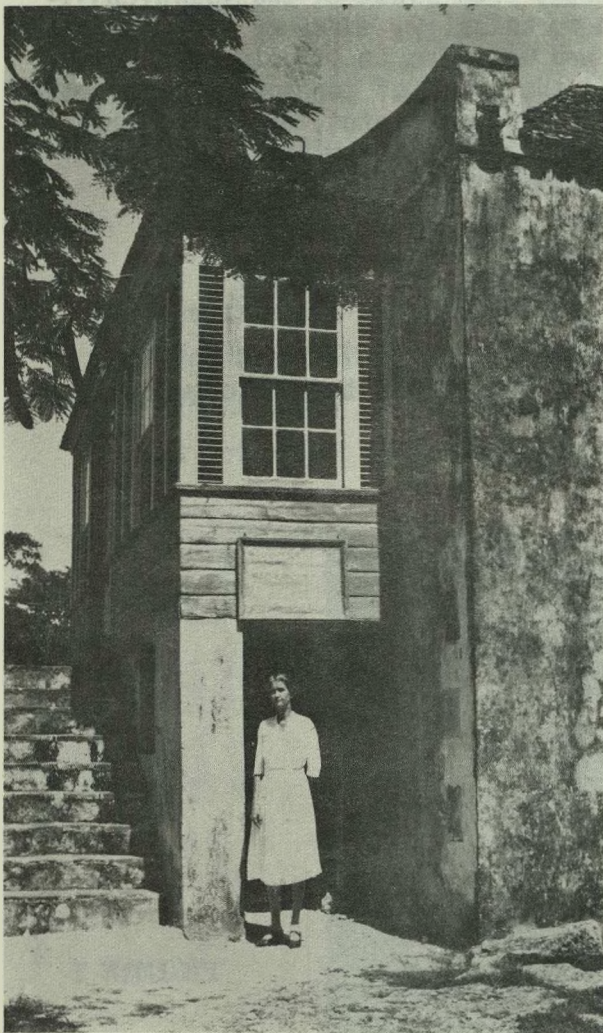


FIGURE 3

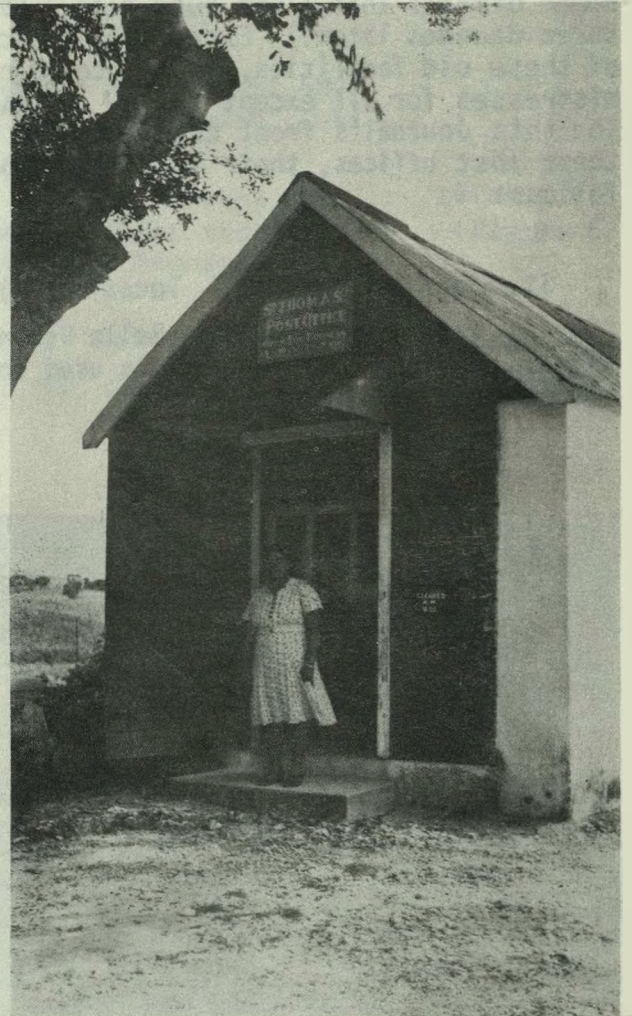


FIGURE 4

Christ Church (Figure 3); Gale Hill; Miss Ella Shepherd (no kin of mine!), Postmistress.

St. Thomas (Figure 4); District "D" Police Station; Postmistress (?).

St. Lucy (Figure 5); location (?); Postmistress (?).



FIGURE 5



FIGURE 6

St. James (Figure 6); Holetown; George McD. Carew, Postmaster.

St. Joseph (Figure 7); Horse Hill; Sydney A. Durrant, Postmaster. (NOTE: The St. Joseph P.O. is still at the same location, but higher on Horse Hill than the building shown. This was made clear to me when I was inquiring about the office in 1982. A long-time citizen of St. Joseph directed me down the slope to this building which, of course, no longer housed the postal facilities. It was pretty obvious that this resident hadn't mailed or received a letter at St. Joseph for about 30 years!)



FIGURE 7

St. Peter's (Figure 8); Speights Town; Miss Petronel Spencer, Postmistress.

St. George (Figure 9); Walkers; Julian G. Odle, Postmaster.

St. Philip (Figure 10); near "6 Cross Roads"---P.O. is still in this area today; Miss Marjorie Blackman, Postmistress.

The photos of these post offices have the "feel" of the fifties about them, and I am sure that their appearance here will be of interest not only to collectors of Barbados material, but also to B.W.I. buffs at large.

(Ed: See Tony's photographs of the modern post office buildings in his article "A Philatelic Pilgrimage to Barbados", BCPJ Volume 22, No. 3, July 1982.)



FIGURE 8



FIGURE 9



FIGURE 10

BRITISH FIELD POST OFFICES IN BELIZE

by ERIC W. KING, O.B.E.

Several notes have appeared in previous BCPJ's concerning FPO's in Belize: Gale Raymond in Volume 22, No. 4, October 1982; Gale again in Volume 23, No. 3, July 1983; and Paul Raynor in Volume 23, No. 1, February 1983.

Recently I talked with Lt. Col. Bill Butt, who currently has responsibility for all British Army Field Post Offices and who was visiting Belize on a routine inspection tour. After he kindly explained how the system works within Belize, I decided to

prepare the following notes to help clear some misconceptions on the Military Postal Service.

There is only one British Field Post Office in Belize---BFPO 12 at the Airport Camp, some ten miles west-northwest of Belize City. All mail collected at any of the satellite camps, e.g., Holdfast, Ridout, Salamanca, etc., is forwarded to BFPO 12 at the Airport Camp; it is at BFPO 12 that the circular date stamp (currently FPO 293) is applied. Thus, it is not possible to determine from the postmark whether a letter originated in one of the satellite camps or at the Airport Camp, since the FPO 293 is common to all and is supplied only at BFPO 12.

The FPO 188 CDS, with and without asterisk, was in use up to 31 July 1982; on 1 August 1982 the FPO 293 CDS came into use and the FPO 188 CDS was withdrawn. No significance is attached to the FPO number, except its exclusiveness for the period it is in use. A worn out or lost CDS may be replaced by one with the same FPO number or an entirely different one according to what is readily available at the time---as happened when FPO 188 was replaced by FPO 293.

Where there is more than one collection of mail daily, the "with or without" asterisk CDS is used to distinguish, say, between morning and afternoon collections. In Belize there is only one collection per day, and the "with or without" asterisk CDS normally identifies the postal clerk.

Most BFPO's keep a CDS on hand for philatelic cancellations, and BFPO 12 is no exception. Again, FPO 293 is used for this purpose, and, because of its more limited use, gives a clear strike on first day covers, etc.

The FPO 193 CDS is for use on parcels and packets, while CDS FPO 939 is for fiscal use on Post Office Giro's and Money Orders. The use of FPO 939 postally is irregular.

No other FPO CDS's are presently in use in Belize. Col. Butt explained that sometimes when a large scale military exercise occurs, a unit might arrive with its own FPO. To the best of his knowledge this has not happened in Belize.

Prior to 1 April 1981 all OHMS envelopes were franked and frequently bore various handstamps, such as "Certified Official", "Certified Wholly Official", "Certified Correct", etc., to emphasize that the contents were of an official and not private nature. Since 1 April 1981 all OHMS letters are required to carry postage stamps or meter marks. Before stamping, the responsible office must be satisfied that the letter is official. The use of handstamps is no longer necessary although the use lingers on from habit.

Finally, in common with the majority of British Field Post Offices, BFPO 12 maintains a Daily Strike Book, in which are struck all the CDS's in use on a daily basis. This book can provide useful information on changes in CDS designations and/or configurations.

In conclusion, and turning away from FPO's for a moment: On page 159 of Volume 23, No. 5, December 1983, Michael Watman showed a "Postage Due ≡5≡" mark on a Belize cover. The PMG, Mr. Evan Godfrey, states that where mail originating in Belize is found to be understamped, the practice is to return the letter to the sender for additional postage, using a handstamp stating "Additional Postage Required ____ Cents". The use of the Postage Due handstamp in these cases is improper, and he has warned his staff concerning the use of the appropriate handstamp. He surmises that a postal clerk had mislaid the proper device, and had substituted what he considered the next best thing.

Editor's Message ... Due to space limitations, Bob Danzer's "Bermuda Briefs" were not included in this issue. Bob's "BB" column, however, will resume in the February Journal.

Have a great Holiday Season, everybody!

GEORGE

Watermark Varieties Revisited

by Charles A. Freeland

(CONTINUED FROM PREVIOUS JOURNAL)

A somewhat different type of variety occurs when the watermark is sideways. Sideways watermarks fall into two categories. First, there are the errors, which are mostly rare and tend to command higher prices than other varieties of equal scarcity. I have never read an explanation that satisfies me of how sideways watermark errors occurred. Whereas it would be quite easy to feed the paper back-to-front or upside-down, it would presumably not fit into the press if fed sideways. Be that as it may, sideways watermark varieties exist and they are justifiably regarded as major errors. As an indication of their importance, the Gibbons Part One Catalogue records sideways watermarks while declining to list inverted or reversed errors. Such cases are quite different from those where the paper has been deliberately fed into the press sideways (or, perhaps more accurately, where the stamp has been printed sideways). While this did not occur very frequently, it is surprising to learn that the majority of BWI countries had at least some stamps whose watermarks are sideways. The reason was nearly always the same---De La Rue was being as cost-conscious as ever.

Most of the BWI stamps whose watermarks are sideways are the same size as the high value Key Plates used for Bermuda and the Leeward Islands, but of horizontal instead of vertical format (the Dominica and St. Kitts KGV definitives are good examples). De La Rue ingeniously made the sheet size the same and used the same paper, merely conducting the whole operation sideways in order to save the cost of new presses. There are, of course, one or two exceptions to this rule---I cannot, for example, understand why three values of the 1899 British Guiana Jubilees should have sideways watermarks, nor the three high values of the Barbados "Victories" (the low values, of course, being upright)---but it normally "holds good".

Watermark errors also occur on stamps whose watermarks are intentionally sideways. Where they appear reversed, or upright, such errors are plain to see, but where they are inverted (i.e., the watermark reads to the left instead of to the right, or vice versa), the error cannot be discerned unless it is known what the normal orientation is. No catalogue, nor even the specialized handbooks (with the exception of Ludington's book on Bermuda), so far as I am aware, list the direction of sideways watermarks; however, if the collector is confronted by two stamps from the same printing with watermarks reading in opposite directions, it is obvious that one of them is inverted. There are almost certainly many new finds in this area waiting to be made. Inverted watermarks, and also reversed or inverted and reversed watermarks on sideways-watermarked paper, appear in the appropriate row of the checklist accompanied by the letter "S" to indicate that the watermark is sideways. In the very small number of cases in which upright watermarks are known on stamps normally watermarked sideways, I list them in a separate row. The rows marked "sideways" are reserved for errors only, so they do not contain the stamps intentionally printed sideways. I may add that the checklist does not include Perkins-Bacon issues on Star watermarked paper. These are quite common sideways and probably also inverted or reversed, but in such cases it is impossible to identify them unless parts of the marginal inscription are present.

I hope that I have been able to demonstrate that, while watermark varieties may not be visually spectacular items, they can be of considerable interest to specialists, fertile ground for new discoveries, and a chance for those who know their subject to steal a march on other collectors. What particularly puzzles me is why the middle period issues of certain countries (e.g., Bahamas, Barbados, Bermuda, and Jamaica) have so many examples of watermark errors, while those of Antigua, St. Lucia, Trin-

idad, and the Virgin Islands have so few. I would be very grateful to receive notification of additions to the list or confirmation of any of those marked with a query. But please don't write to me with reports of inverted watermarks on the Grenada tete-beche issues, which of course occur on every second row!

It may be appropriate to close with a cautionary tale. In 1964 I was "conned" by a dealer, who assured me that only one sheet existed, into paying £5 for an inverted watermark which now retails for about 50 pence. Not a great investment! Let that be a warning to those interested in the modern varieties, whose origins often strike me as somewhat dubious, and which for the most part exist in large numbers from dealers' stocks of new issue sheets. While some varieties may turn out to be scarce, I would advise members to check that they have seen genuine postal use before paying good money.

It remains only to acknowledge contributions of countless members of the BCPSG and the BWISC to the checklist. In particular, I would like to record here my personal thanks to Steve Drewett, now a partner with the British dealer Steve Ellis, for his contributions across the whole range of BWI countries, as well as to Edmund Bayley (for Barbados), Vincent Duggleby (for St. Vincent), and Mike Wilson (for Turks and Caicos Islands).

CHECKLIST — BWI WATERMARK VARIETIES

(Numbers refer to Stanley Gibbons Part One, 1984 Edition)

LEGEND: (C) = relatively common; (S) = watermark normally sideways;
(?) = confirmation requested

ANTIGUA

Inverted: 13, 14, 15, 17, 18 (all C), 22?, 24, 36, 41, 57?, QV Stamp Duty 6d.

Reversed: 13 through 18 (all C), 25.

Inverted and Reversed: 13, 15, 17, 18, 24, 25, 27.

Sideways: 70.

BAHAMAS

Inverted: 20 through 31 (all C), 35(C), 39, 52, 58, 71(C), 74(C), 78, 98, 99, 102, 106?, 107, 108, 111(C), 112(C), 116(C), 116 Specimen, 120(S).

Reversed: 20 through 31 (all C), 33(C), 40(C), 43(C), 102, 105, 106, 112(C), 116(C), 118(S), S1 Special Delivery.

Inverted and Reversed: 24(C), 69, 71, 99(C), 107, 112, 116(C), 118(S).

Sideways: 107.

BARBADOS

Inverted: 68(C), 73(C), 74(C), 89, 91, 93, 98, 105, 106, 114, 119, 124, 145(C), 146, 147(C), 149, 181(C), 183(C), 185, 187a, 188, 190(C), 196, 197, 201, 202, 203, 206(C), 208, 209(S), 210 (C,S), 211(S), 215, 220(C).

Reversed: 68(C), 72(C), 74(C), 76(C), 146, 147, 187, 189, 201, 202, 209(S), 210(S), 211(S), 217(C), 220, 228.

Inverted and Reversed: 181, 184, 185, 187, 187a, 188, 190(C), 196 (printed on gummed side), 201, 202, 203, 209(S), 210(S), 217, 221.

Sideways: 74, 171.

BARBUDA

Inverted: 4(C).Reversed: 3.

BERMUDA

Inverted: 1, 3, 5(C), 6, 7(C), 8, 10a, 11, 19, 22, 23, 24a, 27, 27a, 36, 45, 46, 48, 53(C), 55, 59(S), 60(S), 61(S), 68(S), 75(S), 77, 81a, 82, 83(C), 89?.Reversed: 5, 29a, 34(C), 45, 48, 51b, 59(S), 60(S), 71(S), 77, 80(C).Inverted and Reversed: 46, 48, 53, 75 Specimen.Sideways: 119b?.

BRITISH GUIANA

Inverted: 127, 130, 131, 199, 216, 261.Reversed: 174, 205.Sideways: 260, 289.

BRITISH HONDURAS

Inverted: 10a, 20, 25, 37, 51, 53, 81, 82, 102, 116, D3 Postage Due.Reversed: 116, 132?.Inverted and Reversed: 5, 120.

CAYMAN ISLANDS

Inverted: 60, 69?, 75?.Reversed: 56, 63, 74.Inverted and Reversed: 60(C), 69, 75.

DOMINICA

Inverted: 5, 16?, 27(S), 31(S), 48(S), 49(S), 50(S), 52(S).Reversed: 28(S).Inverted and Reversed: 47(S).

GRENADA

Inverted: 92, 98d(C), 111, 128?.Inverted and Reversed: 78.

JAMAICA (No rarity indication given for this country)

Inverted: 1 through 16, 20, 22a, 27 through 30, 31(S), 32(S), 33, 40, 71, 74, 78, 79(S), 80(S), 81 through 83, 85, 86, 91, 92(S), 93(S), 95, 97, 102.Reversed: 31(S), 32(S), 78, 80(S), 82, 85, Slavery 6d. Specimen, 93(S), 95 through 97, 99, 102.Inverted and Reversed: 31(S), 32(S), 81, 82, 86, 93(S), 95.Sideways: 59, 71, 74, 121.Upright (normally sideways): 80.

LEeward ISLANDS

Inverted: 3, 51c, 74a, 114c.

Reversed: 65.

Sideways: 114c.

MONTserrat

Inverted: 1(C), 5, 10(C), 15, 61a.

Reversed: 1(C), 2(C), 5, 7(C), 7b(C), 13.

Inverted and Reversed: 1(C), 60.

ST. CHRISTOPHER

Inverted: 1, 2, 4, 10(C), 17, 19, 20.

Reversed: 1a, 2, 13.

Sideways: 1(C), 8, 10, 11, 13.

ST. KITTS-NEVIS

Inverted: 26, 46(C,S), 46 Specimen (S).

Reversed: 22(C), 32(S), 34(S).

Inverted and Reversed: 26(C,S).

ST. LUCIA

Inverted: 8(C), 12(C), 16(C), F7.

Reversed: 5, 5b, 7, 8, 9, 11a, 12 through 18, 18a, 23 (all preceding numbers are C), F8.

Inverted and Reversed: 12d(C).

ST. VINCENT

Inverted: 40, 41, 43, 46, 47, 51a, 52(C), 52 Specimen, 53, 68, 109, 122, 124, 126, 127, 158a.

Reversed: 39(C), 40(C), 41(C), 41a(C), 42, 43(C), 43a(C), 44, 45, 46(C), 47(C), 47a, 48(C), 48b, 49, 50, 51a, 52, 55a, 112a, 114, 119, 126, 127.

Inverted and Reversed: 41, 43, 51a, 109.

TOBAGO

Inverted: 3(C), 10, 12, 20.

TRINIDAD

Inverted: 85(C), 98(C), 110(C), 219(C), D12 Postage Due.

Reversed: 70, 71, 73, 81, 85, 88, 92, 95, 96, 98, 100, 101, 102, 104 (all preceding numbers are C).

Sideways: 69, 99.

TURKS ISLANDS/TURKS AND CAICOS ISLANDS

Inverted: 102, 103, 104a, 115, 116, 120, 124, 129, 132, 136, 137, 146a(C), 149(C), 151, 153(C), 160.

Reversed: 49(S), 55(C), 58, 103, 117(C), 120, 120 Specimen, 130a, 133c, 136, 138b, 151, 153(C), 160(C), 169, 171.

TURKS ISLANDS/TURKS AND CAICOS ISLANDS (Continued)

Inverted and Reversed: 104a, 117, 153(c), 157, 170.

Sideways: 60.

Upright (normally sideways): 49.

VIRGIN ISLANDS

Inverted: 31, 78b, 79(c).

Reversed: 35.

Inverted and Reversed: 78.

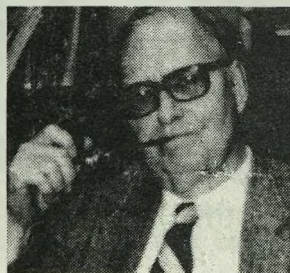
Sideways: 78.

(CONCLUSION)

Secretary's Report

DECEASED

The August 20th, 1984, issue of Linn's Stamp News reported the death of PAUL C. ROHLOFF, a long-time member of the BCPSG, the Collectors' Club of Chicago, and the APS. Paul, whose exhibit of the U.S. 5¢ stamps used during the 1875-1898 period won the CHICAGOPEX Grand Award in 1983, passed away on August 1st at his home in River Forest, Illinois. He was 71 years of age.



Paul C. Rohloff

His BWI interests included specialized collections of Jamaica and of Great Britain stamps used in the BWI. His Jamaica Ship Letter exhibit received a Gold Award at INTERPHIL in 1976.

The BCPSG extends its condolences to his widow Mildred and his sons James and Alan.

BAHAMAS EARLY MAIL SERVICES AND POSTAL MARKINGS

BY

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REG LANT'S JAMAICA JOTTINGS

I am happy to report that this "JJ" contains a particularly interesting list of items for you to review, including the discovery of another missing "Town" marking, and details of several new special marks and TRD's.

The "missing town", the major item of this column, concerns the post office of the small Post Town of Fyffe's Pen, located in St. Elizabeth Parish. This facility was opened on October 17th, 1912. Documentation from that period of time indicated that the first Fyffe's Pen town marking was issued shortly after that date, but, in spite of constant searches over the years, no trace of the mark was ever recorded---until now. CLINT VON POHLE recently found a pair of early twentieth-century postal issues, a 1903 grey and ultramarine 2½d. "Arms" stamp and a 1913 KGV 1d. scarlet definitive, bearing somewhat similar blurred impressions in black (Figures 1 and 2). After close examination these were found to be misspelled FYFFES PEN marks (less the apostrophe between E and S), which have since been recognized and accepted as the FYFFE'S PEN marking.



FIGURE 1

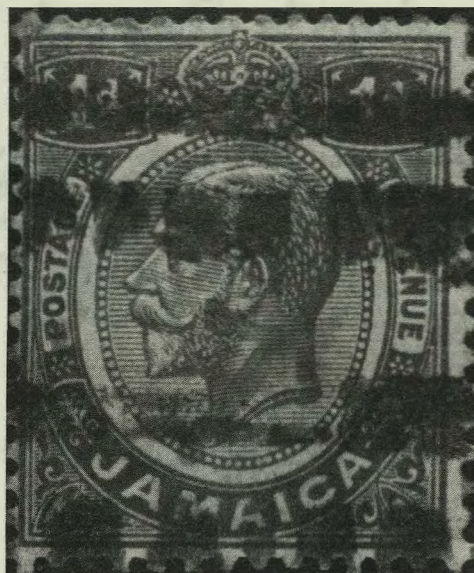


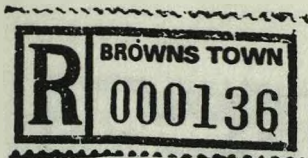
FIGURE 2

REGISTRATION MARKINGS AND LABELS

It will be recalled that a study of registration markings and labels of Jamaica was serialized in the BCPJ during 1979. This work has withstood the march of time rather well, but there have now been received from TOM GIRALDI and PAUL RAYNOR two new items which should be added to the study.

Registration Label: After examining several inland Jamaica registered covers received from Tom, I discovered that a new type of label was in use at a number of post towns early in 1984. These labels have eliminated the abbreviated "No." entirely, and have replaced it with a six-digit label number. The labels, which are of the pre-gummed vertical coil type similar to Type RL4, will be designated as Type RL5. Six examples have been recorded to date: Browns Town (shown in Figure 3), Old Harbour, May Pen, Cross Roads, Port Antonio, and Spanish Town No. 1. As shown in Figure 4, the May Pen label has been utilized, with "May Pen" crossed out, at Lionel Town.

The labels, which are printed in light blue, are numbered from 000000 to 999999 in figures 5½ mm high. The town names are in sans-serif capital letters 2½ mm in height.



← FIGURE 3

REGISTERED MAIL

FIGURE 5

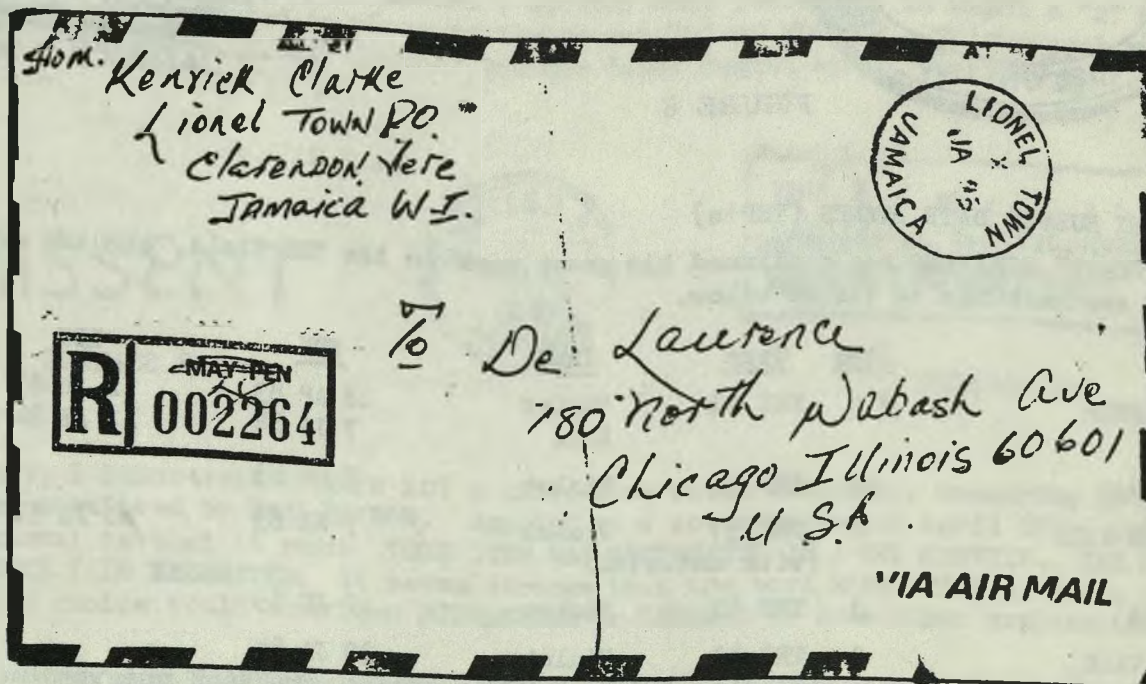


FIGURE 4

Registration Markings: Included in a packet of miscellaneous items recently received from Paul was the reverse side of a registered cover, apparently governmental, mailed on January 9th, 1984, from Kingston to Montego Bay. The cover incorporated a new type of unframed single-line registration mark "REGISTERED MAIL", in violet ink, with the letters in seriffed capitals 5 mm high. We will designate this handstamp as Type RG8 (Figure 5).

The same cover, which was received in Montego Bay on January 13th, also bore strikes of the oval double-ring stamps pictured in Figures 6 and 7. The GENERAL POST OFFICE/KINGSTON JAMAICA mark of Figure 6 is of TRD Type 41; the Figure 7 MONTEGO BAY 1 mark is also of Type 41 and has an EDK of April 28th, 1977. Both marks are in violet.

OVER ►

CORRUPTION IN THE PACKET SERVICE

by Jack Arnell

I was interested to read Frank Nelson's review of Dudley Pope's novel Ramage's Prize, which appeared in the July 1984 BCPJ. This book, by the way, was reprinted by Fontana Paperbacks in 1982, so it should be readily available.

Below is reproduced a portion from my writeup of my Jamaican transatlantic stampless mail collection, which I revised last year after reading Ramage's Prize. This summary expands upon the corruption which existed in the BWI Packet Service and which formed, to some extent, the plot basis for Pope's book.

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FIGURE 6

FIGURE 7



TEMPORARY RUBBER DATE STAMPS (TRD's)

R. F. "SCRIV" SCRIVENS has continued his great work in the TRD field, and has submitted ten new markings as listed below.

	<u>Item</u>	<u>Type</u>	<u>Ink</u>	<u>EDK</u>	<u>LDK</u>
BALCARRES	# 6	TRD 41	Violet Blue	18 AP 83 7 JA 84	2 JU 83 17 FE 84
BUFF BAY	12	TRD 41	Violet	7 OC 83	
CARRON HALL	6	TRD 37 (with asterisk)	Violet	7 SE 83	10 JA 84
COBBLA	3	TRD 41	Violet	? JU 83	
DUAN VALE	3	TRD 41 (reading DUANVALE POST OFFICE; DUANVALE one word)	Violet	30 JA 84	
HARMONY VALE	4	TRD 41	Violet	7 MY 83	
MOUNT HOREB	2	TRD 41	Violet	18 AP 83	6 MY 83
MYERS WHARF	6	TRD 37 (with asterisk)	Violet	2 AP 84	
				(Error in town name corrected to read MYERS WHARF)	
NEWMARKET	7	TRD 41	Violet	3 DE 83	
OCHO RIOS	16	TRD 37 (with asterisk)	Violet	2 OC 83	1 FE 84

In addition, HUGH JAMES has found:

ESSEX HALL	4	TRD 41	Violet	19 NO 79
------------	---	--------	--------	----------

and PAUL RAYNOR has submitted:

GARRISON POST OFFICE	16	TRD 31	Black	12 AP 84
SIGN	2	TRD 41	Black	30 OC 83

MISSENT MARKINGS

Scriv has located another type of MISSENT marking, which will be designated as Type MS11 and which will be added to those marks discussed in my "Study of Jamaica 'Mis-sent' Marks" published in the April 1983 Journal. (That article described Types MS1 through MS9; Type MS10 was added per my notations on page 148 of the December 1983 BCPJ.) Scriv's discovery, shown in Figure 8, seems to be a smaller version of Type MS8 pictured on page 43 of the April 1983 article. Struck in violet, it was found on a cover mailed on March 31st, 1982, from Lakes Pen to Bridgeport. The letters measure 8 mm in height.

OTHER TID-BITS

Scriv also mentions that he has noticed that a considerable number of the smaller Jamaica post offices are using town marks with the year plug removed. An example is that of Lionel Town, pictured in Figure 4.

Figure 9 shows a MONTEGO BAY cancel I spotted many years ago, in which a "2" has erroneously been inserted in place of the second "O" of MONTEGO. This cancel is dated August 13th, 1925; I have another example dated August 4th of the same year.

FIGURE 9

MISSENT



FIGURE 8

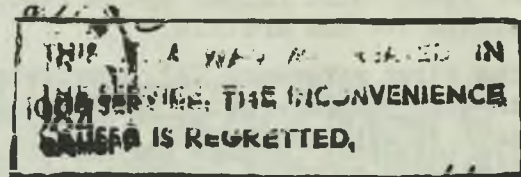


FIGURE 10

Finally, I illustrate (Figure 10) a three-line boxed handstamp, measuring 69 mm by 21 mm, submitted by PAUL RAYNOR. Applied on a cover posted on April 27th, 1984, it is unusual in that it reads THIS ITEM WAS MISTREATED IN / THE SERVICE. THE INCONVENIENCE / IS REGRETTED. It seems strange that the word MISTREATED is used; a more logical choice would have been MISHANDLED or DAMAGED or some other explanation.

SECRETARY'S REPORT (Continued from page 155)

NEW MEMBERS

All applicants listed in the October 1984 BCPJ have been admitted to membership.

NEW APPLICANTS

ESCALANTE, Dr. Luis, P. O. Box 922, Belize City, Belize.
Physician. Collects British Honduras, Belize, and Costa Rica.
By Thomas E. Giraldi.

SCHAUB, Alfred R., 2803 Merritt Parkway, Sinking Spring, PA 19608.

College professor and psychologist. Specializes in Bermuda.
By APS and Howard C. Austin.

ROSEMENA, Ernesto, M.D., P. O. Box 280, Zone 1, Panama City, Panama.

Physician. Collects Panama, Colombia, Central America, and British America. By Howard C. Austin.

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Jamaica in "L'Union Postale"

by Michael D.W. Vokins

L'Union Postale is the journal, as it describes itself on the title pages at the beginning of this century, published monthly by the International Bureau of the Universal Postal Union. A search of the first fifty volumes, spanning the years from 1876 to 1922, found rather sparse reports or references to the postal services of Jamaica, except for one article.

The first reference (1), appropriately enough, reports that Jamaica will be admitted to the "General Postal Union" from the 1st April 1877. For the next entry (2) we have to wait until 1888, when the opening of a parcel post service with the United States is reported (parcels not to exceed 11 pounds, with a rate of 6d. for each pound or fraction of a pound).

In the following year there is a long article, recorded as being extracted from the official handbook of the colony for 1888-89, entitled "History of the Posts in Jamaica" (3). This article, in an abridged form deleting a horribly boring account of the money order system, is reprinted below.

We then have to wait until 1909 before any further accounts appear of the postal services of Jamaica. From 1909 to 1919, at irregular intervals, extracts appear from the annual reports of the Postmaster.

The report appearing in 1909 (4) records how the earthquake of 14 January 1907 destroyed various premises of the Post Office, but that business was able to be resumed on 15 January. Stamps and cash to the value of £21 12s. were lost because of the quake.

In 1913 the journal (5) records that on 31 March 1911 there were 182 post offices open in Jamaica. (I have not checked this number against other sources to see if it might upset any postal historians!)

In 1916 there is a rather long report (6) covering the years 1911 through 1914. The information of interest included reference to the purchase, in 1912, of an "electric stamping machine which has proved a great benefit". (Does anyone have an earliest known date for the Kingston machine cancellation? I have a reply card dated 30 October 1912.) Also recorded is the information that "since 18 May 1912, all parcels have been conveyed from the forwarding offices to the offices of destination, the public having previously had to send many miles to obtain their parcels." And finally, a tantalisingly brief reference to the railway service: "The letter boxes at railway stations, which had been closed before (my underline), were re-opened on the 1st September 1913, and are closed 10 minutes before the departure of the mail train. A post office has been placed on through trains at which stamps may be obtained." (Is there a lack of dated copies for early 1913 which supports the premise of a temporary closure of the railway letter box system?)

The final report (7) appeared in 1919 and summarised the regulations relating to the War Taxes: "From 1 April 1916 to 31 March 1917 the following War Taxes were imposed:

- ½d. on every letter addressed to the U.K., British Colonies, or Dominions,
- 3d. on every parcel post packet, and
- 3d. on every parcel post packet and dutiable postal packet arriving in the island.

For the like period the Inland postage on letters was increased to ½d. for the first ounce, and 1d. for each ounce after."

REFERENCES:

1. L'Union Postale, Volume 2 (1877), page 47.
2. Ibid, Volume 13 (1888), page 51.
3. Ibid, Volume 14 (1889), page 27 et. seq.
4. Ibid, Volume 34 (1909).
5. Ibid, Volume 38 (1913).
6. Ibid, Volume 41 (1916).
7. Ibid, Volume 44 (1919).

(Ed: This article was typed for the BCPJ exactly as it appeared in L'Union Postale, with no attempt on my part to update its archaic Victorian prose style in order to make it more readable. Full of rambling paragraphs of extreme length, sprinkled with ancient words (viz., "proroguing" and "perquisite") long since dead from disuse, the article nevertheless might be of significant importance to Jamaica postal historians---provided, of course, that their eyes don't fall out.

Our thanks and appreciation go to Mike for digging out the document.)

History of the Posts of Jamaica

It is difficult to say what were the postal facilities which existed in the island of Jamaica prior to the establishment by the British Government of post-offices and postal agencies in its colonial possessions and in certain foreign countries in the year 1711, for there are not any records in the Post Office Department of Jamaica from which any such information may be gathered. Reference, however, to the Journals of the Assembly shows that on the 17th of March, 1706, it was ordered by the House of Assembly 'that Richard Banks, Francis March, and Thomas Finch, Esquires, be appointed a Committee to prepare and bring in a bill for the erection of an office for the receipt and safe conveyance of letters'. This would appear to have been the first step taken towards providing an organised Post Office in this Island. We have failed to trace in the Journals of the House what action was taken by the Committee, as the report does not appear in the records.

A Post Office, however, seems to have sprung into existence between 1706 and 1776, for on the 24th of October of the latter year, we find a Committee being appointed 'to enquire into the state of the Post Office of the island', and such Committee reporting on the 17th of December, 1777. The report of this Committee is remarkable for its brevity; it merely states that 'the County of Cornwall cannot answer by return packet'.

Again, on the 14th of April, 1749, we find John McCulloch being summoned to appear at the bar of the House to explain under what authority he exercised the duties of a Postmaster and collected postages, and stating that he did so under warrant of Elliott Benger, Her Majesty's Deputy Postmaster General of the North American and British West India Possessions. The rate of postage was then 'sixpence for each letter not exceeding 100 miles, and one shilling sterling for any letter above that, and so on in proportion for a double and treble letter'.

There are several other instances of persons being summoned before the Assembly to show cause why they exercised the functions of Postmasters, and it is curious to remark that each such summons was accompanied by an order to produce, at the same time, all letters addressed to members of the Assembly.

In one instance the widow of John McCulloch was so cited to appear, and to explain the cause of delay in the conveyance of certain packet letters, when she stated that she was entitled to discharge the duties of Postmistress under the warrant held by her late husband; that she had farmed the office to another party; and that the mails

were conveyed by mules and slaves as most convenient. The practice of farming the revenues of the Post Office, which existed in England until nearly the end of the eighteenth century, would therefore appear to have existed also in Jamaica.

On the 17th of December, 1814, a report was made to the Assembly by a Committee which had been appointed to enquire into the state of the Post Office. Such report stated that the Post Office was established under the authority of the British Statutes, 9 Anne, c. 10, 5 Geo. III, c. 25, and that the rates of postage, island as well as packet, were fixed by the latter in 1765, being 1ld. single, 1s. 10d. double, 2s. 6d. treble, and 3s. 4d. per ounce for inland letters; and for the conveyance of packet letters the following additional rate, viz., 1s. 3d. single, 2s. 6d. double, 3s. 9d. treble, and 5s. per ounce, so that for a packet letter weighing one ounce the sum of 8s. 4d. was charged. Correspondence with the mother country was then a very expensive luxury.

The same Committee goes on to report 'that a surcharge of 10 per cent not warranted by law is generally made on packet letters delivered in Kingston, and of 7½d. for letters sent to the General Post Office for merchant ships and men of war, which sums appear to be claimed as perquisites by the clerks in the Kingston Post Office. That the compensation allowed to Deputies is 10 per cent on postage collected, and 10 per cent on newspapers delivered, the latter a perquisite from the Postmaster General'. At this time, the office of Postmaster was held by John Milbourne March at a salary of £400 per annum. Between the years 1815 and 1820 the revenue of the Post Office is stated to have averaged £10,450, and the expenditure for salaries, etc., £7,244.

Such is, as far as can be ascertained, briefly the early history of the Post Office in Jamaica, which continued to be a branch of the Imperial Post Office until the year 1860, when it was transferred to local rule.

The transfer was first mooted in 1847 and received in 1855, but decisive action was not taken until 1859 when Her Majesty's Postmaster General, in a letter which formed an enclosure to a despatch from the Secretary of State for the Colonies, stated 'that the time had arrived for the Postmaster General to abandon a control which he could not efficiently exercise over posts so distantly situated, and that the management of the Post Office would therefore be transferred from the hands of the Postmaster General to those of the Colonial Government on and from the 1st April next'. The above decision was arrived at after an officer of the Imperial Post Office Department, Mr. Anthony Trollope, had visited the island in 1858 and reported on the subject.

The proposal to transfer the Post Office to the Colonial Government was never at any time favourably received by either of the Legislative Bodies, i.e., the Legislative Council and the House of Assembly, and to this disinclination to assume its control may be attributed the delay which took place between the date of the proposal to transfer the office and the date of the assumption of the office by the Colony. The question was debated in both Houses time after time, with much warmth of feeling, and it is very interesting now to read the arguments adduced on both sides.

On the 15th of December, 1859, the House of Assembly adopted the report of a Committee to the effect 'that the Island Post Office having been hitherto satisfactorily conducted under the control of the Postmaster General of England, it is not advisable that the management should now be assumed by the Local Authorities; and, further, that in the present financial condition of the island it could ill afford the additional burden of a loss on the Department;' and it was recommended that the Postmaster General be requested to continue the control of the Post Office.

This determination was based on a statement prepared by the Accountant General of the General Post Office, London, showing that the revenue of the Jamaica Post Office for the year ended 30th June, 1858, was £9,595 17s. 6d., while the expenditure amounted to £9,898 19s. 1d., leaving a deficit of £303 1s. 7d. From this it would appear that the Department was not at the time self-supporting.

(TO BE CONTINUED)

Towards the end of the eighteenth century, during the French Revolutionary War, the losses of Post Office packets between Jamaica and England were so great that communications were threatened. The Post Office accepted the packet commanders' affidavits that they were always overwhelmed by privateers with superior force. In November and December of 1799 three mails in a row were lost, eliminating the originals, duplicates, and triplicates of the first mail. This prompted Henry Dundas, Secretary of State for the Colonies, to instruct the Commanding General in the West Indies to send home duplicates and triplicates of his despatches by well-armed merchant vessels, "which appear to have a better chance of safe arrival than the regular packets"---and sent a copy to the Postmaster General.

This was the year that Lord Auckland was appointed one of the Postmasters General, and Francis Freeling the Secretary of the Post Office. They instituted an examination of the packet service, having observed that more mails were lost on the homeward passage than outbound, and that there was hardly any fighting before the colours were struck. There were indications that the surrender of a packet provided the captain and crew with a profit by being recompensed by the Post Office for the loss of the vessel and their personal goods ("ventures"), and by collecting insurance as well on the illicit "ventures", which had more often than not already been sold in the West Indies. As virtually everyone connected with the packet service at Falmouth was in some way involved, it was difficult to prove that anything irregular had occurred.

So lucrative was the system that crews would refuse to stay on deck to man the guns at the approach of a privateer, which the captain had probably sought by sailing slowly through dangerous areas. Officers and sailors were prepared to take their chances as French prisoners for a year or two, knowing the monetary rewards awaiting them at home.

When queried about this situation, the Inspector of Packets produced a report which positively asserted that the existence of such fraud was impossible, but he overlooked the fact that the captains were committing perfectly safe perjury. Finally, an incident in September of 1803 involving the Duke of York, homeward bound from Lisbon, was such an obvious case of fraud that it provided Lord Auckland with the opportunity to institute a Court of Inquiry. The Court, consisting of all the packet commanders in Falmouth, exonerated all the officers of the Duke of York, as might have been expected. However, this set the stage for the Inspector of Packets to investigate the incident with respect to the value of goods carried by each officer and sailor, the insurance coverage on the goods, and the payment resulting from capture. He found that the average benefit per man was about £200.

As a result, an order was issued prohibiting private trade on West India packets. This nearly produced a mutiny at Falmouth, with several crews refusing to go to sea, but the Government stood firm and things soon returned to normal.

B. V. I. "Q"s - Quests, Queries, and Quotes

by J. L. FREDRICK

SLOW REACTIONS TO CHANGING TIMES

In my collection are two BVI stampless covers from Tortola to England, the letters of which are datelined 1819. The receipt mark of one is also dated 1819, but the two-line "TORTOLA/DATE" stamps are still dated 1818. One cover is dated JAN 19 and the other FEB 11. Ob-

viously, the postal clerk had neglected to change the marking device with the advent of the New Year.

Does anyone else have such improperly date-stamped early 1819 letters, or even correctly stamped ones, in their possession? If so, and if they let me know, the world may learn the approximate date when the BVI postal clerk discovered his negligence. (Question: Could an item such as this be classified as philatelic trivia?)

SPECIALIZED BVI "INVENTORY" FILE

As a part of a general BVI data-gathering exercise, I have recently completed an inventory of specialized BVI material gleaned from a 40-year accumulation of auction catalogues and price lists in my personal library. (After about 1,800 handwritten 3" by 5" cards, my desire for a personal computer was, to say the least, great!) This file will be augmented by additional citations from my own collection, newly-published auction catalogues and price lists, and any other information made available to me.

Since this is the first broad-based inventory of specialized BVI material of which I am aware, I have tried to cover the entire field of categories, with the principal exception of most catalogue-listed individual stamps. Major categories selected include:

Pre-adhesive covers	Picture postcards
GB used <u>abroad</u> and <u>aboard</u> (mailboat)	Forgeries
Essays, proofs, and specimens	Leeward Islands stamps (selected) and usages in the BVI
Stamps -- varieties, complete sheets/panes, and cancellations	Documents, books, and maps
Adhesive and/or postal stationery covers	

If any readers have developed similar inventories, whether BVI-related or not, I would be happy to hear from them and exchange general or specific "index" information. In particular, if anyone has developed an applicable computer program, I would like to hear about it!

FALMOUTH MUTINY COVERS

In 1810, the packeteers sailing out of Falmouth mutinied over the issue of their "right" to carry illegal "ventures"---goods for private sale upon their arrival in the West Indies. Since most of the packeteers resided in Falmouth and environs, and practically all mail packets for the West Indies sailed from Falmouth, the Post Office, in an act of punishment against the mutineers, transferred packet operations to Plymouth on November 6th, 1810. (Ed: See Jack Arnell's article "Corruption in the Packet Service" in this issue.) After a final settlement was negotiated, operations were transferred back to Falmouth in January 1811. Consequently, stampless covers to the BVI (as well as to other West Indian ports) during the 1810-1811 period are marked "via Falmouth" or "via Plymouth", or neither.

From covers seen by me, the following tabulation summarizes the applicable dates for BVI-bound covers, originating in Liverpool:

<u>Letter Date</u>	<u>Handstamp Date</u>	<u>'via Falmouth'</u>	<u>'via Plymouth'</u>	<u>Neither</u>
5 SEP 1810	5 SEP 1810	X		
7 NOV 1810	? NOV 1810	X		
5 DEC 1810	5 DEC 1810		X	

1 JAN 1811 (copy)	15 JAN 1811		X
18 MAR 1811	18 MAR 1811		X
18 JUN 1811	18 JUN 1811		X
20 AUG 1811 (copy)	4 SEP 1811	X	

Since operations from Plymouth lasted less than three months, "via Plymouth" covers should be relatively scarce. To further pinpoint this scarcity, can anyone add to the above listing of Tortola-bound covers for the period covered or, for that matter, any other West Indies-bound covers of a similar nature?

LEEWARDS LEDGER *by Rob Wynstra*

A recent find by Group Member Bob Stein may well move us one step closer to unraveling the mystery surrounding the St. Paul's, Antigua, canceler. The name St. Paul's was obviously a parish rather than a town designation. It is also well established that only two villages---English Harbour and Bethesda---operated postal facilities in that parish prior to 1932.

Official records indicate that the St. Paul's mark (Figure 1) was dispatched from London on November 7th, 1904. The earliest recorded example is dated August 15th, 1905. Usage of this mark has been reported as late as August 27th, 1924.

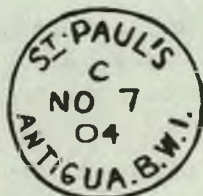


FIGURE 1

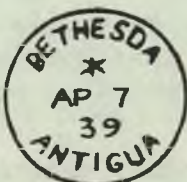


FIGURE 2



FIGURE 3



FIGURE 4

Although most experts have attributed this mark to English Harbour, I have always favored Bethesda as the most likely candidate. My logic was simple---and, as it turns out---probably wrong.

The handful of known cancellations with the town designation "Bethesda" are all dated April 7th, 1939 (Figure 2). Since this office was closed in 1932, these must have been favor or CTO strikes.

Information on the English Harbour circular datestamps is almost as scarce. Collectors have reported several examples of a CDS with "Antigua" around the top and "English Harbour" around the bottom

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This and That...

BCPSG Awards Chairman PAUL LARSEN announces that Group medals will be made available to deserving BWI exhibits at FILATELIC FIESTA, to be held in San Jose, California, on 15-17 February 1985. "FF" is an APS-accredited show, whose Grand Award winner is eligible to participate in the Champion-of-Champions competition.

MIKE WATMAN forwarded a short follow-up to ERIC KING's description of the Belize 25¢ + 10¢ aerogramme shown on page 23 of the February 1984 BCPJ. The additional 10¢ "Shell" stamp, whose picture in that Journal is repeated here (Figure 1), was a quite crudely-produced, rather "sloppy" affair. Mike states that a small number of aerogrammes have appeared in Belize with a "cleaned up" version of the Shell franking; the edges have been considerably straightened, resulting in a more attractive appearance (Figure 2). He adds: "I have no information on whether this is a second printing or a 'quick fix' made during the first run."

A xerox of an interesting Jamaica-to-England cover was recently received from BRIAN THOMPSON. Addressed to a Lt. Colonel Kent in Portsmouth, it is franked with two copies of Jamaica SG 12 (6d. mauve) cancelled with a Gordon Town obliterator A42. On the reverse are a fair example of a Foster Type P5 Gordon Town stamp dated "MR 10 71" (see Figure 3), and a Portsmouth arrival stamp dated "AP 3 71".



FIGURE 1



FIGURE 2

Brian says, "It is the Gordon Town date stamp that interests me, as the year plus shows only the last two numbers. This is not listed by Foster, and I wonder whether other members have come across similar examples."

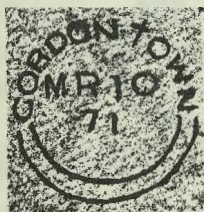


FIGURE 3

Another noteworthy point is that, according to Gibbons, the date of issue of Jamaica SG 12 is "10.3.71"; thus, Brian's item apparently is a very early "first day cover"---and not the "philatelic type"!

BEN RAMKISSOON submitted the following data regarding new and/or recent Trinidad postmarks.

The "skeleton" CDS, designated as Type X in the exhaustive study of Trinidad village postmarks published in the BCPJ from 1980 through 1982, has been seen used at WOODLAND POSTAL AGENCY, SANTA ROSA HEIGHTS, BROTHERS ROAD, and GIRL GUIDES CAMP (see Figures 4 through 7). The last-mentioned mark was in use in mid-April 1984 at an International Girl Guides Camp held at Marabella.

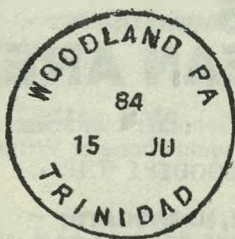


FIGURE 4



FIGURE 5



FIGURE 6



FIGURE 7

Ben also announced that the Type XIII CDS has been placed in use at GUAPO (see Figure 8---unfortunately, an illegible example), and that a "Large R" type registration handstamp has been used at the St. Vincent Street Post Office in Port of Spain (Figure 9).

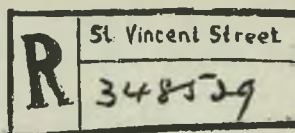


FIGURE 9



FIGURE 8

...from Here and There

SECRETARY'S REPORT (Continued from page 159)

NEW APPLICANTS (Continued)

BARYLSKI, Thomas J., 14308 Ramblewood, Livonia, MI 48154.

Claims representative, Social Security Administration. Specializes in Jamaica. By Thomas E. Giraldi.

ADDRESS CHANGES/CORRECTIONS

CUTLER, Samuel J., 338 South 3rd Street, Philadelphia, PA 19106.

FORAND, Michel, P. O. Box 527, Ottawa, K1N 8L2, Canada.

MEHLIG, Karl H., 1669 South Voss, Suite 367, Houston, TX 77057.

HINNEBURG-MURPHY, C. T., The Abbey Junior School, Westgate, Kent, England.

JEHLE, A. E. "Buzz", The Stampmonger, Holmbury, Sheerwater Avenue, Woodham, Weybridge, Surrey, KT15 3DR, England.

STUBBS, James E., Box 805, Solano Beach, CA 92075.

HARWOOD, Jack, P. O. Box 11363, Bradenton, FL 34282.

LEEWARDS LEDGER (Continued from page 165)

(Figure 3). The last recorded date for this mark is 1886.

One example of a quite different English Harbour CDS has also come to light. The name "English Harbour" appears around the top, with "Antigua" around the bottom (Figure 4). Note the change in spelling from the English-style "Harbour" to the American-style "Harbor". This example is dated August 17th, 1921.

Based on this evidence, usage of the St. Paul's mark at English Harbour would require a minimum "overlap" period of more than three years---from August 17th, 1921, to August 27th, 1924. Such a period where two datestamps were used at such an unimportant office as English Harbour seemed unlikely to me.

I favored the idea that the St. Paul's mark was used in Bethesda until about 1924, when it was replaced by a new mark with the Bethesda designation. There is no "overlap" problem that way. It was a clean and simple solution.

That's where Bob Stein enters the fray. He reports an example of the Bethesda CDS on the one shilling value of the Leewards' Edward VII issue of 1902 (Scott #26). The date, however, is not legible. Still, this new find would seem to create an even greater "overlap" problem than for English Harbour.

Even without a legible year-date, I am prepared to join the ranks of the St. Paul's-English Harbour partisans. At the same time, I remain troubled by the "overlap" problem.

That has led me to question the Figure 4 loner "English Harbor" strike of 1921. The spelling "Harbor" has always bothered me. It doesn't look very English to me. One example is awfully thin evidence to go on. It could be a forgery, a cinderella, or a mark of some kind that was never intended for canceling mail.

What we need, of course, are more examples of the Bethesda and English Harbor strikes. Until more turn up, we are left with a mystery. Like any mystery it can be solved with a lot of hard work and searching. And that's exactly what postal history collecting is all about.

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