

# BRITISH CARIBBEAN PHILATELIC JOURNAL

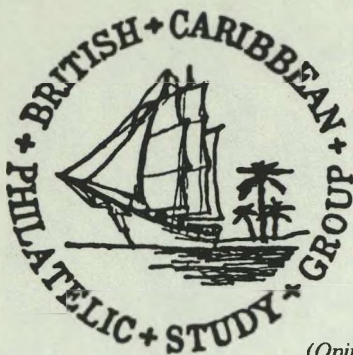
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## The 1907 Great White Fleet visit to Trinidad







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# The 1907 Great White Fleet visit to Trinidad

By Edward Barrow  
Of the USA

The cruise of the Great White Fleet, with its 16 battleships and flotilla of escort ships, was an important event both at the time and from a historical perspective. At the time it was a patriotic endeavor that caught the U.S. public imagination. It was also a watershed event which marked the rise of the U.S. as a major naval power, both in the Atlantic and Pacific, and demonstrated its ability to project this power around the world.

It was ordered by President Theodore Roosevelt ostensibly to test the U.S. Navy's ability to move the Atlantic Fleet to the West coast if need be. In his words, "I want all failures, blunders and shortcomings to be made apparent in time of peace and not in time of war." But the exercise sat within a broader context of the rise of Japanese power in the Pacific and the need to demonstrate the capability to protect the Pacific states and bases in the Philippines. It was also partly a public relations exercise to help President Roosevelt gain support for further funding to expand the Navy's fleet.



*Figure 1: Swimming Call, Trinidad*

The fleet left Hampton Roads, Virginia on December 16, 1907 with a jubilant President Roosevelt watching from aboard the presidential yacht *Mayflower*. The line of white battleships in stark contrast to their billowing black smoke was an impressive sight as they steamed towards their first stop, Trinidad. (At the time the U.S. Navy painted their ships white, hence the name "The Great White Fleet".)

The fleet consisted of 4 divisions, each with four battleships;

**First Division** (commanded by Rear Admiral R. D. Evans): USS *Connecticut* (Fleet's Flag Ship), USS *Kansas*, USS *Vermont*, USS *Louisiana*.

**Second Division** (commanded by Rear Admiral W. H. Emory): USS *Georgia* (Flag Ship), USS *New Jersey*, USS *Rhode Island*, USS *Virginia*.

**Third Division** (commanded by Rear Admiral Charles M. Thomas): USS *Minnesota* (Flag Ship), USS *Ohio*, USS *Missouri*, USS *Maine*.

**Fourth Division** (commanded by Rear Admiral C. S. Sperry): USS *Alabama* (Flag Ship), USS *Illinois*, USS *Kearsage*, USS *Kentucky*.



The fleet was also accompanied by a "Torpedo Destroyer Flotilla" comprised of the USS *Whipple*, USS *Truxton*, USS *Lawrence*, USS *Hopkins*, USS *Hull*, USS *Stewart*; and the supply and repair ships USS *Arethusa*, USS *Panther*, USS *Glacier*, and USS *Culgoa*.

To the modern reader, sailing 16 battleships around South America may not seem like much of an undertaking. But ships of that age suffered from a number of shortcomings. First, they were more unreliable than modern ships. Second, they ran on coal, not oil, and consumed copious quantities of it. It was estimated that the fleet consumed 1,500 tons per day and a major part of the logistics was organizing colliers (coaling ships) to meet the ships at the ports en route.

To make matters worse, loading the coal was largely a manual process that consisted of filling 800 pound bags of coal by hand in the hold of the collier; these were then winched over to the warship and emptied into its bunkers. This was the reason for stopping at Trinidad; after the 1,800 mile trip from Hampton Roads, the ships needed to be restocked with coal for the next 3,400 mile leg to Rio de Janeiro.<sup>1</sup>

### Impressions of Trinidad

The fleet passed through the Dragon's Mouth on the afternoon of December 23, 1907, dropping anchor in the Gulf of Paria after sunset. Trinidad not only carried the honor of being the first stop, but it was where the fleet would spend Christmas. However, the visit quickly soured for two reasons. First, there was a feeling that the colonial government deliberately gave the visitors a cold reception. The dominant theory being that the Governor was ordered by British authorities in London to discourage functions and downplay the welcome.<sup>2</sup> Second, there was a sense of anti-climax on arrival in Port of Spain, a small city on a small island with limited attractions and which was largely closed up for the holidays. The overall sentiment was that the welcome by both officials and the public did not live up to the historic nature of the cruise.



*Figure 2: American Sailors Ashore At Port of Spain, Trinidad, Christmas Day, 1908*

Thus, U.S. accounts of the stay in Trinidad tend to be harsh.<sup>3</sup> At the time, some U.S. newspapers complained of the lack of "Unofficial Courtesies" being laid on by the people of Trinidad. Sailors on shore leave arrived to find the town all but deserted and the shops shut. The locals seemed more interested in the horse races currently going on at



Race Week, than the arrival of the U.S. Fleet. The town was not decorated and events had not been organized. And some commentators maligned the people of Trinidad for it.<sup>4</sup>

This jilted tone seems unfair. After all, the sailors came ashore on Christmas Eve, a time when people would be focused on family preparations for Christmas and the New Year. As for the official orchestrated snub, no hard evidence has been found to support this.<sup>5</sup> Much was made of the lack of an official gun salute when the fleet arrived, but the fleet arrived late and anchored after sunset (customarily gun salutes are not fired after sunset). Also, on the 24th of December, the British authorities did invite 250 American officers to a reception but only four Admirals and aides attended. Apparently the invitation was circulated but no officers were ordered to attend, so none attended.<sup>6</sup> This must have baffled officials in Trinidad. And on December 26, the Governor, Sir Henry Moore Jackson, did invite the Captains of the battleships and their staff to be his guests at luncheon and at the races.

Regardless of whether the official welcome was cold or not, this indignation is somewhat presumptive in that it assumes that a historic portentous event for the U.S. would be warmly greeted by other competing powers. It took place in the complex world of alliances and balance of power calculations that was the dominant logic of international relations in the early 1900s. And at the time it was not obvious, even to many in America, that the fleet's intention was entirely peaceful.

### Shore Leave in Port of Spain

Coaling the ships began on December 24. Not a popular job at the best of times, it was made worse by the oppressive tropical heat. But for ships not involved with coaling, its sailors were granted shore leave. Despite shops being closed for Christmas and Boxing Day, the *New York Times* reported that as many as 7,000 men went ashore on Christmas Day. They went sightseeing, rode the trams, bet on horses at the races and drank what warm beer there was to have. Some organized games of baseball in the Savannah -- or "Yankee cricket" as the locals called it. Parties also gathered greenery to decorate the ships for Christmas Day.

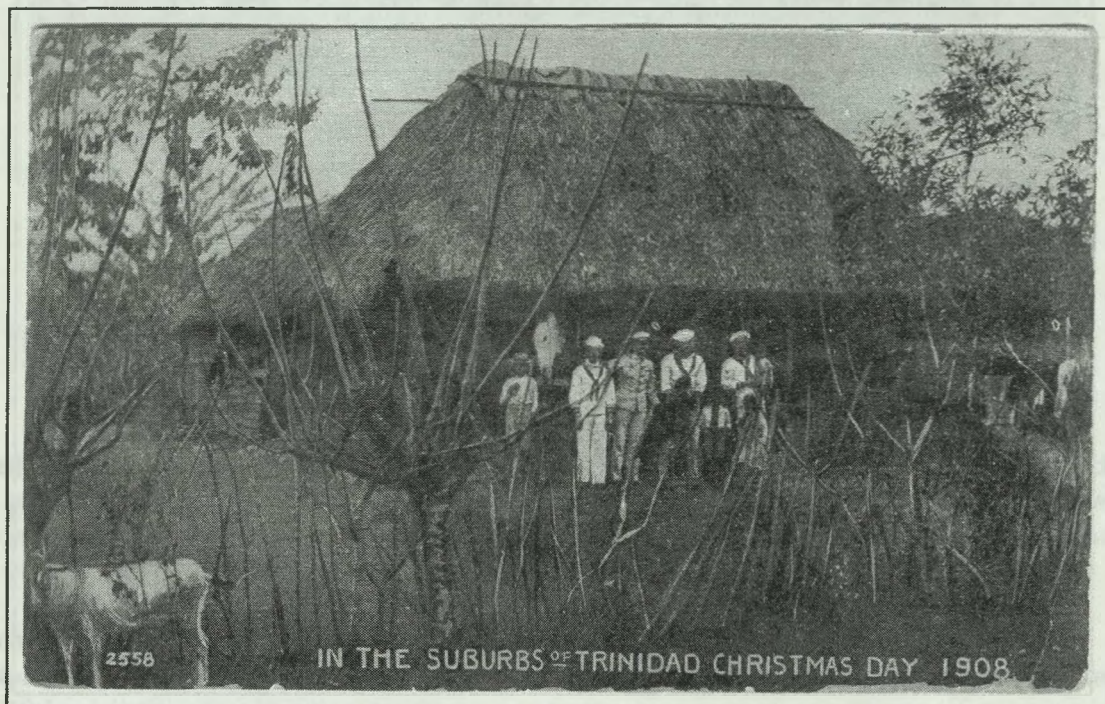


Figure 3: In the Suburbs of Trinidad, Christmas Day 1908

On Christmas Day, the destroyer flotilla set sail ahead of the main fleet. It was set to leave on the 24th, but was delayed by an accident in which the USS *Whipple's* propeller became tangled in anchor chains of the Norwegian collier *Fortuna*. The USS *Lawrence*, which was following close behind, was not able to stop in time and so collided with the *Whipple*. Repairs were made and the flotilla left a day late.



On December 27, the shops finally opened to the relief of souvenir hunters who had to suffer three days of shuttered shops. Lots of cards were mailed to loved ones and straw hats bought. A popular item with sailors that most reporters mention was tropical fruit (they also mention the inflated prices charged). Parrots and monkeys were also popular and were smuggled back onto the ships to become pets and ship mascots.

Local interest in the fleet must have been great since on December 28, the Gulf Steamers operated two trips to view the battleships, charging 60¢ per passenger. And on the 29th, the day of departure, thousands of residents climbed the hills surrounding Port of Spain to see the fleet set sail. Sightseers also filled small boats and gathered on the small islands in the Gulf to catch a view of the departing fleet.<sup>7</sup>

At 4 p.m.<sup>8</sup> on the 29th of December, the mighty fleet steamed out of port in four columns towards the Grand Boca with the USS *Connecticut* at the lead. From there, it followed the north coast of Trinidad until it reached the open waters of the Atlantic.

The U.S. sailors left a positive impression on Trinidad officials and the public. There were no bad reports in the local newspapers, only a knowing report from a court case where a sailor "visiting a local lady's room" had his money stolen. Given that there was close to 15,000 sailors in port, this is impressive, a fact born out by Governor Jackson's note to Admiral Evans commending the excellent behavior of his men. If Trinidad warmed to the U.S. sailors, the

feeling must have been mutual because there were also reports of a few sailors trying to jump ship and stay on in Trinidad!

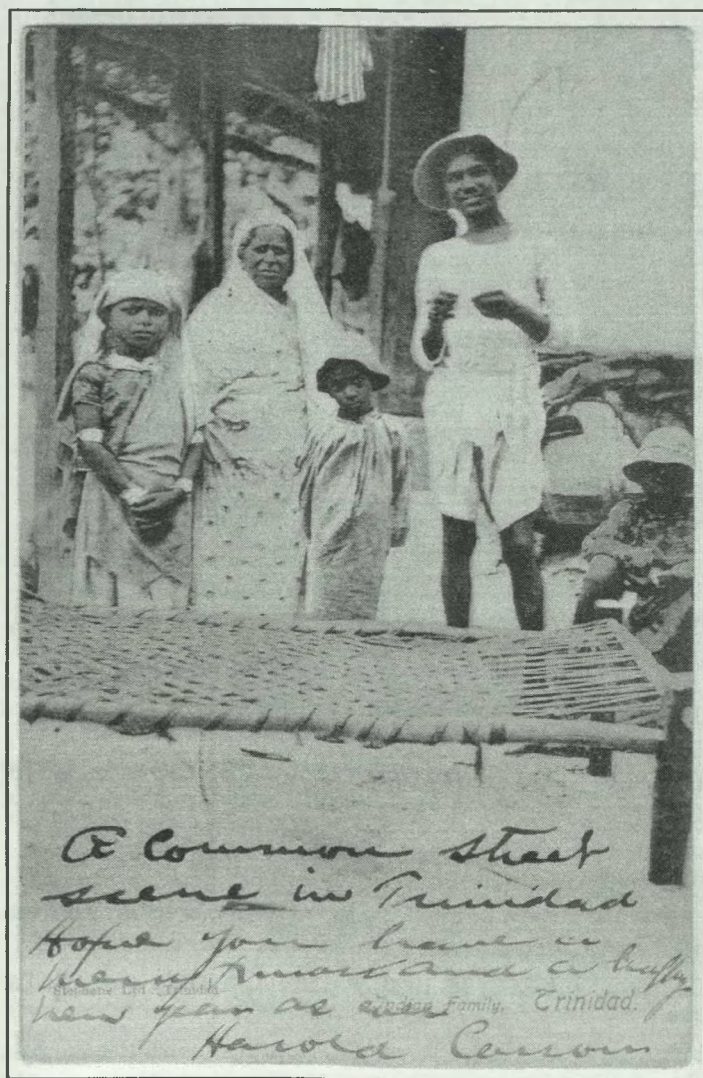
#### Postal History of the Visit

From a postal history point of view, it is not surprising that there is a substantial amount of mail originating from the fleet's visit to Trinidad. It was the first stop of a historic cruise and there were 15,000 sailors involved. It is also not surprising that much of it was postcards. What could be better for showing the folks back home the exotic ports of call? And from a historical perspective, the messages on the cards often provide an interesting window into sailors' impressions of Trinidad.

Mail from the fleet traveled through two channels: the regular Trinidad mail system or the U.S. Navy mail system. The former is usually found with Trinidad stamps postmarked between December 27 and 30, 1907. The latter was mailed with U.S. stamps, bagged and carried to the U.S. by either returning U.S. Navy ships or commercial ships and cancelled on arrival in the U.S. This mail is usually found with a one-cent U.S. stamp, and almost always cancelled with a Fortress Monroe machine cancel (part of the Hampton Roads U.S. Naval facility) dated January 7, 1908, or with a New York machine cancel dated January 6, 1908 (see Figures 5 and 6).

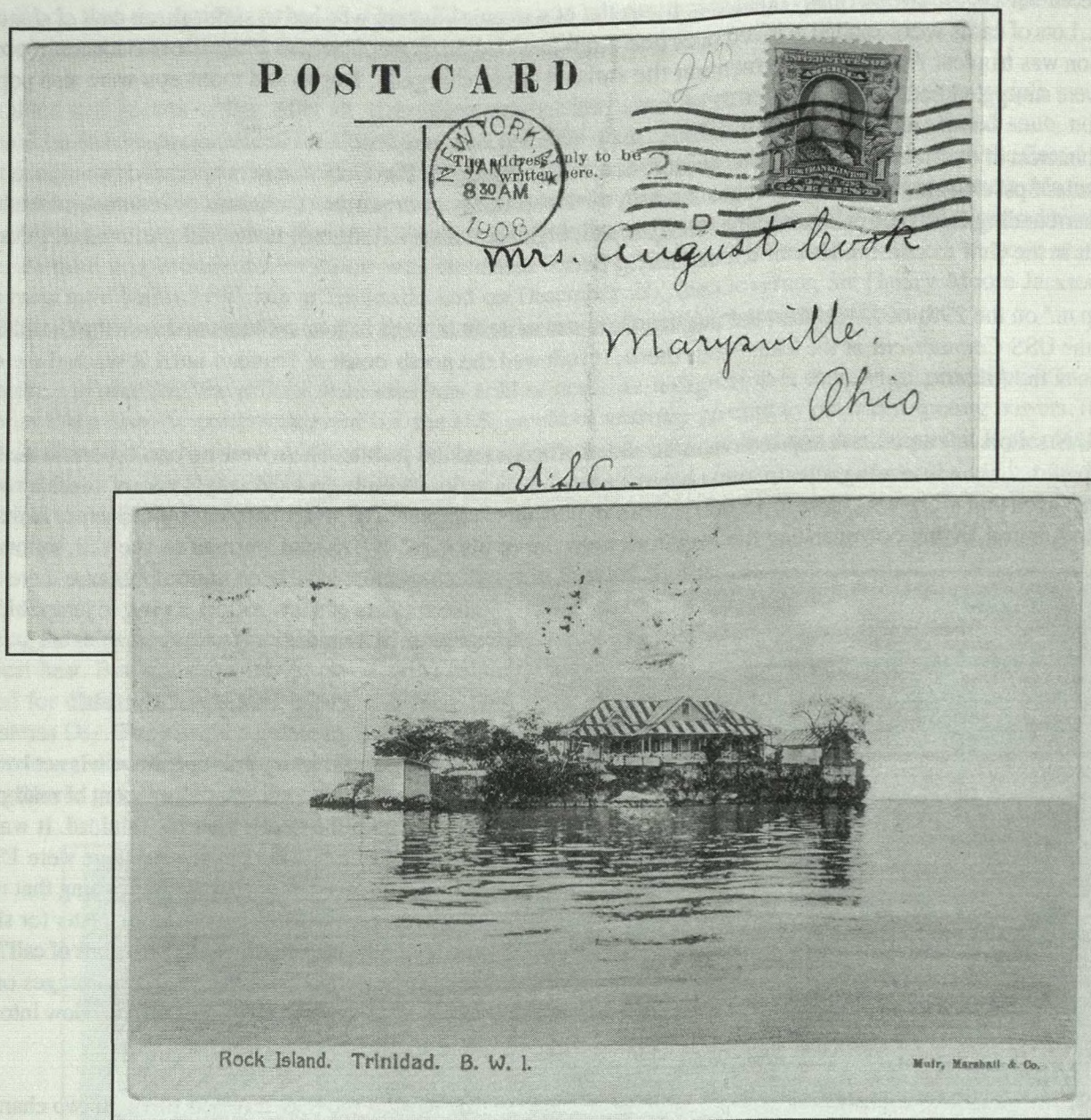
Finding out the routing of this mail has taken some detective work and some conjecture. There are no records of U.S. naval ships returning to the U.S. in Trinidad's naval logs. However, buried in the *New*

*Continued on page 8*



**Figure 4:** Some cards comment on the sights of Trinidad. This one from Harold Carson of the USS *Connecticut* mentions that the picture is a common street scene in Trinidad.





**Figure 5:** This card shows the typical New York cancel found on cards mailed from Trinidad. This one was sent by E. Cook of the USS Alabama.

York Times report for December 27 was the note that two colliers, the USS *Hannibal* and the USS *Leonidas* left for the U.S., both carrying mail.<sup>9</sup>

It seems probable that U.S. naval mail was carried from Trinidad on three ships:

- **SS *Maraval*:** It left Port of Spain on December 28, 1907 and arrived in New York on January 5, 1908. This was a Sunday, so the mail would have likely been cancelled on Monday the 6th.
- **USS *Leonidas*:** It left Port of Spain on the 27th for Hampton Roads. Its mail was most probably cancelled at Fortress Monroe.
- **USS *Hannibal*:** It left Port of Spain on the 27th for Pensacola with orders to sail to New York with the gunboat *Machias* in tow. Records have the *Machias* departing Pensacola on January 17, 1908 for New York. Having a ship in tow must have slowed progress, and it is possible that mail from this source arrived in New York late January to early February 1908. This might account for Trinidad cards found with later New York cancels. But it is also possible that the *New York Times* reporter got it wrong and either no mail was sent with the USS *Hannibal*, or the *Hannibal* went straight to New York and is responsible for the mail cancelled on January 6. If the USS *Hannibal*



did call at Pensacola and was carrying mail, its mail would have likely been cancelled there. But no Fleet mail cancelled in Pensacola has been recorded.

Trinidad postcards with U.S. stamps cancelled at other later dates were most probably sent from other ports along the route. Some were even sent from California at the end of the first leg of the cruise (see Figure 13).

Besides the dates and cancels used, there are other ways of identifying mail from the fleet. Some sailors marked the ship's name or gave a return address (see Figure 7). Also, logs were kept with the names of the sailors on each ship. Thus, it is often possible to identify the sender of the card (see references at the end of the article for further information).

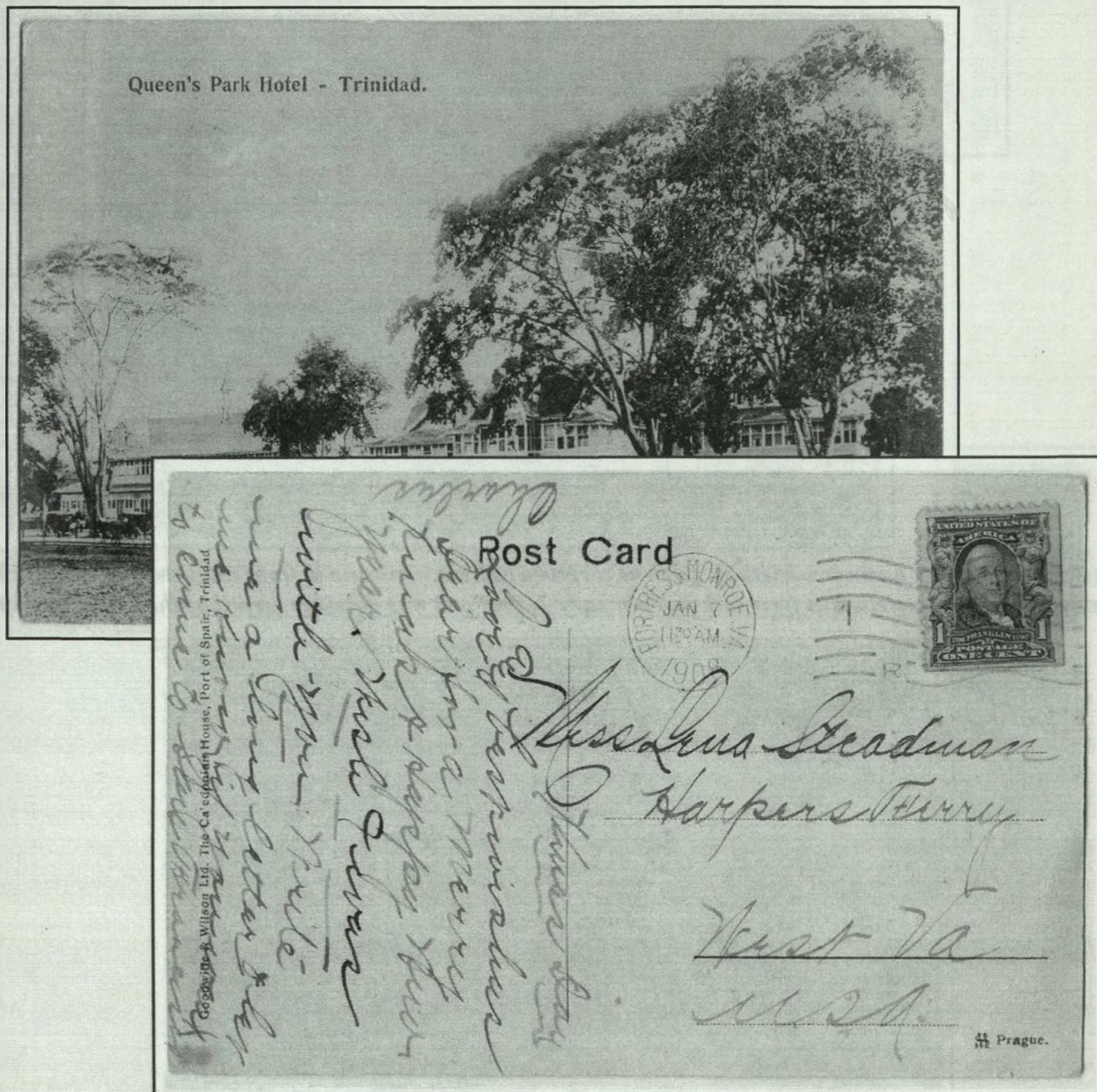


Figure 6: This card shows the typical Fortress Monroe cancel found on cards mailed in Trinidad. This sailor asks if the addressee is coming out to San Francisco to meet him.



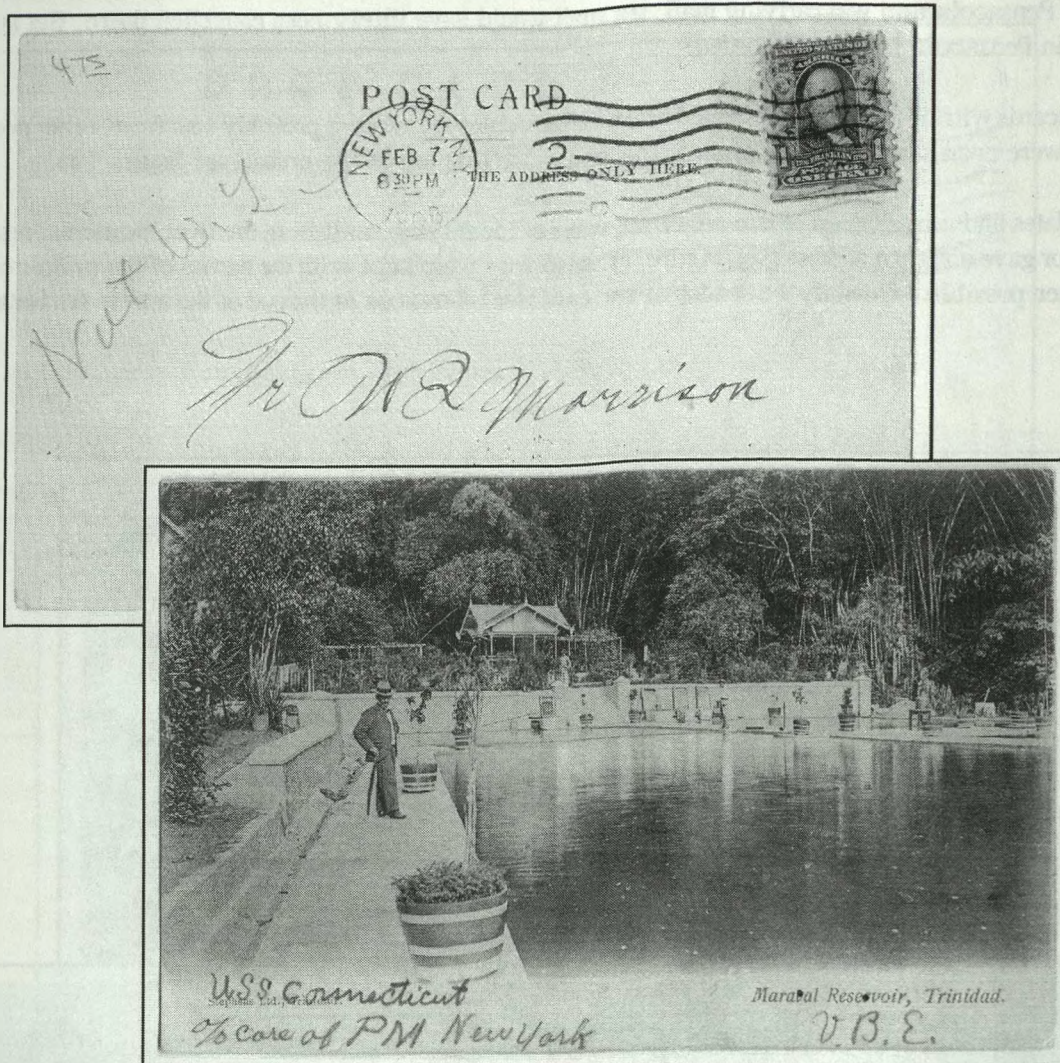


Figure 7: The ship's name is sometimes given as a return address. This one is from V.B. Edwards on the USS Connecticut. It is cancelled in New York on February 7, 1908 and was possibly carried by the USS Hannibal.



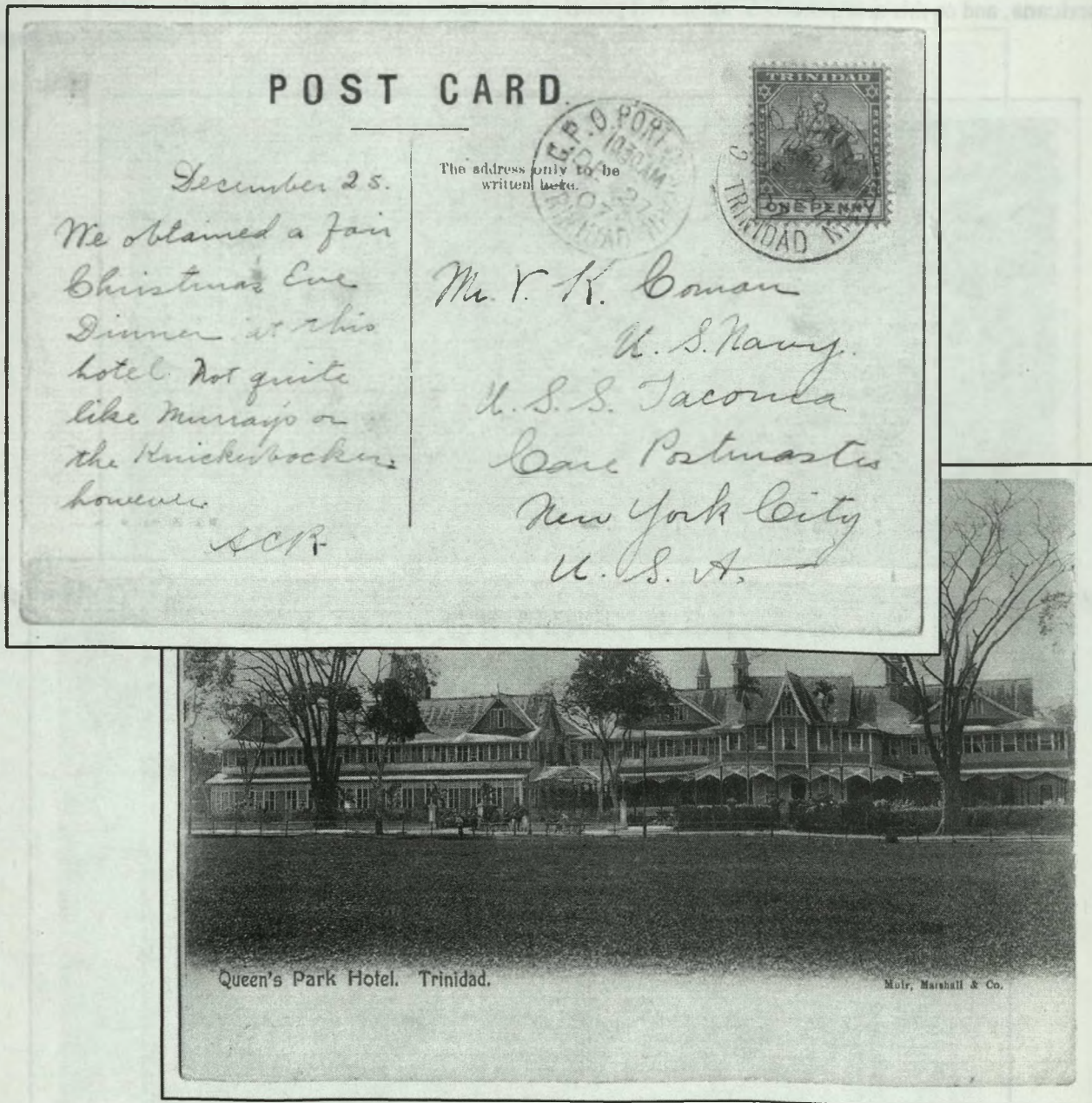
Figure 8: This card was sent by the captain of the USS Hopkins, A.G. Howe.



Finally, there were postcards published commemorating the fleet's visit to Trinidad. They feature images taken by sailors on the cruise and were published after the fleet returned home. These were sold to sailors as mementoes. Three such cards have been recorded with scenes of Trinidad:

- **Swimming Call, Trinidad:** originally published by Brown & Shaffer.<sup>10</sup> (Later publishers took liberty with this image; it is also found titled "Bathing at Aden, an Arabian Port on the Red Sea" -- see Figure 1.)
  - **American Sailors Ashore at Port of Spain, Trinidad Christmas Day 1908:** published by H.H. Stratton -- see Figure 2.)
  - **In the Suburbs of Trinidad Christmas Day 1908:** published by H.H. Stratton (see Figure 3).
- Note that on the latter two cards the title should read "Christmas 1907" and not "1908" (see Figure 3).

*Text continues on page 12*



**Figure 9:** This sailor, A.C. Rasmusson from the Battle Ship Kansas mentions having a "fair Christmas Eve Dinner at this hotel. Not quite like Murray's or the Knickerbocker however." The postcard is of the Queen's Park Hotel, Trinidad's largest at the time.



Conclusion

What started as a naval exercise actually became a historic 43,000 mile round-the-world journey. After reaching the West Coast and being feted, the fleet set out to return to Hampton Roads via Australia, New Zealand, Japan, China, Ceylon, the Suez Canal and the Mediterranean. On February 22, 1909, 14 months after setting out, the fleet sailed into Hampton Roads and was met there by President Roosevelt.

The cruise was a success on many levels. On a practical level it exposed a number of weaknesses, especially a lack of capacity with regards to colliers (the fleet ironically relied mainly on ships of other flags to keep it supplied). Politically, it helped facilitate an expansion of the U.S. Navy in line with growing American economic might and stature. In the crucial area of Japanese relations, many commentators credit the fleet's visit to Japan with helping rebalance diplomatic relations. Finally, on a human level, the fleet gave many parts of the world their first glimpse of Americans, and on this score the U.S. sailors left positive impressions and lingering good will.

*Continued on page 14*

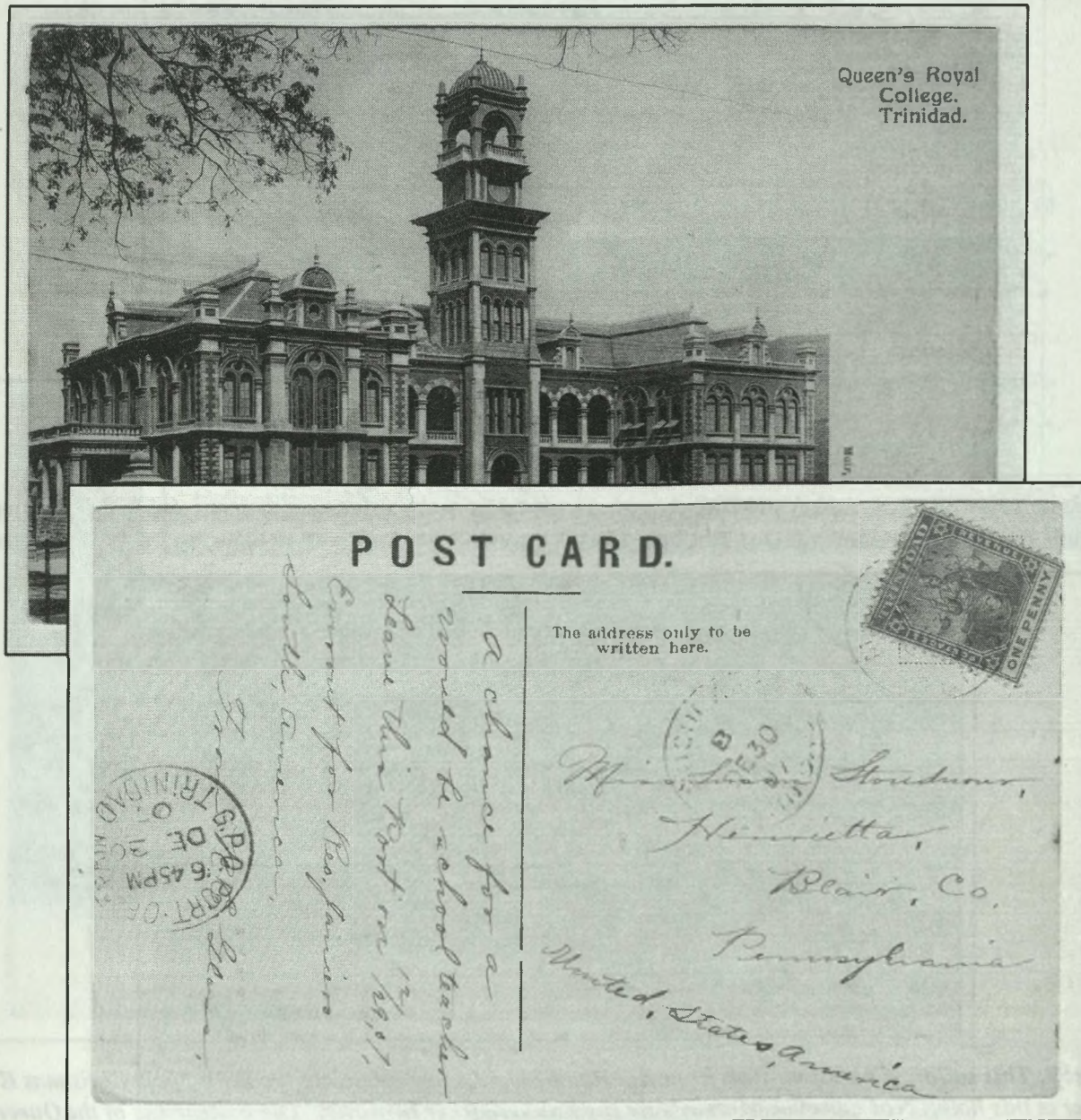


Figure 10: Sent from R.E. Glass on the USS Missouri, the stamp was cancelled at Mucurapo on December 30. The sailor most probably rode the tram out to Mucurapo.





Figure 11: Trinidad card posted from Rio de Janeiro, Brazil on January 17, 1908 by E. Gustavs on the USS Louisiana. The message mentions crossing the equator on January 2.

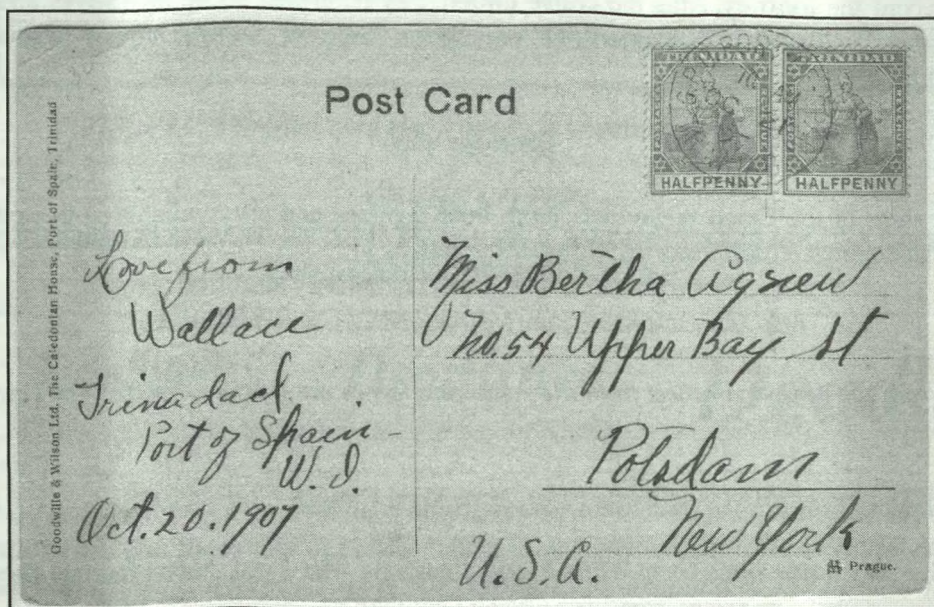


Figure 12: Two armored cruisers, the USS Washington and USS Tennessee, preceded the Great White Fleet. Called the Pathfinders, they called at Trinidad from the 18th to 24th of October 1907. This card was sent from J.W. Agnew on board the USS Tennessee.



## Footnotes

<sup>1</sup> Due to miscalculation of the distance to Rio de Janeiro, (it was estimated as 2,900 nautical miles as opposed to 3,400), there was a very real danger that some of the less efficient ships might run out of coal. The humiliating prospect of being towed into harbor was narrowly avoided by economizing measures.

<sup>2</sup> Reasons put forward for this are: the Anglo-Japanese Alliance -- the fleet's purpose was directed at rising Japanese power; lingering sentiments from the Swettenham Davis Affair, where American ships rushing to help Jamaican civilians after the 1907 earthquake ignored protocol of firing a gun salute to the colony's flag and landed U.S. servicemen to offer assistance; embarrassment at British Naval weakness in the Caribbean following the withdrawal of forces to balance German naval expansion.

<sup>3</sup> In contrast, the *New York Times* reporter accompanying the fleet paints a picture of a warm, hearty official welcome, an interested local population and numerous private parties for officers. But many commentators discounted this as reporters feeding readers what they wanted to hear.

<sup>4</sup> E.g. "There is no individuality in Trinidad... they are satisfied with everything from the fact that it would require the exertion of too much energy to be dissatisfied." Jones (1908, p. 37), or, "Port of Spain offered no charm to the liberty parties." Jones (1908, p. 38).

<sup>5</sup> See Reckner (1988), page 28.

<sup>6</sup> See Reckner (1988), page 29.

<sup>7</sup> *New York Times*, December 31, 1907. Most probably referring to the Five Islands and the larger islands of Monos, Chacachacare, Gaspar Grande.

<sup>8</sup> The fleet was set to depart at 8 a.m., but the USS *Maine* needed extra time to finish coaling, so departure was delayed to 4 p.m.

<sup>9</sup> *New York Times*, December 28, 1907.

<sup>10</sup> Brown and Schaffer were two crew members of the battleship USS *Georgia*. They were musicians and privately took pictures to record the journey. After the cruise ended, they published some themselves and later sold some negatives to the postcard publisher H. H. Stratton, of Chattanooga, Tennessee. Source: [http://www.greatwhitefleet.info/Brown\\_Schaffer.html](http://www.greatwhitefleet.info/Brown_Schaffer.html)

## Bibliography

The rosters of the ships of the Great White Fleet have been digitized and are available on-line on these two sites. They include search engines which make searching for names easy.

<http://www.searchforancestors.com/military/atlanticfleet/>

<http://distantcousin.com/Military/Navy/GreatWhiteFleet/>

Jones, Robert D. *With the American Fleet from the Atlantic Fleet to the Pacific*. Seattle: The Harrison Publishing Co., 1908.

Carter III, Samuel. *The Incredible Great White Fleet*. New York: Crowell-Collier, 1971.

Reckner, James R. *Teddy Roosevelt's Great White Fleet*. Annapolis, Maryland: Naval Institute Press, 1988.

*The Trinidad Mirror* and *New York Times* newspapers.



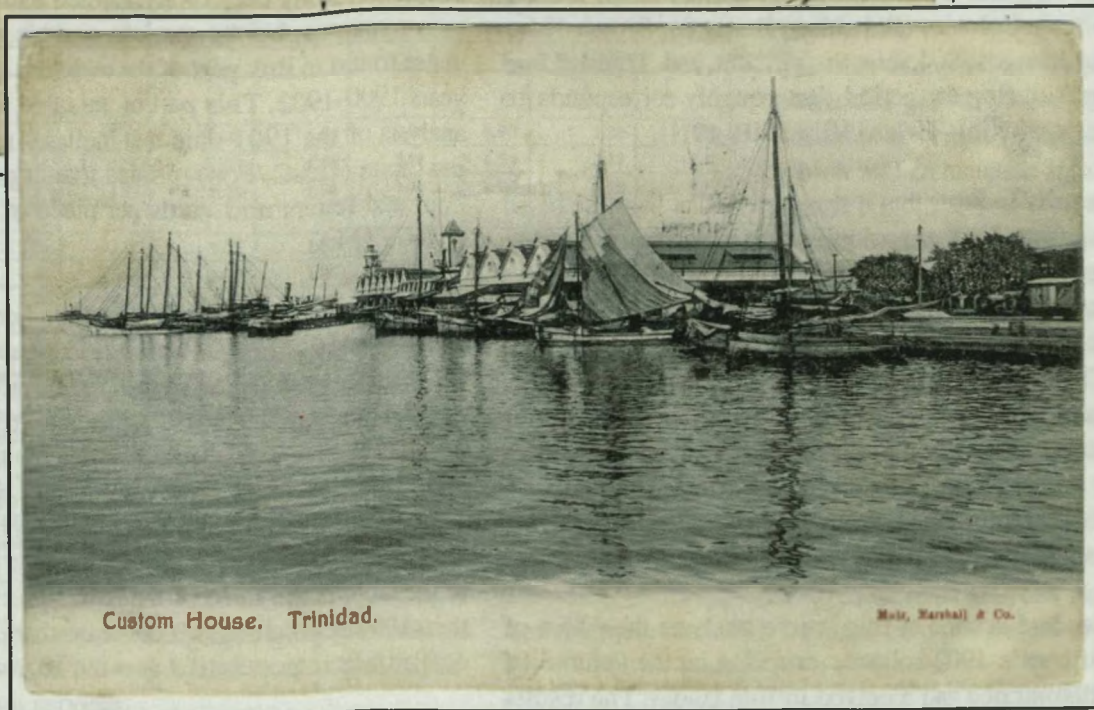


Figure 13: Trinidad card sent from Los Angeles on April 20, 1908.

**ON THE COVER:**

**Figure 2 is shown in color on the cover, along with a postcard showing the USS Connecticut, Flag Ship of the Great White Fleet.**

**Deadlines**

**Deadlines**

**Deadlines**

**Deadlines**

We've all got them, and this journal is no different! Deadlines for receiving material for publication (and that means in the editor's hands, not mailed) and the anticipated mailing date for each of the quarterly issues of this publication are found at the bottom of page 3.

Please take note of these dates!



# The Empire Abstracts and Tables: Part III

By Richard Maisel  
*Of the USA*

This is the third in a series of articles based on data in the British Empire Abstracts and Tables. A description of this data will be found in the first article of this series.<sup>1</sup> The present article is divided into three parts. It begins with an analysis of growth in the volume of mail handled by the postal systems of seven British Caribbean Colonies (Bahamas, Bermuda, British Honduras, Grenada, St. Lucia, St. Vincent, and Trinidad and Tobago) during the period that roughly corresponds to the reign of King Edward VII (1901-1911).

The results indicate that it was a period of increase in all forms of mail in these colonies due in part to an increase in population but mostly due to an increase in usage. The one exception to these findings occurred in St. Lucia where there was a marked decrease in foreign mail (1906-12). The results also indicate something happened in Trinidad and Tobago in 1911, which resulted in a monumental increase in the colony's domestic mail. Both the dramatic increase in domestic mail of Trinidad and Tobago and the decline in the foreign mail of St. Lucia merit further study.

The second section of this article analyzes the effect of St. Vincent's 1902 volcanic eruption on the volume of mail dispatched and received in that colony. The results illustrate the complex series of consequences that such catastrophic events can have on the mail handled by the postal system of a stricken colony.

The third section of the article reprints information from the Empire Tables on the production of postal history in six British West Indian Colonies (British Guiana, Grenada, St. Lucia, St. Vincent, Trinidad and Tobago, and Turks and Caicos Islands) for the period 1900-1912. These tables complete the reporting of this set of information, which began in the first article in the series.<sup>2</sup>

## GROWTH IN B.W.I. MAIL 1901-1911

Table 1 contains data on the number of letters and cards (combined) and printed matter handled by the postal systems of seven British West Indian colonies in the period from 1901 through 1911. The colonies included in the

analysis were those for whom complete and comparable information was available in the British Empire Tables. Table 1 is divided into three parts. The top part contains data for the 1901 period. This includes estimates of letters and cards (L.&C.) and printed matter (P.M.) handled by these colonial postal systems. Both letters and cards and printed matter combine three categories of mail; domestic, foreign dispatched from the colony, and foreign mail received by the colony. Printed matter was defined as newspapers, books, packets and circulars. The estimates found in this part of the table are averages for the years 1900-1902. This part of the table also contains an analysis of the 1901 data that includes letters and cards per capita (L.&C./Pop), printed matter per capita (P.M./Pop) and letters and cards per piece of printed matter (L.&C./P.M.).

The central part of the table contains comparable data and analysis for the 1911 period. The quantities reported for postal history items in this part of the table are averages for the years 1910-1912. The bottom part of the table contains the ratio of the cell entries for the 1911 period divided by the comparable cell entry for the 1901 period. These ratios are 10 year growth rates. For example, the 1.04 ratio in the first row first column in the bottom part of the table is the ratio of the Bahamas 1911 population to its 1901 population, which means there was a four percent growth in population over the 10 year period.

An examination of the data for the 1901 period shows the postal systems for these seven colonies combined handled about 4,150,072 letters and cards and 543,517 pieces of printed matter per year in the beginning of the twentieth century. In the next 10 years this increased to 9,578,686 letters and cards and 606,212 pieces of printed matter. This gives a 131 percent increase in the former and a 67 percent increase in the latter.

Some of this increase was due to a 12 percent increase in population, but most of it was due to an enhanced usage of the mail. Letters and cards handled increased from 7.64 per capita around 1901 to 15.80 in 1911, while pieces of printed matter handled increased from 2.77 to 4.16 on a per capita basis during the same period of time. The increased usage may be due to a variety of factors including: (1) increased literacy in the colonies; (2) increased tourism; (3) an increase in the scope of the economic,



**Table 1.**  
Population and Postal Items<sup>1</sup> handled in seven British West Indian Colonies, 1901 and 1911.  
POP. = population, L.&C.= Letters and Cards, P.M.= Printed Matter<sup>2</sup>

1901 Data <sup>3</sup>	Bahamas	Bermuda	British Honduras	Grenada	Saint Lucia	Saint Vincent	Trinidad & Tobago	Total
POP.	53,735	17,535	37,479	63,438	49,883	47,548	273,899	543,517
L. & C. <sup>3</sup>	272,004	1,070,877	214,081	354,439	311,182	186,981	1,740,507	4,150,072
P.M. <sup>2</sup>	120,418	423,096	101,355	107,764	93,235	44,115	617,623	1,507,604
1901 Analysis								
L. & C./POP.	5.06	61.07	5.71	5.59	6.24	3.93	6.35	7.64
P.M./POP.	2.24	24.13	2.70	1.70	1.87	0.93	2.25	2.77
L. & C./P.M.	2.26	2.53	2.11	3.29	3.34	4.24	2.82	2.75
1911 Data <sup>5</sup>								
POP.	55,944	18,994	40,458	66,750	48,637	41,877	333,552	606,212
L. & C. <sup>6</sup>	640,304	2,423,100	358,132	566,767	305,253	287,954	4,997,175	9,578,686
P.M. <sup>6</sup>	152,660	555,672	191,235	211,360	93,237	110,189	1,206,717	2,521,069
1911 Analysis								
L. & C./POP.	11.45	127.57	8.85	8.49	6.28	6.88	14.98	15.80
P.M./POP.	2.73	29.26	4.73	3.17	1.92	2.63	3.62	4.16
L. & C./P.M.	4.19	4.36	1.87	2.68	3.27	2.61	4.14	3.80
1911/1901 ratios								
POP.	1.04	1.08	1.08	1.05	0.98	0.88	1.22	1.12
L. & C.	2.35	2.26	1.67	1.60	0.98	1.54	2.87	2.31
P.M.	1.27	1.31	1.89	1.96	1.00	2.50	1.95	1.67
L. & C./POP.	2.26	2.09	1.55	1.52	1.01	1.75	2.36	2.07
P.M./POP.	1.22	1.21	1.75	1.86	1.03	2.84	1.60	1.50
L. & C./P.M.	1.86	1.72	0.89	0.82	0.98	0.62	1.47	1.38

- 1901 and 1911 data for both Letters and Cards and Printed Matter includes domestic, foreign dispatched from the colony and foreign mail received by the colony.
- Printed Matter was defined as Newspapers, Books, Packets and Circulars.
- Data for the 1901 period was taken from Great Britain Board of Trade. *Statistical tables relating to British self-governing dominions, crown colonies, possessions and protectorates*. London: His Majesty's Stationery Office: 1902, Part 27
- 1901 data for both Letters and Cards and Printed Matter is the average for the years 1900-1902.
- Data for the 1911 period was taken from Great Britain Board of Trade. *Statistical tables relating to British self-governing dominions, crown colonies, possessions and protectorates*. London: His Majesty's Stationery Office: 1910, Part 35 (for the years 1908-10); and 1912, Part 38 (for the years 1911-12)
- 1911 data for both Letters and Cards and Printed Matter is the average for the years 1910-1912.

political, and social activities engaged in by the residents and organizations of these colonies; and (4) an expansion of the postal services.

### Trinidad and Tobago

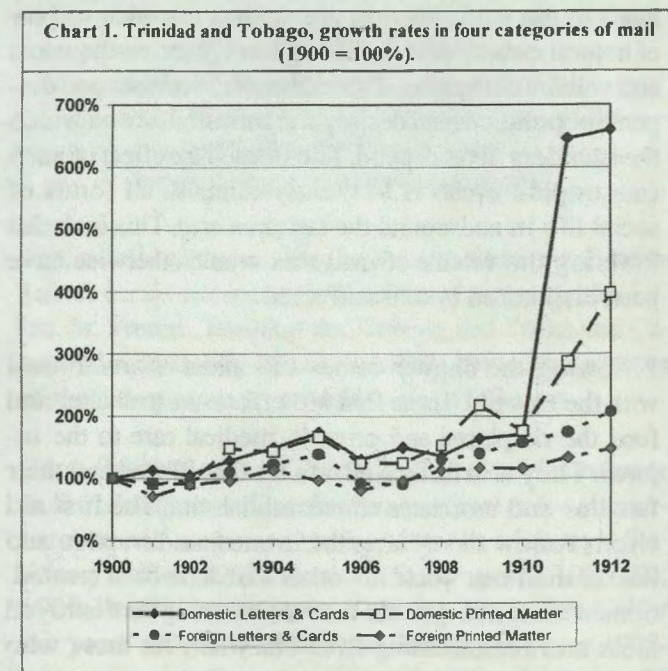
Significant increases in both categories of mail occurred in most colonies particularly in Trinidad and Tobago in the period between 1911 and 1912 (Chart 1). Something quite dramatic must have happened in that colony in 1911, which more than tripled the volume of domestic letters and cards handled and almost doubled the volume of domestic printed matter. The effect of this event on the mail continued through 1913. In 1914 the total number of letters and cards and printed matter handled fell back to a level which was slightly above that which existed in 1910.<sup>3</sup>

The same sources of data report a modest increase in Trinidad and Tobago's postal revenue during this period but about a 60 percent increase in its postal expenditures. The latter was attributed to "... an increased subsidy from

December 1910 for the conveyance of mails beyond the colony."<sup>4</sup> These revenue and expenditures data are not consistent with the extraordinary increase reported in the colony's domestic mail, which should have yielded major increases in both revenue and expenses, other than those paid for the conveyance of foreign mail. Further research is required to establish the cause of the reported increase in domestic mail and its failure to influence postal finances.

### St. Lucia

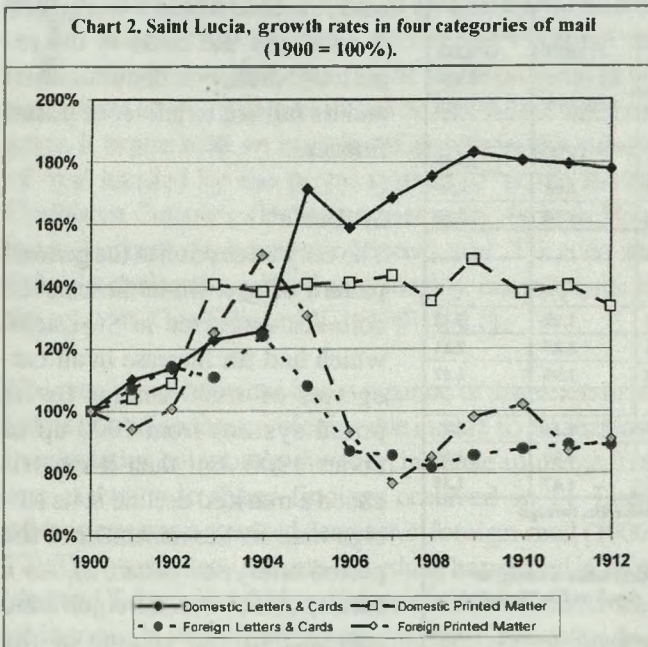
The only exception to the general pattern of growth in these seven colonies occurred in St. Lucia, which had an increase in all categories of mail handled by its postal system from 1900 up to about 1905 but then it experienced a marked decline in its foreign mail in the remainder of the period analyzed (Chart 2). As a result, there was no significant increase in the volume of the colony's mail handled or in the use of the mail by residents of the island in 1911 when compared to 1901. The same sources report a considerable decline in both the colony's postal revenue





and expenditures in 1906, which is consistent with a decline in its foreign mail.

One possible explanation for the decline in the colony's foreign mail might be the withdrawal of a naval contingent from Castries, the main port, in 1906. The timing of this withdrawal fits the decline in the foreign mail but I have not been able to establish the size of this naval contingent. Further research on this point is required.



### THE 1902 VOLCANIC ERUPTION ON ST. VINCENT

The Caribbean contains some of the most beautiful islands in the world but they are subject to a wide variety of natural catastrophes including hurricanes, earthquakes and volcanic eruptions. These disasters decimate and disperse populations and destroy the infrastructure on which the islanders' lives depend. The immediate effect of such catastrophic events is to greatly diminish all forms of social life in and around the stricken area. This includes lowering the volume of mail that would otherwise have been dispatched by those affected.

Following the disaster comes the initial efforts to deal with the tragedy. These first aid efforts are to shelter and feed the displaced and provide medical care to the injured. They also include efforts by the afflicted and their families and associates to reestablish ties. The first aid efforts follow shortly after the immediate disruption and lead to mail that would not otherwise have been created. Somewhat later begins the task of rebuilding the destroyed areas and reestablishing lives elsewhere for those who do not return. These reconstruction efforts generate mail

that would not otherwise have been created but somewhat later than that created by the first aid efforts. The balance between the mail lost and created in response to the disaster can lead to a very complex pattern in the volume of mail generated in a colony, as illustrated in the following example.

On May 6, 1902, the La Soufriere volcano on St. Vincent erupted, killing almost five percent of the island's population and devastating the northern half of the island. Some measure of the devastation it wrought can be seen in the photograph in Illustration 1. An analysis of St. Vincent's postal statistics (Table 4) indicates the eruption, as expected, lower the volume of some forms of mail, but analysis of this data suggests that this was only the beginning of a complex process which the eruption set in motion.

Illustration 1. Damage in St. Vincent after the 1902 La Soufriere eruption.



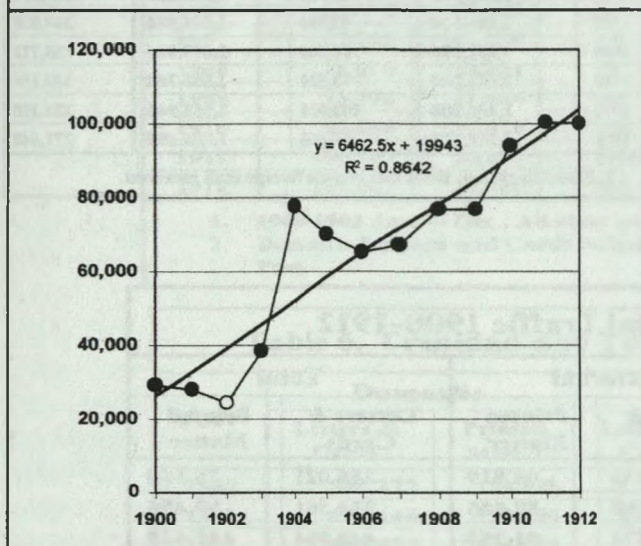
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[http://www.uwiseismic.com/Volcanoes/volc\\_haz.html](http://www.uwiseismic.com/Volcanoes/volc_haz.html)

Chart 3 shows the annual volume of domestic letters and cards handled by the St. Vincent postal system during the period 1900-1912 and the trend line for these statistics. The chart shows a pronounced upward trend in volume of domestic mail over this 13 year period. It also shows that the volume for 1902 is lower than that of any other year during this period of time and far below the trend line. This low volume for 1902 probably reflects the immediate effect of the eruption in disrupting the normal flow of mail that would otherwise have occurred. But the decline in the 1902 volume does not reflect the full extent of the disruption as the 1902 estimate combines four normal months (January through April) with the eight affected months (May through December) and also contains some new mail added by the first aid efforts.



Chart 3 also shows that the volume of domestic mail for 1903, the year succeeding the explosion, is almost back to the trend line and that the volume for 1904 is far above the trend line. This suggests that within a year, the initial disruption of the domestic mail caused by the explosion was replaced by new mail probably created by both the first aid and reconstruction efforts. The excessive volume of domestic mail generated in 1904 is probably limited to

**Chart 3. Saint Vincent, Domestic Letters and Cards**

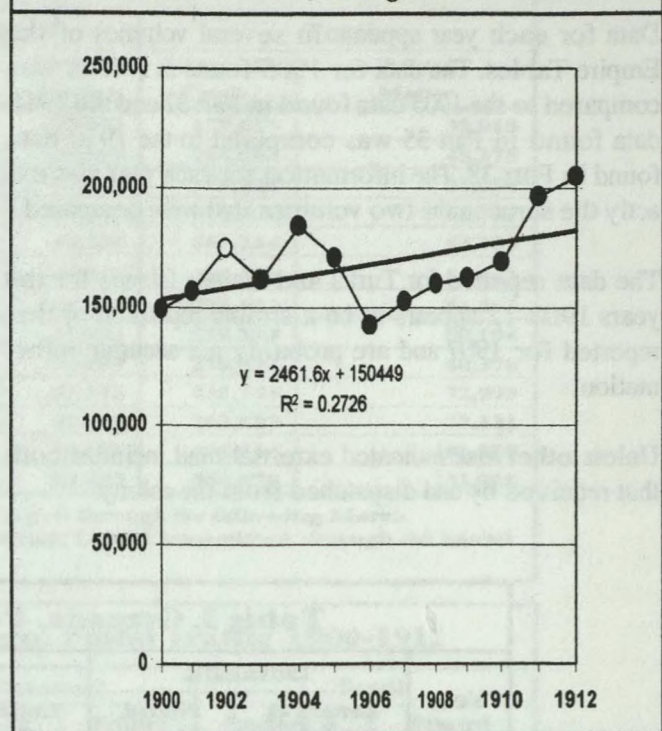


the new mail generated by reconstruction efforts. Finally the chart shows that in 1905 and 1906 the volume of domestic mail fell back to the trend line and stayed close to it through the remaining years under study. This indicates the eruption did not have a long range influence on the volume of domestic mail dispatched and received in St. Vincent, but rather was an incident with pronounced but limited short range effects.

Chart 4 shows the annual volume of foreign mail (dispatched and received) handled by the St. Vincent postal system during the same 1900-1912 time period and the trend line for this data. This chart shows there was a less pronounced upward trend in the foreign mail and a very different pattern of effects in response to the 1902 explosion. The volume for 1902 was far above the trend line which suggests that whatever foreign mail was disrupted by the volcano, was less than the domestic mail disrupted, and was soon overwhelmed by the new mail created by the first aid efforts. The difference in disruption of domestic and foreign mail may in part be due to the fact that the disruption was less in the southern part of the islands where the major cities and ports are located and these areas may have been the major sources for foreign mail.

In 1903, the volume of foreign mail falls back to the trend line only to rise again in 1904. This suggests the initial

**Chart 4. Saint Vincent, Foreign Letters and Cards**



burst of foreign mail, associated with the first aid efforts, ended within a year of the eruption and was replaced by a second burst of foreign mail in response to the reconstruction efforts about two years after the eruption.

The specific results described above may not have occurred in response to other such disasters that differ in magnitude and recovery efforts but they indicate the complex process by means of which the mail responds to the disruption caused by such disasters.

**THE EMPIRE TABLES:  
DATA FOR GRENADA, ST. LUCIA,  
ST. VINCENT, TRINIDAD AND TOBAGO,  
BRITISH GUIANA, AND  
TURKS AND CAICOS ISLANDS**

Tables 2-7 below contain the data found in the Empire Tables for six colonies (British Guiana, Grenada, St. Lucia, St. Vincent, Trinidad and Tobago, and Turks and Caicos Islands) during the period 1900-1912. The sources of the data given in these tables are as follows:

Great Britain Board of Trade. *Statistical tables relating to British self-governing dominions, crown colonies, possessions and protectorates*. London: His Majesty's Stationery Office: 1902, Part 27 (for the years 1900-02); 1905, Part 30 (for the years 1903-05); 1907, Part 32 (for the years 1906-07); 1910, Part 35 (for the years 1908-

*Continued on page 20*



10); 1912, Part 38 (for the years 1911-12).

Data for each year appears in several volumes of the Empire Tables. The data for 1905 found in Part 30 was compared to the 1905 data found in Part 32 and the 1910 data found in Part 35 was compared to the 1910 data found in Part 38. The information for each year was exactly the same in the two volumes that were compared.

The data reported for Turks and Caicos Islands for the years 1908-12 appears to be a simple repetition of that reported for 1907 and are probably not accurate information.

Unless otherwise indicated external mail includes both that received by and dispatched from the colony.

**Table 2. British Guiana, Postal Traffic 1900-1912<sup>1</sup>**

Year	Letters	Cards	Total	Printed Matter
1900	1,850,704	38,022	1,850,704	257,062
1901	1,922,099	42,146	1,922,099	300,110
1902	2,078,473	46,657	2,078,473	275,819
1903	2,244,404	55,900	2,244,404	290,212
1904	2,373,157	64,623	2,373,157	335,946
1905	2,306,896	125,008	2,306,896	329,264
1906	2,436,146	140,069	2,571,215	257,803
1907	2,412,878	123,351	2,536,229	267,280
1908	2,486,610	93,964	2,580,574	348,036
1909	2,601,976	68,848	2,670,824	330,772
1910	2,480,244	78,520	2,558,764	339,196
1911	2,455,908	103,038	2,558,946	330,355
1912	2,568,228	65,468	2,633,696	271,648

1. Posted in colony. Does not include foreign mail received.

**Table 3. Grenada, Postal Traffic 1900-1912**

Year	Domestic		External		Total	
	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter
1900	106,038	11,349	181,983	64,819	288,021	76,168
1901	124,576	11,611	209,785	87,885	334,361	99,496
1902	230,360	66,375	210,574	81,253	440,934	147,628
1903	256,679	66,482	213,494	82,433	470,173	148,915
1904	262,756	75,140	267,475	94,666	530,231	169,806
1905	270,478	75,647	239,242	91,104	509,720	166,751
1906	223,184	67,908	223,743	74,802	446,927	142,710
1907	245,271	74,191	239,672	87,985	484,943	162,176
1908	245,908	70,759	236,410	90,308	482,318	161,067
1909	262,148	106,080	247,362	95,659	509,510	201,739
1910	275,915	97,604	275,885	95,481	551,800	193,085
1911	281,085	104,962	289,394	107,049	570,479	212,011
1912	281,749	110,903	296,272	118,082	578,021	228,985

**Table 4. Saint Lucia, Postal Traffic 1900-1912**

Year <sup>1</sup>	Domestic		External		Total	
	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter
1900	52,975	12,325	237,275	81,808	290,250	94,133
1901	58,258	12,817	253,821	76,990	312,079	89,807
1902	60,139	13,421	271,079	82,344	331,218	95,765
1903	64,990	17,350	262,647	102,313	327,637	119,663
1904	66,494	17,051	294,295	122,786	360,789	139,837
1905	90,718	17,333	255,982	106,705	346,700	124,038
1906	84,190	17,404	206,583	76,161	290,773	93,565
1907	89,294	17,689	203,511	62,728	292,805	80,417
1908	92,889	16,691	194,197	69,632	287,086	86,323
1909	96,958	18,330	203,233	80,142	300,191	98,472
1910	95,577	16,997	208,197	83,466	303,774	100,463
1911	94,950	17,302	211,713	71,172	306,663	88,474
1912	94,148	16,451	211,175	74,323	305,323	90,774

1. 1900-1910 Jan. - Dec., All other years April through the following March.



**Table 5. Saint Vincent, Postal Traffic 1900-1912**

Year <sup>1</sup>	Domestic		External		Total	
	Letters & Cards <sup>2</sup>	Printed Matter	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter
1900	29,151	1,823	148,468	32,092	177,619	33,915
1901	28,003	9,466	156,061	35,909	184,064	45,375
1902	24,398	7,040	174,862	46,014	199,260	53,054
1903	38,227	14,459	161,299	47,242	199,526	61,701
1904	77,638	13,944	183,646	49,286	261,284	63,230
1905	69,907	13,500	170,613	49,343	240,520	62,843
1906	65,075	13,065	141,838	41,437	206,913	54,502
1907	67,245	12,753	152,103	37,441	219,348	50,194
1908	76,619	16,354	159,413	44,024	236,032	60,378
1909	76,776	21,086	161,969	51,913	238,745	72,999
1910	93,844	27,378	168,785	49,753	262,629	77,131
1911	100,367	36,881	196,289	64,679	296,656	101,560
1912	100,087	58,425	204,491	93,450	304,578	151,875

1. 1900-1902 Jan. – Dec., All other years April through the following March.
2. Domestic Letters and Cards include Packet Letters transmitted through the Inland Post.

**Table 6. Trinidad and Tobago, Postal Traffic 1900-1912**

Year <sup>1</sup>	Domestic		External		Total	
	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter	Letters & Cards	Printed Matter
1900	598,272	188,028	1,142,034	502,310	1,740,306	690,338
1901	678,444	173,796	1,044,804	359,993	1,723,248	533,789
1902	633,480	174,216	1,124,488	454,525	1,757,968	628,741
1903	772,656	280,752	1,271,110	485,725	2,043,766	766,477
1904	894,168	269,640	1,407,236	574,694	2,301,404	844,334
1905	1,040,234	314,314	1,598,283	489,496	2,638,517	803,810
1906	785,902	235,426	1,056,673	411,566	1,842,575	646,992
1907	898,848	235,304	1,038,993	483,026	1,937,841	718,330
1908	815,256	288,360	1,484,898	568,728	2,300,154	857,088
1909	986,256	409,008	1,607,856	590,620	2,594,112	999,628
1910	1,021,152	331,416	1,803,664	585,845	2,824,816	917,261
1911	3,868,372	540,542	1,990,271	671,006	5,858,643	1,211,548
1912	3,946,248	748,408	2,361,819	742,933	6,308,067	1,491,341

1. 1900 Jan. – Dec., all other years April through following March

**Table 7. Turks and Caicos Islands, Postal Traffic 1900-1912.<sup>1</sup>**

Year	Letters & Cards	Printed Matter
1900	28,122	24,153
1901	29,502	24,131
1902	27,400	24,140
1903	31,400	21,275
1904	33,300	20,450
1905	34,625	22,225
1906	34,370	22,625
1907	35,250	21,300
1908	35,250	21,300
1909	35,250	21,300
1910	35,250	21,300
1911	35,250	21,300
1912	35,250	21,300

1. External mail only, both despatched and received.

**ENDNOTES**

<sup>1</sup>The initial article in this series appeared in the *British Caribbean Philatelic Journal*, Vol. 45, No 4, Whole No. 217, October-December 2005. The second article was published in the *British Caribbean Philatelic Journal*, Vol. 46, No. 2, Whole No. 219, April-June 2006.

<sup>2</sup>Data for the other colonies will be found in *British Caribbean Philatelic Journal (ibid)*.

<sup>3</sup> *Statistical Department, Board of Trade. Statistical Abstracts for the several British Overseas Dominions and Protectorates in each year from 1909 to 1923 (57th Number)*. London: His Majesty's Stationery Office, 1926, 370.

<sup>4</sup> *Ibid*.



# St. Vincent machine cancels

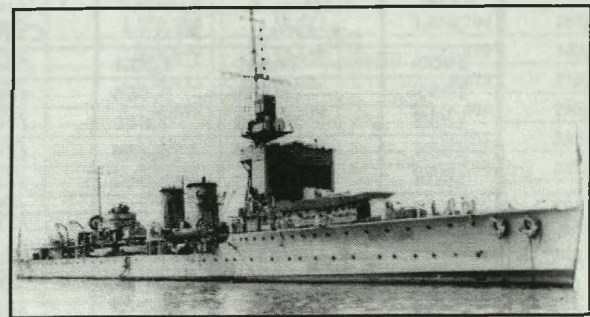
By Peter Elias

*St. Vincent Study Group Leader*

One of my St. Vincent "sideline" collections is the machine canceller that was in use in St. Vincent. Unfortunately I do mean "was," since sometime in the late 1990s when I inquired about it (I sent a list of 20 questions...), the response was "it's broke." I asked about it again during our visit to the St. Vincent Postal Corporation in May, but no one knew anything about the machine. The guess was that the non-functioning machine was most likely disposed of. All mail appears to be cancelled / postmarked by hand at this point.

St. Vincent's use of a machine cancellation device goes back to at least 1937 and goes through at least 1989. Below is a list of machine cancels that I have in my own collection (except the three of the four from the 1930s).

My earliest cover appears to be from March 3, 1937 with a rather a weak strike on a cacheted cover announcing the visit of the HMS *Dragon* in St. Vincent (from March 3 - 7, 1937). See photo of the ship (obtained from <http://>



*HMS Dragon, 1919*

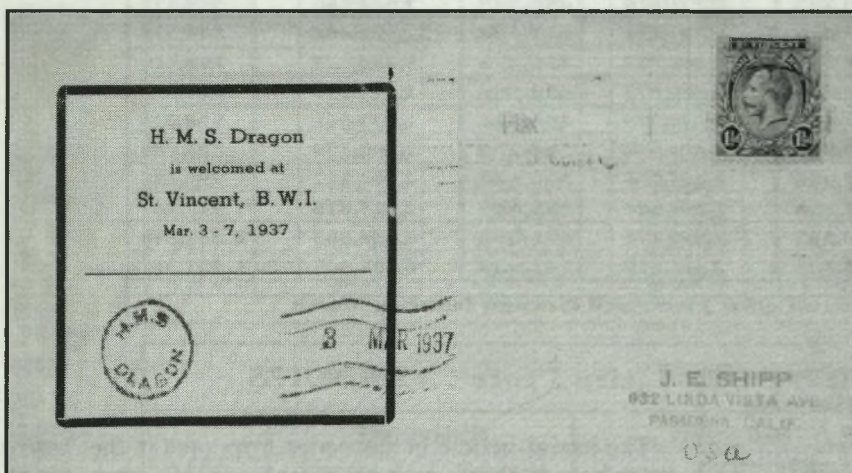
In digging through some old correspondence, I found a letter sent to me, dated March 20, 1979 written by Adam Paish, who was at the time the Manager of the St. Vincent Philatelic Services:

"We have a machine cancellator at the General Post Office, Kingstown. It is a 'Universal Postal Frankers' letter stamping machine Model DD, Patent No: 2488, which is used sometimes at Christmas. I do not know how long it has been in operation, but I understand it was used during October 1978 in preparation for the large Christmas mailings. It apparently 'blew up' as it has in the past, and has not since been repaired. We have no date plugs for the machine at present and therefore it cannot be used."

My comments regarding this statement: I do not have any samples dated 1978 nor 1979 (when the letter was written); however, the machine must have been fixed after the letter was written, since I do have a 1980 date in my collection. Furthermore, sometime after 1981, they must have gotten new date slugs which would explain the change from "Kingstown, St Vincent" to "GPO St. Vincent

& Grenadines." But there seems to be a big gap between 1980 and 1988.

I did some searching on the Internet and came up with a picture believed to be of a Universal Postal Frankers Model DD machine (at the Australian website <http://www.powerhousemuseum.com>) and have found a picture of a device described as: "95/259/14 Postmarking machine and part, Universal DD, metal/plastic, Universal Postal Frankers Ltd, United Kingdom, [1920]."



*Cover welcoming the HMS Dragon to St. Vincent March 3-7, 1937.*

[www.battleships-cruisers.co.uk/d\\_class.htm](http://www.battleships-cruisers.co.uk/d_class.htm)).

It would appear that the "KINGSTOWN, ST. VINCENT B.W.I" date slug was used from 1937 to at least 1980 (my last example). After that, there was a switch to the date slug reading "GPO ST. VINCENT & GRENADINES," which I have examples of from 1988 to 1989, after which I have not seen any more machine cancels.

As you can tell from the list below, the slogans were changed periodically and sometimes just simple wavy "killer bars" were in use.

*Continued on page 24*



**MACHINE CANCEL SLOGAN / KILLER LISTING**  
**KINGSTOWN, ST. VINCENT B.W.I.**

YEAR	MONTH/DAY	TIME	KILLER BAR or SLOGAN
1937(?)			"SEA ISLAND COTTON / FOR QUALITY AND COMFORT" <i>Note: Date based on HMS Dragon postmark</i>
1937	October 19	6 a.m.	"SEA ISLAND COTTON / FOR / QUALITY AND COMFORT" <i>Note: Above example seen at dealer at APS Stampshow, Orlando, Aug. 1996</i>
1937			"St. Vincent Arrowroot A Wholesome Food" <i>Note: Seen at postalhistory.com.</i>
1938			"SEA ISLAND COTTON / FOR / QUALITY AND COMFORT" <i>Note: Seen at postalhistory.com</i>
1955	March 29	3:15 p.m.	"PRINCESS ALICE APPEAL" <i>Note: Seen on eBay</i>
1957	December	10:45 a.m.	"St. Vincent For Health and Beauty"
1958	October 27	10:45 a.m.	Killer bars
1958	December 11	3 p.m.	"St. Vincent For / Health and Beauty"
1961	June 21	12:15 p.m.	"St. Vincent For / Health and Beauty"
1961	July 31	10 a.m.	"See The West Indies on the Fe..... Shipping Service"
1961	August 24	10 a.m.	"See The West Indies on the F..... Shipping Service"
1969	January 14	3:15 p.m.	"St. Vincent For / Health and Beauty"
1969	May 30	3:15 p.m.	"St. Vincent For / Health and Beauty"
1969	June 2	3:15 p.m.	"St. Vincent For / Health and Beauty"
1969	June 4	10 a.m.	"St. Vincent For / Health and Beauty"
1969	June 7	11:45 p.m.	"St. Vincent For / Health and Beauty"
1969	July 23	10:45 a.m.	"St. Vincent For / Health and Beauty"
1969	November 29	10 a.m.	Killer bars
1970	March 31	3 p.m.	Killer bars
1970	April 3	10 a.m.	Killer bars
1970	May 30	10 a.m.	Killer bars
1970	June 24	3 p.m.	Killer bars
1970	July 20	3 p.m.	Killer bars
1970	July 27	3 p.m.	Killer bars
1970	October 13	3 p.m.	"St. Vincent For / Health and Beauty"
1970	October 14	3 p.m.	"St. Vincent For / Health and Beauty"
1970	October 19	3 p.m.	"St. Vincent For / Health and Beauty"
1970	November 25	3:30 p.m.	"St. Vincent For / Health and Beauty"
1971	January 23	3 p.m.	Killer bars
197(?)	August 20	3 p.m.	"For Better / Economy / Plan Your Family"
197(?)	August 21	11 a.m.	"For Better / Economy / Plan Your Family"
197(5?)	August 20	3 p.m.	"For Better / Economy / Plan Your Family"
197(5?)	August 25	3 p.m.	"For Better / Economy / Plan Your Family"
1976	August 13	3 p.m.	"For Better / Economy / Plan Your Family"
1976	November 27	11 a.m.	"For Better / Economy / Plan Your Family"
1980	August 1	11 a.m.	"Beautiful Beautiful Sands SVPS Stamps

**GPO ST. VINCENT & GRENADINES**

1988	August 12	10 a.m.	Killer bars (2 examples)
1988	December 21	10 a.m.	"Beautiful Beautiful Sands SVPS Stamps"
1989	February 10	10 a.m.	"Beautiful Beautiful Sands SVPS Stamps
1989	July 28	10 a.m.	Same

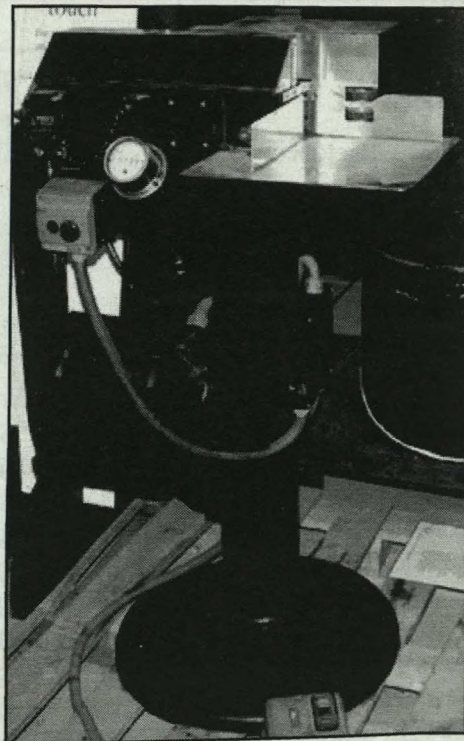


# St. Vincent machine cancels

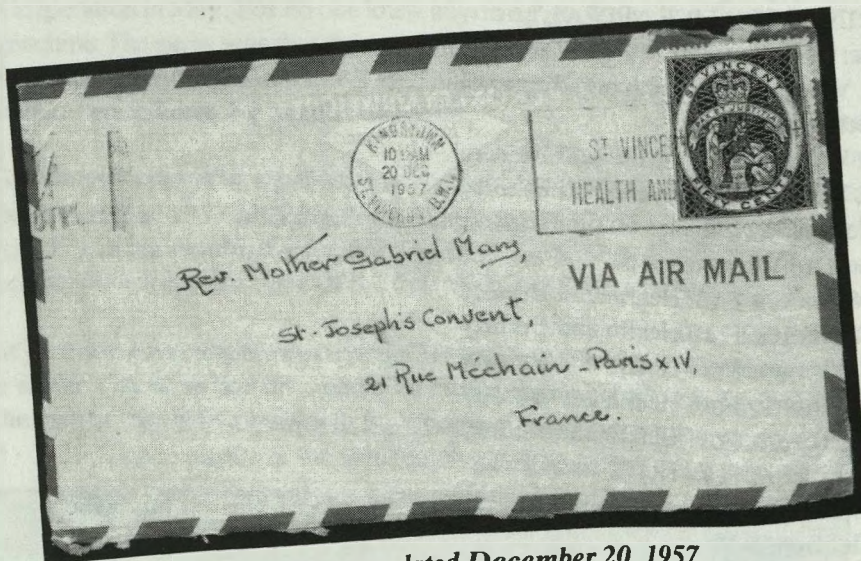
Text continued from page 22

It was not easy capturing the image because it was very small. Another image of a Model D was obtained from the British Postal Museum & Archives web site at <http://catalogue.postalheritage.org.uk>.

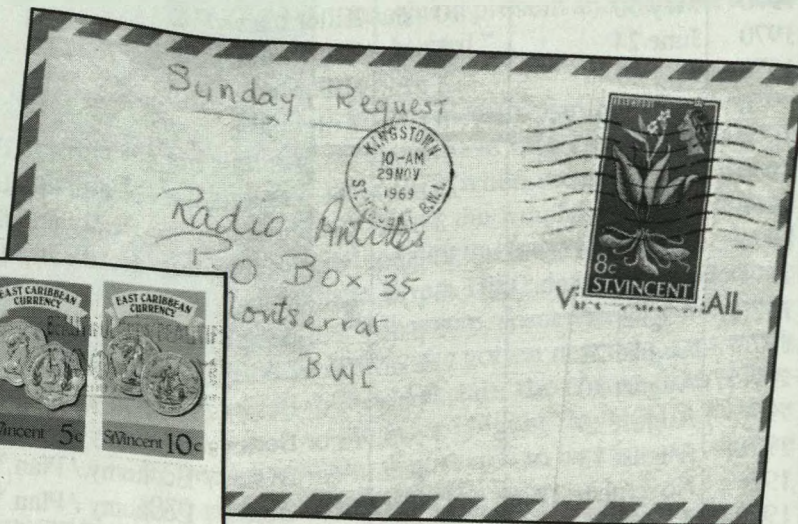
If anyone can send me any additional dates & slogan/killer bar usages, that would help get a better idea of when these were in use. Please send electronic mail to me at [info@stvincentstamps.com](mailto:info@stvincentstamps.com).



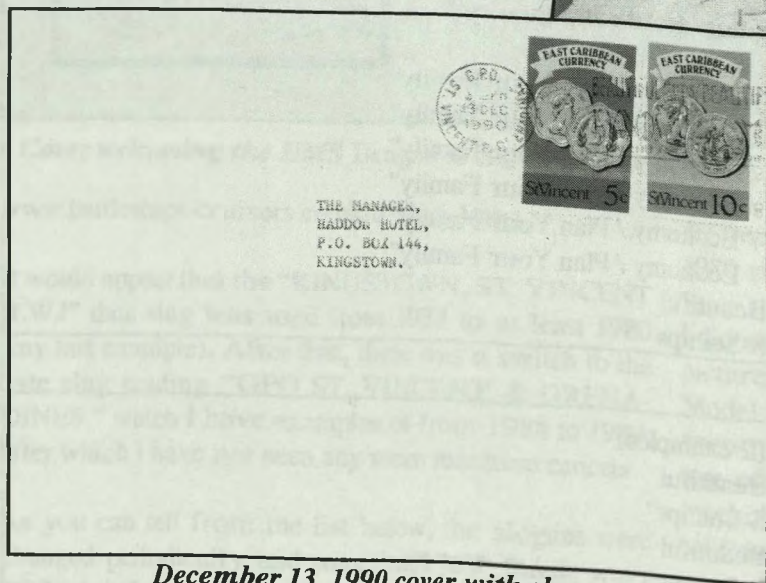
Machine canceller



St. Vincent cover dated December 20, 1957.



November 29, 1969 cover with killer bars.



December 13, 1990 cover with slogan.

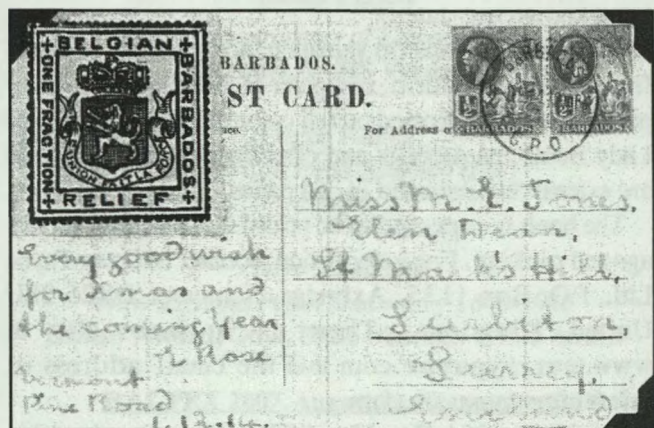


# More on Belgian Relief Fund Labels of Barbados

By Dr. Eric M. Bateson  
Of Australia

Since my article on the Belgian Relief Fund Labels of Barbados was printed last July (*BCPSG Journal* Vol. 47, No. 3, July, 2007), I have received several relevant communications which may be of interest.

First, I received a report of another label on a cover (*Figure 1*) which now increases the number I previously found in auction catalogues and including my own to six on covers. Second, in the original article, I said that I had never seen a complete sheet of the Trinidad Red Cross labels. I now stand corrected for I received a photocopy of a complete sheet (*Figure 2*) and also a personal communication from Dr. Reuben Ramkissoon informing me



*Figure 1: A cover from Barbados to the United Kingdom with one of the Belgian Relief Fund labels. From the collection of Frank Deacon by courtesy of Steve Jarvis, editor of the BWI Study Circle Bulletin.*

that he has seen nearly six complete sheets. A further report of a complete sheet from the collection of John Davis appeared in the October-December issue of this journal (*BCPSG Journal* Vol. 47, No. 4, p. 20)

Dr. Ramkissoon discussed the rarity factor of the labels in an email communication with James H. Gordon of Seminole, Florida, and that email is repeated here with permission of both parties:

“A comprehensive article can be found, based on my collection ‘Postage Stamp for a Day -- The Trinidad World

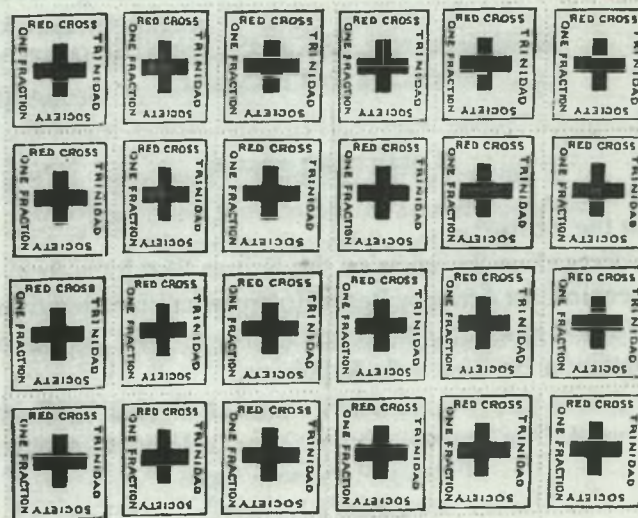
War I Red Cross Label’ in *American Philatelist* (Vol. 118, No. 12, Whole Number 1,247:1072-1083, December 2004).

“Regarding whole panes of 24: I have seen about six. Nearly a century later, it is unlikely that many more will surface, so I would say there may be 20 such available. These come in two types of paper: white, very rarely seen, and ivory, which is practically all examples. Multiples are rarely encountered.

“In mint, I have:

- a tete-beche pair (evidence that these were printed in sheets of 48 or 96, and cut into panes of 24);
- a block of six, 2x3, ivory paper, plated for the six major types;
- a block of nine, 3x3, white paper, showing perforation shifts, both vertical and horizontal planes, used, very rarely encountered.

“Used are very rarely encountered. I have a vertical pair on cover, city address. I did have a second pair on cover which was sold. Forgeries of cancellations are known. I have one and have seen another.”



*Figure 2: A complete sheet of the Trinidad Red Cross labels from the collection of James Gordon of Seminole, Florida.*



## LETTERS

## British West India Regiment in East Africa

## To the Editor:

The article by Regis Hoffman in Vol. 47, No. 4 (October-December 2007, p. 13-15.) has been brought to my attention. Although I am not a member of your society, I thought that I should respond, as I am often scathing about other collectors who possess information but refuse to share it.

I am a member of the East Africa Study Circle and I have seen a number of these "Litchford" letters. The correspondence came onto the market a few years ago and has since been broken up. There can be no doubt that Rowland Litchford served with the 2nd West India Regiment. Indeed, there have been two articles published in *BEA*, the East Africa Study Circle journal, dealing with the contents of some of his letters. I should have thought that Mr. Hoffman would have seen these, in fact.

The covers themselves are often unspectacular, sometimes bearing no postal markings of any kind, but their interest lies mainly in the contents. Major Rowland was responsible for censoring his own letters, but apparently didn't, as they often contain information that would certainly otherwise have been deleted! They can, therefore, be very interesting in places. If Mr. Hoffman has not read the complete contents of his, then I would suggest that he should. Anyway, in response to the question posted with regard to the inscription on the bottom left of the cover illustrated in the article, this reads, "R Litchford Major 2/W.I.R."

Bill Clark  
1 Finnockbog Drive  
Inverkip Greenock  
Renfrewshire PA16 0DQ  
Scotland

## Confirming answer

## To the Editor:

Regarding the article on the British West India Regiment in East Africa by Regis Hoffman, my interpretation of his Figure 2 is "R. Litchford Major 2/W.I.B." (2nd Battalion Br. West India Regiment.)"

M.N. Oliver  
United Kingdom

## Editor's Note:

Mary Gleadall of Barbados will discuss *The British West Indies Regiment and the West India Regiment in a forthcoming article in the April 2008 issue.*

# New book coming on BWI postmarks

An important new book, *An Encyclopaedia of British West Indies Postmark George VI (1937-1956)* is due for publication in February 2008. Written by leading markophilist David Horry and edited by Dickon Pollard, the book is being published by Murray Payne of Axbridge, England. The book is expected to be first available at Philatex in London on February 21.

Over 2,500 postmarks from 21 colonies are fully illustrated and for the first time are printed in color where applicable. They are arranged in sibling groups for ease of identification and there are alphabetical checklists of all the post offices and their postmarks by colony, including Bermuda and British Honduras. Every postmark is valued, using a scarcity rating that will benefit both collectors and dealers. Each postmark has an earliest and last recorded date, with a full description, for easy identification. Some 50 cancellations previously unrecorded are included, and there are hundreds of new earliest and latest known use dates.

There are sections on valuation, nomenclature, classification, identification, computer techniques, and every post office is positioned on full color maps. Airmails, the Lady Boats, paquebots and other marine cancellations are extensively covered in 384 pages.

The book is expected to be priced at £39.95 plus postage and packing. For information, contact Murray Payne Ltd., P.O. Box 1135, Axbridge, Somerset BS26 2EU United Kingdom. There is a web site at [www.murraypayne.com](http://www.murraypayne.com) and the email address is: [info@murraypayne.com](mailto:info@murraypayne.com).

In addition, Mr. Horry, a well-known writer based in the United Kingdom, has started a series of articles for *Gibbons Stamp Monthly* on the background of the book. Scheduled for January 2008 is an article on Trinidad, and Jamaica is planned for February 2008, and Bahamas is slated for April. Each article will be around 1,500 words with several illustrations.

## WANTED

Scans, copies of, or information about printed matter mailed to, from or transiting Danish West Indies up to 1900. Also, newspaper wrappers from any BWI area to England.

**Arnold Sorensen**  
email: [Valbydwi@hotmail.com](mailto:Valbydwi@hotmail.com)



# BCPSG Exhibits and Awards

By Paul Larsen  
Awards Chairman

Following is a listing of recent British Caribbean Philatelic Study Group (BCPSG) member exhibit participants and awards.

**National Topical Stamp Show 2007, June 15-17**  
**Irving, Texas**

Peter Elias  
*4 Rings - The History of Audi*  
Silver

**STAMPSHOW 2007, August 9-12**  
**Portland, Oregon**

George Bowman  
*Railroad Traveling Post Offices in Victoria*  
Vermeil

Jerome Kasper  
*Aerogrammes of Ethiopia*  
Vermeil, AAMS Vermeil

Everett Parker  
*British Caribbean Journal (Lit.)*  
Silver

Steve Schumann  
*New Zealand Postal Stationery 1876-1940*  
Grand Award, Gold, UPSS Marcus White Award

**BALPEX 2007, August 31-September 2**  
**Hunt Valley, Maryland**

Raymond Murphy  
*Jamaican Tourism - Foundation, Growth, Impact*  
Vermeil, AAPE Award

**MILCOPEX 2007, September 14-16**  
**Milwaukee, Wisconsin**

Reuben Ramkissoon  
*Independent Anguilla, British West Indies, 1927-2000*  
Silver

**EXPOSITION INTERNACIONAL DE FILATELICA**  
**September 24-October 1, 2007**  
**Bogota, Columbia**

Reuben Ramkissoon  
*Development of the United States Lunar Explorations*

Gold

*The Trinidad WWI Red Cross Charity Label That Became a Postage Stamp (SF)*

Gold

**XVI EXPOSITION FILATELICA NACIONAL**  
**October 11-16, San Jose, Costa Rica**

Reuben Ramkissoon  
*Development of the United States Lunar Explorations*  
Gold

**SESCAL 2007, October 12-14**  
**Los Angeles, California**

Jerome Kasper  
*Aerogrammes of Ethiopia*  
Vermeil, UPSS Marcus White Award  
*Aerogrammes of Iceland*  
Silver

**AEROPHILATELY, October 19-21**  
**Bellefonte, Pennsylvania**

John Cress  
*Up and Over ... Down Under*  
Gold, *Das Jahr Hundert der Zeppelin* by Hagedorn & Sollors

Jerome Kasper  
*Illustrated WW2 British Military Airletters*  
Gold, APS 1940-1980 Medal,  
UPSS Marcus White Award

**CHICAGOPEX 2007, November 16-18**  
**Arlington Heights, Illinois**

Peter Flynn  
*Intercepted in Bermuda, the Censorship of Transatlantic Mail during the Second World War*  
Literature Grand Award, Gold

Reuben Ramkissoon  
*Airletter Sheets (Aerogrammes) of Trinidad & Tobago 1943-1995*  
Gold, BCPSG Medal, UPSS Marcus White Medal  
*Trinidad Connections of the 1931 Dornier DO-X Return South America Flight (SF)*  
Gold, BCPSG Medal  
*A Philatelic Handbook on Mohandus Karamchand Gandhi (Mahatma Gandhi)*  
Vermeil, Indian Study Circle Scinde Dawk Medal



# President's Message

By Jack Harwood

**H**appy New Year to each of you! I extend my personal best wishes to you and your families for a prosperous and peaceful New Year. 2008 promises to be an interesting year for our group, and I hope you will join us in some of the activities.

The annual meeting will take place at WESTPEX in San Francisco, April 25-27. Please plan to attend. A large number of members are expected, and the exhibition is one of the nation's finest. Exhibit frames are still available (entries close January 31), so please don't hesitate to enter your exhibit. We would like to fill as many frames as possible with British Caribbean exhibits. Consult the website, [www.westpex.com](http://www.westpex.com), for information on hotels, transportation and show activities.

Among other things, we expect to have an excellent auction at our meeting, with many outstanding lots offered. There is still time to submit lots to Auction Manager Howie Austin, but you need to do so very quickly. The auction catalog, including color photos of lots, should be available in March.

You will notice one significant change to this *Journal*, with color introduced for the first time. As the relative cost of color printing continues to decline, we hope to add more color pages in the future. And, by the way, this journal was awarded a Silver Medal at the 2007 APS show in Portland. Congratulations to our Editor, Everett Parker, for his continued good work and its recognition by the literature judges.

Two new Study Group Leaders have been appointed. Federico Borromeo replaces John Tyacke as Study Group Leader for Nevis. John has served for many years, and we thank him for outstanding and faithful service. Federico is one of the world's leading experts on Nevis, so we are pleased he has accepted this appointment. Robert Devaux replaces John Gardner as Study Group Leader for St. Lucia. John has also been a long-time leader, and likewise, we are grateful to him for outstanding and faithful service. Robert, who is a resident in St. Lucia, is also a leading expert in his field. Don't hesitate to contact either new leader if you have questions or thoughts to share. Contact information is located inside the front cover.

We rather urgently need an Advertising Manager. This position entails a minimum of effort, but advertising revenue is very important to our financial health. The pri-

mary task is mailing a simple periodic form letter to dealers who advertise BWI material, soliciting their advertisements for the *Journal*. Verification of incoming payments for those ads is the only other component of the job. Can you spare a few hours a year to help your society in this critical need? If so, please contact the president.



You will no doubt have noticed a small increase in the cost of membership. This is the first increase in almost 20 years, so I sincerely hope it will not deter your renewal. Membership continues to be a bargain.

Speaking of membership, please take a few minutes to tell the members of your local club about the BCPSG. I was stunned to find that virtually none of the members of my local club knew about our group. I showed a few examples of the *Journal* and talked briefly about the group, and signed up a new member. Print a membership application from our web site, take along a couple BCPJ issues, and ask for two minutes at your club meeting. If each of us did this, I believe we would locate a number of new members. There are other things you can do, too. Peter Elias wrote an excellent article about our visit to St. Vincent, published in *Global Stamp News*. If you are writing for one publication or another, please include a reference to the BCPSG and the web site.

Finally, I thank you for your continued support, and hope to see many of you in San Francisco.

## Montserrat talk by Dr. McCann

BCPSG member Dr. Peter P. McCann will discuss "Montserrat Postal History" at the Collectors Club of San Francisco meeting which will take place the Wednesday before WESTPEX (April 23) at the Marriott Hotel.

It is a dinner meeting starting at 6 p.m. For reservations, contact Stephen D. Schumann, 2417 Cabrillo Dr., Hayward, CA 94545.



# Membership Director's Report — By Bob Stewart

## New Members

All new applicants listed in the last issue of the Journal have been accepted as members of the British Caribbean Philatelic Study Group. Congratulations and welcome to the Group.

## New Applicants

**Wilfred Greenway**, 201 Saint Pauls Ave., 17k, Jersey City, NJ 07306-3770 USA. Philatelic interests: British Guiana, Barbados, Trinidad, St. Vincent and other British Caribbean islands. APS member. Sponsored by Bob Stewart.

**Jerome Petersen**, 3102 NE 103rd Pl. #6, Portland, OR 97220-2857 USA. Email: mine25242@hotmail.com. APS member. Part time dealer. Philatelic interests: Bahamas, Bermuda, Cayman Islands, Montserrat, Trinidad & Tobago, British Virgin Islands. Sponsored by Bob Stewart.

**Samuel R. Partain**, P.O. Box 1502, Duxbury, MA 02331-1502. APS member. Philatelic interests: Postal history of BWI and DWI (early issues and covers). Sponsored by Bob Stewart.

**Gene Fricks**, 25 Murray Way, Blackwood, NJ 08012-4400 USA. Email: genefricks@comcast.net. APS member. Philatelic interests: British Honduras/Belize, modern France, Ireland, literature. Sponsored by Dr. Peter McCann.

## Change of Address

Dr. Fritz Roett, 214 Elgin Manor SE, Suite 503, Calgary, AB T2Z 4N4 CANADA. Email: fritzroett@yahoo.ca.  
Jeffrey K. Weiss, P.O. Box 630, East Machias, ME 04639-0630 USA

Dempsey J. Prappas, 4899 Montrose Bl., Apt. 1301, Houston, TX 77006-6169 USA

William B. Ashley, 332 Bayview St., San Rafael, CA 94901-4934 USA

David Lethbridge, 60 Ledram Road, St. Austell, Cornwall PL25 5HG UNITED KINGDOM

**The 2008 dues renewal application is included in this copy of the Journal. To find out if your membership dues are now due, please check out the upper right hand corner above your last name on the mailing label to see your dues status. The year listed is the year you have paid through. If it shows 2007, your dues are up for renewal now. You should fill out the included dues renewal application and return it as per instructions. If your mailing label shows 2008 or later, your dues are not due but you can add additional years or make a donation by sending payment per the instructions. Email me with any question. We will NOT be mailing additional renewal notices!**

*If any member has information, such as a change of address, to be included in the Membership Director's Report, please contact me, either by mail (see inside front cover of the Journal) or by email, at [stewart99@comcast.net](mailto:stewart99@comcast.net)*

## Payments to the BCPSG via PayPal

Payments to the BCPSG can be easily made via PayPal. PayPal is simple to use, quick and secure.

Payments can be made for subscription renewals, donations to the various funds such as the General Fund, The Addiss Memorial and Publication Funds and the Robert J. Cooley Awards Fund.

To make payments to the BCPSG via PayPal:

- (1) Go to: [www.PayPal.Com](http://www.PayPal.Com)
- (2) Follow the simple instructions for making a payment.
- (3) Payment should be made to: [bcpsg2005@SBCGlobal.Net](mailto:bcpsg2005@SBCGlobal.Net)
- (4) You can pay using any currency, but you should specify that the payment from PayPal to the BCPSG should be converted into U.S. dollars. Payments made in other currencies must be converted into U.S. dollars and the BCPSG incurs an additional charge.

*If you have any problems, please contact your Treasurer.*

## CAYMAN ISLANDS By Richard Maisel

The third of our occasional series devoted to Classic Collections, this describes Richard Maisel's superb Large Gold Medal collection. Lavishly illustrated in colour, this booklet relates the progression of Cayman Islands philately from the earliest use of the Jamaican stamps, through the development of first Queen Victoria keyplate designs up to the pictorial issues of the King George V period. **Price: £12.00 (Approx. \$22.80).** BWISC Members' discount £2.00 (Approx. \$3.80).

This book is available now and can be ordered from David Druett of Pennymead Auctions at 1, Brewerton Street, Knaresborough, N. YORKS, HG5 8AZ UK or via e-mail at [Pennmead@aol.com](mailto:Pennmead@aol.com), or via Telephone at 0044 (0)1423 865962 or Fax at 0044(0)1423547057. Please advise if airmail or surface mail is required for overseas orders.

**NOTE: Post & packing are extra.**



## STEAMSHIP LINES TO THE CARIBBEAN VOLUME 1

By Michael R. Rego

This book, the first of 4 volumes, covers two of the most important lines, the Royal Mail Line and Hamburg-American Line. The format details the history of each line, advertisements of the time, route structure, listings of offices and agents, any local stamps used, agents markings and ship markings, together with illustrations of some of the ships themselves and a Fleet List. This softbacked book of approximately 230 pages will be a welcome addition to every British West Indies collector's library.

**PRICE: £36.00 (BWISC member's discount £4.00)**

This book is available now and can be ordered from

**David Druett of Pennymead Auctions at  
1, Brewerton Street, Knaresborough,  
N. YORKS, HG5 8AZ, U.K.**

or via email at

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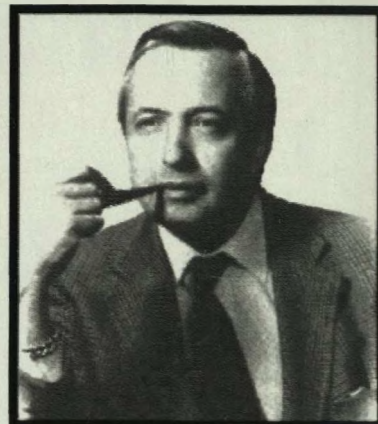
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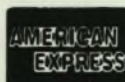
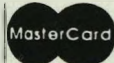
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