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BULLETIN No. 54 SEPTEMBER 1967

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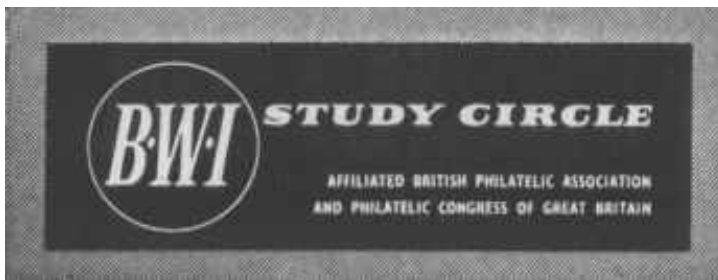
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AUTUMN MEETING

This will be held in the British Philatelic Association Boardroom at 446 Strand, London, W.C.2, on Saturday, September 30th, 1967, at 3 p.m. It is hoped that a display of GRENADA will be given by J. L. Messenger.

NOTES AND QUERIES

BRITISH WEST INDIES

MAIL BOAT SERVICE

(Continued from Bulletin No. 52, page 13).

At the conclusion of the Napoleonic War steps were taken immediately to reduce the Mail Boat Service to a Peacetime establishment, and a notice was sent accordingly to Messrs. Kentish on 19 Oct. 1815. In reply Thomas Kentish pointed out that the peace time terms had not been altered since the beginning of the Service in 1793, although costs had risen considerably since that time. Freeling therefore asked Pairman, the deputy Postmaster General of Barbados, to obtain local opinion as to what would be considered a fair price for such work.

Having considered the reply from Pairman, and consulted Kentish, Freeling proposed the following terms, which were finally approved by the P.M.G. (Chichester):

3 Boats employed to the Leeward Islands carrying	
7 men, Officers included, at £200 each per Quarter	£2,400
2 Boats employed to Windward carrying 7 men each,	
Officers included, at £250 each per Quarter	<u>£2,000</u>
	<u>£4,000</u>

In 1820 G. H. Freeling, the Assistant Secretary and son of Francis Freeling, was sent out to report on the whole of the postal services in the West Indies. As far as the Mail Boat Service was concerned his report examined existing types of vessels and routes, and made recommendations for improvements. He lists the vessels in the Service:

BRITISH WEST INDIES (contd.)

□ Schooner	Mackay	67 9/94 tons
"	Andrew Edwards	66
"	Eleanor	64
"	Henry Freeling	59
"	Matthew King	56 72/94
Sloop	Anne & Eliza	41
"	Francis Freeling	38

"When I was at Antigua, the Lady Georgiana of 31 tons only, was running as a substitute for a Regular Boat which had been lost - she made some uncommonly fine Passages, but I felt it my duty to call upon the Contractor to introduce another in her place; and I find since my return that he has replaced her by the Ann & Eliza."

He goes on to state that these boats were in every respect suitable for the service. He pays particular tribute to the manner in which the firm of Kentish were carrying out their duties. He admits that there had been a few instances when there had been insufficient Mail Boats at Barbados on the arrival of a Packet owing to the necessity of going to Antigua if in need of repair. "This in future will be provided against as I required the Contractor to appoint an Agent at Barbados to whom the Postmaster might apply for a vessel in the event of there being a deficiency in the regular Mail Boats."

Freeling then gives the existing Packet and Mail Boat routes, followed by suggestions for improvement:

"THE JAMAICA PACKET remains at Barbados 24 hours, and proceeds to St. Vincents and Grenada, at which Islands she merely lands the Mails, and makes sail for Jamaica. The day after the arrival of the Packet, three Mail Boats are dispatched, viz. one to Berbice, where she remains 2 days, thence to Demerara, where she remains 4, and touching at Barbados for a few hours, follows the Leeward Island Packet, which had arrived and gone on among the Islands, during the time the Mail Boat was at Demerara. This Mail Boat generally overtakes the Packet at Antigua, and having put the Mails on Board, returns to Barbados direct.

A second conveys the Mails for Tobago and Trinidad, at each of which Islands she remains 12 hours, and touching at Grenada and St. Vincents, returns to Barbados.

A third proceeds to St. Lucia landing the Mail at Pidgeon Island; to St. Pierres, Martinique; Dominique, Guadaloupe, Antigua, Montserrat, Nevis, and lastly to St. Kitts. From St. Kitts she returns to Antigua direct, and from Antigua to Barbados, touching on her way at Dominique and St. Lucia. THE LEEWARD ISLAND PACKET after remaining 48 hours at Barbados, proceeds to St. Lucia, where she stays 48 hours; drops the Mail at Martinique; Dominique,

remaining 48 hours; lands the Mail at Guadaloupe; Antigua, where she stays 48 hours; Montserrat, 24 hours; and landing the Mail at Nevis goes on to St. Kitts, where she remains 3 days, whence she proceeds to Tortola, where she stays 24 hours, and thence to St. Thomas.

The day after the arrival of the Packet, three Mail Boats are dispatched, one for Berbice and Demerara, as before, remaining 48 hours at each, and then proceeding to St. Kitts.

Another carries the Mail for Tobago and Trinidad; and a third, those for St. Vincents and Grenada, remaining at each Island 48 hours; the two Boats meet at Grenada, whence one proceeds to overtake the Leeward Island Packet at St. Kitts, and the other returns to Barbados direct."

Freeling then outlines his suggestions for Improvements :-

THE JAMAICA PACKET. No alterations suggested, now that his recommendation that the Packet should drop the Mail at Grenada on her way to Jamaica. He resisted a request that Trinidad should have a separate Boat direct from Barbados, because "if granted in one Instance, every other Island would have a right to demand a separate Establishment for itself."

THE LEEWARD ISLAND PACKET. The existing route of the Packet was Barbados, St. Lucia, Martinique, Dominique, Guadaloupe, Antigua, Montserrat, Nevis, St. Kitts, Tortola, and St. Thomas. Owing to the practice of the Packet staying 48 hours at each of the English islands, the Packet was at least 21 days, and often 24 or 25 days before she cleared the islands. Consequently many of the inhabitants were willing to pay a premium to any ship which would sail with the Mail from Barbados for a particular island immediately after the arrival of the Packet. Also, by this system, each island had only 48 hours in which to answer its correspondence, Freeling therefore proposed:

The Packet should proceed through the Islands on its present route, *but that she should not anchor*, merely sending the Mails ashore, until she reaches St. Thomas, which she should reach in 8 days.

Eight days after the Packet has left Barbados, a Mail Boat should follow the same course, touching at the various Islands, without anchoring, taking the Bags for England and the Bags of Island Letters for the respective Islands to Leeward. She should arrive at St. Thomas in 8 days.

The Mail Boat with the Letters from Tobago, Trinidad, Grenada, and St. Vincent should go to St. Thomas and not to St. Kitts.

Of the two Mail Boats which would go to St. Thomas one would return direct to Barbados and the other would call at the various Islands on her way back to pick up Return Letters for those to Windward. "By this arrangement every Island would have 8 clear days in which to answer its Letters, instead of

BRITISH WEST INDIES (contd.)

48 hours as at present. The Islands to Leeward would receive theirs many days, and in some Instances, weeks earlier (e.g. Antigua on the 4th instead of the 10th day, and St. Kitts on the 6th instead of the 16th) the Packet would be clear of the Islands about a week earlier than under the present System, thus bringing these Colonies a week nearer to the Mother Country in point of its Correspondence."

He suggested further that an additional Mail Boat should be employed. With the former suggestion, a saving in Packet Boat expenditure - due to the Packets returning to Falmouth in 12 instead of 13 weeks - would offset the additional expenditure on a Mail Boat.

To give full effect to this proposal it would be necessary to impress upon the Authorities in the West Indies that the Packets and Mail Boats "shall not be detained under any pretence." Further slight savings in time could be made by (a) the Packets not remaining more than 12 hours at Barbados; and (b) the Mail Boats being dispatched on the evening of the day on which the Packet arrives.

The Mail Boat for the Guiana Coast should call *first* at Demerara and *then* at Berbice.

These arrangements were approved by the Postmaster General on 28 August 1820, and the new system commenced with the sailing of the Packet from Falmouth on the 23rd September. Upon their return to Falmouth the Packet Captains were instructed to transmit together with their journals, "the abstract of the Mail Boats' arrival and departure at the respective Islands, which the Masters have been desired to deliver with the Mails."

L. E. Britnor

The following pages, continued from Bulletin No. 52, March, 1967, page 7, are reprinted from a book belonging to Mr. M. H. Ludington entitled GENERAL INSTRUCTIONS TO A POSTMASTER IN THE BRITISH WEST INDIES.

Further pages will be reprinted in future issues of the Bulletin.

Editor

Scale of Rates to, and through France and to Belgium

22. - On Letters for France, or *passing through France* or for *Belgium* the scale of Rates is as follows:

	British	Foreign
A Letter weighing under ¼ ounce	one	one
A Letter weighing ¼ oz. and not exceeding ½ oz.	one	two
" exceeding ½ oz. and under.....	¾ oz.	two " three
" weighing ¾ oz. and not exceeding 1 oz.	two	four
" exceeding 1 oz. and under	1¼ oz. ..	four " five

It must be observed that the *English* and *French*, or *Belgian*, modes of charging by weight differ: a Letter not being liable to an increased *British Rate unless it exceed the half ounce* or *ounce*; while an additional *Foreign Rate* is chargeable if it actually *attain, though it do not exceed, the quarter, half, three quarters of an ounce, or an ounce* respectively.

To Prussia and to countries through Prussia

23. - The preceding Scale of Rates is also applicable to Letters for *Prussia*, when forwarded *via Belgium*, and to all Countries *through Prussia* whether *sent through Prussia by way of Belgium, Holland, or Hamburgh*, the combined *British and Prussian Rates* being charged according to the *British Scale* and the *Belgian and Foreign Rates* according to the *Foreign Scale*.

PART IV.

PACKET LETTERS.

Definition.

24. - Packet Letters are such as are conveyed by Contract Packets, or by Government or Queen's Ships, and are chargeable by weight according to the Instruction No. 20, Page 12.

Rate to, or from, the United Kingdom.

25. - The Rates of Postage on Letters conveyed by Packet to, or from, the *United Kingdom* is 1s. the half ounce, which may be paid in advance or not, at the option of the sender.

Rate to, or from, a British Colony

26. - The Postage on Letters sent by Packet direct to or from a *British Colony* is 4d. the half ounce, which may be prepaid or not, at the option of the sender.

Rate to a Foreign to Port direct.

27. - The Postage on Letters sent by Packet direct a Foreign place (*Venezuela, New Granada, Martinique, Guadeloupe*, and places on the Western Coast of South America, excepted) is 1s. the half ounce, which must be paid in advance.

Rate to Venezuela, New Granada, Martinique, and Guadeloupe

28. - Letters for places in the Republics of *Venezuela and New Granada*, and for the Islands of *Martinique and Guadeloupe* are liable to a Rate of 4d. the half ounce, the prepayment of which is compulsory.

29. - Letters for places on the *Western Coast of South America*, conveyed via *Chagres* and *Panama*, are liable to a rate of 1s. 4d. the half ounce, which must be prepaid.

Rate to the Western Coast of South America

30. - The Postage on Letters received by Packet direct from the places mentioned in the three preceding paragraphs, is the same as on Letters sent to those places, but the respective Rates of 1s, 4d, and 1s. 4d. the half ounce must be collected on delivery.

Rates from a Foreign Country direct.

Table No. 1 annexed shows the names of *British Possessions* and *Foreign places in the West Indies, the West Gulf of Mexico, &c.*, to which Letters are conveyed direct of by Packets and, Table No. 2 contains the names of those places in *South America*, which are served by way of *Chagres* and *Panama*.

Names of Places in the West Indies, the West Gulf of Mexico, &c.

31. - The Rates chargeable on Letters to *France* and to Countries through *France* are stated in Table No. 5.

Rates to Foreign to Countries and to British Colonies through the United Kingdom.

On Letters to *Prussia* and to *Countries through Prussia* in Table No. 7.

On Letters to other Countries on the *Continent of Europe, &c.*, and to *British Colonies* through the United Kingdom in Table No. 6.

PART V.

SHIP LETTERS.

32. - Ship Letters are those which are conveyed by any Vessel not a Contract Packet, nor a Government, nor a Queen's Ship, and are chargeable by weight according to the Instruction, No. 20, page 12. (9)

Definition.

33. - Letters conveyed by Private Ships *to, or from*, the *United Kingdom*, are liable to a rate of 8d. the half from, the United ounce, which *in each* case will be collected in the United Kingdom. Should, however, any Letters be brought from thence without the Postage having been prepaid, the rate of 8d. the half ounce is to be collected on delivery.

Postage to, or from the United Kingdom

34. - Letters conveyed to the *United Kingdom* by Private Ship, addressed to *British Colonies* or to *Foreign Countries* to which the payment of Postage by *Packet is optional*, are to be sent to the *United Kingdom Unpaid*, as the Postage to which such Letters may be liable, will be collected in the *Colony or Foreign Country* to which they are forwarded.

To British Colonies and Foreign Countries through the United Kingdom.

To be continued

LEEWARD ISLANDS

1897 SEXAGENARY STAMPS - FORGED OVERPRINTS

Continued from Bulletin No. 53, page 31

Forgery 2.



Monogram - upper line in cross bar of R does not extend at all in front of I.

Sexagenary - small uneven letters; AG touch: second A has curved sloping cross bar.

1897 - I thick and slopes left with short sloping serif; 8 small uneven top loop; 9 small closed loop; 7 small and thick.

Central flap of garter - has unshaded black dot in centre and short ornament below.

Left of flap of garter - has 4 blurred shading lines.

Right of flap of garter - has little blurred shading, small and large complete holes in garter.

Buckle - thick lined and oval shaped, pointed prong with 2 lines above tip, (Dangerous forgery).

Forgery 3.



Monogram - neither the upper nor the lower line of the cross bar of R extends in front of I.

Sexagenary - all letters are small and have thick serifs.

1897 - I has thick sloping serif; 8 larger top loop with flat top; 9 open loop: 7 has thick top bar.

Central flap of garter - has round bottom with detached dot and horizontal shading.

Left of flap of garter - has 9 shading lines.

Right of flap of garter - has 7 uneven shading lines with small and larger solid dots.

Buckle - thick lined and nearly circular, solid prong, no shading lines to left.

(Dangerous forgery).

The following eight forgeries are not really dangerous as in the monogram the upper line in the cross bar of R extends wholly in front of I and they differ from the genuine overprint in a number of other ways.

Forgery 4. (Fournier 1)



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - all letters are thin and smaller than genuine letters; second A has pointed top.

1897 - I has no top serif; 8 has small roundish top; 9 is open; 7 has no top serif.

Central flap of garter - round at the bottom with no ornament and several blurred white holes and blurred shading.

Left of flap of garter - has 9 shading lines,

Right of flap of garter - has 6 blurred lines and 2 solid and 2 open dots.

Buckle - clear with squarish corners, prong white, 4 tapering lines to left.

E. V. Toeg and H. G. Leslie Fletcher

(To be continued)

PACKET BOATS

INSTRUCTIONS GIVEN TO AN EARLY PACKET CAPTAIN (1764)

At the start of his most interesting review of the early history of the Packet and Mail Boat service in the West Indies (Bulletin Nos. 47-51 inclusive), L. E. Britnor describes in a short paragraph the way the Government Packet Service between Falmouth and the West Indies began. Apart from a few pertinent details of the original contracts signed in 1755 and 1764, he gives no information relating to the concept of operation of these newly chartered Packet Boats or to the actual routes followed and the length of stay at each port.

Among the excerpts of the G.P.O. Records, which are held in the Public Archives of Canada, Ottawa is an early set of instructions given to a Packet Boat Captain employed on this service. This document, the copy of which is held in the Canadian MG12 Series, Volume G60, pp. 63-7, is from the Falmouth Packet Office Book of Instructions, May, 1763, pp. 16-21. As it covers the complete operation of the Government Packet Service, it is reproduced below in its entirety,

Instructions given by the Right Honourable Thomas Lord Hyde, and the Hon^{ble} Robert Hampden Esq. His Majesty's Post Master General of all His Majesty's Dominions in Europe, Africa and America.-

To Captain James Purchas, Commander of The Grenville Packet Boat, employed between Falmouth, Barbadoes, Grenada, St. Christophers, Jamaica, Pensacola, St. Augustine, Savanna, Charles Town, & back to Falmouth.-

You are immediately to repair on Board the said Packet Boat, and not to be absent from your Duty, upon any Account, without first obtaining Leave from Us, or Our Agent at Falmouth, & from time to time, on Receipt of His Majesty's Mails, Pacquets or Expresses from our said Agent, you are to sail therewith wind and Weather permitting.-

Upon your arrival at the several Islands & Places hereafter mentioned, you are to deliver to our Deputy Post Masters all such Mails, Pacquets or Expresses, as may be directed to persons within their respective Districts; and at your Departure from each Post (after leaving a Letter to acquaint Us, with your arrival, your sailing again, & with any remarkable occurrence, to be forwarded by the first Ship bound to England) you are to receive into your Care & Charge from our said several Deputies, all such Mails, Pacquets and Expresses, as They may have collected, either to be sent to the Places, which

remain for you to touch at, in the Course of your Voyage, or to be brought home to these Kingdoms.-

The Island of Barbadoes, is the first place you are to touch at, & you are to proceed from thence to Grenada, & St Christophers, at each of which Islands you may remain Two days; from St Christophers you are to proceed to the Island of Jamaica, & may remain there Seven Days, from whence you are to proceed to Pinsacola, on the Continent of America, where you may remain Seven Days; from thence to St Augustine, where you may remain four Days from thence to Savanna, where you may stop two Days; & then proceed to Charles Town in South Carolina, where you may remain Fourteen Days, & though it may not be found necessary to stop at some places so long as you have Leave to do, on no pretence are you to exceed the Space of Time allotted for your Stay at each of these Islands & Places, unless it be upon some very urgent affair of State, & even in that Case, as the Conveyance of Letters, by Land or Sea, throughout the Kings Dominions, is solely vested in His Majesty's Post Master General, you are to demand of the Governor, who may detain you, a Certificate under his Hand, directed to Us, testifying the necessity of so detaining you; that the Secretary of State may thereupon satisfy Us, that you were really detained for His Majesty's immediate Service.

At this last place of Charles Town you are to heave down, & clean your Packet Boat, & do such other necessary Repairs as she may be in want of; and from thence you are to return, with all possible Expedition, to Falmouth.-

Upon your arrival at such of the Islands & Places aforesaid, where there may not already be a Deputy Post Master appointed, you are yourself to unseal the Mail, & take out the Bag, & Pacquets of Letters, for that Place or Island, & deliver or leave the same in the Hands of the first Magistrate, or to some careful Person to be forwarded in the safest, & most expeditious Manner, to the Persons they may be addressed to; giving Notice of the Time allotted for your Stay, that the Inhabitants may prepare Their Letters, either to be sent by you to the other Islands, or Places you shall touch at, or to be brought home to England; but, you are to receive no Postage whatever, for any Letters directed to Great Britain or Ireland.

You are to tie up carefully, in separate Bundles, the Letters from each place, along with a List, to distinguish them from each other; & before you sail from Charles Town to Falmouth, you are to put the several Bags, so collected, into the General Mail, to be returned to These Kingdoms; always observing to keep the Mail securely sealed.

With respect to The Letters you will receive at one Island or place to be delivered to another, & even for some of the Towns upon the Continent, where no Post Master may yet be appointed as aforesaid; you are, in such Cases,

PACKET BOATS (contd.)

hereby authorized & required to demand & receive, for every Single Letter, conveyed by you from any one Island or Place to another &, not coming to, or going from the Kingdoms of Great Britain & Ireland, one Bit or Real of Spanish Money & so in proportion, for Double, Treble & ounce Letters; The Ounce being always estimated as equal to 4 Single Letters: and at the completion of each Voyage, you are on your arrival at Falmouth, to render a just account to our agent there, distinguishing the sum collected at each place, one Third part whereof, you may deduct for your Care & Trouble, & the remainder you are to pay to our said Agent to be placed to his Account with this Office.

You are in your Journal to give an exact & true Account of the Time of your receiving every Mail, Pacquet, or Express, into your Charge, & to mention therein, the Time you set Sail, & arrive at the respective Islands, as well as places on the Continent, which Journal you are to deliver to Our said Agent, on your return to Falmouth, that he may transmit the same to Us; and if any Delay shall happen, at any Time, in your Voyage, out or home, you are in your said Journal to express the true reason & Cause of the same, & therein to acquaint Us with all the occurrences that may come to your knowledge, for the Information of His Majesty's Principal Secretaries of State, if we should judge it to be necessary.

You are not to make yourself, or permit or suffer to be made, any private Collection of Letters, of Pacquets, either by seamen, or Passengers on Board your Ship, but constantly to use your utmost Endeavours, by searching or otherwise, to discover all such Frauds; and whatever Letters or Pacquets shall come to your Hands, by Seizure or other means you are to deliver the same to our Agent at Falmouth immediately upon your return thither. That the legal Postage thereof may be secured to the Revenue of this office.-

You are also to make it publicly known to the Officers & Seamen, as also to the Passengers on Board your Ship, That if any of Them shall be found guilty of this illicit Practice of conveying Letters to the prejudice of this Revenue, They will, upon Conviction, be sued for the Penalty of Five Pounds, for every Letter, or Pacquet they shall so presume to collect & deliver, contrary to the meaning of the Post Office Act of the 9th of Queen Ann; & with regard to your own officers & seamen, if they in particular should presume to offend herein, They are to be for ever dismissed the Service of this office; but, you may observe to them, That These several Injunctions, are not intended to deprive them, from writing to their Families at Falmouth or elsewhere, or one person to another, actually employed in the Packet Boats; yet, such Indulgences must be restrained within decent Bound.

You are to employ none but British Seamen to navigate your Ship, neither are you to receive on Board your Vessel any manner of Goods or Merchandize whatsoever, but such Bagage, or Necessaries only as shall belong to the Passengers, who may, from time to time, be conveyed to, or from Falmouth, & the several Islands & Places between mentioned.

You are to account for each Passenger going from, or brought to Falmouth, on Board your Ship, at the rate of £4.- each, except they be poor distressed Subjects of His Majesty's, homeward bound, or Shipwrecked Seamen of any Nation.-

In Case you should at any Time (in the Course of a War) happen to be attacked by an Enemy, & cannot avoid being taken, you are without fail, before you Strike, to throw the Mail & Dispatches overboard, with such a weight fixt thereto, as must immediately sink the same, so that they may not fall into the Enemy's hands.

And lastly, you are to take Care, from Time to Time, that these Instructions, as well as all Clauses & Conditions of your Contract, be faithfully & truly observed; & likewise that you strictly & duly obey all such farther orders, Rules & Directions, as you shall hereafter receive from this Board, Our Agent at Falmouth, or such as may be authorized by Us for that purpose. Given at the General Post Office under our Hands, & Seal of the said office, this Eighth Day of February 1764, in the Fourth Year of His Majesty's Reign. –

Hyde
Rob^t Hampden

J. C. Arnell

TURKS AND CAICOS ISLANDS

TURKS ISLANDS, 1854-71

The following details of the Turks Is. postal arrangements have been taken from the Annual Reports of the P.M.G. to Parliament.

1855. The W.I. Colonies whose posts were under the control of the local government were Barbadoes, Trinidad and Turks and Caicos Is. In 1854 a low and uniform rate of postage was introduced between the U.K. and the B.W.I., except Turks Is.

TURKS ISLANDS (contd.)

The former rate had been: Ship Letters 8d., Packet Letters 1/-, which in many cases carried the letters only to the shores of the colony; the new rate was 6d. and covered transmission between any part of the U.K. and any part of the colony.

1856. The low rate of postage (6d.) now applied to Turks Is. although it had not yet availed itself of the offer to establish a Book Post with the U.K.

1857. The Colonial Book Post Rate (with the U.K.) has been extended to the Turks Is.

1871. The table giving details of the P.O. Packet Service mentions a Branch Packet between Turks Is. and St. Thomas, which was under contract with the Turks Is. Government. This service was subsidised by the Imperial Government to the extent of £300 per annum.

L. E. Britnor

OBITUARY

ARTHUR E. BEACH

It is with deep regret that we have to record the passing of Mr. Arthur E. Beach who was one of our founder members and a well known authority on the stamps and postal history of Tobago. Although Mr. Beach had been in failing health for the past few years his interest in Tobago remained undiminished. His collection, the result of many years intensive study and research, was always readily made available to his fellow collectors and he had given many displays to societies including the "Royal" of which he was a Fellow. At most of our anniversary meetings he invariably brought along a few sheets to interest those present. He served as a member of our Committee up to the time of his death and was also a Past President of the Wimbledon and District Philatelic Society to whom he presented the 'Beach' Cup. This will now constitute a perpetual memorial to a fine philatelist - a truly charming and modest man.

R.T.

MISCELLANEA

THE LIBRARY

It is three years since the last Library list was published since when there have been many additions, and for the information of the many new members to the Circle as well as for our 'old' members the list is published in full. For the benefit of the new members the simple 'rules' are repeated, and these are:- Members who desire to borrow books from the Library are required to pay postage both ways and it is important that the volume or volumes

borrowed are securely packed and, where requested, returned to me by registered post: in many cases the books are irreplaceable. In view of the heavy increase in postal charges I renew my invitation to members to check any references that may be useful and supply a typed copy so long as lengthy chapters are not involved, it being understood that a modest fee will be charged dependent upon the time taken, **which will be credited to the Circle's Funds.**

The Circle's "Scrap Book" is still growing, but there is still a shortage of early articles. Again, for the benefit of new members let me add that sections from the "Scrap Book" can be borrowed, members bearing the cost of postage by Recorded Delivery both ways.

ROSE TITFORD,
Hon. Librarian.

AIR MAILS OF THE WEST INDIES. By Dr. John M. Lockie. Mimeographed, loose-leaf, 23pp. Published by the British Caribbean Philatelic Study Group, U.S.A.

BAHAMAS. The Postage Stamps and Postal History of the Bahamas. By Harold G. D. Gisburn. 5½" x 8½". 144pp. Ills., c.b. Published by Stanley Gibbons Ltd., London, 1950.

The Yachtsman's Guide to the Bahamas. Compiled and illustrated by Harry Etheridge (1910-1957) and Thomas Waddington. 228pp. Ills. Official Publication of the Development Board, Nassau, Bahamas, 1958.

Bahamas. Temporary Rubber Datestamps and Cancellations. By Gale J. Raymond, 6"x8". 11pp. Ills., p.c. Houston, Texas, U.S.A., 1960.

BARBADOS. The Post Office in Barbados. By Herbert Bayley. 5¼" x 8". 73pp., p.c. Advocate Press. Barbados, 1933.

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HON. SECRETARY'S PARAGRAPH

DEAR MEMBER,

As many will recall our first President - Gilbert W. Collett - died in July, 1964, and I little thought that barely three years later his successor - Geoffrey Groves - would pass away. Elsewhere in this issue a fitting tribute to him has been made and I can only add that not only our Circle but many other philatelic bodies will miss his enthusiasm and willingness to share his wide knowledge.

On a happier note I am sure you will join with me in congratulating our Vice-President - 'Bill' Townsend - on his election as President of the Royal Philatelic Society, London. Since his term of office will cover the "Royal's" centenary which takes place in April, 1969, it will be a truly eventful period in his 'philatelic' life and on your behalf I wish him every success.

As you will have observed our Autumn Meeting is to be held on September 30th and I hope that many will be able to attend and enjoy the display of GRENADA to be given by John Messenger.

Once again it is my pleasure to extend a warm welcome to the following who have joined us since our last issue: Dr. R. M. Craig (Canada), W. ff. D. Hall (Sussex), A. M. Leverton (London), Dr. S. A. Mason (Surrey), G. M. Stephenson (Cambridgeshire) and C. A. Weeks (U.S.A.).

P.T.S.

Advert

F. W. COLLINS

GEOFFREY W. GROVES

AN APPRECIATION

The news of the sudden and unexpected death of Geoffrey Groves on the 8th June came as a great shock to his many friends. He passed away peacefully in his sleep after spending a happy day in his garden.

Having collected stamps for over 60 years, he had formed an extensive collection of maritime markings of all kinds, and he was keenly interested in the postal history of his native county, Dorset.

Apart from these studies he gradually limited his general collection to the B.W.I., and in recent years he confined his attentions principally to Antigua and St. Vincent, the early classics of which always appealed to him.

He was a Fellow of the "Royal," and had served in some official capacity in nearly every one of the many societies to which he belonged. In 1965 he was awarded the Philatelic Congress Medal for outstanding services rendered over a number of years, and in the following year was elected Chairman of the Permanent Congress Executive Committee. He has received numerous awards at International Exhibitions, and was always willing to give displays at Society meetings.

We in the Study Circle will miss the friendship and helpful guidance which Geoffrey Groves always gave so readily. He was a founder member, has served on the general committee and on the publications sub-committee since it was formed, while more recently he was elected President of the Circle.

His genial good nature and his unselfish readiness to share his knowledge and to help others, endeared him to all with whom he came in contact. We extend our deepest sympathy to his Widow and his family in their great loss.

(This appreciation was inserted as a loose leaflet into Bulletin 54 - P.F.)

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