

Roses Philatelic Society Caribbeana

CARIBBEANA



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Philatelic Society

No. 6

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Roses Philatelic Society Caribbeana

ROSES CARIBBEAN PHILATELIC HANDBOOK NO. 1

WEST INDIAN CIVIL CENSORSHIP DEVICES
IN WORLD WAR II

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The Journal of the Roses Caribbean Philatelic Society 1976
No. 6 December

THE CHAIRMAN'S EDITORIAL

For once the Editorial can be combined with the Chairman's message, with a resultant space saving if nothing else! Previously "Caribbeana" has used the excuse of a Convention for its appearance - this time it has been produced just because it seemed a good thing to do. While nothing can beat personal contact this is not always possible, and thus the main reason for this issue is to keep in contact with our members.

Many Roses members take pleasure in doing original research and some of their results are presented here. Perhaps one may ask why many deal with postal history when it is stamps that are still the sole interest of many collectors. The answer is that this seems to be a mark of the times - if one may be pardoned the expression! Today's output of adhesives is enormous, and this certainly applies to some West Indian territories, but most seem to be solely for sale to collectors and there is little to be gained from their study - here

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today and gone tomorrow seems to sum it up. The alternative is to study postal markings and procedure, and this is the reason for the great upsurge in postal history - real interest! You can avoid special postmarks such as FDC, one-day stands and so on if you like, but this leaves the whole field of true "commercial" use wide open. This branch of philately is relatively clean and must of necessity remain so for many years yet. Meter marks have severely cut down the number of adhesives required in many countries, and the Swiss have just introduced "penny-in-the-slot" machines which issue adhesive labels to any required amount - a step beyond stamp machines - but in the West Indies there will be stamps and post offices for a long time to come.

It may be that the present is a bad time for collectors - but was there ever a good time? At present too many "advisers" are engaged in making a fast buck by purporting to show Governments how to market their so-called "philatelic" products. This seems to be reaching a peak, but as stamp sales decline - as surely they must - the incentive will disappear and things will, one hopes, return to normal. This process is likely to be accelerated as Governments find their real postal operations in a mess due to the peculiar marketing methods used. In some smaller West Indian territories there has on occasion been a very poor selection of stamps available, not only at the local philatelic counters but also at the normal post office counters, and the expressions used by West Indian customers can be very choice and to the point!

Another bad habit of modern times is that the "marketing" agent, rather than the postal administration, tries to decide what denominations and issues to print. Higher values which do not fit genuine postal requirements are a temptation, but strangely enough the phenomenon is evident in a recent rash of ultra-low-face-value West Indian stamps. These go right down to a $\frac{1}{2}$ c ECC ($\frac{1}{4}$ d in old terms) in countries where there is not even a $\frac{1}{2}$ c coin, far less a $\frac{1}{2}$ c in any postal rate! Surely this can be put down only to a desire on the part of the agent to have bulk quantities to sell to packet makers at low cost per unit.

Remember that postal history is a timeless subject which is going on all the time, and it is to everyone's advantage that it should be studied while it is happening. Events have taken place in the past which cannot now be unravelled, so

keep at it with modern postal history, much of which cannot even be done to order. Anybody got any "Missent to X" marks?

Roses members will recall that our Secretary was asked to look into the possibility of holding a successor to the Convention sponsored by our Society at Leeds in 1973, and the hope was expressed that a joint effort might be possible between ourselves and the British West Indies Study Circle. I am very happy to say that this proposal has been very favourably received, and it is hoped to hold the 2nd Caribbean Collectors' Convention at the Lord Leycester Hotel in Warwick on Saturday, 5th November 1977. This venue has been chosen as being accessible to collectors from both north and south England (perhaps the Scottish members will forgive us) and, most important, as being reasonable in cost. At the moment little further can be added, but this preliminary announcement is being made so that you can decide to come. Accommodation at the hotel will naturally be limited and will be allocated on a "first-come" basis, so if you wish to come please let the Secretary have your name as soon as possible. This will be a great help in judging the response, and full details will be sent when available.

And now it only remains for me to hope that you will find something of interest in what follows, and that I will see as many of you as possible at the joint Convention.

FIVE ISLANDS



Brian Renshaw

One of the fascinations of postmark collection is that it is sometimes possible to find a quite rare mark in a dealer's stock and to purchase it for the price of the stamp. On three occasions I have been lucky enough to find low-value Trinidad

definitives of the early part of the century cancelled at Five Islands on dates between 1902 and 1905.

Unless the scale of a map of Trinidad is large, it is unlikely that Five Islands will be marked at all, but where they are included they consist of a group of five tiny islets, none larger than 5 acres, about 5 miles due west of Port of Spain. They are rough and rocky, with a sparse cover of scrub, cacti and a few scraggy trees, while the usual inhabitants are sea birds, iguanas, bats and 10-inch centipedes. Foot bridges connect some islands, and the whole group is only about $\frac{1}{2}$ mile wide. How Five Islands came to be included in the postal service seems less than evident, but Dr A Hill of Vancouver, Canada, a resident of Trinidad from 1949 to 1963, has kindly let me have some information which makes this a most interesting postmark.

During the 18th century large numbers of negro slaves were imported into Trinidad from West Africa. They worked on sugar and cocoa plantations, and were comparatively well treated compared with those in other areas of the Caribbean. Their emancipation was completed in 1838, but once freed were generally unwilling to work, so about 1853 the Government began to import indentured labourers to replace them. At first these were Chinese, but because of continuing disputes between the Chinese and Trinidad Governments over compensation and repatriation, the importation of East Indian labourers began about the turn of the century. A collection of buildings was erected on two of the five islands to deal with the new arrivals, consisting of an immigration station on Neilson's Island, now generally referred to as Nelson's Island, the largest of the five, and a quarantine station on Rock Island. Presumably the post office was on Neilson's Island, and it was the presence of the immigration station which accounted for its existence. There was no water supply, so presumably the staff of the post office and the immigration station had to use rain water caught on roofs, or that carried by ship from Port of Spain.

From articles by R.M. Leotard in the Bulletin of the Trinidad Philatelic Society in 1964, I find that Five Islands was one of the ports of call for the daily mail service shared by the side-paddle steamers "Iere" and "Paris", the route being from Port of Spain to Carenage, Five Islands, Carreras Island, Gasparil, Monos and Chacachacare. The last two may also be

found on postmarks, indeed Chacachacare postal agency still exists, whilst an extremely fortunate find would be a strike of one of the cancellers used for mail posted on board the two steamers, reading "MAIL STEAMER/MONOS ROUTE". My only copy came from a dealer who knew its worth, but I still have hopes whenever I see a stock of early definitives.

Although most of the few recorded strikes of the Five Islands c.d.s. are 1904-06, it is known as late as September 1921. However, it is virtually certain that the office was closed for long periods when no large numbers of indentured labourers were being moved in.

WEST INDIAN SHELLS ON STAMPS

A. Grainger

Whilst living in Jamaica I formed a small representative shell collection and found that this could also be combined with my other main interest-stamp collecting. In this article coverage is extended to the whole Caribbean which, because of the large number of islands, reefs and shallow waters, provides an ideal breeding ground for a rich variety of marine shells.

There are a large number of stamps from the Bahamas on which shells are peripheral to the main design. These were intended to give a slightly individualistic approach for the colony. From 1859 onwards, many Bahamian stamps have had the Queen Conch shell in the basic design, and Queen Victoria issues had a Queen Conch and a pineapple balancing each other in the design just above the value. For the stamps of KEVII, KGV and KGVII the Queen Conch and the pineapple were moved up to the centre of the stamp, one each side of the head. Being definitive issues, these stamps are available in many forms, including "Specimens", colour changes and overprints (monetary, WAR TAX and "Landfall of Columbus").

The Cayman Islands (KGVII and QEII) and Turks & Caicos Islands (QEII) have followed this tradition and included shells unobtrusively at the corners. In all cases the shell depicted,

however stylised, is the Queen Conch (*Strombus gigas*). This reflects both its abundance in the West Indies (in shallow water), its size and importance as a food source, and economically at the time. Indeed, Turks & Caicos include a Queen Conch on the shield of their formal Arms, and in their 1971 Tourist Development set (3c).

This pattern of including Queen Conch shells peripheral to the main design has been continued up to present times by these three territories, including an appropriate appearance on the Bahamas 1954 Postal Centenary set. Other islands which have issued stamps with shells as a minor part of the design are Haiti (1968 Revolt of the Slaves, Queen Conch) and the Virgin Islands (1966 definitives, Virgin Islands *Latirus* - *Latirus Virginensis*).

The first West Indian stamps which had a shell as the main design were included in the 1935 KGV issue from the Caymans. This is a most attractive pictorial set and includes the Boboby Bird, Hawksbill Turtles (now sadly declined) and, on the 1½d and 10/- values, the Queen Conch. Both the Hawksbill and the Queen Conch were considered significant identification of the Cayman Islands in the 1972 Royal Silver Wedding pair.

During the late 50's and early 60's the winds of change blowing in Africa were also affecting the British West Indian islands. The first to gain full independence were the two largest British islands, Jamaica and Trinidad, in 1962. As a result, a set of stamps relating to Jamaica was issued in 1964, and this included two shell stamps - 2½d Land shells and landscape and 4d Murex *antillarum* (deep-water species) with Sea Fan background. The set also included an interesting 5/- stamp for the exploration of the sunken city of Port Royal. The murex design has been particularly long lived, being overprinted "C-day" in 1969 (currency conversion) and issued as a 4c in 1970.

Other definitive shell issues during this period were:

Bahamas 1965 10/- (in 1966 overprinted ½2) Queen Conch
1967 ½2 Queen Conch, revised design.

Barbados 1965 8c File Shell (Lima?)
½1 Queen Conch

Turks & Caicos 1957 6d Queen Conch.

By now shells on stamps were becoming a more popular topic, with full sets of shell stamps being issued, and in 1966 Cuba was the first West Indian island to do this. This had two land shells and five marine shells, including the West Indian Fighting Conch (*Strombus pugilis*) and the Measled Cowrie (*Cypraea zebra*). This is one of the very few cowries found in the West Indies. Cuba had previously issued five land snails on their 1961 Xmas set, together with five birds and five butterflies. These sets were followed by seven land snails in 1972, and two shells in a 1974 set of seven commemorating Felipe Poey.

Some of the smaller islands now began to issue shell sets:

Anguilla (4v) 1969. A reflection of the political changes consequent on the split-up of St. Kitts-Nevis-Anguilla.

The 40c in this set is particularly attractive showing the Royal Bonnet (*Sconsia striata*), Scotch and Smooth Scotch Bonnets (*Phalium granulatum* and *P. cicatricosum*).

Antigua (4v) 1972 This set shows very common and widespread West Indian shells; Reticulated Cowrie Helmet (*Cypraea testiculus*), Measled Cowrie, West Indian Fighting Conch and the Hawkwing Conch (*Strombus raninus*).

The 1973 Marine Life set from Haiti includes one shell (5c) the Miniature Melo (*Micromelo undata*).

In 1974 the Grenadines of St. Vincent replaced their definitive set with a most attractive issue of 18 values all depicting local shells (1c to \$5), followed in 1976 by the addition of a \$10 value. A full list is as follows, particularly attractive shells and stamps being marked with an asterisk:

1c Atlantic Thorny Oyster	(<i>Spondylus americanus</i>)
2c Zigzag Scallop	(<i>Pecten zigzag</i>)
3c Reticulated Cowrie Helmet	(<i>C. testiculau</i>)
4c Music Volute*	(<i>Voluta musica</i>)
5c Amber Pen Shell	(<i>Pinna carnea</i>)
6c Angular Triton*	(<i>Cymatium femorale</i>)
8c Flame Helmet*	(<i>Cassis flammea</i>)
10c Caribbean Olive	(<i>Oliva caribaeensis</i>)
12c Common Sundial	(<i>Architectonica granulata</i> / A. nobilis)
15c Glory-of-the-Atlantic Cone	(<i>Conus granulatus</i>)
20c Flame Auger	(<i>Terebra taurinus</i>)

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25c King Venus	(Chione paphia)
35c Long-spined Star Shell	(Astraea phoebia)
45c Speckled Tellin	(Tellina listeri)
50c Rooster-tail Conch	(S. gallus)
Ø1 Green Star Shell*	(Astraea tuber)
Ø2.50 Incomparable Cone	(Conus dominicanus)
Ø5 Rough File Clam	(Lima scabra)
Ø10 Measled Cowrie	(C. zebra)

In 1974 the Cayman Islands issued a definitive series featuring marine life, pirates and treasure. Those showing shells are:

1c Hermit Crab	(Triton)
3c Lions Paw	(Lyropecten nodosus)
15c Cabrits Murex	(Murex cabriti)
20c Queen Conch	(Strombus gigas)

A recent development is the addition of a miniature sheet to the basic shell set. So far there have been three from the West Indies:

British Virgin Islands 1974 - 4 values + miniature sheet.

These include the Bleeding Tooth Nerite (*Nerita peloronta*) and the large attractive Trumpet Triton (*Charonia variegata*), with the sheet repeating the four stamp designs plus a border design showing the Virgin Island Latirus.

Grenada 1975 - 7 values + miniature sheet.

This long set includes the tiny Emerald Nerite (*Smaragdia viridis viridemaris*) in the single values. The min. sheet features the Music volute against an interesting Chiton background.

Grenada-Grenadines 1975 - 7 values + miniature sheet.

This set is surprisingly the first to feature the attractive King Helmet (*Cassis tuberosa*). It also repeats various common species but has an interesting Distorsio (*Distorsio clathrata*). The miniature sheet shows the Trumpet Triton (*C. variegata*) above a pot-pourri of shells.

Finally, mention must be made of the Trinidad and Tobago 1962 Independence 5c featuring the Buccoo Reef of Tobago. Although not specifically showing shells this is a very good example of one of the basic shell habitats.

THE STREET LETTER BOXES OF JAMAICA

by Thomas Foster

Although the house-to-house mail delivery had been in operation within the old city of Kingston since 20th August 1860 it was very slow in expanding, chiefly because most of the trading and business interests were located in the area, immediately north of the harbour, within which the General Post Office was sited. It was, therefore, a relatively simple matter for any members of the public residing a little further away to collect and post their correspondence from that office.

Even in 1889 the limit of the Kingston delivery service was, starting on the east, up Paradise Street and through Rae Town to the junction with the Windward Road, thence westward along that road to South Camp Road and then north to the junction with North Street at DeCordova's property of Devereux Park. From there, the limit of delivery extended northwards to Allman Town before turning westwards across the Racecourse to Torrington Bridge. It then turned south down Orange Street as far as Drummond Street, then through the Hannah Town area to the Spanish Town Road and on to the Harbour, past Railway and the Slaughter House.

Within this area the only service point was the General Post Office, and outside it, apart from Port Royal across the harbour, the only existing post office in Lower St. Andrew was at Up Camp Road, Cross Roads. This did not open until 1884 and was a good two miles distant, unless one counted far-off Stony Hill (formerly Golden Spring) about 8 miles further northwards. This situation was not remedied until the turn of the century, when the offices at the Myrtle Bank Hotel (1901, and seasonal), and on the Windward Road (1909), were opened, and it was not until Constant Spring and Hope commenced operations in 1900 and 1906 respectively that any further facilities were available in Lower St. Andrew.

All this meant that anyone wishing to post a letter had in some instances a considerable way to travel, and it was in order to meet this situation that it was decided in 1863 to erect a series of pillar boxes after the fashion so popular

in Great Britain. These were to become known as Street Letter Boxes (to distinguish them from the private letter boxes at the GPO), within the city of Kingston and later in Lower St. Andrew.

The first four boxes, constructed of cast iron, were erected in that year at advantageous collecting points on North St., at the Parish Church, on Harbour St. and at the Victoria Market. By 1891, eleven boxes were in operation conveniently located at

- corner of North Street and King Street
- corner of Parade and King Street
- corner of Harbour Street and Princess Street
- corner of Port Royal Street and Luke Lane
- Victoria Market
- Myrtle Bank Hotel on Harbour Street
- Police Station, Up Park Camp Road (Cross Roads)
- corner of Prince of Wales St. and Race Course in Allman Town
- corner of Central Avenue and Elletson Road in Rae Town
- Park Lodge Hotel on Windward Road.

These boxes were quickly added to and often resited in better positions and today they are too numerous to list. In 1891, however, they were cleared three times daily, thus providing a very speedy and efficient service for a local population who were saved an often hot and tiring journey down to the GPO to post a letter. In addition, there was a special clearance on the morning when the Royal Mail Steam Packet was due in port, and an extra morning clearance of all but the box at Up Park Camp when the mail for the USA was due to leave on a steamer of the Atlas Line.

By 1878 letter boxes had been erected also on all the railway stations in the island, but the collection and cancellation of mail from these is another story.

The street letter boxes were cleared by letter carriers operating on foot from the GPO, where by 1889 it had been decided to cancel all such mail by means of special postmarks, which presumably enabled the authorities to determine by whom a late-collected letter had been handled. Why such a procedure was considered necessary is unknown, and the author would appreciate details from anyone who has managed to unearth any further reason for this differential cancellation.



Type SLB 1



Type SLB 2

The first mark was a metal "TRD", which had a single-lined diamond frame with 23mm sides enclosing the legend "STREET/LETTER BOX/JAMAICA" in three lines of slightly serifed capital letters $2\frac{1}{2}$ mm high. Undated, struck in black ink and, in its last year of use, battered and misshapen, it was intended to be struck only on the envelope or wrapper, leaving the adhesives to be cancelled by one of the Kingston date stamps. In practice this rarely occurred. Although uncommon on cover, contemporary stamps can very often be found bearing parts of this postmark and it is not so rare as is often stated.

EKD: 8 May 1889

LKD: 2 April 1892

Type SLB2 is a postmark of the Double Circle classification, which has the normal double-circle format with a diameter of $26\frac{1}{2}$ mm and about $1\frac{1}{2}$ mm between the circles. The date is in two unit plugs reading "month-day" and "year" in two lines with an index figure and letter above it, all in sans-serif type 2 mm high. The legend at the top reads STREET LETTER BOX and at the bottom KINGSTON JAMAICA in sans-serif caps $2\frac{3}{4}$ mm high, with small dots separating the two legends.

This type consisted of a set of four identical date stamps distinguished by the fixed index figures 1 - 4. The index letter varied from A - Z and indicated the collection time. The EKD and LKD of each dater are given, together with the index letters known, and, unless otherwise stated, they are always struck in black ink. The author would be interested in hearing of any further index combinations of this or of any of the succeeding types.

Datestamp 1 EKD: 1 July 1892 LKD: 13 August 1902

In black: 1C 1F 1K 1L

In blue: 1K

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<u>Datestamp 2</u>	EKD: 9 Sept 1892	LKD: 6 November 1896
In black:	2E 2M	
<u>Datestamp 3</u>	EKD: 26 Dec 1896	LKD: 1 May 1897
In black:	3A 3C 3M	
<u>Datestamp 4</u>	EKD: 23 Feb 1893	LKD: 14 November 1897
In black:	4E 4K 4H 4M	
In blue :	4K	



Type SLB 2a



Type SLB 3



Type SLB 4

The series of Type SLB2a consists probably of six identical date stamps, closely resembling the previous type but without the separating small dots at either side. The lettering and figures of legends, index and date are 3 mm high, and the distance between the circles is 1 mm; the diameter is 26 mm. These were in concurrent use with SLB2 and were probably issued at the same time.

<u>Datestamp 1</u>	EKD: 20 July 1892	LKD: 28 Sept 1896
In black:	1C 1E 1H 1I 1K 1L 1M	
<u>Datestamp 2</u>	EKD: 1 Sept 1892	LKD: 21 Sept 1896
In black:	2C 2E 2I 2K 2M 2O 2Y	
<u>Datestamp 3</u>	EKD: 16 March 1893	LKD: 25 Dec 1897
In black:	3C 3E 3F 3I 3J 3K 3M 3Q 3T	
<u>Datestamp 4</u>	EKD: 15 April 1892	LKD: 8 October 1895
In black:	4C 4E 4H 4I 4K 4M 4O 4U	
<u>Datestamp 5</u>	EKD: 15 Feb 1895	LKD: 23 June 1896
In black:	5C 5I 5M	
<u>Datestamp 6</u>	Existence doubtful, no example recorded.	

Examples of these stamps are said to exist struck in blue ink, but none has so far been seen by the author.

Type SLB3 closely resembles Type SLB2a in the size of the various units and in overall diameter, but it has dots at the sides and $1\frac{1}{2}$ mm between the circles, as in Type SLB2. The index combination above the date is replaced by a single central index letter ranging from A-Z; it is only known struck in black. The author considers that only a single dater of this type existed, and it would appear to have been issued at a later date than the previous two types. Examples without the side dots have been reported but never substantiated. The following indices are known:

A C E F I K L M N O

EKD: 28 October 1897

LKD: 13 August 1902

Type SLB4 is another double-circle date stamp of 28mm diameter, with $1\frac{1}{2}$ mm between the circles. It has the legend STREET LETTER BOX KINGSTON around the top and JAMAICA at the bottom in small square capitals about 2 mm high; it is without separating dots at the sides.

There is an index combination above the date in tall upright 3mm units, the figure being heavily seriffed. Six identical daters of this type were issued distinguished by the fixed figures 1 - 6, the index letters ranging from A-Z. These stamps are found in either black or blue, and examples exist in which replacement "year" plugs have been inserted in slightly smaller figures.

Datestamp 1 EKD: 23 Nov 1903 LKD: 2 March 1904

In black: 1A 1M

Datestamp 2 No example has been recorded.

Datestamp 3 EKD: 2 Sept 1902 LKD: 27 October 1909

In black: 3A 3B 3E 3F 3J 3K 3M 3O

In blue: 3A 3F 3K 3M

Datestamp 4 No example recorded.

Datestamp 5 EKD: 3 Nov 1901 LKD: 29 Sept 1905

In black: 5K 5M

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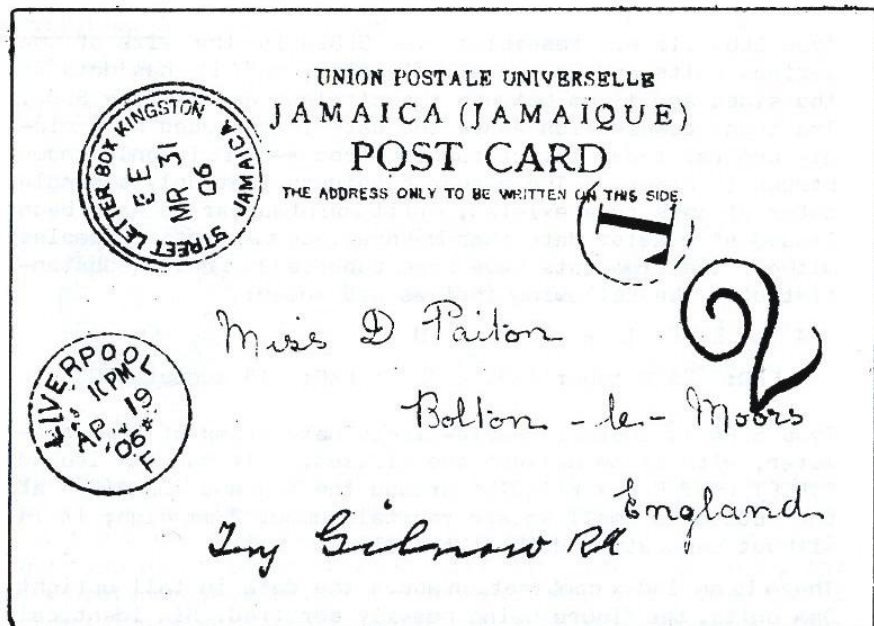
Datestamp 6

EKD: 17 Sept 1906

LKD: January 1907

In black:

6A.



Post card (c.5 $\frac{3}{4}$ x 3 $\frac{3}{4}$ in) posted unstamped and showing Type SLB4-3E. Kinshston T-mark Type D9a applied to show deficiency; the amount due, 1d postage + 1d tax, shown by "2" handstamp applied at Liverpool.



Type SLB5



Type SLB6

Type SLB5 is very similar in format to SLB4, but with an overall diameter of 27 $\frac{1}{2}$ mm and with 1 mm between the circles. The lettering is 2 $\frac{1}{2}$ mm high, tall and slender, but the date

units and index combinations are exactly as in Type SLB4. There are, however, dots at either side.

In all probability a set of these daters was issued, but only one has been recorded, struck in black. The illustration M18 in 'Nicholson' is incorrect, and should be disregarded.

Datestamp 3 EKD: 26 Feb 1905 LKD: 10 Sept 1910

In black: 38 3C 3J 30

The next dater closely resembles SLB4 with the same diameter and distance between the circles. The lettering is similar to that of SLB5 but is narrower and closer together, with a period after the word "BOX" but without the dots at the sides. A single central index letter above the date ranges from A-Z, but this and the date are in smaller squarer type $2\frac{1}{2}$ mm high. Probably only one stamp of this type existed, and it is known only in black. The following indices are known:

B C J K O

EKD: 19 Sept 1910 LKD: 5 December 1919

'Nicholson' mentions Kingston street-letter-box postmarks as being in use until 1928 at least, but the present author regards this as extremely doubtful. The latest recorded date is given above (1919), and it is evident that the Kingston GPO ceased using special daters about 1920.

Street Letter Boxes were also erected in four other towns by 1930, but their use elsewhere does not appear probable. Where put into use after 1920, special daters were not used. Details now follow.

MONTEGO BAY, St. James

Boxes were erected initially in 1914 and by August 1927 six were in operation, clearances being made twice daily before the mail despatches of 5.30 am and 5.30 pm. A further two boxes were in use by 1937, when they are first mentioned in the Post Office Guide. The reason for this may well be that the boxes were located in the tourist hotels within the town and were not accessible to the general public.

The first postmark employed by the Montego Bay office was a rubber TRD (Type SLB7) This had a diameter of about 27 mm



Type SLB 7



Type SLB 8



Type SLB 9

and closely resembled the then current steel date stamps in format, having MONTEGO BAY at the top and STREET LETTER BOX at the foot, all in serif capitals about 2 mm in height. In the centre is a fixed year plug "14", leaving the day and month to be inserted in manuscript, usually black ink. The figure 4 of the year can be found altered in m/s to read 15 to indicate that year, but on many occasions this was not done and false dates can occur.

This mark was usually in purple ink, but later it was struck in black, when it was often distorted due to decomposition of the rubber.

In purple EKD: 16 Nov 1914
In black EKD: April 1915

LKD: 10 Feb 1915
LKD: 1 May 1915.

Type SLB8 is another rubber TRD resembling the last type but with legend and name transposed. It has a comma after STREET LETTER BOX and a period after MONTEGO BAY. The fixed year plug "15" leaves the day and month to be inserted in m/s, and it is always struck in purple.

EKD: 21 July 1915

LKD: 1915.

Type SLB9 is a steel double-circle date stamp of 27 mm diameter with widely spaced circles. The legend reads STREET LETTER BOX with MONTEGO BAY at the foot, in sans-serif capitals 2 mm in height separated on both sides by large dots. The two-line date is in slightly taller type.

EKD: 17 September 1915

LKD: October 1954

This postmark is often found without the year plug, and it is possible that two daters of the same type existed.

PORT ANTONIO, Portland

The first boxes were installed in this busy little port and tourist centre during July 1911, but they were not mentioned officially until 1925, probably for the same reason as those at Montego Bay.

The first type used here (SLB10) was a rubber TRD. The single-lined oblong frame measures 32 x 22 mm and contains the legend in two lines "Street Letter Box/Port Antonio, Ja" in u/lc italic type about 2 mm high. A line of dots across the centre terminates in a fixed year plug with period-1911.-, leaving the day and month to be inserted in manuscript. In practice this was seldom done, and most letters seen have the adhesives additionally cancelled by one of the normal Port Antonio datestamps. It is always struck in purple.

EKD: July 1911

LKD: 18 May 1912.

A metal stamp similar to the normal double-circle type followed. This was 27 mm in diameter with 1½ mm between the circles, and it enclosed the legend STREET LETTER BOX. PORT ANTONIO at the top and JAMAICA at the foot in thin sans-serif capitals 3 mm high. The date, in normal style, is in large square type 2½ mm high. It was struck in black ink.

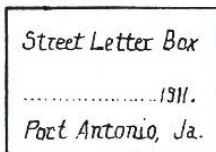
EKD: 27 August 1913

LKD: 29 July 1927.

The final stamp resembled SLB11 in format, with a diameter of 28 mm and with 1 mm between circles. The legend, narrow and 3 mm high, is the same except that the period after "BOX" is replaced by a hyphen. The date style is the same, and the stamp is always struck in black, often with the year missing.

EKD: 14 September 1927

LKD: 13 November 1967.



Type SLB 10



Type SLB 11



Type SLB 12

SAVANNAH LA MAR, Westmoreland

A street letter box was erected here on 3rd March 1923, but no special date stamp has ever been used.

SPANISH TOWN, St. Catherine

A box was sited in the old capital about 1930, and by 1937 a further two boxes were in operation. Special daters have never been used.

As a final point of interest, it is not generally known that Highway TPO 4 and Highway TPO 5, operating within the corporate area of Kingston and Lower St. Andrew between 25th March 1963 and 14th May 1966, included amongst their duties the clearance and cancellation of mail from street letter boxes within that area. Between them they used four different Travelling Post Office TRD's for this purpose.

ACKNOWLEDGEMENTS AND BIBLIOGRAPHY

Winston G. Brown (formerly Postmaster General, Jamaica)
G.H. Collett (late): C.E. Cwiakala:
"Highway Travelling Post Offices in Jamaica" circulated privately in 1971 and serialised in the "TPO Bulletin"
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"Jamaica - Its Postal History, Postage Stamps and Postmarks" by L.C. Nicholson (Gibbons 1928).
"Jamaica Street Letter Box Postmarks" circulated privately during the 1950's by the author.
R.H. Lant: Clinton L. van Pohle: Col. F.F. Seifert (U.S.A.F.):
V.N.F. Surtees: A.P.D. Sutcliffe: Robert Topaz: L.P. Voller:
W.K. Watson: Ronald Wong: and others.

Green and Yellow Coloured Papers of the Early Georgian Period

M. Steward

Although coloured papers first appeared in the reign of KE VII, the same papers were used for the first printings of the stamps of KGV, continuing in some cases through to the issues of KGVII and providing a variety of shades on the faces

and backs of many printings. A detailed account of these papers was given by C.J.D. Leas (1922) in the "Philatelic Magazine", and the information on West Indian issues has been extracted and given below, as no better list is known. Unfortunately, the green papers used by Barbados, St. Kitts, St. Vincent, Turks and the Virgin Islands were not included. The dates in the text are the dates of introduction of the type of paper in question, not those of the printings of any particular stamps. The latter, however, where known at the time, are given by dates in the tables, but it must not be assumed that in general the stamps of any particular country came out in the order A, B, C etc. For some issues chalk-surfaced paper was used, and for some ordinary paper. All papers had multiple block CA watermark.

THE EVOLUTION OF THE EMERALD PAPER

In Table 1 are given the types of paper employed for the 1/- or equivalent denominations. Notes on the types are:

A) Original Green, 1912-13 This was the first green paper used for the KGV issues and it had the longest life.

Surface: Jet-black, grey-black, brown-black or black print on blue-green.

Back : (i) Dark green (ii) Dark blue-green. Both sides the same in each case.

B) White Back, 1913

Surface: Black print on blue-green.

Back : White.

C) Pale Green, 1917 There are two distinct varieties:

(i) Surface: Jet-black print on clear blue-green.

Back : Pale green or glass-green.

(ii) Surface: Black or grey-black print on blue-green.

Back : Pale green or glass-green. The watermark is very distinct.

D) Provisional Green Paper, 1917 This paper is of much poorer quality. The colouring, back and front, suffers in consequence, being blotchy in some cases. The watermark is indistinct, as the paper is opaque and rough.

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Surface: Grey-black print on very pale blue-green.
Back : Olive-green, yellow-green or pale (nondescript).

E) Emerald Surface. 1920-21

Surface: Bright emerald.
Back : Pale green or pale grey-blue green.

F) The New Emerald Paper, 1921-22

The same colour right through, both surface and back being bright emerald. Same colour as the first script CA paper.

TABLE 1 Green Papers (1/- values or equivalent)

Country	A Original		B White back	C		D Prov.	E Emerald surface	F Emerald
	Grn. back	Bl.Gr. back		(i)	(ii)			
ANTIGUA								*
BERMUDA	*	*						
B.HONDURAS	*			*	*	*		*
CAYMAN IS.	*		*					
	1916		1913					
DOMINICA	* ¹	*						
GRENADA	*	*	*			*	* * ²	* ³
JAMAICA	*	*	*	*	*			
LEEWARD IS		* ⁴	*	*	*			
MONTSEERRAT					*			
ST.LUCIA	* ⁴			*	1919			
TRINIDAD	*		*	*		*		
			1914			1918		

1. Green, yellow-green or blue-green on back.
2. Blue-green back, inverted watermark.
3. Inverted watermark also occurs.
4. Grey-black prints as well as jet-black.

THE EVOLUTION OF THE "NEW" YELLOW PAPER

The yellow papers considered in the original article were those used for the 3d and 4d values, and the British Guiana 96c, but of course this colour was also employed for the 5/- denominations (where issued). The papers can be divided into five main groups as follows.

A) Original Yellow, 1912-13

This paper has a shiny appearance and is of good quality. It is thick with a comparatively opaque watermark, and there are two sub-types:

- (i) Surface: Purple or grey-black print on yellow.
Back : Orange-yellow.
- (ii) Surface: Deep purple or black print on yellow.
Back : Lemon-yellow or yellow.

B) White Back, 1913-16

Surface: As for A)
Back : White or buff-white

C) Lemon, 1916

This is a much brighter yellow than A), with an unmistakable green tinge.

Surface: Yellow.
Back : Lemon.

D) The Provisional Paper, 1919-21

Often called "Experimental" paper, this marks the beginning of the final change. There are two varieties:

- (i) This is quite distinct from any of its predecessors, being a dull or orange-brown colour. This paper tends to reduce the coloured print on the face to a pale shade, and is said by some to have a buff frontal appearance.

Surface: Pale purple or pale black on buff (yellow-brown).
Back : Dull orange-brown.

- (ii) A paper similar to that of the 1920 Gilberts 3d. This forms a happy dumping ground for "doubtful" stamps! A

pale paper, but not so pale or thin as the "new" yellow paper, and it generally has small spots on the back. Care must be taken not to confuse this variety with the "new" yellow paper. It will perhaps help that the colour is deeper on the face than the back, the "new" yellow paper being the same on each side. The new-type 3d of the Virgin Islands should be compared with the Gilberts 3d to show the difference between the new and the experimental papers.

Surface: Pale purple, or black & pale red, print on yellow.
Back : Dull yellow.

E) The "New" Yellow Paper, 1920-22

This paper appears to vary in thickness, being thicker for surfaced (chalky) stamps, thinner for non-surfaced ordinary paper) stamps and medium for recess-printed issues. To illustrate this, the 3d Antigua (chalky) can be compared with the same values of Fiji (ordinary paper) and St. Vincent (recess) respectively, new pale-yellow printings naturally being chosen in each case.

When chalk-surfaced, early yellow paper is generally opaque with the watermark not easily visible from the back, whilst with the "new" paper the watermark can clearly be seen. The "new" yellow ordinary paper is much thinner than the old, and if immersed in water the colour will depart altogether, leaving a white back.

Surface: Pale yellow.
Back : Pale yellow (both sides the same).

Except for a few isolated examples, the general order of scarcity is C (scarcest), D, B, A and E. Incidentally, the first script-watermarked paper was the same colour as E.

GENERAL INFORMATION

It is hardly necessary to say that the backs of the stamps provide more help than the fronts in diagnosing the different papers. However, further assistance may be obtained from the eleven De la Rue key-plates used for printing on the block CA papers, plates 1 to 9 being Die 1 and 10 to 11 being Die 2. For the yellow papers the usage was as follows.

TABLE 2 Yellow Papers (3d values)

	A (original)		B White back	C Lemon	D Prov.		E New yellow	
	Orange yellow back	Lemon yell. back			(i)	(ii)	Thick	Thin
ANTIGUA							*	
BAHAMAS	*	* thick paper						
BARBADOS								
Design 1	* 1912							
Design 2	* 1916							
Design 3								* ¹
BARBUDA							*	
BERMUDA		*						
CAYMANS								
Design 1	*	*	*	*	*		*	
Design 2	* 1921							*
DOMINICA	*C	*0						*0
GRENADA	*	*	*	*	*		*	
JAMAICA	*	*	*	*	* ²	* ²		
		deep centre	*buff face					
LEEWARDS			*	*	*	* ³		
MONTSERRAT	*	*						
ST. LUCIA	*	*			*	*		
ST. VINCENT	*			*				*
TURKS & C.	*	*		*	*	*		
VIRGIN IS.								
Design 1	*	*				* ²		
Design 2							*	

1. Canary-yellow also.
2. War-stamp overprints.
3. Dull orange-yellow also.

TABLE 3 Yellow Papers (4d values, except B.Guiana 96c)

Country	A (original)		B White back	C Lemon	D Prov.		E New yellow	
	Orange yellow back	Lemon yell. back			(i)	(ii)	Thick	Thin
ANTIGUA							*	
BARBADOS								
Design 1		*						
Design 2	*	*						
Design 3								*
BERMUDA								
Ship	*	*						
1.Ter.		*				*		
2.Ter.		*						
B.GUIANA	*		*	*			*	
CAYMANS								
Design 1	*	*				*		
Design 2							*	
JAMAICA	*		*	*		*		
LEEWARDS							*	
ST.LUCIA	*	*	*					
ST.VINCENT	*	*						
TRINIDAD								
Design 1	* grey blk	* blk	*	*		*		
Design 2							*	
TURKS & C.	* orange	* yell.						

Plate 1 was used for the first three varieties of paper, ie the yellow, white-back and lemon, the last two being found printed only from this plate. The original yellow paper was used also for succeeding plates up to and including Plate 8 and this plate accounted for all the printings on "Provisional" (buff) paper. Use of Plate 8 continued on the new

pale yellow paper. It follows that if a stamp is known only from Plate 1 it cannot be on buff paper, eg the Gilberts 4d which was erroneously reported on buff paper, as was also the 5/- value.

Of the Grenada ("Malta") key type, there were three plates. Plate 1 was in use for 5 years or so and Plate 2 was first employed in 1917 on the provisional green paper with olive back.

DOMINICA: The Independent Pre-stamp Period

by A. Shepherd

The colony of Dominica, one of the most undeveloped islands of any of the now ex-British West Indian islands, has an interesting phase in its postal history. It did not issue its own adhesive stamps until 4th May 1874, and it would appear to have managed quite well without them, being one of the last West Indian islands to issue its own. Even tiny Nevis preceded Dominica by ten years!

The Imperial Post Office made over control of the Dominican post office to the colony on 1st May 1860, and withdrew the four values of British stamps allowed to be used on mail within and from the island, namely the 1d, 4d, 6d and 1/-.

Dominica, like Grenada, had a Postmistress at this time, a Mrs Dawbinley. This lady's job did not appear too onerous, as in the eight months after Dominica assumed control of its postal affairs total revenue from all sources amounted to £20.9.11d, and expenditure, including establishment, was £1.10.3d. These sums tell a sad tale regarding the volume of mail handled. In retrospect, however, one must visualize conditions in the colony. Shortage of capital and labour had ruined many sugar plantations, the coffee industry was

almost ruined by insect pests and a blight, and the cultivation of limes was in its early days. As the white literate population numbered under 400 anyway, there was thus a great lack of business for the post office.



Figure 1



Figure 2



Figure 3

Without adhesive stamps until introduced in 1874, prepaid mail from Dominica was treated in the old manner; a red circular "Paid" mark was applied to the letter, plus the amount paid in red ink. Three types of mark have been recorded used during this 14-year period. Fig 1 shows the "Crowned Paid" mark which was handed over in 1860 along with control of the post office. This was followed by stamps procured in the mid-60's (Figs 2 & 3), which from the evidence of known covers appear to have been used concurrently.

Thomas W. Doyle was appointed Colonial Postmaster on 6th November 1868 at an annual salary of £100, and we must assume that Mrs Dawbinley retired gracefully, as there is no further mention of her in the records. Mr Doyle managed without adhesives for nearly six years, but on 22nd June 1874 the "Dominican Gazette" announced that "postage labels" of 1/-, 6d and 1d were available and henceforward all mail had to be prepaid. The dire warning was also included "In the case of failure to prepay, letters to the UK will be charged double rate to the recipient, and letters to addresses in the Colonies and in Foreign countries will be opened and returned." Thus the 14-year era of "Paid" handstamps came to an end.

The "Crowned Paid" handstamp was resurrected for a short period in 1940. Dominica, having left the Leeward Island group to join the Windwards, found the invalidation of the Leeward Islands postage stamps had left a void. Thus the handstamp was used for a short time to denote payment of postage until stocks of certain values of her own stamps arrived from the U.K.

THE SOUTH-EASTERN BAHAMA ISLANDS AND THEIR POST OFFICES

by Malcolm D. Watts

These islands, the most southerly group in the Bahamas, extend southwards from a point just below the Tropic of Cancer for approximately 130 miles, and they are some 220 miles across from east to west. Without doubt they are by far the most remote group of islands in the Bahamas, many being accessible only by boat (map on back cover).

This collection of islands includes the Long Cay Group, ie Crooked, Acklins and Long Cay, plus the Ragged Islands, the Inaguas and Mayaguana. The inhabitants are much more primitive than those from the other parts of the Bahamas and number only around 3500. For this reason the amount of mail handled is relatively small.

In this article a brief account of each island will be given, together with a list of current post offices. The illustrations will show some of the fascinating postmarks of more recent years.

CROOKED ISLAND

Crooked Island, inhabited by under 700 persons, forms the north-western corner of the Long Cay group. The miles of meandering creeks and channels off Crooked Island were the notorious hideaways of pirates who preyed upon ships traveling through the Crooked Island Passage, now used by ocean liners and freighters on their way to South America. Fortifications and cannon, reminders of the old pirate days, can still be seen at French Wells. Columbus called the northern promontory of the island Cabo Hermosa, meaning the Beautiful Cape, and spoke highly of the anchorage he found there. Today it is called Porthard Harbour, where vessels drawing up to 10 feet can shelter in any winds. There are also good anchorages at Pitts Town Point and Landrail Point.

The District Post Office is at Colonel Hill, which also serves as District Office for the sub-offices on Long Cay and Acklins Island. Originally called Crooked Island, it was the port of call for Falmouth Packets prior to 1819. The office is believed to have closed in 1842, but it was reopened

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in 1914 as Colonel Hill. The present post offices and known opening dates are:

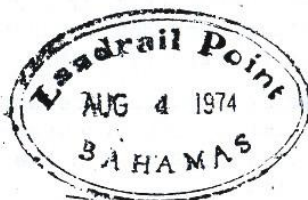
COLONEL HILL (D.P.O. 1914)

LANDRAIL POINT (1939) FAIRFIELD (1947) TRUE BLUE (1948?)

MAJOR'S CAY (1971) CHURCH GROVE (?)



Smaller letters



In blue



In blue

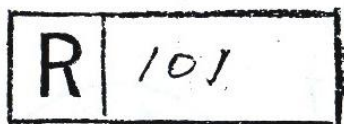


ACKLINS ISLAND

This island is some 60 miles long, and is one of the least known in the southern Bahamas. It is narrow, rocky and hilly, and has a population of under 1000. Acklins has many delightful bays and coves, and several good anchorages on its western side where tiny villages with names like Delectable Bay and Snug Corner dot the coast. The east coast is high and rugged with dangerous reefs extending its entire length. Castle Island at the south end of Acklins lies on one of the busiest shipping routes in the world, the Crooked Island passage. The post offices are:

SPRING POINT (opened before 1890 as ACKLINS ISLAND. Renamed in 1931)

CHESTER (1944) SNUG CORNER (1946) POMPEY BAY (1947)
LOVELY BAY (1953) BINNACLE HILL (1963) SALINA POINT (1963)



New CHESTER registration stamp



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LONG CAY

Often known as Fortune Island, Long Cay may be seen at a distance of 12 miles because of Fortune Hill, the island's most distinguishing landmark. Anchorage is available at Wind-sor Point. Albert Town is the only settlement, and here the post office is located. There are only about 80 inhabitants. The post office is LONG CAY (1870).



New TRD of
Ragged Island



THE RAGGED ISLANDS

This group consists of Ragged Island, Little Ragged Island, and a chain of cays (the Jumento Cays) stretching southward in the form of a shallow semi-circle from near the southern tip of Long Island. They can be reached only by boat. The islands are barren and windswept, and most of the 200 inhabitants are seamen or fishermen who love to show off their homeland's deserted beaches and untouched fishing grounds to adventurous travellers. Straw work is exported to the Nassau market, and some salt is produced. Ragged Island itself covers an area of $14\frac{1}{2}$ sq. miles, and the principal settlement is Duncan Town, which has the District Post Office.

RAGGED ISLAND (D.P.O., opened by 1870)



MAYAGUANA ISLAND

About 24 miles long by 6 miles across at its widest, Mayaguana is almost as primitive as its original Amerindian name. It is fairly flat and lies in the main hurricane track. Well wooded, it has much lignum vitae and other hardwood. Although rarely visited by yachtsmen because of its isolation, it has two good harbours and several passable anchorages. The 600 inhabitants either farm, fish or are employed at the US Missile-tracking Station, which was established at Abraham Bay, the main settlement, a few years ago. The District Post Office is at Abraham bay, about whose spelling there appears to be some doubt! The post offices are:

ABRAHAM BAY (D.P.O., opened by 1932)

PIRATES WELL (opened as MAYAGUANA around 1920, but renamed by 1940)

BETSY BAY

INAGUA

Great Inagua is the most southerly island in the Bahamas, and it is some 365 miles from Nassau. It is the second largest Bahama island, 560 sq.miles, and one of the least developed, with less than 1300 people. Most of the island is low and flat with a shallow lake about 12 miles long in its centre, although there are hills over 100 feet high on the north and south coasts. On the flatlands and prairies there are wild cattle, hogs, horses and donkeys which were brought to the island many centuries ago. A large flock of flamingoes, the national bird of the Bahamas, flourishes here under Government protection. There are numerous varieties of other birds in the island, including spoonbills, wild duck and many more.

The island is difficult to approach by sea on account of the ubiquitous reefs and poor anchorages, but it can be reached by the weekly mail boat from Nassau, or by plane. Matthew Town is the principal settlement and the centre of Inagua's salt industry, which gives work to over 300 of the inhabitants. The post office is INAGUA (D.P.O.), which was probably opened in 1854, but certainly by 1869.

Little Inagua, 30 sq.miles in area, is about 5 miles north-east of Great Inagua, and is uninhabited except by wild goats, donkeys and all manner of bird life.



REGISTERED

