

Jamaica Highway Travelling Post Offices

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Acknowledgements and Bibliography

Thomas Foster March 1971

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and many others.

Bob Swarbrick

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Introduction.

Tom Foster drafted a chapter of a proposed second volume to the Postal History of Jamaica, in 1971, concerning the Highway Travelling Post offices in Jamaica. These T.P.O.s operated during the 1960s and a series of hand stamp markings were utilised. Although a number of notable collectors have copies of this draft chapter (indeed a copy exists in the BWISC library) I am not aware of it having been formally published. I inherited, what appears to be a master copy (as the maps are pen and ink, in colour) from the late Michael Vokins with a few additional pages of corrections.

Prompted by Bob Swarbrick, the following article seeks to resurrect Tom's paper and enhance it with the help of other collectors.

- It must be remembered that at the time Tom researched his paper, there was great reliance on tracing of post marks and free-hand drawing, which inevitably led to inaccuracies. (Tom's paper did not illustrate all marks)
- There is a strong possibility that the date range of the strikes can now be extended
- The numbering classification used by Tom was confusing e.g. his type Type HTP04 (the style of handstamp) could have 'T.P.O. 2' in the heading!

I therefore present an edited version of Tom's paper, supplemented with information and images from the collection's of Bob Swarbrick and Derek Sutcliffe.

Foster Introduction

In order to introduce a study of the operation and postal markings: of this type of mail transportation, it would probably be as well to look first at the methods used to carry the post by road from the earliest times.

The evidence presented by early correspondence¹ shows that in 1708, a regular stage-coach service operated between Kingston and Spanish Town but it is not known whether it carried mail, though it would appear likely. it is debatable how long the arrangement lasted and there are no records in Jamaica of the existence stance of this stage.

Until the advent of the Jamaica Railway in 1845, mail had been conveyed by slave, postboy or mule over a system of five post roads organised to cover all the district offices. Even though the service was extremely slow, it did ensure at least one weekly post to even the most remote parts of the island.

At first, the railway only covered a small area between Kingston, Spanish Town and later. Old Harbour, al though it was responsible for an easing of postal costs, and a subsequent reduction in postal rates for letters: sent between any two points on the railway. Tae mail for the outlying districts however, continued to be carried by mule until 1873;, when the state of the railway became so chaotic that the Postmaster General terminated the mail contract and determined to spend the £200 per annum that it had cost, on the transportation of mail by road between Kingston .and Spanish Town.

The idea of a subsidised mail-coach service, with an initial capital of 26,000, had been raised sore years earlier but no decision-had been reached and it was not until the cessation of the conveyance contract, that public complaints of mail delays began to arrive from the northern parishes and His Excellency, the Governor., ordered two rail-carts to be manufactured in England to begin the service. Only one arrived and it vas described: as. "a clumsy Noah's Ark on wheels:, requiring one or two elephants to draw it and best fitted for a porter's lodge"².. It first arrived. at Spanish Town on August 29th 1873, when it was brought in. by Mr. P. Allwood, the Post Office Inspector, having taken one and a half hours to cover the distance of thirteen miles from Kingston Clumsiness and weight proved to be an insurmountable obstacle to its correct functioning and it was soon retired and finally scrapped.

¹ Notably, the "Chief Justice Peter Heywood - Colonel Charles. Long" correspondence, c.. 1707-11.

² "Morning Star" of August 15th 1873

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By the end of 1878, complaints- regarding the slowness of the mails had reached a new height and the Government ordered the subsidisation of a light mail-coach to operate between Old Harbour and Mandeville, this latter place: being considered a good centre for the distribution of rail for certain parts of the northern and western parishes.

From 1878 onwards, mail was again conveyed by rail but the services to other districts continued to be made by mule, the new mail-coach and later, bar wale carts, similar to that illustrated on the 6d value off, the Postal Centenary issue of 1960. In 1881, the first mule-drawn mail-coach was put into operation between Kingston and St. Ann's Bay, carrying a number of fare-paying passenger and this new system immediately began to spread, being efficient, economic and well used by the public.

On April 1st 1910, mails were carried for the first time by motor transport, the vehicles being supplied by the Jamaica Motor Company under contract with the post office but the experiment was short lived and when re-introduced in 1913, it operated under direct post office control and was used on all the island's chain post roads. Since then, the motor mail-coach service has been considerably extended and the entire island is now covered by a network of small official services, connecting with many tiny villages and larger offices and still carrying small numbers of paying passengers on each van (see Appendix "A"), in the absence of rural public transport. No postal markings were employed on any of these routes and all mail carried vans in sealed bags.

Mail between Kingston and Port Royal was and still is conveyed by the Harbour Master's launch across Kingston Harbour and at Port Morant, mail for the "banana" port of Bowden is transported across the harbour by a courier in a rowing boat.

In the late 1950's, in an attempt to effect certain badly needed economies and increase efficiency, the Jamaica Post Office enlisted the co-operation of British postal experts to organise a working study of the postal services and administration, their recommendations resulting in a series of Travelling Post Offices being established from 1961 onwards, which were intended to operate between several of the larger centres of population. These T.P.O.'s picked up and conveyed closed mail between agencies and main offices and did a certain amount of sorting on each journey, especially forward sorting to offices and agencies: lying immediately beyond the various terminal points. Each van was equipped with a letter box and when halted in a village where the mail had already closed, letters could be posted therein and dealt with, although none of the units, offered a counter service to the public five Travelling Post Offices were organised, the details and postal markings used for them being as follows:-

The Routes

Tom Foster identified 5 routes:

- 1 Mandeville – Savannah La Mar and return.
- 2 Kingston – St. Ann's Bay and return.
- 3 Montego Bay – St. Ann's Bay and Return
- 4 Corporate Area of Kingston and St Andrew
- 5 Kingston scheme

These route numbers will be utilised for the prime classification of markings with a suffix letter applied for each variation of handstamp identified on the route.

The EKD / LKD are presented as two dates the first being Foster's, the second being mine to-date.

Ironically, all five travelling post offices were withdrawn from service with effect, from May 14th 1966, the official reason given being "in the interests of efficiency and economy"!

The Post Vans



Post Van on Route 2

Photo courtesy of Bob Swarbrick



Post Van on Route 3

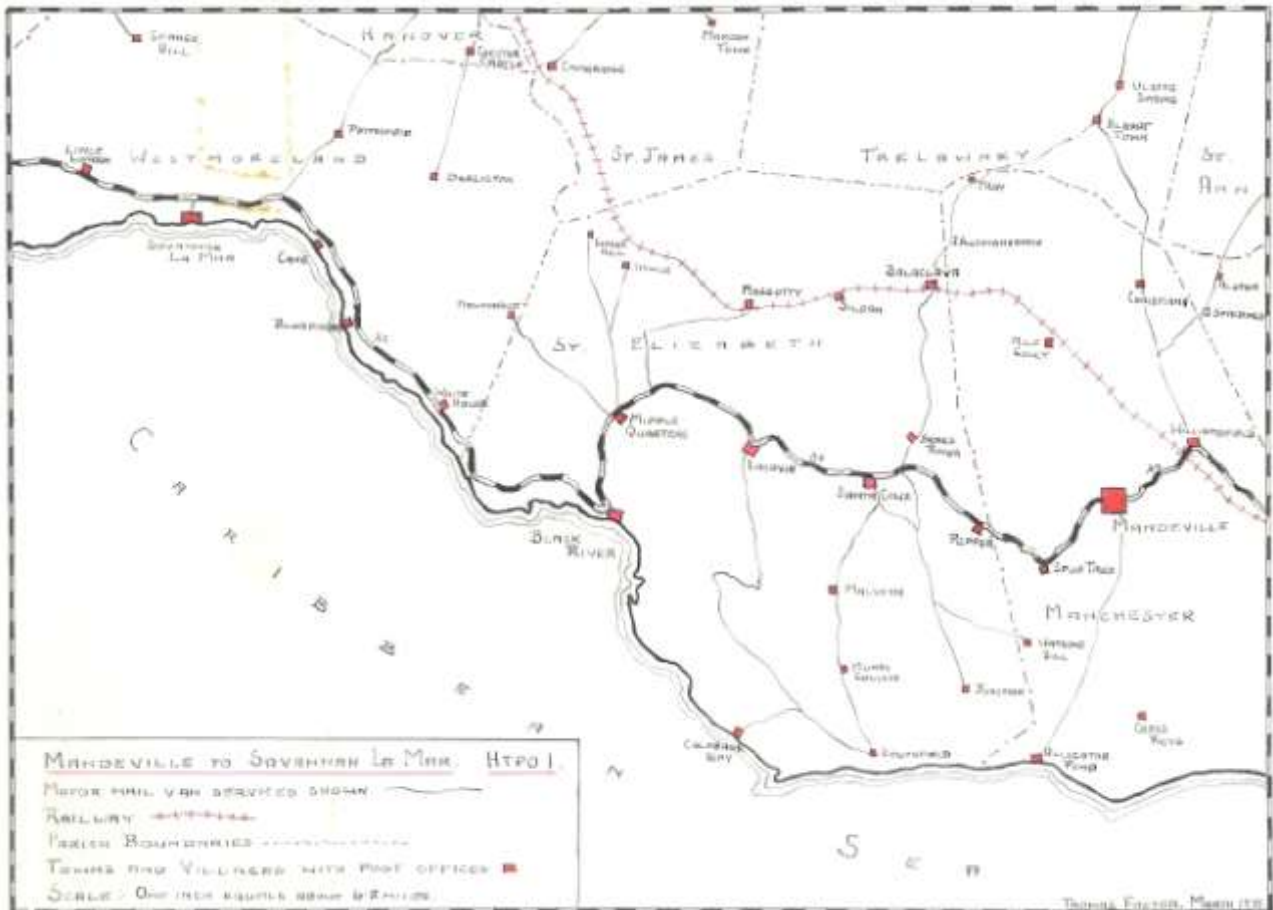
Photo courtesy of Bob Swarbrick

HTPO1 - Mandeville – Savannah La Mar and Return.

This service began on 1st June 1961 and consisted of a large modern, mail van of steel construction, with a compartment for mail sorting and another of big storage capacity for carrying sealed staffed by two postmen, Grade "A".

The T.P.O. operated on the main A2 road between the termini, picking up and delivering closed mails from and to the Kingston G.P.O, and open mail including registered, from offices and agencies en route. The staff sorted mail for offices directly beyond Savannah La Mar and Mandeville in order to expedite forward despatch from those points. The van was returned to Kingston from Mandeville and during the journey, sorted mail for the eighteen post offices of the Kingston Corporate Area (The Kingston Corporate Area comprises the parish and City of Kingston and a large part of the surrounding parish of St. Andrew, usually called Lower St. Andrew. The offices, referred to are the main offices of the eighteen Kingston Postal Districts established on 1st February 1958. See Appendix "B").

Letters posted at offices and agencies after the mail had closed could be posted in the letter box provided on the van and were date-stamped by the sorter. Evidence of the practice is seldom found and all markings of this unit are scarce. Three successive date stamps, were employed, all of the Temporary Rubber type and struck in purple ink: -



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HTPO1A



Type: TRD37
Frame oval:
Top wording: "T.P.O."
Bottom wording: JAMAICA
Asterisks: High at 3 o'clock and high at 9 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 1 Jun 1961 SJ: 28 Oct 1961
LKD: TF: 23 Jul 1963 SJ: 28 Oct 1961

Favour strikes exist, usually in a very worn condition with the dateline of 23rd July 1963 inverted.

HTPO1B



Type: TRD46
Frame oval:
Top wording: "T.P.O."
Bottom wording: Mandeville – Savanna La-mar
(upper and lower case letters)
Asterisks: In line at 3 o'clock and at 9 o'clock
Centre: Date DD MMM YYYY
EKD: TF: Aug 1963 SJ: 21 Feb 1964
LKD: TF: 21 Jan 1966 SJ: 6 Jul 1965

Later impressions are always, worn and distorted.

HTPO1C

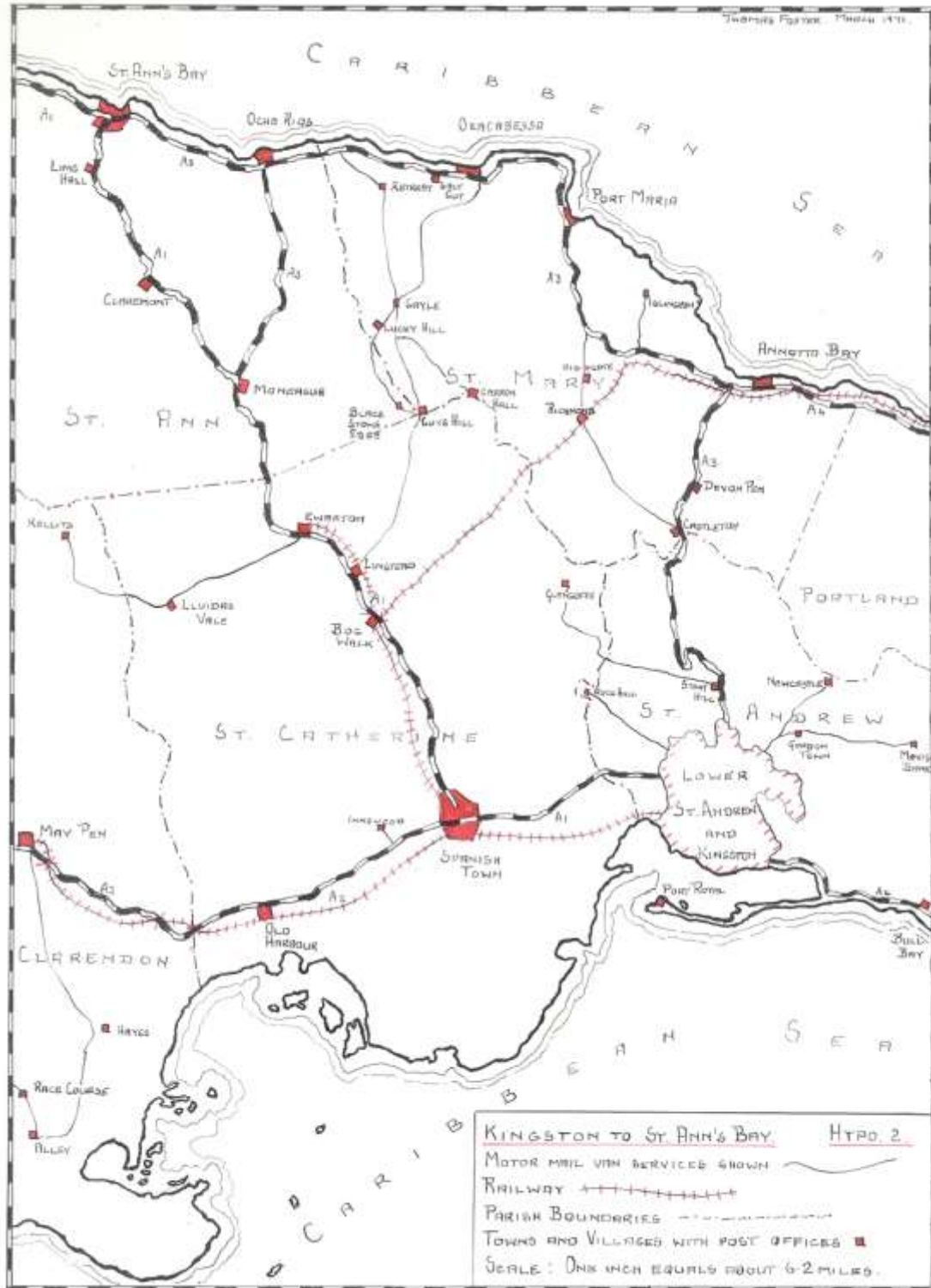


Type: TRD46
Frame oval:
Top wording: "T.P.O."
Bottom wording: MANDEVILLE SAVANNA-LA-MAR
(serif capital letters)
Asterisks: At 2 o'clock and 10 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 9 Feb 1966 SJ: 19 Mar 1966
LKD: TF: 14 May 1966 SJ: 13 May 1966

HTPO2 - Kingston – St. Ann's Bay and Return.

This unit commenced operations on 2nd April 1962 using the same equipment, and establishment as Highway T.P.O.1. It was operated in a similar manner and served all the offices and small agencies along the main A1 road from Kingston through Spanish Town to St. Ann's. Bay. In its later years it assisted in clearing mail from offices: of the corporate area of Kingston and for this additional duty, often used a smaller van.

Four rubber datestamps were employed, the first being uncommon, whilst the other three are very common and usually found on Kingston mail. All were struck in purple ink.



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HTPO2A



Type: TRD37
 Frame Oval
 Top wording: T.P.O. 2
 Bottom wording: JAMAICA W I
 Asterisks: High at 3 o'clock and low at 9 o'clock
 Centre: Date DD MMM YYYY
 EKD: TF: 2 Apr 1962 SJ: 20 Feb 1964
 LKD: TF: 2 Dec 1965 SJ: 23 Jul 1965

HTPO2B



Type: TRD37
 Frame Oval Small break in the inner oval frame-line below the 'O' of 'T.P.O.'
 Top wording: T.P.O. 2
 Bottom wording: JAMAICA (1mm gap from inner oval)
 Asterisks: Low at 3 o'clock and low at 9 o'clock
 Centre: Date DD MMM YYYY
 EKD: TF: 20 Jul 1963 SJ: 29 Aug 1964
 LKD: TF: 9 Apr 1965 SJ: 3 May 1965

Note: the outer double oval shows signs of wear and often appears as a single frame line.

HTPO2C



Type: TRD37.
 Frame Oval Small break between the letters 'A' and 'I' of 'JAMAICA'
 Top wording: T. P. O. 2
 Bottom wording: 'JAMAICA' (no gap from inner oval)
 Asterisks: At 4 and 8 o'clock
 Right touches the inner frame line
 Centre: Date DD MMM YYYY
 EKD: TF: 1 May 1965 SJ: 30 Jun 1965
 LKD: TF: 23 Jul 1965 SJ: 6 Aug 1965

HTPO2D



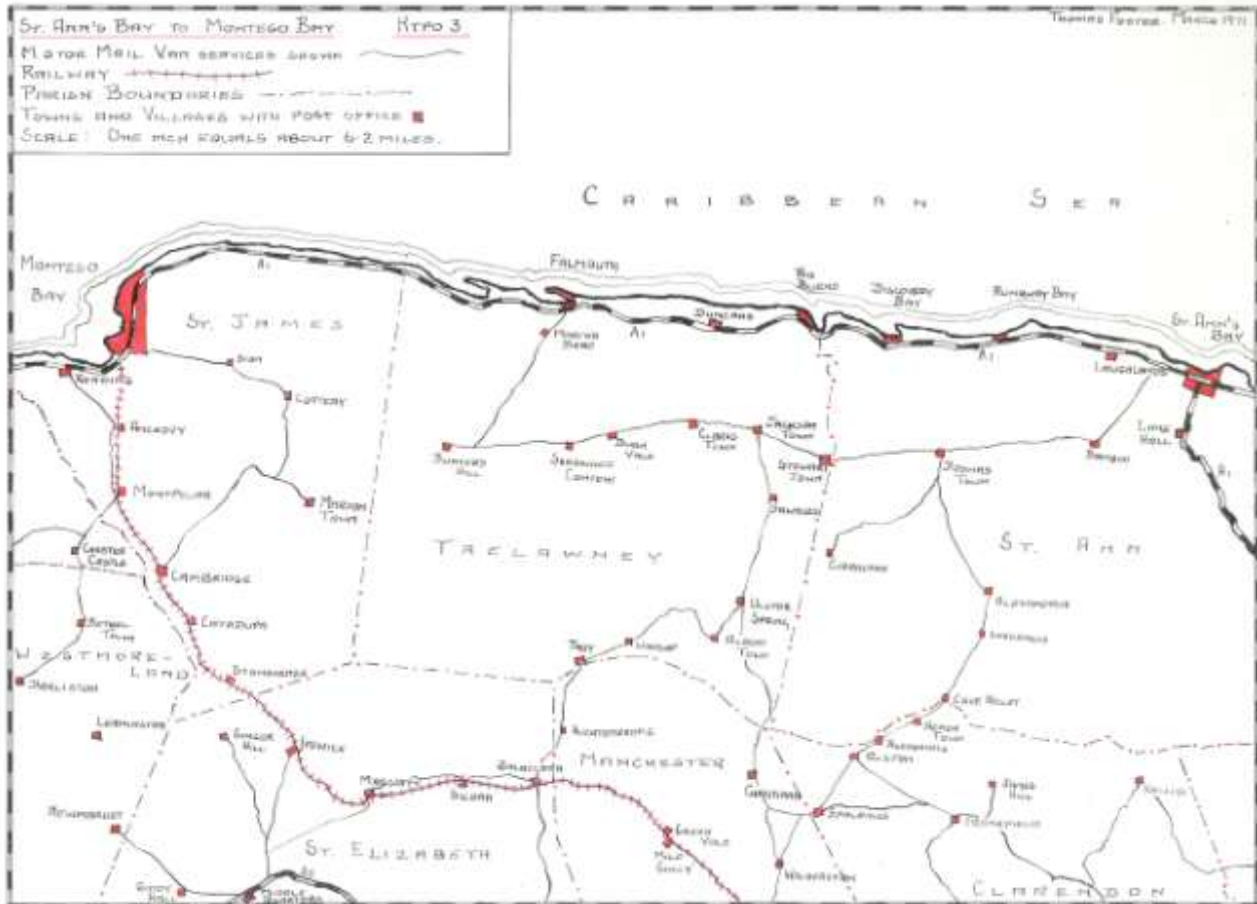
Type: TRD37
 Frame Oval: Break between the letters 'P' and 'O' of 'T.P.O.'
 Top wording: T. P. O. 2
 Bottom wording: JAMAICA' (no gap from inner oval)
 Asterisks: Still at 4 and 8 o'clock but both spaced away from inner frame line
 Centre: Date DD MMM YYYY
 EKD: TF: 23 Sep 1965 SJ: 15 Sep 1965
 LKD: TF: 14 May 1966 SJ: 24 Feb 1966

Wear and tear often make it unreadable.

HTPO3 - Montego Bay – St. Ann’s Bay and Return

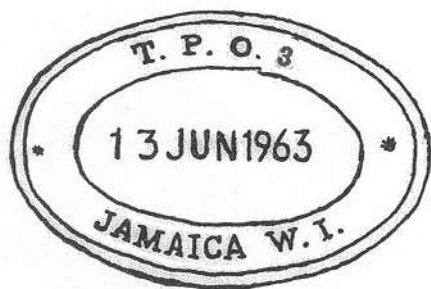
This unit also began operations, on 2nd April 1962 with the same equipment and establishment, and worked the main A1 road between the places mentioned. One of its main tasks was the forward sorting; of mail destined for outstations of Montego Bay and offices and agencies, on secondary routes beyond that -town.

Seven types of temporary rubber datestamp were used and struck in purple ink, most if not all of them being very scarce and rarely seen :



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HTPO3A



Type: TRD61
 Frame Oval:
 Top wording: T.P.O. 3
 Bottom wording: JAMAICA W.I.
 Asterisks: In line at 3 o'clock and at 9 o'clock
 Centre: Date DD MMM YYYY
 EKD: TF: 1 Apr 1962 SJ: 2 Dec 1963
 LKD: TF: May 1963 SJ: 2 Dec 1963

Very rare, almost always a very poor strike (hence the reconstructed image above)

HTPO3B



Type: TRD46
 Frame Oval:
 Top wording: MONTEGO BAY – ST. ANN'S BAY
 Bottom wording: JAMAICA
 Asterisks: None
 Centre: "T.P.O." placed above the date
 EKD: TF: Jan 1964 SJ: 22 Jun 1964
 LKD: TF: 12 Oct 1965 SJ: 22 Jun 1964

HTPO3C



Type: TRD46
 Frame Oval: All wording in oval very blurred
 Top wording: MONTEGO BAY - ST. ANN'S BAY
 Bottom wording: JAMAICA
 Asterisks: At 4 o'clock and 8 o'clock but oblique strokes
 Centre: T.P.O. (no 3 visible) placed above the date which is underlined
 EKD: TF: SJ: 14 Aug 1965
 LKD: TF: SJ: 31 Aug 1965

Could be a very worn version of HTPO3B.

HTPO3D



Type: TRD37
 Frame Oval:
 Top wording: MONTEGO BAY .. ST. ANN'S BAY
 in smaller letters
 Bottom wording: JAMAICA (mis-spelled)
 Asterisks: At 4 o'clock and 8 o'clock
 Centre: T.P.O. 3 placed above the date
 EKD: TF: 10 Nov 1965 SJ: 9 Nov 1965
 LKD: TF: 13 Nov 1965 SJ: 13 Nov 1965

Four days after the earliest date of usage recorded for this mark, a group of collectors who were visiting Montego Bay Post Office to study the van service system, noticed the error in an example of the dater shown to them. The Postmaster at Kingston ordered the offending dater to be removed

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from service and a replacement dater obtained. Favour strikes exist dated 13th November, normal postal usage on earlier dates are very rare.

HTPO3E



Type: TRD37
Frame Oval:
Top wording: T.P.O. 3
Bottom wording: JAMAICA
Asterisks: At 2 o'clock and 10 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 16 Nov 1965 SJ: 16 Nov 1965
LKD: TF: 16 Nov 1965 SJ: 16 Nov 1965

Never put into use, possibly because of the rapid provision of the following type.

Foster records: Undated proof strikes exist, struck on light card, the "J" of "JAMAICA" always being missing. However, the above example from the Swarbrick collection shows correct lettering.

HTPO3F

HTP03C
But "JAMA"
(last four letters of the word excised)

Type: TRD37
Frame Oval:
Top wording: T.P.O. 3
Bottom wording: "JAMA"
last four letters of the word excised
Asterisks: At 2 o'clock and 10 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 21 Nov 1965 SJ:
LKD: TF: Dec 1965 SJ:

HTPO3G

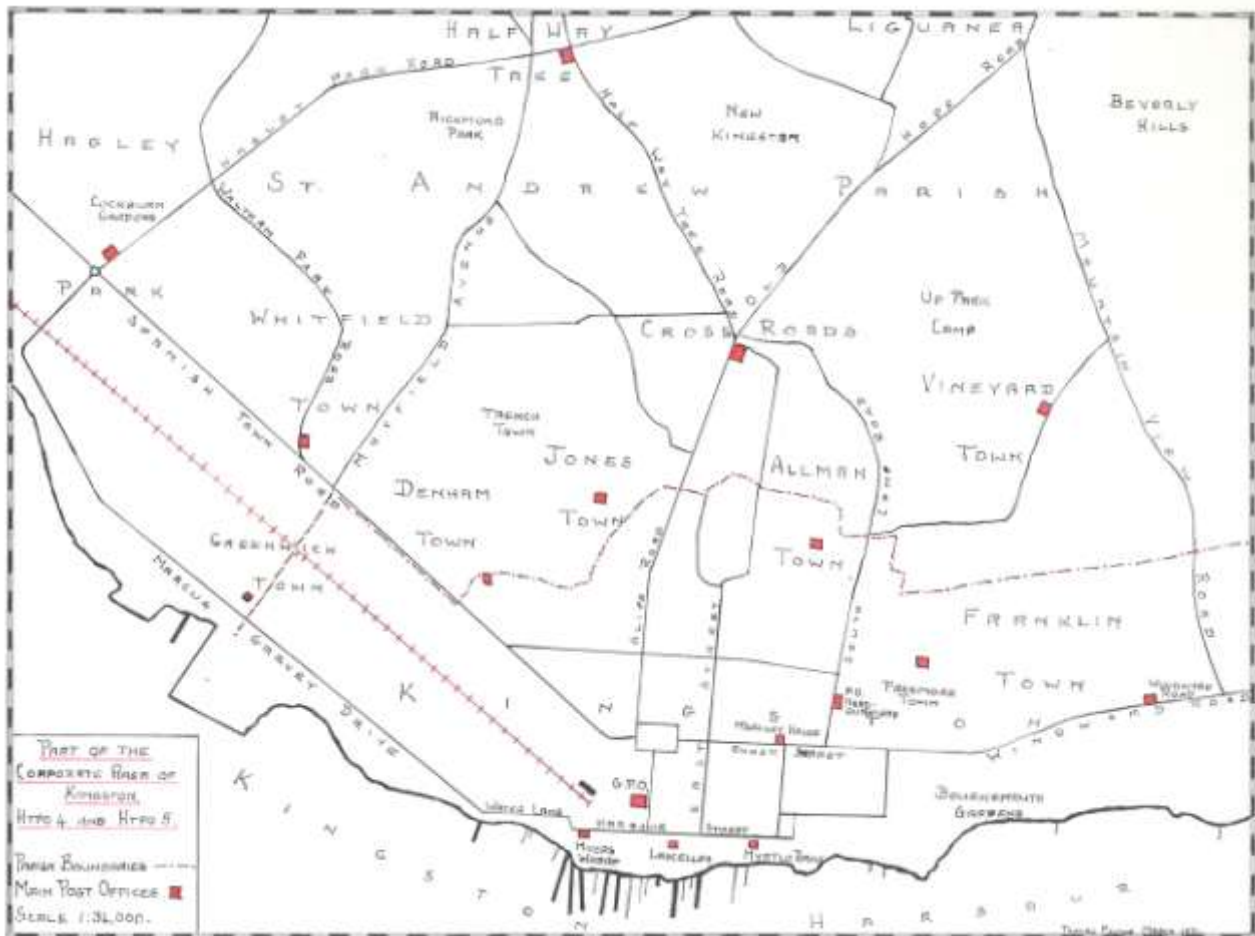


TRD46
Frame Oval:
Top wording: MONTEGO BAY - ST. ANN'S BAY
Bottom wording: JAMAICA
Asterisks: At 4 o'clock and 8 o'clock
Centre: T.P.O. 3 placed above the date
EKD: TF: 20 Dec 1965 SJ: 22 Dec 1965
LKD: TF: 14 May 1966 SJ: 4 Apr 1966

HTPO4 - Corporate Area of Kingston and St Andrew

This was an experimental service which did not commence until 25th March 1963. It was operated with a smaller type mail van and was manned in the morning by only one Grade "A" postman, in its capacity of exchanging closed mails between the offices of Halfway Tree, Cross Roads, Allman Town, Franklin Town, Vineyard Town and Windward Road, in both directions.

In the afternoon, it took on a staff of three postmen and proceeded to clear street letter boxes in the corporate area beyond the inner belt of the G. P.O., boxes with heavy postings, being especially selected. This system was inaugurated in order to limit overtime hours being worked, the letters being postmarked and sorted on a 48 compartment frame during the operation. Four rubber daters were employed, struck in purple ink.



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HTPO4A



Type: TRD37
Frame Oval:
Top wording: "T.P.O.-4" at the top
(with hyphen between 'T.P.O.' and '4')
Bottom wording: JAMAICA
Asterisks: Low at 3 o'clock, in line at 9 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 25 Mar 1963 SJ: 25 Mar 1963
LKD: TF: 4 Sep 1963 SJ: 19 Oct 1963

HTPO4B



Type: TRD37
Frame Oval: a slight displacement of the inner frame-line below the 'O' of 'T.P.O.'
Top wording: "T.P.O.-4" at the top (with hyphen) but distorted
Bottom wording: JAMAICA
Asterisks: oblique strokes in line at 3 o'clock and at 9 o'clock
Centre: Date DD MMM YYYY
EKD: TF: SJ: 29 May 1964
LKD: TF: SJ: 23 Jul 1964

Not uncommon.

HTPO4C



Type: TRD37
Frame Oval: break of the inner frame-line below the 'O' of 'T.P.O.'
Top wording: T.P.O. 4 without hyphen 24 mm
Bottom wording: JAMAICA
Asterisks: ??? at 3 o'clock in line at 9 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 28 Oct 1964 SJ: 26 Oct 1964
LKD: TF: 19 Feb 1965 SJ: 26 Oct 1964

HTPO4D



Type: TRD37
Frame Oval: break and displacement of the inner frame-line below the 'O' of 'T.P.O.'
Top wording: T.P.O. 4 without hyphen 17 mm
'P' of 'T.P.O.' slopes to the right
Bottom wording: JAMAICA
Asterisks: Low at 3 o'clock, in line at 9 o'clock
Distorted to oblique strokes in later impressions
Centre: Date DD MMM YYYY
EKD: TF: 27 Aug 1964 SJ: 12 Aug 1964
LKD: TF: 14 May 1966 SJ: 24 Jul 1965

This dater is usually found in a very worn state in later years, commonly known used

HTPO5 - Kingston Scheme

The last of the new units and brought into service on 1st May 1963. Its duties consisted of the clearance of all street letter boxes within the corporate: area, sorting and postmarking being carried out at the same time. Only one datestamp was used, struck in purple ink

HTPO5A



Type: TRD37
Frame Oval:
Top wording: "T.P.O.-5" with hyphen before the "5"
Bottom wording: JAMAICA
Asterisks: Low at 3 o'clock, in line at 9 o'clock
Centre: Date DD MMM YYYY
EKD: TF: 1 May 1963 SJ: 21 May 1963
LKD: TF: 14 May 1966 SJ: 25 Jul 1964

Official proof strikes exist struck on small pieces of paper and dated 29th March 1963

Showing considerable signs of wear during its last two years of use when it was commonly found on Kingston mail.

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HTPO6 – New Kingston Scheme

This strike was applied after Foster's article was published, any information concerning the resurrection of the service would be welcomed.



Type: TRD37
Frame Oval:
Top wording: T. P. O.
Bottom wording: KINGSTON
Asterisks: At 2 o'clock and 10 o'clock
Centre: Date DD MMM YYYY
EKD: TF: n/a SJ: 25 Feb 1977
LKD: TF: n/a SJ: 25 Feb 1977

APPENDICES

APPENDIX "A"

Motor Mail Van Services

In June 18379, Sir Anthony Mulgrave, Governor of Jamaica, wrote:-

"there is at present no public conveyance of any kind whatever about the island except the distance from Spanish Town to Old Harbour of the railway, and a small mail-coach which induced by a guarantee from the Government has run with success for a few months from the Railway Terminus at Old Harbour to Mandeville."

'this position was gradually rectified and due to the mountainous nature of the island, roads have been extended where the railway had to be halted, the result being that far more mail is now conveyed by road: than by rail.

After the first experimental passenger mail-coach service between Kingston and St. Ann's Bay in 1881, this system spread rapidly, especially when it was found that daily services could be provided and subsidised by carrying fare-paying passengers, for whom no other rural public transport existed. The following details showing the growth and dates of establishment of the main routes:, mostly operated by private contractors, lead up to the modern network.

1. November 1st 1881. Kingston to St. Ann's Bay. When the railway extension to Ewarton was completed on August 17th 1885, this service operated between Ewarton and Montego Bay and by 1905, was routed via, Moneague, Claremont, Line Hall, St. Ann's Bay, Laughlands, Runaway Bay, Dry Harbour now Discovery Bay, Rio Bueno, Duncans, Falmouth and Little River. From 1922, stops were made at the little market towns of Brown's Town, Stewart Town, Jackson Town and Clarks Town, the van leaving Ewarton at 4.15 pm and arriving at Montego Bay at 5.25 am, the return journey leaving at 6.20 pm and arriving at 5.15 am. By 1952, the service had been extended southwards to the present railway terminus at Bog Walk.
2. October 2nd 1884. Kingston to Annotto Bay, by 1895, via Halfway Tree, Stony Hill and Castleton.
3. circa 1880. Kingston to Manchioneal, extended to Port Antonio by 1893. By 1937, routed via Bull Bay, Yallahs, White horses, Morant Bay, Port Morant, Airy Castle, Bath, Plantain Garden River now Golden Grove, Hectors River, Manchioneal, Long Bay, Priestmans River and Fairy Hill. In 1921, the van departed at 2.15 pm and arrived at 10.25 am, leaving Port Antonio on the return journey at midnight and arriving at 8.15 am.
4. circa 1888. Montego Bay to Lucea, amended by 1933 to operate from Anchoy to Green Island via Reading, Hopewell, Flint Rivers Sandy Bay and Lucea.
5. circa 1893. Williamsfield to Savannah La Mar via Mandeville. By 1897, it operated only as far as Mandeville and about 1928, the service was split into two parts,
 - a. the first, operating from Williamsfield to Gross Keys and later, Alligator Pond., via Mandeville, Knockpatrick and Newport; and
 - b. the second, from Williamsfield to Savannah La Mar via Hatfield, Spur Tree, Pepper, Santa Cruz, Lacovia, Middle Quarters, Black River, Whitehouse, Bluefields and Cave.
6. circa 1897. Lucea to Green Island, later incorporated part of the revised service 4.
7. circa 1897. Santa Cruz to Balaclava via Braes River, leaving in 1921 at 6.50 am to arrive at 9.55 am, the return journey departing at 3.15 pm to arrive at 6.00 pm. -in 1927, it was extended southwards: to Malvern and later, to Munro College and Southfield.

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8. circa 1897. Black River to Ipswich, amended in 1927 to run from Black River to Maggotty via Middle Quarters and Lacovia
9. circa 1897.. Savannah La Mar to Montpelier via Petersfield, Ramble and Chester Castle, and by 1941, extended northwards to Montego Bay via Anchovy and Reading.
10. circa 1897. Port Maria to Richmond, amended by 1921 to run from St. Ann's: Bay to Richmond via Ocho Rios, Retreat, Salt Gut, Oracabessa Port Maria and Highgate.
11. circa 1921. Linstead to Gayle, extended to Retreat by 1936 via Guy's-Hill, Blackstonedged, Lucky Hill and Gayle.
12. circa 1926 ? Balaclava to Ulster Spring via Auchtembeddie, Troy, Warsop and Albert Town.
13. circa 1926 ? Brown's Town to Shooters Hill via Alexandria, Inverness-, Cave. Valley, Aenon Town, Borobridge, Alston, Spaldings, Christiana and Walderston.
14. circa 1928 ? May Pen to Race Course and later Milk River, via. Hayes and Alley.
15. circa 1936 ? Morant Bay to Trinityville via Seaforth.
16. circa 1938 ? Savannah La Mar to Negril via. Georges Plain, Grange Hill. Little London and Sheffield.
17. circa 1938 ? Middle Quarters to Newmarket via Giddy Hall.
18. Prior to 1952. Cambridge to Maroon Town and extended later to Montego Bay.
19. Prior to 1952:. Hopewell to Jericho via Great Valley arid Cascade.
20. Prior to 1952. Halfway Tree to Newcastle.

The much larger, modern network covers a far greater area and the following list, correct as, at 1964, incorporates most of the earlier services

- 1 Alligator Pond to Williamsfield via Mandeville. (Earlier service 5a) .
2. Balaclava to Junction.
- 3 Black River to Maggotty. (earlier service 8) .
- 4 Carron Hall to Oracabeasa.
5. Chapelton to Kellits.
6. Darliston to Montpelier.
7. Devon Pen to Stony Hill.
8. Falmouth to Bunkers Hill.
9. Gibraltar to Brown's Town.
10. Ginger Hill to diddle quarters.
11. Glengoffe to Stony Hill.
12. Green Island to Grange Hill.
13. Halfway Tree to Newcastle. (earlier service 20) .
14. Highgate to Port .Antonio.
15. Huntley to Mile Gully.
16. Inswood to Spanish Town.
17. Jackson Town to Christiana.
- 18 James. Hill to Four Paths.
19. Kellits to Bog Walk via. Ewarton.
20. Kingston to Port .Antonio via Morant. Bay. (Earlier service 5) .
21. Kingston to Mandeville.
22. Kingston to Richmond.
23. Kirkvine to Williamsfield.
24. Lacovia to Calabash Bar.
25. Lucea to Grange Hill.
26. Mandeville to Brown's Town.

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27. Mandeville to Spur Tree.
28. Mandeville to Farm.
29. Mavis Bank to Gordon Town.
30. Milk River to May Pen. (Earlier service 14) .
31. Montego Bay to Maryland via Lucea.
32. Montego Bay to Savannah La Mar. (Earlier service 9) .
33. Montego Bay to Lottery.
34. Montego Bay to Maroon Town. (Earlier service 18).
35. Morant May to Cedar -Valley. (Earlier service 25) .
36. Negril to Savannah La Mar-. (Earlier service 16) .
37. Retreat to Linstead. (Earlier service 11).
38. Richmond to St. Ann's Bay. (Earlier service 10) .
39. Richmond to Islington.
40. Rock. Hall to Halfway Tree.
41. Rock River to Cold Harbour.
42. Santa Cruz to Watsons Hill,
43. Sherwood Content to St. Ann's Bay.
44. Spanish Town to Point Hill.
45. Spaldings to May Pen.
46. Sunning :Mill to Morant Bay.
47. Ulster Spring to Balaclava. (Earlier service 12) .

In addition, a fleet of post office vans, circulate mail between offices and agencies in the corporate area, also assisting with the house-to-house delivery of printed papers, small packets and parcels.. Montego Bay and Port Antonio are also supplied with, vans for a similar purpose.

Bags of ordinary mail are also exchanged on an express basis, between Kingston and the offices at Moneague, Clarendon, Bamboo, Brown's Town, Stewart Town, Clarks Town, Duncans, Discovery Bay, Runaway Bay, St. Ann's Bay, Ocho Rios, Falmouth and Montego Bay. This service is operated by private contractors delivering daily newspapers to the towns mentioned, who collect the mail bags from the G.P.O. at 1 am. On their return journey to Kingston later in the morning, a bag of mail is collected from each office.

APPENDIX. "B"

Kingston Postal Districts

The: Jamaica Post Office Headquarters, which control the entire island postal service, are located at South Camp Road, Kingston, and it is from there that the Kingston General Post Office and the ten District Post Offices at Black River, Mandeville, May Pen, Montego Bay, Morant Bay, Port Antonio, Port Maria, St. Ann's Bay, Savannah La Mar and Spanish Town are directed, each of these offices being responsible, for the supervision and control of all of offices and agencies in their area.

With effect from February 1st 1958, the Corporate Area of Kingston and Lower St. Andrew was divided into fifteen postal districts in addition to that covered by the Kingston G.P.O. three further districts being added between .1959 and 1961. These took their names from the main office of the area and controlled all offices and agencies within that district and acted as forwarding offices for other establishments just outside the corporate area.

KINGSTON GENERAL POST OFFICE

Located at King Street, Kingston, with a separate Parcels Office at 45 Elma Crescent, Washington Boulevard. The following establishments are supervised by this office,

- a. Fletchers Land postal agency -- opened December 11th 1969, and located at the corner of Garrick Lane and Kings ton Lane, Upper King Street, Kingston.
- b. Greenwich Town postal agency (Special) - opened :December 4th 1950 at 19 East Avenue, Greenwich Town, St, Andrew.
- c. Issa's sub postal agency opened in early 1959? And closed about 1962? (whereabouts, unknown to the author but stated to have been it the store of the ;same name. Any information about this agency will be welcomed
- d. Kingston North West postal agency (Special) - opened -December 9th. 1955 and located at 136D Orange Street, Kingston.
- e. Lascelles: post office - opened December 12th. 1921 and closed May 22nd 1970 Located in the store of the same name at 12-14 Port Royal Street, Kingston.
- f Myrtle Bank post office --. opened January 16th 1901 in the hotel of the same name and closed when the hotel was demolished on August 1st 1969. Reopened on May 26th 1970 at 82 Tower Street, Kingston.
- G New Town postal agency (Grade I:) - opened November 15th 1968 and located at 15 French Street, Kingston.
- H Oxford Street postal agency (special) - opened November 15th 1960 at 60½ Oxford Street, Kingston.
- i. Palisadoes postal agency (Special) - opened June 30th 1950 and located at the Palisadoes Airport, Kingston.
- j. Torrington postal agency (Special) , St. Andrew parish opened in late 1962 ? Now located at 15 Slipe Road.

In addition, the G.P.O. acts as forwarding office for most of the other offices of St. Andrew outside the corporate area, such as Gordon Town, Mavis Bank and Bull Bay.

KINGSTON POSTAL DISTRICT 1 - PORT ROYAL in Kingston parish

Opened in. 1833 and located in Love Street, Port Royal, Kingston 1.

KINGSTON POSTAL DISTRICT 2 – WINDWARD ROAD in Kingston parish

Opened April 1st 1909 and located at 95 Windward Road, Kingston 2. It supervises the following establishment

Jamaica Highway Travelling Post Offices

a. Wareika postal agency (Grade I) - opened December 1st 1955 and now located at 1E Glasspole Avenue, Kingston 2.

KINGSTON POSTAL DISTRICT 3 – VINEYARD TOWN in Kingston parish

located at 63A. Deanery Road, Kingston 3. Originally opened as Vineyard Pen. on November 19th 1934, bean; renamed on March 12th 1945. It supervises the following agency

a. Ellicress postal agency (Grade II) - opened February 14th 1965; arid located at 4 Jaques Crescent, Kingston 3.

KINGSTON POSTAL DISTRICT 4 – ALLMAN TOWN in Kingston parish

Opened January 13th 1939 at 8 Vincent Street, Kingston 4.

KINGSTON P0STAL DISTRICT 5 CROSS ROADS in St Andrews Parish

Located at Slipe Road, Cross Roads, Kingston 5. Opened originally as Up Park Camp on April 29th 1884 and renamed on January 4th 1909.

KINGSTON POSTAL DISTRICT 6 LIGUANEA in St. Andrew parish

Opened originally as Hope on May 8th 1906 and renamed