

## Jamaica Post Office Notices 1931

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SEPT. 4, 1931.]

SUPPLEMENT TO THE JAMAICA GAZETTE.

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## XVI.—Report by the Deputy Stamp Commissioner.

Stamp Office, Kingston, Jamaica,  
4th May, 1931.

Sir,

I forward herewith four Statements marked A, B, C, and D containing the statistical information in connection with the working of this Office for the financial year ended 31st March, 1931.

2. Statement A deals with the Estate Duties. During 1930/31 the duties collected amounted to £25,083 0s. 8d. or £4,256 4s. more than the previous year. Five Estates paid sums in excess of £1,000, and two of these contributed more than £5,000 each, and accounted for two-fifths of the year's revenue.

3. Statement B shews the duties collected under The Legacy and Succession Duty Laws. These amounted to £8,054 4s. 2d. or £2,699 7s. 5d. less than the previous year. This large decrease is due to the fact that in 1929/30 a large Estate was closed out, resulting in an excess collection of about £1,500. The balance of £1,200 is due to the fact that there was about £52,500 less property to contribute to the duties.

4. Statement C is a statement of the Stamp Duties collected in this Office. It includes the Death Duties and most of the items grouped in the Estimates under "Various." After deducting the Death Duties, the items under Various total £35,922 9s. 2d. as against £40,766 13s. 10d., a decrease of £4,844 4s. 8d. The principal decreases are shown under Conveyances, Foreign and Inland Bills of Exchange, Fire Policies, Supreme Court Fees and Applications to Register Lands. The principal increases are shown under Mortgages, Life Policies, Admission of Solicitors and Immigration Certificates. It is interesting to note that the duty collected on Life Policies represents £728,500 of Life Insurance, and is the largest on record for any year.

5. Statement D shows the Stamp Duties collected from all sources. This Statement includes the duties collected from the Banks on their note circulation. The collections on the circulation show a decrease of £648 1s. 10d., and an increase in the circulation of £10,041. The decrease in the revenue is due to the fact that the rate of 3% was in operation during a portion of the year 1929/30.

The total duties collected from all sources amounted to £76,257 10s. 2d. as against £76,938 3s. for 1929-30, a decrease of £680 12s. 10d.

6. In addition to the foregoing the following were disposed of:—

Postage and Revenue Stamps sold to Vendors .. ..	£16,711	5	0
Judicial Stamps .. .. do .. ..	4,541	4	0
Issued to the Postmaster for Jamaica, Postage and Revenue Stamps, &c. .. ..	75,769	10	0
Postal Orders .. ..	61,050	0	0
and to the Postmaster and other distributors—			
Judicial Stamps .. ..	9,674	10	0
Embossed and Impressed Stamps .. ..	6,432	15	2
Total ... ..	£174,179	4	2

as against £170,666 6s. 6d. for the previous year.

I am,

Sir,

Your obedient Servant,

C. C. MANTON,  
Deputy Stamp Commissioner.Hon. Collector General,  
Kingston.



SEPT. 4, 1931.]

SUPPLEMENT TO THE JAMAICA GAZETTE.

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## STATEMENT "C."

Comparative Statement showing details of Stamp Duties collected by the Stamp Office in the three years ending 31st March, 1931.

Items.	1928-29.	1929-30.	1930-31.	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Conveyances .. .. .	11,797 5 9	9,204 19 6	7,869 13 2	..	1,335 6 4
Marriage Licenses .. .. .	70 0 0	65 0 0	55 0 0	..	10 0 0
Mortgages .. .. .	3,636 15 0	3,438 12 1	4,026 8 3	587 16 2	..
Bank Licenses .. .. .	600 0 0	600 0 0	600 0 0	..	..
Powers to enter Satisfaction .. .. .	79 19 6	73 15 0	176 10 6	2 15 6	..
Leases .. .. .	370 12 10	469 4 6	457 2 9	..	12 1 9
Settlements .. .. .	356 8 0	259 9 10	290 18 0	31 8 2	..
Deeds .. .. .	200 0 6	201 17 6	211 5 6	9 8 0	..
Bonds .. .. .	13 10 0	30 11 0	18 0 0	..	12 11 0
Transfers of Shares .. .. .	527 8 9	257 3 0	225 10 6	..	31 12 6
Bank Cheque Books .. .. .	4,433 12 5	4,689 6 7	4,764 15 10	75 9 3	..
Articles of Co-partnership .. .. .	28 15 0	43 13 6	36 19 6	..	6 14 0
Foreign Bills of Exchange .. .. .	1,074 18 5	1,291 2 3	617 4 8	..	673 17 7
Inland Bills of Exchange .. .. .	2,779 8 8	3,004 14 0	2,401 17 11	..	602 16 1
Foreign Bills of Lading .. .. .	554 11 0	654 6 0	569 15 2	..	84 10 10
Coastwise Bills of Lading .. .. .	184 15 0	184 2 0	186 10 7	2 8 7	..
Receipts .. .. .	266 15 0	273 8 7	261 10 0	..	11 18 7
Powers of Attorney .. .. .	258 0 0	280 1 6	290 2 6	10 1 0	..
Notarial Protests .. .. .	16 0 0	17 14 0	13 12 0	..	4 2 0
Agreements .. .. .	671 8 0	756 18 0	667 14 1	..	89 3 11
Insurance Licenses .. .. .	1,153 0 0	1,178 0 0	1,228 0 0	50 0 0	..
Fire Policies .. .. .	2,306 12 6	2,072 12 11	1,643 14 7	..	428 18 4
Life Policies .. .. .	300 5 9	322 9 9	455 6 8	132 16 11	..
Marine Policies .. .. .	152 0 7	153 12 9	143 1 3	..	10 11 6
Accident Policies .. .. .	46 16 0	52 12 6	108 7 0	55 14 6	..
Supreme Court Fees .. .. .	772 1 6	899 17 6	692 10 11	..	207 6 7
Probate Papers .. .. .	677 9 9	671 19 6	767 11 0	95 11 6	..
Certificates .. .. .	48 13 6	73 4 0	71 5 0	..	1 19 0
Probate Duty .. .. .	..	..	92 18 0	92 18 0	..
Legacy Duty .. .. .	6,061 18 7	7,387 18 3	5,057 2 3	..	2,330 16 0
Succession Duty .. .. .	3,143 4 8	3,365 13 4	2,997 1 11	..	368 11 5
Estate Duty .. .. .	25,729 13 10	20,826 16 8	25,083 0 8	4,256 4 0	..
Admission of Barristers .. .. .	..	30 0 0	..	..	30 0 0
Admission of Solicitors .. .. .	900 0 0	700 0 0	1,000 0 0	300 0 0	..
Baggage Policies .. .. .	0 2 6	0 3 3	0 3 1	..	0 0 2
Articles of Clerkship .. .. .	350 0 0	250 0 0	300 0 0	50 0 0	..
Surveyors' Notices .. .. .	3 13 0	4 4 0	6 18 0	2 14 0	..
Bills of Sight .. .. .	24 10 0	32 10 0	24 0 0	..	8 10 0
Memos of Association and Articles .. .. .	1,632 10 6	706 0 6	609 10 0	..	96 10 6
Paper Stamps .. .. .	75 15 9	63 12 0	70 10 6	6 18 6	..
Scripts and Shares .. .. .	8 6 10	8 11 9	10 12 5	2 0 8	..
Customs Warrants .. .. .	..	0 0 3	..	..	0 0 3
Transfer and Reg. of Debentures .. .. .	530 8 6	51 16 0	26 10 0	..	25 6 0
Land Surveyors' Commissions .. .. .	60 0 0	150 0 0	30 0 0	..	120 0 0
Indentures of Apprenticeship .. .. .	2 0 0	..	5 10 0	5 10 0	..
Declarations under Medical Law .. .. .	5 0 0	13 0 0	17 0 0	4 0 0	..
Letters of Preference .. .. .	..	..	..	..	..
Immigration Certificates .. .. .	675 0 0	1,110 0 0	2,840 0 0	1,730 0 0	..
Charter Party .. .. .	2 10 0	2 0 0	1 0 0	..	1 0 0
Patents of Land .. .. .	..	..	..	..	..
Passports .. .. .	1,321 10 0	1,167 19 6	1,023 8 0	..	144 11 6
Blank Papers .. .. .	145 19 3	164 8 8	125 16 3	..	38 12 5
Permits .. .. .	148 6 6	122 18 6	101 10 0	..	21 8 6
Public Notaries Commissions .. .. .	..	..	3 0 0	3 0 0	..
Voting Papers .. .. .	2 8 0	1 13 6	1 0 1	..	0 13 5
Private Bills .. .. .	..	100 0 0	..	..	100 0 0
Applications to Register Lands .. .. .	1,176 18 6	853 13 8	521 2 0	..	332 11 8
Releases and Discharges of Mortgages .. .. .	611 3 6	366 3 0	301 9 6	..	64 13 6
Letters Patent and Specification .. .. .	43 10 0	35 10 0	44 0 0	8 10 0	..
Letters of Naturalization .. .. .	2 0 0	13 0 0	16 0 0	3 0 0	..
Diagrams .. .. .	0 17 0	..	0 4 0	0 4 0	..
	76,034 10 4	68,748 0 7	60,059 14 0	7,518 8 9	7,206 15 4

## STATEMENT "D."

Comparative Statement of Stamp Duties collected for three years ending 31st March, 1931.

Year.	Stamp Office, Kingston.	Sales by Country Distributors.	Composition Tax paid by Barclay's Bank, Bank of Nova Scotia, Royal Bank of Canada and Canadian Bank of Com- merce, on average circula- tion of Bank Notes.		Stamp Duty Collected through Petty Sessions and R.M. Courts.	Subsidy paid by the Post- master for Jamaica.	Total.
			Average Circulation.	Duty paid.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1928-29 .. .. .	76,034 10 4	1,178 2 9	225,279 0 0	6,758 7 2	709 3 0	2,000 0 0	86,680 3 3
1929-30 .. .. .	68,748 0 7	1,843 1 5	285,058 0 0	3,599 1 6	747 19 6	2,000 0 0	76,938 3 0
1930-31 .. .. .	69,059 14 0	1,531 0 6	295,099 0 0	2,950 19 8	715 16 0	2,000 0 0	76,257 10 2

C. C. MANTON,  
Deputy Stamp Commissioner.

## Jamaica Post Office Notices 1931

### **1 April 1931 Judicial Stamps No Longer Available at Stamp Vendors [Gazette 2 April 1931]**

No. 232.—It is hereby notified that after the 31st March, 1931, no Judicial Stamps will be issued to Stamp Vendors for sale.

On and after the 1st April, 1931, Judicial Stamps will be on sale at the General Post Office, Kingston, and at all the country Post Offices in the vicinity of Court Houses.

### **2 April 1931 Sailing of Admiral Beatty to Turks [Gazette 2 April 1931]**

No. 231.—It is hereby notified that the subsidized service for the conveyance of mails and passengers between Jamaica and Turks Island by the Schooner “Admiral Beatty,” will commence from Kingston on Thursday, the 2nd April, 1931.



## 1931 Sailings of MS Cimboco to Caymans [Gazette 26 Feb 1931]

FEB. 26, 1931]

THE JAMAICA GAZETTE.

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No. 131.—With reference to Government Notice, No. 912, published in the Jamaica Gazette of the 19th December, 1929, the Governor directs the publication of the following approved Schedule of Sailings of the M. S. "Cimboco" for the year 1931:—

## M.S. "CIMBOCO"—SCHEDULE OF SAILINGS, DECEMBER 1930—DECEMBER 1931.

- Voyage No. 1—Leave Georgetown Monday 29th December at p.m.  
 Leave Cayman Brac Tuesday 30th December  
 Leave Kingston Wednesday 7th January at a.m.  
 Leave Cayman Brac Friday 9th January
- Voyage No. 2—Leave Georgetown Friday 16th January at p.m.  
 Leave Cayman Brac Saturday 17th January  
 Leave Kingston Sunday 25th January at a.m.  
 Leave Cayman Brac Tuesday 27th January
- Voyage No. 3—Leave Georgetown Monday 2nd February at p.m.  
 Leave Cayman Brac Tuesday 3rd February  
 Leave Kingston Wednesday 11th February at a.m.  
 Leave Cayman Brac Friday 13th February
- Voyage No. 4—Leave Georgetown Friday 20th February at p.m.  
 Leave Cayman Brac Saturday 21st February  
 Leave Kingston Sunday 1st March at a.m.  
 Leave Cayman Brac Tuesday 3rd March
- Sails for Tampa, Saturday 7th March returning to Georgetown on Monday 23rd March.
- Voyage No. 5—Leave Georgetown Monday 30th March at p.m.  
 Leave Cayman Brac Tuesday 31st March  
 Leave Kingston Wednesday 8th April at a.m.  
 Leave Cayman Brac Friday 10th April
- Voyage No. 6—Leave Georgetown Friday 17th April at p.m.  
 Leave Cayman Brac Saturday 18th April  
 Leave Kingston Sunday 26th April at a.m.  
 Leave Cayman Brac Tuesday 28th April
- Voyage No. 7—Leave Georgetown Monday 4th May at p.m.  
 Leave Cayman Brac Tuesday 5th May  
 Leave Kingston Wednesday 13th May at a.m.  
 Leave Cayman Brac Friday 15th May
- Voyage No. 8—Leave Georgetown Friday 22nd May at p.m.  
 Leave Cayman Brac Saturday 23rd May  
 Leave Kingston Sunday 31st May at a.m.  
 Leave Cayman Brac Tuesday 2nd June
- Voyage No. 9—Leave Georgetown Monday 8th June at p.m.  
 Leave Cayman Brac Tuesday 9th June  
 Leave Kingston Wednesday 17th June at a.m.  
 Leave Cayman Brac Friday 19th June
- Voyage No. 10—Leave Georgetown Friday 26th June at p.m.  
 Leave Cayman Brac Saturday 27th June  
 Leave Kingston Sunday 5th July at a.m.  
 Leave Cayman Brac Tuesday 7th July
- Sails for Tampa Monday 13th July, returning to Georgetown on Wednesday 29th July.
- Voyage No. 11—Leave Georgetown Monday 3rd August at p.m.  
 Leave Cayman Brac Tuesday 4th August  
 Leave Kingston Wednesday 12th August at a.m.  
 Leave Cayman Brac Friday 14th August
- Voyage No. 12—Leave Georgetown Friday 21st August at p.m.  
 Leave Cayman Brac Saturday 22nd August  
 Leave Kingston Sunday 30th August at a.m.  
 Leave Cayman Brac Tuesday 1st September
- Voyage No. 13—Leave Georgetown Monday 7th September at p.m.  
 Leave Cayman Brac Tuesday 8th September  
 Leave Kingston Wednesday 16th September at a.m.  
 Leave Cayman Brac Friday 18th September
- Voyage No. 14—Leave Georgetown Friday 25th September at p.m.  
 Leave Cayman Brac Saturday 26th September  
 Leave Kingston Sunday 4th October at a.m.  
 Leave Cayman Brac Tuesday 6th October



Voyage No. 15—Leave Georgetown Monday 12th October at p.m.  
 Leave Cayman Brac Tuesday 13th October  
 Leave Kingston Wednesday 21st October at a.m.  
 Leave Cayman Brac Friday 23rd October

Voyage No. 16—Leave Georgetown Friday 30th October at p.m.  
 Leave Cayman Brac Saturday 31st October  
 Leave Kingston Sunday 8th November at a.m.  
 Leave Cayman Brac Tuesday 10th November.

Sails for Tampa Saturday 14th November returning to Georgetown on Monday 30th November.

Voyage No. 17—Leave Georgetown Monday 7th December at p.m.  
 Leave Cayman Brac Tuesday 8th December.  
 Leave Kingston Wednesday 16th December at a.m.  
 Leave Cayman Brac Friday 18th December.

Approved.

(Sgd.) A. S. JELF.  
 Colonial Secretary, Jamaica.

### 1931 Sailings of MS Cimboco to Caymans [Gazette 19 Mar 1931]

No. 193.—With reference to Government Notice, No. 131, published in the Jamaica Gazette of the 26th February, 1931, the Governor directs the publication of the following additional approved Schedule of Sailings of the M.S. "Cimboco" for March, 1931.

THE CAYMAN ISLANDS MOTOR BOAT CO., LTD.  
 Georgetown, Grand Cayman.

*M.S. "Cimboco"—Schedule of Sailings, March, 1931.*

Voyage No. 4a—Leave Georgetown, Monday 9th March at p.m.  
 Arrive Kingston, Thursday 12th March at a.m.  
 Leave Kingston, Sunday 15th March.

Arrive Georgetown, Tuesday 17th March.  
 Voyage No. 4b.—Leave Georgetown, Friday 20th March at p.m.  
 Arrive Kingston, Monday 23rd March at a.m.  
 Leave Kingston, Wednesday 25th March  
 Arrive Georgetown, Friday 27th March.

Approved.

A. S. JELF,  
 Colonial Secretary.

### 1931 Sailings of MS Cimboco to Caymans [Gazette 9 Jul 1931]

JULY 9, 1931]

No. 528.—With reference to Government Notice, No. 131, published in the Jamaica Gazette of the 26th February, 1931, the Governor directs the publication of the following further Schedule of Sailings of the M.S. "Cimboco," during July, 1931.

M. S. "CIMBOCO."  
*Schedule of Sailings.*  
 July, 1931.

Voyage No. 10a—Leave Georgetown, Wednesday, 15th July at p.m.  
 Arrive Kingston, Saturday, 18th July at a.m.  
 Leave Kingston, Sunday, 26th July at a.m.

Approved.

D. H. HALL,  
 Acting Colonial Secretary.  
 1st July, 1931. [23



## PART V. COMMUNICATIONS.

### ROADS.

95. The Island is intersected by a system of water-bound macadam roads. They are divided into two classes: (a) Main Roads, of a total length of 2,371 miles which are maintained, out of the General Revenue of the Colony, and (b) Parochial Roads, aggregating 4,345 miles of which 1,823 miles are suitable for light motor car traffic and 2,522 miles are cart or bridle roads. Class (b) is maintained by the Parochial Boards out of their own funds.

96. During 1930, the Main Roads were maintained at an average cost of £113 per mile, excluding expenditure on repairing flood damage. With few exceptions, these roads, were originally constructed of limestone without any proper foundation, and are therefore suitable only for light wheeled traffic. This type of construction is inadequate to meet the ever-increasing requirements of motor traffic. Legislation prohibiting the importation and use without special permission of Motor Vehicles weighing more than 2½ tons unladen has been enacted. The existing roads are gradually being improved so as to enable them to carry such motor traffic with safety. Up to the end of the year under review, about 113 miles of roads has been improved and tar strayed.

97. The programme of road construction begun in 1927 with the object of opening up the fertile areas and providing feeders to the Government Railway, has been steadily pushed on.

### CANALS.

98. There are no navigable canals in the Island.

### RAILWAY.

99. The Jamaica Government Railway (main and branch lines) is 210½ miles in length. It traverses the Island by two main lines:—

- (a) Kingston to Montego Bay—112¾ miles.
- (b) Spanish Town (11¾ miles from Kingston) to Port Antonio—63½ miles.

There are branch lines as follows:—

- (1) From May Pen Junction (32½ miles from Kingston) to Frankfield—23 miles.
- (2) From Bog Walk (20½ miles from Kingston on the Port Antonio Line) to Ewarton—8½ miles.
- (3) From Linstead (3½ miles from Bog Walk on the Ewarton Branch Line) to New Works—3 miles. No passenger trains are run over this branch.

100. The main lines run across high mountains which form the back-bone of the Island, to the north coast; Port Antonio being north-east, and Montego Bay north-west, of Kingston. The Frankfield and Ewarton lines traverse rich agricultural districts near the centre of the Island. The gauge is 4' 8½". The maximum gradients are 1 in 30, and the maximum curves 5 chains. The highest point of the railway is Greenvale on the Montego Bay Line, 1,705 feet above sea level. The highest point on the Port Antonio Line is between Richmond and Troja at 31 miles—905 feet.

101. The revenue for the year ended 31st December, 1930, was £402,577 and the expenditure, £309,421. There is no depreciation fund, but provision is made in the Annual Estimate for renewals, depreciation and betterment. The total weight of goods carried during the year under review was 381,994 tons as compared with 341,224 tons for the year 1929; the number of passengers carried in 1930 was 754,288, as compared with 612,693 in 1929.

102. The management of the Railway is assisted by an Advisory Board of nine members, consisting of the Director and eight others, chiefly local business men, who advise the Government on matters of policy.

103. Since 1925, the work of replacing old 60lb. rails with 80lb. rails has been proceeding; 133 miles of 60lb. rails were in existence. In 1925, 5 miles were relaid, in 1926, 5 miles. In 1927, the sum of £200,000 was voted so that the relaying could be carried out more expeditiously. Up to the end of December, 1930, 82½ miles had been relaid.

### POSTAL, TELEGRAPH AND TELEPHONE SERVICES.

104. The Government Postal Telegraph system was inaugurated in 1879, with a complement of 47 offices. At the close of the calendar year, 1930, there were 2,255 miles of telegraph and telephone lines, with 61 Telegraph and 108 Telephone Offices. Nine new Telegraph and Telephone Offices were opened during the year.

105. The charge for telegrams is 9d. for the first twelve words and a half-penny for each additional word. Press telegrams are granted a special rate of approximately half the above charges. An all-night and holiday telegraph service is provided on payment of graduated fees.



106. The Railway telegraphic system, in connection with which there are 47 offices, assists in placing telegraphic communication within the reach of all. These offices work in collaboration with the Postal and Telegraph system, but are controlled by the Management of the Railway.

107. In 1929, 380,142 telegrams were despatched, and the revenue amounted to £22,923 8s. 3½d. In 1930, 395,544 and £22,709 17s. 2½d. respectively.

108. There are three wireless stations in the Island under Government license two owned and operated by the Direct West India Cable Company, Ltd., and one by Pan American Airways Inc.

Two are situated at Kingston, and the other at Stony Hill.

Of the 2 owned by the D. W. I. Cable Co., one is used principally for shore to ship traffic on the usual wave length of 600 metres. The Stony Hill station which is situated nine miles from Kingston, has an up-to-date 25 K.W.C.W. installation and engages in long distance commercial traffic on wave lengths of from 2,880 metres upward. This station is controlled from the Company's Head Office at Kingston. The Pan-American Airways W/T Station is used for point to point Services and for control of their aeroplanes operating between North and South American and the Caribbean Islands—Short wave only is used. Numerous wireless receiving sets have been established (under Government license) throughout the Island by persons desirous of receiving the programmes broadcast by American and other Broadcasting Stations. No Broadcasting Stations exist in the Island. No amateur transmitting licenses are issued.

109. Telegraphic communication with all parts of the world is furnished by two Cable Companies, viz.: the Direct West India Cable Co., Ltd., and the West India and Panama Telegraph Co., Ltd.

110. The cable of the former Company runs from Jamaica through Turks Island to Bermuda and thence to Halifax, N.S., at which point connection is made with all the important Trans-Atlantic Lines eastward and with the Canadian Pacific Railroad, Commercial Cable Companies, and Western Union Lines inland and westward. This Company also connects at Halifax, N.S., with the Imperial route to Great Britain and Australia, and with the Marconi Company's Trans-Atlantic service. The Pacific Cable Board has established communication with all the British West Indian Islands, and West Indian traffic entrusted to the Direct West Indian Cable Company is now handed over to the "P.C.B." at the latter's Turks Island Office.

111. The West India and Panama Telegraph Co., Ltd., maintains communication with foreign countries by means of cables to Cuba, where they transfer their cablegrams to their connecting companies, who have cables connecting with different parts of the United States of America. In addition, this company has a network of cables touching at practically every West Indian Island.

These two Cable Companies have been merged into the Imperial and International Communication Co., Ltd., but in Jamaica retain their old names.