

# THE BRITISH WEST INDIAN PHILATELIST

EDITED BY E. F. AGUILAR

ISSUED QUARTERLY AT 2/- EACH OR ANNUAL SUBSCRIPTION OF 8/6 POST PAID,  
FOREIGN SUBSCRIPTION 9/- POST PAID

PUBLISHED BY E. F. AGUILAR - P.O. BOX 406 - KINGSTON. JAMAICA, B.W.I.

---

VOL. 1. JUNE 1950 NO. 4.

---

## Contents

The Big Change Over to Dollars .....	1
Colonel H. G. Reid. C.M.G.. C.B.E.. D.S.O.....	2
Meeting Of The St. Lucia Philatelic Society. ....	3
News Here And There .....	4
Barbados KGVII Plate Flaws.....	4
Jamaica New TRDs .....	4
London 1950 International Exhibition .....	4
St. Lucia 1950 Coils.....	4
Bermuda 1950 2s & 5s Perf Changes.....	4
First Flights To And From Jamaica 1930-1950.....	5
Jamaica 1940 Reserve Regiment War Labels.....	10
Jamaica – QV Specimen J2 Provenance.....	11
The 1950 London International Stamp Exhibition. ....	12

# BRITISH WEST INDIAN PHILATELIST

ISSUED QUARTERLY

5/- YEARLY

EDITOR E. F. AGUILAR

P.O. BOX 408, KINGSTON.

VOL. 1.

JUNE 1950

NO. 4



1/-

Inside Front Cover  
ADVERTS

## **The Big Change Over to Dollars**

The B.W.I. Islands in the Caribbean in the next six months, many of them will be changing from sterling values over to dollars. Islands such as Barbados, Grenada, Antigua, Leeward Islands, Montserrat, Virgin Islands, Dominica, etc.

The Turks and Cayman Islands will be changing the designs of their stamps, and this is all in line with the forthcoming proposals for Federation. One must watch with interest to see what trend Jamaica will take, as it will be extremely difficult and costly for her to change from sterling over to dollars. However if Federation does mature, all the Islands will undoubtedly be united and dollars will be the main currency throughout.

**Colonel H. G. Reid. C.M.G.. C.B.E.. D.S.O.**



Colonel Hector- Gowans Reid, C.M.G.. C.B.E., D.S.O.. born in Picton, Ontario, Canada, on the 6th of June 1881, and educated at Upper Canada College. and later at the Royal Military College. settled in the South African war. 1899-1902 and commissioned to the Army Service Corps in 1900. Married Edythe Alsop Brook of Adelaide, Australia in 1905. In 1906 seconded for service in the Canadian Government, while two years later he was in Australia, and from 1913-18 in New Zealand. In the first world war 1914-18, he was six times mentioned in despatches relating to fighting in Gallipoli, Germany and France with distinguished honours of obtaining the Star, General Service and Victory medals. He was with the British Military Mission 1919-20. In 1920-21 he received the Iraq General service medal: 1922-24 R.A.F. as Colonel in Chief of Administration in Palestine. From 1926-30 was Colonel in charge of R.A.S.C. while from 1930-38 was at the Hudson Bay Company, and with the R.C.A.F. 1940-44. From 1945 was private secretary to the Government of Barbados. His pastime and main hobby has always been stamps, and is a fellow of the Royal Philatelic Society, London and President of the Caribbean Philatelic Association and the St. Lucia Philatelic Society, the Island in which he resides. Col. Reid has done much to encourage the hobby among collectors, as he founded the Caribbean Philatelic Association.

Address: Soufriere St. Lucia. B.W.I.

## Meeting Of The St. Lucia Philatelic Society.

Address By The President At The Annual General  
Meeting Of The St. Lucia Philatelic Society.  
(February, 13, 1950).

In welcoming you here today I wish to say how much Soufriere feels honoured in being chosen for your annual general meeting to which I should like to express my own deep appreciation for the pleasure you have given me in Holding it in my own house.

MEMBERSHIP. There are some 18 corresponding members of which ten are in good standing.

Of the 17 Annual members there are ten also in good standing. Considering the difficult times through which we have been passing the state of the Society can be regarded as satisfactory. It is to be hoped though that members in future will be able to devote more time to the hobby and will be able to increase our membership).

ST. LUCIA PHILATELIST. The second number of this publication has appeared and has met with a good press. We are now assembling the material for the next issue. Amongst other interesting articles there will be a comprehensive review of all the post office date and other hand-stamps which have been in use from the beginning in the post offices of the Island.

We are still trying to find the date of opening for the following post offices:- Gros Islet, Laborie, Anse-la-Raye and Micoud. They were opened sometime after 1885. If any information can be found, we will be very glad to hear from them. I would like to take this opportunity to express the Society's thanks for the grants which the Tourist Board has kindly made towards the cost of this publication. We feel that it is a worthwhile publication and should help considerably in boosting the sale of stamps to philatelists and thus increase the revenue of the Colony.

It makes a welcome gift to philatelic friends in other parts of the World and we hope that members will bear this in mind placing their orders.

DESIGN OF STAMPS. As result of representations made by, the Society, we have succeeded in reducing the number of designs in the decimal currency issue to two. I feel sure we are all agreed that the new designs are adequate and appropriate.

COMMEMORATIVE ISSUE. Again as the result of representations made by the Society, we have succeeded in getting approval for a stamp to commemorate the labour and fortitude of the people of Castries in the reconstruction of their City. Tentative designs have been submitted and it is to be hoped that we will not be ashamed of the finished product. But I would ask our Legislators to insist upon seeing proofs of the design before the stamps are issued.

New Issues. Mr. Walton was fortunate in finding a sheet of the six cent stamp without perforation on the left hand side of the sheet. These eight stamps would appear to be unique.

The new coil stamps are issued in perforation 14 (1c) and 14½ (2c) which are different to those issued in sheet form. As there are very few coil stamps used these will be in demand and will doubtless popularise coil stamps in general which have been somewhat neglected by collectors.

CARIBBEAN PHILATELIC ASSOCIATION. Was formed in 1947 the subscribing societies being British Guiana, Trinidad, St. Lucia, Jamaica and the Groupement Philatelique Antillais, Barbados joined in Barbados last. The G.P.A. has not been heard of since its president left for France last year. Through this Association we are affiliated with the British Philatelic Association and receive their magazine Philately. The Association held its first meeting and exhibition in Trinidad in May 1948. It was hoped to hold the second meeting and exhibition in Barbados in 1949 but this was not found possible, as the Barbados Philatelic did not join the Association until November 1949.

### **News Here And There**

It is reported that the American Base used on the last day before handing over to the Government of Jamaica, postmarks on all its covers with A.P.O. 861 dated 1st December 1949.

#### **Barbados KGV Plate Flaws**

There has been a number of plate flaws in the George VI issue. The following is a list of a few of the main ones mentioned:

- The broken "D" in the 3d which will be found on the first stamp on each sheet.
- The "Spike" appears on both perforations and both colours of the 3d stamps which will be found on the 40th stamp.
- In the 4d value the "Plume" and "Eyelash" appear in both perforations on the 31st and 68th stamp respectively.
- The double flag of the peace issue occurs on the 26th stamp in the 1½d value while the "Kite" occurs on the 58th stamp of each 2d sheet.
- In the new decimal stamps due to come out shortly, the Barbados Philatelic Society designed the 60c.

#### **Jamaica New TRDs**

A number of new T.R.D's are shortly to appear such as Garlands, Refuge, Pleasant Valley etc., and it is worth mentioning to collectors of postmarks that the Birmingham type, will from now onwards slowly go out of existence. These dies have proved very Unsuccessful, as they do not stand up to work and break down quickly. The old type of the semi-oval will substitute these dies. Carisbrooke is known in both black and purple ink, while Freeman's Hall is of a size 52x32 M.M. without the stars at the side.

#### **London 1950 International Exhibition**

The big International Stamp Exhibition came off from May 6th to the 13th, and from accounts was a huge success.

#### **St. Lucia 1950 Coils**

Early March 1950, Colonel Reid discovered the new coils stamps at the Post office which were in a different perforation, and are now very scarce.

#### **Bermuda 1950 2s & 5s Perf Changes**

The perforation changes in the 2/- and 5/- were on sale in the Island for exactly 7 days and has the indication of being extremely difficult stamps in obtaining.

\* \* \* \* \*

WANTED: Jamaica T.R.D. postmarks also any Jamaica Postal History items.  
J. D. Fielding, 211 Earlham Road, Norwich, England.

WANTED: Jamaica used key plate and Llandoverly Falls wanted by the hundreds.  
Best prices paid, Also T.R.D.'s of Bahamas.  
E. F. Aguilar, P.O. Box 406, Kingston, Jamaica, B.W.I.

WANTED: B.W.I. stamps. Will trade U.S. mint or used  
J. P. Jenkins, 3915 Pacific Way, Longview, Washington, U.S.A.

#### **EXCHANGE ADVERTISEMENT**

Will exchange good mint and used Australia, Fiji and New Zealand for B.W.I. basis Gibbons.  
Particularly require Jamaica and St. Lucia.  
D. H. M. Clarke, Box 56, Colac, Victoria, AUSTRALIA,

### First Flights To And From Jamaica 1930-1950.

In May 1939 the opening of the new route between New York Azores - Lisbon and Marseilles was - Inaugurated by P.A.A. in the Yankee Clipper. It was not until the first of June that mail was accepted in Jamaica for this Trans Atlantic flight, and a special cachet was made and all envelopes leaving the Island were stamped with this cachet which read "First Trans Atlantic Air Mail Jamaica - Europe 1st June 1939." (as Photo). These are extremely difficult to find nowadays.

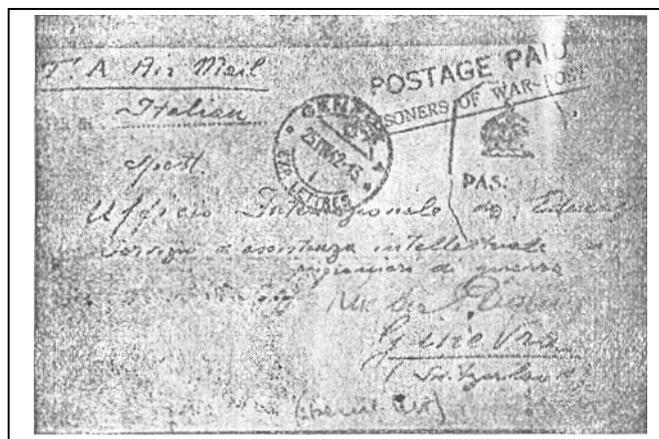


KINGSTON-EUROPE

In 1941 and 1942 due very heavily to delays in shipping, important letters were mailed to England by the Forces mail, many of the envelopes bearing the ordinary 2½d postage to England (by sea mail) and has across the face of the envelope: "Forces Mail VIA Baltimore and British Overseas Aircraft." The envelopes are also to be found without stamps. Red Cross letters sent by airmail to Switzerland using the 2/2 postage rate was used quite extensively where the parents or friends wrote to their relatives. Very rare and difficult to obtain are the Prisoner of War letters writers from the Internment Camp mailed by special air mail to Geneva The envelope bears the Crown censored mark and back stamped Internment Prisoner of War Camp Jamaica - date and with the name of the Internee (photo of envelope illustrated).

On the 18th of July 1941 the first letters were mailed from Portland Bight which just bears in the ordinary 33 mm. single ring circle around the inside border the following words: "MAR. DJ Portland Bight" "Jamaica." "July 18, 1941" in the middle across the stamp the first day of issue.

The American Base was known as APO 804 until the day fore it closed. Envelopes posted on the first day can be found censored across the face (as per 'photo). It is interesting to that envelopes posted also on the same day, the 17th November bore the Army censor Examination marks which is usually a double line oval circle with 102 in the middle, and passed by Army Examiner at the top and bottom. (U.S. at the sides). On the last day before handing over to the Government of Jamaica all letters, etc. were postmarked A.P.O. 861.



P.O.W. MAIL FROM JAMAICA VIA SWITZERLAND



KINGSTON - MIAMI by B.C.A.

**K.L.M.** A new airline to open during the war years was K.L.M. (Royal Dutch Airlines) which made their first flight from Kingston to Miami, from Curacao on the 6th of August, 1943. I do not think any return covers from Miami to Jamaica were brought in and it is very difficult to ascertain if a survey flight was carried out.

**B.S.A.A.** They opened their new route to London VIA Bermuda on September 5, 1946 using a cachet (as 'photo) in both purple and blue ink. The mail carried was only 1 lb. and 8 ozs. to Bermuda, while 32 lbs. 11 ozs. went to London. No covers were back stamped except those by registered mail. This Company is still doing many flights out of Jamaica mainly going to South America. A direct freight service to Trinidad, and a bi-weekly service between Nassau and Kingston which will shortly be taken over by B.O.A.C. Constellations.



FIRST FLIGHT JAMAICA-LONDON via BERMUDA

**B.C.A.** In December of 1946 a local Company was formed called the British Caribbean Airways with the Coxe Bros. at the head. In March 1947, they bought their first plane, a Lockheed Lodestar which started running a non-schedule flight to Miami VIA Nassau. They also ran a regular flight during the season to and from Montego Bay each day. In October 1947 they purchased a second plane a D.C. 3, which they had hoped to continue flying to Miami but they were stopped by the C.A.B. in January 1948. The British Caribbean Airways Ltd., were designated by the British Government in February 1948 to operate a schedule service between Kingston and Miami. An application to C.A.B. later in the month was very strongly opposed by P.A.A. at the hearing in Washington 1948, but in January 1949 permission was granted for a schedule service which started on the first of April with a bi-weekly run every Tuesday and Friday. The first flight out, all envelopes were supposed to have been cacheted, but due to a flight by P.A.A. leaving a few hours before, very nearly all envelopes mailed to go by B.C.A., went unfortunately by P.A.A., with the result that less than 30 lbs. of mail went by this first flight and parties who had mailed envelopes for the cachet were disappointed. A third plane was bought by the Company in 1949, and later that year the Company handed over everything to B.O.A.C. who

continued operating the Service using faster planes on the Jamaica-Miami run. On the first of April 1950 this Company ceased to exist.

The Coxe Bros. were Agents for International Air Freight, Skyways International, Winged Cargo, Nation Wide Air Transport Service, Mason Dixon Airlines, T.A.T., R.A.N.S.A., Continental Charters, Southern Air Transport. Many of these lines did a survey flight of which I have two on record. The B.C.A. Co. also did a survey flight to Caicos Island on June 29th, 1946, and brought back with them 5 envelopes, each of which was addressed to Mr. H. Coxe, B.W.I. Airways, Kingston, Jamaica, B.W.I. the first flight delivered air mail from South Caicos to Kingston June 29, 1946 VIA VPTAA and signed by the Captain of the ship. On the bottom of the envelope all passengers and crew have signed.



TRINIDAD-JAMAICA

**B.W.I.A.** The British West Indian Airways was mainly a local concern with their Head Office in Trinidad, operating to all the smaller West Indian Islands in the Caribbean. They made their first flight from Trinidad to Jamaica on December 14, 1942. All envelopes were cacheted in purple ink, oblong 20x50 with the following words: "First Flight - B.W.I. Airways - Trinidad - Jamaica." The return flight which was flown on the 19th December from Jamaica to Trinidad has each cover stamped "First Flight December 18th 1944 Kingston-Port-of-Spain B.W.I. Airways Ltd." which are in four lines of typed letters, All covers were censored.



FIRST FLIGHT JAMAICA - TRINIDAD

On Saturday the first of April the first flight from Kingston to Miami took place, and all covers leaving the Island were cacheted with an oval stamp with the following words. "B.W.I. Airways First Flight Jamaica-Miami 1st of April 1950." and can be found in blue or purple ink. Mail carried was only 15 lbs. 14 ozs. On Sunday the 2nd of April a new flight was started between Kingston and Nassau, and all covers were stamped with a squared cachet, which read "B.W.I. AIRWAYS-Kingston-Nassau, 2nd April 1950" and only 3 lbs. 12 oz. of mail was carried. On the morning of the 3rd., a new route was also started by flying to Port au Prince but no cachet was used as it was only a diversion from their main flight to Trinidad. This Company now operates flights to very nearly all the B.W.I. Islands.

From 1945 onwards a number of small local Companies were formed to carry mail between here and Cayman Islands and also to do private charters. In 1945 King Parker with two Transriel Flying Boats formed a small Company with the assistance of Howe and Cornell (Americans)., This Company only lasted about a year during which time no official air mail was brought or delivered although deliveries of mail from the air were carried out. Shortly after this Company was dissolved.

The Cayman Islands Airways Ltd., was formed with more or less the same set-up as Jamaica Air Transport Ltd. and was to have a regular flight between Cayman and Tampa, which would be non-schedule. No mail was carried from Jamaica to Cayman, although special cachets were prepared in Cayman Brac and Grand Cayman which had to be forwarded to Jamaica by steamer. Cachet prepared read:- "First flight Grand Cayman B.W.I., Kingston, Ja. - Cayman Islands Airways Ltd." This Company was quickly dissolved.

**C.I.A.** This Company was formed out of the last Company with W/C Owen Roberts at the head, and have been continuing from 1948 mainly on non-schedule flights Grand Cayman-Tampa and Nassau, using a PBY Amphibian. No first flight covers. On Saturday the 8th of April a PBY Amphibian returning from overhauling in Miami, had both engines suddenly cut 40 miles off the coast of Jamaica, with the result that a crash landing was made in heavy seas. All aboard were picked up next day on rafts, by an American destroyer. This Company has just purchased two new PBY's flying boats, and will be operating a new service between Kingston-Cayman-Belize, and stepping up the bi-weekly flight between Cayman and Tampa.

**B.O.A.C.** The first flight from Kingston-London using a Constellation came into effect on the 8th of April 1950, and a heavy load was carried which was just under 100 lbs. All covers going to London were cacheted in a large square with the following words:

"British Overseas Airways Corporation first flight Kingston - London April 8th 1950."



SURVEY COVER FROM TURKS ISLANDS

**C & S. Air Lines Inc.** Opened their first flight on the 1st of August 1948. All mail arriving in the Island and leaving the Island was cacheted, all with the same wording. This is the first time that incoming and out going mail has used one cachet which reads as follows:

**FIRST FLIGHT CACHET -**

South Bound July 31st - North Bound August 1st.-

Commemorating the inauguration of C & S air lines service.

Between:-

Houston  
New Orleans  
Havana  
Kingston  
Caracas

**CHICAGO AND SOUTHERN AIR LINES.**

over all measurements 75x48 M.M. C. & S. operate a regular service to and from this Island of 17 flights per week.

**T.C. A.** This Company made their first flight from Toronto to Jamaica VIA Montreal-Bahamas on 1st December 1948, and runs a weekly flight between these two countries. No first flight cachet was used either way. Two survey flights were made but no covers carried. This Company opened their new flight from Toronto-New Orleans-Kingston on the 2nd May 1948. No mail coming in or going out was cacheted. One survey flight was made and no envelopes reported. This Company also has made a bi-weekly flight to Barbados and back.

**Resort Airlines Ltd.**

One of the new flights just started is Resort Air Lines Ltd, which made their first flight between Miami-Grand Bahama--Kingston on the 4th May in a DC 3 air craft. Head Quarters for the Company is in Pinehurst N.C. and airliners will operate three flights weekly. This is the only Company at present operating cruise flights between the Islands, and in the near future there will be a service going on to New York.

**Pan American Airways Ltd.**

This Company has dropped all their sea ports and gone over to land bases. I will list these in a later edition, as I have not got confirmation from the Company.

This is broadly the outline of flights to and from Jamaica since 1930, and we look forward to the day when we will see air flights from Jamaica-- New York or London by Jet aircraft.

### Jamaica 1940 Reserve Regiment War Labels.

With the starting of the war in 1939, the J.R.R. (Jamaica Reserve Regiment) was first formed, and a very interesting little mark that can be found used on envelopes is Jamaica Reserve Regiment postage paid. The envelopes bear no stamps although this was not official, but there are a number to be found in this set.

Early in 1940 Mr. Alexander Gordon started a fund in the Gleaner calling it the Bombing Plane Fund and before long it was collecting thousands of £'s, and became known as the Bombing Plane Fund of the Gleaner Company. This fund was the first to be started in any of the Islands, and the Dominions followed suit. Mr. Alexander Gordon who originally founded this very fine fund and did so much towards helping collect for the war, last year obtained the O.B.E. along with a Silver medal of a Lancaster Bombing Plane.

There were many other types of war funds collected far too numerous to go into, but the ones that employed labels I will mention.

There were three main types. The first type issued was the Red Cross which is a label of 27x22 M.M. and has red borders on the inside and the word Jamaica can be found at the top, the large red cross in the middle and war fund at the bottom. These were sold for the Red Cross Fund, and also at the P.O's at one period. They collected quite a large amount from the Fund and the labels are quite easily found on envelopes between '41-'44. Although they were sold at the P.O's for a ½d each they bore no Revenue purposes.

The St. Dunstan's Label which is 22x27 M.M. is far more difficult in finding today. The stamp is mostly in black with "Help the War Blinded" at the top a flaming torch in red in the middle with St. Dunstan's across it, and Jamaica B.W.I. at the foot of the label in black. On the whole the design is very good but apparently not a great deal of these came out of this Island.

The third type of label to be found and happens to be the scarcest was issued by Mr. Cargill who formed the "Fellowship of the Bellows." The idea of this fund was each month the number of air planes shot down one subscribed an equal amount in either pence or to whatever amount one could afford per plane. The fund collected a very large amount. The label which is 21x25 M.M. illustrated the "Bellows" with flying wings, behind which are the shapes of two R.A.F. Spitfires while in front, of the bellows with the wings spread a German Bomber on fire, with "Fellowship of the Bellows" below in a brick red, while the word Jamaica in blue below it, The over-all colour being blue. These labels are perforated by the line system.

Other labels commonly found in use in the Island during the war were the "V" with three dots and a dash under the letter in brilliant red. These were in use between '41-'43. While the commonest of all was "There will always be an England" illustrating the Union Jack with a Bull Dog standing on it, the background being the sea, all in a half oval in red, white and blue. This label was sold from '41-'44 for war funds, and were printed in Canada.

This concludes perfectly the outline of the flights to and from Jamaica and the labels used in the war years. Many of the survey flights and connection flights coming into this country, I have not mentioned but merely stuck to the first flights to and from this Island of each of the main Companies. Any collector having interesting information to add to the above will always be welcome by the writer.

I must thank Mr. Hugh Coxe, K.L.M., Mr. Harry Jones and the staff at the Palisadoes air port for information and data. which they have kindly looked up, and obtained for me, which has all gone into making this article possible.

THE END.

## Jamaica – QV Specimen J2 Provenance

### **An Interesting Experience.**

Sometime the "Story behind the stamp" makes the stamp itself much more interesting; a recent experience will illustrate this.

In **Harmer's July 1947 auction was listed a 'Specimen' set** of the first issue of Jamaica, this being my pet country, a bid was sent in based on the common or garden variety, and my bid was successful. To my great surprise, when the set arrived, it was of an unknown type not shown in any of my reference books, and it was beautifully mounted and written up by Frank Godden, the well-known London dealer. Being of an enquiring mind, the next step indicated was to ask Harmer if they could put me in touch with the seller, explaining my reason for this. His story was interesting, and he referred me to the April-June 1939 issues of Godden's Gazette. Fortunately Denwood Kelly had these, and the article listed the set as known to Nicholson, listed by him as Type 4 [Samuel J2].

Next, correspondence with a friend in England filled out and fully verified the story which follows:

There were originally two full sets of this type of surcharge, one owned by Nicholson, the other by the Mr. G. W. Collett well known English collector.

When the Nicholson stamps were sold about 1940, Mr. Collett bought in the extra set, thinking it was going too cheaply. He kept it for several years, then not wishing two sets in his collection, disposed of it to Frank Godden, who in turn, sold it in 1945 to a young American soldier stationed in London.

After he returned home, desiring to raise funds to build a home, he sold part of his stamps, including this set, in the Harmer auction referred to.

All this has been verified as first hand, and you can imagine how much it adds to my appreciation of this set, regardless of its apparent rarity.

Sincere thanks to Harmer, Derek Mortlock, Denwood Kelly, Dr. Urwick, and Mr. Collett for their kindness in the matter.

This may be a small world, as shown by the above story, but there are a lot of nice stamp collectors living in it.

J.M.S.

### The 1950 London International Stamp Exhibition.

The London International Stamp Exhibition at Grosvenor House opened on the 6th May, 1950. An address of welcome was given by Sir John Wilson, Bart: followed by his Excellency the Brazilian Ambassador, and the Exhibition declared open by his Worship, the Mayor of Westminster.

There were 918 frames in all, arranged in ten rows along the length of the Hall, and many in the Balcony. At the top of the Hall was the Court of Honour, where the Royal Exhibit, in an octagonal stand, was centrally placed. This contained forty-eight pages selected from the collection formed by His Majesty, the late King George V, and forty-eight pages selected from the collection formed by His Majesty, King George VI.

As was anticipated, the Royal Exhibit was the centre of attraction.

Each side of the Royal Exhibit, were the gems from the finest collections in the world, owned by philatelists of great experience, invited to share the philatelic glory of the Court of Honour.

Interest was aroused as to the identity of an anonymous exhibitor, under the Non-de-plume of "Sextus Afranius".

H.M. Post Office exhibit included complete sheets of the pound values of four reigns, also the rarest stamps of Great Britain, one frame alone being catalogued £117,500.

The Postal History Society exhibit occupied frames 1-43, Great Britain 89 frames, British North America 19 frames, other sections consisted of British Africa, Asiatic Possessions, Australasians, United States of America. Europe Central and South America, China and Egypt, Air stamps and covers, Wreck covers, Thematic collections, also, a "Design Exhibit" competition, in which were shown 60 of the finest designed stamps, and the enthusiasts could fill an entry from submitting their choice of the three best designs.

The British West Indian section attracted both specialists and general collections, and this group occupied frames 221-291, and to adequately describe their virtues, a volume would be necessary. Each exhibit was of outstanding elect. Below is a list of the British West Indies exhibit:-

Barbados	H. W. Hurlock, Ipswich.
Barbados	G. P. Bailey, Surrey.
Nevis	The Royal Philatelic Society, London.
St. Vincent	L. J. Gilbert-Lodge, Hove.
St. Vincent	John H. Sinton, Newcastle-on-Tyne.
St. Vincent	Edward T. Grainger, Penarth,
Trinidad	H.W. Hurlock, Ipswich
Tobago	C.W. Meredith, Dundee.
Turks Island	C.J. L. Snowden, Surrey
Bahamas	Louis E. Bradbury, London,
Grenada	L. J. Gilbert-Lodge, Hove.
Jamaica	Gilbert W. Collett, Chippenham.
Jamaica	Everard F. Aguilar, Jamaica.
St. Christopher	Dr. R. H. Urwick, Shrewsbury.
St. Lucia	B. H. Homan, U.S.A.
Virgin Islands	SA. Brown, London.
Antigua	Edward T. Grainger, Penarth.
Cayman Islands	C. W. Meredith, Dundee.
Dominica	Felix J N. Nabarro. London.
Montserrat	Edward T. Grainger, Penarth,

Also in this section were the following exhibits:

Bermuda	H. R. Holmes, London.
British Hond.	Mrs. John Denny Dale, U.S.A

The special Post Office installed was very busy each day. Visitors were sending souvenir covers, cancelled with the Maltese Cross, a souvenir of an Exhibition which, it is generally conceded, will never be seen again under one roof.

For the opportunity of seeing and enjoying the philatelic treasures of the world, grateful thanks are due to all Exhibitors.

-----

**THE LONDON INTERNATIONAL STAMP EXHIBITION**  
**May 6th to 13th, 1950.**

I was one of the thousands who visited this wonderful display, the first International Stamp Exhibition to be held in England since 1923, and I am recording a few of the many things which impressed me. The Great Room with its Balcony, at Grosvenor House Park Lane, said to be the largest Ballroom in Europe, seemed to be ideally suited for the purpose. It was noticeable that, even when crowds invaded the Exhibition or visitors became concentrated in special sections, for example, in the Court of Honour where some of the Royal Stamps were displayed, there was generally still room to pass freely to the frames in which one was interested. As might be expected, the vicinity of the Post Office was congested but the Officials there are to be complimented on their spirit of co-operation. The only adverse comments I feel justified in making are:

(1) That the frame lighting was not consistently good and many of the particular stamps I wanted to see were in a bad position from this aspect.

(2) The room became uncomfortably hot towards the end of the day although the ventilating system was working. I noticed that some blocks of valuable stamps were curling and actually parting at the perforations, notwithstanding all were under glass protection. I am afraid the exhibitors who had not taken sufficient care in their mounting will find some irreparable damage done. On the whole the weather was unusually kind for the season but the rather higher atmospheric temperature must have aggravated this somewhat.

(3) I personally did not like the background of "potted" music - perhaps some cannot do anything without it, - it takes all sorts to make a world and there were people from all parts of the world present.

The most popular frames, for the serious collectors, were, as far as I could see, still Great Britain and the Empire, although there was evidence of an increasing interest in Foreign. The "piece de resistance" was undoubtedly the Post Office exhibit. I am sure nothing quite like it has ever been seen before. For the early Great Britain expert it must have been a joy to behold mint sheets of Penny Blacks, Reds, Blues and some of the other Earlies - a sight never to be forgotten. The selections from His Majesty's collection not unexpectedly attracted a good deal of attention as did those from other Royal and important exhibitors. It made one marvel that there was still so much old material, in such fine condition, in existence. It also gave one a natural feeling of envy. I doubt if the people who got together and worked on these old treasures, in the years past, ever realized what they were doing for posterity.

It was estimated that the total value of the exhibits was approximately £2,500,000 but, in point of fact, some were absolutely priceless. Over 500,000 stamps were on show.

My main interests are limited to Jamaica and New Zealand, both very intriguing in their different ways and the latter especially difficult and expensive. In both cases there was some exceptionally nice material if somewhat limited in scope. Dealing with Jamaica first, four frames out of about thirty-five allotted to the British West Indies proper, there were only two exhibitors, one being a collector and the other a professional. Both showed some equally fine and comparatively rare earlies, die proofs, specimens and the like and one some interesting "Off Sets" in the modern issues. The marked difference in the two methods of presentation - was an obvious lesson to all who studied these four frames. There was an interesting frame containing examples of Jamaican stamps cancelled in the Caymans with postmarks "Grand Cayman" - Post Office". "Grand Cayman-P.O." etc. There was quite a valuable and choice display of other parts of the British West Indies. As a group, these still seem to hold their old appeal to collectors. I have little knowledge of the stamps of these other members of the group, but I could see the display was being enjoyed by students and specialists.

As regards New Zealand, in my time I have seen some outstanding shows of Chalon Heads, including Mr. Robson Lowe's superlative examples, and also of the first Pictorials but here, in the eight frames allotted, there were some glorious examples displayed, quite a number of which were on entires. Colours, on the whole, were good. Condition otherwise, in the majority of cases, superb. One could not but envy the owners and admire their persistence in searching for these treasures. Two of the exhibitors, well known in the Philatelic world, are members of my local Philatelic Society and are

always ready to show their stamps and help their less fortunate fellow members. There were smaller lots of Chalons Displayed in other sections, notably in His Majesty's and other Distinguished Persons' selections, and the Post Office showed a unique lot of colour trials. The Chalon Head of New Zealand has no equal anywhere as far as I am concerned. It is a glorious piece of work and is much more than a mere postage stamp.

The Judges had an unenviable task; with some of their awards I most heartily agreed, regarding others I was not so impressed.

Judging by the way the various Auctioneers and Dealers were besieged. I should imagine that the "trade" did well. It is true that the rents were high but I should conclude that enterprise paid handsomely. Owing to the very limited number of stands allowed this could not be considered a big buying and selling exhibition but I expect quite a lot of stamps and money changed hands. Parties from schools and small groups of youngsters seemed to be everywhere and this appeared to me to be an encouraging feature. It is surprising to find what some of these young people know and to realise how much more seriously and realistically they approach the whole business nowadays. I have recollections of my early attempts, some 50 years ago, but, of course, in those days we had no such facilities as are available today.

In conclusion this was a truly memorable occasion and one which will remain in my memory as a highlight of my philatelic experience. It reflects great credit on the organizers and we should be very grateful to them for their bold adventure.

16th May, 1950.

C. W. Bishop,  
Bristol, ENGLAND.

*Have You Read*

THE  
PHILATELIC HANDBOOK  
of  
JAMAICA?

Here are a few comments by some of the  
leading Magazines:-

*"This volume is beautifully produced on art paper, with excellent photographs of the stamps." . . .*

*"Philately from Australia" Dec. 1949*

*"It is excellent for the advance collector" . . .*

*"Stamps" Dec. 17, 1949*

*"Its 109 pages cover all adhesives issues, Specimen Plate numbers and Rubber date stamps."*

*"Stamp Collecting" July 2, 1949*

*"It is nearly twenty years ago that the last comprehensive handbook of Jamaica stamps appeared — this newcomer is more than welcome" . . .*

*"Philately" Sept. 1949*

*If you collect Jamaica Stamps or Postal History  
You will require this book — PRICE 20/-*

FROM

**Messrs. W. & S. STAMPS Ltd.**

309 OLD KENT ROAD — LONDON S. E. 1.

OR DIRECT FROM

**E. F. AGUILAR**

P.O. BOX 406 KINGSTON JAMAICA, B.W.I.



*Fly*  
**B. W. I. A.**

**DAILY  
FLIGHT  
KINGSTON - MONTEGO BAY  
MIAMI**

*Complete Bar Service on  
all Flights.*

IMMEDIATE CONNECTIONS IN MIAMI  
TO ALL PARTS OF THE U.S.A. AND  
CANADA.



**BRITISH  
WEST INDIAN AIRWAYS**  
AIRWAYS HOUSE - KINGSTON - PHONE 4661 (3 LINES)