

THE BRITISH WEST INDIAN PHILATELIST

EDITOR E. F. AGUILAR
P.O. BOX 406 - KINGSTON.

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Contents

Editorial	1
News Here And There.....	1
Jamaica – First Stratocruiser Flights From Montego Bay.....	1
Jamaica – Slogan Cancel ‘Clean Up Paint Up’	1
Leeward Islands – 1938 £ Wmk Sideways.....	1
Jamaica – 1952 PO Guide	1
Jamaica – 1938 KGVI 9d, 1/-, 10/-.....	1
British Guiana – 1952 Booklets	2
London – Collett RDP.....	2
Cayman Islands – Air Letter Forms & Rates	2
Jamaica – 1952 New Postal Agencies.....	2
Jamaica – Treasure Beach TRD.....	2
Trinidad – 1952 Air Letter Form.....	2
Obituary – Mr Claude DeSouza.....	2
Review.....	3
British Army Field Post Offices 1939-1950 by Col. G. R. Crouch & Norman Hill.	3
Jamaican Local Letters 1844-1852.....	4
Early Trinidad Postal Cancellations	7
Virgin Is Pre Stamp Covers.	10

BRITISH WEST INDIAN PHILATELIST

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VOL. 3

JUNE 1952

No. 4

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TP1 TP2 TP3.

See Page 57

1/6

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KINGSTON, JAMAICA.

The BRITISH WEST INDIAN PHILATELIST

EDITOR E. F. AGUILAR

Published by E.F. Aguilar - P.O. BOX 406. – KINGSTON, Jamaica BWI

VOL 3 JUNE 1952 NO. 4.

Editorial

A number of readers have requested articles other than Philatelic material. Next issue will have one of the first articles which has a bit of the ancient old history of Port Royal. This is your magazine and if you would like articles from time to time other than Philatelic Material and research please let us know.

Dialect articles and cartoons . are also being: planned. The December issue will have the commencement of the air letter forms used in the B.W.I. Islands. So please write in, and let us know your requirements.

News Here And There

Jamaica – First Stratocruiser Flights From Montego Bay

All mail carried on the new Stratocruiser flight from Montego Bay to London, none of the covers were cacheted. On May the 5th, a new flight from Jamaica-New York by Stratocruiser was started, and again no covers were cacheted. This is a fore-runner to the Jet service which is due to commence December of this year, and will link Montego Bay direct with New York with a flying time of a little under 2½ hours.

Jamaica – Slogan Cancel 'Clean Up Paint Up'

New meter strike "Clean Up Paint Up" came into operation early in March, which is a campaign being run locally, to have all the buildings nicely painted up as they were damaged in the recent hurricane. Many labels were issued with different designs, with the words "Clean Up Paint Up"-

Leeward Islands – 1938 £ Wmk Sideways

With the finding of the £ with the wmk. sideways it is possible that there exists other sheets, and an intensive search is being carried on in these Islands.

Jamaica – 1952 PO Guide

The 1952 Post Office Guide has just come on sale. This is one of the best productions that has been done- Copies can be obtained by writing to P.O. Box 406, Kingston, Jamaica; enclosing 3/6d.

Jamaica – 1938 KGVI 9d, 1/-, 10/-

The G.P.O. Kingston, Jamaica, recently made a release of the 9d and 1/- stamps, these were found to be of very light colour and thin paper for the 9d while the 1/- was extremely dark centre with a chocolate border. So far not much of this material has been found – The 10/- perf, 13 in the light shade is not on sale in the Colony.

British Guiana – 1952 Booklets

Booklets will shortly be on sale at 1/- each. These will only be available for a limited time- Collectors interested in shade varieties, and postmarks can write in for a fine selection now available.

London – Collett RDP

Congratulations to Mr. G. W. Collett, on having his name added to the roll of distinguished Philatelists. Collett has done a great deal towards helping in the research of Jamaican stamps. He has in his collection an extremely fine lot of specimen and die proofs with all errors, shades and varieties. His obliterator collection is alone worth many hours of looking through, which I was fortunate in seeing while I was in England- Collectors of Jamaican stamps and Postal History material know the names of Collett and Nicholson of being the backbone of all the main research in obliterator numbers, T.R.D's, and early pre-stamp covers.

Cayman Islands – Air Letter Forms & Rates

Air letter forms of the greenish yellow found being used in this Colony were printed in Jamaica by the Gleaner Co. Air mail rates to and from Cayman either way is 2½d per half oz. and the only air connection at present is Caribbean International Airways Amphibian-

Jamaica – 1952 New Postal Agencies

New Postal Agencies opened have been Mona, in St. Andrew, Lancaster in Manchester, and Success in Llanover. Very shortly a complete relisting of the T.R.D's issued from 1939 onwards, will shortly be published in the BWI Philatelist.

Jamaica – Treasure Beach TRD

Mr. C. L. von Pohle has just drawn to my attention that the T.R.D. for Treasure Beach can be found in two types. The first type T.D. 37, measuring 49x33 mm. which was in use up to September 1944. Between this time and January 9th a second T.R.D. of a similar type came into use. The word Jamaica has the letters tightly together, while, the double elliptical is much rounder.

Trinidad – 1952 Air Letter Form

New air letter forms with the 5c embossed in green came into use on April 8th, this is a new Inter-island air letter rate, as at present most of the other Islands are 4d or 6d per air letter.

Obituary – Mr Claude DeSouza

We regret to record the sudden death of Claude DeSouza, who passed away on Monday, the 9th of June. Educated at Wolmer's, in his earlier years, he was one of the most outstanding rifle shots in Jamaica both at .22 and .303.

From 1932 onwards, he was practically confined to his room and from there did all of his drawings, and his directing, many of the leading magazines published in this Colony.

He has always been interested in the Philatelic Society of Jamaica, and was a life member. He did the designs of the 1½d 3d, 4½d, and 5/- in the New Constitution issue for Jamaica. He also submitted a large number of designs for the forthcoming new issue in Bermuda. It is expected that many of these have good prospects of being chosen, likewise his latest drawings were of the Boy Scout Jamboree, which although not attractively coloured were to instructions.

We offer to his wife and family our very deepest sympathy.

Review

British Army Field Post Offices 1939-1950 by Col. G. R. Crouch & Norman Hill.

Published by A. E. Lewandowski, 520 Audubon Ave., N.Y. 33.

To the Philatelist who has journeyed steadily through all the normal fields of collecting and has mounted into the pleasantly rarified atmosphere of postal history the arrival of this publication is something in the nature of an event.

For the first time between covers appears a complete and accurate check list of all the A.P.O's and F.P.O's in use during the recent war, and the authors are to be congratulated on turning out a first class piece of work.

The book is divided into three sections. The first a general explanatory text, profusely illustrated with accurate drawings of 'the different forms of postmarks and frankings in use over the period, the second the check list itself, and-the third a small section dealing with T.P.O'S AND F.P.O. date stamps in use by formations overseas.

Both the historical text and the check list are models of clarity and conciseness and show evidence of considerable research and careful checking. The drawings are clear and accurate, and they reproduce very well on the thick smooth paper which has been used throughout.

It is a pity that the publisher has scarcely come up to the high standard set by the author, a number of faults have been allowed to creep in which could well have been avoided.

The covers for instance, surely they should be of a stiff board type in a work of reference such as this is, instead of the very thin card, almost thick paper, which has been used. Also the binding should be more than the present staples and glue if the book is to keep its shape and leaves intact.

Priced at \$2.75 readers can obtain a copy by writing the editor of the B.W.I.P.

Jamaican Local Letters 1844-1852

By L. C. C. Nicholson

Every collector of Jamaican pre stamp covers knows that prior to the introduction of Postage stamps, the postage due on a letter was paid for in cash.

In a few cases the sender paid this, and then the letter was marked in ink "PAID" or "POSTAGE PAID."

In the majority of cases, however, it was left to the recipient to pay the money when he collected his letters at his local Post Office, as apart from Kingston, there was no house delivery from the Post Offices in the Island.

During the period in question the Inland postage rates were;

For a letter not exceeding ½ oz. in weight,

Under 60 miles	4d.
From 60-100 miles	6d.
Over 100 miles	8d.

and of course double charge for letters up to 1 oz, and so on.

In 1840 there were 42 Post Towns and 5 Post Roads through the Island as follows:-

(1) WINDWARDS.

From Kingston via Port Royal, St. David, Morant Bay, Port Morant, and Bath to Manchioneal (Total 64 Miles).

(2) NORTHSIDE TO PORT ANTONIO.

From Kingston via Annotto Bay, Buff Bay and Hope Bay to Port Antonio (Total 60 Miles).

(3) NORTHSIDE TO PORT MARIA.

From Kingston via Highgate to Port Maria (Total 42 miles).

(4) NORTHSIDE TO GREEN ISLAND.

From Kingston via Rodney Hall, Pear Tree Grove, Moneague, Ocho Rios, Salt Gut, St. Ann's Bay, Runaway Bay, Alexandria, Dry Harbour, Rio Bueno, Duncans, Falmouth, Little River, Montego Bay, Flint River and Lucea to Green Island. (TOTAL 151 Miles).

(5) LEEWARDS.

From Kingston via Spanish Town, Old Harbour, Clarendon, Mandeville, May Hill, Goshen, Lacovia, Black River, Robins River, and Savanna-la-Mar to Grange Hill (Total 133 Miles).

I think that the bags for Vere and Chapelton were left at Clarendon to be sent 12 miles south and 12 miles north respectively. Early in 1844 the Post Office official at Kingston whose job it was to mark the postage due on the letters for the **Leewards** route, seems to have conceived the idea that he could save a lot of time wasted by writing the amount in ink on each letter, by making handstamps for the three rates (4d 6d and 8d). I have illustrated these three handstamps which appear to have been cut in wood.



I have only seen them used on letters on **this** route.

The rates would be

For letters up to ½ oz.

From KINGSTON to:

Spanish Town, Old Harbour, Clarendon, Vere, Chapelton and Mandeville 4d.

From KINGSTON to:

May Hill, Goshen, Lacovia, and Black River . 6d.

From KINGSTON to;

Robins River, Savanna-la-Mar, and Grange Hill. 8d.

The following letters are known to me:

4.

9. March 1844. KINGSTON - Clarendon

22 Oct. 1848 KINGSTON - SPANISH TOWN

30 April 1849 KINGSTON - CLARENDON.

6.

Several

From 9 May 1844, KINGSTON - MAY HILL to 9 Feb. 1852

8.

16. March 1844 KINGSTON - CLARENDON over ½ oz.)

When I wrote my little book on "Jamaica Pre-Stamp Covers" in 1936, I had only seen one "4". but later on my old friend Dr. Urwick of Shrewsbury showed me an "8" and one or two more 4s.

Now, Mr. Littlejohn of Newport, Jamaica, has found a little lot of 6s all sent from Kingston to May Hill, between 1844 and 1852. It is extremely difficult to say exactly where May Hill and Clarendon P.O.'s were situated during this period.

John Arrowsmith in his map of Jamaica dated 1848, marks "May Hill P.O." 32 miles south of Mandeville, between the estates of Ryde and Providence, on the road from Green Pond (3 Miles south of Porus) to the Gutters Tavern (on the boundary between Manchester and St. Elizabeth) but I do not think that this map is accurate.

The "Jamaica Almanack" for 1842, says that the distance by "Post Road" from Kingston to May Hill was 58 Miles, and that it went via Spanish Town, Old Harbour, Clarendon and Green Pond to May Hill. Mandeville is not mentioned. In the list of Post Offices however, Green Pond is not mentioned as a P.O., but Clarendon and Mandeville are.

May Hill P.O. must have been more than 58 miles from Kingston to make the rate of postage 6d, as it was only 4d for distances under 60 miles.

It is possible that the mails went from Green Pond to Mandeville, and then down to May Hill, which would account for the extra distance.

Clarendon is a parish, and there never was any town of Clarendon. Where the P.O. was that went by that name is very hard to say. I have seen letters addressed to "Lime Savannah P.O." during this period, but here again this is only the district. I think the P.O. was at Clarendon Cross (now called The Cross) which is 3 miles east of May Pen P.O. Edward Long in his "History of Jamaica" 1774, says that the distance from Old Harbour Market to Clarendon Cross was 12 miles, and "The Jamaica Almanack" for 1842 (mentioned above) says that by road from Old Harbour P.O. to Clarendon P.O. was 12 miles, which would make this position about right.

Mr. F. H. Thompson of Exmouth, Devon, has a cover sent from Kingston, Jamaica to Paris on 23rd October 1872. This bears a 6d C.C. stamp and a 1d Pine, but in addition it has a large figure "6" in red pencil on the envelope, and this figure is exactly the same as the hand-stamped ones recently discovered by Mr. Littlejohn.

This shows that 28 years after these handstamps were made, someone at the G.P.O. at Kingston was still making the same kind of 6s. A very interesting cover.

I shall be pleased to hear from any collector who possesses specimens of these hand-stamped figures, to try and find out how long they were in use, and if they were used on any of the other four routes.

Up to the present we know they were used for eight years, from 1844 to 1852 on the Leeward Route only.

Early Trinidad Postal Cancellations

By J. B. Marriott.

The early postal cancellations of Trinidad form a fascinating study and information about them is still far from complete. This short article is written in the hope of attracting others, who are interested, and of gathering information which could be embodied later in a more complete study.

The rubbished articles on the-stamps of Trinidad are few in number, though of high quality, but references to the cancellations are fewer still, and there are only two sources of information which are worthy of mention. The Royal Philatelic Society's Handbook on the British West Indies contains a list of the original Post Offices and their respective numerals, and the article by Col, F. F. Dugus, - C.M.G., F.R.P.S:L., on some West Indies Postmarks (The London Philatelist Vol. VLIV No. 525) contains a brief resume of most of the early cancellations, with illustrations and a useful check list. I shall have occasions to refer to both these articles later.

The collection of these early cancellations is interesting in itself, but a knowledge of the periods of currency of the various marks is also sometimes of use in allocating Perkins Bacon printings of the imperforate stamps to their respective consignments, and the lithographed provisionals to their respective printings. The cancellations were of great help in the late Sir Edward D. Bacon's original investigation given in the R.P.S. Handbook, into the franking power of the early stamps with no value expressed, and they also afford a check on the authenticity of the 1882 1d with manuscript surcharge in black. The existence of remainders of some of the early stamps, and the consequent possibility of forged. postmarks, makes a complete knowledge of the early cancellations desirable, and I hope that any reader of the B.W.I. Philatelist also can help in their study, will be kind enough to do so by sending further information to me at Oakhurst, Godalming, ENGLAND.

By way of hors d'oeuvres to whet the appetite, the Lady McLead gives Trinidad cancellations an interesting start. This attractive stamp, though only strictly speaking a local, has the glamour of being the first British Empire issue, and is found both pen cancelled and also with a portion of the surface at one corner skinned off, a method of cancellation rather similar to that used in Afghanistan in early times.

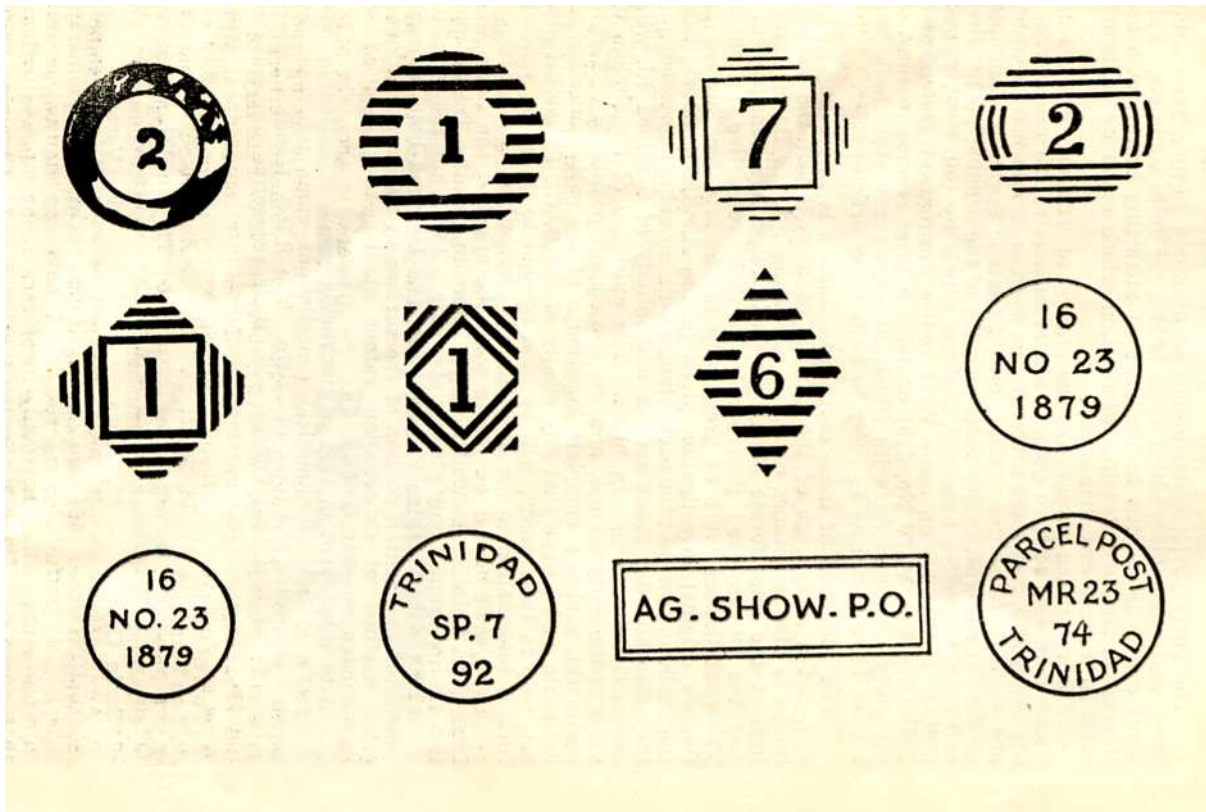
With the advent in 1851 of the regular issue of Britannia type stamps, a system of numerical cancellations came into use, the number indicating the town of origin. The R.P.S. Handbook gives a list of the first Post Offices with their respective numerals as follows:

- | | | |
|-------------------|------------------------|-------------------|
| 1. Port of Spain | 13. Diego Martin | 25.. (Vacant) |
| 2. San Fernando | 14.. Moruga | 26. Erin |
| 3. St. Joseph | 15: St. Mary's | 27. Monos |
| 4. St. Juan | 16. Chaguanas | 28. Mucurapo |
| 5. Santa Cruz | 17. Coura | 29. (Vacant) |
| 6. Arouca | 18. Prince Town | 30. Carapichainia |
| 7. Arima | 19. Oropouche | 31. Caroni |
| 8. Toco | 20. La Brea | 32. St. Ann's |
| 9. Manzanilla | 21. Cedros | 33. Maraval |
| 10. Mayaro | 22. Claxton Bay | 34. Cunupia |
| 11. Tunapuna | 23. The CedrQs Steamer | 35. California |
| 12. Blanchisseuse | 24. St. Madelaine | 36. Carenage |

Circular dated cancellations, still bearing a numeral (just above the date) made their appearance about 1869. Almost at the same time the Trinidad double line circle mark came into use as an obliterator. Both these types had previously been used as arrival marks and the latter as a general postmark.

Later, about 1882, came the duplex mark containing the letter T (the initial letter of Trinidad) followed by a numeral. It was not long before other types of circular date stamps came into use bearing in full the word Trinidad, and soon dated town marks made their appearance. With the advent of the latter, the practice of using a numeral to indicate the town of origin was dropped, in fact E. D. Bacon writing in 1891 in the R.P.S. Handbook, while commenting on the list of original offices given above, notes that a few other offices had been opened since; but no number had been attached to them, as the system was given up some years earlier. He adds that each office had, at the time of writing, a date stamp bearing its own name.

Lest I give the impression that only one type of cancellation was in use at a time, I should say here that this was not the case, and several different types may be found used simultaneously even on the same envelope (see illustration below).



This article is mainly concerned with the numeral cancellations and each type will now be considered in order of its appearance.

TYPE 1A

consists of a solid circle of external diameter $13\frac{1}{2}$ – $15\frac{1}{2}$ mm. and thickness 3–4 m.m., punctured by about 8 small holes, and, enclosing a numeral. The strike (probably from a rubber cancellor) appeared to deteriorate fairly rapidly in quality and is usually heavy and ill defined. The period of use extends for 13 months from August 1851 to September 1852, the cancellation being found on the lithographs of the first printing on thick yellowish paper, and in particular on the unique block of four of this printing, which is now in the Royal Collection. I have' copies of small, intermediate and large numerals 2 (San Fernando) in different styles and also what appears to be 5 Santa Cruz). In addition H. W. Hurlock's collection contains 7 (Anima) and 18 (Princess Town).

TYPE 1B

is another circular cancellation in use during almost the same period as type 1a, being found between 27th August, 1851, and 20th December, 1852. The frame is made up of eleven heavy horizontal bars and the diameter is about 24 M.M. The only numeral recorded is 1 (Port of Spain).

TYPE II

is a barred cancellation, the numeral being contained in what is, roughly, a square with rounded corners. I have only recorded this on entries between 25th February, 1853, and 23rd August, 1860, but stamps of the 1876 issue appear with numerals 3, 4, 5, 6, 7, 10, 13. I have seen or possess 1, 2, 3, 4, 5, 0, 7, 10, 13, 16, 17, 18, 20, 21 and Co. Duffus records 8 and 19. It is possible that some of the 6's may be 9's, but I can find no distinguishing feature. The same difficulty occurs with Type IV below.

TYPE III

is an oval mark, recorded between 25th November, 1858 and December 1864, and consists of bars enclosing the numerals 1 or 2. Col. Duffus also records 20. I have, in addition, several with

numeral 5, which have only three bars at, the top, and bottom, instead of four. These appear quite genuine. but 1 have seen more than one strike of what is almost certainly a forgery. with numeral 91 (no, possibly a poorly executed 16).

TYPE IV.

is slightly smaller and more nearly square than Type II and I have recorded 1, 9, 10, 12, 15, 18, 21, 22 and 24. I had previously recorded 31, but now consider that this is probably an indistinct 21. The earliest cover is dated 2nd May, 1868, and numerals 10, 12, 15, 21 and 22 exist on stamps as late as the 1876 issue. A similar cancellation usually with a very clear strike, is found on Tobago stamps about 1882, the numerals being 14 and 15.

TYPE V

is a roller type, the . impressions being 42 M.M. apart. The numeral 1 is quite common, and 2 has been recorded by Col. Duffus. The period of use is December 1870 to 1879.

TYPE VI

is in the shape of an upright diamond and the only dated piece I have is 5th March, 1883. I have numerals 2, 6, 9, 13, 28 and E. F. Aguilar has shown me 26. In addition, 3, 7, 10 and 14 have, been recorded by Col. Duff us. The 6 has a stop, the 9 apparently no stop.

TYPE VIIA

is a single line circle date stamp of diameter 2212 m.m. containing numerals 1, 2, 9, 11, 16, 17, 18 and small 18, small 21, 23, and small 23, 24, 30, 31. It is found used between 24th August, 1869, and 9th March, 1882. Various minor differences occur: the year is usually given by four figures, but sometimes by only two, e.g., 1881 and 81, and mistakes are not uncommon, e.g., year 1818. and day and month inverted.

TYPE VIIB

is similar to Type VIIa, but smaller, the diameter being 19 mm I have only seen the numeral 2 as a cancellation dated between January 1370 and 7th February, 1871, but I have a strike of the numeral 1 used as an arrival mark on 25th November, 1858.

TYPE VIII

is the usual double line circle date stamp, diameter 25 m.m., and was in use as an obliterator between 24th August, 1869, and 29th March 1882.

TYPE, IX

is the T and numeral duplex mark, recorded between 8th April. 1882, and 16th December, 1891, the numerals I have seen being 2. 3. 6, 7, 9, 10, 11, 15, 16, 17, 18, 19, 21, 22, 24, 26, 27. 35. and 4 and 12 shown me by E. F. Aguilar; Col. Duffus also records 36.

This completes a survey of the Trinidad cancellations containing numerals. At present work is proceeding on three other groups. First the town marks prior to 1913, beginning with the double line circle San Fernando mark in use in the 1870's and followed by

1885 the normal San Fernando,

1886 Cedros, St. Joseph, Tunapuna.

1887 Caroni, Coura, St. Ann's, St. Mary's.

1888 Arima, Arouca, California, Diego Martin, Princes Town, Williamsville.

1889 Hicacos, La Brea, Mayaro, St. Juan, Toco.

To mention those recorded before 1890. Secondly, the unusual and out of the way cancellations which occur on early Trinidad stamps, e.g., Paquebot marks, especially the Lignee Francais and the French Anchor and dots mark, the Arms of San Fernando mark, the D 22 mark of Ciudad Bolivar in Venezuela, the Agricultural Show postmark of 1895, and also the Registered Too Late and Too Late for Bag marks. Thirdly, the Handstruck stamps, especially the crowned circle mark, and arrival and transit marks. Once again I should be most grateful to hear from any reader of the B.W.I. Philatelist who is interested in these, or who can help with information. especially about the. validity and periods of currency of the various marks.

Virgin Is Pre Stamp Covers.

Recently among a collection purchased, were quite a few pre-stamp covers, a number of which were from St. Thomas, to Kingston, addressed to the well known firm of Messrs. Barclays & McDowell, from which firm a very fame number of the early pre-cancellations are to be found. A letter dated St. Thomas, Virgin Islands September 13 1861, was among this collection, which had a complete list of arrivals and sailings of all packets with prices of commodities.

The letter is extremely well printed, and seeing that this is nearly 100 years old, it is in very good condition, and the type used is equal to the modern Linotype print. The Wording of the letter is as follows:

St. Thomas, September 13th, 1861

Dear Sir,

We have to advise a very dull market for all descriptions of American Imports. The importers and dealers are fully stocked, and for past fortnight transactions have been very limited. The brig "Benjamin Cushing" arrived on 8th from Boston with general cargo, still unsold. Quotations are therefore only nominal; last sales from vessel:-Flour at; \$6 25¢; Cornmeal \$3 75¢; Rice 7¢,'; Pilot and Navy Bread \$3 50c; Mess Pork \$16 to \$17; Prime Pork \$13 25¢; Mess Beef \$10 to \$11.; Yam 9¢ to 10¢; - a lot of inferior closed at 5¢; Butter 14¢ to 15¢; Lard 14¢,-a lot soft sold at 9¢; 1 Cheese 10¢.

There is considerable stock old Fish on hand, closing off at low rate at Auction.

The dealers are well supplied with W.P. Lumber. The Lark "David Nicholls", from Port Medway, cargo of 160 M. sold at \$16 50¢

FREIGHTS:- Two English vessels taken to load Sugar in Porto Rico for New York at 37½ and 38¢; some American vessels for sale from Turks Islands to New York at 6¢. Several vessels (Neutral Flag) are still wanted for sugar orders, from Porto Rico to Great Britain, and £3. 10s. and upward offered, also for Wood Freights from Hayti to Great Britain, £3 offered.

Exchange on London 90 d. s. sales drawn Bills \$4 80¢ to \$4 82½¢., Bank drawing rate \$4 95¢., 90 days.

Exchange on New York 60 d. s. sales drawn Bills 3 per cent premium. Bank drawing rate 5 per cent premium 60, days.

American Gold 2 to 3 per cent premium.

Very respectfully, your obdt. servants.

G.W. SMITH R CO.

(Mr. Edward B. Simmons, late of the firm. of J. F. Peniston Co., is now with us, and solicits a continuation of your favors)

PORT OF ST. THOMAS W.I.

IMPORT DUTY-One and one-quarter per cent on all importations.

PORT CHARGES-Vessels with cargo 19, 2-10 cents per ton, anchorage fees 3, 2-10 cent per ton.

FORT FEE-Schooner 87¢; brig. \$1 53¢; ship or bark \$2 87¢ each. Vessels entering and clearing in ballast, pay anchorage and fort fee only.

ARRIVED

Sept.

1. Amer. brig. Open Sea, Babbage, from Grenada.
English steamer Tasmanian, Weller from Southampton.
2. English schr. Earl Dundonald, Johnson from Barbados.
Amer. brig. General Marshall, Seger, from Guadeloupe.
English schr. Volant, Williams from Trinidad.
Amer. brig. J. West, Hardison, from Boston, lumber and provisions.
3. Amer. brig. B. K. Eaton, Nicholls from Barbados.

4. Spanish schr. Caridad, Ribot, from St. John's P.R..
Danish schr. Rapido Aquilla from Carupano.
5. English brig. Robert Reed Willingales from Barbados.
Amer. steamer Powbatan, Porter, from Curacao.
Amer. schr. E'duo, Kidder, Harksen; from Berbice.
Spanish steamer Cuba, Callejo, from Porto Rico.
6. English schr. Jenny Lind, Falvey, from Guadeloupe.
Amer. bark David Nicholls, Ellis from Port Medway, lumber.
7. English brig. Mary E. Ladd. Ellis from Martinique.
Amer. schr. C. Mathews, Kelly from Martinique.
English schr. Walter Witch, Hassel from:LaGuayra.
Amer. schr. J. D. Wagner, Ryder, from Rio Janiero.
Amer. brig. H. Halleck, King, from Perth Amboy, coals.
French schr. Petite Louisa, Bride, from Guadeloupe.
8. English schr. Robert Todd, De Wever, from Porto Plata.
English brig. Benjamin Cushing, Lane, from Boston, Cargo.
- 9: Amer. schr. H. E. Brown, Warren, from Trinidad.
French brig. Caracas, Domet, from Havre, cargo.
Belgian brig. Flander, Weyerts, from Antwerp, cargo.
Amer. bark Fenclon, Holkins, from Pernando Port.
Hamb, ship Julia Mathilda, Clauson, from Liverpool, Cargo.
English schr. Adolph, Ossers, from Sto. Domingo.
10. Danish brig. Neptun, Jensen, from Liverpool, cargo..

SAILED

Sept

2. English schr. Alma, Stubbs, for Turks Islands.
English schr. Sea Foam, Banks for Crab Island.
English schr. Julia Haynes, Rivera, for St. Martins.
3. Amer. brig. Open Sea, Babbidge, for Turks Islands.
Amer. schr. Gen.' Marshall, Seger, for Turks Islands.
4. Amer; schr. B. K.. Eaton, Nicholls, for Turks Islands..
- 5.. Amer. bark Azelia, Davis, for New York via Turks Islands.
Amer. schr. Jenny hind, Mitchell, for Machias Port.
Amer. schr. Edward Kidder, Harksen, for United States.
English schr. Earl Dundonald, Johnson, for Sto. Domingo.
6. Amer. brig. Thomas Dennison, Hathway, for Humacao.
English schr. Sword Fish, Riddle, for St. Bartha.
English brig. Robert Reed, Willingales, for New York.
7. United States steamer Powbatan, Porter, for Curacao.
English schr. Jenny Lind, Falvey, for Digby, N.S.
8. Spanish steamer Cuba, Callejo, for Pto. Rico.
9. Amer. schr. C. Mathews, Kelly, for Searsport.
Amer. schr. H. E. Brown, Warren, for Baltimore.
10. Amer. brig. J. West, Hardison, for Turks Islands.
French schr. Petite Louisa, Bride, for Naguabo.

IN PORT BEFORE REPORTED

Ship Hope, Tucker, discharging coals.

Brig. African. Lane, wanting funds.

(The above has been kept to the original.)

The Post Script which was added to the original letter, has not been included in the above. It thus indicates that there were regular fortnightly letters put out by Smith & Co. advising of the movements of vessels on arrival and sailing. It will be noted that this particular pre-stamp cover was

mailed at St. Thomas on September 14. 1861, arriving in Kingston on the 21st of the month, which is almost as quick as the air service today !

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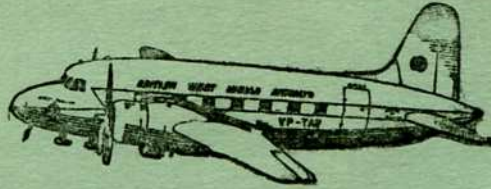
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