

THE BRITISH WEST INDIAN PHILATELIST

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

VOL. 4.

SEP 1952

NO. 1.

Contents

Editorial - CTO -10%.....	1
BWI Post Offices.....	2
Antigua.....	2
Bahamas.....	2
Bahamas.....	2
Bermuda.....	3
British Honduras.....	3
Grenada.....	3
Trinidad.....	3
Postal Agencies Tobago.....	3
British Guiana.....	4
Jamaica – Port Royall.....	5
The City Beneath The Waves.....	5
Air Letters Of The British West Indies.....	8
Jamaica.....	9

BRITISH WEST INDIAN PHILATELIST

ISSUED QUARTERLY
7/- YEARLY

EDITOR E. F. AGUILAR

P.O. BOX 406, — KINGSTON.

VOL. 4

SEPTEMBER 1952

No. 1



A City Beneath the Waves
Port Royal
See Page 5

1/6

Aid to Research

● For eighty years we have been importing stamps in quantity, and portions of some of our original supplies are still available.

● These accumulations, many of them in sheets and large blocks, have enabled us to provide bulk selections of the utmost value and interest to specialist clients.

● Stocks of this useful material are dwindling and when dispersed are probably irreplaceable.

● If you are interested you are invited to communicate with us NOW.

WHITFIELD KING & CO.

IPSWICH, ENGLAND

Dealers in Postage Stamps since 1869.

Order your New Catalogue

Gibbons Empire 1953 Edition 17/-

Gibbons George VI 1952 Edition 4/-

Commonwealth Catalogue for 1953

now being booked

Write in your bookings now

E. F. AGUILAR

P.O. Box 406

Kingston

Jamaica, B. W. I.

Editorial - CTO -10%

So as to assist many collectors and dealers overseas, I am listing below a number of reliable agents, who will undertake postmarking at 10%.

- 1) All orders must be accompanied by draft, cheque, payable to the Colony or B.P.O., Money order or dollars.
- 2) All materials will be cancelled to instructions, either in singles, pairs or blocks. Every endeavour will be made to have these done without being stuck to paper.
- 3) All shipments will be made in between card board.
- 4) Postage and Registration will be added to the bill.
- 5) First Day Covers will be undertaken, and the envelopes will be extra. If special cacheted envelopes are printed, these will be purchased.
- 6) Due to the fact that a number of W.I. agents are not stamp collectors, it is suggested that the material be stuck on to paper, and that this be forwarded as it is as soaking same off might ruin the chalky surface paper,
- 7) All orders will be without Insurance, and every precaution will be taken but no responsibility will be held to the agent.
- 8) Orders placed through Jamaica can be Insured for all the Colonies.

The following is the first list of agents, which when writing please mention the B.W.I. Philatelist,

List of B.W.I. Agents:

Cayman Islands ..	Mrs. MacTaggart, Box 4, Georgetown, Grand Cayman, Cayman Islands, B.W.I.
Trinidad	Mr. Paul Anduze, 82 Abercromby St.,Port of Spain, Trinidad, B.W.I.
Barbados	Mr. H. Bayley, Box 61,Bridgetown, Barbados, B.W.I.
Virgin Islands	Mr. H. R. Penn, Road Town,Tortolla, Virgin Islands, B.W.I.
Dominica	Mrs. D. Agar, Roseau, Dominica, B.V.I.
Grenada	Mrs. P. M. Evison, c/o The Royal Bank of Canada, St. George's, Grenada, B.V.I.

The remaining Colonies will be listed in the next issue.

BWI Post Offices

Unfortunately the March edition of this magazine which carried the list of the B.W.I. Post Offices there were a number of errors. These were actually corrected in the original proofs, but unfortunately through having to re-vamp the magazine in the final printing, the old proofs were accidentally used. Thus the corrected copies were not in use. I must thank my many readers for writing in and pointing out the mistakes, which are as follows: (Transcriber's note – also corrected in March edition)

Antigua.

Cedar Grove not Cedat Grove as listed.

Bahamas.

Cherokee Sound not Cherekee Sound.

James' Cistern not James Cistern.

Mastic Point not Martie Point.

Millville not Millvilla.

Bahamas

Abraham Point
Acklins Island
Abraham Bay
Alice Town
Arthurs Town
Albert Town
Bannerman Town
Behring Point
Bimini
Bluff
Burnt Ground
Cat Island
Cherokee Sound
Chester
Clarence Hill
Clarence Town
Colonel Hill
Coopers Town
Cornwall
Deadmans Cay
Deep Creek
Devil's Point
Dunmore Town
Dundas Town
Eight Mile Rock
Fairfield
Farmers Cay
Fox Hill
Fresh Creek
George Town
Governor's Harbour
Grant's Town
Grays
Great Guano Cay
Gregory Town

Green Turtle Bay
Gambier
Harbour Island
Hatchet Bay
Hope Town
Green Castle
Inagua
Industrious Hill
James' Cistern
Lower Deadmans Cay
Kemps Bay
Knowles
Landrail Point
Lignum Vitae Cay
Little Bay
Long Bay Cays
Long Cay
Lower Bogue
Mangrove Cay
Man-o-war Cay
Mathew Town
Marsh Harbour
Mastic Point
Mayaguana
Millville
Moss Town
Mount Thompson
Nassau
Nicolls Town
Norman's Castle
Old Bight
Old Place
Palmetto Point
Pine Ridge G.B..
Pirate's Well

Pompay Bay
Port Howe
Pure Gold
Rock Sound
Ralle Town
Rolleville
Roses
Rum Cay
Sandy Cay
San Salvador
Savannah Sound
Sea Floor
Shirley Street
Simmi
Snug Corner
South Palmetto Point
Spanish Wells
Spring Point
Standyard Creek
Steverton
Sweetings Cay
Spencer Point
The Bluff
Tarpum Bay
The Bright
The Current
The Ferry
Thurston
True Blue
Watlings
Wemysee Bight
West End
Williamstown
Wilson City

Bermuda.

Crawl not Cran
 Paget East Paget West and Paget
 Paget East Paget West instead of Paget
 Bailey's Bay not Bailleys Bay.
 Warwick West and Warwick East not Warmuk
 Southampton East, Southampton West.
 Harrington Sound, St. Davids Island.

British Honduras.

Benque Viego - Not Bengue.
 Double Head Cabbage not Double Head Caggade.

Grenada

Belvedere not Belvidere.
 Carriacou not Carriacon.
 Woburn not Wobun

Trinidad

-is relisted, due to the fact that a large part of the listing contains the Post Offices for the Bahamas, so both these Colonies are now completely listed below, for Trinidad, while the Bahamas are listed above.

Arima
 Arouca
 Belmont
 California
 Carapichaima
 Caron
 Cedros
 Chaguanas
 Charlotteville
 Couva
 Cumuto
 Curepe
 Cocoyea
 Coryal
 Cross
 Cumana
 Cunapo Junction Road
 Cunupia
 D'Abadie
 Debe
 Diego Martin
 Erin
 Forest Reserve
 Fyzabad

Gasparillo
 Gran Couva
 Guapo
 Guayaguayare
 La Brea
 Laventille
 La Romain
 Las Lomas
 Lengua
 Les Efforts
 Longdenville
 Manzanilla
 Mayaro
 Moriah Tobago
 Moruga
 Mucarapo
 New Town
 Port of Spain
 Palo Secco
 Penal
 Pointe-a-Pierre
 Point Fortin
 Princess Town

Rio Claro
 Rose Hill
 Roxborough Tobago
 San Fernando
 Sangre Grande
 San Juan
 Scarborough Tobago
 Siparia
 Speyside Tobago
 St. Josephs
 St. Mary's
 Tableland
 Tacarigua
 Talparo
 Tamana-Four Roads
 Timital
 Toco
 Todds Road
 Tortuga
 Tunapuna
 Upper Guaico
 Upper Santa Cruz
 Valencia
 Williamsville

Postal Agencies Tobago.

Belle Garden
 Bethel
 Canaan
 Castara
 Delaford
 Goodwood

Hope Village
 Lambeau
 Les Coteaux
 Mason Hall
 Mt. Grace
 Mt. Pleasant

Mt. St. George
 Parlatuvier
 Patience Hill
 Pembroke
 Plymouth

British Guiana

List Of Post Offices, Postal Agencies (Including Honorary Postal Agencies), 'Travelling Post Offices And Travelling Postal Agencies For British Guiana.

Post Offices.

G.P.O. Georgetown	Danielstown	Plaisance
Albuoystown	Enmore	Providence
Bourda	Evesham	Queenstown
Carmichael Street	Fellowship	Reliance
Cornhill	Fort Wellington	Rosignol
Anna Regina	Grove	Skeldon
Aurora	Ituni	Suddie
Bagotville	Kitty	Soesdyke-Now Postal Agency
Bartica	Leguan	Tuschen
Benab	Leonora	Vreeden Hoop
Beterverwagting	Mackenzie	Wakenaam
Plairmont	Mahaica	Wales
Buxton	Mahaicony	Weldaad
Cane Grofe	Metenmeer Zorg	Whim
Clonbrook	New Amsterdam	Wismar
Charity	Nigg	
Cope & John	Parika	

Postal Agencies.

Acquero	Kamakusa	New Dam Canje
Agricola	Karenembo	No. 19
Aikawang (Cuyuni)	Kwakwani	No. 51
Arakaka	Kurupung	Oranapai
Atkinson Field	Kurupukari	Orinduik
Annai	Lethem	Potaro-72 miles
Coomacks	Lodge	Potaro-110 miles
Cabacaburi	Mabaruma	Perenong
Dartmouth	Mallali	Sisters
DeKindern	Manaka	Stanleytown
Enachu	Apiqua	Stampa
Eping Lower	Apoteri (Horsy.)	Tacama
Eping Upper	Burisanowa	Torani
Fort Island	Bush Lot	Tumatumari
Garraway Stream	Canal No. 2	Uitvlugt
Great Troolie	Caria Caria	Wichabai
Island H.M.P.S.	Mara (Schepmoed)	Pau (Hony.)
Issano	Mount Everard	Wineperu
Isseneru	Morawhanna	Yupukari (Hony)
Jacoba Constantia	Mahaicony - Abary	Zeelandia

Travelling Post Offices.

Bartica Steamer	Essequibo Coast	West Coast Demerara Railway
Barbice River Steamer	Essequibo Steamer	West Coast Berbice Railway
Demerara River Steamer	East Coast Demerara Railway	
Corentyne Coast		

Travelling Postal Agencies

Canje Launch	Cuyuni River
Pomeroon Launch	Mazaruni
Joe Hoop (Mahaica Creek)	Mahaicony Creek
Rockstone-Tumatumari	Upper Demerara River Launch

Jamaica – Port Royal

The City Beneath The Waves

In its recorded history, Jamaica has twice been visited by a devastating earthquake. The first of these occurred on the 7th of June in the year 1692, and the second, on the 14th of January, 1907. While there are many alive today, who have vivid recollections of the latter, it is an interesting fact that the younger generation, and the world at large, speak more often of the former event.

In recent years, we have seen many famous cities laid in ruins by the actions of men, while an account of those destroyed by a convulsion of nature only makes the headlines for a brief space; but that a town, the most notorious in the world in its day, should in a moment be cast into the sea as a judgment for its sins, is still an event that strikes the imagination.

How did Port Royal come to be founded, and what caused it to become in little more than a decade one of the three most important cities in the Indies? The story begins in the year 1655, when the Fleet under Admiral Penn dropped anchor in the harbour of Caguaya close to the cay at its entrance, where the Spaniards had been wont to careen their ships.

To defend the harbour the English started to build a fort and mounted in it some of the guns which they had captured at Santa Marta, as well as those that they had brought with them from England. Actually, the sailors had to do most of the work, for the men of Colonel Humphrey's regiment were dying in scores; so under the direction of sour-faced Puritan Officers the scrub was cleared and the works were finished. These included a round tower, traces of which can still be seen in the courtyard of Fort Charles, as it was later called.

Soon, enterprising traders set up booths near by in which they sold the goods that a few of the officers had brought from England as a speculation, and what with one thing or another, there was before long the fair beginnings of a town, which was first called Cagway and after the Restoration, Port Royal.

It is doubtful if any town founded by Englishmen had ever before grown as fast, and achieved so quickly such a degree of importance. Certainly no English speaking city was ever as notorious. In a dozen years there flowed into its coffers the plunder from half a score of Spanish Cities and hundreds of Spanish ships.

It was not because the Spaniards looked upon the conquest of deeper it might well serve the vital arteries of communication with Jamaica with indifference that they made no attempt, after 1658, to regain the Island, indeed, they had every reason for wishing to do so, because in English hands it might be likened to the prong of a trident driven into their western domain, and if it were pressed deeper it might well sever the vital arteries of communication with Spain. What deterred them was not the strength of the armed forces in the Island, or its fortifications, but sea power, and the hands that then wielded the trident were those of the Buccaneers, the Buccaneers about whom so much has been written that is so little understood by so many.

It is the popular belief that these men were really pirates under another name, and indeed many were, or in time became pirates. At first, however, they were merely a band of hunters drawn from many nations who lived on the rocky island of Tortuga off the coast of Hispaniola. They cured the flesh of the wild cattle by a process known as "bucanning," and it is from this word that their name is derived. At first their actions, on the whole, appear to have been peaceful, but the Spaniards attacked and burnt their settlement and from then on it was war to the death.

After the capture of Jamaica those that were of English descent moved to Port Royal where they received a warm welcome and were joined by many old soldiers from Cromwell's Army after it was disbanded in 1662. BY this time most of the ships that had carried the expedition had returned to England, and had it not been for the Buccaneers it is possible that the Island would have been retaken by the Spaniards, but striking at many places in the hostile territory that lay on three sides, they forced the enemy on to the defensive and allowed them no opportunity to concentrate for a counterstroke.

Partially immune to the deadly diseases so prevalent in the Indies, inured to hardships, brave in battle and furious in the attack no tougher body of men ever sailed the Caribbean or invaded its shores. Their recompense was plunder, and "no purchase no pay" was their rule. To gain their reward they resorted to method: that shocked even that brutal age, so that today they are remembered rather for their cruelties than for their martial achievements.

The only leaders that they would follow were those who had won their confidence through successful action. Such a man was Henry Morgan and under him they gained successes never

again equalled by the armies and navies of later days. He weakened the power of Spain in the Indies and left an indelible mark on the history of the Caribbean. Thus it came about that many an expedition sailed from Port Royal on its lawless occasions and returned to dissipate its gains in orgies that did not end till the last piece of eight has been squandered.

Lurid were the scenes that were enacted in the taverns and narrow streets of Old Port Royal, scenes of debauchery, with men and women drinking, dancing, dicing and duelling, with death at their elbow and the Devil looking on sardonically.

However, all things come to an end in time, and when a treaty was signed at Madrid in 1670, which recognised the conquest of Jamaica, positive instructions were given to Sir Thomas Lynch, the Governor, to call in all Privateers. A free pardon was to be granted to those that promised henceforth to follow a peaceful calling and with these terms many complied. As for the rest, some went over to the French while others became pirates and were hanged when they were caught.

The life of the town was now directed in greater measure to the pursuit of trade, though we are assured that its wickedness was still a by-word. It continued to grow in wealth and importance and the old chroniclers speak of its warehouses crammed with goods and its many buildings, two and three stories high, which were rented as dear as any in the heart of London. Thus matters stood on that fateful day in June 1692, when the blow fell.

The sky had been overcast all the morning and the weather was hot and sultry. Suddenly the earth began to tremble. The citizens paused in their daily tasks - "it is only an earthquake,

it will soon pass," they said. But it did not pass, houses began to fall, the air was filled with clouds of dust, the violence of the shock increased, the earth split open and engulfed whole streets with their occupants. Men and women were buried never to reappear. Some were imprisoned half in and half out of the ground while others, more fortunate were swallowed up and spewed out again. The waves of the outer sea and the still waters of the harbour were violently agitated. Ships broke away from their moorings and foundered, and one was driven into the centre of what was left of the town, more than half of which had been claimed by the sea, the sea from which it had arisen.

As the quaking, of the earth died away and the clouds of dust subsided, scenes of indescribable horror were revealed. What remained of the town was in ruins; thousands had perished and the shrieks of the injured broke the deadly stillness that followed the awful rumble of doom. All that was good and evil in the human character was now seen, for while some sought to save those that were imprisoned or were drowning, others possessed themselves with the goods exposed in the shattered buildings, and stripped the corpses that lay around.

This was really the end of old Port Royal. It had once more become a cay and most of the survivors moved across the harbour to found the new town of Kingston. Any hopes that it might revive as a commercial centre were shattered when it was swept by a devastating fire in 1703; nevertheless, its military importance remained, for it was still the outer bastion guarding the Great Harbour, and the dockyard on which the fleet in these waters was based.

To tell the story of Port Royal as it unfolded during the next two centuries would be to write the history of the Royal Navy in the Caribbean. At one time or another most of the ships that were famous in their days sheltered behind its protecting arm and sailed from there to attack the enemy; and at one time or another, most of our sailors whose names are household words, trod the flagstones of old Fort Charles and scanned the sea from its battlements, among them a young Post Captain called Nelson who commanded the fort for a time.

There were days of dread suspense when de Grasse and his fleet lay to windward, and days of rejoicing when Rodney, fresh from his victory at the Saints, sailed into port. However, the end of the Napoleonic Wars ushered in an era of peace and from then on the importance of the station steadily declined.

One by one its activities ceased as its functions could no longer be fulfilled, till by 1950, all that remained were a few details housed in the military barracks; and the humble homes of fishermen and other poor folk built along its ancient streets. Verily, the strong tides of destiny that had once flowed about its walls had ebbed and left it stranded on the beach like some derelict hulk.

As we all know, on the night of August 17th, 1951 a hurricane struck Port Royal and when the wind abated, only the strongest buildings were still intact.

What of the future? The days of the Buccaneers have gone forever and the era of sail has passed, never to return. The least that we can do is to ensure that in rebuilding the new town

steps are taken to commemorate fittingly some of the events of its romantic past, and to see that its colourful history is presented to the world.

S. A. G. TAYLOR.
31/5/52.

Please Reserve the following Coronation Sets - -

MINT 15% REQUIRE	USED 30%	FDCs 50% USED FDCs
Antigua		
Bahamas		
Barbados		
Bermuda		
British Guiana		
British Honduras		
Cayman		
Dominica		
Grenada		
Jamaica		
Leeward Island		
Montserrat		
St. Kitts		
St. Lucia		
St. Vincent		
Trinidad		
Turks Island		
Virgin Islands		

Place Your Booking EARLY

E. F. AGUILAR

P.O. Box 406

Kingston

Jamaica, B. W. I.

Air Letters Of The British West Indies

By E. Bulger (of Glasgow, Scotland.)

As a collector of air letters, or, as variously described, Air Letter forms, sheets or cards, and the foreign equivalent, Aerograms, I have found considerable interest in each of the following groups:

- (a) Great Britain and the Colonies.
 - (b) Dominions and Dependencies.
- and (c) Foreign.

For the purpose of this series of articles however, I wish to concentrate on the forms issued by the British West Indies Group, the blank forms requiring adhesive stamps as well as those issued with impressed stamps i.e. "stamps" printed on the sheets.

In order that certain descriptive words or terms be clearly understood the following explanations are made and the definition followed throughout the series:

The "front" of an air letter will be that portion upon which the address to which the form is to be sent will be written. The stamp is generally placed on the front too. A meter mark is sometimes used to indicate pre-payment of postage, although I have none on B.W.I. forms (Kenya has used them on Military sheets, and for that instance, Spain still uses the meter mark.)

The "back" will be that portion which, when the form is folded ready for despatch, will be the other outer portion - generally the sender's name and address lines will be found here.

The "inside" will be the portion on which the message is written.

The "reverse" will be that portion of the outside of the form adjacent to the "front" and the "back". The message may be written there too, but as I shall want to refer to it specially, I must give it a name. Generally the words "first fold" and accompanying arrow (s) are found printed on the "reverse".

"Inscription" will refer to all printed wording on the form, excluding the stamp or meter mark.

The term "overlay" will be used in reference to the facing on that paper of colour wash, lines stipple of dots or other device, normally on the front at least, to minimise the risk of the message showing through.

When I am studying airletters I prefer to lay them open with the inside down and therefore the front, back and reverse are all seen together and the overlay, inscriptions opening instructions etc. are easily compared and studied. It is in this position that the forms that I shall be considering will be placed.

Before proceeding further however, I should like to point out that a friend of mine, Mr. W. L. Morton of Bearsden, Scotland, has published his discovery of a Grouping system for Colonial Air Letter sheets with impressed stamps only. As so many of the British West Indies sheets fall within the scope of this system it seems to me to be worthwhile briefly indicating here the various groups. The key to the system lies in the position of the first leg of the "M" of "MAIL" in the enclosure warning when compared with the "I" of "WILL" in the line above it.

In Group I the largest group, containing airletters from Great Britain, Aden, Bermuda, Fiji, Hong Kong, Gold Coast, Jamaica, Nigeria, N. Rhodesia, S. Leone, Trinidad & Tobago, and Cyprus, the leg of the "M" is directly under the "I" of "Will."

Group II (Great Britain, Gambia & Gold Coast) is composed of certain of these sheets where the leg of the "M" is to the left of the "I" of "WILL."

Group III (Bahamas & Bermuda only) as Group II but the guide line for the "Second Fold" extends right across the sheet and the first line of the enclosure warning is also slightly longer.

Group IV made up of sheets from Great Britain, British Guiana, Cyprus, Gambia and Grenada has the "M" beginning to the right of the "I" of "WILL."

Group V has a four line enclosure warning and includes Great Britain, Aden, Barbados and Bermuda.

Group VI is the final group containing the blue paper forms of Great Britain (two different printings) Cyprus and Hong Kong. The forms in Groups V and VI are known as the narrow settings owing to the greater space allowed for machine cancellations -the other groups are the wide settings.

Another general point that I noted myself and wrote up elsewhere, was that the forms which make up Group I have a nice little mystery. Also in the enclosure warning, some of the sheets have a dot of colour before the "T" of "ANYTHING" and another before the first "E" of "ENCLOSED," others have only one or other of these dots and some again have neither of them. Previously I advanced a theory that these maybe used by the printer to indicate the plate or position of the form, if as I believe, the forms are printed in "sheets," of four forms to the sheet. To date, I have not had another theory advanced in explanation of the dots, but if any reader of this article can put forward another reasoned explanation, I would be happy to hear from him. It may be said that the dots have been seen on Great Britain Air Letters dated 1943, through to recently issued ones in the Colonial issues.

In this article I propose to show, amongst other things against the forms with impressed stamp, the Group into which they can be placed under Mr. Morton's system and note against the Group I items, and position of these dots as seen by me. Readers may then classify their own sheets and compare Group I results with mine. The light-weight Air Letter Service from Britain to civilian addresses in the B.W.I. started on 11th Sept. 1944 but the return services are dated from different dates, which, where known, will be shown in the portion of the article dealing with the Colony concerned. For a variety of reasons I intend to commence with the Island of Jamaica, but thereafter I will deal with the others alphabetically.

Jamaica

The records show that the return air letter service for civilians began from here on 7th Nov. 1944, on which date some 2,509 air letter forms printed in England were placed on sale at the G.P.O. Kingston. These were blank forms i.e. without impressed stamp and sold at a cost of 2d each being sold with or without the adhesive stamp.

There was such a demand for these forms that they were sold out within a few hours; unfortunately for me I am not the happy possessor of one of these forms used from Jamaica but I believe that it is a form that I shall later chronicle under St. Lucia from which Island I do have a copy.

In this sell-out emergency- and at the suggestion of the P.M.G. the Islands three main printers started to produce unstamped air letters and the fun began! As some of my copies are unused I am afraid that I cannot date all of the printings, but a description should help others with dated or postmarked copies, and it is to be hoped that they will share their information by writing the Editor or myself. I do not have all issues either, so a note of any missed would also be welcome.

Alphabetical order again gives us a start with the emission of the Gleaner Co.. Harbour St., Kingston.

All four of the sheets that I have from this firm's presses are on thin white, unwatermarked paper overlaid with a grey "wash" in varying shades of grey somewhat similar in appearance to some of the 1950 sheets from Spain. As is the case with all the air letters that I have seen from the B.W.I. They are of the 2-fold, 2 sealing flaps make up.

The inscriptions are printed in varying shades of blue the enclosure warning is in three lines of equal length with a short coloured bar beneath. The words "BY AIR MAIL" at top left of the front have been cut out of the coloured panel and the overlay shows in the letters. On all my sheets too, the indicating arrows used by this printer are un-feathered and with detached heads.

Normally there is an open cornered box of bars 19 x 24.5 mm at top right for the stamp, with the words "AFFIX/ 6d STAMP HERE" in serifed capitals, but I have two forms, one postmarked Kingston, 23rd December 1948, on which this box is composed of broken lines or dashes. On this used copy the colour for these dashes has not printed clearly but the paper is marked by the press.

I have two other unused forms, and apart from shade differences mentioned, they are all from different printings as is shown by measurement.

On the postmarked copy the length of the "Senders name and address" is 46 mm. The unused form with similar stamp box measures 47.5 mm here. The same, on an unused copy with a dark bluey-grey overlay measures 47.5 mm also whilst the last form, with a much lighter grey overlay shows only 40 mm: the type used is also smaller on this latter form. Measurement of the opening instructions (from arrow tip), gives the following readings in the same order of forms: Inverted instructions at bottom-34.5 mm, 37 mm, 34.5 mm, and 34.5 mm, and side opening instruction-33 mm, 34.5 mm, 34 mm. and 34 mm respectively.

A consideration of the issues from "Printers Ltd." follows and I am certain of only four of their forms, two mint and the other two used (in Jamaica). In these cases "Printers Ltd." Kingston

Jamaica B.W.I." is found to the right of centre, just above the guide line for the second fold. Whilst mentioning this it might be useful for those interested if it is pointed out that a guide to different printings may be found in the relative starting point of the words "Printers Ltd, etc." I note from two of my forms that the "P" on one mint copy is above the space between the "O" and "L" of "fold" whilst it is between the "F" and "O" on a used (1948) copy although there are other distinguishing features in these two forms. On the other copies, one mint and one pmkd. SE 14/45 the "P" is above the "Z" in "fold" and they are otherwise different from the above but duplicate each other.

So far as the general lay-out is concerned the forms are similar: the inscriptions are in blue (shades) as are the overlays which consist of a stipple of small blue dots on white unwatermarked paper that seems to be slightly heavier than that used by the other local printers. The words "BY AIR MAIL" are this time set up in Type and are contained in an oblong box of lines, with open corners (50 x 8.5 mm) again the enclosure warning is in three lines (but not of equal length, the third line being shorter) with bar beneath. Again, too, the space for the stamp is composed of an open-cornered box of lines (19.5 x 24 mm) but on one mint copy the wording in this box is "AFFIX 6d./ BRITISH / STAMP / HERE" whilst on a used copy (1948) there are only the words "AFFIX / STAMP / HERE" Lest there may be some suspicion I may say that, despite two 3d stamps placed over this box and stamps cancelled by the machine slogan "SPEND YOUR VACATION ETC." (Kingston Nov. 23/1-P.M./1948). I was able to read and measure by placing the air letter over a strong electric light-a biscuit tin pierce for a lamp holder and piece of sheet glass over the top of the tin.

Other characteristics of these two forms are as follows: "SENDERS NAME AND ADDRESS" is followed by the sign:- (colon and dash) and, from the "S" to the end of this sign, the measurements are 42 mm (mint) and 42.5 mm (used),

"First fold etc." and "second fold etc." are preceded and followed by plain bars NOT arrows, whereas the side and bottom (inverted) opening instructions have fine feathered arrows. This may or may not be a guide to a form to be considered later. For mutual guidance and assistance I will give the "fold" measurements, inclusive of bars-which remark can be understood of all such measurements:

- "First fold etc." - 30 m.m. (mint copy; guide bars close to lettering.)
- 35 m.m. (used)
- "Second fold etc." - 45 m.m. (mint)
- 44 m.m. (used)

On the mint copy, the words "First Fold etc." are on the reverse of the form clear of the overlay but on, the 1948 used copy they appear on the overlay. This does not constitute by itself, a different printing but rather bad centring of either the overlay or the inscription. The cutting of the paper can also cause other "alleged" differences by cutting off, for example the bottom opening instruction-I have this effect on an impressed stamp air letter for Bahamas.

My mint form has been marked by the dealer who sold it to me as the 1947 type-the used copy is likely to be a later printing judging by the postmark.

In the 1945 printings the general lay-out is the same as those described in the above mint form but in two particular details they differ, namely in the stamp box (19.5 x 23.5 mm) which is blank (i.e. without wording inside) and in the position of the "P" of "Printers Ltd." as stated above. In the 1945 printings too the printing seems finer and the shade of ink is deep blue whilst the 1947 printing is in a greeny blue and the 1948 a light blue.

The "Jamaica Times Ltd. Kingston" also printed some air letter forms. I have one mint copy of their issues and four half forms consisting only of "fronts" and "backs"; only two of these latter have "First Fold" guides left attached but despite this handicap I think we can find some interest; the other inscriptions are intact of course.

Their paper varies considerably in weight so far as I can judge, my mint copy being of very thin paper. The paper is white, the inscriptions in varying shades of blue and the overlay in shades of grey as diagonal lines running up from left to right . The enclosure warning is in three lines all of equal length with the usual coloured line beneath.

The mint copy was bought in the last few months of 1950 and I propose to use it as a standard. As in the "Gleaner" types above, the words "By AIR MAIL" are cut out of a panel and again the overlay shows through the letters: (I am mentioning this feature as it is of import in certain sheets from Southern Rhodesia and maybe again for the B.W.I. Although I have not seen two otherwise similar forms differing only in this detail.)

Also like the "Gleaner" types, all the guide arrows are unfeathered, and are with detached points or heads. The stamp box of unjoined lines (19 x 23.5 mm) contains the words "AFFIX/6d STAMP / HERE" in serifed capitals. In an endeavour to conserve space a little, I will list the measurements of the various forms in tabular form:-

Taking into consideration the shades of the overlay and inscription in addition to the punctuation mark after "Sender's name etc." it looks as though all five represented different printings. It seems to be the case however, that Air Letter forms are often (I do not go so far as to say "mostly or "usually" as I have to investigate this aspect further) printed in sheets of four forms and I wonder if this punctuation mark is a method by which the printer indicates, for his own information, the sheet position. So far I have shown that there are three different: readers may care to check to see if there is another, different, punctuation mark after "Sender's name and address." For instance the symbol ":-" (colon and dash) is commonly used and may turn up here to give a fourth mark. I will not venture to guess at dates of printings for this batch.

The next form I propose to deal with is a solo item in my collection: it is on plain bluey-green paper without overlay and the inscription is in deep blue. The words "By Air Mail" have been set up in Type 3½ mm high, and are underlined by a bar of colour of the same length of 42 mm "AIR: LETTER" is 33 mm long as are the first two lines of the enclosure warning, the third being 24.5 mm including the full stop after it. The box for the stamp is composed of broken lines or dashes, measures 17.5 mm x 24 mm and has nothing printed in it. A previous owner has indicated that this is a "TIMES" printing, but as the indicators connected with the folding instructions are merely bars of colour and there are "feathered" arrows for the opening instructions I am not sure that this is so. The "TIMES" used a panel for the words "By Air Mail" different "arrows" in the previously described forms attributed to this printer, than on this sheet and the three lines of the enclosure warning, were of equal length. It seems much more like the "Printers Ltd." setup than the "Times" one, but it does not have the name printed on it, as did their other forms.

"Senders name and address" has two short dashes after it giving an overall length of 46 mm, and the other measurements for comparison purposes are:-"First fold here" 36.5 mm, "second fold etc.," 40 mm. Both opening instructions and arrows 28.5 mm. This form is in mint condition, so I have no idea of date of issue.

What must be a very well known form is next to be reviewed. This is the "Apsley" airletter, printed in England and sold by private traders at ½d each, as were all of the above blank forms.

Whilst I have none of the "Apsley" forms from Jamaica, I am included them here as I understand that they were or are on sale on the Island, and other collectors may have them so used.

The first of the forms I have is one that is inscribed on the back, in two lines, "The Apsley Air Letter/Form approved by Postmaster General No. 71995/1d" used from Port of Spain, Trinidad, with 7 cents in adhesive stamps postmarked 13/JY/48.

It should be noted that there is no inverted comma at either end of the word Apsley and the legend "Lion (shield) Brand" is missing from between the above two lines of print although these details appear on the other forms of which I have the following 71995/1D, 1E, 1H, 1J, 1K, and 1L. Another point in which sheet 1D varies from the others is that the side opening instructions read downwards, with the arrow to the inside of the form (also pointing downwards of course). From 1E onward, this opening instruction reads upwards and the arrow is between the wording and the right-hand edge of the form. Forms 1D and 1E have the usual 3 line enclosure warning but the others have 4 line warnings known as the "narrow setting."

Of the forms in my collection, I have most of the sheet 1H and these show variations of shades of paper, stippled overlay and inscriptions but not of details.

Forms 1J, 1K, and 1L have an overlay of Greyish blue wash instead of the stipple of all the others mentioned and the box for the stamp, composed of broken lines, has a different number of cuts, but is similarly blank. A sheet 1L that I have is from the Army in Korea (a form 1H is from Nyasaland) but the others are from the Islands and only shade differences can be found.

It is obvious that an extensive collection of these forms could be assembled from all corners of the world (with the appropriate adhesive) but whether or not there are forms with other approval indices is not known. I would welcome confirmation of the existence of any others, and it would also be interesting to learn the location of all places where these Apsley forms are on sale i.e. not towns only but rather Islands or countries.

So far as forms with Impressed stamps are concerned, only type seen from Jamaica to date, was first issued on 21st July 1947. The impressed stamp is of the style of Stanley Gibbons

Catalogue Type 51, showing a view of Priestman's River, Portland in a dark red colour in horizontal format.

The sheet itself is a British Colonial Standard form in the wide setting with a space (Measuring 35 x 27 mm) left in the overlay in which space the stamp is printed. I have noted slight differences in the size of this space but as I suspect that the overlay is printed from rubber plates, I cannot accept these as being guides to printings. Shades are apparent too but these may be due to exposure etc. so that, with no other differences showing in forms postmarked from early 1948 to July 1951 I am unable to sort out printings.

The overlay, as on all the B.W.I. forms with impressed stamps consists of a stipple of dots. The colour may vary, and shades certainly do vary but the style is the same throughout; the dots show through the letters of the words "By Air Mail" reverse printed in a coloured panel at top left of the front of the form.

One very interesting point about this air letter form of Jamaica is that at least two forms have turned up with the impressed stamp entirely missing. I cannot venture a guess at the frequency of this error, but I should imagine that such a form would be quite desirable property.

This is a Group I form (leg of "M" directly under "I" in enclosure warning) and I have forms with the other two dots in the enclosure warning and one without these dots. Confirmation of the existence of the single dots in this Jamaican form would be appreciated.

(Continued in the next Issue)

Form:-	Mint	Postmark Oc 9 (year not shown)	Postmark (3/9/48)	Postmark (8/11/48)	Postmark (1/12/48)
"Sender's name etc."	37.5 mm (no Stop after words)	36.5 mm (colon after address)	36 mm (full stop after "address")	35.5 mm (full stop after "address")	35.5 mm (no stop after words.)
"First fold here etc."	46.5 mm	44.5 mm	48 mm	-	-
"Second fold here etc."	50 mm	48 mm	48 mm	48 mm	48 mm
"Side opening instrn. etc."	38 mm	-	37 mm	37 mm	37.5 mm
Bottom (Inverted) ditto	38.5 mm	38 mm	37.5 mm	38 mm	38.5 mm
Words "Air Letter"	31.5 mm	30 mm	31.5 mm	31.5 mm	31.5 mm
1st line of Enclosure warning	37.5 mm	37 mm	37.5 mm	37.5 mm	37.5 mm

Buying or Selling Stamps?



For more than 50 years the name of H. Harmer has stood for Philatelic Service. If you have fine and rare stamps for disposal write to either of the addresses below for full particulars of the Harmer Service.

If you wish to buy and are not on our mailing list, send today for a Catalogue Subscription blank. Air-mail editions of all London Catalogues are available 5-6 weeks prior to sale and all overseas bids receive careful attention.

H. R. HARMER INTERNATIONAL STAMP AUCTIONEERS

H. R. HARMER LTD., 30/42 NEW BOND ST., LONDON, W.I., ENGLAND.

CABLES: "PHISTAMSEL" LONDON.

H. R. HARMER INC., 32 EAST FIFTY-SEVENTH ST., NEW YORK, U.S.A.

CABLES: "HARMERSALE" NEW YORK.

H. R. HARMER AUSTRALIA PTY., LTD.

CASTLEREAGH ST., SYDNEY, N.S.W.

SUBSCRIPTION FORM

Please send one year's subscription of the British West Indian Philatelist to:

M

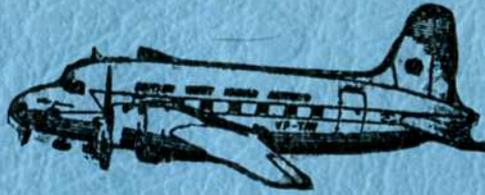
Address

.....

.....

Please Print

7/- yearly subscription.



Fly **BWIA**

First and Foremost



DAILY FLIGHTS

KINGSTON - MONTEGO BAY - MIAMI - KINGSTON

ALSO FLIGHTS TO

- BRITISH HONDURAS ● BRITISH GUIANA
- THE WEST INDIAN ISLANDS
- VENEZUELA

BWIA



BRITISH WEST INDIAN AIRWAYS

AIRWAYS HOUSE - KINGSTON - PHONE 4661 (3 lines).

PRINTED BY THE GLEANER CO., LTD., 148-152 HARBOUR ST., KGN.