

The Jamaica Philatelist



OFFICIAL ORGAN OF THE Jamaica Philatelic Society

(Founded April 14th, 1920)
CIRCULATED FREE OF CHARGE.

EDITOR - MR. ASTLEY CLERK.

6TH YEAR.

KINGSTON, JAMAICA, JUNE 1932

No. 6.

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modified or added to from time to time.

I enclose the sum of shillings,
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ings, and being balance
of One year's Subscription to the So-
ciety to April 13th, 193.....

(Signed) *

Full Address

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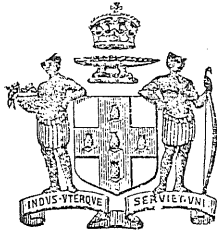
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Date

Proposed by

Seconded by

*If the Applicant is a Junior, the application
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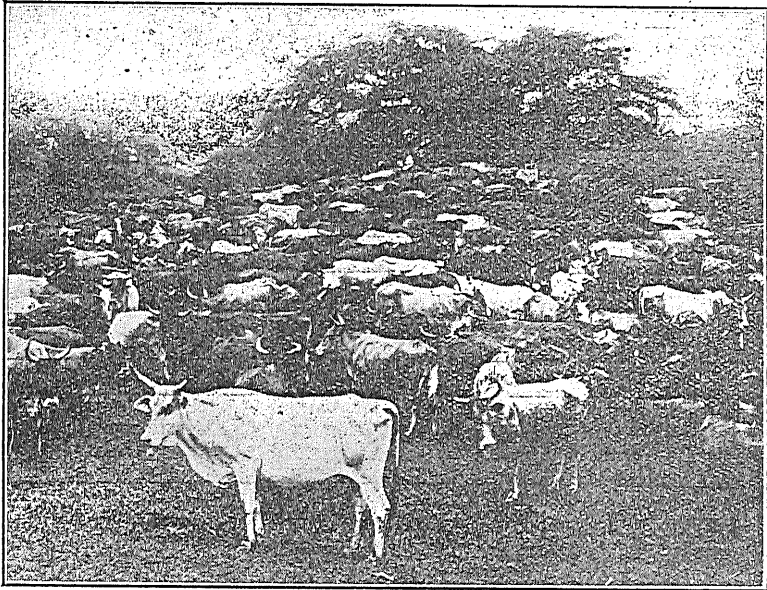


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6TH YEAR

JUNE 1932

NO. 6



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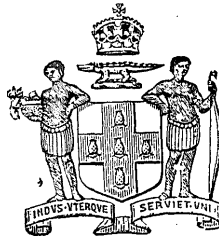
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The Jamaica Philatelist.

The Annual Magazine of the Jamaica Philatelic Society—Circulated throughout the world free of charge.

Editor: MR. ASTLEY G. CLERK, Kingston, Jamaica.
Hon. Secretary: MR. G. C. GUNTER, Kingston, Jamaica.

Editorial Perfs.

NEW ISSUE JAMAICANS:

The two new stamps issued by the Jamaica Post Office during the year have been well received by the Philatelic Press, as well as by Collectors.

The 6d stamp has for its design, a view on the north-east coast one of the beauty spots of Jamaica Priestman's River.

The view on the 2½d stamp illustrates, in a very excellent manner, the charming beauty of the mountain scenery of Jamaica that is as attractive to the transient visitor, as it is to residents on the island. The road to Castleton at once reminds us that, within easy reach, the Government Gardens of that name, offer to the hard worked, tired Kingstonian, a restful haven where the glorious Wag Water River, with its wooded banks and limpid pools, invite him to contemplate nature's handwork, the beauty of which cannot be faithfully described.

We congratulate the Postmaster for

Jamaica, on the latest productions of his Department, and express the hope that he will continue to replace the remaining stamps of the existing Pictorial Series, with views similarly characteristic of the Island.

JAMAICA POSTMARKS:

An esteemed correspondent, Dr. H. Barnet Bruce of Collaroy Beach, Sydney—Australia, has been awarded a silver medal for his collection of "Jamaican Postmarks", exhibited at the Fifth Australian Philatelic Exhibition.

We extend our hearty congratulations to the Doctor on the distinction gained at so important an Exhibition, one that has been an unqualified success. We also take this opportunity to compliment the promoters and Committee, whom we think, richly deserve all credit that should be theirs.

Among the Jamaican Postmarks shewn by Dr. Bruce, is A. 63 on a copy of the Carmine Llandoverly stamp is-

sued 1st May, 1900. This is interesting, as it is recorded in the "Jamaica Handbook", that this postmark was used to "about 1899." The specimen exhibited therefore, records that the obliteration was used up to about the middle of 1900.

Dr. Bruce's exhibit also included two Jamaican stamps with the Wembley Exhibition Postmark. We have been informed that other copies similarly postmarked exist. We are not aware however, that Jamaican stamps were authorized for use in the Jamaican Court at Wembley, and it would be of considerable interest to learn, if any of our readers can explain how Jamaican stamps came to be used, on letters mailed at the Exhibition.

JAMAICA AIR MAIL.

In this issue Mr. Harry E. Huber has contributed an informative and interesting article on Jamaican Air Mails. It brings to mind an article on Aeroplanes in Jamaica, that appeared in the Jamaica Philatelist No. 4 of 1930, and reminds us that Mr. Huber recently called attention to an error in that article.

We correct that error, in Mr. Huber's words; and we believe add interest to the article in question.

"In your issue of June 1930, there appeared a most interesting article by Mr. Astley Clerk on Aeroplanes in Jamaica. One important correction should be made. It was not in 1915, that the first attempt was made to fly from the Canal Zone to the United States, via. Kingston, but five years later, in October 1920.

On October 6, 1920, Lt. Austin, U.S.A., in a land plane, started from

France Field, Canal Zone for the United States, via. Kingston, Jamaica, but when within 200 miles of the island, encountered a storm, necessitating return to the Canal Zone. The mail of 726 letters, which he was carrying, was addressed to destinations in United States. It had received at the start, the regulation cancellation of Cristobal, Canal Zone, and a special marking consisting of a single lined circle, "Cristobal, C.Z." at the top, "Transit" at the bottom, and "OCT. 6—6—a.m." in four lines in the centre; at the right, in three lines, "Air service—first despatch—Canal Zone—U.S.A." On return to Cristobal, the mail was marked in magenta, "Aviator encountered—impossible weather—conditions nearing—Jamaica, compelling—return. Mail re-dispatched by steamer."

CARIBBEAN AIRWAYS:

Congratulations to "Caribbean Airways Ltd." Their air base at Bumper Hall, situated at the west of Kingston Harbour, was formally opened on Saturday, February 6th, 1932 by His Excellency the Governor, Sir Edward Stubbs, supported by a group of guests, representative of Jamaica's influential section, that indicated the sympathetic attitude of the public for the undertakings of Caribbean Airways and Aeronautics generally.

The Governor, in the course of his congratulatory remarks, said that Jamaica is the only one of the West Indian Colonies, that has had the enterprise to set up an air company of its own, and expressed the hope that its promoters would receive a considerable measure of public support. We

join in this hope, as we agree with Col. Lindbergh, that Jamaica is destined to become important as an air port, to serve both North and South America, and the time should not be far distant when this will be realised.

The Air Port presents a compact appearance, and although it is by no means a finished job, it will, as time progresses, be developed into a modern, up-to-date air port and aerodrome.

Inside the main structure there is accommodation for the Customs, passengers in waiting, crew, wireless, etc. From the verandah of this neat building, one commands a view of Port Royal to the West and the open sea beyond. The imposing harbour which stretches along Kingston's foreshore for six or seven miles to the East, with its picturesque boundary, the Palisades to the South may be completely seen from the beach. There are broad acres of land at Bumper Hall, ready to be turned into as fine an aerodrome, as could be desired by the most particular aviator.

A happy augury at the opening was the unexpected visit of the "New York American," an efficient Sikorsky plane that is operated by the newspaper bearing its name.

The visiting party on the plane consisted of Mrs. Wm. Hearst, Capt. Wm. L. Cleveland, (Pilot) and Mr. and Mrs. N. Mendoza. We understand, they had flown from America to Santiago de Cuba in connection with the earthquake disaster there, and visited Kingston in order to be present at the opening of Jamaica's air base. After the function at Bumper Hall, the party flew to Port Antonio, and next morning started on their return journey to New York.

PLANTATIONS.

When we talk of Plantations today we see acres of canes, with their long drooping leaves, flirting with the sea breezes, but 250 years ago the word "Plantation" carried quite a different meaning. It was the (to us) ancient name given by Mother England to her then new Colonies in the American Archipelago. In Joyce's *History of the Post Office*, Chap. 8, we find an Order in Council, dated the 22nd July, 1688, which, after prescribing the rates of postage between England and Jamaica as well as the Jamaica local rates, closes with these words:—

"And His Majesty is also pleased to order that Letter Offices be settled in such other of His Majesty's Plantations in America as shall, by the said Earl of Rochester, be found convenient for His Majesty's service, and the ease and benefits of his subjects according to the methods and rates herein settled for His Majesty's Island of Jamaica."

So, in those good old days, Jamaica was not only geographically a part of America, but postally as well.

UNIFORMS.

The first uniforms worn by the Post men or, as they were then called, "messengers" of Jamaica are fully described in a Gazette notice, dated Oct. 3rd, 1861. Quite unlike the present day uniforms were those of 1861. The men were dressed in blue cloth Frock Coats, turned up, red at collar and cuffs, and with plain plated buttons. Their caps were also made of blue cloth, and had the letters 'G.P.O.' in white above the peak. The papers of the day, as well as their readers, were quite pleased with the innovation. Unfortunately, our Post Office

department cannot today show enquirers a dress of their old messengers, nor even a photograph of the dress, but, as we in Jamaica are accustomed to ape everything English, then, as now, we presume that this first uniform of our Post Office department must have been similar to that then being used by the London Postmen, photographs of which can be seen in the London P.O. Museum.

ORIGIN.

It is usually interesting to know of the originators, designers, engravers, etc., of stamps that appeal. The designs of the 2d. King's House, 4d. Cathedral, and 1/ Lady Supreme (1921—1927) were obtained from a non-stamp collector, but an ardent amateur photographer and musician, who did much to improve both photography and music in the land of his birth. Mr. Noel deMontagnac, the gentleman referred to, was a singer of repute in England as well as in Jamaica; as a photographer he introduced colour photography to his fellows in Jamaica. The designs of the three stamps mentioned were copied by the Government, with the permission of the owner, from the Camera Studies of Mr. de Montagnac, from whom we obtained copies, and with but one or two minor alterations by the Government's adviser, the designs are as Mr. deMontagnac prepared them.

THE BRIGHTON PHILATELIC CONGRESS:

The Philatelic Congress of Great Britain, will be held this year at Brighton from June 13 to 17th. The Delegates from the Jamaica Philatelic Society are Mrs. M. E. Spooner, Mr. W. Buckland Edwards and Mr. L. C. C. Nicholson. We wish the Congress

every success, and as there is quite an attractive programme, we are sure our representatives will have a happy experience.

Already we are looking forward to the return to Jamaica of Mrs. Spooner, who will be the first member of the Society resident in Jamaica, to enjoy the privilege of attending Congress.

STAMP CATALOGUES.

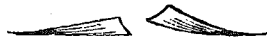
An esteemed colleague has contributed "Catalogues and Catalogue Making," to this edition. Publication should not be inferred to mean, that necessarily we agree with the representation of the matter, as set out by our contributor. He has, in our opinion, pressed his strictures farther than we would be disposed to go, but we do agree with the desirability for a catalogue, that will list consistently all items of merit. The present publications admittedly are deficient in that respect, but despite any and all defects in the catalogues, we wonder just how we would get along without them? We just wouldn't, so no matter how imperfect they may be, we need them. We commend the article to our readers' attention, for application in its broadest sense, viz., a call with incentive to, and necessity for, philatelic study, that certainly is both necessary and most desirable.

SYMPATHY.

It is with regret that the *Jamaica Philatelist* records the death of Mr. Archibald Spooner, the late husband of Mrs. M. E. Spooner, the genial President of the Jamaica Philatelic Society. Mr. Spooner had been ailing on and off for some time, nevertheless his death came as a shock to us. Like his good wife, Mr. Spooner was always

genial, and those of our membership who knew him will miss him. We tender our deep sympathy to Mrs. Spooner, who is at present in England, but will shortly be returning to

Jamaica, the land of her adoption. While in England Mrs. Spooner will represent the Jamaica Philatelic Society at the Brighton Congress.



Jamaica Air Mails, 1930.

H. E. HUBER.

The first of the British possessions in the Caribbean area to benefit from foreign air mail contracts which the United States Post Office Dept. awarded to the Pan American Airways, Inc., during the summer of 1928, was Nassau in the Bahamas, to which air service, thrice weekly, over FAM. route 7, was inaugurated January 2, 1929.

Between Miami and Cristobal, Canal Zone, on FAM. route 5, service was inaugurated February 4, 1929, southward, and February 10th northward, and although overnight stops were made at Belize, British Honduras; Tela, Republic of Honduras, and Managua, Nicaragua, air mail deliveries at these points, commenced only with the flights from Miami and Cristobal on May 21, 1929.

Service on FAM. route 6, between Miami and San Juan, Porto Rico, was inaugurated January 9, 1929, but no British territory was traversed, although of course letters for the Leewards and Windwards could be flown as far as San Juan, and sent onward by ordinary means, with some small saving in time. However, on September 22, 1929, service was extended from San Juan via St. Thomas, Antigua, St. Lucia, Trinidad and British Guiana to Paramaribo, Suriname, in South America. The service between Miami and San Juan was thrice weekly, and beyond San Juan weekly only.

By this FAM. 6 extension, air mail

Note.—F.A.M. means Foreign Air Mail in distinction from C.A.M. meaning Contract Air Mail, applied to routes operated in U.S.A.

service was given to four British possessions; i.e., Antigua in the Leewards, St. Lucia in the Windwards, Trinidad, and British Guiana. Air mails for other islands could be flown to the nearest air port and dispatched onward by steamer, with considerable saving in time. Jamaica was then the only important British West Indian island not benefitting from the air service which the United States Post Office Dept. subsidises at \$2. per flown mile.

Under the schedule at the time of inauguration of the service between Miami and San Juan, on January 9, 1929, the thrice weekly planes (Monday, Wednesday and Friday, from both Miami and San Juan), left Miami at 9.15 a.m., Habana at 12.15 p.m., refueled at Camaguey, Cuba, and spent the night at Santiago de Cuba; the next morning they continued on to Port-au Prince, Haiti, where they arrived at 10 a.m., Santo Domingo City at 12.30 p.m., and at destination, San Juan, at 4 p.m. In the reverse direction, planes left San Juan at 9 a.m., Santo Domingo City at 11.30 a.m., Port au Prince at 2 p.m., and spent the night at Santiago de Cuba. The next morning the flight was resumed to Habana (arriving at 1.15 p.m.) and Miami (5.15 p.m.)

United States air mails for Cuba were exchanged only at Habana, though fuel stops were made at Camaguey and Santiago de Cuba.

The route between Miami and San Juan was flown in three relays; i.e., Miami to Habana, Habana to Santiago de Cuba, and Santiago de Cuba,

to San Juan; mails from the east from San Juan, etc., were handed over to the central division plane, and vice-versa.

For over a year after the start of service in January 1929, Santiago de Cuba was an overnight stop for planes from the east (San Juan) and west (Miami). Rumour had it many times that this route would be connected with Kingston, Jamaica, by means of a shuttle plane from Santiago de Cuba; the air distance is short, and the flying time slightly more than 2 hours. However, it was not until June 20, 1930, that the United States Post Office Dept. authorised the Pan American Airways, Inc., to provide "connecting service on this route between Camaguey, Cuba, and Kingston, Jamaica." In the daily papers of June 21st appeared a statement by the Second Assistant Postmaster General, W. Irving Glover, relative to improvements in the air mail service over routes 5, 6, and 9.

"Washington, June 21.—Improvement in the present air mail service for Latin countries was announced today by W. Irving Glover, Assistant Postmaster General, who said the west coast of South America would be given a semi-weekly service beginning July 1st in place of the present weekly service. *An extension from the east coast route to Kingston, Jamaica, in a semi-weekly service would be made beginning April first, he added.*

"The increased service on the west coast from Cristobal, C.Z., to Santiago, Chile, thence across the Andes to Buenos Aires and Montevideo, calls for departures from Cristobal Sundays and Thursdays, instead of Tuesdays as at present. Departures from Montevideo will be on Tuesdays and Fridays instead of Saturdays, as at present. The time schedule of the present service will be maintained in the semi-weekly service.

"To speed up the service to the West Indies and the east coast of South America, the Post Office Department has decided to omit Habana as a stop, saving thereby practically a day in the flying time between New York and the cities served by the route. Overnight train service from Habana to Camaguey will enable Cuban businessmen to use the service for their West Indian mail. Habana now has a daily air mail service with Miami which will not be disturbed.

"The service between Miami, Fla., and

San Juan, P.R., by way of Camaguey, Cuba; Port-au-Prince, Haiti, and Santo Domingo City, Dominican Republic, will be maintained on a three times weekly basis as at present, but the flying time will be cut down considerably by the omission of Habana from the schedule.

"A semi-weekly service to and from Kingston, Jamaica, with practically a twenty-four hour service between that city and New York will be inaugurated in connection with the San Juan-Miami service on August first. It will be conducted as an extension from Camaguey."

"Direct air mail service between Miami and Habana to Cristobal will be increased to two trips a week, beginning July 1st. Departures from Miami will be at 2 p.m. Tuesdays and Fridays, after the arrival of the overnight air mail from New York, an overnight stop on this service will be made at Habana with departure at 6 a.m. Wednesdays and Saturdays and arrival at Cristobal about 6 p.m. the same evening. The northbound direct service will also be increased to two trips a week."

2.—P. A. A. Negotiations with Jamaican Government, July 1930.

The Pan American Airways, Inc., representative, H. C. Willcox, arrived at Kingston, in the latter days of June 1930, and negotiations were informally commenced with the Colonial authorities on June 30th,—permission was asked to bring air mails to the island, and take away those of the Jamaican Post Office Dept. Inasmuch as an agreement could not be reached with the Colonial authorities for the establishment of this air mail service, the proposals were withdrawn, and later the order received by the Pan American Airways, Inc. from the United States Post Office Dept. for the start of this service "during the first ten days of August 1930," was rescinded by the Washington authorities. Mr. Willcox, the contractor's representative, left Jamaica for Santa Marta on July 25th.

The "Gleaner" (Kingston, Jamaica) in its issue of July 25, 1930, prints the following:

APPLICATION FOR AIR LICENSE WITHDRAWN.

"The *Gleaner* is able to state that the application of the Pan American Airways, Inc., to the Government of Jamaica for a

license to operate a semi-weekly air mail and passenger service between Kingston and Camaguey, to join with the other Pan American routes there, has been withdrawn.

"In consequence of the failure of the Company to come to an agreement with the Government of Jamaica in the matter, the Pan American Airways, Inc., contractors to the Post Office Department of the United States of America and thirty foreign republics and colonies for the transport of mail by air, has been officially informed by the Postmaster General of the United States, that his order to them directing the extension of the foreign air mail service on a semi-weekly schedule to Jamaica during the first ten days of August, 1930, is rescinded.

"The rescinding of the order covering the establishment of service was found necessary due to the inability of the Pan American Airways, Inc., to announce to the Postmaster General of the United States of America, that an agreement had been reached with the Government of Jamaica for the establishment of air mail service to and from Jamaica. Negotiations were informally commenced with the Government officials of Jamaica on June 30th, in Kingston. The Pan American Airways, Inc., therefore, has found it necessary to withdraw its application and proposals to the Government covering the establishment of an air transport service to and from the colony of Jamaica.

"Mr. Willcox, representative of the Pan American Airways, Inc., who has been for the last few weeks in Jamaica, carrying on the negotiations, leaves today for Santa Marta."

In its issue of July 26th the "Gleaner" comments editorially on this action of the Colonial Government in turning down the proposals of the Pan American Airways, Inc. as follows:—

"We cannot help thinking that the Government has made a mistake in refusing a license to the Pan American Airways, Inc., for their proposed air mail and passenger service between here and Cuba. We are perfectly well aware that what the Government has in mind is the possibility of a British concern starting a service which would cover this route. With this aspiration everyone is quite in sympathy, but is it anything more than an aspiration at present?

"Our own Company, Caribbean Airways Ltd., have declared their intention of starting such a service as soon as they can, but it is pretty certain that they will not be able to do so for some time yet; and in the meantime, Jamaica has to remain behind the times and be without the benefits of air service which practically every other island in the West Indies now enjoys. Why not have given the Pan American a temporary license, say for six months, as Trinidad has done? This would not have hampered the government in any way from giving an exclusive license to a British concern when any such concern applied for

one; and would have given us a service in the meantime.

"It seems in this matter the Government has consulted its own policy rather than the interests of the island."

3.—*Caribbean Airways, Ltd., Kingston—1930.*

In February 1930, Capt. A. R. C. Holland, arrived in Jamaica with a Canadian Vickers plane, for which he built a base at the west of Kingston harbour. Passengers were taken up, and flights made to Savanna-la-Mar, Montego Bay, and other outports. In June, the Caribbean Airways, Ltd., was registered with a capital of £5,000 (later in the year increased to £35,000), so that as a going concern it might approach the Colonial authorities for its co-operation in establishing an air center at Kingston. Capt. Holland was chief pilot and managing director of the Company. In September, 1930, the Company brought out another plane, a Moth, and still later, a Fairchild seaplane. Plans were underway for a flight in August or September, to Nassau in the Bahamas, but were later abandoned.

As a result of their negotiations with the Colonial Government, the Caribbean Airways, Ltd. secured, before the end of 1930, a contract to build and maintain the Government air base at Kingston, and another one, to carry all outward air mails dispatched by the Jamaican Post Office Dept.

4.—*Steamer-air mail for the West Indies, July 1930.*

In June, 1930, the Postmaster for Jamaica, R. H. Fletcher, concluded arrangements with the Post Office Dept. of Trinidad, whereby letters could be dispatched from Kingston by steamer to Port of Spain, with the fee for air service beyond Trinidad, prepaid in Jamaican postage stamps; from Port of Spain the mail was flown north or

south by planes of the Pan American Airways, Inc., operating on FAM. route 6. The notice of the Postmaster for Jamaica, relative to the commencement of this service, appeared in the "Gleaner" of June 26, 1930.

NOTICE.

From the 1st July, 1930, letters, post cards, printed papers and commercial papers and samples will be accepted for the British West India Colonies, etc., set out hereunder, for transmission to Trinidad by Steamship, and thence by air mail to destination.

Country of Destination	Air fee (additional to ordinary postage or registration fee).
Antigua	7d. per oz.
British Guiana	7d. " "
Dutch Guiana	11d. " "
St. Lucia	7d. " "
Dominica, Montserrat, Nevis, St. Kitts, (via Antigua and thence by steamship), Grenada, St. Vincent (via St. Lucia and thence by steamship)	7d. " "

G.P.O., 25/6/30.

R. H. FLETCHER,
Postmaster for Jamaica.

Air mail labels were affixed to this mail, but no special official markings were applied. The first steamer-air mail, under this arrangement, was dispatched from Kingston by the S. S. "Bayano," on July 12th, 1930, and comprised 48 letters—2 to Barbados, 14 to Antigua, and 32 to British Guiana. Those addressed to Barbados of course, were not flown from Trinidad, as no air service connects the two islands.

July 1930. By s.s. Bayano, from Kingston, Jamaica (July 12), to Port of Spain, Trinidad; then by planes of Pan American Airways, Inc. Postmarked "Kingston, Jamaica, Registered" between two horizontal concentric ovals, 35 and 25 by 25 and 15 mm., with "JY 9—30" in two lines in centre. (Various dates are known between July 1st and 12th).

- 1 Kingston to Georgetown, Br. Guiana, 32 letters. (103) Backstamped, "Registration. G.P.O., Trinidad" within two concentric ovals, 26 x 17 mm., with "18—7—30A" in centre in a single line; also "Air Mail, G.P.O., British Guiana" between two concentric circles, 27 and 18 mm., "19 JY—30" in two lines in centre.
- 2 Kingston to St. John's, Antigua. 14 letters (102). Backstamped at Trini-

dad as No. 1 above, and additionally, "St. John's, Antigua, B.W.I." within single lined circle, 24 mm., with date in two lines.

5.—Air Mail service inaugurated to Kingston, December, 1930.

Earlier in this article (section 2) has been related how the desire of the United States Post Office Dept. to inaugurate an air mail service to Kingston, over FAM. route 6, from Camaguey, Cuba, early in August, 1930, was frustrated through the failure of negotiations between the representative of the Pan American Airways, Inc., Mr. Willcox, and the Jamaican Government, in July 1930.

The instructions of the U. S. P. O. Dept. to the contractor, to inaugurate this service on FAM. 6, were rescinded, formally, in order of November 14, 1930, and at the same time, other orders were issued, authorising twice weekly service, between Miami, Fla., and Cristobal, Canal Zone, over FAM. route 5, via Cienfuegos, Cuba and Kingston, Jamaica.

ORDER.

Second Assistant Postmaster General.
Washington, Nov. 14, 1930.

FAM. Route No. 6.—Miami, Florida, to San Juan, Porto Rico, and Port of Spain, Trinidad.

That part of the order of June 20, 1930, authorising connecting service on this route between Camaguey, Cuba, and Kingston, Jamaica, is hereby rescinded.

Sgd. W. IRVING GLOVER,
Second Asst. Postmaster Gen.

ORDER.

Second Asst. Postmaster General,
Washington, Nov. 14, 1930.

FAM. Route No. 5.—Miami, Florida, to Cristobal, Canal Zone; Cristobal to Puerto Cabello, Venezuela, and Port of Spain, Trinidad, to Paramaribo, Dutch Guiana.

1.—From December 1, 1930, change the direct service between Miami and Cristobal, to be from Miami by Cienfuegos, Cuba, and Kingston, Jamaica, to Cristobal, and back, twice a week, instead of Miami by Habana, Cuba, and Puerto Cabezas, Nicaragua, to Cristobal, and back, twice a week, with allowance to contractor of pay at the contract rate.

2.—From December 1, 1930, change service on that part of the route between

Cristobal and Puerto Cabello, to be from Cristobal by Cartagena and Barranquilla, Colombia, Maracaibo, Venezuela, and Curacao, Dutch West Indies, to La Guaira, Venezuela, omitting Puerto Cabello, with allowance to contractor of pay at the contract rate.

(Sgd.) W. IRVING GLOVER.
Second Asst. Postmaster General.

When service over F.A.M. 5, between Miami and Cristobal was inaugurated February 4th and 10th 1929, respectively, the rate was "25 cents for each half ounce or fraction in addition to regular postage," and this was in force for the flights from Miami on February 17th, March 1st and 15th, and those from Cristobal on February 23rd, March 6th and 22nd.

By a notice of March 20, 1929, the Second Assistant Postmaster General, announced that "effective immediately," the rate would be 25 c. each half ounce, postage included. This was followed shortly by another notice, dated March 28th, advising that the next flights between Miami and Cristobal would start from the two terminals on April 2nd and beginning then, the service would be thrice weekly (instead of twice a month), the planes leaving both terminals at 6 a.m. on Tuesdays, Thursdays and Saturdays, reaching destination about 4 p.m. on the third day.

In a notice of May 9, 1929, announcement was made of the commencement of deliveries of air mail at Belize, British Honduras; Tela, Rep. of Honduras, and Managua, Nicaragua, with the flights from Miami and Cristobal on Tuesday, May 21, 1929. The rates from the United States (postage plus air mail fee) per half ounce or fraction were advised as 15c. to British Honduras, and Rep. of Honduras, and 25c. to Nicaragua. Those from Cristobal were 15 c. per half ounce to Nicaragua, Rep. of Honduras, and British Honduras, and 25c. to

Cuba,—service to the latter country from the Canal Zone being inaugurated on May 21, 1929.

A notice of the Second Assistant Postmaster General of June 8, 1929, advised that on June 21, 1929, F.A.M. route 5 would be extended from Cristobal by Cartagena and Barranquilla, Colombia, to Curacao, Dutch West Indies, the flight from Miami of June 18th connecting with that of June 21st from Cristobal. The rate from the United States was 40c. per half ounce, postage included; to both Colombia and Curacao, and 15c. from Cristobal.

Effective Jan. 1, 1930, the rates from the United States to the Canal Zone and Nicaragua were reduced from 25c. to 20c. and 15c. respectively, the first flights under the new rate being made Jan. 2, 1930. At the same time the rate from the Canal Zone to Cuba and the United States was reduced to 20c. (from 25c.), and effective Jan. 23, 1930, the rate to Nicaragua, Honduras and British Honduras was raised to 20c. from 15c.

On April 26, 1930, expedited service was inaugurated between Miami and Cristobal, via Puerto Cabezas, in eastern Nicaragua, where fuel and supplies were taken on. The southbound trip consumed 28 hours, and the northbound, 33 hours. The Tuesday and Friday flights from Miami, and those from Cristobal on the same days, were made via Belize, etc. However, on the Saturday afternoon flight from Miami, the night was spent at Habana, and continued the next morning across the Caribbean, via Puerto Cabezas to Cristobal. No deliveries of mail were made between Habana and Cristobal. On the Thursday flight from Cristobal, the night was spent at Puerto Cabezas, and resumed the next morning, out over the Caribbean to Habana and

Miami. Commencing July 1, 1930, the service was increased to two expedited flights per week in each direction, on Tuesday and Friday from Miami, and Sunday and Wednesday from Cristobal. The flights from Miami on Thursday and Saturday, and those from Cristobal on Sunday and Friday were made via Belize, etc.

With the flight from Miami on May 3, 1930, connecting with that from Cristobal on May 5, deliveries of mail were made at Maracaibo and Puerto Cabello, Venezuela. Rates—30 c. from the United States, and 15 c. from Cristobal, the same as when letters were routed via Curacao, and sent onward by ordinary means.

With the above outline of changes and additions on FAM. route 5, and earlier in the article, on FAM. route 6, subsequent to start of service over these two routes in February and January, 1929, respectively, the Post Office Notice of November 14, 1930, relative to the commencement of service to Kingston, Jamaica in December, 1930, will be better understood.

AIR MAIL SERVICE.

Second Asst. Postmaster General,
Washington, Nov. 14, 1930.

To Brazil.

With reference to the announcements of September 25 and October 11 and 21, 1930, of establishment of foreign air mail service on route No. 10 from Paramaribo, Dutch Guiana, to Santos Brazil: the postponement of the beginning of service on account of unsettled conditions on the route, and then the beginning of service Nov. 13, on that part of the route between Paramaribo and Para (Brazil), notice is hereby given of the beginning of service on the remainder of the route via Maranhao, Fortaleza, Natal (Pernambuco being omitted for the present), Bahia, Victoria, and Rio de Janeiro to Santos, Brazil, and return, once a week.

The service will begin with flight leaving

Paramaribo November 27, and Para November 28, with connecting mail leaving Miami November 24, and leaving San Juan and St. Thomas, November 25. The first north-bound flight will leave Santos Dec. 1.

TO CIENFUEGOS, CUBA; KINGSTON, JAMAICA, AND LA GUAIRA, VENEZUELA.

The direct air mail service between Miami, Fla., and Cristobal, Canal Zone, on route No. 5, has been changed to be from Miami by Cienfuegos, Cuba, and Kingston, Jamaica, to Cristobal, and return, twice a week, instead of Miami by Habana, Cuba, and Puerto Cabezas, Nicaragua, to Cristobal and return. The service to Cienfuegos and Kingston will begin with flights leaving Miami December 2, and leaving Cristobal December 3.

Service will also be changed on the extension of route No. 5 from Cristobal to Puerto Cabello, Venezuela, so as to end at La Guaira, omitting Puerto Cabello. The service to La Guaira will begin with flight leaving Cristobal December 4, with connection leaving Miami December 2 and by flight leaving La Guaira December 5.

The postage rates per half ounce or fraction thereof applicable to articles to be dispatched by air to the additional points are as follows:

	Cents.
To points in French Guiana	30
To points in Brazil	50
To Cienfuegos (and other points in Cuba)	5
To points in Jamaica	10
To La Guaira (and other points in Venezuela)	30

Mail prepaid at these rates will be given air mail dispatch where practicable on the domestic air mail routes in this country.

Cachets have already been furnished the postmasters at Miami, San Juan and St. Thomas (which are similar) to be used on all first flight mails to Brazil. A cachet will be furnished to the postmaster at Miami for use on first flight mail addressed to Cienfuegos and Kingston, and the postmaster at Cristobal will use a cachet on the first flight mails addressed to La Guaira, including all such mails received from continental United States.

Senders should mark all mails for dispatch by these routes "Par Avion—By Air Mail," or preferably use the blue label bearing such words, which may be obtained from postmasters.

Postmasters will, as far as practicable, and without expense to the department, bring this service to the attention of all patrons having correspondence with the countries and points mentioned in order that they may be advised of this expeditious service available for their use.

The schedules are as follows:—

FAM. ROUTE 5.

Miami-Cristobal (2141.5 miles, long flight; 1412.5 miles, short flight); Cristobal—La Guaira, Venezuela (1124 miles).

Southbound.

EFFECTIVE DEC. 1, 1936.

Northbound.

Eastern Time.

Tues. Fri.	Thurs. Satr.		Tues. Sun.	Mond. Thurs.
3.00 p.m.	2.00 p.m.	Lv. Miami, Fla.	Ar. 9.15 a.m.	
	4.15 p.m.	Ar. Habana, Cuba.	Lv. 7.00 a.m.	10.45 a.m.
	Fri. Sund.		Mond. Satr.	
	6.00 a.m.	Lv. Habana, Cuba.	Ar. 6.00 p.m.	
	10.00 a.m.	Ar. Cozumel, Mexico.	Lv. 2.00 p.m.	
		Central Time.		
	1.00 p.m.	Ar. Belize, Br. Honduras	Lv. 11.00 a.m.	
	2.45 p.m.	Ar. Tela, Rep. of Honduras	Lv. 9.15 a.m.	
	5.45 p.m.	Ar. San Salvador, El Salv.	Lv. 6.30 a.m.	
	Satr. Mond. Wedn.		Sun. Wedn. Frid.	
	6.30 a.m.	Lv. San Salvador, El Salv.	Ar. 5.45 p.m.	
	7.30 a.m.	Ar. San Lorenzo, Rep. Hond.	Lv. 4.45 p.m.	
	9.00 a.m.	Ar. Managua, Nicaragua	Lv. 3.15 p.m.	
5.15 p.m.		Ar. Cienfuegos, Cuba.	Lv.	8.15 a.m.
	Wed. Satr.			Sund. Wedn.
6.00 a.m.		Lv. Cienfuegos, Cuba	Ar.	5.15 p.m.
10.00 a.m.		Ar. Kingston, Ja.	Lv.	1.45 p.m.
	11.30 a.m.	*Ar. Puntarenas, Costa Rica	Lv. 12.45 p.m.	
	12.45 p.m.	Ar. San Jose, Costa Rica	Lv. 1.30 p.m.	
	2.00 p.m.	Ar. David, Panama.	Lv. 10.15 a.m.	
	4.30 p.m.	Ar. Panama City, Panama	Lv. 7.30 a.m.	
5.30 p.m.	5.30 p.m.	Ar. Cristobal, Canal Zone.	Lv. 6.30 a.m.	6.00 a.m.
	Thurs.		Satr.	
	7.30 a.m.	Lv. Cristobal, Canal Zone	Ar. 2.00 p.m.	
	11.45 a.m.	Ar. Cartagena, Colombia	Lv. 11.00 a.m.	
	1.15 p.m.	Ar. Barranquilla, Colombia	Lv. 10.00 a.m.	
	4.30 p.m.	Ar. Maracaibo, Venezuela	Lv. 7.00 a.m.	
	Frid.		Frid.	
	7.00 a.m.	Lv. Maracaibo, Ven.	Ar. 4.45 p.m.	
	9.30 a.m.	Ar. Curacao, Dutch West Ind.	Lv. 2.45 p.m.	
	12.15 p.m.	Ar. La Guaira, Ven.	Lv. 12.45 p.m.	

* The first stop in Costa Rica, both northbound and southbound, is at Puntarenas, San Jose is reached from Puntarenas.

Planes on route 8 connect with southbound planes on route 5 at San Salvador.

(Schedule for FAM. 10 route omitted).

(Sgd.) W. IRVING GLOVER,

Second Assistant Postmaster General.

6.—*The first inward air mails arrive Dec. 3, 1930.*

In the "Gleaner" (Kingston) of December 2nd, 3rd, and 4th considerable space was devoted to the inauguration of this service, and the coming of the first air mails from Miami and Cristobal; the remarks in the issue of Thursday, December 4, 1930, are of more than ordinary interest.

"Pan American Airways, Inc., inaugurated their flying service to Jamaica yesterday, the southbound plane arriving at 10.10 a.m., from Cienfuegos, and the northbound plane from Cristobal at 1.00 p.m.

"Both planes were in the harbour for about an hour, and after delivering their mail and taking up gasoline, resumed their journey.

"The service will be, as already stated, a bi-weekly one, the southbound planes from Miami arriving here at 10 a.m. on Wednesday and Saturday; and the northbound planes from Cristobal at 1.45 p.m. on Wednesday and Sunday.

"At present the planes will not be running a passenger service, but only a mail service; the passenger service will be commenced in about two weeks' time.

"There was a large and representative crowd down at the Pan American barge to welcome the first plane in.

"At 10 o'clock to the minute, the plane was sighted coming from the southeast—she was then about 500 feet up, and flew straight up the harbour about as far as Myrtle Bank Hotel, then turned and came down to make a perfect landing about a hundred yards away from the barge, and taxi up to it.

"It was exactly 10.10 a.m. when she drew alongside the base, having flown from Cienfuegos in just four hours, the distance being 397 miles.

"She left Miami at 3 p.m. on Tuesday, and arrived in Cienfuegos at 5.20 p.m., the distance being 277 miles. She then left Cienfuegos for Kingston at 6.10 yesterday morning, arriving here at 10.10 a.m. She left Kingston at approximately 11.45, and arrived at Cristobal at about 6.30 last night, the distance being 716 miles, the longest sea-flight made by any flying Company. The total distance of the trip from Miami to Cristobal being 1385 miles.

"As the plane came into Kingston she was met by two of the planes of Caribbean Airways, the new Fairchild plane being flown by Capt. Holland, and the Moth by Capt. dePass.

"This is incidentally the only occasion in the West Indies when the Pan American Service has received an "air welcome," as Jamaica is the only West Indian Colony which possesses an Air Company of its own.

"As the plane came alongside the barge, Commander Schultz, her pilot, stepped off and was officially welcomed by the Hon. A.

E. DaCosta on behalf of the City—and by Major Hulse on behalf of the Pan American Company. After this she landed her mails and baggage, and then took on 450 gallons of gasoline for the long trip to Cristobal, being in the harbour, altogether, for about an hour and a half.

"The northbound plane, which arrived nearly a half hour ahead of her schedule, was also here for about the same time.

"The southbound plane carried a crew of three—Commander E. Schultz, pilot; Pilot C. Lorber, and Radio operator C. A. Paffe; while the northbound plane also had on the same number of crew, Capt. Basil Rowe being the pilot.

"Commander Schultz and Capt. Rowe are the two senior pilots in the Pan American Service, and have had flying experience over every route on which the Company runs."

On page 26 of Clarence Chamberlain's "Record Flights" (Dorrance and Co., Inc. 1928) he writes:

"If I myself had been given a free hand in the beginning (that is, in preparing for the Trans-Atlantic flight to Germany, in June 1927), I should have picked my own companion for the flight, probably Basil Rowe, with whom I long was associated, or Hughie Wells, or Harry L. Chandler" (And further along on page 247) . . . "During 1923 I was alone in whatever airplane business I had . . . random flying jobs, aerial photography, and the sale of occasional ships which I had reconditioned. In 1924 however, I combined forces with Basil Rowe, Sydney, N. Y., aviator, to form the Chamberlain-Rowe Aircraft Corp. This affiliation lasted . . . until we came to the end of the string in the conversion of surplus war planes obtained from various sources" . . . (page 253) "As the winter of 1924 approached and our stock of airplanes dwindled to almost nothing, Rowe and I decided the time had come to wind up our partnership. He wanted to go to Florida, where he had been offered an opportunity to get into the operating end of the airplane business, instead of the selling end. So he went south for the winter."

Basil L. Rowe was chief pilot and in charge of operations of the West Indian Aerial Express at Santo Domingo City, D.R., from the time of its formation in 1927, until it merged with the Pan American Airways, Inc. in the fall of 1928. It was he who opened up the San Juan-Santiago de Cuba leg of FAM. 6 on Jan. 9, 1929; later he was transferred to the run between Miami and Cristobal, FAM. 5. When Col. Chas. A. Lindbergh opened up the Puerto Cabezas, Nicaragua, expedited route at the end of April 1930, Rowe went along as co-pilot.

7.—*The air mail from the north, December 3, 1930.*

On December 3, 1930, Kingston received its first air mail from the north, by Commodore plane NC-668--M, Commr. Edward R. Schultz, contained in two sacks, weighing 57 lbs. and comprising 4,620 ordinary, and 147 registered letters, originating in Continental United States, Porto Rico, St. Thomas, and Haiti. Although en route from Miami to Kingston, an overnight stop was made at Cienfuegos, Cuba, no Cuban air mails were dispatched to Jamaica until March 2, 1931, when the Cuban international air mail service (by planes of the Pan American Airways, Inc.) was inaugurated and even then not direct, but via Miami, Fla.

The mail originating in Continental United States was mostly electric machine cancelled, "Miami, Fla. 2, 1930, Dec. 2—1.30 p.m." within a single lined circle, 21 mm., with seven wavy lines at the right; or with the Duplex handstamp No. 2. "Miami, Fla. Dec. 2—1.30 p.m." in a single lined circle, 25 mm., with "1930" positioned between the circle and ellipse enclosing the numeral "2."

This mail, as well as that originat-

ing in Porto Rico, St. Thomas, and Port au Prince, Haiti (on FAM. route 6), received at Miami, in black or carmine, a cachet consisting of a horizontal rectangle, with cut corners, 63x42 mm., picturing a lighthouse in the foreground, a steamer coming out of a harbour, and at the upper left, an amphibian plane. The inscription is in five lines, "First Flight—Air Mail—FAM. Route 5—Miami Cienfuegos—Kingston."

At Kingston, all this air mail received from the north on December 3, was electric machine backstamped, "Kingston, Jamaica" within a single lined circle, 20 mm., with "DEC. 3—11 A.M.—1930" in three lines in the center, and at the right seven wavy lines, or (from a second electric machine), the pictorial slogan "Spend your vacation in—Summerland—Jamaica." This mail also received at Kingston, in blue violet, the special cachet, consisting of a horizontal rectangle, 57x44 mm., with an ornamental frame, enclosing "First Flight—inaugurating—Air Mail Service—to Jamaica, B.W.I."

December 2, 1930.—By Pan American Airways plane, Commodore NC-668-M, Commr. Edward R. Schultz.

Postmarked—electric machine, "Miami, Fla., 2, 1930, Dec. 2-1.30 p.m." seven wavy lines at right, or Duplex No. 2. "Miami, Fla. Dec. 2—1.30 p.m." with "1930" positioned between circle and ellipse enclosing "2".

Cacheted, at Miami, in black or carmine (former prevails) horizontal rectangle, with cut corners, 63 x 42 mm., lighthouse in foreground, steamer coming out of harbour, amphibian plane at upper left; inscribed "First Flight—Air Mail—FAM. Route 5—Miami Cienfuegos—Kingston" five lines.

Rate Miami to Kingston, 10c. postage included.

Miami to Kingston, Jamaica. (2 sacks, 57lbs. including mails originating in Porto Rico, St. Thomas, and Haiti, 4620 ordinary letters, and 147 registered).

Backstamped — "Kingston, Jamaica, DEC. 3—11 AM—1930" seven wavy lines at right, or pictorial slogan, "Spend your vacation in—Summerland—Jamaica." Cacheted—in blue violet, horizontal rect-

angle, "First Flight—inaugurating—Air Mail Service—to Jamaica B.W.I."

Saint Thomas in the U. S. Virgin Islands; San Juan, Porto Rico, and Port au Prince, Haiti, all made first dispatches of air mail to Kingston, Jamaica, by the plane over FAM. route 6, to connect with the plane (over FAM. 5, for Cienfuegos, Kingston and Cristobal) leaving Miami, Fla. on Tuesday, December 2nd, 1930.

The mail from Saint Thomas is electric machine postmarked "Saint Thomas, V. I. 1930" within a single lined circle, 21 mm., with "NOV. 29—2—PM" in the center of two lines, and seven wavy lines at the right. The mail was dispatched from St. Thomas to San Juan, by the plane of November 29th and continued on to Miami, the following day.

The San Juan air mail, dispatched by the plane of November 30th (Sunday) is electric machine cancelled "San Juan, P.R." within a single lined circle, 21 mm., with "NOV. 29—4.30 P.M.—1930" in three lines in the center, and at the right, the slogan "Air Mail—Correo Aereo — plane — Saves time—Ahorra tiempo."

The rate from Saint Thomas and San Juan, P.R. to Kingston, via Miami, was 10c. per half ounce, postage included.

The first Haitian air mail to Kingston, via Miami, dispatched from Port au Prince, on Sunday, Nov. 30, 1930, was postmarked "Port au Prince, Haiti" within a single lined circle, 28 mm., with "29—NOV—30" in three lines in the center. A very attractive cachet, 60x49 mm., was applied in blue, consisting of a shield, surmounted by a plane headed southeast. Within the shield in three lines is "Premier Vol—Port-au-Prince—Jamaïque." This type of cachet was first

used for the inaugural air mail dispatched over FAM. 6 and 10 to "Guiane Francaise" and "Bresil" on Nov. 10, 1930, the country of destination on the handstamp being changed at will. The Haitian air letter rate to Jamaica was G. 1—i.e. 20c. U. S. gold.

On the same date, the United States Marine Corps Post Office at Port au Prince, dispatched a small air mail, of approximately 35 letters to Kingston. This was postmarked "U.S.M.C. Port au Prince, Haiti" within a single lined circle, 27 mm., with "NOV—30—7.30 A.M." in two lines in the center; the year "1930" being positioned between the postmarking circle and a vertical ellipse of horizontal bars at the right. On the back in carmine, is a six line cachet, 78x38 mm., "First Flight—Haiti—Jamaica—W. E. Bullock (mss.) —Navy Mail Clerk—1st Brigade U.S. Marine Corps—Port au Prince Republic of Haiti." The air letter rate, prepaid, of course in U.S. stamps, was 10c., the same as from Continental United States.

The Saint Thomas, San Juan, Haitian National and Haitian U. S. Marine air mail received at Miami, in carmine, the cachet applied to Continental United States air mail, as already described; it received too at Kingston, the backstamp (dated) and the inaugural cachet in blue violet.

November 29th, 1930.

- 4 Saint Thomas, U.S.V.I., to Kingston, Ja., via Miami. (10c.) *postmarked*, electric machine, "Saint Thomas, V.I., 1930, NOV. 29—2.30 P.M." and seven wavy lines. *Cacheted* at Miami in carmine, backstamped and cacheted at Kingston, as described under No. 3 above.

November, 30, 1930.

- 5 San Juan, Porto Rico, to Kingston, Jamaica, via Miami (10c.) *Postmarked*, electric machine, "San Juan, P.R., NOV. 29—4.30 PM—1930," and slogan, "Air Mail—Correo Aereo—plane—Saves time—Ahorra tiempo." *Cacheted* at Miami, in carmine, and backstamped and cacheted at Kingston, as described under No. 3 above.

November, 30, 1930.—*Haitian National Air Mail.*

6 Port au Prince to Kingston, Jamaica, via Miami. (G. 1.) *Postmarked*, "Port au Prince, Haiti, 29 NOV. 30"; cacheted in blue, plane over shield, "Premier Vol—Port-au-Prince-Jamaïque"; also cacheted in carmine at Miami, and backstamped and cacheted at Kingston, as described under No. 3 above.

November 30, 1930.—*U. S. Marine P.O., at Port au Prince.*

7 U.S.M.C. P.O., Port au Prince, to Kingston, Jamaica, via Miami. (10c.) *Postmarked* "U.S.M.C. Port au Prince, Haiti, NOV 30—7.30 AM—1930" and vertical ellipse of horizontal bars; cacheted on back in carmine, "First Flight—Haiti-Jamaica—W. E. Bullock (mss.) Navy Mail Clerk—First Brigade, U.S. Marine Corps—Fort-au-Prince, Republic of Haiti." Also cacheted at Miami, in carmine, and backstamped and cacheted at Kingston, as described under No. 3 above.

8.—*The air mail from the south, December 3, 1930.*

Kingston's first air mail from the south, received on December 3, 1930, by the Sikorsky amphibian NC-9776, piloted by Capt. Basil L. Rowe, comprised the following:

From Colon, Rep. of Panama—1 packet. (250 ord. 3 regd.) 1,120 gr. *Weight.*

From Panama, Rep. of Panama—1 packet (50 ord.) 170 gr. *Weight.*

From Guayaquil, Ecuador—1 packet (1 ord. 31 regd.) 160 gr. *Weight.*

The mail from Colon was postmarked "Republica de Panama—Agencia Postal de Colon" between two concentric circles (the outer double lined) 34 and 22 mm., with "DIC—2—1930" in the center in 3 lines. Two special cachets were used on a cover I have seen; the first is a horizontal rectangle (double lined) 50 x 23 mm., inscribed in four lines—"Agencia Postal de Colon—(plane) Primer—Vuelo—Colon—Jamaica," and the other, a larger double lined horizontal rectangle, 62 x 29 mm. inscribed in five lines, "(plane) Primer Vuelo—Agencia Postal—Colon, Republica de Panama—para—Kingston, Jamaica." The

postmark and both cachets were applied in violet.

The backstamp is "Kingston, Jamaica" within a single lined circle, 20 mm., with "DEC 3—3—PM—1930" in three lines in the center; and at the right the pictorial slogan, "Spend your vacation in—Summerland—Jamaica;" the inaugural cachet in blue violet was also applied. The rate from Colon to Kingston, was 15c. postage included.

I have seen none of the mail from Panama City or Guayaquil, Ecuador (the latter originating on FAM. route 9), and therefore, cannot give details as to postmarks of the originating post offices, cachets (if any were used), or rates. This mail, however, was backstamped and cacheted in blue violet, on receipt at Kingston, as described for the Colon cover.

December 3, 1930.—By Pan American Airways plane, Sikorsky amphibian NC/9776, Capt. Basil L. Rowe, pilot.

8 Colon, Rep. of Panama, to Kingston, Jamaica. 15c. (1120 gr., —250 ord. and 3 regd. letter).

Postmarked in violet, two concentric circles, outer one double lined, 34 and 22 mm., "Republica de Panama—Agencia Postal de Colon"; "DIC—2—1930" in centre in 3 lines;

cached—(1) double lined horizontal rectangle, 50 x 23 mm. inscribed in 4 lines, "Agencia Postal de Colon—(plane) Primer—Vuelo—Colon—Jamaica" and (2) double lined horizontal rectangle, —62 x 29 mm., five line inscription, "(plane) Primer Vuelo—Agencia Postal—Colon, Republic de Panama—para—Kingston, Jamaica."

Backstamped, machine, single lined circle, 20 mm., "Kingston, Jamaica" three lines in centre, "DEC 3—3 PM—1930" and pictorial slogan, "Spend your vacation in—Summerland—Jamaica" — cacheted in blue violet at Kingston, as described under No. 3 above.

8a. Panama, Rep. of Panama, to Kingston, Jamaica, 15c. (170 gr. 50 ord. letters). Have not seen.

8b. Guayaquil, Ecuador (FAM. 9) connecting at Cristobal, CZ. (160 gr.—1 ord. and 31 regd. letters)—Have not seen.

The bag of mail from Cristobal, CZ, (i.e. Canal Zone mail matter), and weighing 18½ lbs. (approx. 1,480 ordinary and 58 registered letters) was not

delivered at Kingston, on December 3 but was carried through to Miami, by error, and did not reach Kingston until December 6th, when it was brought down by the second plane from Miami.

This Canal Zone mail, over carried to Miami, was electric machine cancelled "Cristobal, Canal Zone, DEC. 3—5.30 a.m.—1930" within a single lined circle 22 mm., and seven wavy lines at the right; the majority, however, was postmarked "Nov. 29—6 a.m.—1930." The air rate from Cristobal to Kingston was 15c., and to Cienfuegos (and Miami) over this short route, 20c. The cachet applied to this mail addressed to Jamaica, differs from that given the Cienfuegos and Miami airmail, and was applied in green (instead of violet). It consists of a double lined horizontal rectangle, 57 x 45 mm. picturing tropical scenery, palm trees, steamer and a plane headed east. At the top is "Air Mail—First Flight" in one line, and at the bottom "Canal Zone to Jamaica."

On receipt at Kingston this Canal Zone mail was backstamped "Kingston, Jamaica, DEC 6—12 M—1930;" some of the mail also received the inaugural cachet of December 3rd in blue violet.

December 3, 1930. By Pan American Airways plane, Sikorsky amphibian NC—9776, Capt. Basil L. Rowe, pilot; mail overcarried to Miami and brought down to Kingston by second plane from Miami. *Postmarked*—"Cristobal, Canal Zone, DEC 3—5.30 a.m. 1930" in single lined circle, 22 mm. and seven wavy lines (electric machine).

Cacheted, in green, double lined horizontal rectangle, 57 x 45 mm., tropical scenery, palm trees, steamer and plane headed east. At top, "Air Mail—First Flight" one line; at bottom, "Canal Zone to Jamaica."

Rate—Cristobal to Kingston, 15c. postage included.

Sc. Cristobal to Kingston, Jamaica. 18½ lbs. (approx. 1480 ord. and 58 regd. letters). *Backstamped*, "Kingston, Jamaica, DEC. 6—12 M—1930" and seven wavy lines

at right; cacheted in blue violet at Kingston as described under No. 3 above.

9.—Arrangements for dispatch of air mails from Jamaica, December, 1930.

Although air mails were received on December 3, 1930, from the north and from the south, by planes of the Pan American Airways, Inc., over FAM. route 5, no Jamaican air mails were dispatched. But arrangements were quickly made, and in the Legislative Council on the following day, His Excellency the Governor, announced that air mail service from Jamaica would be inaugurated in the following week. The "Gleaner" of December 5, 1930, comments on this announcement as follows:—

"AIR MAILS TO U.S. WILL START COMING WEEK.

Before the Order of Business was proceeded with in the Legislative Council yesterday, His Excellency the President, stated that he would like to make an announcement in an informal way, with which the public were interested. As they were aware, the first planes in connection with the air mail service arrived in this country on the previous day. Possibly many of them got an invitation to witness the arrival, but no doubt, like himself, it arrived late. So far the transmission of mails north had not been started, but they had made arrangements for it to be started next week. The arrangements which he had authorised the Postmaster for Jamaica to make with the Caribbean Airways, Ltd., were these: He would collect the fees with respect to the carriage of the mails and hand over the amounts to them. The Company would be under bond to hand over the mails to authorised agents; and he hoped the honourable members would regard this arrangement as being satisfactory. He took the opportunity of making this announcement so that the public might accordingly make arrangements for the sending of their mails.

Mr. DaCosta said he was glad His Excellency had been able to make satisfactory arrangements for the sending of mail by the air services. With regard to invitations, he might say that his only reached him a few minutes before the arrival of the plane; and the late delivery of the invitations accounted for the small number of people who turned out to witness the arrival. He felt sure Kingston, indeed the island, would benefit by the service, and he joined with the public in wishing the project every success.

The Government of Jamaica has given the contract for outgoing air mail from here to America to the Caribbean Airways,

Ltd. The Company will announce at about the end of next week their rates and times for the service. They have made an arrangement with the Pan American Airways, Inc., whereby this Company will carry on the service until the Caribbean Airways start their service between here and Cuba, joining up with the Pan American service from there to America."

In the "Gleaner" of the following day (December 6th, 1930), appeared the Postmaster for Jamaica's notice of the inauguration of this service, "first flight 10th December 1930"—

JAMAICA GOVERNMENT.

(Royal Arms).

N O T I C E .

Air Mail Service from Jamaica to Miami, United States of America.

First Flight 10th December, 1930.

Letters, postcards, printed papers and commercial papers and samples will be accepted for the countries set out hereunder for transmission by air mail to Miami, U.S.A., on payment of the fee as per column 2, in addition to the ordinary postage.

1—Country of destination	2—Air fee (additional to ordinary postage or registration fee).
	Per ½-oz.

United States of America	6½d.
Canada via U. S. A. and thence by land	6½d.
Great Britain, Ireland and European Continent—via U.S.A. and thence by steamship	6½d.

The public is advised to post as early as possible and not wait until the day the air mail closes.

Further information will be published on Monday with regard to mails for the West Indian Islands and Canal Zone.

(Sgd.) R. H. FLETCHER,
Postmaster for Jamaica.

G.P.O., 5/12/30.

The "further information" promised by the Postmaster for Jamaica for Monday (December 8th), appeared in the "Gleaner" of that date:

JAMAICA GOVERNMENT.

(Royal Arms).

N O T I C E .

Air Mail Service from Jamaica to Miami, United States of America.

First Flight 10th December, 1930.

Letters, post cards, printed papers and commercial papers and samples will be accepted for the countries set out hereunder for transmission by air mail to Miami, U.S.A., on payment of the fee as per column 2, in addition to the ordinary postage.

1—Country of destination	2—Air fee (additional to ordinary postage or registration fee).
	Per ½-oz.

United States of America	6½d.
Great Britain via U.S.A.	6½d.
Canada via U.S.A.	10½d.
Cuba	6½d.*
Haiti	10 d.*
Dominican Republic	10 d.
Porto Rico	1/1d.
Antigua, Leeward Islands	1/3½d.
St. Lucia, Windward Islands	1/3½d.
Trinidad	1/3½d.
British Guiana	1/6d.
Dutch Guiana	1/6d.
Brazil	3/-
Canal Zone and Panama	10 d.
British Honduras	1/3½d.

The public is advised to post as early as possible and not wait until the day the air mail closes.

(Sgd.) R. H. FLETCHER,
Postmaster for Jamaica.

G.P.O., 6/12/30.

In the same issue of the "Gleaner" (December 8, 1930), notice was given of the dates of closing of air mails for the north, and for the south.

AIR MAIL SERVICE, VIA MIAMI, FLORIDA.

Mail will close at the General Post Office, December 10th, at 10.00 a.m. for the following places:—

U.S.A., Canada, Great Britain, Cuba, Haiti, West India islands, and Honduras.

(Sgd.) R. H. FLETCHER,
Postmaster for Jamaica.

G.P.O., 6/12/30.

AIR MAIL SERVICE VIA CRISTOBAL, C.Z.

Mails will close at the General Post Office, December 10th, at 8.30 a.m., for Canal Zone, and Republic of Panama.

R. H. FLETCHER,
Postmaster for Jamaica.

G.P.O., 6/12/30.

Despite the fact that it was expected that all air mails dispatched December 10th, north and south, would be by planes of the Pan American Airways, Inc. to Miami and Cristobal, respectively, the "Gleaner" of Tuesday, December 9th, 1930, made the surprising announcement that Capt. Holland

(*In the notice as it originally appeared, the rates for Cuba and Haiti were reversed, i.e. 10d. for the former, and 6½d. for the latter. Correction was later made).

of the Caribbean Airways, Ltd. would "take the first lot of mail from the Colony."

THREE PLANES WILL FLY WITH MAILS TOMORROW.

Caribbean Airways, Ltd., will take a further and important step in their business-like and progressive career tomorrow morning, when they start the first air mail service that has ever been inaugurated in Jamaica.

As has been already stated, the contract for the carrying of all air mail, both to and from the island has been officially awarded by the Government to the Caribbean Airways, Ltd., and they will commence the service tomorrow with the following arrangements:

First plane will leave at 9.30 a.m. from Caribbean Airways seabase; this will be the Fairchild plane which the Company have recently acquired, and will fly from here to Santiago, carrying the mail from here to Cuba to link up with Pan American's air service there, and the Cuban Curtiss Company for distributing the mail throughout Cuba, the West Indies, etc.

The second plane will leave from Pan American's barge at about 11.00 a.m.—this will be the southbound plane of this Company coming from Miami and Cienfuegos, and going on to Cristobal, bringing in mail from America and Cuba and taking it on to South and Central America. This plane will arrive at 10 a.m.

The third plane, the northbound one of Pan America's service, coming from Cristobal, will be in here at 1 p.m., and will leave for Cienfuegos about 2 p.m., staying the night there and going on to Miami the next morning, taking mails for America and Canada.

Capt. A. R. C. Holland, official pilot of the Caribbean Airways, Ltd., will start the service by flying the Fairchild plane to Santiago. He will probably carry one passenger or perhaps two according to the amount of mail to be taken on board. He will stay over the night in Santiago, returning early next morning, as it will take some time to make the permanent arrangements with the Cuban authorities, and the other Air Companies for the regular carrying on of the service.

At present the Caribbean Airways have not finally decided on the schedule of this service, but it will probably be a weekly one; and the Company are already making inquiries with a view to acquiring another plane for the service—this will probably be a Saro Cloud plane, the most powerful and latest British made passenger carrying plane, and consequently the finest and latest anywhere, since it is admitted that Great Britain is second to none when it comes to airplane construction. These planes are amphibian boats, and this type would carry about 8 passengers with mail.

For the information of the public who wish to mail by the air service, the rates and times of posting are given fully in the Government Notice on the last page of the

Gleaner: briefly they vary from 6d. to 1/3d per half ounce, and mails close for the first plane to Cuba 7.30 a.m. tomorrow, Wednesday, morning; at 8.30 a.m. for the second plane for Cristobal, etc., and at 10 a.m. for the third plane for Canada and U.S.A.

Caribbean Airways, Ltd., may well be congratulated on the establishment of this service; they are the only British air company throughout the West Indies; and Jamaica is the first West Indian country to have a British air mail service.

The Pan American Airways planes continue to bring mails and as previously stated, they will commence to take letters to the United States tomorrow.

The southbound plane on Saturday brought about 60 letters from the United States, and about 600 letters from Cristobal; these latter letters came via Miami, and were the first letters to come to this island from Cristobal by air. Sunday's plane brought another 200 letters from Cristobal.

10.—Dispatch of first Jamaican air mail to Santiago de Cuba, Cuba, December 10, 1930.

"The Daily Gleaner" of Thursday, December 11, 1930, gives a most interesting account of the dispatch of the first Jamaican air mail, from Kingston to Santiago de Cuba, on the morning of Wednesday, December 10, by the Caribbean Airways, Ltd. Fairchild plane, with Capt. A. R. C. Holland at the controls.

CARIBBEAN AIRWAYS INAUGURATE THEIR JAMAICAN AIR MAIL SERVICE.

To the accompaniment of the good wishes of a popular gathering of officials and other spectators, among whom were His Excellency the Governor, Sir Edward Stubbs and Lady Stubbs, the Caribbean Airways, Ltd., Fairchild plane, with Capt. A. R. C. Holland at the controls, and Mr. G. V. Barton, News Editor of the "Gleaner" as a guest, cleared from the wharf at the seaplane barge at 9.30 o'clock sharp yesterday morning, skipped along the smooth waters of the harbour in a south-south-west direction for close upon a mile, to a point between Greenwich Stake and Hunt's Bay Buoy, was headed round to the east, dashing along the water line at a merry pace, her engines all out as a fitting signal to the inauguration of the first air mail service from Kingston to Santiago de Cuba, borne by a Jamaica registered plane, then when off the Sugar Wharf got on the wing about 8 minutes after leaving the jetty. Rising gracefully, she circled round the south and to the west, soaring past the gathering at the base, and taking an easterly course over the foreshore, sailed on and on to Morant Point, where, turning north for

Santiago a successful run was made. The flight was expected to have been covered in an hour and some 40 minutes, but strong winds were encountered and Santiago was reached at 12.05 o'clock, 2 hours and 30 minutes flying time.

Among those down to witness the departure of the first mails for Cuba by this Jamaica registered plane were: His Excellency Sir Edward Stubbs and Lady Stubbs, attended by Capt. Oliver, A.D.C., and Mr. Frost, Private Secretary; Hon. A. S. Jelf, C.M.G., Colonial Secretary and Miss Jelf; Mr. W. D. Battershill, Asst. Col. Secretary; Major C. H. Hulse, representing the Pan American Airways in the West Indies; Capt. Archie DePass, Managing Director of the Caribbean Airways, and Mrs. DePass; Mr. R. H. Fletcher, Postmaster for Jamaica, and Mr. H. C. Savage, Asst. Postmaster, etc., etc.

The time of departure was set for 9.30 o'clock, and at a few minutes after 9 the Postmaster and his Assistant, together with a mail man arrived, with a bag containing some 278 letters for the Republic of Cuba. The bag bore the following in red letters—"Par Avion," Jamaica, B. W. I. Air Mail" two words to a line, and was the harbinger of what is certainly a splendid move in the history of the island, not only from the businessman's point of view in getting his mails through expeditiously to the point of destination.

The gubernatorial party arrived shortly after the mails were down, and were received by Capt. DePass and other officials. His Excellency walked along the little jetty and had a look over the staunch little plane, talking freely with Capt. Holland, Capt. De Pass, the Postmaster, and others. At about 9.28 the mails were put aboard, and Mr. Barton entered the plane, followed immediately after by Capt. Holland. Capt. Holland took no mechanic with him, as he is himself a pilot and mechanic, and on a flight of this kind there is nothing to be gained by crowding on weight that can be avoided. On the stroke of 9.30 the engine was started, and the plane cleared the wharf being manoeuvred as set out above.

The return flight to Kingston, from Santiago de Cuba, about 180 miles, was made on the following day, December 11th, but without mails. From the "Gleaner" of December 12th, 1930, further details are quoted:

"Cameras clicked as the Fairchild came to a stop and the pilot and writer got out (at Santiago de Cuba). The customs formalities took but a moment, thanks to the good offices of Mr. Haycock Wilson, acting British Consul, who was down to meet the plane. The doctor was at hand almost immediately, and a responsible clerk from the Cuban post office to whom the mails were handed over. Caribbean Airways, Ltd., with energy and enterprise had successfully carried out what they had set out to do; they had taken the first air mail out of Jamaica and delivered it at its destination.

Little more remains to be told of the outward trip. A launch took us to the landing stage, a motor car to a hotel. Capt. Holland got receipt for the mails he had brought, and the event passed into history.

At 5 minutes to 8 o'clock yesterday morning, December 11th, the Fairchild got her pontoons clear from the purplish waters of Santiago, after taxiing around for five or six minutes, another case of practically no wind delaying the start. At the 1500 ft. level we steered for the eastern end of Jamaica with a bright sky overhead and the slate coloured sea below. Merrily we hummed along, and all seemed set for a nice quick run. Then just as the Cuban hills had disappeared from the sky-line, ugly black clouds loomed in a veritable half-moon around the plane. It was a rain storm, and visibility went like a flash. We climbed up but found that didn't help, so we bobbed down to a couple hundred feet of the surface, and saw that quite a little commotion was going on there. Capt. Holland knew his plane and knew himself, so up we climbed again, and roared our way through the ugly threatening dark masses of vapor. Away to the west it was pouring, and soon the rain was bearing down on the plane, and the compass was more carefully watched than ever. Skillful flying brought us through, and once clear, the mountains of Jamaica were standing out in bold relief, to the south. We closed in to about 10 miles, and picked up Port Antonio; the storm had driven us somewhat off our course. Coming down off Manchioneal we came up again against threatening weather, but once more Capt. Holland won clear, and under pleasant skies we were running down over the south coast to Kingston.

Passing over Kingston Capt. Holland brought the plane to rest at her dock at 10.20 a.m., the return journey occupying 2 hours and 25 minutes.

11.—First dispatches of air mails by Pan American Airways, Inc. south (December 10th) and north (11th.)

As related above, the very first Jamaican air mail dispatched from Kingston, was by the Caribbean Airways Fairchild plane, on December 10th, to Santiago de Cuba. Later in the day, the Pan American Airways, Inc. plane NC—670—M, Fred. V. Clark, pilot, came in from Cienfuegos, and after taking on fuel, left for Cristobal, Canal Zone, with air mails for the south.

The plane from the south (NC—669—M, W. D. Culberston, pilot) of December 10th was delayed by adverse winds between Cristobal and Kingston,

and did not continue on to Cienfuegos and Miami, until 6 a.m. the next (Thursday) morning, December 11th, with the first air mails for United States, etc. (Mail for countries on FAM. routes 6, 7, and 10 was routed via Miami). The plane from the south was due to arrive, refuel and depart from Kingston by 1.45 p.m. Being delayed by the heavy weather, it arrived late, so that it could not leave Kingston harbour by the dead line hour of 2.15 p.m. Leaving later, would mean arriving at Cienfuegos after dark. Therefore, the night was spent at Kingston.

12.—Postmarks and Cachets.

Both the north and southbound mail was postmarked December 9th (registered) or 10th (ordinary). The Kingston postmark takes the form of a double lined circle, 28 mm. "Kingston, Jamaica," with "2B, (3B or 3D) —DE 10—30" in the center in three lines. The registered cancellation is in the form of two horizontal concentric ovals, 35 and 25 by 25 and 15 mm., with "DE 9—30" in two lines in the center; the inscription between the ovals is "Kingston, Jamaica, Registered."

All mail dispatched north no matter for what destination was cacheted in blue violet, with a double lined circle, 59 mm., "Air Mail—First Flight—Jamaica (within an outline of the island)—to—Miami, U. S. A." For the southbound mail the same cachet was used, but "Miami, U. S. A." was obliterated and "Canal Zone" inserted just above.

13.—Details of dispatches.

(a) By Caribbean Airways Fairchild Plane, Dec. 10, 1930, to Santiago de Cuba.

	Weight	Letters
Cuba	7 lbs. 4 oz.	366

(b) By Pan American Airways NC—670—M, to Cristobal, C.Z., Dec. 10, 1930.

Cristobal, C.Z. 6 lb. 4 oz. 528
Panama, Rep. of 12 oz.
(c) By Pan American Airways, NC—669—M, to Miami, Fla., Dec. 11, 1930.

	Weight lbs. ozs.	Letters Etc.
Miami, Fla.		3186
United Kingdom and Continent of Eu- rope, via Miami	73	1019
Canada, via Miami	8 13	455
Port-au-Prince, Haiti	1 11	
Sto. Domingo City, D.R.	8	
San Juan, P.R.	13	
St. Thomas, USVI	3	
Antigua	11	
St. Lucia	14	
Trinidad	1 12	638
Suriname	5	
Br. Guiana	14	
British Honduras	5	
Pernambuco, Brazil	2 8	
Rio de Janeiro, Brazil ..	1 8	
Santos, Brazil	1	

5298

14.—Summary.

December 10, 1930.—By Caribbean Airways, Ltd., Fairchild plane (Capt. A. R. C. Holland, pilot).

Postmarked, double lined circle, 28 mm. "Kingston, Jamaica, 2B (3B or 3D) —DE 10—30."

Cacheted, in blue violet, double lined circle, 59 mm. "Air Mail—First Flight—Jamaica (within an outline of the island)—to—Miami, U.S.A."

9. Kingston, Jamaica to Santiago de Cuba, (9d.) — (366 letters, 7 lbs. 4 oz.)

Backstamped, electric machine, single lined circle, 21 mm. "Santiago de Cuba 1930," with DIC 10—1.30 PM, 2 lines in center, and at right, three line slogan "Compre Azucar—Cubano — Buy Cuban Sugar," horizontal line above and below.

December 10, 1930.—By Pan American Airways, Inc., plane NC—670—M, (P. V. Clark, pilot).

Postmarked as No. 9, and cacheted as No. 9, except "to Miami, U.S.A." obliterated, and "Canal Zone" inserted just above.

10. Kingston to Cristobal, C.Z., (1/3d) (6 lbs., 4 oz.) 528 letters, including Panama: (12 oz.) Backstamped, electric machine, "Cristobal, Canal Zone" in single lined circle, 22 mm., "DEC. 11—6 A.M.—1930" in three lines in center; and seven wavy lines at right.

11. Kingston to Colon, Panama (1/3d) (12 oz.) Backstamped—"Agencia Postal, Colon, Transito" between 2 concentric circles, 30 and 20 mm., with "DIC—10—1930," in 3 lines in centre.

December 11, 1930.—By Pan American Airways, Inc., plane NC—669—M, (W. D. Culbertson, pilot).

Postmarked and cacheted as No. 9.

12. Kingston to Miami, Fla., (9d.) (73 lbs.; 3186 letters for U.S., and 1019 for Europe.) Not backstamped.

13. Kingston to Nassau, Bahamas (FAM. 7) 1/5d., (weight and quantity included in figures given for No. 12).

Backstamped, machine cancellation, Nassau, Bahamas, 1930" in single lined circle, 20 mm., "DEC 15" in one line in center; at right the slogan "Come to Nassau, Bahamas—Ideal Tourist Resort."

14. Kingston to Port au Prince, Haiti, (FAM. 6) 1/3d. (1 lb. 11 oz.) *backstamped*, electric machine, 2 concentric circles, 23 and 15 mm. "Port-au-Prince, Haiti," "12—DEC—1930" in two lines in center; slogan at right, four lines, "Touristes Visitez — La Republique d'Haiti—Tourists visit—The Republic of Haiti."

15. Kingston to Santo Domingo City, "D.R. (FAM. 6) 1/3d. (8 oz.) *backstamped*, 2 concentric circles, 33 and 22 mm., "Correo Aereo-Santo Domingo, R.D.;" "DIC 12—5 P.M." in center in 2 lines; at right, horizontal rectangle, 58 x 32 mm., with cross (as a barred flag), with winged letter in centre, "1930" between circle and slogan.

16. Kingston to San Juan, P.R. (FAM. 6) 1/3d. (13 oz.) *backstamped*, Duplex No. 1 "San Juan, P.R. in single lined circle, 22 mm., "DEC 13—12M—" 2 lines in center; year "1930" positioned between circle and barred ellipse (enclosing numeral 1) at right.

17. Kingston to St. Thomas, U.S.V.I. (FAM. 6). (3 oz.) Have not seen.

18. Kingston to St. John's, Antigua, (FAM. 6) 1/23d. (11 oz.) *backstamped*, single lined circle, 24 mm. "St. John's, Antigua, B.W.I." date in center in 2 lines "DE 16—30."

19. Kingston to Castries, St. Lucia, (FAM. 6) 1/5d. (11 oz.) *backstamped*, single lined circle, 24 mm. "Castries, St. Lucia." "16 DE—30" in centre in 3 lines.

20. Kingston to Port of Spain, Trinidad, (FAM. 6) 1/5d. (1 lb. 12 oz.) *backstamped*, electric machine, "Port of Spain, Trinidad" in single lined circle, 20 mm., "10 AM—DEC 17—1930" in 3 lines in center; at right slogan "Buy Trinidad Sugar."

21. Kingston to Georgetown, Br. Guiana (FAM. 6) 1/73d. (14 oz.) *backstamped*, 2 concentric circles, 27 and 18 mm., "Air Mail G.P.O. British Guiana." "3—P.M.—17 DE—30." 3 lines in centre.

22. Kingston to Paramaribo, Suriname, (FAM. 6) 1/73d. (5 oz.) *backstamped*, 2 concentric circles, 27 and 17 mm. "Paramaribo with three skeleton crosses at bottom; date "17. 12. 30" across center in a single line.

23. Kingston to Pernambuco, Brazil, (FAM. 6—10) 3/23d. (2 lbs. 3oz.) Have not seen.

24. Kingston to Rio de Janeiro, Brazil, (FAM. 6—10). 3/23d. (1 lb. 8 oz.) Have not seen.

25. Kingston to Santos, Brazil, (FAM. 6—10). 3/23d. (1 oz.) Have not seen.

26. Kingston to Belize, Br. Honduras (FAM. 5). 1/6d. (5 oz.) Have not seen.

27. Kingston to Montreal, Canada. (U.S. domestic lines and FAM. 1 from New

York City to Montreal) (455 letters, 8 lbs. 13 oz.) Have not seen.

15.—Revision of air mail rates, December 15, 1930.

A more complete list of countries to which air mail matter could be sent by planes of the Pan American Airways, Inc. appeared in the "Gleaner" of December 16th, and in some cases, the rates were slightly reduced from those appearing in the Postmaster for Jamaica's notice of December 6, 1930.

JAMAICA GOVERNMENT.

(Royal Arms).

Air Mail Service.

Letters, postcards, printed papers and commercial papers and samples will be accepted for the countries set out hereunder for transmission by air mail to Miami, U.S.A., on payment of the fee as per column 2, in addition to the ordinary postage.

1—Countries of destination. 2—Air fee (additional to ordinary postage or registration fee).

	Per ½-oz.	s.	d.
Argentine	2	7½	
Bahamas	1	0	
Brazil	3	0	
Br. Guiana	1	6	
Br. Honduras	1	3	
Canada	0	10½	
Canal Zone	0	9½	
Chile	2	7	
Colombia	1	6	
Costa Rica	1	3½	
Cuba	0	6½	
Curaçao	1	4½	
Dominican Republic	0	6½	
Dutch Guiana	1	4½	
Ecuador	1	6	
Guatemala	1	3½	
Haiti	0	6½	
Honduras, Rep.	1	3½	
Leeward Islands	1	0	
Mexico	1	3½	
Nicaragua	1	3½	
Panama	0	9½	
Peru	2	2	
Porto Rico	0	6½	
Salvador	1	3½	
Trinidad	1	3½	
U. S. A.	0	6½	
Uruguay	2	7½	
Venezuela	1	4½	
Virgin Islands	0	6½	
Windward Islands	1	0	

Letters for air mail should be posted in the letter box at the G.P.O. labelled "Air Mail Only."

A special blue air mail label, obtained at any Post Office, should be affixed to the top left hand corner of every air mail packet.

Stamps to the full value of the ordinary postage and the appropriate air mail fee must be affixed to every letter or packet.

(Sgd.) R. H. FLETCHER,

Postmaster for Jamaica.

G.P.O., 15/12/30.

16.—*Kingston made overnight stop, January 1931.*

Commencing with the flights of January 9 and 10, 1931, from Miami and Cristobal, respectively, the overnight stop at Cienfuegos, Cuba, was discontinued, and both north and southbound planes spend the night at Kingston. The flight days were unchanged.

NEW SCHEDULE OF FAM. ROUTE 5,
EFFECTIVE JAN. 9, 1931.

Second Asst. Postmaster General,
Washington, Jan. 5, 1931.

Miami to Cristobal (2141.5 miles long flight; 1317.5 miles short flight) Cristobal to La Guaira, Venezuela (1100 miles).

Beginning with the flight from Miami, Jan. 9, 1931, no stop will be made at Cienfuegos, Cuba, by planes on FAM. route 5. The schedule on this route effective Jan. 9, will be as follows:

Southbound	Eastern time	Northbound
Tues.		Mond.
Fri.		Thurs.

9.30 a.m.	Lv. Miami, Fla.	Ar. 4.00 p.m.
4.15 p.m.	Ar. Kingston, Ja.	Lv. 9.00 a.m.
Wed.		Sund.
Satr.		Wedn.

9.00 a.m.	Lv. Kingston, Ja.,	Ar. 4.00 p.m.
4.15 p.m.	Ar. Cristobal, C.Z.	Lv. 9.00 a.m.

(The schedule over the long route is not quoted; this being the same as given in the Second Assistant Postmaster General's notice of Nov. 14, 1930—which see).

Planes on FAM. route No. 8 connect with southbound planes of route No. 5 at San Salvador.

(Sgd.) W. IRVING GLOVER,

Second Asst. Postmaster General.

The statement that "no stop will be made at Cienfuegos," is not correct, as planes both south and northbound continued to take on at Cienfuegos needed fuel and supplies. However, Miami discontinued dispatching air mails to Cienfuegos by this route (short FAM. 5), and routed as before, to Habana, over FAM. 4 and long route FAM. 5—and onward by rail.

The most logical reason for the

change, would seem to be that of more evenly dividing up the mileage to be flown on the two days between Miami and Cristobal. Under the old schedule of Novr. 14, 1930, the plane left Miami at 3 p.m. and made a flight of only 2 hours and 15 minutes to Cienfuegos, while on the next day, it was necessary to take off at 6 a.m., for the four hour flight to Kingston, there to refuel, and continue on to Cristobal, arriving, if all went well, at 5.30 p.m. Similarly between Cristobal and Miami, it was necessary to take off at 6 a.m., refuel at Kingston, and continue on to Cienfuegos, arriving at 5.15 p.m. Then the next morning there was the short flight to Miami, of 2 hours and 30 minutes. If weather conditions between Cristobal and Kingston were bad, and the plane was delayed, the night had to be spent at Kingston, as leaving after 2.15 p.m. meant that Cienfuegos could not be made before dark.

Under the new schedule of January 5, 1931 (effective January 9 and 10, 1931), the flight started from Miami at 9.30 a.m., and arriving at Kingston at 4.15 p.m., the night was spent there—continuing on at 9 a.m. the next morning, to Cristobal, which was reached at 4.15 p.m. Northbound, the flight periods on the two days were from 9 a.m. to 4 p.m.

However, the reason given by the Pan American Airways, Inc. in a letter of January 17, 1931, is quite different:—

"In regard to the change in schedule of our planes touching Jamaica, I might say that the main reason is that we wish to promote passenger traffic between Miami and Jamaica.

"Jamaica is generally considered as being a long way off, and necessitating a trip to New York, by the average winter visitor to Florida. It is our desire to impress upon these good people of whom there are approximately 100,000 in Miami alone, each winter, that they are in fact only 6½

hours from Jamaica. But when we had to tell them that they would have to stay overnight in a foreign city that afforded no conveniences, right away they would lose interest. Now, with our new schedule, we can tell them that we will start from Miami after breakfast, and have them in Jamaica in time for dinner, if not for tea, the same day. And this is going to stimulate travel to a marked degree."

17.—Prospectus, Caribbean Airways Ltd.—January 1931.

The statement has been made in the Continental philatelic press that "by agreement with the British Operating Co. in Jamaica, mails to and from that Colony are at present carried by the Pan American Airways, Inc." This is not altogether correct, as the Caribbean Airways Ltd. have nothing whatever to do with the air mails dispatched to Jamaica. Their contract with the Jamaican Government covers only the *outgoing* air mails, i.e., those originating in Jamaica, and dispatched through the Jamaican Post Office Department.

The aims of this Company are set forth on page 9 of the "Daily Gleaner," of January 17, 1931—as

1.—To provide flying facilities for Jamaica.

2.—To build such an airport as will make Jamaica worthy the position she undoubtedly will hold in aviation matters in the Western Hemisphere.

3.—To run feeder lines to connect with and augment existing trunk lines.

4.—To conserve to British enterprise some of the benefits derivable from aviation in the British West Indies.

Quoting further from their "prospectus for new issue of 30,000 preference shares," on page 16 of the same issue of the "Gleaner":

"After prolonged negotiations two important contracts have been secured from the Government:

(1) for building and maintaining the Government air base at Kingston . . .

(2) to carry all air mail that leaves the island, for a period of five years.

Mail.—Under the contract with the Postmaster (for Jamaica), all outward bound air mail for a period of five years is entrusted to this Company, who are the official bonded air mail carriers for the Jamaica Post Office. Temporarily, the mails

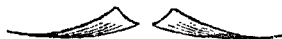
are being sent out by means of the official planes of the United States Post Office owned by the Pan American Airways, Inc., who have entered into an agreement with this Company. The intention of this Company is to run a bi-weekly service for passengers on the Kingston-Santiago de Cuba-Camaguey line. As soon as this line starts, all the north and east bound mail will be carried in this Company's own airplanes. The southbound mail will continue to be carried by the Pan American Airways, Inc., under an agreement with this Company. For the inauguration of this service, it is proposed to acquire two 3-engine machines of British manufacture . . . The cost of such machines will be approximately £4,500 each . . . it is proposed to buy two—this will require £9,000."

The statement in their full page advertisement (page 9 of the "Daily Gleaner," Jan. 17, 1931) that "the enterprise of the Caribbean Airways Ltd. made possible the establishment in Jamaica of an air mail" is rather far fetched, as had it not been for this so-called enterprise (?), Jamaica would have been given an inward air mail service, if not an outward one, over FAM. 6, via Camaguey, in the early days of August 1930. In June 1930, the Pan American Airways, Inc. were instructed by Mr. W. I. Glover, of the U. S. P. O. Dept. to extend service to Kingston, Jamaica, but being unable to come to agreement with the Jamaican authorities, the order was subsequently cancelled.

Air mails, since the inauguration of the service in December 1930, have been received in Jamaica over FAM. 5, from Miami and Cristobal, and are conveyed by the Pan American Airways Inc. under contract with the U. S. P. O. Dept. for which they receive a subsidy of \$2 per mile flown. However, the revenue which the Pan American Airways, Inc., receives from the Jamaican Government, through the agreement with the Caribbean Airways, Ltd. on mail originating in Jamaica, addressed to the United States, the Canal Zone, or U. S. territory, reverts to the U. S. Post Office Dept.

to apply against the subsidy on Air Mails dispatched by the Pan American Airways, Inc. from Jamaica to Cuba, however, i.e. an intermediate point, the revenue is retained by the Pan

American Airways, Inc. (Incidentally, only one outward air mail has been carried by the Caribbean Airways, Ltd., viz., that dispatched to Santiago de Cuba, on December 10, 1930).



British Stamps Used in Jamaica.

By H. COOKE.

Readers of the J.P. will begin to regard the title to this article, and expect it as a permanent feature of the Journal, as now it will have appeared in three consecutive (annual) editions. It is not meant to be a permanent feature, and those of mature experience will know that the last, final word on many subjects of Philately never does seem to be written; especially is that so when incorrect, misleading statements are published in the form of informative fact, there is very definite ground and very real necessity to confute them, to give the truth to philatelists and collectors of stamps, whether those questionable statements are made intentionally or not.

Those who may have followed these articles, will have understood controversy, between the publishers of the Gibbons' catalogue and the present writer on this subject; but the correspondence has not been published, is not likely to be; the publishers confine themselves publicly to a short, positive and ostensibly authoritative statement, in a note at the close of the lists of these stamps, in the 1931-32 editions of the catalogue; and this writer has been privileged to have the courtesy of the pages of this Journal.

It will have been apparent to interested possessors of both editions of the catalogue, that the statement in the 1931 edition is varied by amplification in that of 1932. Philatelists carry on research and study with the objects, primarily to satisfy individual craving for knowledge, and to publish the results of their investigations

for the benefit of their fellows, normally seeking to do so in terms that are exact, precise, comprehensive and wholly truthful. Amplification of statement made is usually effected to correct something stated, that at the time unwittingly was incorrect, or to enlarge information already given. Assuming such inspiration for the Gibbons' statements and as followers of the cult, it is pertinent to examine this latest statement of theirs, to ascertain what they mean to convey, precisely what it means, and to test that result with such facts as may be known to us.

The note that appears in the 1931 edition reads:

"The use of British Stamps in Jamaica after August 1860, was unauthorised," the 1932 edition amplifies that to read:—

"The use of British Stamps in Jamaica after August, 1860, was unauthorised by the P.M.G. of Great Britain."

Attempt to paraphrase that statement, to glean its whole meaning, reasonably seems to develop these inferences:—

British stamps used in Jamaica up to 31st August, 1860, were validly, legally used under authority of the P.M.G. of Great Britain.

Any of those stamps used after that date, were used without that authority.

Those stamps so used, i.e., without the authority of the P.M.G. of Great Britain, were invalidly, illegally used, for the reason that;

The authority necessary to have made that use valid, legal, was held by the P.M.G. of Great Britain, and it was not given.

Other and different construction would seem to rob the statement of point, it would not convey information of interest, use or value. Publication in the catalogue obviously is meant to be informative, to provide the collector of these stamps with valuable knowledge he should have, viz., such stamps and covers date stamped up to 31st August, 1860, are valid, of value, and should be collected; others dated subsequently are spurious, should be omitted. Is that information reliable and correct?

The publishers of the catalogue implicitly state, that British stamps locally used prior to 1st September, 1860, were so used with the authority of the P.M.G. of Great Britain. It is fairly common knowledge, known to the publishers as matter of authentic official record, that that authority was divested absolutely on 31st July, 1860. Unquestionably then, if there was authorised use during August, that use must have been effected under some authority, other than that of the superseded P.M.G. of Great Britain, as his did not exist, it had lapsed, expired on 31st July, but Messrs. Gibbons elect to ascribe that authority to him. It is also a matter of similar record, that the P.M.G. of Great Britain was succeeded the day after, on 31st August, 1860, by the Responsible, independent Government of the Island. It should not need particularly keen, brilliant intelligence to understand that if, according to Gibbons, there was authorised use 1st to 31st August, that validity was not, could not have been derived from the superseded, departmentally non-existent P.M.G. of

Great Britain, but that it could have and did come only from the authority, properly constituted as responsible for the conduct of the Island's affairs, and that authority was the local Government. It is again a matter of official record, that the stamps were validly introduced and authorised for use in Jamaica, by the P.M.G. of Great Britain in 1858-59, when he possessed administrative power for the act, but Gibbons cannot, and know that they cannot, cite any similar record by which he withdrew the stamps from use or invalidated use of them. That being so, it should be clear to most ordinary individuals, that the P.M.G. of Great Britain did not invalidate use of the stamps, that they were used with his assent up to the time when his authority was taken from him, that that authority passed then and at once completely, entirely to the local Government, and that Government independently possessed of all necessary power and authority, allowed continued use of the stamps for postage, up to 6th May, 1862, when it prohibited them. Messrs. Gibbons decline that sequence, rely instead on *CORRESPONDENCE* in which the P.M.G. of Great Britain stated objection to use, continued under the local Government. In other words, *THEY!!* confer on the P.M.G. of Great Britain, superseded though he then was, extraneous, mythic power to legislate by correspondence, to entice impairment of the constitutional act of the Responsible Government of the Island.

Refusal to recognise the law, repudiation, even defiance of it, presents no difficulty when no penalty lies. Given a turbid and turgid imagination of ardent processes, the pollution may be developed further, reason debased to set up a figment of that imagination,

name it authority, and stimulated by a deluded egoism, with nonsensical imperiousness elevate that above the law. The medical faculty describes that state of mental intoxication, egotistic exaltation as mania, and the intemperate conflict of the statements propounded by Gibbons, with the facts of history, together with their consistent refusal to recognise the latter, are strongly suggestive of those symptoms. Application of measures that may be urbane, bland or acerbous, are not promising of effect, hence perpetuation of the perversion undoubtedly should be expected.

Legal and political history are unequivocal on the points:—

The only local authority ever held by the P.M.G. of Great Britain, was control of the Post Office.

With authority at the time, he introduced British stamps for use in 1858-59.

On 31st July, 1860, he relinquished, demitted, gave up, handed over completely, entirely all authority, office, management, control, administration that he had, to the local Government.

On 1st August, 1860, the local Government having taken from him, all authority that he had had over the Post Office, assumed and exercised independently of him, similar yet more complete control and authority, and allowed continued use of the stamps for postage.

That local Government never at any time was responsible nor answerable to the P.M.G. of G.B. for anything that it proposed to do or did.

Disdainful of those facts, Messrs. Gibbons by their self-sufficiency, restore the P.M.G. of Great Britain to control of the Post Office on the 1st

September, 1860, to invalidate on and from that date, such British stamps as were then used for postage. They cite nothing, and cannot cite anything in support, so by publication and implication of the quoted statements, the philatelic public is invited by them to accept a mystery, viz., 70 years later for effect on 1st September, 1860, Gibbons pretend that without tangible or reasonable evidence and at their best, they are able by invocation of mumbo jumbo, hokus pokus or other pseudo means, to hustle the P.M.G. of Great Britain back into authority, to "unauthorise" on and from that date, use of the stamps that had been made under, with and by the only legal authority on the subject. The Gibbons' uninformed, misleading statements, unintentional in this last respect though they may be, would be merely ridiculous, were they not applied seriously to a subject of philately, and the writer's time will have been well employed in this effort to exhibit them, if with the most tolerant examination, readers are enabled to appreciate the wonderful and fearful feats in mental gymnastics, indulged in by the publishers, that have reached the culmination of absurdity. They will have identified as fiction born of delusion, wholly unsupported, deliberated, spurious statement, published in the guise of fact, but said to be and doubtless is, made in good faith.

So much for the obvious. In anticipation, it is desirable also to explore, Gibbons' as yet unpublished argument on which the catalogue statement is based, and which largely or entirely in effect is that:—

The stamps in question; i.e., those British stamps used in Jamaica on and after 1st September, 1860; were the property of the P.M.G. of Great

Britain. He therefore had and retained; even though he had given up control of the Jamaica Post Office; power and authority to allow or disallow use there at any time that he chose; as he refused to allow, objected to use, such use as was made opposed to that objection was *ultra vires*. Let us test that specious theory, to see if it possibly can be reconciled with the known circumstances, established fact and reason.

Ex hypothesi, all the stamps used locally in opposition to objection by the P.M.G. of Great Britain, were his property, and used without his consent were misused. If the Government of Jamaica had sequestered and sold to the public, the unsold remainders of the stamps that were on hand 1st August, 1860, i. e., *those that "were the property of the P.M.G. of G.B.,"* that argument might be applied to some of the stamps that were used, but there is no shred of evidence that that was done, indeed such evidence as there is, is definite, positive on the point - that the Government found itself, in the awkward position of having to operate the Post Office without stamps.

The P.M.G. of Great Britain with authority to do so, had placed the stamps on sale to the public in 1958-59, and enforced under penalty use of them for postage. He arranged thereby to enter into implied contract with each purchaser of the stamps, to provide and give at request of the purchaser certain service, when purchased stamps were tendered in proof, that the monetary reward for that service had been paid. *He lost all title to and control of sold stamps,* just so soon as he exchanged them for money paid to him, assumed the obligation, and the purchaser became en-

titled to employ the purchased stamps, *in any legal manner* that he choosed. The P.M.G. of Great Britain practically, if not actually, repudiated that obligation, for the reason that, he did not invalidate sold stamps when he gave up control of the Post Office, but stated objection to use, did what he could to prevent, and there is no evidence of effort or provision by him to call in and redeem, unused stamps that may have remained in the possession of the public. The definitely antagonistic local Government superseded him, succeeded independently of him to similar yet much wider control and authority than had been his, refused his dictation to invalidate use of the stamps, and permitted possessors to continue postal use of them.

The P.M.G. of Great Britain controlled supply of the stamps; there is no evidence of supply by him to the local Government; there is evidence of his determination to prevent it from obtaining any, as he instructed his resident Deputy, who no doubt carried out those instructions, to pack and return to London, all unsold remainders on hand 31st July, 1860, i.e., *those that were his property;* so that the succeeding authority, viz., the local Government, could not have had nor obtained supplies for sale (it is recorded in fact, that it was without stamps to conduct the business of the Post Office), but it properly and legally protected those members of its public, still possessed of stamps and threatened with loss; effected the obligation due to them by the P.M.G. of Great Britain; by permitting them to use the stamps for postal purposes under its authority.

Recapitulation of the data established here, shows that:—

The P.M.G. of Great Britain in

1858-59 legally introduced, authorised and enforced use of these stamps in Jamaica for postage.

He did not destroy that validity.

Stamps sold by him to the public did not remain his property, they passed out of his control and did not revert to him.

He gave up the only local office and authority that he held, viz., control of the Post Office 31st July, 1860, and left undisturbed the ordinances and regulations under which he had operated and administered it, nor did he ever resume directly or indirectly, any similar office, control or authority.

Succeeding him at once, the local Government independently of him and with complete authority, administered and operated the Post Office under the same ordinances and regulations.

The P.M.G. of Great Britain left no supplies of stamps to facilitate operation of the Post Office, and his successor, the local Government, was without such supplies.

Such of the stamps as were used for postage after 31st July, 1860, could have been used only by possessors, who had obtained them by purchase directly or indirectly from the P.M.G. of Great Britain. Those stamps therefore were owned outright by others than the P.M.G. of Great Britain, were entirely at the disposal of the owners for any legitimate use chosen by them, not necessarily with reference to the P.M.G. of Great Britain.

The local Government with full power to do so, permitted the postal use of those stamps up to 6th May, 1862.

Messrs. Gibbons admit valid postal use of the stamps up to 31st Au

gust, 1860, although it is clear that during that month, the local Government was the controlling authority, and permitted postal use that was opposed to previously stated, and repeated objection by the P.M.G. of G.B.

Messrs. Gibbons with premise that lacks intelligent coherence, is without the sanction of history or reason, restore the P.M.G. of G.B. to power and authority on 1st September, 1860, claim that all the stamps locally used then and after were his property, were used without his authority, contradict themselves in that those used during the month of August were used without that consent or authority, yet according to them that use was valid. They are apparently innocent of the fact that the authority of the P.M.G. of Great Britain did not, could not apply in any sense to the Jamaica Post Office after 31st July, 1860, and that it was not required to validate use of any stamps, effected under the authority of the controlling Government.

The legal, Constitutional right of that Government, established by its responsibility, its measure of independence, to permit use of any kinds of stamps within the Postal Administration controlled by it, does not admit of question; that has been understood and accepted by most students of history. It has remained to the very erudite Gibbons to challenge that right, not by and only mere question, but by edict that positively though implicitly affirms impropriety, illegality of the exercise of that right, based on the fantastic pretext that all British stamps used under its aegis, "were the property of the P.M.G. of Great Britain," and were used without his

authority, but they are graciously pleased to give their imprimatur of validity, to those used during the month of August, though those were used without that authority and were no more the property of the P.M.G. of G.B., than any that were used before or after.

The writer is encouraged to believe it has been demonstrated here beyond cavil or quibble, that that affirmation and pretext are misconceived figments, aborted of a distorted imagination; that British stamps used in Jamaica under the authority of the local Government, WERE NOT "the property of the P.M.G. of G.B."; that the use made then of those stamps under that authority was valid, legal, even though Messrs. Gibbons with their complete comprehension, nice appreciation of all the factors, superior and

marvellous clarity of reasoning, think and publicly decree otherwise. Interested readers no doubt will compute for themselves, the value of opinion, theory or argument, that denies recognition to the common property rights of others, unreasonably and arbitrarily arranges on paper confiscation of those rights *en bloc*, back to the source from which they had been legitimately obtained by purchase; that refuses to recognise and defer to established law; that sets up its individual, extraordinary and peculiar suasion as paramount; and with the urge of an inflamed conceit, maintains publication of the nett result of those gross fictions, to persuade its acceptance as reliable, authoritative matter, for the guidance of philatelists and collectors of stamps.



British Guiana Centenary, 1931.

(HARRY E. HUBER).

The special issue of postage and revenue stamps commemorating the centenary of the formation of British Guiana, by the union on July 21, 1831, of the three former colonies of Essequibo, Berbice and Demerara, was the result of a suggestion made at the annual session in the Court of Policy, November 5, 1930, by Hon. A. R. F. Webber, F. R. G. S. In the following month designs were called for, and those accepted (which appear to have been taken from illustrations in the British Guiana Handbook) were adapted to frames worked up by Messrs. Waterlow & Sons, Ltd., instead of by Messrs. Thomas de la Rue & Co., Ltd., responsible for the current postage and revenue stamps in the King George V. and Colonial Seal design, inaugurated in 1913 (July 24).

In a notice of June 20, 1930, the Postmaster General of British Guiana, F. Birkitt, announced that the stamps would be first placed on sale July 21st, (although the formal celebrations took place from the 13th to 17th October).

Post Office Department,
Georgetown, British Guiana,

20th June, 1931.

British Guiana Centenary Stamps.
Issue on Sale from July 21.

Five Denominations Printed.

Postmasters and other Post Office issuing officers of the British Guiana Post Office are being advised that the Department is about to issue to them five special British Guiana Centenary Postage and Revenue stamps. The

stamps are to be placed on sale at all Post Offices on the 21st July, 1931, and will remain on sale until the supply, which is limited to one print only, is exhausted. As the 21st July, 1931, is a Public Holiday, special arrangements will be made at the General Post Office, Georgetown, for the sale of the Centenary stamps and also for the registration of letters from 7 a.m. to 10 a.m. No stamps can, under any circumstances, be issued before the morning of the 21st July, 1931. The issue is being permitted to be sold in London to dealers by the Crown Agents on and from the same date.

The printing of the following denominations and numbers of stamps has been arranged:

ONE CENT: 420,000 (printed in sheets of 120 stamps, 200 sheets in each packet, numbered 1 to 200).

TWO CENTS: 5,000,000 (printed in sheets of 120 stamps, 200 sheets in each packet, numbered 1 to 200).

FOUR CENTS: 600,000 (printed in sheets of 120 stamps, 200 sheets in each packet, numbered 1 to 200).

SIX CENTS: 240,000 (printed in sheets of 120 stamps, 200 sheets in each packet, numbered 1 to 200).

ONE DOLLAR: 24,000 (printed in sheets of 120 stamps, 200 sheets in each packet, numbered 1 to 200).

During the sale of the new Centenary stamps of the 1, 2, 4 and 6 cent denominations, the present stamp of these denominations will be withdrawn from sale, except in the case of these stamps in booklet form, the sale of the present stamp booklets being continued.

The dollar stamps will be similar in design to the approved design for the four cent stamps, showing a view of the Kaieteur Falls. Other details of the designs and colours of the stamps are not yet available, but will be made known as soon as possible.

Any application for the new Centenary Stamps which may be made by post should be addressed to the Postmaster General, Georgetown, British Guiana, and the remittance to cover cost should include an amount sufficient to cover return postages and registration fee, and should be made only by means of Postal Orders or money Orders, Cash, Notes or Cheques should not be remitted.

(Sgd). F. BIRKITT,

Postmaster-General.

Four designs were used for the series (the 4c. and \$1.00 having a common design, i.e., the Kaieteur Falls), and the stamps were engraved and recess printed, in single colours, by Messrs. Waterlow & Sons Ltd., of London, in sheets of 120, watermarked multiple Crown and Script CA, and perforated single line 12½. The engravers' imprint appears in the lower margins.

1c.—PLOWING A RICE FIELD.

The vignette of this design, which is horizontal rectangular, 30 x 24 mm., is inscribed in small coloured letters, "Ploughing a rice field." In the upper corners are "1831" and "1931," colourless, and on a ribbon, in colour, "Essequibo—Demerara—Berbice." Just below in two lines of colourless caps is "British Guiana." Across the bottom is "Postage and Revenue", while in the corners, also in colourless, is the denomination expressed as "1" over "cent."

Rice was introduced into Demerara in 1782 from Louisiana during the

French occupation. For years the runaway slaves used to grow it for their subsistence, near their hiding places, and in 1810 such a quantity was being produced by them back of Mahaicony that the dispatch of a special expedition was recommended to destroy it. After 1813, when supplies of rice from America were stopped, various attempts were made to cultivate paddy systematically, but it was not until the arrival of East Indians on the scene that any material progress was made. In 1865 some East Indian immigrants from the Hill districts, began to grow it on the west coast of Demerara, and in 1886 some 200 acres in Essequibo were devoted to the culture and from that time the industry developed. In 1900 the acreage reached 19,000 acres, and ten years later was twice that figure. In 1921 the area planted with rice amounted to 55,911 acres, of which 8,171 acres yielded two crops. The total yield was 49,905 tons of paddy, equal to 29,943 tons of rice. Not only has it rendered British Guiana entirely self-supporting as regards an important item of its food supply, but it has also afforded an inducement to East Indians and their families to settle permanently in the colony, after their period of indenture expired.

2c.—INDIAN SHOOTING FISH.

Treated vertically, 24 x 30 mm., this design is inscribed "Indian—Shooting Fish," in two lines of small coloured letters. It is the most effective design of the series, showing as it does, an Indian, with bow and arrow on the river bank, preparing to discharge an arrow into the water. The head of King George V. appears in small oval, at the top center, which divides a ribbon inscribed in colour, "British

Guiana." The dates "1831" and "1931" appear in two upper corners. In octagons in the lower corners appear the denomination the numeral "2" over "cents", in colourless and "Postage and Revenue" across the foot, completes the design.

Not only do the sea and estuaries of British Guiana abound in fish, but the inland rivers as well; and the angler may enjoy good sport with tarpon or cuffum, as well as other fish more pleasing to the palate.

4c. AND \$1.—KAIETEUR FALLS.

Two denominations are in this common design, which is vertically treated, 24 x 30 mm. The arrangement of inscriptions, dates, etc., varies only slightly from the 2c. The denominations however, are in squares in the lower corners; on the \$1. expressed as "\$1", and on the lower denomination, as "4" over "cents." "Kaieteur Falls" is the subject of the vignette, and this inscription appears in a single line of small coloured letters. This subject was used once before on British Guiana postage stamps, issued in 1893, to commemorate the Diamond Jubilee (in 1897) of Queen Victoria.

The Kaieteur, or Old Man's Falls, on the upper branch of the Potaro river, a tributary of the Essequibo, was discovered by Mr. Barrington Brown of the Geological Survey, on April 24, 1870. The river at this point flows over a sandstone and conglomerate tableland into a deep valley below, with a total fall of 822 feet, or five times the height of Niagara. For the first 741 feet the water falls as a perpendicular column into a basin below, from which it continues its downward course over a sloping cataract 81 feet in height, and through the interstices of great blocks of rock, to the river below. The width varies from 350 feet

in dry season to 400 feet in the rainy season, and the depth similarly varies from a very few feet to 20 feet.

6c.—PUBLIC BUILDINGS, GEORGETOWN.

This design, horizontally treated, 30 x 24 mm., follows the 1c. very closely in treatment of lettering, etc. The dates "1831" and "1931" appear in the upper corners, in coloured lettering; "Essequibo—Demerara—Berbice" are in colourless and on a panel at the top center, is "British Guiana," in two lines of colour. The inscription, in colour, "Public Buildings, Georgetown," appears just below the vignette. The denomination numeral "6" appears over "cents" in colourless in the lower corners, the two denominational labels being connected by a narrow label inscribed "Postage and Revenue."

The Public Buildings are built of brick, iron and stucco and date from the early thirties. Here the Government offices are situated, and meetings of the Legislature are held.

The stamps were placed on sale at the offices of the Crown Agents for the Colonies in London, on the same day as in the Colony, i.e., July 21, 1931. The quantities retained at London are as follows:—

Shipped to Retained by Colony Crown Agents.

1c.	420,000	24,000
2c.	5,000,000	18,000
4c.	600,000	15,000
6c.	240,000	12,000
\$1.	24,000	4,000

Sales amounting to \$1189.00 were made on the first day of issue at Georgetown, and for the month of July 1931, the sales of stamps were \$4000 in excess of the corresponding month in 1930.

A special cachet was applied to "first day covers", in violet, by the

General Post Office, Georgetown, consisting of a single lined horizontal rectangle 62 x 51 mm., inscribed in five lines, "First-day cover—July 21, 1931—The Centenary postage stamps—bring the world still closer to British Guiana."

JULY 21, 1931. Centenary of the union of the three counties of Essequibo, Demerara, and Berbice; engraved and recess printed by Messrs. Waterlow & Sons, Limited, London. Watermarked multiple Crown and script CA., perforated single line 12½.

1c. Green	....	444,000
2c. Brown	....	5,018,000
4c. Carmine	....	615,000
6c. Blue	....	252,000
\$1. Violet	....	28,000

British Guiana, the only British possession on the South American continent, has a seaboard of roughly 270 miles, extending from near the mouth of the Orinoco on the west to the Corentyne river on the east. The Colony has an area of approximately 90,000 square miles (of which only about 275 square miles along the coast and up the rivers are cultivated), and a population of 298,188. There are four great rivers in the colony, the Demerara, Essequibo, and Berbice, which give their names to the three counties; and the Corentyne, which separates British Guiana from Dutch Guiana. The Essequibo which drains more than half the area of the colony, is 600 miles long, and has an estuary 14 miles wide. The Demerara is navigable for a distance of 80 miles, and the Berbice for 88 miles in from the mouths. Generally speaking, the rivers are impeded above the tideway by numerous rapids, cataracts, and falls, that render navigation of the upper reaches difficult.

The history of British Guiana is interesting, from the fact that it was one of the first countries in the Western Hemisphere, in which Englishmen attempted to settle. The name is derived from an Indian word, meaning water, given to the region extending from the Orinoco to the Amazon. In 1498 when on his third voyage, Columbus after sighting Trinidad, passed the mouth of the Orinoco. In the following year Amerigo Vespucci coasted along Guiana, and in 1500, Pinzon after discovering the Amazon, passed along the whole coast of Guiana to the Orinoco. The Spaniards, however, never settled in the country because of hostility of the cannibals, but other Europeans managed to secure the warmest friendship from the savages.

In 1595 Sir Walter Raleigh visited the Guianas, in search of the mythical City of Gold, the El Dorado, which had existed in the imagination of the Spaniards for nearly a century. After Raleigh's visit, the country was made known to Europeans, and English, French and Dutch traders were often seen on the coast. The Spaniards tried to drive them away, and in a few instances, destroyed the trading stations; but ultimately lasting settlements were made. The earliest known in what is now British Guiana, was a fort on a small island at the confluence of the Cuyuni and Mazaruni rivers, which they called Kyk-over-al, i.e., Look over all, from its commanding position. A settlement was also formed on Fort Island, near the mouth of the Essequibo, which became the seat of Government of the colony of Essequibo. The date of the settlement of Kyk-over-al was about 1620. It passed into possession of the Dutch West India Co., that incorporat-

ed in 1621, that by the terms of its charter was supreme among all the Dutch possessions in America.

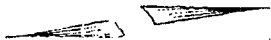
In 1624 the colony of Berbice was founded by Van Peere, a merchant of Flushing, under licence from the Company.

The central colony of Demerara, established in 1745, is an offshoot from Essequibo. In 1740 settlers from other nations, mainly English, began to arrive from the West India islands, in considerable numbers. The Dutch were outnumbered and Stabroek, now Georgetown, became a town of importance.

The Dutch and English came into a state of open conflict in 1870, and in the following year all three settlements capitulated to Great Britain. In 1782 the English were defeated by the French, and in 1783 the colonies were restored to the Dutch, who retained them until 1796, when they were recaptured by a British fleet from Barbados. They were again restored to the Dutch by the Treaty of Amiens in 1802, but in the next year they capitulated to the English, to whom they were finally ceded in 1814.

Under the Dutch, Demerara and Essequibo constituted one government, and Berbice another, an arrangement which continued in force under British administration to 1831, when they were united under the name of British Guiana, of which Essequibo, Demerara and Berbice were declared to be counties in 1838.

The constitution of British Guiana differs from that of any other West Indian colony, comprising as it does a Governor, an Executive Council, a Court of Policy, and a Combined Court. The last named consists of the Governor and the members of the Court of Policy (seven official and eight elected members), and six financial representatives. The members of the Court of Policy whose duties are now purely legislative used to be elected by a College of Electors, but they are now elected by a direct vote of the people. The Combined Court has the power of imposing Colonial taxes, and auditing accounts, discussing freely the estimates prepared by the Governor in Council, in which the administrative functions of the Court of Policy are now vested.



Montserrat Colonisation Tercentenary, 1932,

HARRY E. HUBER.

The Colonisation Tercentenary series of Montserrat, comprising ten denominations, ½d. to 5s., was formally authorised by Statutory Rules and Orders No. 32 of 1931, made by the Governor in Council (Sir T. R. St. Johnston) at an extraordinary meeting of the Executive Council of the Leeward Islands, held at Government House, St. John's, Antigua, on December 29, 1931.

LEEWARD ISLANDS.

General Government.

Statutory Rules and Orders. 1931—No. 32.

POST OFFICE.

Tercenary Stamps, Antigua and Montserrat.

Order in Council, dated December 29, 1931, made under Section 4 of the Stamp Act (cap. 135) authorising a special issue of stamp for the Presidencies of Antigua and Montserrat.

At an extraordinary meeting of the Executive Council of the Leeward Islands— at the Government House, the 29th day of December, 1931.

ORDER IN COUNCIL.

Whereas by section 4 of the Stamp Act (cap. 135) it is enacted that the Governor may, from time to time, by Order in Council direct that a special stamp or stamps may be used in each or any Presidency concurrently with the uniform stamps for use throughout the Colony:

And whereas, it is deemed desirable to issue special stamps in the Presidencies of Antigua and Montserrat, respectively, during the year 1932, to celebrate the tercentenary of the colonisation of the islands:

Now, therefore, the Governor in Council doth hereby order as follows:

1.—*Short title.* This Order may be cited as the Tercenary Stamps (Antigua and Montserrat) Order, 1931.

2.—*Stamps.* There shall be used in the Presidencies of Antigua and Montserrat, respectively, special stamps of the values specified in the Second Schedule to the Stamps Order, 1928 (S.R. & O. 1928, No. 15) concurrently with the uniform stamps, and with the special stamps authorized by the said Order.

3.—*Designs.* The designs of the special

stamps hereby authorised shall be as specified in the Schedule hereto.

4.—*Dies.* The dies and other implements required to give effect hereto shall be provided, and the same shall be destroyed as soon as practicable after the 21st day of December, 1932.

5.—*Stamps Order 1928 not affected.* Nothing in this Order shall affect the provisions of the Stamps Order 1928 (S R & O 1928, No. 15).

6.—*Operation.* This Order shall cease to be operative on the 31st day of December, 1932.

E. D'A. TIBBETS,
Clerk of the Council.

Schedule—Designs.

1.—*Antigua Tercentenary stamps.*

The design of the ½d., 1d. and 1½d. stamps shall represent the Dockyard at English Harbour. The design of the 2d., 2½d., and 3d. stamps shall represent the Government House at Antigua. The design of the 6d., 1/, and 2/6d. stamps shall consist of a scene representing Nelson's last visit to Antigua in 1805. The design of the 5s. stamp shall consist of three arches representing the three centuries of time, with a ship of the 17th century in the background, and two seaplanes, one each in the two top corners, together with the head of His Majesty King George V.

2.—*Montserrat Tercentenary stamps.*

A view of Plymouth, Montserrat.

Issued on April 18, 1932, the stamps will be sold during 1932, concurrently with the Leeward Islands Federal series, and the regular Presidential series (King George V. and Presidential Seal type).

The stamps were engraved and recess printed by Messrs. Thomas de la Rue & Co., Ltd. of London, in small sheets of 30 stamps (five horizontal by 6 vertical), watermarked multiple Crown and script CA (upright), and perforated 14. Plate No. 1 appears in the lower margin, under the 5th vertical row.

The design (which is the same for all denominations), horizontally treated, 38x22½ mm., is most pleasing, and represents a view of the town of Plymouth, with mountains rising in the background. In the upper right corner is an oval, enclosing the head of King George V, and in the upper left, a representation of the Presidential Seal, i.e., Hope (or Erin) clinging to a cross. Across the top of the design, curved, is "Montserrat" in colour, with the dates "1632" and "1932" on ribbons just below. Across the bottom is "Postage and Revenue" in colourless denominational numerals. The whole design is patterned after the 1d. and 1½d. postage stamps of Gibraltar, issued July 1, 1931.

April 18, 1932. Tercentenary of Colonization series: engraved and recess printed by Thomas de la Rue & Co., Ltd., London, watermarked multiple Crown and script CA perforated 14. View of Plymouth, King George V, and Presidential Seal.

½d. green	3d. orange
1d. red	6d. violet
1½d. chestnut brown	1s. olive
2d. gray	2s. 6d. red violet
2½d. ultramarine	5s. sepia

Montserrat, like most of the Leeward and Windward Islands in the Caribbean, was discovered by Columbus, in November 1493, while on his second voyage, and was named by him after the famous mountain in Spain, near Barcelona, where stands the monastery in which Ignatius Loyola conceived the idea of founding the Society of Jesuits. The island was first colonised from St. Kitts in 1632 (the same year as Antigua), by English under Sir Thomas Warner, and was captured by the French in 1664. Four years later it was restored to England, in whose possession it remained until 1782, when it recaptured to the French. It was again re-

stored to England in 1784, and since then has remained a British colony. A peculiarity of the island is that its inhabitants speak with a distinct Irish brogue, traceable to the fact that the early settlers were chiefly Irish, and Roman Catholics; it explains also the presence of Erin (or Hope?) with her harp on the Presidential Seal.

Montserrat lies 27 miles to the southwest of Antigua, and about 35 miles from Nevis; has an area of about 32½ square miles, (the island is 11 miles long and 17 miles wide in the broadest parts), and a population of 12,120 (112 whites). It is volcanic in origin with three groups of mountains, the highest elevation being the Soufriere (3,002 ft.) in the south. Plymouth, the chief town population 1,461 is located on the southeast coast, on an open roadstead.

A disastrous hurricane swept over Montserrat on August 28, 1924, and in a few short hours, some 40 lives were lost, 100 wounded, and property, crops and buildings estimated at £100,000 destroyed. Two-thirds of the cotton crop, the largest on record ever planted in the island, was destroyed, and the lime industry, already on the wane, was practically ruined.

The revenue during 1924-25 was £17-168, and the expenditure £24,053.

Montserrat is one of the five Dependencies forming the Leeward Islands Federation under a Governor and Commander in Chief (Sir T. R. St. Johnston, 1932), who resides at St. John's, Antigua, the seat of Government of the Colony. Montserrat has an Executive and a Legislative Council, over which the Commissioner (T. E. Baynes, O.B.E., 1932) presides in absence of the Governor.

Jamaica Specimen Stamps.

L. C. C. NICHOLSON.

Since the issue of the J. P. No. 5, I have seen one new "SPECIMEN" stamp.

This is a 4d. Pine with the word in medium sized block letters, 18x3½ mm., *handstamped* in the same manner as the C. C. ones, only of different size.

The total to date is therefore 151.

I have yet to see the new 2½d. and 6d. stamps with "SPECIMEN." I expect these will be perforated like the new 1d., 1½d. and 9d. King George.

Since writing the above I have acquired a complete set of six Jamaican stamps with the Pine watermark, with an entirely new type of "SPECIMEN." This set includes the 3d. (issued 10/9/1863), but as the 1/- is in

the first yellow-brown colour, and the earliest date I have seen of the purple-brown 1/- is 2. 6. 1862, I think it must have been a set issued just about the time the 3d. stamp came out.

The stamps are all perforated, and the word "SPECIMEN" is in serif letters 20 mm. x 2½ mm. with *full stop* after the word. It is handstamped upwards from the right hand bottom corner to the left hand top corner and is thus upside-down, except on the 6d., which is straight up the middle of the stamp. Apart from the "Child Welfare" issue, these are the only Jamaican "SPECIMEN" stamps which I have seen with a full stop after the word.

These now bring the total of known varieties up to 152.

also:- 1/- black on green, King George, with OLIVE back.

The 1d. Rose Carmine of Jamaica.

CROWN C. A.

(A Discovery).

L. C. C. NICHOLSON.

This stamp was issued early in 1885 in a pale rose shade, which gradually deepened and became carmine by 1886. Later printings (1888) can be found in a deep bright carmine.

For many years a scarce maroon shade has been known (see Jamaica Handbook p. 59), but no ^{mint} copy of this shade has ever been found.

A few days ^{whilst} ago looking through a wholesale lot of these 1d. carmine stamps for postmarks, I found one stamp in the maroon shade, and then

^{a strip of three on} suddenly found part of an original cover, with two stamps maroon, and the third one carmine!

The carmine stamp is slightly maroon on one side. This (to my mind) proves conclusively that this maroon shade is a colour changing.

It is usually wonderfully even in tone, so that it looks like a true issue in a deep shade, and as boiling water had no effect ^{on it} I am inclined to think that oxidation is the cause.

Catalogue and Catalogue Making

H. COOKE.

Will the time ever come when philatelists and some collectors of stamps, will be blessed with satisfaction of their greatest need, viz., a catalogue on which reliance may be placed, as a really authentic, authoritative, comprehensive list of all genuine postal emissions, the compilation of which will have been governed solely by fact, philatelic conception, comprehension and precision, not remotely influenced by the phantasies of the compiler? One wonders and speculates along those lines, as the collection that may be in the making grows, knowledge increases, and experience matures in pace with that growth, if the collector gratifies his philatelic urge intelligently and seriously.

The present lists, the so called "Standard Catalogues," have been and are given unmerited, unearned place of extravagant influence, in the calculations of many collectors of stamps, so that these individuals blindly, slavishly accept those records as absolute. Items that do not appear therein, irrespective of their philatelic merit, are foolishly decried and spurned; others, no matter how disingenuous, silly they may be, provided they are listed in the "standard catalogues," are absorbed with the utmost self satisfaction. The press never criticises these publications as they merit, new editions are eulogised, their defects and how these necessarily must, affect the activities of collectors, are never mentioned, so that he who allows his thinking to be done for him, is nose led all the way.

Short, simple study of the "cata-

logues," intelligent and mildly critical comparison one list with another, should reveal to the student that their one and only claim to the title "standard," is the certain existence of anomaly, fiction, consistent inconsistency of omission and commission. A catalogue is an arranged list of all the subjects with which it deals. It may comprise only what may be described as standard items, or be expanded to include authentic variety of interest. It is not a capricious list of only some of either or both, yet that is exactly what a large number of collectors accept and attest as the ultimate.

The compilers of these "standard catalogues" with dissembled naivete, admit non-encyclopaedic knowledge, by inviting constructive criticism and correction of their various editions, but experience assures that really they desire neither, it is barren to offer suggestion, as these gentlemen if they condescend to acknowledge the communication at all, at once acquire omniscience from some hidden source, state that they know what collectors of stamps want, and complacently continue publication or not; authenticity, merit, interest have no significance, do not affect the matter in the slightest. What inspires that bigoted intransigence? Were it applied to items of debatable importance or merit, it would be understandable; applied to fact that is obvious, it is not rational. So long as there is no serious competition to compile and publish a reliable list, that is really, actually a catalogue; so long as collectors consent blindly to be led, for just

so long will they continue to be subjected, at the will of the present compilers and publishers, to whim, caprice, arbitrary omission and/or inclusion of philatelic, and/or fictitious items in these lists.

Some few years ago the Philatelic Congress of Great Britain, undertook through a committee to compile and publish sectional catalogues, i.e., an edition for each stamp issuing country of the world. The announcement was hailed by some few philatelists and collectors (all too few), as at last there was promise of an independent list, freed of trade influence, whim or caprice. The factors of determination are understood to have been absolute fact, philatelic merit, importance, interest. Unfortunately for the philatelic world, inadequate support by the public, killed the effort. Apparently the majority of collectors were not seriously minded enough, to seek and obtain data, most necessary for their proper guidance, from that ostensibly reliable, disinterested source, preferred to have it supplied in the old and present, haphazard method and fashion of the "standard catalogues."

Assuming that Jamaica is the country with which readers have their greatest interest, cursory examination of those lists in the "standard catalogues," with which presumably they are most familiar, will point the foregoing remarks, and perhaps have some profitable result.

GIBBONS.

All the fiscal stamps were authorised by law in 1887, for use as postage stamps. With the promulgation of that law, each and every one of the series became "standard" postage stamps, in the same sense with which that term has been applied, to issues of postage stamps made before

and since. For "umpteens" years Gibbons listed and priced in their "Catalogue of the Stamps of the British Empire" (the 1932 edition is said to be the 38th), all the stamps with their varieties except the 10/-; why that omission? Ignorance may not be pleaded as, in addition to any other phase of the matter, their attention was invited more than once to the legal status of the stamp, and omission of it from their list. No further knowledge, no discovery, has been made or developed, that has improved that status in any way, and in the 1930 edition of the Gibbons "catalogue" the 10/ made its appearance as a "standard" item of value. For 30 years or more, there was persistent refusal to recognise and list the stamp, and then for no apparent reason it is recognised and listed. Was it sheer whim, caprice unreasonable and irresponsible, that was responsible for persistent omission, then inclusion, or was it something else? There never can have been sane doubt, of the authenticity of the stamp for postage, as its legal status for that purpose was established in 1887, at the same time and by the same means recognised by Gibbons, that caused them to list and price all others of the series, viz., 1d. to 5/- in earlier editions of their "catalogue." Think the matter over, and doing so appraise the reliability of the "catalogue."

The "\$" varieties were persistently refused recognition and inclusion, again not because of ignorance or lack of representation, now they are all listed, each with not insignificant value. The "SER . . ET" varieties were derided, they are now items of importance. The publishers persist to list the 3d. War Stamp single line overprint of 1916, as "on pale

yellow paper," something that does not exist, and omit the item "on yellow paper" that does. They insist to list their No. 71f "inverted d for p," again something that does not exist, refuse to include the "spaced W," and "spaced S," but list exactly similar variety under British Honduras No. 49a, "Wide space between 'r' and 'v' of FIVE;" and list similar variety of spaced letters, numbers under sundry other countries. Knowing as they claim to do, what the collector wants, they decide he shall want, must need spaced letter or figure varieties from countries other than Jamaica, all those are of first rate philatelic interest and importance, the items from Jamaica are not, are quite unworthy of recognition, why?

If the foregoing few examples have proved to you, just how the "catalogue" as a "catalogue of the stamps of the British Empire," misinforms you by fiction, arbitrary omission, useful purpose will have been served, as it should be clear to you that it is not reliable as a catalogue. Comparison of the various lists one with another, will amplify the instances of whimsical, fictitious listing, capricious omission and inclusion.

Scorr's.

The fiscal stamps with the exception of the 10/-, used to be listed and priced in earlier editions, but all are omitted now, so here is another "Standard Catalogue" that does not list some standard items. The "\$" varieties and the "SER . . ER" items are dismissed in notes to the effect that they exist. The varieties of the coloured papers used for the printing of the Georgian 1912-19, and War Stamp issues, are ignored, although under highly honoured British Honduras, partial knowledge is dis-

played by listing No. 80 as "on grey green" and No. 80a "on emerald green," i.e., the Georgian 25c. of 1913-17. The "spaced w" and "spaced s" War Stamp varieties are refused. Throughout the volume however, varieties similar in type under various countries may be found.

Obviously, neither of the compilers of these "Standard Catalogues," uses any standard by which to work, and each produces anything but a standard result, yet the misnomer "standard" is applied to the publication, and collectors are stupidly content to accept and abide by that unreliable result, as the guiding alpha and omega for their philatelic effort. Collectors who in years gone by, relied on Scott and purchased the fiscals, have been let down, as guided by that catalogue and in the eyes of collectors controlled by it, those stamps at best now have but very doubtful interest and value. Those who relied on Gibbons, and refused or discarded the 10/-, will have been awakened to their loss. Those who independently of the "standard catalogues," had developed and applied their judgment to select and collect, *only items of real philatelic interest and importance*, will have seen that judgment vindicated, as surely sooner or later and always, fact will prevail over fiction, sound judgment over whim and caprice.

The moral if you need one is, apply the "catalogues" to such use as you may have for them; do not rely on them as they are not reliable; treat them for what they really are, viz., glorified price lists, prepared by business interests, whose prime concern is expediency for the sale of their goods; do not expect them to list and advertise items not held by them for sale,

they will not, even though they do know of existence; realise that under the conditions, philately must and does take, in relation to the £. S. D. of business, a remote and decidedly second place. Do not accept the "catalogues," for the authoritative sources of information they pretend to be: note for instance under Trinidad and Tobago, Gibbons Nos. 174b and c, varieties of broken letters and figures are listed, priced and offered to you as items of philatelic interest and merit, think whether they are or not, and wonder why under the same country and series, as well as many others including Jamaica, other and very similar items of the same intriguing, marvellous, wonderfully absorbing interest, are not mentioned. Note further, that items listed by one are omitted by another, think why that is and again wonder whether, presence or absence of supplies for sale influences the record in any way? Bear in mind that the publishers know what the collector wants, it is at their will

those wants are made known to him, that they arrange to fill those wants with the goods they have for sale, the average collector knows of naught else. Bear also in mind that lists are sometimes re-written, and in that process items that used to appear are omitted, so that the average collector is apt to be left with unmentioned unpriced things, that at best have become doubtful, which he relying on the previous list had purchased as real and desirable. It is further probable that in the re-written list, items previously omitted will be found at enhanced prices, that the average collector relying on the unreliable previous list, had refused or discarded. In short, use the "catalogues," but develop, exercise and apply good personal judgment to select and collect, only items of real philatelic interest and merit, whether the "catalogues" inform you that you "want" them or not, until a catalogue on which you may safely rely, is made available.



New 2½d. and 6d. Jamaicans, 1932.

HARRY E. HUBER.

Replacement of the Jamaican pictorial series of 1919-21 proceeds slowly, and changes are made only as platés become worn, and stocks need replacing.

On Nov. 3, 1927, the ½d. "Jamaican Exhibition, 1891" (first issued on Roman CA watermarked paper Nov. 12, 1920, and later, Febr. 5, 1922, on script CA) was replaced by the ½d. green, typographically printed by Messrs. Thomas de la Rue & Co., Ltd., from the Nyasaland type keyplate.

The 1½d. brown, recess printed, King George V (Cayman Islands type) on January 18, 1929, replaced the 1½d. green, "Contingent Embarking" (on Roman CA issued July 4, 1919, and on script CA on Febr. 2, 1921).

The 9d. dull violet, recess printed, King George V., issued March 5, 1929, a denomination not hitherto included in the Postage & Revenue series of Jamaica, was primarily for use on telegrams, etc. Its colour easily confuses it with the 1½d. brown, and it was said that when the original lot (608, 400) exhausted, the new printing would be in a changed colour. Since December, 1930, when air mail service was inaugurated over FAM. route 5, to Miami and Cristobal, this denomination was in great demand, as it represented the half ounce air letter rate (postage included) to the United States, Cuba, Haiti, Dominican Republic, Porto Rico and Saint Thomas.

On March 15, 1929, the recess printed 1d. carmine, King George V., stamp was issued. It replaced the 1d. "Arawak making Cassava," issued on Roman CA watermarked paper, on Oct.

3, 1921, and on script CA (with "Postage & Revenue" added in the lower portion of the frame), on December 5, 1922.

Early in 1930, new designs were decided upon for the 2d. 2½d. and 6d. stamps, but some time elapsed before orders were placed for supplies of the 2½d. and 6d., and formal announcement of the dispatch of these two denominations (the 2d. had not yet been ordered in April, 1932) was not made by the Crown Agents for the Colonies, until the end of June, 1931.

The 2d. "King's House, Spanish Town, 1762-1872," and the 2½d. "Return of a Contingent, 1919" on Roman CA watermarked paper, were issued February 18, 1921. On script CA they were placed on sale Novr. 4, 1921, the 2½d. having a corrected border. On Roman CA paper the frame of the 2½d. appears with the Union Jack at the left in an inverted position. The King's House, as shown on the 2d. was destroyed by fire on Oct. 9, 1925.

In the original scheme, the vignette subject of the 6d. blue gray and red, of the pictorial series, was "Abolition of Slavery, 1st Aug. 1838." It was printed on both Roman CA and script CA papers, but never issued, except with the "Specimen" overprint. When the stamp was about to be gazetted, issue was withheld because of local unrest. Later, the stamps were burned. With the exhaustion of the 6c. Nyasaland type, Roman CA, and the decision not to issue the 6d. Abolition of Slavery, fresh printings were ordered from the Nyasaland plate, on script CA, which variety was issued

Oct. 21, 1921. The replacing 6d. blue and black, "Town and Harbour of Port Royal (about 1850)", was issued December 5, 1922.

Although the new 2½d. and 6d. stamps were invoiced July 17, 1931, and shipped to the island by the S.S. "Jamaica Merchant," issue was withheld for almost a year, until the stocks on hand of the 1919-21 pictorials exhausted.

Of the 2½d. 600,000 were ordered, and of the 6d. 150,000. Actually, however, only 590,220 and 144,120 respectively were received in the island. Of the former 12,000 were retained by the Crown Agents for sale to dealers in England, and of the 6d., 9,000. In addition, 428 copies of each, perforated "Specimen" (not overprinted), were supplied to Berne, for distribution among the members of the Universal Postal Union.

6d. *Priestman's River, Portland*,—
Febr. 4, 1932.

The 6d. was gazetted February 4, 1932, for issue on that day.

Stamp Office, Kingston,
27th January, 1932.

The following is a description of a six-penny Postage and Revenue stamp which will be put into circulation on February 4, 1932.

The design of the stamp is represented by a land and sea view of Priestman's River, Portland." The words "Priestman's River, Portland," are printed at the bottom of the central portion of the stamp.

The denomination 6d. is shown on an octagonal label in the right hand corner of the bottom of the stamp. The word "Jamaica" is printed at the top of the stamp, and the words "Postage Revenue" at the bottom.

The colour of the frame of the stamp is purple, and the centre gray black.

(Signed) C. C. MANTON,
Deputy Stamp Commissioner.

The stamps were engraved and recess printed by Messrs. "Waterloo & Sons, Limited, London Wall, London, E.C." (which imprint appears in small coloured letters, caps for the initials only, in the lower margin, under the 5th and 6th vertical rows), in sheets

of 60 (10 horizontal by 6 vertical), on multiple Crown and script CA (upright) paper, and perforated single line 12½.

The design, treated in a horizontal rectangle, 30½x24½ mm., is a view of "Priestman's River, Portland." (and is so inscribed at the foot, in small caps in the colour of the frame impression), where it empties into the Caribbean sea, about 15 miles east of Port Antonio. Palm trees fringe the eastern bank, and on the western, is a motor road, with an automobile, and a donkey with its native driver at foot. In the river, there is a dugout; and on the horizon, a steamer westward bound.

The frame is inscribed in bold colourless caps at the top "Jamaica," and at the bottom "Postage Revenue," while the denomination "6d" colourless, appears in the lower right corner, within an octagonal frame. A bunch of oranges-impinges on the vignette opening at the upper left.

2½d. *Brandon Hill near Castleton, St. Andrew.*

The new 2½d. was gazetted February 18, 1932, for issue on Saturday, March 5th.

Stamp Office, Kingston,
12th February, 1932.

The following is a description of a 2½d. Postage and Revenue stamp which will be put into circulation on the 5th March, 1932.

The design of the stamp is represented by a view of Brandon Hill, near Castleton, St. Andrew. The words "Near Castleton, St. Andrew" are printed at the bottom of the right hand corner of the central portion of the stamp.

The denomination 2½d is shown between the words "Postage Revenue" on a label at the centre of the bottom of the stamp.

The word "Jamaica" is printed at the top of the stamp.

The colour of the frame of the stamp is blue and the centre is pale greenish blue.

(Signed) C. C. MANTON,
Deputy Stamp Commissioner.

This denomination, too, was engraved and recess printed by Messrs. Waterlow & Sons, Limited, London

Wall, London, E. C." (and this imprint appears in small coloured letters, caps for the initials only, in the lower margin, under the 3rd and 4th vertical rows) in sheets of 60 (10 vertical by 6 horizontal) on multiple Crown and script CA (sideways to the right) watermarked paper, and perforated single line 12½.

The design is treated in a vertical rectangle, 24½x30½ mm., and consists of a view "near Castleton, St. Andrew" (and so inscribed in the lower right hand corner of the vignette, but in the colour of the frame impression, in two lines of small caps). Mountains form the background, with a road winding along the hillside, and bridging the stream at the foot of the gully.

"Jamaica" appears in colourless caps at the top, and at the bottom "Postage (2½d) Revenue." At the upper left and right of the frame is a bunch of bananas.

Castleton Gardens, on the banks of the Wag Water, are on the road between Kingston and Annotto Bay, about 19 miles from Kingston, and were established in 1862. In the gardens there is a large collection of tropical plants, and spice and fruit trees.

The issued stamps follow closely the sketches sent to the printers, except that originally it was intended that both denominations should be single coloured stamps. The stamps are strongly reminiscent of the South West Africa stamps of March 5, 1931, produced by Messrs. Bradbury, Wilkinson & Co., Ltd.

These are the first postage stamps

ever printed by Messrs. Waterlow & Sons. Ltd. for Jamaica; all others in current use, are the work of Messrs. Thomas de la Rue & Co. Ltd., suppliers of the island's requirements ever since distinctive postage stamps were introduced November 23, 1860. The Child Welfare stamps of November 1, 1923, however, were an exception, and were produced by Messrs. Bradbury, Wilkinson & Co. Ltd., New Malden, Surrey.

On November 1, 1931, the letter and post card rates from the United States to Jamaica (Cayman Islands and the Turks & Caicos) were increased to 5c. and 3c. (from 2c. and 2c.) respectively. From Jamaica, however, the rates remain 2½d. for letters, and 1d. for post cards. Two cent letter postage from the United States to Jamaica, inaugurated January 1, 1922, was never reciprocated.

An increase in the air letter rate to 10d. from Kingston to the United States has been effected, due to depreciation of the pound sterling. Caribbean Airways, Ltd., of Jamaica, hold the contract for dispatch of air mails from the island, and entered into an agreement, in December, 1930, with Pan American Airways, Inc., whereby the latter Company performs this service. The air letter rate from the United States to Kingston, is 10c. per half ounce.

Pictorial Series—Engraved and recess printed by Messrs. Waterlow & Sons, Ltd., London Wall, London, E.C., watermarked Crown and script CA (upright for the 6d. and sideways to right for the 2½d.), perforated single line 12½.

2½d. blue and blue green (Mar. 5, 1932)
—602,220 6d., red violet and gray black
Febr. 4, 1932)—153,120.

Annual Meeting of the Jamaica Philatelic Society.

The Twelfth Annual General Meeting of the Jamaica Philatelic Society was held at the St. Luke's Church Hall, Cross Roads, on Wednesday, 8th June, 1932, at 7.45 p.m. The election of Officers and Committee for the new year resulted as follows:—

President: Mrs. M. E. Spooner.

Vice-President: Mr. Astley Clerk.

Hon. Treasurer: Mr. Eric Clark.

Hon. Secretary: Mr. G. C. Gunter.

Committee:

Mr. A. W. Perkins, Mr. P. J. Fernandez, Mr. E. G. Dunn, Mr. Chas. W. Birch, Capt. J. F. Bellman.

Hon. Exchange Superintendent:

Mr. P. J. Fernandez,

P.O. Box 158,
Kingston.

THE TWELFTH ANNUAL REPORT AND THE TREASURER'S STATE- MENT FOR THE YEAR ENDED APRIL 13TH, 1932.

Ladies and Gentlemen:

The Membership of the Society last year was 107 a decrease of 2 compared with 1930-1931 due to resignations. The Life Membership continues to grow and has increased to 47 as compared with 42 last year, the five additional Members being resident in England and Canada.

The Exchange Branch has done well under the guidance of Mr. Fernandez and the Committee records its thanks to him for his continued interest in the exacting work which falls to the lot of the Superintendent of this Branch of the Society's activities. As

a mark of appreciation for the good work he has done for the Society, Mr. Fernandez has been elected a Life Member.

The Society's yearly magazine the "Jamaica Philatelist" was published and issued in June, but the support given to it by advertisers was of little consequence. The standard of the magazine was however maintained and this opportunity is taken to again thank those who contributed articles as without such help the magazine could not have been issued.

The Committee's thanks are also extended to Mr. I. C. Bricker of Elna, Ontario, Canada for his generous gift of stamps to be sold and the proceeds credited to the cost of producing the magazine.

A gift of money was also received from Mrs. M. E. Foster, who is not a member but an enthusiastic reader of the "Jamaica Philatelist."

The question of arranging for a stamp exhibition was considered during the year but owing to lack of support, the Committee abandoned the idea. An invitation is now extended to any member, or group of members, whether resident in the Island or abroad, to assist the Committee in organizing and carrying through an exhibition for which the time appears to be opportune.

A special packet of members' stamps was sent to the Hamilton Philatelic Society but up to the time of presenting this report the packet was still with that Society.

The issue of two new stamps for Jamaica was chronicled during the

year viz: the 6d and. 2½d.—the former appeared on the 4th February and the latter on the 5th March.

The Committee records with regret the loss sustained by the President in the death of her husband. This unfortunate event as well as her husband's serious illness for the greater part of the year caused Mrs. Spooner to curtail her activities on behalf of the Society.

Mrs. Spooner is now in England and will represent the Society as one of its delegates at the Brighton Philatelic Congress to be held in June next. The Committee is very glad of this

opportunity as it will be the means of our President meeting personally many of our Overseas Members and extending to them hearty greetings from the Society.

The thanks of the Committee are hereby extended to those Philatelic Societies that have sent us their journals, and to the Editors of Philatelic Magazines who have so kindly remembered the Society during the year, and by their references to our activities, have helped to stimulate and encourage the Society in its work.

G. C. GUNTER,
Hon. Secretary.

ANNUAL CASH STATEMENT 14th APRIL 1931, to 13th APRIL, 1932

	£	s.	d.
1931.			
April 14—Cash in Bank	57	6	8
Cash in hand	0	2	9½
1932.			
April 13—Subscriptions	6	15	1
Entrance Fees		12	0
Life Members	3	1	5
Packet Earnings	12	3	8½
Annual Dinner	3	1	0
Bank Interest	1	9	10
Jamaica Philatel-			
ist No. 5	4	2	9
Jamaica Philatel-			
ist No. 6	3	0	0
	£91	14	10

	£	s.	d.
1932.			
April 13—Printing and Sta-			
tionery	1	8	6
Jamaica Philatel-			
ist No. 5	5	0	0
Foreign Subscrip-			
tions	3	1	6
New Issues	15	1	0
Postage	2	16	7½
Annual Dinner	9	11	6
Cash in Bank	54	7	3
Cash in hand	0	6	11½
Commission on			
Foreign cheque	0	1	6
	£91	14	10

NOTE—Statement not yet audited.

E. M. CLARK,
Hon. Treasurer.

List of Members.

NAME.	ADDRESS.	NAME.	ADDRESS.
Angove, J. W.	16 West Heath Vill- las, Bodmin, Corn- wall, Eng.	Fernandez, P. J.	P.O. Box, 158, Kingston, Ja.
Armstrong, Rev. G. T.	The Rectory, Penrith Rd., Cross Rds., Ja.	Finzi, John	King Street, Kingston, Ja.
Bancroft, E. N.	Surveyor General's Office, Kingston	Fletcher, R. H.	Postmaster for Ja- maica, Kingston, Ja.
Baker, Mrs. J. H.	Port Antonio, Ja.	Forrest, G. L.	Ailsa, Black River, Ja.
Bicknell, Mrs. L. B.	Rosebank. Retire- ment Crescent, Cross Roads, Ja.	Fraser, Miss J. Ina	Montego Bay, Ja.
Birch, Chas. W.	Ja. Govt. Railway, Kingston, Ja.	Gauntlett, H. G.	Resident Magistrate, Pt. Antonio, Ja.
Bland, Escott C. ..	Albinia, Mansfield Rd., Parkstone, Dorset, England	Hammann, F. S.	c/o Masonic Temple, Broad & Filbert Streets, Philadel- phia, U.S.A.
Brand, Leonard	Boite Postal, No. 137, Nice, France	Harris, H. N.	Canadian Bank of Commerce, Dun- can, B.C., Canada
Briard, P. H.	c/o Bank of Nova Scotia, Toronto, Canada	Hatten, Capt. J. C.	10 Duke St., King- ston, Ja.
Bricker, I. C.	Elora, Ontario, Canada	Henriques, E. C.	c/o B. L. Williams, Kingston, Ja.
Clark, D. S. M.	Bank of Nova Scotia, St. Ann's Bay, Ja.	Heron, Mrs. E. E. W.	Spitzbergen, Walder- ston, Ja.
Clark, Eric	c/o Robertson Stott & Co., Ltd., King- ston, Ja.	Hudson, Miss Gwen	New Hope, Little London, Ja.
Clossey, P. J.	P.O. Box, 158, King- ston	Livingston, Miss Natalie	c/o R. S. Gamble & Son, Kingston, Ja.
Condell, E. E.	Bank of Nova Scotia, Kingston, Ja.	Marshall, J. A.	132 George Street, Croydon, England
Crutchley, Dr. F. H.	Port Antonio, Ja.	Melhado, Clifford	20 Church St., Kingston, Ja.
Davis, Mrs. M. E. ..	Studley Park, Calabar, Kingston, Ja.	Mortimer, P. E. N.	Barclays Bank (D.C. & O.) Kingston
DeMercado, H.	90 Hanover St., Kingston, Ja.	Pearce, Trevor D.	Barclays Bank, (D.C. & O.) Port Maria, Ja.
Duffus, W. A.	Court's Office, Sav- La-Mar, Ja.	Pengelly, W. G.	Serge Island Est., Seaforth, Ja.
Dunn, E. G.	Nathan & Co., Ltd., Kingston, Ja.	Perkins, A. W.	Govt. Audit Office, Kingston, Ja.
Edmonds, F. S.	c/o John Crook, Kingston, Ja.	Perkins, P.	Up Park Camp, Ja.
		Powell, Rev. H. A. U.	Pt. Antonio, Ja.

LIST OF MEMBERS—(Continued).

NAME.	ADDRESS.	NAME.	ADDRESS.
Reiston, S. Jnr.	Tararna Road, Levin, N.Z.	Slader, Miss P. Yorke	c/o Yorke Slader, 19sq., Mandeville, Ja.
Ross, Mrs. F. M.	Half Way Tree, Ja.		
Scott, Chas. E.	18 Osborne Road, Kencot, Halfway Tree, Ja.	Smith, J. G.	P.O. Box, 158 King- ston
Sessenwein, P. W.	7-2 Amesbury Ave., Toronto, Canada		
Simpson, Dr. Wm.	The Ives, 3 Ade- laide Rd., Andover, Hants, England.	Whiting, W. Y.	Barclays Bank (D. C.&O.) Sav-La- Mar, Ja.

LIFE MEMBERS.

Bartlett, Rev. S. H.	P.O. Box 69, Lan- cester. Ohio, U.S.A.	Gunter, G. C.	Ja. Govt. Railway, Kingston, Ja.
Bellman, Capt. J. F.	.... R.A.P.C. Camp, Cross Roads, Ja.	Hall, C. Lyon	Spring Garden, Buff Bay, Ja.
Berry, D. A.	19 Corporation St., Manchester, Eng- land	Harmer, H. R.	6, 7 & 8 Old Bond St., London
Braun, Richard	Bel Retiro, Collins Green, Cross Rds.	Jensen, Mrs. C. H.	Eastwood Park, Church Lane, Halfway Tree, Ja.
Brigham, C. Pliny	75 E 55th Street, New York		
Cargill, J. H.	Kingston, Ja.	Kunz, John G.	Miranda, Cuba
Clark, Dr.		Linden, G. H.	11 Cairn Ave., Ealing London
Hubert Lyman	Cambridge, Mass., U.S.A.	Lodge, L. J. Gil- bert	c/o The Royal Phila- telic Society, 41 Devonshire Place, London
Clerk, Astley G.	Kingston, Ja.	Lewis, Mrs. A. M. ..	Brumalia, Mande- ville, Jamaica
Coles, Miss Julia W.	.... Colescroft, Glen Cove, Long Island, N.Y., U.S.A.		
Collett, G. W.	84 Jermyn Street, London, S.W., 1 England	Melhado, Vernon K.	.... Green Pond Farm, Bethlehem, Penna, U.S.A.
Collins, Lieut. T. F. J.	.... Ashdon Hall, Saffron Walden, Essex, England	Morris, G. W.	Devon Street, Simmons Town, South Africa
Ernandez, L. C.	Spanish Town, Ja.	Murray, Mrs. Alexr.	.... San Jose, Costa Rica
Finzi, Eugene	Rekadom, Half-way Tree, Ja.	Norona, Delf	1002-5th Street, Moundville, W. Virginia, U.S.A.
French, Edgar	603 South, 14th St., Newcastle, In- diana, U.S.A.		
GoBault, Geo. A.	Eureka, Cross Roads, Ja.	Oberlander, Gustav	Birkshire, Knitting Mills, Reading, U.S.A.

LIST OF MEMBERS—(Continued).

NAME.	ADDRESS.	NAME.	ADDRESS.
Palmer, Mervin G.	(F.R.G.S.) The Spinnery, Addington, Surrey, Eng.	Stewart, C. A. F. ..	Woodfield, Walkers Wood, Ja.
Pearson, G.	130 Lonsdale Road, Southend-on-Sea, Sussex, England	Taylor, Capt. A. L.	c/o Lloyds Bank, Cox and King's Branch, 6 Pall Mall, London, S. W.
Phillips, Stanley	Managing Director, Stanley Gibbons, Ltd., 391 Strand, W.C.2 Eng.	Tucker, Geo. H.	23 Dublin Crescent, Henleaze, Bristol, Eng.
Pratt, C. W.	186 Balmoral Road, Gillingham, Kent, England	Thomson, Lieut. S. Alex. R.N.	3 Grimstone Gardens, Folkstone, Kent, England ^{DIED AUG. 1931.}
Roberts, R.	430 Strand, London, Eng.	Trivett, L. O.	Grafton House, Loughboro Road, West Bridgford, Notts, England
Samuel, D. M.	131 Harbour St., Kingston, Ja.	Whiteley, Leonard	Passley Gardens, Pt. Antonio, Ja.
Seudamore, C. G.	United Fruit Co., Montego Bay, Ja.	Woodward, K.	Chapaqua, New York, U.S.A.
Sharpe, Chas. F.	Sun Life Assee., Corpn., Montreal, Canada	Wright, Lt. Col. H. H.	Leith Fort, Edin- burgh, Scotland
Spooner, Mrs. Archld. E.	Constant Spring, Ja.		

HONORARY MEMBERS.

DeSouza, Claude	Kingston, Jamaica	Morton, Rev. C. S.	34 Gloucester St., London, S.W. 2.
Edwards, W. Buckland	1 Vanbrugh Park Road, Blackheath London, S.E., 3	Nicholson, L. C. C.	26 South Grove, Peckham, London, S.E.16, England
Egly, Eugene	25 Arnelcliffe Road, West Park, Leeds	Phillips, Chas. J. ..	10 West, 86th St., New York, U.S.A.
Huber, Harry E.	5913 Rippey Street, Pittsburgh, Pa., U.S.A.	Taylor, Dr. Stanley	c/o Westminster Bank, Iron Gate, Derby, England
Klein, Eugene	200 South 13th St., Phila., U.S.A.	Vallancey, F. Hugh	15 St. Bride Street, Ludgate Circus, London, E.C., 4
Melville, Fred. J.	12 Sudbourne Rd., Brixton, London, S.W. 1. 10a. Ardbeg Road, Hetne Hill, London, S.E. 24. ENGLAND.		

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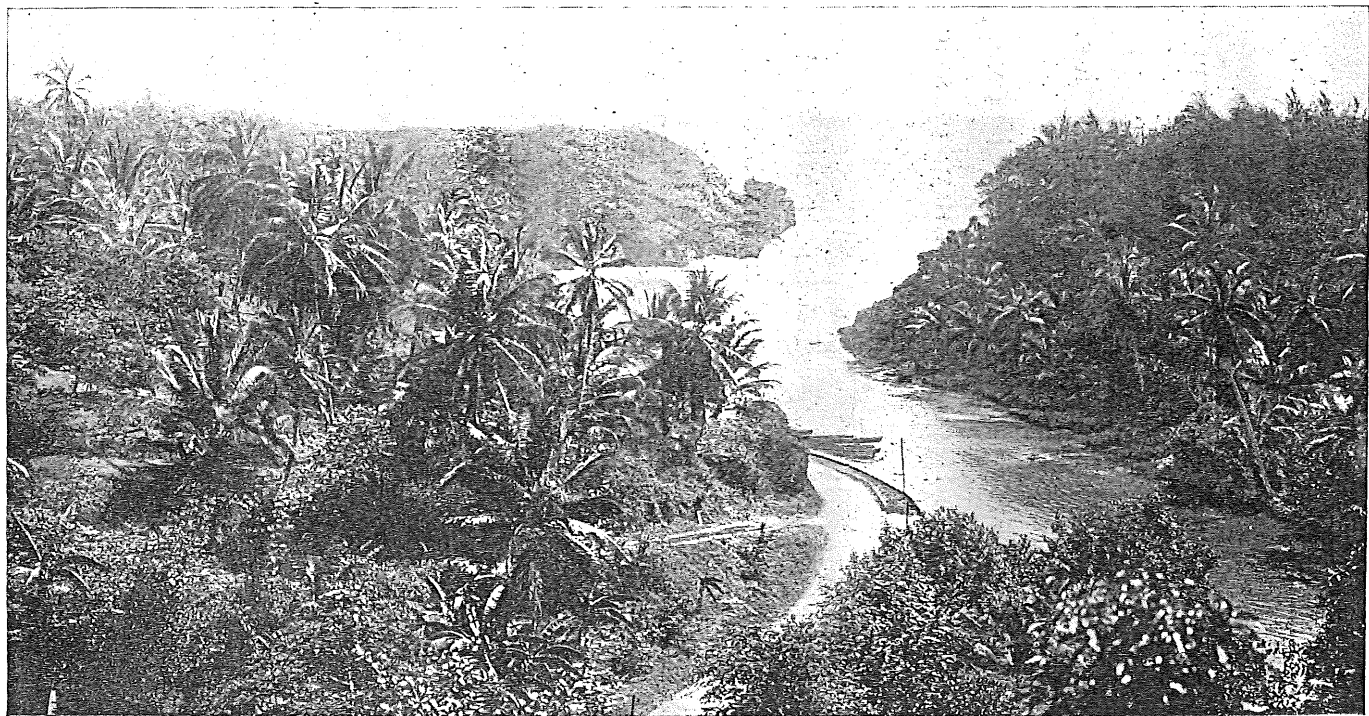


Photo by E. Wells Elliott.

PRIESTMAN'S RIVER, JAMAICA. *Courtesy Tourist Trade Development Board.*

Taken from higher elevation, a more comprehensive view of the scene that is the subject of the vignette of the current 6d stamp of Jamaica.