

THE BRITISH WEST INDIAN PHILATELIST

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

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ISSUED QUARTERLY
7/- YEARLY

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VOL. 3

MARCH 1952

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1/6

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KINGSTON, JAMAICA.

HM King George VI Death



We all mourn the sudden death of His late Majesty King George VI. The King was a very keen Philatelist, and during the latter years of his reign, spent a considerable time with his collection. He always took great interest in the new designs of stamps. Upon his ascension King George VI took over the collection of his father which is mounted in 325 volumes of red morocco, but still maintaining his own collection, mounted in blue morocco. These stamps have 'been generously shown at most of the leading Philatelic Exhibitions in recent years. Recently Sir John Wilson, Bt., F.R.P.S.L, has prepared a magnificent volume, describing and illustrating the treasures of the Royal Collection. All philatelists mourn the passing of our great patron.

HM Queen Elizabeth II



With the commencement of a new era, Elizabeth ascends the throne of England. Her Majesty Queen Elizabeth II, continues the Royal interest in Philately. We all look forward to the forthcoming issues that will soon replace current material. Many sets have already been booked. Designers will have a wonderful opportunity of producing work comparable with the early classics, and with her Majesty's lifelong interest in stamp collecting, we feel sure she will take a personal interest in these designs. LONG LIVE THE QUEEN.

News Here And There

B.W.I. Philatelic Society

The formation of a new Philatelic Society is well on its way, and in the next edition of the B.W.I. Philatelist full details of this Society will be given, along with annual sub. rates and rules. The Society will be known as the B.W.I. Philatelic Society, and will have all meetings reported through the B.W.I. Philatelist. Application form for membership will appear in the next issue of the Philatelist, and members will be required to give at least one Philatelic Society or reference if not belonging to any Society. Subs. will be made as nominal as possible, but with prices and cost of paper they cannot be compared with some of the other charges made by other Caribbean Philatelic Societies, as it will be very much higher. Overseas members are asked for full support and circulars will be sent to all members of the B.W.I. Philatelist.

Jamaica -- TRDs

New T.R.D. Main Ridge was opened a few days before Christmas, while Palisadoes Air Port is again in operation. University College has now got their own Post Office and collectors will remember this as the old postmarks bore "Gibraltar Camp."

The new T. R. D. for Content Gap, has just been found. Type similar to Carisbrooke Second T. R. D. which is in black heavy type. The copy found was dated September 1951. It is doubtful whether this is still in use.

St. Lucia -- University College Sales

University sales were for the 3c value 124,770 while in the 12c value 105,498. This now completes very nearly all the Colonies. The University College however, will not be getting quite what they expected at first.

Cayman – Air Letter Forms

Reports that new air letter forms are in use in Georgetown have not yet been confirmed. Whether these forms were printed in the Colony or not, is not quite certain. Every endeavour will be made to obtain a supply of these, which are on a greenish paper.

Jamaica – ‘Buy Premium Bonds’ Slogan

Postmark collectors have made several inquiries with regards the meter stamp reading "Buy Premium Bonds." This was used only in the Island, as no overseas mail had this mark. The Premium Bond Drive was to raise funds for Government and each half year, the bonds are drawn, on a similar system to the Sweepstake. With a first, second and third prizes all with fixed amounts, and a number of consolation prizes. Bonds bear an interest of 1%, but are good holdings with the added chance of winning a big prize. (which is free of income tax.)

Jamaica – BOAC Service to New York

Reliable reports state that B.O.A.C. will be starting the Jet Air Service between New York and Jamaica by the end of this year, but will make several test flights during the year. First flight Jamaica-Bermuda-Ganda-London in the Stratocruiser Air Craft was flown out of Montego Bay on the 13th of March. No covers from Jamaica were cacheted.

British West Indian Airways



The early part of 1940 saw the start of British West Indian Airways. K.L.M. had suspended their service between Trinidad and Barbados, and Sir Hubert Young, then Governor of Trinidad and Tobago, approached Mr. Lowell Yerex, the President and owner of the T.A.C.A. Airways System in Central America, with the suggestion that he should start a West Indian airline, based in Trinidad, initially for the purpose of replacing the suspended K.L.M. operation. Arrangements were made and the company began operations with one Lockheed Lodestar (VP-TAE) on November 27th 1940. The initial schedule was a daily service to Barbados and a thrice weekly service to Tobago.

The Company had a slow start, but by the middle of 1942 it was firmly established as a profitable concern, and its fleet was increased so that it could undertake charter work between the West Indian bases of the United States Army and Navy and Miami. The fleet at that time consisted of the original Lockheed Lodestar and two Lockheed 14's.

During the U-boat campaign in the Caribbean, the company was responsible for the sighting and reporting of two submarines, both of which were later sunk by allied action. The captain responsible for this was Captain Sherman Wilson, who lost his life in an aircraft accident in Costa Rica over a year ago.

In 1943, in accordance with the original agreement between the Government of Trinidad and Mr. Lowell Yerex. the company was transformed into a public limited liability company. Shortly after, the formation of the new company one aircraft was burned while being refuelled at the Piarco Airport, Trinidad, and the fleet was reduced, through abnormal circumstances, to one Lockheed 12. It was during this stage of the development of the company that His Majesty's Government made available three Hudson bombers, which were converted and put into service as an interim measure.

Then followed a period of gradual expansion. Airfields were completed in some of the other Islands and services were started to Grenada, British Guiana, the Dominican Republic, and some of the Windward and Leeward Islands. In 1945 the company acquired four Lockheed Lodestars and it was then able to branch out into providing a much better service within the Caribbean. In 1947 negotiations began between British South American Airways Corporation and the company, and these were finally brought to fruition in October 1947, when B.S.A.A. bought the company outright.

To carry on operations pending the formation of a new company British International Airlines was formed as a subsidiary of B.S.A.A. Commander A. D. S. Murray was appointed General Manager of B.I.A.L. and General Manager Designate of the new company, which was to be registered in Trinidad as soon as possible. Commander Murray (now Managing Director of B.W.I.A.) came from the British Overseas Airways Corporation and had some twenty years of civil aviation experiences. From 1928 to 1933 he was surveying and constructing air routes for the Commonwealth Government and in the North and North-west of Australia. Then he joined Imperial Airways and served with that Company and its successor, British Overseas Airways Corporation in the Middle East, and the Far East, Europe, Australia and New Zealand in managerial posts.

British International Airlines began the expansion programme which was proposed for the new company immediately it took over from the old. Additional services were put on to Barbados, Grenada and Tobago. The Trinidad-Kingston route via La Guaira was taken over from B:S.A.A. and the frequency increased to twice a week, with an intermediate call at Curacao.

In February 1948, the Managing Director visited England for discussions with the Chairman of the B.S.A.A. and officials of the Colonial Office and Ministry of Civil Aviation regarding the future programme of the company. To replace the Lodestars it was decided to purchase five 21/24 passenger twin-engine Vickers Viking, partly to provide a faster and more comfortable service offering a greater number of seats, and partly to save the expenditure of hard currency necessary to maintain the American aircraft. In addition, it was decided to buy three short Sealand eight-passenger amphibian flying-boats to serve some of the Windward and Leeward islands which had no suitable airfields for land planes.

On June 24, 1948, the new company was formed and by kind permission of the old company, it was able to retain the name of British West Indian Airways-a name which had been associated with safe and efficient operation for a number of years. The new company was registered with a capital of \$3,000,000, the first Directors being J. W. Booth (Chairman, Air Commodore H. G. Brackley, The Hon. Alan Storey, D.F.C. (Trinidad), H. O. B. Wooding, K:C. (Trinidad), G. G. R. Sharpe, O.B.E. (Jamaica) and Lt. Cdr. A. D. S. Murray (General Manager and subsequently Managing Director). It was decided that more Directors would be appointed from the other Colonies in due course, and it was expected that Barbados would be the next Colony to be asked to provide a Director for the Board.

The Board of the new company decided to first and foremost provide a better service throughout the Caribbean area and ultimately beyond. It also set out to emphasize that the company was essentially West Indian in character and was not intended to serve any particular Colony, even though its Headquarters were in Trinidad.

So that residents of the West Indies could be trained to a high state of efficiency in both piloting and engineering, the Board decided to open a navigation and engineering school with the least possible delay. A Navigation Instructor was obtained from England in July, and an Engineering Instructor arrived from the same country in December 1948. This action has already justified itself in that a number of pilots who were not in possession of navigator's licenses have now obtained same. It is hoped that before long all engineers in the company will be recruited from West Indian sources and have the necessary training to allow them to obtain their certificates.

During the same month of June the newly constituted company had its first chance to show its new spirit of co-operation and assistance. A disastrous fire destroyed four-fifths of the city of Castries, in the Island of St. Lucia, and almost immediately after receipt of the news of this calamity the company had mobilised its fleet and started ferrying supplies and other aid.

The first Viking arrived on July 20, and was soon afterwards christened "Trinidad" by Lady Shaw, wife of the Governor of Trinidad and Tobago, in an imposing ceremony at Piarco Airport. The R.M.A. "Jamaica" was christened at Palisadoes Airport, Kingston, by Lady Huggins, wife of the Governor of Jamaica. The other Vikings are named R.M.A. "Grenada", "Barbados", and "Antigua"

The amphibian service with the short Sealands - called "Sea Island Service" - will be inaugurated in 1950, when it is hoped to operate regularly to St. Vincent, Martinique, Dominica, Guadeloupe, Montserrat, Barbuda, Anguilla, Tortola, Nevis and possibly St. Thomas. The first B.W.I.A. Sealand, the R.M.A. "St. Vincent" was demonstrated at the S.B.A.C. display at Farnborough in September 1949, before being shipped to Trinidad in the following month.

In the summer of 1949, British South American Airways was merged with the British Overseas Airways Corporation, and one of the first acts of the new parent was to place an order with Vickers- for 12 Viscount 700 propjet-powered airlines for use by British West Indian Airways. These new aircraft should begin to go into service on B.W.I.A.'s Caribbean routes in 1952-53.

In 1949 B.W.I.A. was operating the following routes:-Trinidad-Barbados; Trinidad-La Guaira (Venezuela-Curacao (N.W.I.))Jamaica; Trinidad-Barbados-Antigua-St. Kitts-Ciudad Trujillo (Dominican Republic)-Jamaica; Trinidad-British Guiana; Trinidad-Tobago; Trinidad-Grenada; Trinidad-Grenada-Barbados-St. Lucia; Trinidad-Grenada-St. Lucia-Antigua-St. Kitts; Jamaica British Honduras; Barbados-British Guiana; and Barbados-La Guaira (Venezuela) -Curacao (N.W.I.). At the end of 1949 the company's fleet consisted of five Vickers Viking and four Lockheed Lodestars.

British Overseas Airways has more recently acquired British Caribbean Airways, based in Kingston, Jamaica, and it will merge the operations of B.C.A. with those of B.W.I.A. The twice-weekly service which has been operated by British Caribbean Airways between Kingston and Miami, Florida, was

increased to a daily service on December 1st, 1949, and the Douglas DC-3's used on this service will eventually be replaced by Vikings.

This article is reproduced by kind permission of "Esso Air World" Vol. 2. No. 5, the March issue 1951. The latest routes of B.W.I.A. to Miami and Nassau have now been established.

Messrs. Francis J. Field of Sutton, Coldfield, has very kindly forwarded the following list of First Flights of the Company, which are as follows:

1940	Nov	27	Barbados-Trinidad b/s Nov. 27 Hand printed cachet within a rubber stamped rectangle, reading: "First Flight/Barbados-Trinidad/per B.W.I. Airways." Covers known autographed by Pilot T. Wilson and Co-Pilot M. G. Meade.
1943	Nov.	22	Barbados-Grenada (39 Letters)
		25	Antigua (125)
		25	St. Kitts (90)
		28	St. Lucia (139)
	May	16	St. Vincent May 17 (45 Letters.)
1944	Dec	13	Trinidad-Jamaica
	Dec.	16	Barbados-Jamaica Oval cachet of B.W.I. Barbados. b/s
	Dec	18	Jamaica-Trinidad Dec. 19. b/s
1945	Sept	6	Trinidad-Demerara Sept. 7. b/s
	Nov	1	Barbados-Demerara Nov. 1 (5½ lbs. Of mail). Demerara-Barbados (6 lbs. 3½ oz. mail).
1948	May	3	Demerara-La Guayra.
1950	Apl	6	Trinidad-Miami unframed cachet in violet reading: British West Indian Airways / FIRST FLIGHT / TRINIDAD B.W.I. / MIAMI U.S.A. / April 6, 1950."
	Apl	1	Jamaica-Miami.
		2	Kingston-Nassau.

Names Of The Post Offices In The B.W.I. Except Jamaica

Due to several requests the list of Post Offices in all the B.W.I. Islands including Bermuda, Bahamas and British Honduras are listed below, and at a later date a complete check list of the type of postmarks in use, will be given. British Honduras has a number of Postal Agencies which from time to time are closed, and the latest list obtained, from all the Colonies are as follows: (Transcribers notes – parts of this listing were originally misprinted but corrected in issue 4, #1 – these corrections have been applied to this version, Bahamas and Trinidad are deleted here and reprinted in their entirety in issue 4, #1).

Antigua.

All Saints	Gray's Farm	Parham
Bendals	Johnsons Point	Seatons
Bolans	Liberta	St. John's G.P.O.
Cedar Grove	Barbuda Branch P.O.	
Freetown	Old Road	

Bahamas.

See issue 4, #1

Barbados.

G.P.O.	St. Peter	St. Philip
Christchurch	St. Joseph	St. Thomas
St. John	St. George	St. Lucy
St. Lawrence	St. James	Blackrock
St. Andrew	St. Michaels	

Bermuda.

Hamilton G.P.O.	Paget East	Warwick West
Crawl	Paget West	Southampton East
Devonshire North	Ireland Island	Southampton West
Devonshire South	Bailey's Bay	Harrington Sound
Somerset Bridge	Mangrove Bay	St. Davids Island
Flats	St. Georges	
Paget	Warwick East	

British Guiana.

Abary	Cabacaburi	Georgetown
Acquero (Postal Agency)	Canefield	Georgetown, Cornhill
Agricolo (Postal Agency)	Cane Grove	Georgetown, Carmichael St.
Airy Hall	Charity	Georgetown Stabook
Albouystown	Carmichael Street	Glo
Amacura	Clarimont	Good Success
Ann Regina	Cornhill	Grove—
Ann's Grove	Cotton Tree	H.M.P.S.
Apiqua (Postal (Agency))	Cuyuni	Hyde Park
Arakaka	Danielstown	Ida Sabina (Postal Agency)
Aurora	DeKinderen (Post Agency)	Kwakwani (Postal Agency)
Bagot-Ville	Dartmouth (Postal Agency)	Kitty
Bartica	Demerara	Kurupukari
Bartica Grove	Dunoon	Leguan
Bel-air	Demerara Railway	Lenora
Belfield	Enachu	Lodge
Benab	Enmore	Mabaruma
Beterverwaging	Eversham	Mackenzie
Blairmont	Fellowship	Mahaica
Boerasirie	Fort Island	Mallalie
Bourda	Fort Wellington	Mahaicony
Buxton	Fredericksburg	Maria

Massaruni
Met-en-Meerzong
Morawhanna
Massaruni Steamer
New Amsterdam
Nigg
No. 51 (Postal Agency)
No. 19 (Postal Agency)
Parika
Plaisance
Porato-110 Miles
Providence

Queenstown
Reliance
Reliance Canji
Rockstone
Sisters
Skeldon Sparta
Stanley Town
Soesdyke
Suddie
Tarlooy
Taymouth Manor
Tumatumari

Tuschen de Vrieden
Tuschen
Tuschen
T. L. B. Clark
Uitvlugt (Postal Agency)
Vreed-en-hoop
Wakenaam Wales
Weldaad
Whim
Wismar
XV Mile

British Honduras

Belize District

G.P.O. Belize
Cay Caulker T.R.D.
Maskall T.R.D.
Bomba T.R.D.
Gracie Rock (not open at present)
Beem T.R.D.
Double Head Cabbage T.R.D.
San Pedro (Ambergris Cay) T.R.D.
Rockstone Pond T.R.D.
Seine Bight T.R.D.
Stann Creek Valley T.R.D.
Pomona
Hopkins (not open at present)
Placencia T.R.D.

Corozal District

Corozal
Caledonia T.R.D.
Sarteneja (closed)
Lewis Ville T.R.D.

Orange Walk District

Orange Walk
San Estevan
Guinea Grass T.R.D.
Crooked Tree T.R.D.

Toledo District

Punta Gorda
Monkey River T.R.D.
Barranco T.R.D.
Gales Point
Burrell Boom T.R.D.

El Cayo District

El Cayo
Bengue Viege
Roaring Creek T.R.D.
Baking Pot T.R.D.
Banana Bank (closed)
Stann Creek District
Stann Creek
Mullings River T.R.D.
Sittee (River) T.R.D.

Cayman Islands

Cayman Brac
Little Cayman
The Creek
Stake Bay

East End
West End
Georgetown
North Side

Bodden Town
West Bay

Dominica.

Calibishie
Castle Bruce
Coulibistrie
Colihaut
Delices
Dublanc
Grand Bay
La Plaine

Marigot
Mahaut
Petite Savanne
Portsmouth
Pointe
Michel
Rosalie
Roseau G.P.O.

San Sauveur
Salisbury
St. Joseph's
Saufriero
Vieille Case
Wesley

Grenada.

Belvedere
Birch Grove
Carriacou
Concord
Crochu

Grand Bay
Grenada G.P.O.
Grenville
Happy Hill
Hermitage

Hope
La Digue
La Taste
Petit Martinique
Pedmontagnes

St. Pauls
Snug Corner

Union
Woburn

Montserrat.

Plymouth G.P.O.
St. John's
Cudioe Head

St. Peter's
Salem
Harris

St. Kitts.

Basseterre G.P.O.
Dieppe Bay
Old Road

Cayon
Sandy Point
St. Kitts

Nevis.

Charlestown

Gingerland

St. Vincent.

Armos Vale
Barroualie
Bequia
Biabou
Bridgetown
Buccament
Calliaqba
Conbuan
Chateaubelair
Colonarie
Cumberland

Edinboro
Georgetown
Kingston G.P.O.
Layou
Lowmans
Lowmans Hill
Mayreau
Mesopotamia
New Adelphi
New Ground
Orange Hill

St. Lucia

Peruvian Vale
Questelles
Rabacca
Sion Hill
Stubbs
Troumaca
Union
Union Island

@ Anse-la-Raye
@ Canaries
Castries G.P.,
@ Choiseul

Dennerly
@ Gros Islet
@ Laborie
@ Mabouya Valley

@ Patience
@ Saltibus
Soufriere
Vieux Fort.

@ denotes restricted Postal business, stamps; receipt and delivery of registered letters.

Trinidad & Tobago

See issue 4, #1

Turks Island

Grand Turks
Salt Cay

Cockburn Harbour

British Virgin Islands

Road Town
Postal-Agencies not open at present

Reviews

The Codrington Correspondence 1743-1851.

Published by Robson Lowe Ltd., 50 Pall Mall, London S W 1

Recently a most interesting collection of letters came up for auction They were the now famous Codrington correspondence. As a Postal history item, they run over a long period ever found from a British Colony. These letters were brought to light in 1948 at Codrington House, Dodington, where much of it was originally delivered. They were sent mainly from Antigua and Barbuda, between the years 1743 and 1851, and comprise a total of 516 letters. To go into detail here would be quite impossible, but to everyone remotely interested in Postal History and essentially to those interested in West Indian Postal History, Mr. Robson Lowe has compiled a most useful book. "The Codrington Correspondence" which is well worth owing for its wealth of information. It is beautifully illustrated with old prints, portraits and naturally with many of the letters and marks. It is clearly cross indexed, and each letter so numbered that any item can be referred to without delay.

Mainly the book deals with a detail of each letter, but also gives the reader valuable insight into the history of the Colonies in that period, also of the Codrington family who have been famous in the West Indies for some 300 years. Handstruck stamps postal regulations, rates and ship letters are some of the aspects dealt with, so it is really far more than a mere Catalogue of a collection of letters. In fact, where this has now (unfortunately!) been broken up, it is almost certain there are many people who will find an even greater pleasure owning a copy of the volume. To Leeward Island collectors it will be a most useful reference. It is obtainable from Messrs. Robson Lowe, 50 Pall Mall, London S W 1, ENGLAND, published at 21/-plus 1/- postage.

Stanley Gibbons British Empire Catalogue Part 1.

Collectors are very pleased to have this Catalogue once again, which covers the British Empire from 1840 up to the present issue. Prices on very nearly all sets have dropped and the only rises have taken place are in the early issues such as the pineapples of Jamaica and the Jubilee issue of the Leeward Islands. No collector should be without this volume. Published price 16/-. Can be obtained by writing to the editor of this magazine for 16/6.

Stanley Gibbons George VI Catalogue.

The George VI Catalogue has once again been even more popular with collectors in these parts than ever before, and even though the listing has added a few varieties it is by no means complete with shades. Why should just a mere shade in one value be listed of a Colony, when there can be found many more important shades in the same Colony, which are not recognized by this Catalogue. It would not be surprising to see sooner or later, George VI listing the perf. to decimal points. The Bermuda items in the line perf. all should be given a Catalogue listing and not just mentioned in a note. Few Catalogues can be compared with Gibbons George VI priced at 4/6. Most collectors in the B.W.I. used this as their main reference Catalogue.

The Commonwealth Stamp Catalogue George VI.

Once again this Catalogue has come on the market listing all shade varieties and printings for each Colony. For the collector who is advanced, this Catalogue is highly recommended as it gives the shades and varieties along with prices. In many cases prices for shades and varieties are high, and can be obtained at lower figures. No collector specializing or collecting George VI should be without this Catalogue priced at 8/6. This can be obtained by writing to the editor of this magazine.

Stamp Collecting Annual 1952.

Edited by Tom Morgan. Published by Messrs. Harris Publications Ltd., 445 Strand, London W C 2. ENGLAND. Priced at 2/6.

This annual publication is even of a higher standard than some of its predecessors for not only has it for full listing of Philatelic Societies but interesting articles, one being the Best stamps of the year, which is very enlightening, and it is pleasing to see a few well designed stamps. Unfortunately no British stamps are included. But this was to be expected as the standard has dropped considerably. Reading the article the remarks on Grenada are only too true. Where a beautiful set has been turned out to such poor advantage. One will enjoy the very excellent clippings particularly "Postal History" and "Block fours." Readers can obtain this magazine by writing either to the publishers or to the editor of this magazine.

Whitfield King Standard Catalogue of postage stamps of the British Empire-Part 1

Price 8/6.

The 1952 edition of the Whitfield King's Simplified Catalogue of the British Empire is just to hand. This Catalogue certainly has the best layout of any simplified Catalogue on the market today, and its price quotations are very fair. Collectors wishing a general Catalogue will do well in getting this edition. Printed on good quality paper, it can be obtained by writing to the publishers or again to the editor of this magazine.

Aid to Research

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

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