

BRITISH

GUIANA.

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✦ The ✦
**British Guiana
Philatelist.**

EDITED BY W. A. HUSBANDS.

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THE

British Guiana Philatelist.



VOL. 1.

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No. 3.

AN UNISSUED TRINIDAD.

BY W. A. H.

WHILST looking through the British Guiana Government stamp collection some time last year, I came across the 5d. dull purple and mauve of Trinidad overprinted with a large "3d." and a line drawn through the old value. Not having seen this stamp before, I enquired from the curator, whether there was any correspondence existing with regard to the said issue and whether he had seen this stamp without 'SPECIMEN' but I was informed that there was no correspondence and neither had he seen this stamp without 'SPECIMEN' but it was sent out from Berne and was therefore genuine. In the course of my further enquiries, I wrote the Postmaster General of Trinidad. This official's reply, dated 7th September, 1925 was very disparaging and stated:—"I regret the information asked for concerning a 3d. Trinidad stamp is not available in this office and nothing regarding it is known" It is somewhat amazing that the G.P.O. at Trinidad possesses no records of its own stamps.

Mr. Fred J. Melville of London has been kind enough to supply me with the required information and writes thus in the Stamp Lover: "There should, of course, be some record of this abortive surcharge in the island, for its origin is remembered in the annals of Philately. It was ordered from London in 1899 during the absence on long leave of the then Postmaster General of Trinidad, Mr. J.A. Bulmer. Mr. Bulmer was in London at the time, heard of the projected issue at the Colonial Office here, and succeeded in quashing it, declaring that so long as he was Postmaster General he would act up to the orders of the Secretary of State and not surcharge any stamps. Copies of the stamp had been sent to Berne and circulated as specimens, but the stamp was not issued for postage.

Copies of the stamp with the "specimen" overprint are often met with; but without "specimen" they are rare."

The Mayfair Find referred to in the October Issue of this paper is said to have realised a total of over £7,700.

Mr. Wm. G. A. Buttner the well-known Stamp Dealer of Paramaribo, Surinam, is at present on a visit to the Colony for bargains.

THE British Guiana Philatelist.

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Edited by WALTER A. HUSBANDS.



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JANUARY, 1926.

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FOREWORD.

To our readers we wish a bright, healthy and prosperous New Year. May every day be a red letter day for you. This is our third issue and we continue to pursue our work with profound enthusiasm hoping that by perseverance we shall reach the summit some day.

Subscription to Journal only. Oversea or Local 2/- per annum.

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The Editor does not hold himself responsible for the opinions of his correspondents.

All Editorial letters to W. HUSBANDS, 24, George Street, Georgetown, Demerara, British Guiana.

All local Advertisements to P. WATSON, Church and Queen Streets, Georgetown, Demerara.

All other business communications regarding Subscriptions, etc., to R. A. SAVORY, 224, New Market Street, Georgetown, Demerara.

EDITORIAL NOTES.

We regret to state that pressure on our space materially impedes us from publishing our Meeting Reports, and also compels us to curtail our 'New Issue and Discoveries Chronicle' which is greatly varied. The above-mentioned will be published in our next issue as also particulars of a Debate on "The British Guiana Stamps of 1897 (Jubilee Issue) over-printed in 1898 were speculative."

Owing to pressure on our Advertisement Pages, the inside back page of this Journal, which was reserved for a Philatelic Competition, has had to be utilised.

We learn that a new paper entitled 'The Kaieteur Stamp Collector' was launched recently. Will the Editor please communicate with the Editor of the British Guiana Philatelist?

PLAN AIR LINE TO SOUTH AMERICA.

BY UNITED PRESS.

Detroit, December 22.—An air line linking North and South America by way of Key West, the West Indies and Georgetown, British Guiana, will be opened as soon as equipment and permission can be obtained, Reed M. Chambers, president of the Florida Airways corporation, announced here last night.

The contemplated line would shorten the distance between New York and South America to 24 hours, Chambers said.

Operation of the line, however, will not be undertaken until the corporation has obtained triple-engined planes. The planes, Chambers admitted, are still in a tentative stage only, but will be pushed to completion as soon as possible. [*Dum spiro, spero*, ED.]

BARBUDA.

BY H. E. HUBER.

Of the Barbuda-Leeward Islands series, printed from the King George V, D.L.R. 1888 Postage and Revenue keyplate 10. die 2, there were received at Codrington, Barbuda, on July 12, 1922 (and issued the following day), 71,885 stamps ($\frac{1}{2}$ d. to 5s. inclusive) valued at £2,282. 0s. 0d. The total printing including those sold by the Crown Agents in London (70,175 stamps, £2,257. 15s. 0d.) comprised 142,060 stamps, £4,539. 15s. 0d.

The $\frac{1}{2}$ d., 2 $\frac{1}{2}$ d. and 3d. were the first to exhaust (in January, 1923), and a further printing of these three values (12,960 stamps £87. 0s. 0d.) was received and issued at Barbuda in April of that year. Later the Secretary of State for the Colonies ruled against the issue by Barbuda of separate and distinctive stamps, and as the overprinted stock exhausted, ordinary Leeward Islands stamps (for the most part these were Roman CA watermarked) were requisitioned from the Treasury at St. John, Antigua.

The 1d. Barbuda-Leeward exhausted in November, 1923; the 2d. and 2 $\frac{1}{2}$ d. in June, 1924, and in September, 1924, all the remaining values except the 6d. and 1s., which lasted until August and October, 1925, respectively. Of the 6d. and 1s. (priced by S. G. 1926 at 1/3 and 3s. respectively), 7,260 and 6,905 respectively were sent to Barbuda,

and 6,540 and 5,455 respectively sold by the Crown Agents. The total printing of the 6d. was 13,800 (£345), and of the 1s. 12,360 (£618).

The writer has a registered cover with the $\frac{1}{2}$ d. Barbuda-Leeward cancelled "Official Paid, Barbuda, DE. 7. 23" in black, instead of regularly (*i.e.*, Barbuda, B. W. 1.), and another with the 3d. Barbuda-Leeward cancelled "Barbuda, B.W.I. AP 26. 25 in red instead of black. The other stamps on these covers are correctly cancelled.

BRITISH GUIANA AIR SERVICE.

BY MAJOR HEMMING.—(Continued).

RECOMMENDATIONS.

With the experience gained from past operations failure of any approved aviation scheme in this colony would not only be bad for the colony, but also for aviation generally. The best authorities to use as a guard against failure are firstly the Air Ministry, and secondly the Insurance Group. By the colony insisting that the service be approved by the Air Ministry and that the service be suitably insured, the best guard against failure is secured. The only interest who can secure suitable insurance rates are those whose organisation, machines and pilots, can bear the examination of the Underwriters, who are now in a position to produce data on past operations.

The publicity that this proposed service has secured not only in this country, but in other countries, coupled with the glamour lent by the diamond industry and its possibilities will no doubt tempt many adventurous persons to come here and fly. Therefore the colony appears to be faced with two alternatives.

(1) That in which any one is allowed to fly here, providing they comply with the Air Navigation Act.

(2) That in which aviation is carried out by one company or group, on a definite basis of development, and working in co-operation with the Government.

Efficiency of an air service is born through regularity of flying. At the present time there is not sufficient scope here for several interests, so that the existence of several interests in the colony would mean that each interest would have limited flying, and the fact that they were competitive would mean that the data that each concern was collecting would not be cen-

tralised. While the failure of a service would tend to make the insurance rates prohibitive and so stifle development.

Giving my independent opinion I consider that the second alternative is the only one that the colony can wisely adopt, if it wishes to insure a useful air service, which will develop on the right lines.

I therefore strongly recommend that the Government approve one company or group for developing aviation in this colony, and that apart from any local consideration this approval be also based on the approval of the recognised Authorities at Home. I suggest that the development might take two stages. (1) The experimental stage which might extend over a period of one, two or, possibly, five years according to experience gained, and (2) the regular stage in which a definite programme of development is laid before the Government based on the experience taught in the experimental stage.

POSITION OF THE INTERESTS I REPRESENT.

I have endeavoured to keep the people of this colony fully informed of our plans, and our progress, as I realise that it is only by such a policy that the confidence of the Government can be secured. And I have to thank the Press for their generous support which has made this possible.

In view of the fact that the interests that I represent have carried out this survey at considerable expense, I would request that those interests be given sufficient time to make their proposals to the Government, after examining the report that I am to lay before them in addition to aerial transport work, these proposals will embrace air survey work, and I am getting out a scheme for ground triangulation points with Mr. Cheong.

If it is possible to obtain some assurance from the Electives that they agree to this policy, and that they have confidence in the policy that I have suggested, it will greatly assist me in getting the final proposals before the Government after my return to London.

I shall be glad if you will give this letter any publicity that you may think fit.

I have the honour to be,

Sir,

Your Obedient Servant,

(Sgd.) H. HEMMING,

Managing Director,

The Aircraft Operating Co., Ltd., on behalf
of the West Indian Aerial Transport Co.,
Ltd.

—Reprinted by kind permission from "The Commercial Review."

The Major, in addressing the Chamber of Commerce on the 25th inst. in the course of his speech, said: "I may say that for myself from a piloting point of view that I would much prefer to fly from Georgetown to the Mazaruni than from London to Paris as the weather conditions are better, and in case of forced landing the facilities are better."

[Since Major Hemming departed from the colony, the probable Air Service has sunken into oblivion.—ED.]

KINGSTON RELIEF FUND STAMPS OF BARBADOS.

BY MADGWICK.

It was on the 14th of January, 1907, when Kingston, Jamaica, was practically devastated by a terrific earthquake followed by raging fires that wrecked building after building leaving most of the inhabitants destitute of a home. Immediately after this sad event, every colony in the West Indies rose to the occasion and collected subscriptions for the relief of the beleaguered, but foremost amongst them was little Barbados, whose parsimonious method was most creditable enabling both the poor and the rich to contribute whatever they could have afforded. The method took prominence in this way:—

The Governor met in Executive Committee and after a good deal of discussion the postage stamp was considered the best thrifty means of raising subscriptions, likewise the large surplus of two-penny slate-black and orange stamps of 1899 of Barbados which were housed in the Treasury were overprinted in red with the words "Kingston Relief Fund 1d." in four lines. Messrs. T. E. King & Co. of Bridgetown, Barbados, printers to the Government, being responsible for the overprinting which was printed in quantities as required. Eight separate lots differing from each other were printed on different occasions amounting to 24,000 of which 10,104 were normal and 13,896 inverted. Thus we may divide these stamps into eight printings or varieties. These stamps were sold at a premium of 1d., the said 1d. going towards the Relief Fund. They were on sale for exactly three months, January 25th to April 25th, 1907. The Remainders were withdrawn and burnt.

THE AERIAL POSTAL EPOCH.

BY HARRY A. TRUBY, VICE-PRESIDENT
OF THE AERO-PHILATELIC SOCIETY
OF AMERICA.

Of the many amazing romances of modern times there are few possessing a wider or more enduring interest than that of aerial navigation. To fly has always been an object of ambition with men : because of the phenomenal strides made in aviation in the last decade we find him performing this remarkable and exceedingly fascinating feat with marvelous freedom and dexterity. The impractical toy of the pioneer days then considered the acme of perfection in aeronautics has gradually been transformed into one of the most indispensable and useful instruments of the age. It is no longer a plaything with which to divert men, but a marvel product of man's genius, an instrument able to navigate the oceans of air at tremendous speed. The pioneer builders have thus lived to see their mechanical pegasus perform one of the greatest feats in the history of aviation—the circumnavigation of the globe by air.

The evolution of the aeroplane is comparatively brief, having barely passed from its embryo state to that of a stable and powerful heavier-than-air machine. The development has been rapid and today it is sufficiently advanced to substantiate by actual tests its claims of adaptability to the exactions of modern commercial requirements, particularly the conveyance of mail over inaccessible and precipitous territory. If the achievements of the past are any guide on which to base deductions, it is highly probable that the time is approaching when the aeroplane will be the daily method for the transportation of mail in all parts of the universe. The stability of the latest type of aeroplane has been demonstrated many times. With thorough instruction, the art of flying has already ceased to be extra-hazardous, especially when the machines are equipped with the latest scientific instruments, which minimize the risk of navigating them.

The transportation of mail by aeroplane, a unique and romantic innovation, was inaugurated in different countries throughout the universe in the year 1911. The enterprise thus brought to the spectators of the respective aviation meets a concrete illustration of the wonderful possibilities in these hips of the air. Small quantities of first-

class mail were transported between temporary postal stations usually established in connection with fairs, carnivals or at aviation grounds and the regular post office in the adjacent city or town. The route was usually authorized by the postal authorities and in most instances when the service was performed a special aviation cancellation was applied in conjunction with semi-official air mail stamps.

To France belongs the distinction of having instituted the very first aerial mail service in the history of aviation. It was a notable aeronautic feat which originated during the siege of Paris by the Prussians in 1870-71. Of the multitude of schemes employed to dispatch messages out of Paris, during the early days of the investment, the balloon was found to be the most successful and practical agency for this purpose. Immediately all balloons were requisitioned and a large amount of correspondence which had accumulated was dispatched out of the beleaguered city to various parts of France, enabling the military authorities to successfully communicate with the outside world.

On September 21, 1870, the first official postal balloon was ready for the inaugural flight, but owing to an accident it did not ascend. On September 23, however, the first air mail delivery was successfully consummated by M. Jules Durouf, aeronaut, who arose in "Le Neptune" from the Place Saint Pierre, and after a flight of three and a quarter hours descended without mishap at Craconville, France. During the investment sixty-one out of sixty-five balloons which left Paris, carrying mail and passengers, succeeded in evading the enemy.

Most of the letters intended for aerial transport were impressed with the following notation : "PAR BALLOON MONTE." Pigeon post was established in connection with this service which served to put the Provinces in communication with Paris. Messages minutely written on pelure paper, photographic proofs greatly reduced and finally films by photo-micrography containing about 2,500 despatches were inserted in strong quill tubes and despatched by carrier pigeon to Paris.

Again in the year of 1897 mail was transmitted by carrier pigeons. This unusual achievement was accomplished by the inauguration of the pigeon post between Great Barrier Island and Auckland, N.Z., a distance of 56 miles as the crow flies. An Aerial Transport Company was formed

during the exploitation of the mineral lands, when the usual Government service became inadequate. In 1898 special stamps were issued and the service functioned so smoothly that in 1899 it was extended to the island of Marotiri, about 30 miles further away. Another issue of stamps was run off the printing press with the romantic legend: "MAROTIRI ISLAND COPPER MINES PIGEONGRAM," and the value "ONE SHILLING."

About this time the service became so popular that a daily service was established both ways and a fee of sixpence was the prevailing rate per message. These little stamps were triangular with the following notation: "GREAT BARRIER ISLAND" on the left, "PIGEONGRAM" on the right and "AUCLAND" below, the letters "N." and "Z." appearing at the extreme corners at the bottom.

The originality of the stamp is shown by the fact that it gives the effect of a carrier pigeon flying over a town carrying a letter in its beak. The service came to an abrupt end September 26, 1908, in consequence of the purchase of a submarine cable between the two points.

The scene now changes to India which gave to the world the first aerial post by aeroplane. This was held in commemoration of an Exhibition of Indian Arts and Manufactures at Allahabad, styled the "United Provinces Exhibition." The service was arranged and instituted by His Majesty's Postmaster General, G. R. Clarke, who empowered the French Pilot, Picquet, to carry a pouch of mail from the Exhibition grounds at Allahabad to Naini Junction, a distance of five miles involving a flight over the Juma, which is approximately one mile wide at that point. Picquet arose from the Exhibition grounds about 5.30 p.m., circled the city and set out for Naini Junction, completing the trip in thirteen minutes. This constituted the first Aeroplane Post in the world.

It was an inspiration to the people of this vicinity. Not only did it foster the development of the air mail service but it applauded the early efforts of aerial navigation; it applauded because these efforts demonstrated the vast and wonderful possibilities of the aeroplane, the latest achievement of modern civilization. The following special exhibition cancellation was used to cancel the stamps: "First Aerial Post United Provinces Exhibition, Allahabad,

1911." The date, February 18th, did not appear on the cancellation.

The first service of note to be performed under Government supervision was staged by sanction of His Majesty's Postmaster General on the occasion of the coronation of His Majesty King George V. The service was organized by Captain W. G. Wyndham, with the assistance of the Postmaster General. Capt. Wyndham, Claude Graham-White, Clement Greswell and G. W. Hamel, carried mail during the tenure of the service from the aerodrome at Hendon, near London, to Windsor, the initial flight taking place on September 9th and extending through the week of the 16th, 1911.

Artistic cards and envelopes were prepared for the service, a photographic view of an aeroplane flying over Windsor Castle being placed on the face of the envelopes. These pictorial souvenirs served as a memorial in commemorating this unusual event. The following inscription appeared on these unique items: "For Conveyance by AEROPLANE from LONDON TO WINDSOR. No responsibility in respect of loss, damage or delay, is undertaken by the Postmaster General." The cards and envelopes were printed in various colors commanding a fee of 6d. and 1s. each.

Not to be surpassed by the progressive and enterprising postal contemporaries in India, France and Great Britain in staging publicity stunts directed toward the advancement of the aeroplane post, Postmaster General Frank H. Hitchcock authorized the transportation of U. S. Mail by aeroplane from the aviation field at Nassau Boulevard, Long Island, N. Y., to Mineola, N. Y., during the International Aviation Meet, Sept. 23 to October 1, 1911. This was the beginning of the air post in America. It was heralded as a great achievement which demonstrated that these ships of the air were destined to become an efficient and practical instrument as well as an economic factor for the rapid transmission of mail in all parts of the country.

The experiment was conducted under the personal supervision of Postmaster General Hitchcock, who arranged for the successful operation of the First U. S. Aeroplane Mail Service. On September 23rd, Earl E. Ovington carried a lock pouch of mail from the aviation field to Mineola, thus acquiring the distinction of being the first aviator to carry U. S. mail by aeroplane. On September 27th, Capt.

Paul W. Beck carried two distinguished passengers in his Curtiss biplane. They were Postmaster General Hitchcock, who personally carried the mail pouch, and Attorney General Wickersham. Official records show that 43,247 pieces of mail were carried during the tenure of the service.

An experiment unique in the history of aviation gave to the Union of South Africa its first aerial post which was staged by the sanction of the Minister of Posts and Telegraphs on December 30, 1911, between Kenilworth and Muizemburg (Cape Colony). These gigantic birds of the air delivered mail on several occasions between the two cities in approximately ten minutes. The spectators were surprised by the spectacular flights of the intrepid flyers who were flirting with death to show the commercial value of the aeroplane.

An aerial mail service sanctioned by the local postmaster was held in connection with the International Aviation Meet at Dominguez Field, Los Angeles, Cal., January 20-28, 1912. Mail was transported daily from the aviation field to Compton by Aviator Glenn Martin. The success of the first service in the State of California is due to the valuable aeronautical accomplishments of Aviator Martin, an adept in aviation, who carried the mail.

The precision, exactitude and regularity with which mail was transported daily over the aerial route is commendable since eighteen consecutive trips were made without mishap or incident, a feat remarkable in itself.

The country which gave birth to Count Zeppelin spared no efforts to familiarize her citizens with the practical and unlimited uses of aircraft. Despite the record breaking semi-official aerial posts in Germany during the pioneer days, the most notable was inaugurated February 18, 1912, between Bork and Bruck. Although mail had been carried as early as 1897 by balloons and 1911 by Zeppelins, the Bork and Bruck event represented the first aerial mail operated between two cities in Germany. The Bork-Bruck flights were the first on which semi-official air post stamps were used and must be recognized as the romantic and unique innovation of the air posts in Germany.

Another typical and popular demonstration of the achievements in aviation during the pioneer days was accredited to Aviator George Mestach, when he established the First City-to-City Aerial U.S. Mail Service

between New Orleans and Baton Rouge, April 10, 1912. Mestach performed one of the cleverest exhibitions of flying yet seen in any part of the country when he convinced even the most uninitiated of the spectators that they were witnessing an unusual exhibition, as he arose from the State University Athletic Field in his Borel Mathis Monoplane and set sail with a lock pouch of U.S. Mail weighing 32 pounds. Aviator Mestach earned new laurels for himself when he established a new record for continuous flying between New Orleans and Baton Rouge, a distance of ninety miles.

(To be Continued.)

REVIEWS.

PART I. S.G. 1926.

The Gibbons 1926 is now to hand and broadly speaking there is a general increase in prices in most colonies. Barbados shows some nice movements in modern issues. Barbuda is still considered low-priced and one may soon see a further rise in S.G.M.J. The British Guiana 96c. white back shows an increase of 7/6 being now priced at 20/-. Coloured papers in general show an upward trend. The St. Kitts Tercentenary appears to be stabilised at present prices. Georgians are increasing nicely and will continue to be popular. Finally this volume is more handy than previous issues and is an indispensable guide book to all collectors.

WHITFIELD KING.

The Standard Catalogue:—This new and ever popular catalogue familiarly known as the "Pocket Companion" is the only indispensable guide book to the discriminating collector. Known all over the world as the best catalogue on simplified lines, while omitting no standard varieties, lists only the prominent of the minor varieties. With regard to price alterations, there appears to be a bigger and better revision than in any previous volume. European colonies, Belgium, New Hebrides, Caymans, Barbados, all show nice increases that compare favourably with any other catalogue. In St. Kitts, Malta and a few other colonies many bargains can be picked up by those on the 'qui vive.' The published price is 6/6 post free from Messrs. Whitfield King & Co., Ipswich, England.

LEeward ISLANDS, 2s. ROMAN CA.

By. H. E. H.

The 2s. Leeward Islands, on Roman CA blue, priced by S. G. 1926, at 6s. is still on sale (November, 1925) at Barbuda.

The 4d., 5d., 2s., 3s. and 4s. were added to the Leeward Island Federation series by an Order in Council passed by the Executive Council of the Federation on January 9, 1922. The supply of the 2s. sent to Antigua and issued there May 12, 1922, was on blue paper Roman CA watermarked, while that sent to St. Kitts at the same time, was on script CA blue paper. Both varieties were printed from the King George V, D.L.R. 1888, Postage and Revenue keyplate 10, die 2, in sheets of 120 stamps (2 panes of 60 each), with the plate number twice in the lower margin only. The marginal line is double for all values, the inner being in the color of the keyplate impression, and the outer in that of the duty plate.

The 4d. Roman CA yellow, plate 10, is still to be had at Barbuda, Antigua, and St. Kitts-Nevis, although during 1924, the script CA variety, from plate 11, was supplied Dominica and Montserrat. None of the new values Roman CA or script CA watermarked, or the old values, script CA (with one exception) have been furnished the British Virgins. In March, 1925, Tortola despatched an indent for a small supply of the 1d. Federal series, which was printed in violet from plate 11, on script CA.

NEW ISSUE CHRONICLE AND DISCOVERIES.

British Guiana.—A further indent of the 2c., 4c. and 6c. values have been received on script paper. The (four) 4c. is described as brown and brilliant rose instead of brown and violet. These have not been exposed for public sale to date of writing.

Jamaica.—The 2d. grey Queen Head of 1885 with Wmk Single Crown C.A. has been found with Inverted Wmk.

[Pressure on our space impedes our multifarious chronicles.—ED.]

EVENTS, PERSONALIA AND MISCELLANY.

Congrats to Mr. E. W. Savory.—Congratulations to Mr. E. W. Savory of Golden Grove on the birth of a new philatelist—a sturdy son.

Stamps Under the Hammer in B. G.—On Thursday, the 3rd of December, at 1 p.m., Messrs. Walter Bagot & Co. exposed for public auction by order of the Directors of the Portuguese Pawnbroking Company a fine lot of British Guiana Stamps and others in a Paragon album and a quantity of loose items which were in pledge on a special contract for about ten years. Those present interested were Messrs. Tom Delmore, R. A. Savory, W. A. Husbands, C. A. Pollard, J. M. Barcellos, M. Vieira, Percy Wight, Auctioneer and Broker, etc. (for a collector resident in New Amsterdam), R. De Mattos (for the Company) and others. The collection contained about forty varieties of the 1860 issue of B. G. nicely written up and many superb mint copies of B.W.I. including St. Vincent 5/- at £25. The bidding was started briskly at \$100 and jumped to \$150 which seemed as if a very tall price would be realised but when the hammer fell at \$400 it was a fine acquisition for the purchaser, Mr. Percy Wight, for a New Amsterdam collector.

Encouraging Philately.—At the recent Mahaicony Show held on 25th November a special class was devoted to School Children in which was included two prizes of \$1.50 and \$1.00 for the Best Collection of Stamps by boys or girls under 13 and 11 years respectively. All entry Cards had to be countersigned by the Head Teacher of the school which the pupil attends. The prize of \$1.50 was won by Master Arthur Husbands with a collection of Nyassa stamps which, it is stated, obtained the award on account of the style of mounting and the neat method of arrangement. There were ten exhibits in this class (under 13). No award was given for the under 11, there being no competitors.

[We extend a hand-shake to those responsible for this idea in encouraging stamp-collecting but an album or something philatelic to the said value would have been far more appropriate as money is soon spent in confectioneries.—ED.]

Third Canadian Philatelic Exhibition.—The third Canadian Philatelic Exhibition

referred to in our last issue was held at Mount Royal Hotel, Montreal, and attracted thousands of visitors from all over the continent. The mounted police on guard were conspicuous with their scarlet-coats catching the eye with the slightest glance, as told us by our correspondent.

OBITUARY.

We learn with regret of the death at the early age of 30 of Mr. J. Da Cruz Gon-salves, one of our early members. The deceased took ill on the 10th and succumbed on the 19th of November. He was a keen philatelist, and prominent sportsman, taking part in about 8 to 10 different recreations. He leaves a wife and two children. We tender our deep sympathy to the relatives.

TOPICS OF THE TIMES.

Barbuda.—The stamps of this island, which were considered highly speculative are now eagerly sought after by most collectors. They show an upward trend in prices in the new Gibbons, but are far below the prices asked by most dealers. In British Guiana and some of the West Indian Islands, we find 1/- being asked for the 2½d., 2/- for the 6d., and 6/6 for a pair of the 1/-, while the 4/- fetches 12/6 and over.

How to Advertise British Guiana.—The first thing that arises to one's mind is "Does British Guiana need advertising?" Surely it does, and with its obvious possibilities for development no better and more economical method can be adopted than a change of design in her postage stamps. Postage stamps must be affixed to letters and these go to all parts of the world and to all classes of people. Of course the designs must be appropriate, impressive and characteristic of the colony. Are our Postal Authorities sleeping,? for surely they are not blind to such a teeming idea. Again, even with the current stamps, slogan cancellations could be used and should be used to advertise a colony that needs advertising. Will our P.M.G. deny us of even this little pleasure—a slogan cancellation.

Proposed Air Mail Service to U.S.A.—In the Daily Papers of Saturday, October 17th, there appeared a despatch from the

Post Office Department, Washington, dated 27th August, 1925, in which it was proposed to inaugurate an Air Mail Service between this colony and the U.S.A. Mails will be carried in the ordinary way by steamer from British Guiana to New York; of course, bearing Special Air Mail Labels from this end issued by Government Authority and an Aero cancellation. On arrival of Mail in New York, letters will be forwarded by Air to their destination. The Rates to be, B.G. to Chicago, 16c; B.G. to Cheyenne, 24c; B.G. to San Francisco, 32c. per oz. The Chamber of Commerce also recommended this service when their opinion was solicited. We are yet awaiting further news.

Sale of Postage Stamps in Show Windows.—Years ago it was a strange thing to see Show Windows decorated with Postage Stamps for Sale to Stamp Collectors but now that Philately is by leaps and bounds far ahead of pre-war days the sale of stamps in this way seems to have fallen under the category of an essential necessity. We are not against this, but we justly feel that none but genuine stamps should be exposed for sale unless it is accordingly described. We protest against this for the benefit of juniors not in age but in experience. This has been the cause of wastage for many collect to-day and within a year they are thoroughly disgusted. Why? Because they purchase from unscrupulous dealers who display attractive advertisements and as soon as they realize their mistake, they consider all dealers are unscrupulous. Stamp collecting is then ridiculed in most shocking terms.

North Borneo Eclipse Cancellations.—Quite a good number of philatelists fail to know and to realize that the eclipse cancellation of North Borneo and Labuan is not a genuine postal cancellation and is not as valuable as the genuine postal cancellation. The Eclipse cancellation was used as a matter of favour and is supposed to have been used in London and not in Borneo or Labuan. Therefore they did not pass through the post. The genuine postal cancellation bears the place-name or town and the date, month and year and passed through the hands of the postal officials. Yet we see that many pay half-catalogue for eclipse cancellations and claim that they are genuine. We excuse the tyro but for the master we leave him in his own individual sphere.

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