

BRITISH CARIBBEAN PHILATELIC JOURNAL

PUBLISHED BY THE BRITISH CARIBBEAN PHILATELIC STUDY GROUP
Unit No. 27 of the American Philatelic Society

Vol. 61, No. 2

April - June 2021

Whole No. 279



David Horry's
new series starts
on page 8.

The Knutsford Park Covers
Jamaica 1946-1955



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British Caribbean Philatelic Journal

Vol. 61, No. 2 April - June 2021 Whole No. 279

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DEADLINES FOR THIS PUBLICATION

January issue: Deadline November 15, mailing December 30

April issue: Deadline February 15, mailing March 30

July issue: Deadline May 15, mailing June 30

October issue: Deadline August 15, mailing September 30

The British Guiana QEII 5¢ coil has Multiple Script CA, not Multiple St. Edward Crown CA watermark

By Nick Halewood

This article was supposed to be presenting a “new find,” the British Guiana QEII 5¢ coil with the Multiple Script CA watermark, but disappointingly there was no “new find,” as you will see.

I previously thought, like many others, that the 1¢ and 2¢ coils had the Multiple Script CA watermark and the 5¢ the Multiple St. Edward’s Crown Block CA. My assumption was based on the footnotes in Stanley Gibbons,¹ which states as follows:

- Under the 1954-63 listing: “The 1¢ and 2¢, printed by Waterlow, exist in coils constructed from normal sheets.”

- Under the 1963-65 listing: “The 5¢ exists in coils constructed from normal sheets.”

While waiting for the “new find,” correctly described by the vendor as “British Guiana 1954 (MNH) 5¢ Map coil-join strip with Multiple Script watermark,” but also thought by them to be a new discovery and thus priced accordingly, I started scanning items for this article, noticing that all the 5¢ coil examples I own had the Multiple Script CA watermark. It was the first time in over 30 years that I had checked the watermark on them.

Howe and Townsend² state the following: “Stamp reels were despatched to the Colony, each reel containing 500 stamps. 1 cent, 27 January 1955, 290 reels; 2 cents, 4 July 1955, 290 reels. Printed and reeled by Waterlow. 5 cents, 23 December 1962, 500 reels; printed by De La Rue but reeled by Waterlow. The join was on the longer side of the stamps.”

There was only one dispatch of 5¢ coils and that was of 500 reels (rolls) on December 23, 1962, *i.e.*, before the appearance of the 1963-65 issue. Therefore, the 5¢ coil should only have the Multiple Script CA watermark. So all three values, 1¢, 2¢ and 5¢, are only found with the Multiple Script CA watermark. The sheets used for the 1¢ and 2¢ reels were printed by Waterlow, and those for the 5¢ by De La Rue (*see Figure 7*), which may have led to the mistake, De La Rue having been respon-

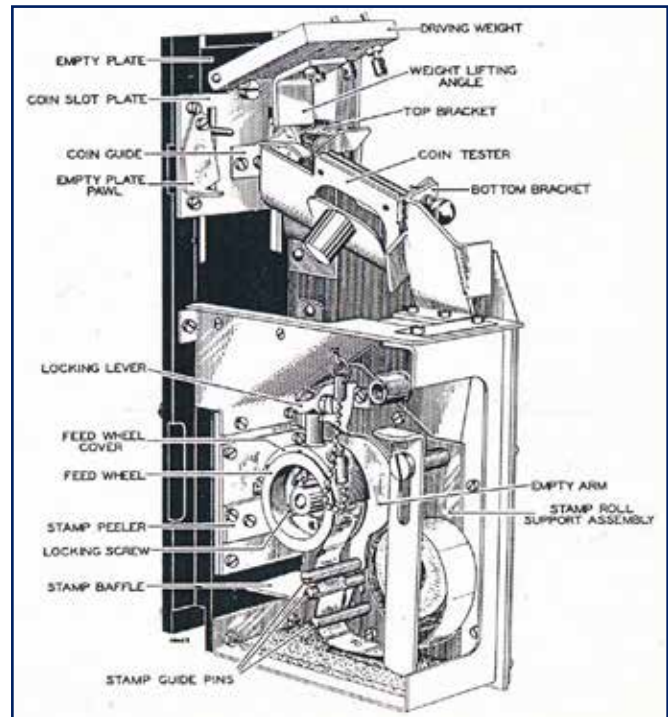


Figure 1

Inner workings of a stamp vending machine. At the bottom right is a reel in situ. Not necessarily the type of machine used in British Guiana.

sible for the printing of all the 1963-65 issue. De La Rue had won the contract in 1961, hence the listed 1954-63 DLR printings;³ Stanley Gibbons only lists De La Rue shades for the 4¢, 6¢, 8¢, 12¢, 48¢, 72¢, \$2 and \$5. However, De La Rue also printed the 1¢, 2¢, 3¢, 5¢, 24¢ and \$1, and maybe the 36¢, on Multiple Script CA paper. So, because the shades of the latter six or seven denominations printed by De La Rue were not significantly different than those of the Waterlow equivalents, shades are not listed for them.

To recap, the 1¢ (SG #331), 2¢ (SG #332), and 5¢ (SG #335) coils are all only found on paper with the Multiple Script CA watermark. The 5¢ (SG #356) on paper with the Multiple St. Edward’s Crown Block CA watermark was never used for coils.

Now I will describe the coils in detail. The three denominations were made up into reels of 500

stamps for sale from stamp-vending machines (*Figure 1*). Sheets were broken up into vertical strips of 10, which were joined together by means of thin sections of the top or bottom margin, five sheets being used for each reel. The stamps in all cases were delivered bottom first.

ures 5-7), and that on the inside as a “tail” (*Figures 8-10*). The leaders were quite long to completely cover and protect the stamps and were secured by a small label. On these labels were printed the country name, requisition number, denomination, number of stamps in the reel and type of stamp (*Figures*



Figure 2
One-cent coil joint. Bottom margin used, margin ends square.

Figure 3
Two-cent coil joint. Bottom margin used. Margin ends bevelled.



Figure 4
Five-cent coil joint. Top margin used, margin ends square.

For the 1¢ and 2¢, about 4mm of the bottom margin was used to join the vertical strips of 10 stamps (*Figures 2 and 3*), about 4mm of the top margin being used for the 5¢ (*Figure 4*). The sections of margin used for coil joints generally had square ends, but for the 2¢ they were sometimes bevelled at both ends (*Figure 3*).

The 500 stamps comprising a reel had a strip of coarse brown paper at either end. The strip on the outside of a reel is referred to as a “leader” (*Fig-*

6 and 7). Usually, a section of the bottom margin was used to attach the stamps to the leader (*Figures 5 and 7*), but in the case of the 2¢, the leader was, sometimes or always, stuck onto the front of a section of the bottom margin (*Figure 6*). The layout of the wording on the labels for the 1¢ and 2¢ was different from that in the case of the 5¢, no doubt reflecting the about seven-year gap between their release. The requisition numbers were as follows: 1¢, unknown; 2¢, 5171/3; and 5¢, 2474/4.



Figure 5
One-cent coil leader. Bottom margin used, label incomplete.

The “tails” (for want of the proper word) were not as long as the leaders but were long enough to wrap around the cores of the reels, protecting the gum on the final stamps. Usually a section of the top margin was used to attach the stamps to the “tail” (**Figures 8 and 10**), but in the case of the 2¢, the top stamp without any margin was, sometimes or always, stuck directly onto the “tail” (**Figure 9**), meaning the top stamp was missing some gum.

FOOTNOTES

- ¹ Stanley Gibbons *Commonwealth and British Empire Stamps 1840-1970*. 113th edition. (Ringwood, Hants, England: Stanley Gibbons, Ltd., 2011.
- ² Frederic George Howe and William Augustus Townsend, *The Postage Stamps and Postal History of British Guiana*. (London: The Royal Philatelic Society London, 1970).
- ³ *Ibid*, Stanley Gibbons.
- ⁴ Douglas N. Muir, *George V and the G.P.O. – Stamps, Conflict & Creativity*. (London, The British Postal Museum & Archive), 2010.



Figure 6
Two-cent coil leader. Leader stuck on front of bottom margin. Requisition No. 5171/3.



Figure 7
Five-cent coil leader. Bottom margin used. Requisition No. 2474/4. De La Rue imprint.



Figure 8
One-cent coil tail. Top margin used.

Figure 9
Two-cent coil tail. No margin, top stamp stuck directly onto tail.



Figure 10
Five-cent coil tail. Top margin used.





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The Knutsford Park Covers Jamaica 1946-1955 (Part 1)

By David Horry, FRPSL
An Englishman resident in Shanghai, China

A dozen years ago my attention was first drawn to Knutsford Park with a cover bearing a purple Dias (Hanover Parish) TRO* with a separate datestamp of April 12, 1946 (*Figure 1*). Knutsford Park sounded like the name of a romantic novel by one of the Brontë sisters. In 1905,



Figure 1

Dias TRO Knutsford Park cover of April 6, 1946.

The Kingston Race Course became “Knutsford Park,” a one mile long race track, in what is today National Heroes Park (*Figure 2*). Jamaica specialist Ray Stanton has quite a few covers, as does Paul Wright. These were simply envelopes, collected up from the Knutsford Park Sweepstake Office at 111 Harbour Street, from *circa* 1946 to 1955 and thus commercial rather than “philatelic.”

As my calling in life was that of an art direc-

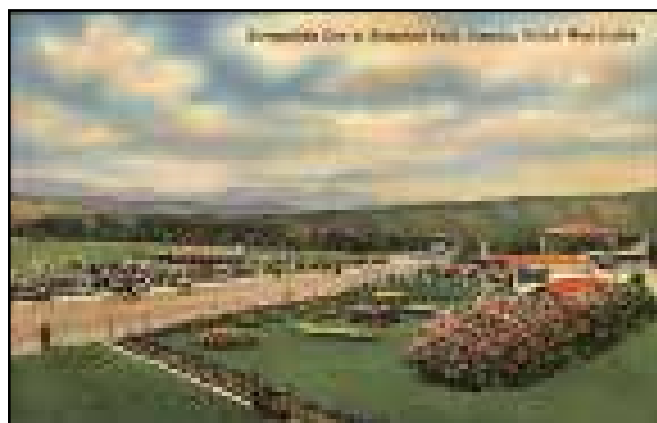


Figure 2

View of Knutsford Park Race Course, 1930s.

tor in the advertising business, I was struck by the handwriting; a rather florid hand with an attempt to embellish some of the letters. Whoever wrote this envelope was indeed an artist. There was no sender’s name. Oddly this is the only 1940s Knutsford Park cover that has been found to date, and the only one that doesn’t carry a registered etiquette. The “Knutsford Parks” are found in proliferation from around mid-1950 until August 17, 1951, just after Hurricane Charlie struck (*Figure 3*).



Figure 3
Hurricane Charlie
August 17,
1951.

However, there appear to be only two examples for 1952; but then others show up again from just after the 1953 Coronation until mid-1955. These latter examples invariably have “bookies’ jottings” on the front (*Figure 4*). This suggests that these covers were held at 111 Harbour Street and not sent on to their instigator, as it would also appear the handwriting is that of one person. This might suggest that these covers were not commercial, but



Figure 4

Knutsford Park cover from Frome, with jottings, 1955.

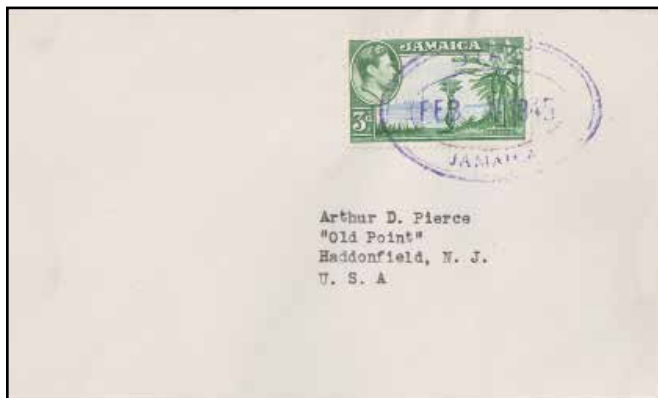


Figure 5

One of Karl Groeber’s spare TRD covers from Dias to Arthur Pierce in USA, 1945.

philatelic. Added to that is the observation that the “Knutsford Parks” are never from the same office – just one example of each.

There was another anomaly which was not apparent until I recently paid visits to American markophilist Karl Groeber, who resides near Heidelberg in Germany and has the largest and most complete collection of Jamaica covers I have ever seen. His collection was almost devoid of “Knutsford Parks.” Just three! He’d never really heard of them. And that includes the only set of “spare” TRDs, first noted by Ian Potter back in 1996 as “Aguilar forgeries” (Figure 5). Much of Groeber’s hoard was collected while he was resident in Kingston in the 1970s, and further gained from the collections of American colleagues such as Bob Topaz and Ronnie Wong.

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3. Attractive Bungalow, No. 55 Windward Road, Kingston.
4. 100 acres at Darlington without house on Main Road.
5. 100 acres at Bernayside, Westmoreland, without house.

For further particulars and permission to inspect, Apply—

ERIC CLARKE,
Asst. Manager, Savanna La Mar.

Gleaner 16 April 1935

Figure 6

Ernie Rae for sale notice, 1935. (Daily Gleaner)

Superficially, it would seem that the “Knutsford Parks” appeared to be commercial, but were indeed “philatelic” – with a degree of sophistication that showed a degree of expertise. And these covers are only to be found in the hands of English collectors.

For years, I discerned that these were the work of the Leicester tailor George Odom, who was connected to Jamaican philately for many years, spend-

ing every winter on the island since 1932. He was connected to “security” and back then had utilized the offices of Jamaica cricket captain Ernest Rae in Harbour Street, as a temporary office (Figure 6). Those offices had been bought in 1936 by the Aguilar family (Figure 7) Additionally, the eldest Agui-



Figure 7
A rather austere Andrew Aguilar. (From newsprint)

lar (Vincent), owned Knutsford Park, Ltd. Their “Sweepstake,” which began in 1945, was run out of 111 Harbour Street. Brother Andrew owned the Jamaica Turf Club and the Sports Goods Centre at 93 Harbour Street (Figure 8). The junior Everard,

Figure 8
Andrew Aguilar’s Sports Goods Centre, 93 Harbour Street. (Daily Gleaner)

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- PERFECT CRICKET BATS
- WICKET KEEPING PADS
- AUTOGRAPH CRICKET BATS
- BATTING GLOVES
- HAMMOND CRICKET BATS
- CRICKET BALLS
- CANNON CRICKET BATS
- CRICKET CAPS
- EVERTON WRECKERS
- CRICKET BOOTS
- FRANK WORELL CRICKET BATS
- WICKET KEEPING GLOVES
- BATTING PADS
- WICKETS

ANDREW H. B. AGUILAR
THE SPORTS GOODS CENTRE
93 HARBOUR ST. — PHONE 246

the famed stamp dealer, became established at 91½ Harbour Street (Figure 9), once Brownell’s Ladies Fashions had moved to Palisadoes Airport, by 1949 (Figure 10). It is noticeable that stamps were being bought and sold from 1918 at 92 Harbour Street (Figure 11) and that George Odom was using Rae’s office back in 1932 to recruit his army of 200 “tailors” island-wide (Figure 12).



Figure 9
Aguilar 91½ Harbour Street label.

However, the handwriting on the covers did not match that of Everard Aguilar, nor any other stamp dealer/collector known of at that time in Kingston or MoBay: not Trevor Litteljohn (sic), Adrian dePass,

Text continues on page 11

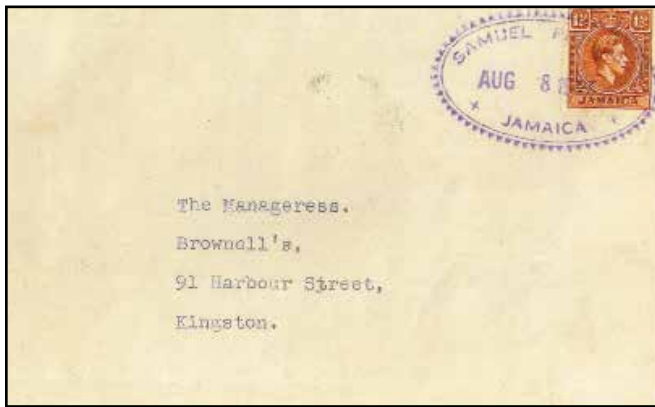


Figure 10
Samuel's Prospect Brownell's 91 Harbour Street cover, 1947. (Wilkinson)

Mr. George Odom
 of
 Messrs. GEORGE ODOM LTD.,
 Diamond Mills,
 Newarke St., Leicester, Eng.
 Makers of the World Famous,
 "ODOMA" and
 "SOL MARESISTA"
 Serges, Tweeds, & Flannels,
 is at present on a visit to Jamaica
 with a full range of samples and
 can be seen by appointment at the
 Offices of E. A. Rae & Co. Harbour
 Street, until Wednesday March 2nd.

Figure 12
*Odom/Rae link, 1932.
 (Daily Gleaner)*

High prices paid for collections of stamps, British stamps used in Jamaica on or off the letters, also rear West Indians, British colonials, and old Europeans. Upper Floor, 92 Harbour Street.
 9 March 1918

Figure 11
*Stamps for Sale, 92 Harbour Street, 1918.
 (Daily Gleaner)*



Figure 14
Buff Bay RO Knutsford Park cover, 1950.

some lucky person is going to get a grand Christmas present of £15,000 when the Drum of Fortune spins again. Jamaica, the West Indies, West Africa, contribute principally to the success and popularity of the Sweep, but its scope, as sold earlier, is worldwide. Each year the ticket sales grow in volume. In September, 400,000 tickets went into the drum, represent-

Figure 17
*Newspaper cutting referencing West Africa, November 24, 1957.
 (Daily Gleaner)*

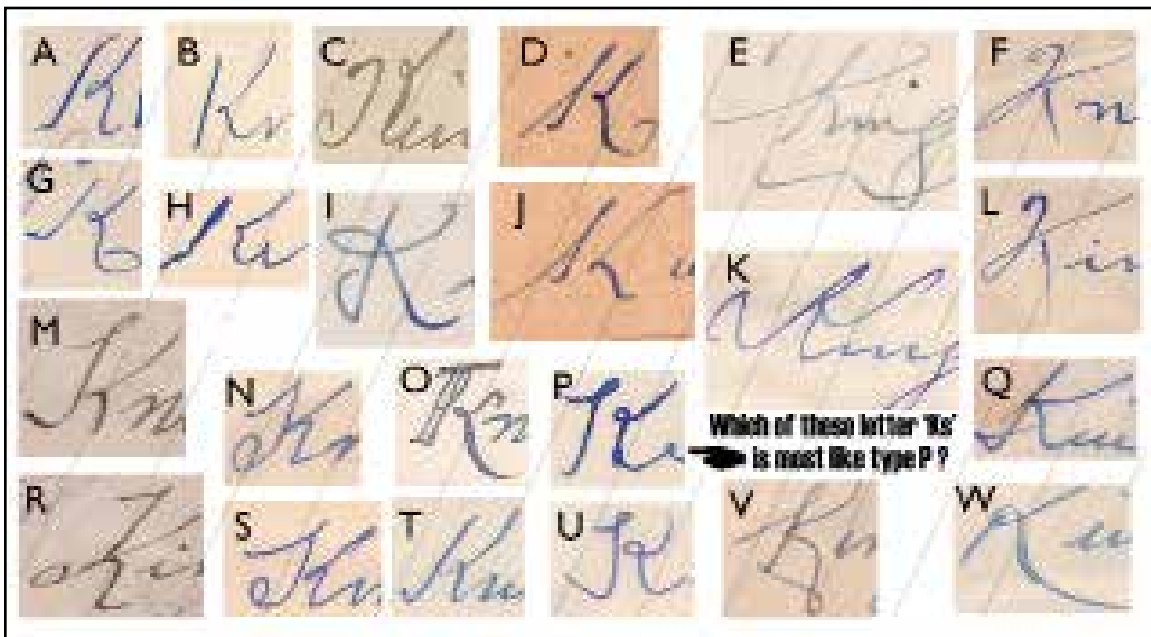


Figure 13
Comparative examples of the "Knutsford" and "Kingston" letter "K."

Judge J. M. Nethersole or George Elliott. Leicester born George Odom was the likeliest candidate. Ten years ago, I employed a specialist graphologist, who cannot be named as he works for the British Government: curiosity does not come cheap!

He was unable to match the “Knutsford Park” handwriting to Odom’s (less than 50 percent), but identified the hand as highly likely emanating from the same person (at 95 percent), and that many had some effort to disguise the style. There was a great similarity in the general slope of the letters and some, particularly the capital “K” had a “looped” construction (*Figure 13*).

Why was the perpetrator trying to make each cover appear different? And why was he also writing the name of the sender up in the top left corner in the same hand? In my opinion it was to make these covers appear to be as commercial as possible; the predominant use of white envelopes, rather than brown, is another factor (*Figure 14*).

Knutsford Park employed hundreds of people, and around the Quarterly Sweepstakes, many more. They also had a growing list of full-time “Agents” across Jamaica who sold the sweepstake tickets (*Figure 15*). One such was S. V. Bonthorne from Mandeville whose name appears on a typical registered Knutsford Park cover dated November 30, 1950 (*Figure 16*).

Further, it is also known that the quarterly Knutsford Park Sweepstake attracted much business from other Caribbean islands and particularly from West Africa – Sierra Leone, Gold Coast and Nigeria (*Figure 17*). But only two covers from Trinidad have ever been found (*Figure 18*). What happened to all those covers? This author also avidly collects West Africa covers. Like so much of



Figure 16
Knutsford Park B cover from S. V. Bonthorne, Mandeville, 1950.

the commercial mail of that period, they were completely discarded.

To sum up, we may well be looking for an English postmark enthusiast who was in Jamaica shortly after World War II, and was employed by the Aguilars at the offices of the Knutsford Park Sweepstake, 111 Harbour Street, Kingston.

At exactly that time another enterprise at 102 Harbour Street started selling Stanley Gibbons catalogues and accessories (*Figure 19*). This would again point to a Londoner, or somebody familiar

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C. A. Whittingham	Chapelton
S. Bonthorne	Mandeville
A. Walker	Gange Hill
David Webster	Balaclava
H. E. E. King	Savilmar
Miss Elsie Bailey	Christiana
Sylvester Lindo	Black River
R. O. Terrier	May Pen
R. C. James Jr.	Sania Cruz
W. S. Cooke	Bethel Town
L. H. Day	Morant Bay
Winston Truxalin	Annetto Bay
H. G. Dennis	Green Island
Vincent Bower	Guy's Hill

S. Bonthorne

BUY YOUR QUARTERS SHARES NOW! THE SWEEP CLOSSES SOON!

Figure 15
Knutsford Park Agents listing, 1945. (Daily Gleaner)

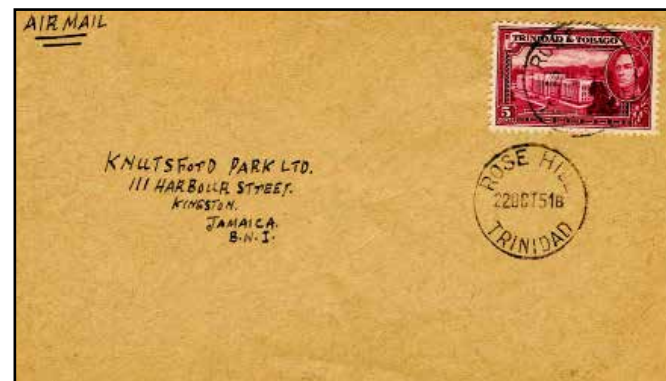


Figure 18
Rose Hill, Trinidad - Knutsford Park cover, 1951.

with The Strand. Judge Nethersole certainly fits the bill, as in 1914 he was stationed in The Strand with the 15th London Fusiliers. But Nethersole is not “our man” as he was still actively collecting his own covers, in Jamaica until his death in 1958 (*Figure 20*).

As the Knutsford Park business was still going strong for many years, (*Figure 21*) it might ap-



Figure 19
Stanley Gibbons advertisement, 102 Harbour Street, April 1949.



Figure 22
MS Empire Windrush, 1948.

A few other covers that bore the same handwriting as found on the Knutsford Park covers have survived. One that stands out is from Haining in 1951 to the “Commercial Union Insurance Company,” Manton & Hart, Kingston (*Figure 23*). Whoever



Figure 20
J. M. Nethersole Grey Ground TRD cover, 1954.



Figure 23
Haining B cover to Manton & Hart Agency, 1945.

pear that Hurricane Charlie was a tipping point for the Knutsford Park cover maker. Was that person perhaps injured or even killed? A total of 154 persons were confirmed dead, which included 57 in St. Thomas and 54 in Kingston itself. There were some 2,000 serious injuries and over 9,000 were left homeless. There was considerable damage to shipping in Kingston Harbour; five large vessels were driven ashore. Many others went back to Blighty as did the “Windrush Generation.” (*Figure 22*).

was the postal agent for Dias was also busy with several other matters. However, this “Competent Authority” cover (*Figure 24*) did not emanate from Dias itself, but was sent under cover from Kings-

Figure 21
Knutsford Park Sweepstake ticket, 1958.



Figure 24
Competent Authority from Dias TRD, to “Tyres Board” in 1945.

ton, as it has been folded and later paper-clipped. It should be noted that the family of the Minister for Posts and Telecommunications, Alexander Bustamante, lived in the area. In 1944 the Riverside Post Office was closed and moved to Dias. In the 1944

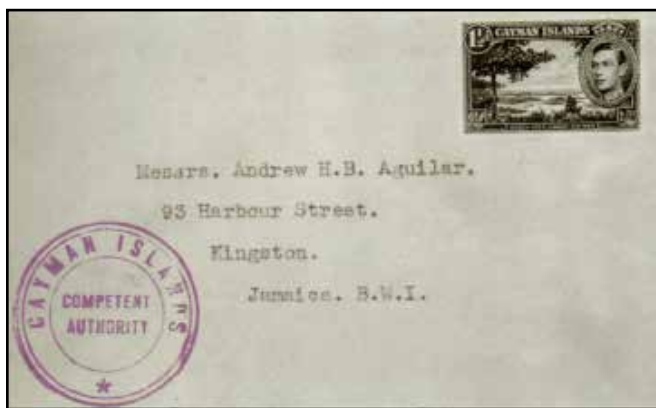


Figure 25

Competent Authority handstamp, Cayman Islands to Andrew Aguilar, KGVI.

general election, his party, the JLP, won 22 of the 32 seats in the first House of Representatives elected by universal suffrage. He became the unofficial government leader, representing his party as Minister for Communications.

The “Competent Authority” is often times noted in *The Daily Gleaner*, but to whom this refers specifically I know not. The Cayman Islands also had a “Competent Authority,” as noted by Tom Giraldi and Dr. Peter P. McCann in their Caymans handbook¹ on a unique cover addressed to Andrew Aguilar (C. Cwiakala) (Figure 25).

Another well-known Cayman name is Bodden: Miss Islay Bodden was the recipient of a cover to Kingston from Dias (and other offices), with similar handwriting (Figure 26).



Figure 26

Dias B cover to Miss Islay Bodden, Kingston, 1949.



Figure 27

British American Life Insurance, 91 Harbour Street cover, from Malvern JDC, 1949.



Figure 28

Similar handwriting to “Knutsford Parks” on cover to Donald Hart, from Brighton JDC, 1951.

Also noted are a few British American Life Insurance Co. covers to 91 Harbour Street (Figure 27). These were not to Aguilar but to Donald Bellinger Hart (ex-Manton & Hart) (Figure 28), who ran his insurance business upstairs at 91 Harbour Street (Figure 29). He appears to have taken that over from Ernest Bertram Nethersole who ran the Mutual Co. from 79-83 Barry Street (Figure 30 and 31).

It may be entirely coincidental that the tire (tyre)

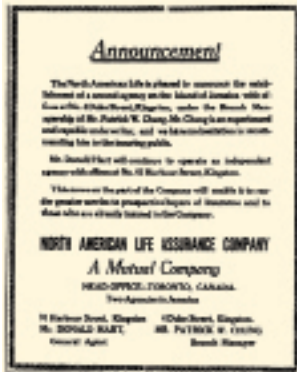


Figure 29
Donald Hart and
Chung advertisement
August 7, 1947
(Daily Gleaner)

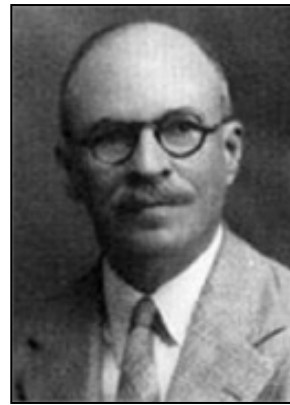


Figure 31
Ernest Bertram
Nethersole,
Judge John
Mapletoft
Nethersole's uncle.

Figure 30
Ernest Bertram
Nethersole,
Jamaica Mutual,
79-83 Barry Street,
July 14, 1942.
(Daily Gleaner)

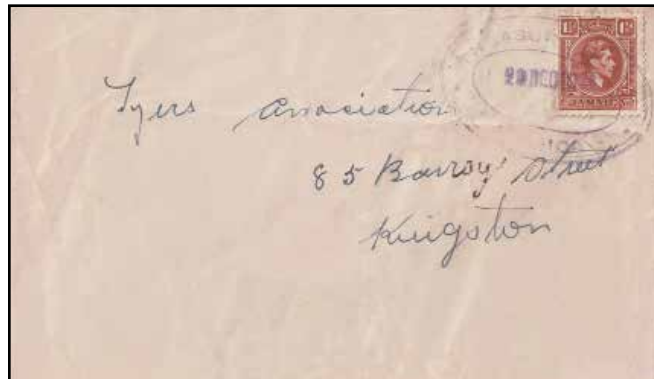


Figure 32
Treasure Beach TRO to "Tyres Association,"
85 Barry Street, 1944. (Wright)

company next door at 85 Barry Street was receiving a lot of similar mails, from such remote places as the Treasure Beach Hotel, down on the southwest coast, towards the end of World War II (Figure 32) when U boats were still a hazard.



Figure 34
Knutsford Park cover from Mount Airy, 1953.

In 1950 Jamaica Philatelic Society President G. C. Gunter announced in *The JPS Journal* that John Mapletoft Nethersole CBE JP had resigned as editor; after just a few months of taking over from Everard Aguilar. Further, our stalwart judge and postmark collector from St. Ann had quit the JPS altogether. He removed to preside on the bench in the Cayman Islands in June 1950 (Figure 33).

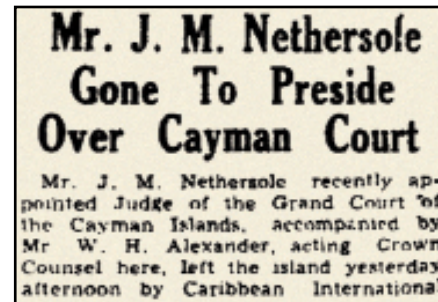


Figure 33
Notice in
Daily Gleaner
about J.M.
Nethersole
becoming a
judge in Cay-
man Islands.

Within a year, the Jamaica Philatelic Society no longer existed and Donald Hart became president of Everard Aguilar's newly formed British Caribbean Philatelic Society, just at the time the Knutsford Park covers were coming into bloom (Figure 34).

To be continued in the July issue.

FOOTNOTES

¹ Thomas E. Giraldi and Peter P. McCann. *The Postal History of the Cayman Islands* (Weston, Massachusetts: Triad Publishing Co., 1989).

My thanks to Ed Barrow (Trinidad), Ray Stanton, Paul Wright, Karl Groeber (Germany) and Anthony Wilkinson (Jamaica).

David Horry's articles are based on his on-going investigations, and the conclusions reached from that research. For further enquiry please contact david.horry@yahoo.com

Airmails of the West Indies

(Part 2)

By John Seidl

This is the second part of a series on airmails of the West Indies. In this segment, we continue with the Bahamas, which ended in the January 2021 issue with the Nassau-Miami flight of May 5, 1962. As always, your input is encouraged. Please send any updates of new information to me at john.seidl@gmail.com.

This series will continue in the July issue!

Bahamas: Commencing in January 1919, the Bahamas has been well served by various airlines. This segment picks up with the Miami-Rock Sound flight, which followed the May 5, 1962 flight reported last time.

DATE	FROM	TO	NOTES
December 24, 1964	Miami Rock Sound	Rock Sound Miami	Inaugural P.A.A. service to Rock Sound. Cachet shows flight route and reads, "Pan Am / First Air-mail Service / Rock Sound, Eleuthera / Miami"
April 30, 1965	New York	Nassau	First BOAC flight. Cachet in red with jet silhouette reading: "First BOAC Super VC10 Flight / From New York to Nassau / April 30 / 1965." There are return covers from Nassau to New York without a cachet, 92 flown.
April 28, 1968	Washington, D.C.	Freeport	Inaugural P.A.A. service. Purple cachet showing shoreline with plane in flight and reads, "FIRST DIRECT SERVICE / Washington, D.C. - Freeport / Pan American"
October 10, 1971	Boston and New York	West End, Bahamas	Northeast Airlines inaugural service. Cachet reads "First Flight / New York / to West End / Grand Bahama Island / Northeast Airlines" or same with Boston substituted for New York. Boston in red or blue, New York (or U.N.) in blue, magenta or green.
February 11, 1975	Nassau	Frankfurt	Inaugural Lufthansa Nassau to Frankfurt and Mexico to Frankfurt. Red cachet with red background and Aztec art.
December 15, 1978	Governor's Harbour	Miami	Bahamasair inaugural jet service. Covers do not have a cachet or Miami backstamp.
December 15, 1984	Nassau	Dallas	15 covers were prepared by the Delta station manager in Bermuda and flown. Inscription reads: "Flew 521 / 15 Dec, 1984. Nassau-Dallas / Fort Worth"

DATE	FROM	TO	NOTES
November 10, 1985	Nassau	London	British Airways Concorde with cachet showing jet in flight and reading "British Airways Concorde / First Flight / Nassau - London / Official British Airways Cover"
November 15, 1985	New York	Freeport	Inaugural TWA service. Cachet features the Space Shuttle in flight and reads "TWA / Inaugural Service / Between / New York (JFK) / and / Freeport / U.S. Postal Service"
November 16, 1985	St. Louis	Freeport	Inaugural TWA service. Cachet features the Space Shuttle in flight and reads "TWA / Inaugural Service / Between / St. Louis / and / Freeport / U.S. Postal Service"
November 16, 1985	New York	Nassau	TWA inaugural service. Cachet reads "TWA / Inaugural Flight / Between / New York (JFK) / and / Freeport / U.S. Postal Service"
November 15, 1987	Charlotte	Nassau	Piedmont Airlines first flight. Cachet features jet in flight and reads "Piedmont / Airlines / First Flight / Charlotte, NC / to / Nassau, Bahamas / U.S. Postal Service" -- 48 covers without a cachet were carried on the return flight to Charlotte from Nassau.

Dr. Lockie indicated that he had little or no information about the first flights or cachets of the Bahamas Airways flights.



Barbados to Denmark first flight, 1969.



First flight, Barbados to Trinidad and Curacao.

Barbados: Lying 100 miles to the east of the route between St. Kitts and Trinidad, which both Pan American Airways and the N.Y.R.B.A. Airways proposed to use, was not included in the service opened by P.A.A. in September 1929. There was an unofficial flight from Barbados to Trinidad in April 1929, but no covers are known to exist. N.Y.R.B.A. arranged in April 1930 for a plane to fly from Trinidad to Barbados, (see below), and collect mail for St. Lucia, Antigua and St. Thomas, U.S.V.I. Following this in August 1930, when N.Y.R.B.A. was absorbed by Pan American Airways, mail from Barbados was sent by sea to St. Lucia or Trinidad and flown thence by P.A.A. The next air service from Barbados was the experimental flight of K.L.M. more than eight years later in October 1938.

DATE	FROM	TO	NOTES
April 1, 1929	Barbados	Trinidad	Lancaster flight flown by Captain Lancaster. While a bag of mail was carried, there was no cachet and no known surviving covers.
April 8, 1930	Barbados	St. Lucia, Anigua, St. Thomas, Miami	First flight by N.Y.R.B.A. Special cachet - none. These covers are not common. Covers for points farther north were offloaded at St. Thomas and flown onward by P.A.A.
October 18, 1939	Barbados	Trinidad	Experimental flight by K.L.M. Special cachet 60x20mm in purple, "First Flight by K.L.M. / Royal Dutch Air Lines / Barbados – Trinidad – Curacao"
February 4, 1939	Curacao	Barbados	First regular flight by K.L.M.
February 6, 1939	Barbados	Trinidad, Curacao	First return flight by K.L.M.
September 4, 1939	Barbados	Paramaribo, Suriname	Extension to Paramaribo by K.L.M. Special cachet applied on arrival in Paramaribo, 40mm circular in violet "Curacao / Plane over map / Paramaribo / Vlucht / vice-versa / K.L.M. / 5 September 1939" 62 covers flown.
November 27, 1940	Barbados	Trinidad	First B.W.I.A. flight
March 22, 1943	Barbados	Grenada	Extension of B.W.I.A. service. Special cachet, one line in violet, "British West Indian Airways"
March 25, 1943	Barbados	Antigua, St. Kitts	Extension of B.W.I.A. service. Special cachet, one line in violet, "British West Indian Airways"
March 28, 1943	Barbados	St. Lucia	Extension of B.W.I.A. service. Special cachet, one line in violet, "British West Indian Airways"
May 16, 1943	Barbados	St. Vincent	Extension of B.W.I.A. service. Special cachet, one line in violet, "British West Indian Airways"
December 16, 1944	Barbados	Jamaica	B.W.I.A. extension to Jamaica
November 1, 1945	Barbados	British Guiana	B.W.I.A. extension to British Guiana

DATE	FROM	TO	NOTES
December 3, 1949	Barbados	Trinidad	First T.C.A. flight
December 3, 1949	Barbados	Canada	First T.C.A. flight (same as above?)
May 17, 1950	Barbados	Guadeloupe	B.W.I.A. first flight
October 10, 1953	Barbados	New York, London	First B.O.A.C. flight
December 16, 1955	Barbados	Puerto Rico	First B.W.I.A. Viscount flight
January 1, 1956	Barbados	Bermuda & Bahamas	First Viscount flight
January 3, 1956	Barbados	New York	Viscount service extended to New York
March 14, 1956	Barbados & Martinique	Martinique & Barbados	First flight by Air France. Special cachet (Martinique), 56 x 45mm, in black, "Isre Liason / Aerienne Francaise / Martinique / Barbados jet in flight / 14 Mars 1945"
May 12 or 13, 1957	New York	Barbados	First Flight P.A.A. Special cachet, 55x60mm in red (airfield) and green (city): "Skyscraper New York / Pan American World Airways / First Air Mail Flight / FAM 5 / Barbados scene/Barbados, B.W.I."
May 14, 1957	Barbados	New York	Return P.A.A. flight. Special cachet in four lines in black: "Barbados First Flight New York / Barbados scene / Barbados-New York / New York skyline / Pan American / World most Experienced Airline"
October 29, 1958	Barbados	Trinidad	Connection with Britannia Jet-Prop flight, London - Caracas (BOAC)
October 30, 1958	Barbados	Bermuda & London	Return first flight
November 18, 1958	Barbados	Dominica	First flight by L.I.A.T.
June 10, 1961	Barbados	New York	First B.W.I.A. Boeing 707 Flight. Special cachet in purple: "British West Indian Airways / First 707 Jet Flight / Barbados to London / June 11 1961" CDS is for June 10 and despite cachet, no evidence it went to London.
June 10, 1961	New York	Barbados	First B.W.I.A. Boeing 707 flight. Special cachet in green: "Boeing 707 / B.W.I.A. / The Airline of the Caribbean / Winged Lion / First Jet Airmail / from New York / to Barbados"
December 10, 1967	New York	Barbados	First BOAC flight with cachet in red, "First/ Flight / BOAC/VC10" and image of plane between "New York" and "Barbados." Return flight December 15, no cachet.

DATE	FROM	TO	NOTES
January 11, 1969	Barbados	Copenhagen via Zurich	SAS first flight with cachet showing stork over globe and reading, "first crossing flight / WESTINDIA – SCANDINAVIA / via Zurich 1-11-1969"
November 1, 1969	Barbados	Sweden	First SAS flight with printed cachet reading, "SAS Inaugural flight / Scandinavia West-Indies / World Map with routes / Scandinavian Airlines" Special receiving CDS reading: "West India – Scandinavia / First Flight / SK 952 / SAS / 211 69"

Bermuda: Until the Viscount flights of 1956 and the jet flights from 1958, the main airline connections have been with the United States, Canada and Europe rather than with the West Indies. The Bermuda specialist should acquire a copy of *Bermuda by Air – A Handbook and Catalog of Bermuda Aerophilately* by Charles Cwiakala (edited by Robert Dickgiesser). For the list below I have tried to incorporate the first flights and have left out souvenir, survey, special, acceptance and other flights, all of which are covered in the Cwiakala book unless Dr. Lockie had them included in his original list.

DATE	FROM	TO	NOTES
February 21, 1925	New York	Bermuda	First Flight by airship <i>Los Angeles</i> . No return mail. Special cachet 32mm CDS style in red, "Air Mail Service / Feb / 20 / 1925 / New York." <i>Los Angeles</i> dropped the mail over Bermuda as it could not land due to weather. Return Bermuda covers with February 25 St. George CDS prepared but not flown.
April 22, 1925	New York	Bermuda	By airship <i>Los Angeles</i> . Mail landed successfully via mooring ship USS <i>Patoki</i> . Special cachet same as above but dated April 15, 1925 to April 21, 1925.
April 23, 1925	Bermuda	New York	Return Flight. Special cachet: (1) Two lines in black, "Bermuda First / Overseas Airmail" and (2) three lines in black, "Air Mail / Service / Bermuda." The second cachet is less common.
October 15, 1928	Friedrichshafen	Bermuda Lakehurst	Inaugural dirigible flight by the <i>Graf Zeppelin</i> , Friedrichshafen-Lakehurst. Mail bags dropped as it passed over Bermuda.
April 1, 1930	New York	Bermuda	"Pilot Radio" flight – first flight by an airplane from the U.S. to Bermuda. They made it but dismantled the plane and took a ship back to New York. Five covers were carried on the flight.
June 29, 1930	New York	Bermuda	"Miss Columbia" flight arrived in Bermuda June 30. Second airplane to reach Bermuda.

DATE	FROM	TO	NOTES
January 7, 1931	New York	Bermuda	<i>Tradewind</i> flight. Third airplane to reach Bermuda.
March 16, 1937	Baltimore	Hamilton	P.A.A. FAM 17 first flight.
June 16, 1937	Bermuda	New York	First Imperial Airways flight. Special cachet, three lines in red, "Bermuda – U.S. Service / R.M.A. Cavalier / First Flight" FAM Route 17. Alternate cachet: double box with eight lines, "Via Air Mail / First Flight / Bermuda – New York / Air Service / Via / Imperial Airways / Flying Boat "Cavalier" / Par Avion." Covers addressed to other islands (Antigua) went via New York.
November 17, 1937	Baltimore	Bermuda	Imperial Airways change of base for winter. Covers may have a November 16 Baltimore postmark even though the flight was on November 17.
November 18, 1937	Bermuda	Baltimore	Return flight
March 16, 1937	Baltimore	Bermuda	First P.A.A. flight. Special cachet 62x55mm in magenta, "United States / Air Mail / First Flight FAM 17 / map of Bermuda / Baltimore-Bermuda" 71,000 covers flown.
March 17, 1937	Bermuda	Baltimore	First P.A.A. return flight. Special cachet, two lines in black, "Bermuda Clipper / Pan American Airways Company."
March 19, 1937	Bermuda	Baltimore	First Imperial Airways flight return flight – counter to the November 17, 1937 flight. Only a few flown covers.
April 6, 1938	New York, Bermuda	Bermuda, New York	P.A.A. base of operations moved to Port Washington, New York (from Baltimore). Special cachet was created by the Port Washington Chamber of Commerce and features a photo of the flying boat <i>Bermuda Clipper</i> .
June 9, 1939	Bermuda	New York	First connection with FAM 18. Special cachet, two lines in purple, "First All Air Mail / from Bermuda to England."
September 24, 1939	Portugal, Azores	Bermuda	First westward direct flight. Special cachet, shield shaped, 50x64mm in blue-green, "Primeiro Voo / Trans-Atlantico / plane / Hort-Bermuda / coastal scenery / Horta, Faial, Acores." Hamilton was designated as stopover in late September 1939 in addition to, or instead of, Horta, Azores.
November 16, 1939	Bermuda	Azores, Portugal	First direct eastward flight via Azores.

A book review

Crises in the Cayman Islands Post Office (Under the British Colonial System 1889-1939)

To be the Commissioner administrating a tropical Caribbean island in the years before and after World War I might sound like a plum posting for a British Colonial Service Officer. As author Graham Booth FRPSL tells, it could be nothing of the sort. The Cayman Islands are actually quite isolated, a long way off the northwest coast of Jamaica and made more so by reefs that make navigation hazardous. They had little taxable economic activity to produce government revenue, which in 1900 was just over £1000 for the year ... not a lot even then. They were a Dependency of Jamaica whose governor described the post of Commissioner as “a dismal appointment to offer anyone.” This was in 1934.

The Postal Service was a low key affair, dependent on the irregular sailings of schooners carrying mail to and from Kingston, Jamaica. Only from 1889 were some Jamaican stamps and a canceller provided to an office at George Town on Grand Cayman, so that postage could be prepaid there. The first stamps to be inscribed “Cayman Islands” were printed by De La Rue using their universal Colonial keyplate. They were issued only after a considerable amount of administrative struggle by the first appointed Commissioner in 1902. Almost immediately they became collectible and sales raised the Cayman Government income to £1839 that year. From then on, stamp sales to collectors remained a major (or the major) element of Cayman Islands revenue such that subsequent Commissioners tried to arrange regular new issues to maintain that income.

The story of the post offices in the Caymans has been told before (see citations at end), but for this book the story is retold by the author with fresh information that is now available from records both in the Cayman Islands and Jamaica as well as in the United Kingdom. The latter include the Crown Agents’ records at the British Library, Colonial Office files at the National Archive and the De La Rue records at the Postal Museum. There are, apparently, very frustrating gaps, especially affecting the West Indies locations where records have been

partly destroyed by fires, but the author believes his work is based on a more complete record than has been published previously.

It is also a story of what it was like to administer remote islands in the period before World War II. The backgrounds and personalities of the Commissioners are an important part of this and to a large extent, they are reflected in the various stamp issues that they achieved.

Sometimes they were rather inept; for example, in not seeming to realise how much in advance replacement stamps needed to be ordered. However, they were not helped by the lack of cooperation (or actual obstruction) from their superiors in the Jamaica administration. Nor were they usually much assisted by the local legislative assembly on the islands (the “Vestry”) who were, in general, reluctant to vote money. Hence, the advantage of the postal income. The post offices in George Town (on Grand Cayman) and Stake Bay (Cayman Brac) seem to have provided a “mail order” service for covers cancelled to order, with a mixture of naiveté, sometimes bordering on dishonesty. Their staff were also manipulated by some collectors and speculators. This combination of circumstances started in a small way with a shortage of 1/2d stamps from the 1902 issue, probably because they went to buyers abroad.

Today, in Gibbon’s listings, these 1902 issues (which continued to be in use for several years) are valued more highly as used than as mint examples. This shortage is one of the crises in the book’s title but it was probably spurious and these Queen Victoria stamps were being held back and kept scarce by the postmaster. Such activities escalated, leading to the famous series of surcharges issued before World War I, including the “Great Scandal” of 1908. In that case the ill-judged withdrawal of a large stock of still valid stamps resulted in shortages of several values, requiring some local surcharging and, more importantly, proposals from speculators to local post office staff to behave illegally or at least unfairly in providing philatelic samples.

With the accession of King George V, things seem to have become more stable, but there was another crisis with the 1916 war tax overprints, as a result of confused administration, and not just on the Caymans. As a result, they seem not to have produced much support for the war effort. In fact, there appears to have been an actual loss of revenue at one point when the act authorizing their use was allowed to lapse due to an oversight.

Not specifically philatelic, but a crisis for the postal service was a post-war scandal related to sale of money orders. There was no commercial bank on the Caymans then (there are over 150 now) and to pay for goods purchased outside the islands (almost everything except basic foodstuffs) dollar money orders were extensively used. Post-World War I inflation and fixed official exchange rates meant that the street rate of exchange for these orders was different from the official one and, to avoid purchasers making profits by selling them, the post office charged a commission that varied depending on the prevailing unofficial rates.

This obviously provided a temptation for the postal staff to profit instead. Moreover, money orders were coming into the offices from dealers and collectors abroad to buy the various surcharged stamps or new issues. These, too, could be sold at a good rate with the postmaster still dispatching the stamps but keeping the extra made by exchanging the orders illegally. This led to the suspension of the George Town postmaster and an abortive prosecution that included long delays before the court in Kingston. Coping with this sort of thing in a small community where almost everyone knew everyone else must have been a big strain on the Commissioner and it occupied time (he had to take on the post office duties too) that could have been better used.

These sorts of scandals produced exposé articles in the international philatelic press, of course, if only because the sometimes chaotic condition of the postal service meant the philatelist's orders were unfulfilled. Among other things, it produced criticism of the production of stamps to make money out of collectors. In fact, the Cayman Islands seem to have been one of the earliest territories to have attracted this odium. Less well publicized is the role of speculators with good connections on the islands in manipulating the decision-making process, but

that is all well documented in this book.

These are just abbreviated selections from a few the stories told here and well told too, in my opinion. Some final chapters make use of the new information he has assembled to cover topics like "Communications and Postal Routings" which is very informatively illustrated, and "Early collectors, trade and the Colonial Office" which shows just why the latter had little time for the former (despite the income they generated for some colonies).

A final scandal or at least a problem for the post office relates to an early description of a repetitive strain syndrome, but perhaps I've written too many "spoilers." Read the book and go to page 153. Really, if you collect Cayman Islands, I think this book will be really useful and interesting to you and it is a give-away at the price.

-- Brian Livingstone

Some previous titles on the Cayman Islands post:
1) Aguilar, E.F., P.T. Saunders. *The Cayman Islands: Their Postal History, Postage Stamps and Postmarks*, 1962.

2) Giraldi, Thomas E., Peter P. McCann. *The Postal History of the Cayman Islands*. Weston, Massachusetts, Triad Publishing Co., 1989.

Publication information:

Crises in the Cayman Islands Post Office (Under the British Colonial System 1889-1939). Author Graham Booth FRPSL. Published by Stuart Rossiter Trust 2020, hardback, 260pp in full color. Available from the Trust at www.rossitertrust.com.

Review originally published in Stamp Lover magazine in the United Kingdom.

Nuggets from the past ...

In the April 1977 *Journal*, Col. James T. DeVoss discussed early postal history of Panama used at Jamaica. His research was augmented by several illustrations. Also, Mike Wilson explored postal markings of the Turks & Caicos Islands, and Walton Van Winkle wrote about early Trinidad postal history. Malcolm Watts provided examples of numerous postal markings in use in Nassau, Bahamas, and included an updated listing of all post offices in the country.

LETTERS

To the Editor:

It was doubly wonderful to take in Mr. Horry's astoundingly researched article that links Jamaica to my old stomping grounds of Sierra Leone. I served in Sierra Leone with the Canadian Army as part of its contribution to the United Nations peacekeeping contingent in 2003. I found the article and its theories compelling with good evidence. At the same time it was reflective for me as I frequently walked by the old Jamaican, Maroon church in Freetown on those occasions when I was not working "in the bush," as we said.

I say doubly wonderful, because like him, I am now working to help Peter Rolfe and Phillip Quirk to complete a companion volume to Frank Walton's *The Postmarks of Sierra Leone 1854 - 1961*, tentatively titled *The Postmarks of Sierra Leone After Independence 1961 onwards*. Many of the skeleton marks of which Mr. Horry provided info on continued in use after independence and with even more introduced.

Meanwhile, I continue to love our journal as it frequently carries articles about the current state of post offices in the Caribbean - some journals ignore modern philately in favor of only the classics. I am

now in the process of moving to live in the British Caribbean, specifically Belize where luckily I have a post office near my new residence!

Anthony Fulmes
Ottawa, Ontario

BWI exhibits now online

Dr. Peter P. McCann, an eminent philatelist and past president of the BCPSG, has published the third segment of his BWI exhibits, *Turks and Caicos Islands Postal History*. The publication is available on Amazon.

"These are not written books in the general sense, but rather bound copies of scans of the three exhibits along with some general background," Dr. McCann said. "I just wanted BCPSG members to know that examples of the wonderful postal history material from the three colonies are documented and explained in a permanent record," he added.

The publications available are: *Turks & Caicos Islands Postal History 1810-1945*; *Montserrat: Postal History of a Caribbean Island*; and *British Virgin Islands Postal History*. All three are also available in the APS/APRL Library.

KING EDWARD VII IMPERIUM KEYPLATES

Printings, Plate Number Allocations and Key Plate Varieties

by

Peter Fernbank FRPSL, Jeff and John Blinco

This work provides a study of the Imperium style key plate issues within the 16 colonies that employed this design. The formats of the key plates are determined and a detailed plating study of Key Plate 1 is provided, a rare example of such a study on a surface printing plate, whilst the 'Spaven' and 'Missing Frame' flaws are examined in depth. Philately has long misunderstood the format of Key Plate 2 and its true size and format is revealed. A study is made of the damage sustained to the marginal areas of the plates, particularly the marginal rules, which can assist in determining the date of printing of certain marginal examples. Individual colony sections list all printings for each colony and the use of ordinary or chalk-surfaced paper is recorded for all printings. The basis on which the plate number allocated to each printing has been deduced is given. Additional information has been derived from the De La Rue and Crown Agents records, together with that from philatelic literature, and any exceptional events noted.



A4 size, hardbacked with dustjacket, (viii) + 488 pages. ISBN: 978-1-907481-48-2

PRICE: £42.00.

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British West Indies – The “BESANÇON” Collection (Part II) to be offered in June 2021

British Post Offices Abroad – The “DUBOIS” Collection (Part II) to be offered in June 2021

British West Indies
– The “BESANÇON” Collection (Part II)

British Post Offices Abroad
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Vignettes of Barbados Britannia Covers

By M. Fitz Roett

This mourning cover to Jamaica, dated November 11, 1854 and franked with a copy of the 1d deep blue (SG #4), is the only recorded cover so franked and to this destination. It is assessed 1d for the Inland rate. The black manuscript "4," which indicates 4d due for the Inter-island packet rate, is deleted. The black manuscript "10" indicates the correct rate of 10d due on arrival (4d packet rate plus 6d forwarding charge for carriage within Jamaica to Alexandria post office over 50 miles from Kingston).



The cover below to the U.S. is dated December 12, 1854 and franked with an imperforate copy of the (1d) deep blue (SG #4) for the Barbados Inland fee. The red manuscript "4" and the red crowned circle handstamp indicate that the 4d packet charge to St. Thomas was pre-paid. The black New York "7" handstamp dated February 14 indicates that seven cents (two cents ship fee + five cents Inland fee) per Act of 1851 was due on delivery. Transit postmarks of St. Thomas, December 15, and Jamaica, December 21, are on the reverse.



Membership Director's Report Norman T. Berlinger Membership Director

New Members

Juan Riera, P.O. Box 522942, Miami, FL 33152
USA. Email: juan337@gmail.com
Gerhard Lang, email: langvalchs@hotmail.es

Reinstated

None this quarter

Address Changes

Anthony Walker, 48 Forest Avenue, Newcastle Upon Tyne, Tyne and Wear, NE12 9AH UNITED KINGDOM. Email: walker369@btinternet.com

Resigned

None this quarter

New Email Address

ond: roybd19

Deceased

Michael Yui

Donations

Richard Carithers, Jerald E. Hass, Steven Berlin, Bruce Aitken, Harry Hespenheide, Jack Harwood, O. Allen Davis, Robert Hammond, Keith Moh, Carl J. Faulkner, Patricia Hoppe, Paul Bondor, Peter Colwell, Stephen B. Pacetti, Gerald F. Schroedl, Norman Berlinger, Anthony Walker.

Please notify Norm Berlinger, our Membership Director, of address changes, new email listings, etc.

His email is ntbdoc@aol.com and his mailing address is:

**18 Sycamore Lane
Grosse Pointe, MI 48230
Address is always on page 3!**

STEVEN ZIRINSKY
MEMBER PTS, APS, NZSDA, APTA
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Local Mail

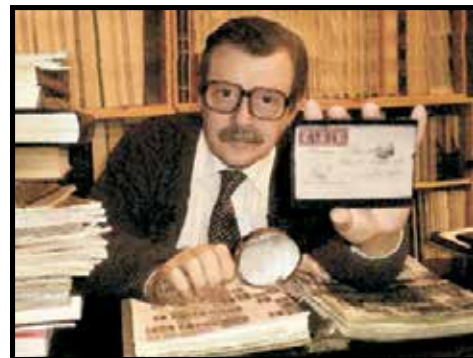
Recent commercial mail, with local usages, including meters, governmental stampless, inter-island, and instructional markings from many of the Caribbean countries.



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What does your “stamp den” look like?



David Horry, as many of us know, is our “Englishman residing in Shanghai, China.” His research into many aspects of history and postal history have been an important facet of this journal for years. This view shows what he describes as “my sanctum at one end of the library.”

So what does YOUR stamp den look like? Take a picture and send it to the editor so we can continue this feature!

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President's Message

By John Seidl

I hope everyone's 2021 has been off to a good start. Mine has been a huge challenge as I've spent the entire year away from home caring for family members fighting severe cases of cancer. This kind of struggle certainly puts everything else into perspective. My apologies to anyone who has had to wait for me to respond to questions related to the BCPSG.

Look for that communication from Bill Gompel on the auction and plan to work with him on lot submission and your participation in the bidding process. Contact Bill at bgompel@cfl.rr.com if you have any questions on the auction.



We had a BCPSG Zoom meeting as part of the Sarasota National Stamp Exhibition. Thank you to all the members who joined us! Like most philatelic societies our largest issue is membership retention – we continue to shrink a little every year and face rising costs (mostly postage). Not a sustainable strategy for the long run but we should be okay for the next three years before we run out of money. We are beginning to explore potential society mergers and would be happy to get your input. A special thank you to the many members who have made financial donations to the group – a list of recent donors is included in this issue of the *Journal*.

I would also like to thank the many members who have been helping me with the research on the first flights of the British West Indies. The crew that showed up for this session at the Sarasota meeting have been a huge help with identifying flights and providing images of some of the particularly rare covers. I would like to encourage all our members to check your own first flight covers into, out of, and between the islands and let me know what updates, additions and corrections can be made to the list. Eventually the entire list will be available to anyone on our BCPSG web site.

As always, we are in need of articles for the *Journal* and that is a great way to have an immediate impact on our group. Thank you to those who continue to contribute excellent articles on a regular basis!

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The Stuart Rossiter Trust announces

Crises in the Cayman Islands Post Office by Graham Booth, FRPSL

From his research in the local archives of the Cayman Islands and Jamaica, the author takes a look at how local, regional and colonial politics conspire to make the setting-up and running of a post office on a small group of islands a frustrating and time-consuming endeavor. The author paints a picture which may have resonance with the challenges faced by other smaller colonies of the time. Add in the demands of stamp dealers and collectors, we get a picture of how challenging the bureaucratic British colonial system could be in the early 20th Century.

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NEW BOOKS FROM BWISC PUBLICATIONS!

Early BWI Covers Perkins Bacon Adhesives – Trinidad

by Peter C. Ford FRPSL

For many years, there has been a listing of early Trinidad covers on the BWISC website; this book is an extension of that listing but now separating them into areas of destination. There have been many additions to the original listing and the book contains many high quality illustrations. This should be of great help to both dealers and collectors when researching the provenance of any particular cover.

Price: \$25.00 from the APS (see below)

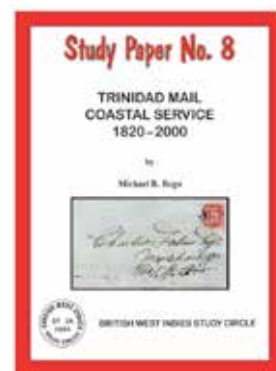


Trinidad Mail Coastal Service 1820 – 2000

by Michael Rego

Study Paper No. 8. This Study Paper traces the history of the mail service via the steamers that plied the coastal waters of Trinidad and Tobago from the early 19th century. There is much information on the vessels that sailed on these routes with tables of timings, lists of prices for various items sent by mail as well as many images of contemporaneous paintings of the ships and their ports of call. Any collector interested could not find a better reference book.

Price: £22 (BWISC Members' discount £2) from pennymead.com



For information, the following books are available from the American Philatelic Society or their website stamps.org/publications.

Airmails of Trinidad and Tobago by Ron Wike	\$23.50
Cayman Islands Postcards by Tom Giraldi.....	\$21.00
Classic Collections – St. Lucia by Charles Freeland	\$13.00
Encyclopaedia of Jamaican Philately – Airmails by Paul Farrimond and Raymond Murphy	\$38.00
Steamship Lines to the Caribbean, Volume 1 by Michael Rego.....	\$40.00
Steamship Lines to the Caribbean, Volume 2 by Michael Rego.....	\$40.00
Steamship Lines to the Caribbean, Volume 3 by Michael Rego.....	\$40.00
The Riddle of the ‘Registered’ Ovals of Jamaica and Trinidad by David Horry	\$23.00
The Tudway Letters by Mary Gleadall	\$26.00

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