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January issue: Deadline November 15, mailing December 30

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The Knutsford Park Covers (*Part 3*)

The Dieppe Interlude

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

This is the third part of David Horry's research into "The Knutsford Park Covers." The previous sections were in the April 2021 and July 2021 editions of the Journal.

In July 1942 it had been revealed that Jamaican stamp expert L.C.C. Nicholson was given three months jail time for forging the petty-cash signatures of non-existent members of the Camberwell Home Guard, of which he was the self-appointed commander (*Figure 1*).

Three years earlier he had been removed from his position as Senior Clerk at the London & Westminster Bank, Peckham in South London (*Figure 2*). He was forced to sell his Jamaica collection in February 1940 via Harmers and Robson Lowe. The sale fetched just over £3,000. This was enough for the bank to restore the money to the customer's account. No charges were brought, but Nicholson lost his pension and was forced to resign from The Royal Philatelic Society London, as was "Mrs. L.C.C.", Margaret Dorothy Nicholson, *née* English, a descendant of Postmaster English of the Cayman Islands, back in the days of Commissioner George Stephenson Shirt Hirst.¹

Former H.G. Commander's Forgery

Leverton Coryton Courtenay Nicholson, a bank clerk, and late commander of the Camberwell Home Guard, was sentenced at Lambeth yesterday to three months' imprisonment for forging signatures on the Home Guard subsistence payroll.

The Magistrate (Mr. Ronald Powell) said Nicholson had an excellent record in the last war, and was left with a permanent disability. He had been a trusted bank official for 30 years.

Nicholson claimed that the Territorial Association had refused to sanction certain expenses for the Home Guard company which he had founded, and as he could not afford to be out of pocket he resorted to signing the names and kept the money.

Figure 1
"Former H.G. Commander's Forgery,"
Birmingham Daily Gazette, June 1942.



Figure 2

Westminster Bank, 65 Peckham High Street, SE15.

By 1928 Nicholson was the leading light of the book *Jamaica: Its Postal History Postage Stamps & Postmarks 1928* (Stanley Gibbons, Ltd.). He was the Hon. Treasurer of the "Bedrock" Committee established to progress publication. L.C.C. provided chapters on Cayman Islands postal stationery with particular emphasis on the obliterations and the "Temporary Rubber Datestamps" (TRDs). The book was a tour de force: with separate British and American editions and a "special" gold-blocked Collector's Edition in the style of Frank Cundall (Institute of Jamaica). It became known as "the bible" for Jamaican philatelists (*Figure 3*).

"The name of L.C.C. Nicholson, Peckham, London, England, is known all over the world of philately as a keen collector, a diligent student, and an interesting writer," gushed Herbert Cooke, editor of The Jamaican Philatelic Society's *Bulletin* in 1931. "Mr. Nicholson wrote what we consider to be some most amazing chapters on our postmarks, illustrat-

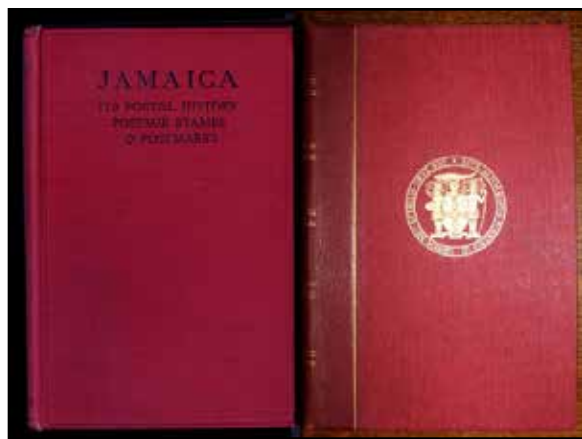


Figure 3

The book Jamaica: Its Postal History Postage Stamps & Postmarks, first published in 1928.

ing them with examples unknown even to our post office authorities.”

In 1930 the highly energetic Nicholson became president of The Croydon Philatelic Society and was invited by Mr. Stanley Phillips, M.D. of Stanley Gibbons Ltd., to bring the Great Britain used abroad in Jamaica part of their part one catalogue. Nicholson only tackled the “M” section. These were L.C.C.’s alterations for 1931 (Figure 4).

S.G. Part One G. B. used in Jamaica		Stamp	
AM. MANCHIONEAL.			
2023d	1d., rose-red (1892)	102	1d., rose-red
2024	1d., rose-red (1892)	103	1d., rose-red (for road)
2025	1d., blue (1892)	104	1d., blue
AM. MANDEVILLE.			
2026	1d., rose-red (1892)	105	1d., rose-red
2027	1d., rose-red (1892)	106	1d., rose-red (for road)
2028	1d., blue (1892)	107	1d., blue
AM. MAY HILL.			
(None recorded)			
AM. MILE GULLY.			
2029	1d., rose-red (1892)	108	1d., rose-red
2030	1d., rose-red (1892)	109	1d., rose-red (for road)
2031	1d., blue (1892)	110	1d., blue
AM. MONEAGUE.			
2032	1d., rose-red (1892)	111	1d., rose-red
2033	1d., rose-red (1892)	112	1d., rose-red (for road)
2034	1d., blue (1892)	113	1d., blue

Figure 4

L.C.C.’s changes to the 1931 Gibbons Part One Catalogue.

Prices for covers were introduced for Manchioneal, Mandeville, May Hill, Mile Gully, May Pen and Moneague. What had been catalogued in 1930 at just “a fiver” (£5) a year ago, was now worth £165. This was good news for the stamp dealers of Kingston, especially now that Britain was no longer on “the Gold Standard” and there were the unfavorable winds of economic depression down Jamaica way. A 3,300 percent “correction” in value was in everyone’s interest.

On release from Pentonville, Nicholson was enrolled by Special Operations Executive (SOE) at 64 Baker Street, and given charge of a group of other forgers at Gumley Hall, Market Harborough (Ferne) - STS Station 44/41 for “Black Ops.” His wife, Margaret, had already left Peckham and was up at nearby Barrow-on-Soar (Quorn) in Leicestershire, enrolling for her “war rations” book on September 9, 1939.³



Figure 5

Tapling’s Gumley Hall, Market Harborough, South Leicestershire.

Gumley Hall was the old residence of Thomas Key Tapling, once MP for the Harborough District of South Leicestershire (Figure 5). It was heavily guarded by Danish troops loyal to the Danish Royal family and nuclear physicist Niels Bohr. They were working on counterfeit documents to get “downed” Allied air-crews out of France and back to “Blighty.” They were in dire need of a first class *faussaire français*. The operation in France was headed up by one Madame Joseph Krug⁴ (Figure 6).



Figure 6

Poor quality image of Madame Joseph Krug - Rheims.

On the night of August 19, 1942, Nicholson’s first assignment was to assist Ian Fleming, on board HMS *Ferne* and Lord Lovat, in the rescue a more famous forger from the Douanier’s Cottage, “Monet Beach” at Verangeville, Dieppe (Figure 7). Nicholson and Lovat were successful in locating and identifying their target and his “machine.” They arrived safely back at Newhaven

on the early morning of August 20 (Figure 8). They were eagerly awaited by Eliane (sic) Plewman and Will Mil- lar of George Odom Ltd., as well as



Figure 7
Claude Monet's 1880s painting of Le Douanier's House, Varengeville-sur-mer, Dieppe.

to King George VI. Lascelles became Keeper of The Royal Archives from 1943 to 1952, when Sir John Wilson was reinstated.⁵

Ian Fleming related: "It had been a long and nerve-racking day and it was difficult to add up the pros and the cons of what was a bloody, gallant affair. But one thing was clear - intelligence, planning and execution had been nearly faultless. The machinery for producing further raids is there, tried and found good. Dieppe was an essential preliminary for operations ahead"⁶ (Figure 9).



Figure 8
Lord Lovat and far left, L.C.C. Nicholson, Newhaven, August 20, 1942.

It will ever be remembered that 907 French Canadian troops lost their lives that night; 2,460 were crippled and maimed, with 1,946 being captured by the resolute German defenders. A total of 550 British Naval personnel were killed or wounded and some 275 British commandos perished. Over 100 RAF crew were shot down; this includes Polish and Czech aircrew; 11 Americans were casualties, with three deaths. This was a very high price for what appeared to be a pointless mission. For many years the Canadian veteran associations have been seeking answers for their fellow countrymen's sacrifice, in Whitehall, but without success.⁷

Derek Worboys and John Robson Lowe, who had left his temporary post at The Palace, with the blessing of "Tommy" Lascelles, Private Secretary



Figure 9
Very poor quality image of Ian Fleming in duffel coat, Le Havre, August 19, 1942.



Figure 10
"L'Argentographico-Torino."

It had been wrongly assumed that Fleming's "pinch" at "Monet Beach" was a German Enigma machine. It wasn't! (Figure 10).

By August 1942, the Allies had those aplenty; it was the development of the “rotors” and their wiring which made “pinches” ever important.

On August 28, 1942, after dinner at “Prunier’s,” Fleming in a stroll across St. James Park with his great friend and diaryist Maud Russell, confided to her that “He was in the Dieppe raid on a destroyer. It was thrilling and pretty dangerous. The attack failed at most points except Lord Lovat’s section. But I think Ian thought the raid had been useful.”⁸

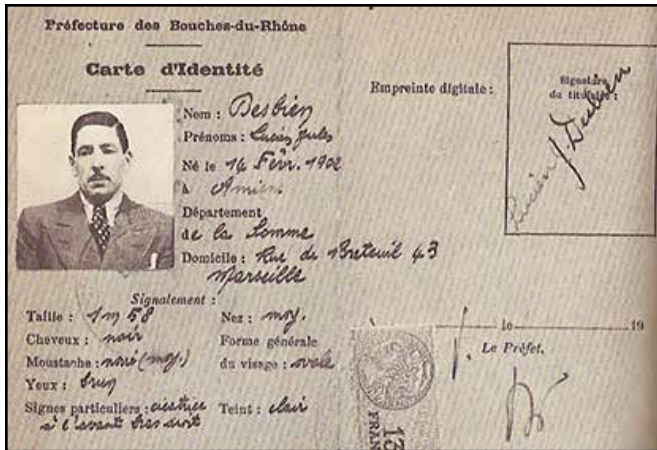


Figure 11
Lucien Desbien's forged World War II identification card.

With a huge improvement of the counterfeited documents coming out of Gumley Hall, a contingent of French Canadians were now able to work behind Gestapo lines in France (**Figure 11**). However, many lost their lives at the hands of a merciless enemy, including Eliane Plewman from Oadby, just north of SOE44/41



Figure 12
Eliane Plewman (Agent “Gaby”)

Gumley⁹ (**Figure 12**). Betrayed, she, radio operator Noorunissa Inayat Khan, Yolande Beekman and Madeleine Damerment, were murdered in Dachau on September 13, 1944. Noor posthumously received the George Cross¹⁰ (**Figure 13**).



Figure 13
The contributions of Noorunissa Inayat Khan was recognized with this Great Britain stamp in 2012.

And all this for a little known Italian printer -- Giovanni -- who disappeared in April 1942 at Aix-les-Bains, the leading town of La Belle Époque. He was arrested by French Customs officials on charges of the philatelic forgery of German stamps. His elder brother, “Massimo” had “taken his place”

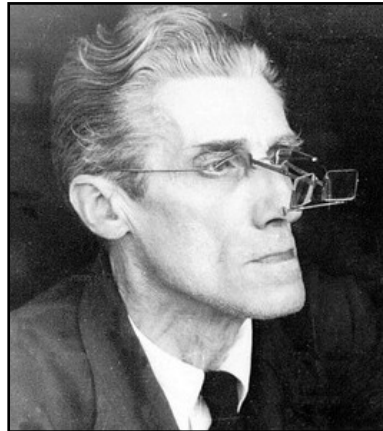


Figure 14
“Schrödinger’s Cat” circa 1945.

at his trial, while plans were made for his escape. The Germans did not occupy Vichy France until November 10, 1942. “Schrödinger’s Cat” wasn’t to emerge again until the conclusion of his trial in Paris in April 1948¹¹ (**Figure 14**).

Back in 1929 L.C.C. Nicholson had met Giovanni briefly in Le Havre (**Figure 15**) and was one of the few people who could correctly identify him. When World War II was ended, Nicholson had an unful-



Figure 15
Postmark and stamp from Le Havre Exposition Philatèlique, 1929.

filled ambition. He was keen to get to “The Isle of Wood and Water.” He was made to wait for the return of George Crawford Odom from his travels to Naples, Egypt, Palestine, Guernsey and Sierra Leone.



Figure 16

“The Sorcerer’s Apprentice,” Ian Fleming “Atticus,” The Sunday Times, August 8, 1954.

By February 1946 Ian Fleming was more than happy to assist “The Sorcerer’s Apprentice” achieve his goal, at Knutsford Park, Kingston, Jamaica (**Figure 16**). From November 22, 1953 to November 24, 1957, Fleming had penned the “Atticus” column for *The Sunday Times*; an invaluable source of information on many lesser known events of World War II (Biddulph). With Nicholson dying on October 14, 1952, Fleming & Co. was again looking for another apprentice for de Sperati, “who could be trained to the craft.”

To be continued

If anyone has a Dieppe Bay sSC* (**Figure 17**) coincidentally dated August 19 or 20, 1942, the author would like to see a scan. Finally, my thanks to the ever attentive Guy Kilburn for providing the author with the first-known St. Lucian Knutsford Park cover. It was sent by Olive Mathurin of Vieux Fort, and posted



Figure 17
Dieppe Bay, St. Kitts
sSC dated
September 28, 1939.

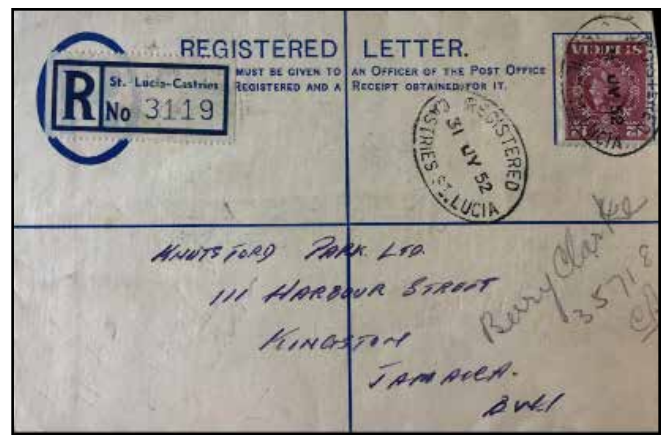


Figure 18

Knutsford Park cover from Olive Mathurin of Vieux Fort, St. Lucia.

by Registered Mail at Castries Post Office, on July 31, 1952 (**Figure 18**).

FOOTNOTES

¹ See website <https://caymannature.files.wordpress.com/2012/11/hirst-in-the-days-of-redman-1995.pdf>.

² See website <https://www.alliancefrancaise-london/8-rue-Merentie-ENG-AFL.pdf>.

³ Margaret D. Nicholson, September 29, 1939 National Rations Register – Findmypast.

⁴ Krug: House of Champagne, John Arlott - Davis Poynter - London 1976.

⁵ Palace conversations, 2017.

⁶ Ian Fleming, Andrew Lycett, pp 139-141 - Phoenix (Orion Books), London - 1995

⁷ The Dieppe Raid – Wikipedia/ Imperial War Museum.

⁸ *A Constant Heart, The War Diaries of Maud Russell, 1938-1945*. The Dovecote Press: 2017, p.175.

⁹ See website <https://www.tracesofwar.com/sights/108988/SOE-Establishment-STS-44-41-Gumley-Hall.htm>

¹⁰ Noor-Inayat Khan, *Oxford Dictionary of National Biography*.

¹¹ The Paradox of Quantum Superposition; Heisenberg’s Uncertainty Principle and Nils Bohr’s Copenhagen Interpretation were studied and applied to diversionary tactics by Ian Fleming in World War II -- Operation Mincemeat etc.

My thanks to Andrew Lycett, Richard Frajola, David Millar, Dale Gervais, Guy Kilburn, David Beech FRPSL, Nicholas Rankin, Edward Biddulph, Peter Horry and Corin Somerville.

How an overprint error on Montserrat official stamp was discovered

By Richard T. Hall

In 1980 the owners of the company my wife was working for were thinking of purchasing property on Montserrat. Officials from the Inland Revenue Department in Montserrat responded to their request in the envelope shown in Figures 1 and 2. (I do not know if they ever purchased any property.)

My wife, knowing that I am a stamp collector, rescued the envelope from the trash and brought it home. Upon examining the cover, I noticed the inverted overprint on the pair of official stamps. Examining my copy of the Stanley Gibbons catalogue I saw that there was no listing of the error. I then wrote to Gibbons to see if they would list the error. David Aggersberg of Gibbons responded with the letters shown in Figures 3 and 4 which resulted in the listing of the error as Montserrat #O12a. Note: anyone interested in purchasing this cover and the provenance correspondence can get in touch with me through the Editor.



Figure 1 (above)

Montserrat cover from 1980 with inverted O.H.M.S. overprinted stamps.



Figure 2 (above)
Enlargement of stamps.



Figure 3 (left) and Figure 4 (right). David Aggersberg of Stanley Gibbons provided provenance for the Montserrat stamp, now listed as #O12a in their catalogues.



The Munson Line and Nassau Mail

By *Juan L. Riera*

The Munson Steamship Line, commonly abbreviated to the Munson Line, was founded by Walter D. Munson in 1899. It was subsequently run by his son, Carlos, and later another son, Frank C. Munson (*Figure 1*). Initially the freight line ran from New York City to Havana, Cuba, and then expanded to encompass eastern Cuba, Mexico, ports on the Gulf of Mexico and eventually included the U.S. Atlantic seaboard and the Atlantic coast of South America with over 60 freighters.

In 1919, the line added passenger service; *i.e.*, cruise ships, 11 of them. From 1904 until 1921 the company's headquarters was located at the Beaver Building in lower Manhattan, and in 1921 the headquarters were moved to the Munson Building at 67 Wall Street and 85-97 Beaver Street. With a steep decline in business due to the Great Depression, the company slowly dwindled in size, laying up ships or scrapping them in order to save on the costs of operating them. The company went out of business in 1937.

Various ships of the Munson Line carried mail internationally. According to Eric Wilberg (author, lawyer, ship's captain) who grew up in the Bahamas and has written on Bahamian mail, the SS *Munamar* of the Munson Steamship Line served Nassau and possibly Long Cay with international mail (*Figure 2*).

This ship was built in 1915 by Bethlehem Steel in Sparrow's Point, Maryland, also known as Maryland Steel in Baltimore. The line also



Figure 2

The SS Munamar in a rather grainy old photograph.



Figure 1

Frank C. Munson

President of the steamship company founded by his father, Walter D. Munson, in 1899.



Figure 3

The Royal Victoria Hotel in Nassau, Bahamas, owned by the Munson Line.

owned the Royal Victoria (*Figures 3-5*) and British Colonial hotels in Nassau. This implies that these hotels served the Munson Line cruise ships and produced mail and postcards that were carried by the Munson Line as well.

Since the Munson Line had both cruise ships and freighters, I am assuming that both types of ships carried international mail and serviced a number of British West Indies islands. There were three cruise ship routes of note in this respect as follows:

- New York-Nassau-Miami-Havana
- New York-Bermuda
- Miami-Nassau

The freighters may not have had set routes (referred to as tramp boats), but may have also carried mail between various points, due to the large number of freighters at the company's height.



Figure 4
An exterior view of the front of the Royal Victoria Hotel in Nassau, Bahamas.



Figure 5
British Colonial Hotel in Nassau, Bahamas.

An interesting side note is that Cora Munson, wife of Frank Munson, was a member of the legendary Mallory family of Mystic, Connecticut, which has been involved in the maritime trade since 1816. A member of the family was the Secretary of the Confederate States of America during the U.S. Civil War. Having hailed from Key West, Florida, the very touristy Mallory Square is named in his honor. Cora Mallory Munson in 1955 endowed The Frank C. Munson Institute of American Maritime Studies at Mystic Seaport Museum, in honor of her husband. I was very fortunate to intern through this program at Mystic Seaport in the summer of 1997.



Figure 5
An 1894 cover from Long Cay, Bahamas to New York City.

This is certainly an area for further research in much greater detail to determine which other British West Indies were served by the Munson Line for international mail. There is a strong evidence that various islands of the Bahamas and Cuba were connected to Miami for mail service as well as fairly strong evidence for Bermuda and New York being connected for mail service by the Munson Line.

At long last, a conundrum has been solved!

By Tony Walker

At long last, I have finally solved a question that had been niggling away at me for many years. I have been collecting British Naval Mail from World War I for many years and an acquisition some 25 years ago was a two page hand-written letter from Admiral Sir John Jellicoe, Commander in Chief of the Grand Fleet, penned in January 1916. He wrote to a Miss Tabuteau in Queens County, Ireland, and the accompanying envelope showed the “CENSORED” mark of his flagship, HMS *Iron Duke* illustrated in *Figure 1*.

Extracts of the letter are shown in *Figure 2*, the contents largely concerning the pension of Miss Tabuteau’s brother Augustus Elliott Tabuteau, a Paymaster on HMS *Natal* when the ship suffered an internal explosion while undergoing repair work in New York on December 30, 1915. Twenty-five officers and men lost their lives, including Paymaster Tabuteau.

Over the years I have often wondered why the Commander in Chief of the Grand Fleet, in the middle of the Great War, found the time to write a two page letter to the sister of a deceased Paymaster who was not even on his ship.

Four years ago I started an entirely new collection based on the stamps and postal history of the Turks and Caicos Islands. Diligently mounting some early picture postcards during the pandemic lockdown, an address on one, to Mrs. Tabuteau in Queens County, Ireland, caught my eye. Yes, same address as Jellicoe’s letter, but to Mrs. rather than Miss Tabuteau and written eight years earlier than Jellicoe’s letter.



Figure 1

Envelope addressed by Commander in Chief of the Grand Fleet in World War I with London machine cancel of January 15, 1916 and the censor mark of Jellicoe’s Ship HMS Iron Duke. Interestingly, officers were entitled to censor their own mail, but Jellicoe chose to pass his letter to another officer for censoring (see blue crayon initials “AW”).

The postcard was dated January 28, 1908 and had a 1d Turks and Caicos stamp and a TURKS ISLANDS circular datestamp. On the reverse was a photograph of Front Street on Turks Island – see *Figure 3*. While it’s of passing interest to have two items of mail to the same address from different people, it did not solve my earlier query.

However, the message on the postcard was particularly interesting: “Just arrived for a few hours & then sail for Haiti where the ship is due tomorrow. Will write from there. E.” The “E” almost certainly stands for Elliott (Tabuteau), who was in the navy some years before World War I, as an entry in the *London Gazette* on October 4, 1907 announced his promotion to the rank of Paymaster, “for services in China.” Still no link to Jellicoe, but the reference to

China sounded promising. I have been unable to trace what ship he was on when it called in on the Turks and Caicos Islands.

However, the *London Gazette* of October 5, 1900 lists the officers who accompanied Admiral Seymour's multi-national military force, which unsuccessfully attempted to relieve the besieged Foreign Legations and foreign nationals being attacked in Beijing, by the Chinese forces of the Boxer Rebellion, between June 10 and 28, 1900.

One such officer was Flag Captain J. R. Jellicoe of HMS *Centurion*, based at the China Station. His ship contributed a number of men to the force, several of whom were wounded, including Jellicoe (almost fatally, one report stated) and one Midshipman Augustus Elliott Tabuteau. So there's the connection! Conundrum solved! Many men received medals due

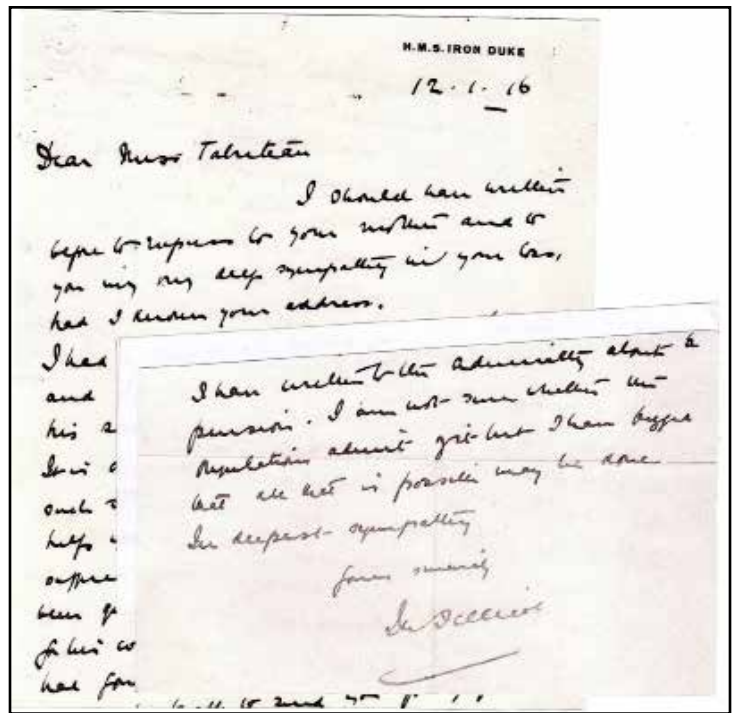


Figure 2
Extracts from the letter from Admiral Jellicoe to Miss Tabuteau dated January 12, 1916.

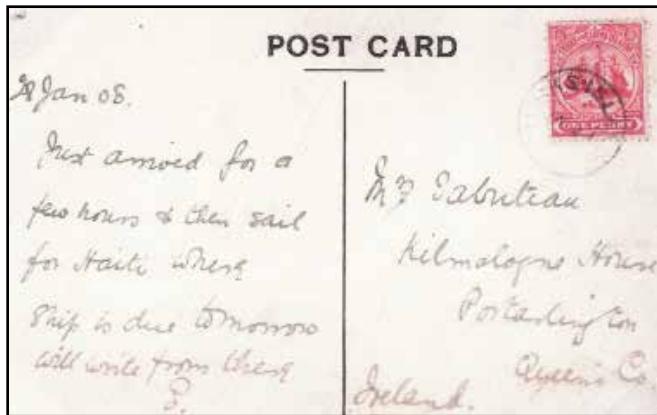


Figure 3
Postcard (address side, top, photo side below) from Paymaster Tabuteau to his mother dated January 28, 1908, sent from the Turks and Caicos Islands where his ship called.

to their bravery, not least because if captured by the Boxers, the usual fate was beheading.

When her brother was killed, Tabuteau's sister was obviously having problems with the Admiralty over his pension, and knowing of his personal links to Jellicoe, now the Commander in Chief of the Grand Fleet, she wrote to him for help. The letter was his reply.

Nuggets from the past ...

In the October 2006 issue of the *Journal*, Dr. Eric M. Bateson of Australia wrote about American and Canadian providers of philatelic covers of the Empire Period (1890-1935) in the British West Indies. Also, Dr. Reuben Ramkissoon discussed recent finds of scarce BWI slogan cancels, and President Jack Harwood reported on postal money orders in the British Caribbean.

Past President Rob Wynstra announced two recipients of prestigious society awards. Edward Tweddell received the Edward Addiss Award for lifetime achievement in philatelic writing and research, and Michel Forand received the Robert Cooley Award for his groundbreaking series of articles on World War II civil censorship in the BWI.

The Aerogramme corner ...

Questions on different denominations on aerogrammes of the Cayman Islands

By Edward Malkin

Savannah is a community on Grand Cayman in the Cayman Islands. It is near the southern coast of the island, in the center of the island. George Town is just to the west of it. Hell is northwest of Savannah and north of George Town. There is no Wikipedia listing for it. It has an estimated population of 8,735.

It was where this 15¢ Cayman Islands aerogramme, first issued in November 1983, along with a 10¢ aerogramme (*Figure 1*), both of which were the long format version of a 10¢ and 15¢ aerogramme issued on February 3, 1981, was used.

I cannot find the reason for the two different values, but the Cayman Island postal regulations for 1997 (revised for 2019) give the same aerogramme rate for “Group A countries,” “Group B countries,” and “Group C Countries.” Group A countries were the Caribbean and North and South America, except Argentina, Bolivia, Brazil, Chile, French Guiana, Peru, Surinam and Uruguay, which were in Group B. Also in Group B were European and a lot of the African countries, Samoa, Turkey and Wake Island. Group three were the rest of Africa, Russia, and everywhere else. At the time the aerogramme rate for all was 25¢.

However, the postal regulations document shows that they did divide the 25¢ aerogrammes into three different destination groups and this could be a reflection of an earlier practice to charge different rates for different distances. The 10¢ could have been for Zone A in 1981 and the 15¢ for Zone B. By January 2, 1986, when this 15¢ item was posted, it could have been the rate for an aerogramme to the Zone B group, and thus Canada. There is a 1971 Cayman Islands aerogramme to the U.S. illustrated online with 12¢ in postage total, but, as can be seen, I do have a 10¢ 1981 one mailed to Canada in 1985 and no postage due assessed.

This 15¢ one was a philatelic creation as a Harry Rusling of Ottawa, Canada apparently mailed it to himself while he was staying at Unit 25, Lacovia,

Grand Cayman. The form went the distance, which is what counts. He was staying in a pretty decent hotel lodging, in what is now rated the most expensive place to live in, or, as one online person put it, “Think of NYC prices BUT you’re in paradise. So worth it.” Four Savannah cancels – two on the stamp, one rather weak and the other over it.

The stamp designer was Gyula László Vásárhelyi (1929-2013) who designed 7,500 stamps for 165 different countries.



Figure 1
Aerogramme to Canada from the Cayman Islands, with circular datestamp of December 13, 1985.

Touring the British Caribbean

Trinidad & Tobago philatelic history has a lot to offer collectors

By Noel Davenhill

When one thinks of Trinidad & Tobago, it may conjure up ideas of calypso, carnival, and even steel bands, but while the island nation is all that, there is much more, including a fascinating philatelic history.

Christopher Columbus landed on Trinidad, which he named for the Holy Trinity, in 1498 and found a land quietly inhabited by the Arawak and Carib Indians. Together with its smaller neighbor, Tobago, located 22 miles to the northeast, these islands are the most southerly West Indies islands, near Venezuela's Orinoco River delta.

Where tranquil Tobago is largely reliant on tourism, Trinidad's major industries are developed from oil production and related products, such as chemical fertilizers. The iconic Pitch Lake (Lake Asphalt) is one of the world's main sources of bitumen, used in road construction. Agricultural industries include coffee, cocoa and citrus fruit.

Before becoming incorporated into a single postal union in 1913, the islands of Trinidad and Tobago issued separate stamps.

TRINIDAD (capital, Port of Spain)

Aside from privately produced iconic Lady McLeod rarities, Trinidad's first regular stamps in 1851 were a "no denomination" (1d) seated Britannia painted by Perkins, Bacon & Co. from plates created from a die used economically for both Mauritius and Barbados.

From 1852-1860, intermittent delays in supplies from London meant provisional lithographic alternatives matching the Perkins, Bacon image were prepared from a die engraved in Trinidad and printed locally on low-grade paper. The mainly blue stamps plus a few in shades of red and grey are mostly very scarce, indeed some mint are listed unpriced in the *Gibbons* catalogue.

The "no denomination" Britannia was supplemented in 1859 with conventional 4d, 6d and 1/- stamps from new printing plates. From September

1859, experimental pin perforations were trialled in the final Perkins, Bacon & Co. printings of the non-denominational (1d), 4d, 6d and 1/- values. Following the company's fall from grace due to illicit activities, printing equipment was taken over by De La Rue in 1862. Crown CC watermarks, introduced



Trinidad Queen Victoria one-penny.

in 1863 for 4d, 6d, 1/- and the 1d "non-denominational" stamps, continued through to 1872 when 4d and 1/- stamps were reprinted respectively in grey and chrome yellow. A larger 5/- rose-lake depicting Queen Victoria was issued in 1869.

From 1879-1882, Universal Postal Union (UPU) protocol led to "HALFPENNY" and "ONE PENNY" surcharges on the "non-denomination" 1/2d and 1d, and "regular" 4d stamps. Continuing shortages in 1882 led to handwritten pen and ink "1d" surcharges on 6d and 1d (1/2d) bisects priced only if on covers.

Six 1/2d to 1/- royal portraits were joined in 1894 with a 5/- color change. An updated image of Britannia for the 1/2d to 1/- and larger format 5/-, 10/- and £1 values appeared in 1896. Each 1d denomination from a new printing in 1900 incorporated an



Trinidad issued postage due stamps (shown here as "Surcharge Postage") as early as 1885.

oval shaped “0” in “ONE.” Used copies are plentiful, whereas mint are extremely scarce. Additional color changes from 1901-1909 succeeded an attractive 2d denomination in 1898 marking 400 years since Columbus landed in Trinidad.

The final 1/2d, 1d and 2 1/2d denominations captioned “TRINIDAD” were issued in 1909 with face values in both figures and words. All stamps were replaced in 1913 with a new series captioned “TRINIDAD & TOBAGO.”

TOBAGO (capital, Scarborough)

While awaiting delivery of dedicated postage stamps 27 years after those of Trinidad, previously issued Tobago 1d, 3d, 6d, 1/-, 5/- and £1 Queen Victoria revenues were authorized for short-term postal use from August 1879. They were printed with Crown CC watermarks by De La Rue from modified key plates prepared initially for Dominica’s first postage stamps. Replacement 1/2d, 1d, 4d, 6d and 1/- denominations printed from plates with “POSTAGE” added were placed on sale in 1880. There were no requirements for 5/- or £1 stamps.

Crown CA watermarks introduced for 1/2d, 1d, 4d and 6d values were issued in 1882. A 2 1/2d on 6d surcharge preceded a new 2 1/2d in 1883. To comply with UPU regulations, 1/2d, 4d and 6d color changes were released from 1885-1894. A 1/- value, mistakenly reprinted in orange-brown, was placed on sale, despite closely resembling the existing 6d stamp. Shipping delays combined with inadequate stocks and philatelic speculation seem likely to have contributed to a spate of complex surcharges applied from 1886-1889 by the Government Printer in Scarborough.

After unification as a single administration in 1899, Tobago stamps were replaced by those of Trinidad, until “TRINIDAD & TOBAGO” captions were added in 1913.

TRINIDAD AND TOBAGO (capital Port of Spain)

A single postal administration for Trinidad and Tobago commenced in 1913 with a recaptioned version of Trinidad’s Britannia motif on eight stamps from 1/2d to £1.

In 1914, the Trinidad Red Cross Society introduced a fund-raising label cryptically inscribed “ONE FRACTION” which sold for 24 cents and



*Trinidad & Tobago
Britannia motif, part
of a series.*

was approved for use as a postage stamp for one day only, September 18, to deliver local appeal circulars. It was not associated with wartime levies imposed in 1915, commencing with 1d definitives overprinted on October 15, 1915 with the date and a bold Red Cross image. These were repeated in 1916 with a revised date.



*On October 19, 1916, a
“War Tax” overprint stamp
was issued. A somewhat
similar design was issued
the previous year.*

A complex series of nine distinctive “WAR TAX” overprints on 1/2d and 1d stamps from 1917-1918 were issued primarily because of excessive philatelic demand.

In 1921-1922, nine stamps from 1/2d to £1 were reprinted with Multiple Script CA watermarks. Increased postal changes prompted a 1d color change to brown and additional 2d and 3d values. Existing 2 1/2d stamps were phased out.

A new design in 1922 reflected the colony’s ongoing attachment to Britannia, whose image next to the King’s portrait corresponds with similar De La Rue badge designs for Bahamas, Bermuda, Dominica and St. Kitts-Nevis. Whereas several 4d and 1/- stamps were printed on obsolete Multiple Crown

*King George V series
depicting sitting
Britannia.*



CA paper, the full series from 1/2d to £1 were on Script CA watermarked paper.

DECIMAL CURRENCY

Nine pictorial definitives in 1935, the first to be issued in decimal currency, were introduced primarily for business purposes. For smaller transactions, sterling coinage remained in circulation for the next 20 years. The splendid pictorials from 1¢ to 72¢, engraved by Bradbury, Wilkinson & Co., feature local images focused on Trinidad, with only a view of Mount Irvine Bay (3¢) to acknowledge Tobago.

The First Boca (1¢) is the first of four small islands marking channel entrances (Dragon's Mouth) between Trinidad and Venezuela. Arguably the most interesting image (6¢) depicts Sir Walter Raleigh's discovery of Lake Asphalt in 1595; the original painting (artist unknown) hangs in the Wolverhampton boardroom of Tarmac, which is Britain's largest importer of bitumen. Perforation changes on all except 8¢, 48¢ and 72¢ values were released in 1936-1937.

A new pictorial series was issued in the 1930s. This 12¢ value depicts the town hall in San Fernando.



Widespread public and philatelic approval, and temporary replacement of some denominations with Silver Jubilee and Coronation stamps may have led to retaining 1935 designs for the King George VI 1¢ to 60¢ definitives in 1938. A surprising omission of higher denominations was resolved in 1940 with small format \$1.20 and \$4.80 designs matching 1935 revenue stamps. Increased postal tariffs in 1941 led to 3¢ and 4¢ color changes and a new 5¢ featuring the recently opened GPO and Treasury



This King George VI 3¢ value shows Mt. Irvine Bay on Tobago.

building.

Three Crown Agents' omnibus issues marking Victory, Royal Silver Wedding and the 75th anniversary of the UPU were placed on sale from 1946 to 1949. The inauguration of BWI University College led to the "minibus" series from 12 eligible British territories in 1951. These stamps were not welcomed in Tobago, with many residents refusing to use them on mail because an oversight in production omitted Tobago from the title.

Definitives from 1¢ to \$4.80 adapted to portray Queen Elizabeth were among very few new-reign definitives issued in advance of the omnibus Coronation stamps. Perforation changes on the \$1.20 and \$4.80 stamps were released in 1955.



Later Queen Elizabeth II stamps called attention to various events, including this 1961 salute to the Second Caribbean Scout Jamboree.

Urgent requirements for posting local Christmas cards led to an emergency "ONE CENT" on 2¢ surcharge on December 20, 1956. A consignment of regular 1¢ stamps delayed by engine problems at Heathrow airport was delivered overnight, prompting the overprint's withdrawal from the GPO in Port of Spain after only four and a half hours. Locally addressed Christmas card envelopes postmarked on December 20, 1956 are understandably very scarce.



In 1972, the 125th anniversary of Trinidad's first adhesive stamp, the "Lady McLeod" was recognized with a set of three stamps.

In 1958, the colony joined other islands with three stamps displaying a map of participating territories involved in inaugurating the short-lived West Indies Federation, which fell apart within four years.

Several graphic designers cooperated in providing images for 1960 definitives, which were printed in lithography by Harrison & Sons. The designs offered little recognition of Tobago. The mundane appearance of many lower denominations was mitigated with larger format \$1.20 and \$4.80 values featuring, respectively, a hummingbird feeding on hibiscus and a map of the twin islands.

Workers extracting bitumen from Pitch Lake (35¢), one of Trinidad's top tourist venues, is perhaps a more interesting design. The previous emblem (15¢) was supplanted in 1964 with the new coat of arms inscribed, "Together We Aspire, Together We Achieve." The 1¢, showing the Cipriani Memorial, commemorating a former labor leader, was reprinted in 1966 with sideways Block CA watermark.

ERRORS

I had an interesting experience when traveling to Barbados on the *Northern Star* in 1967. Shortly before passing close to Trinidad, the ship's post office opened to sell stamps for paquebot mail. When purchasing a single 25¢ (Scarlet Ibis) stamp to send a postcard, I found the watermark was inverted, so calmly as possible, I asked to buy the rest of the sheet. After questioning why I required so many, the postal officer grudgingly sold me the remaining 36 stamps.

Obviously keen to check the next sheet, I asked a friend in the queue to buy another 25¢ stamp -- it was normal. Had I arrived a few minutes later, all the errors would have been sold!

After explaining my odd behavior to the postmaster that evening, he showed no animosity, telling me the current stamps had been supplied at least three years earlier. Was I lucky to connect with the only sheet or were there others? I will never know! No matter, because after 50 years many more have turned up, due mainly to distribution of several sheets from Crown Agents' stock. The current catalogue listing is just £5.50!

The discovery in 1967 of a 60¢ Anthurium Lilies perf 141/2 triggered a nationwide search of post offices, yielding a small number of mint copies. The surprise find is believed to be from an earlier printing from which all sheets were dispatched to the colony. Whereas many used copies would have been thrown out with the wrappers, several must

exist unrecognized in albums, stock books and on non-philatelic covers.

Silver or gold die-stamped profiles of the Queen are the stand-out hallmarks of 16 pictorials from 1¢ to \$5.00 issued in 1969. Outline maps of the twin islands on 20¢ and 25¢ denominations are appropriately accompanied by a small mariner's compass. Astonishingly, however, when preparing 12¢ and \$1 floral themes in matching frames, the designer overlooked the pointless compass (pardon the pun), which when placed alongside floral images is totally out of place.

Birds depicted include Scarlet Ibis (40¢) and Corico or Chachalaca (5¢), the national bird of Tobago. Watermark changes and die-stamp omissions exist.

Hotels, orchids and water-color landscapes by acclaimed Trinidad artist Michel-Jean Cazabon were themes for all but one of 15 1965-1978 definitives printed by Questa Colour. The 5¢ stands apart with award-winning artwork by Adrian Camp Campins (1943-2020) depicting Columbus' fleet sailing through the Bocas.

All denominations were also available in three miniature sheets, each containing five stamps identifiable by diagonal Crown CA sideways watermarks. Tobago was acknowledged on several stamps as the location of featured hotels.

This review closes with floral definitives from 5¢ to \$10 printed by Questa and issued in 1983. Subsequent printings from 1984 comprise imprint dates on lower margins. Diagonal Script watermarks were introduced in 1985.

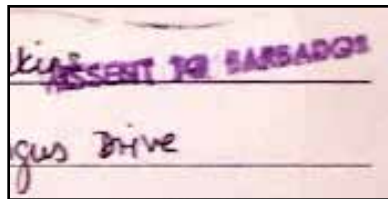
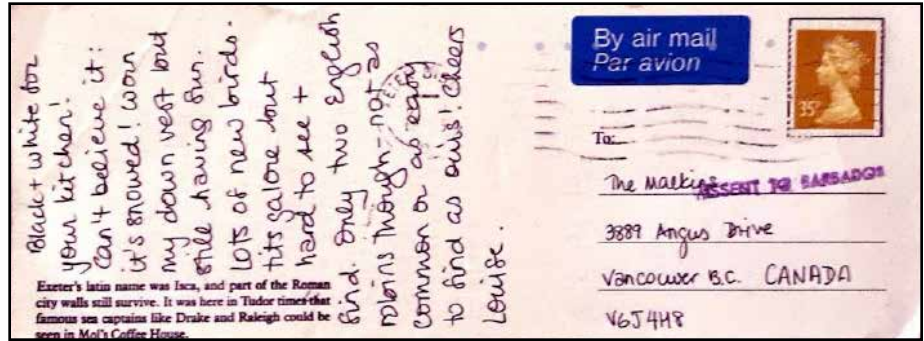
POSTAGE DUES

In 1885, nine postage dues (1/2d - 1/-) were issued in Trinidad using De La Rue's general format and color (slate-black). All except the 1/2d were reprinted from 1905-1945 with watermark changes.

In 1947, there was a decimal currency series from 2¢ to 24¢, which was updated in 1969 with colorful new 2¢ to 60¢ postage dues finally captioned "TRINIDAD & TOBAGO."

So, one has to wonder, just where IS “Barbadqs?”

One never knows exactly what one might find in the mail. This one came poorly post-marked but from details such as airmail postcard rates (35p) and from the slight bit of postmarks available on the piece, we can determine it was mailed on the sixth day of a month in 1996 in the Exeter District of the United



Kingdom. I suppose given the odd shape of the postcard, I was sort of lucky to get any postmark, but it might be that the shape of the card was what was responsible for it being missent to Barbados. It was received in the sort of banged up shape it looks like. Since no one these days tells one WHEN the item was discovered as having been missent, I cannot tell people how long it took to get here, but, as I recollect, it wasn't delayed by too much time. Did you notice that “Barbados” is spelled “Barbadqs”?

-- Edward Malkin

New compendium on world postal wrappers now hitting the market

Dr. John Courtis, FRPSL, a recognized authority on world postal wrappers and frequent contributor to the *Journal*, has just finished a massive new book on the subject.

Analysis of Worldwide Postal Wrappers: Attributes of Postal Stationery, Postal History and Social Philately is now available through the Postal History Society in the United Kingdom.

The 930 page book is published in two volumes and covers 33 chapters. In Volume 1, there is an in-depth look at not only the attributes of a postal wrapper, but also different types, such as book and newspaper posts, indicia, perforated wrappers, postage due wrappers and postmarks on wrappers, destination countries of wrappers, and an analysis of routes to Africa, Asia and Australasia as well as Europe, the Americas and Caribbean.

Volume 2 concentrates on auxiliary markings, merchant marks, embossed to order, overprints, labels, cinderellas and seals, censor and consular handstamps and much more.

For ordering and shipping details, contact Claire Scott at the Postal History Foundation by email at claire@historystore.ltd.uk.

St. Kitts Auxiliary Markings

By Steve Zirinsky

Here are some auxiliary markings found on mail from St. Kitts. Please let us know of any new markings!

RECEIVED IN WET CONDITION

RECEIVED IN DAMAGED CONDITION

RECEIVED IN TAPE CONDITION

RETURN RECEIPT
REQUESTED

Returned for additional
postage of

AIR MAIL

Airmails of the West Indies

(Part 5)

By John Seidl

This is the fifth part of a series on airmails of the West Indies. In this segment, we continue with British Guiana, which ended in the July 2021 issue with a Jamaica flight of July 15, 1931. As always, your input is encouraged. Please send any updates of new information to me at john.seidl@gmail.com.

*This series will conclude with Part 6 in the April 2022 issue.
Part 1 was printed in the January 2021 issue; Part 2 was in April 2021;
Part 3 was in July 2021; Part 4 was in October 2021 issue.*

Jamaica: We continue with flights after the July 15, 1931 scheduled flight from Montreal to Jamaica covered in the previous issue.

DATE	FROM	TO	NOTES
August 18, 1931	Santo Domingo, Dominican Republic	Kingston	P.A.A. first flight, with cachet.
August 20, 1931	Trinidad	Kingston	Dornier Do-X flight (FAM 5) from Trinidad to U.S.
October 26, 1931	Kingston	Uruguay	Extension of FAM 6 Route to Buenos Aires
November 20, 1931	Miami, Cienfuegos	Kingston, Canal Zone, Columbia	Inaugural flight of <i>American Clipper</i> to Kingston from the north. Charles Lindbergh was pilot.
November 26, 1931	Columbia, Canal Zone, Kingston	Cienfuegos, Miami, St. Lucia	Return flight of <i>American Clipper</i> from the south.
August 8, 1932	Kingston	Haiti, Dominican Rep., Puerto Rico	First flight of FAM 6. Special cachet, 48x45mm, in purple: "Air Mail / First Flight / Jamaica/Haiti – Dominicana – Porto Rico / August 8 1932"
April 15, 1936	Grand Turk, Haiti	Kingston	First flight from Grand Turk to Kingston via Haiti.
May 5, 1936	Kingston	Lakehurst, Germany	Special Hindenburg flight. Special cachet: shield shaped in violet, "Lakehurst / Trans-Atlantic/First Hindenburg Flight/maps / 1936 / Frankfurt-am-Main"
February 11, 1937	Miami, Kingston	Kingston, Miami	First P.A.A. <i>Jamaica Arrow</i> flight, round trip
December 2, 1937	Kingston	New York	P.A.A. special first direct flight to New York.
March 16, 1938	Kingston	Baltimore	Connection with first Bermuda – Baltimore flight by P.A.A., FAM Route 17, round trip. See Bermuda
June 1, 1939	Kingston	New York & Europe	First P.A.A. flight via New York and "Southern Route" to Europe. Special cachet: oval in blue, 55x38mm, "First Transatlantic / Air Mail / Jamaica to Europe / June 1, 1939"

DATE	FROM	TO	NOTES
February 3, 1941	New York	Nassau, Kingston, Canal Zone	Survey flight by American Export Airlines, Inc. This was a special survey flight. The flight originated in New York on February 3 and covers were backstamped in Nassau (Feb. 3); Kingston (Feb. 4); and Cristobal (Feb. 5). There was no special cachet; only three covers are said to exist.
February 22, 1941	Curacao, Aruba	Jamaica, Curacao	K.L.M. survey flight; round trip
August 25, 1941	Jamaica	Aruba, Curacao	K.L.M. first scheduled flight
August 16, 1943	Curacao	Kingston	K.L.M. flight. Special cachet: 55mm circle in purple, "Eerste Officeal Vluch / Map of West Indies / First Official Flight" and a six sided shield (45x24mm) "Curacao – U.S.A. / Willemstad Aruba – Haiti / Jamaica – Cuba / Miami, Florida /K.L.M. Shield"
August 16, 1943	Kingston	Miami	First K.L.M. flight
August 19, 1943	Kingston	Curacao	First K.L.M. flight
December 16, 1944	Trinidad, Barbados, St. Kitts	Kingston	First B.W.I.A. flight. Trinidad covers postmarked on December 13, St. Kitts on December 15.
December 18, 1944	Kingston	Port of Spain	First B.W.I.A. flight. Special cachet in violet: "First Flight / December 18, 1944 / Kingston – Port of Spain / British West Indian Airways / Ltd."
June 18, 1946	Barbados, Dominican Rep.	Jamaica, Belize	B.W.I.A. first flight to Belize and return
June 29, 1946	South Caicos, Turks & Caicos	Jamaica	BCA survey flight
September 5, 1946	Kingston	London	First B.S.A.A. flight via Bermuda and Azores. Special cachet 47x45mm in violet: "Air Mail / First Flight / Jamaica / London via Bermuda/September 5 1946 / Via Speedman"
October 28, 1946	New York	Kingston	P.A.A. mail test flight. Also October 30 and November 1. Also other points of origin in the U.S.
November 22, 1946	Kingston	Grand Cayman	Jamaica Air Transport first flight
November 23, 1946	Grand Cayman	Kingston	Jamaica Air Transport return flight
August 16, 1947	Turks Island	Kingston	B.W.I.A. first flight
October 20, 1947	Kingston	Cayman Brac	First flight by Cayman Islands Airways. No special cachet. Only six covers known, three addressed to Cayman Brac and three to Grand Cayman. Covers are postmarked Kingston, October 20 and Cayman Brac or Georgetown on the same day. No return flight.
April 2, 1948	Kingston	Nassau & Miami	First B.S.A.A. flight
June 2, 1948	Kingston	Grand Cayman, Cayman Brac	First flight by Caribbean International Airlines
July 31, 1948 & August 1, 1948	Houston, Kingston	Caracas, Venezuela & Houston, Texas	First flights by Chicago and Southern Airline. Private cachet of Chicago and Southern Air Lines, Inc. Note the first southward flight was made on July 31 and the northward flight on August 1.

DATE	FROM	TO	NOTES
August 17, 1948 August 18, 1948	New Orleans Kingston	Kingston New Orleans	Chicago & Southern Airlines FAM 31
December 2, 1948	Montreal Kingston	Kingston Montreal	Trans-Canada first flight
April 1, 1949	Kingston	Miami	First flight, British Caribbean Airways. Special cachet 74x24mm in violet: "First Flight / British Caribbean Airways, Ltd. / Kingston, Ja – Miami, Fla/ April 1, 1949"
April 1, 1950	Kingston	Miami	First B.W.I.A. flight. Special cachet: oval in blue, 50x31mm: "First Flight / Kingston – Miami / British West Indian / Airways / April 1st, 1950"
April 2, 1950	Kingston	Nassau	First B.W.I.A. flight. Special cachet: 73x45mm in blue, "British West Indian / Airways / Kingston – Nassau / First Flight / April 2nd 1950"
April 8, 1950	Kingston	London	Direct flight by B.O.A.C. Special cachet: 73x36 mm in blue: "British Overseas Airways / Corporation / Kingston – London / First Flight / April 8th 1950"
September 17, 1950	Bogota	Kingston	Avianca first service from Columbia
March 12, 1952	Kingston	Bermuda, Newfoundland, London	B.O.A.C. Stratocruiser
April 26, 1953	Bogota	Montego Bay	First flight by Avianca. Special cachet in four lines in violet: "Primer Vuelo regular de / Avianca / Columba – Montego Bay / Abril 26 de 1953"
December 17, 1953	Canada	Montego Bay	First Trans-Canada flight to Montego Bay and return
January 23, 1954 January 26, 1954	New York Montego Bay	Montego Bay New York	First B.O.A.C. Stratocruiser flight, round trip
June 9, 1954	Havana	Kingston	First flight by Cuban airline. Special oval cachet 60x38mm in black: "Republica de Cuba / Correos / Primer Vuelo / Habana – Kingston / Junio 5, 1954 / Compana Cubana / de Aviacion S.A."
November 11, 1955	Kingston	Trinidad	First B.W.I.A. Viscount flight
February 24, 1957	Kingston	Irish Town, Jamaica	First helicopter mail flight
November 8, 1958	New York	Kingston	P.A.A. "experimental" flight
December 3, 1959	Kingston	Montreal	B.O.A.C. first flight by Comet 4
December 11, 1959	New York	Montego Bay	First P.A.A. jet flight. The service was discontinued after 10 days and then resumed in April 1960.
January 30, 1960	New York	Montego Bay	First B.O.A.C. Comet flight. Special cachet, U.N. insignia and three lines in green: "BOAC / First Jet Service / New York – Montego Bay"
February 11, 1962	Quito, Equador	Kingston	Avianca jet first flight. Special cachet, 45x50mm in red: "Vuelo Inaugural en Aviones jet / Quito – Bogota / New York / jet in flight / Enero 17 1962" Kingston was a stop over. Only 10 covers are thought to exist.
February 15, 1962	New York	Kingston	P.A.A. first non-stop jet service.
February 15, 1962	New York	Montego Bay	P.A.A. first non-stop jet service.
December 1, 1962	Mexico City	Kingston	Mexicana first flight and return. A purple cachet of unknown design was prepared.

DATE	FROM	TO	NOTES
April 27, 1964	New Orleans Kingston	Kingston Puerto Rico Montego Bay New Orleans	Delta Airlines first flight. New Orleans – Kingston – San Juan – Montego Bay – New Orleans. FAM-31. Cachet in green or black reads: “Delta Air Lines/ 1st Jet Flight / New Orleans and / Kingston, Jamaica / FAM Route No. 31” in a box with a picture of a jet.
April 30, 1965	New York Bahamas Montego Bay	Kingston Montego Bay Bahamas New York	B.O.A.C. first VC-10 flight. Jamaica flight used the same cachet as those to the Bahamas with the country name changed. There are return covers without a cachet known.
January 11, 1966	Germany New York (UN)	Kingston Ecuador, Peru, Chile	Lufthansa first service southbound via Kingston. Reversed flight the following day. Boxed cachet showing route map and reading: “Jan 1966 / LH 490-492 Inaugural Service / Lufthansa” in dark green.
January 12, 1966	Kingston	Frankfurt	Return Lufthansa first flight (which stopped in New York City)
January 15, 1966	Germany New York	Montego Bay Ecuador, Peru, Chile	Lufthansa first service southbound via Montego Bay. Reversed flight the following day.
May 1, 1966	Kingston	Miami, New York	Air Jamaica first flight to U.S., purple cachet.
April 7, 1968	Kingston	La Paz, Bolivia	Lufthansa first flight with purple cache: “First Flight / Kingston / La Paz”
December 5, 1968	Costa Rica	Kingston	LACSA first flight
December 13, 1969	Newark	Kingston	Eastern Airlines first flight, stops in Philadelphia, Baltimore, Montego Bay. Return flight same day. Cachet shows map of eastern U.S. shoreline, island of Jamaica and route of flight.
June 1, 1970	Kingston	Chicago	Air Jamaica first flight to Chicago with stops in Bahamas and Miami.
June 5, 1971	Kingston	Caracas, Venezuela	Lufthansa first flight to Venezuela
December 1, 1971	Kingston	Philadelphia	Air Jamaica first flight to Philadelphia. TRD postmark reading “FIRST FLIGHT / 1 DEC 1971 / AIR JAMAICA” Covers are backstamped with a Philadelphia CDS.
March 1, 1972	Kingston	Toronto	Air Jamaica first flight to Toronto
July 1, 1972	Minneapolis	Kingston	Eastern Airlines first flight with stop in Atlanta. Cachet shows a palm tree over the sea and reads: “Inaugural Flight / Minneapolis- / St. Paul / Atlanta / Montego Bay / Kingston / Eastern”
July 1, 1972	Montego Bay Kingston	Atlanta	Box cachet that reads “Eastern Airline / First Flight / Montego Bay, Ja. – Atlanta Ga. / July 1, 1972” or same with “Kingston” substituted.
December 15, 1972	Montego Bay	Chicago	P.A.A. first flight to Chicago. Boxed purple cachet reading “Pan American Airways / First Flight / Montego Bay Ja. – Chicago Ill / Dec 15, 1972”
December 16, 1972	Kingston	Chicago	P.A.A. first flight to Chicago. Boxed purple cachet reading “Pan American Airways/ First Flight/ Kingston Ja – Chicago Ill/ Dec 16, 1972”
July 18, 1975	Toronto	Montego Bay	Air Jamaica first non-stop flight
October 26, 1975	Jamaica	Germany	Air Jamaica first flight to Frankfurt. Ret. November 3.

DATE	FROM	TO	NOTES
April 8, 1976	Frankfurt	Kingston	Inaugural Lufthansa DC10 service, Frankfurt – New York – Kingston – Guayaquil – Lima. Blue cachet showing sailboats and list of destinations.
March 2, 1977	New York	Kingston Montego Bay	American Airlines first direct flight and return
November 18, 1978	Kingston	Haiti	Air Jamaica first flight
November 7, 1980	Kingston	Zurich	Air Jamaica first flight
November 5, 1982	Frankfurt	Kingston	Air Jamaica first flight
March 31, 1983	Bremen	Montego Bay	Air Jamaica first flight
November 5, 1983	Frankfurt	Montego Bay	Air Jamaica first flight
December 15, 1994	Montego Bay	Charlotte	USAir inaugural service
December 16, 1994	Montego Bay	Baltimore	USAir inaugural service

Montserrat: The only recorded flight from Montserrat has an interesting story. In June 1930, arrangements were made by N.Y.R.B.A. for a special flight to be made from Antigua to Montserrat and return. The mail prepared at Plymouth, Montserrat was postmarked, and cachet applied, but, at the last minute, a telegram was received from Antigua cancelling the flight on account of rough weather. In February 1931, some eight months later, HMS *Dorsetshire* called at Plymouth on a visit, and when she sailed, left behind was a seaplane to follow on to Basseterre, St. Kitts. The flight was made on February 23, 1931. The dates on covers sent by this flight suggest that some addressed to other West Indian islands may have been sent from St. Kitts by sea. Arrival dates on covers postmarked Montserrat 20 June 1930: • **St. Kitts** -- February 23, 1931; • **Antigua** -- March 5, 1931; • **St. Lucia** -- February 26, 1931; • **Dominica** -- March 4, 1931; • **Trinidad** -- February 28, 1931; • **British Guiana** -- March 5, 1931

Because there was no airport on Montserrat, airmail was typically taken by sea to Antigua.

DATE	FROM	TO	NOTES
June 20, 1930	Montserrat	St. Kitts	Special cachet, 45x15mm in violet: "First Air Mail / Montserrat" -- a total of 338 covers were flown in February 1931 of which 104 were registered. (see below)
February 23, 1931	Montserrat	St. Kitts	In February 1931, the HMS <i>Dorsetshire</i> called at Plymouth, Montserrat and left behind a seaplane to fly to Basseterre, St. Kitts
January 28, 1954	Montserrat	Antigua	Mr. F.S. Delisle, a local attorney, purchased a single engine plane and built a runway behind his house. He carried a small quantity of mail on his flight to Antigua.
April 10, 1956	Montserrat	Antigua, St. Kitts	Blackburne Airfield is opened and Leeward Islands Air Transport Co. (LIAT) begins service to Antigua and St. Kitts. By 1958, this service was expanded to include Puerto Rico, Dominica and Barbados.
December 16, 1957	Montserrat	St. Kitts, St. Eustatius, St. Maarten	It is not clear if covers exist from these flights.
December 15, 1993	Montserrat	St. Kitts, Nevis	First flight by Montserrat Aviation Services Ltd. Cachet shows small plane in flight over a map of the three islands and reads: "Special Souvenir Cover / St. Kitts / Nevis / Montserrat / Inaugural Flight / by Montserrat Aviation Services Ltd. / De Havilland Twin Otter"

St. Kitts: Only two flights are known. See Montserrat for a few inbound covers to St. Kitts from Montserrat.

DATE	FROM	TO	NOTES
September 22, 1929	St. Kitts St. Kitts	Points North Points South	First extension of FAM 6. Special cachet, two lines in black: "Air Mail / First Flight"
December 1950	Curacao St. Maarten	St. Kitts Guadelope	KLM flight. There is an earlier reported KLM flight from St. Maarten to St. Kitts in 1946 or 1947, but no details are available.

St. Lucia: St. Lucia, as with Antigua and Trinidad & Tobago, was included in the inaugural flight by P.A.A. when their F.A.M. 6 service to Puerto Rico was extended to the Dutch West Indies in September 1929.

DATE	FROM	TO	NOTES
September 22, 1929	Miami	Castries	First P.A.A. flight. Special postmark: 25mm circular datestamp style in black: "Castries / 1st / Air Mail / St Lucia"
September 22, 1929	Castries	Port of Spain, British Guiana, Dutch Guiana	First P.A.A. flight continuation
September 25, 1929	Castries	Northward to Antigua, Puerto Rico, Miami	First return flight P.A.A. Same special postmark as above
October 5, 1929	Castries	Southward	This is the second flight. Special postmark, same as above but with the "1st" removed and reading "Castries / Air Mail / St. Lucia" This altered postmark/cachet is found on St. Lucia airmail until the early 1930s.
February 25, 1930	Castries	Northward to Miami	First N.Y.R.B.A. flight
March 7, 1930	Antigua	Castries	First southward flight by N.Y.R.B.A.
March 7, 1930	Castries	Southward to Argentina	Continuation of N.Y.R.B.A. flight
November 11, 1930	Castries	Cayenne, Fr. Guiana	First extension south to French Guiana by P.A.A.
December 18, 1930	Castries	Jamaica	Typed cachet reading "Via First Flight / Castries to Kingston." Carried with northbound FAM 6 to Miami and then FAM 5 south to Kingston.
January 8, 1931	Cayenne	Castries	First northward return flight by P.A.A. Special cachet has two lines in black: "Premier Service Par Avion / Guyane Francaise, le 8 Janvier 1931"
March 23, 1943	Castries	Port of Spain	Experimental flight by B.W.I.A.
December 18, 1944	Castries	Port of Spain	First regular flight by B.W.I.A. This flight originated in Jamaica
July 2, 1971	London St. Lucia	St. Lucia London	B.O.A.C. first flight London to St. Lucia and return. Cachet features printed image of B.O.A.C. VC 10 taking off. Special St. Lucia postmark from Hewanorra International Airport. Also an "Official Flight Endorsement" sticker with all the details. Flight was via Barbados.

Vignettes of Barbados Britannia Covers

By M. Fitz Roett

White Paper Precursors



The local cover to the parish of St. Michael, dated February 13, 1857, is franked with a pair of the ½d yellow green. These stamps must have originated from a blue paper printing, as the cover precedes the accepted date of September 1857 for the first printing of the ½d on white paper. No other cover with a blue paper ½d has been recorded. It is assessed 1d (1/2d x 2); Single Inland rate pre-paid.



The cover to Trinidad is dated March 7, 1856 and franked with a copy of the 1d blue. This stamp emanated from the May 1855 printing, which also contained those printed on blue paper. It is assessed 1d Inland rate pre-paid. The black manuscript "4" indicates 4d packet rate due on delivery.

Membership Director's Report

New Members

Andrew Winter, 10 Rusted Place, St. John's, NL A1A 5H3 CANADA. Email: awinter81@gmail.com.

Dr. Evgeny A. Khvalkov, Kanala Griboedova Embankment, 123a, Saint Petersburg, 190068 RUSSIA

Reinstated

None this quarter

Address Changes

Douglas D. Doyan, P.O. Box 580, Brick, NJ 08723-0580 USA

Darrell R. Ertzberger, P.O. Box 93025, Albuquerque, NM 87199-3025 USA

Dr. Keith P. Klugman, 14038 Lavante Ct., Bonita Springs, FL 34135-8361 USA

Richard Maisel, 68 Winston Rd., Buffalo, NY 14216-2137 USA

Kenneth David, 3736 Main St., Brewster, MA 02631-1591 USA

Major (Ret.) Anthony J. Fulmes, General Delivery, Placencia, Stann Creek District, BELIZE

Resigned

None this quarter

New Email Address

None this quarter

Deceased

Michael Yui, Richardson, Texas

Donations

None this quarter

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President's Message

By John Seidl

I hope everyone had a great holiday season and some safe time with immediate family. Last year was an improvement over 2020 but we've still got a ways to go before we return to "normal" – whatever that means. Please take a few minutes to renew your membership and consider making a donation. We don't break even as a society without the many generous donations made by our members.

Should the BCPSG and the BWISC merge and form a new Caribbean-centric society? This is a question that has been under discussion by members of both groups in 2021 with several considerations:

- Membership in both groups continues to decline each year.
- The number of articles submitted for both journals continues to decline each year.
- The financial situation of both groups is under pressure with rising costs for printing and mailing of journals with declining membership numbers.
- We have a near total lack of volunteers to take on meaningful roles in the BCPSG.

Ideas under consideration – NONE of this is final at this time:

- Combine the two groups into a single society that spans the philatelic interests of all members of the BCPSG and BWISC.
- Combine certain programs such as the annual auctions.
- Consolidate the websites of the two groups.
- Consolidate the leadership teams of the two groups.
- Combine the two journals with certain content expectations and separate printing/mailings in the U.S. and the U.K.

If you belong to the BWISC you saw this editorial in the December 2021 journal from Darryl Fuller. "There has been talk of late about a possible merger between the British West Indies Study Circle and the British Caribbean Philatelic Study Group. The two societies study the same area but naturally have different approaches. The linchpin of each society is its journal which is what attracts members from around the world. The information in the journals is seen as essential to collectors of the British West Indies.

"However, as someone who has been a member of both for a long time, and now as editor of the BWISC *Bulletin*, it is clear that there are not enough articles being produced for two journals. It may be too soon (for some) to merge the societies, but I have another idea. I believe it would be possible to produce a joint journal, possibly slightly larger (say 44 pages) that could contain articles from both societies and the relevant advertisements from both sets of advertisers. This would give the advertisers even greater reach. It would not be difficult to produce a joint journal in two sizes (A4 and American Quarto) that could be printed in each continent for mailing. It would save money for both societies and keep each operating whilst producing a (potentially) superior journal. It might need a slightly different name (a joint journal of the BWISC and BCPSG) but I think the idea may be worth pursuing in the interim so that each society can maintain a quality journal."

Separately I've been trading emails with Graham Booth, president of the BWISC, and some of our discussion has included:

- The BWISC has extended their society's focus to include Dutch, Danish, Spanish and French islands. We will need to determine if we would expand the scope of the new consolidated journal and society beyond the historic "British" focus.
- We will need to overcome any opposition, for whatever reason, to this merger.
- We will need to determine how to combine the finances of the two groups.
- The BWISC does not have "Life" memberships – how will we convert life members of the BCPSG? Potential to offer 10 years of paid membership has been suggested.
- How would we manage the editing and printing of a combined journal?
- The BWISC does not have a constitution – the BCPSG does – would the new group need one? The BCPSG constitution is obsolete in any case.
- What do we name the newly combined society? How will we overcome the resistance to a name change from some members of both groups?
- We would need to maintain separate membership administration and bank accounts in U.S. and the U.K. – could we leverage the existing cross-over in place today?

To quote Victor Hugo: "Nothing is more powerful than an idea whose time has come." I will continue to work with Graham on building a formal proposal that can be put to both groups at some point in 2022. Please feel free to reach out with any comments, concerns or suggestions. My addresses: John.seidl@gmail.com or 4324 Granby Way, Marietta, GA 30062.



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

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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)

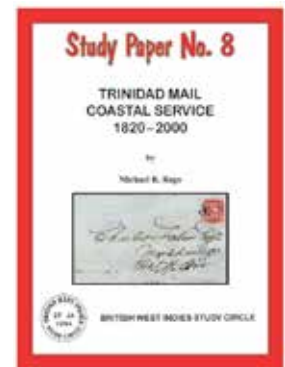


Trinidad Mail Coastal Service 1820 - 2000

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 on 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
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