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*The Sikorsky S-38 often flew in the British West Indies.
Learn more about early Caribbean flights from
Juan Riera on pages 4-5!*



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The Sikorsky S-38 in the British West Indies

By Juan L. Riera

Many planes have been used for airmail purposes and some have even been designed for airmail as a major purpose and have even left a philatelic legacy. A great example is the Sikorsky S-38.



The Sikorsky S-38 often flew in the British West Indies.

This plane has been depicted on a number of British West Indies stamps including the following with Scott number: Antigua #232; Bahamas #289; Jamaica #575; Nevis #1983; St. Lucia #469, #470, #471, and #472; Trinidad & Tobago #268.

There is possibly a Sikorsky S-38 was depicted on a 25-cent Bermuda stamp that I found an image of, but could not find a Scott number for it. Possibly it is a different airplane. Additional, nearby islands have issued stamps depicting the S-38, including Cuba #2284 and Netherlands Antilles #286.

The plane had its first flight on May 25, 1928, and was introduced for sale in October of the same year for \$55,000. It was designed by Igor Sikorsky based on his design of two previous planes: the S-34 and the S-36. Interestingly, the S-38 was a sesquiplane- literally a



This St. Lucia set included images of the Sikorsky S-38 as well as Charles Lindbergh and airmail covers.



This Antigua stamp showing the airplane commemorated 40 years of air services.

wing and a half, meaning that it was a bi-plane in which the lower wing was shorter than the higher wing.

This contributed to greater flying stability while the shorter lower wings made the plane lighter for fuel efficiency and less expensive to produce. The S-38 was an eight-seat twin engine amphibious flying boat that could carry eight passengers, 500 pounds of mail, and continue flying with only one engine in a pinch, while offering the luxury of an on-board toilet. A total of 101 planes were built and used on FAM routes 5, 6, 7, and 9.

Commercial operators using the plane included Pan American Airways, which directly and indirectly used 38 of these planes; New York, Rio, and Buenos Aires Line (NYRBA), which used it for the

first airmail from Argentina to Miami.

Also, the line and planes were bought by Pan American Airways in 1930; Pan American-Grace Airways, which operated out of Lima, Peru, and 50 percent of the company owned by Pan American Airways and used seven of these planes; Inter-Island Airways, the predecessor of Hawaiian Airlines; and Curtiss Flying Service.

Military operators included the U.S. Army Air Force, the U.S. Marine Corps, and the U.S. Navy. Militarily it was also used by the Spanish Republican Air Force in the later 1930s. Because of its extensive use by commercial and military operators there were 10 variants to the plane. Having read descriptions of the variations, the differences between variants seem rather minor to me.

Occasionally the plane was nicknamed "The Explorers Air Yacht" because of the numerous private owners and the notoriety of their exploits, which included:



This Bahamas stamp showed a Sikorsky S-38 and commemorated first regular airmail service.

1) The Flying Hutchinsons, who were the first family to attempt flying around the world together.

2) Herbert Fisk Johnson, Jr., who used the plane to explore the northeastern part of Brazil in search of the carnauba palm to research carnauba wax. A replica of his aircraft is on display on the campus of S.C. Johnson.

3) Martin and Osa Johnson, who owned a zebra striped S-38 and a giraffe patterned S-39 for the exploration of Africa that resulted in numerous safari movies and books.

4) Charles Lindbergh, who surveyed South American and Pacific routes for Pan American Air-



This Sikorsky S-38 #3 has the paint scheme of the plane owned by Martin and Osa Johnson.

ways while accompanied by his wife, Anne Morrow Lindbergh.

5) Robert R. McCormick, the Chicago newspaper publisher who surveyed commercial air routes between North America and Europe.

6) Howard Hughes, who does not need any introduction.



Trinidad & Tobago (above) and Nevis also recognized the Sikorsky S-38.



Examining Bahamas “History” definitive stamps of 1980

By A. E. “Buzz” Jehle

On July 9, 1980, the Bahamas released a set of 16 definitives, SG #557-72. I will call them the Bahamas History set. This was the second Bahamas stamp series printed by FORMAT. I found this issue an attractive addition to my album, but also a challenge to track down some of the errors, reprints and the very limited proof material. Topics covered range from bootlegging, Columbus, offshore banking to tourism.

They were originally issued in two panes of five columns and 10 rows down, separated by a gutter on multiple crown CA diagonal watermark paper (SG watermark 14). Four values were later overprinted, four were revalued and then in 1985 four values were reprinted on paper with a new watermark.

Now, over 40 years later, 13 of the 16 have turned up in printer’s proof imperforate panes of 50. The 1¢ sheet is missing the gold border and the 15¢ also has progressive proof half sheets in seven formats, just red, just blue, just yellow, combination yellow and blue, just black, no frame and as issued. The three missing or hopefully yet to be found imperforate proof values are the 40¢, \$1 and \$3. As these were working proofs they are a little rough and some have notes, and some are poorly cut. Cylinder numbers on the known proofs are:

1A: 3¢, 12¢, 15¢, 16¢, 18¢, 25¢, 50¢, \$5
 1B: 1¢, 10¢
 1D: 15¢ including six progressive proofs, \$2
 1D 1D 1D 2D 1D: 21¢
 2A 1A 1A 1A 1A: 5¢
 2B: 3¢ with fluorescent yellow ink

According to the 1983 *Elizabethan Catalogue* by Stanley Gibbons, these were the known cylinder numbers at that time:

1C and 1D: 3¢ 12¢ 15¢ 18¢ 50¢ \$5
 16¢: 2A 1A 1A 1A 1A, 2B 1B 1B 1B 1B
 21¢: 1C 1C 1C 2C 1C, 1D 1D 1D 2D 1D
 others 1A and 1B

The key error in the series is the 21¢ value with the orange color being shifted up so much that the bottom row had no country name. These are listed by Stanley Gibbons as #565a. There could be 10 of these. Those I have seen are attached to the corresponding row four stamps which show “BAHAMAS.” *Figure 1* is an image of the block that was the basis for the inclusion in the catalogue.



Figure 1
Orange color shift on 21¢ value.

As can be seen on SG #565a, the 1B pane of 50 is printed above the 1D pane. This is also inconsistent with the 1A / 1B and 1C / 1D pairings shown in SG. Does anyone have vertical gutters on any values? There must have been several reprintings of various denominations and combinations that are not recorded. Clearly there were printings after the Elizabethan as seen by the 3¢ and 5¢.

Two values, the 3¢ and 15¢, came in two different sheets of 50 representing different plate numbers and printing dates. The 3¢ 2B sheet has the yellow ink fluorescent orange red under shortwave ultraviolet light while the 1A sheet does not react, quite

a major difference. The 2B is dated “2/83” by hand in the margin, but no such note on the 15¢. The 15¢ where I have two sheets 1A and 1D are indistinguishable under ultraviolet. **Figure 2** is an image of the two 15¢ lower strips of 10 of the two cylinders.

prove the 3¢ by the printer’s proof comments written in the margins. I have both the 10¢ and 25¢ on a stockcard marked 1984 reprints, but even under ultraviolet light, I cannot differentiate them from the 1980 printings.

I was also able to find a set of four small FORMAT proof cards, each with four different imperf proofs of the original printing (**Figure 3**). Of particular interest is the stamps attached to these cards, which are on unwatermarked paper, whereas all the full sheet of 50 imperforate proofs were on watermarked paper as issued.

In 1981, the 5¢, 10¢, 25¢ and 50¢ values (SG #594-7) were overprinted for the Commonwealth Finance Ministers Meeting. The 5¢ overprint is known with an inverted overprint (SG #594a) and the 10¢ (SG #595w) overprint is known on inverted watermark paper. The 10¢ is also known on inverted watermark paper unoverprinted as SG #560w.

Several of the issues were reprinted along the way before the reprints on the newly watermarked paper were issued on November 6, 1985, but I can only



Figure 2
Lower sheet blocks of 10 of 15¢ value from two cylinders.

The last official issues I cannot forget are the 1983 overprints (SG #645-648) with new postage rates of 20¢ on the 15¢; 31¢ on 21¢; 35¢ on 16¢; and 80¢ on 18¢. Both the 31¢ (SG #646w) and 80¢ (SG #648w) overprints are known on inverted watermarked paper as well as normal, although the unoverprinted 18¢ value is unknown on inverted watermark paper. This is one I keep looking for! Finally in 1985, the 1¢, 3¢, 10¢ and 25¢ values (SG #720/726) of the set were reprinted with the new watermark (SG watermark 16), but thus far no varieties, imperfs or proofs of these have been located.

Although these were all printed by FORMAT, it was before the funny business started in the mid-1980s and far as I have been able to tell, no quantities of errors, imperfs, or proofs have ever shown up on the market except those I have mentioned here. The Bahamas apparently managed their relationship with this printer on a much stricter basis than some of their smaller commonwealth cousins.

I would appreciate information on any errors or proof material that may be hidden away. I quit collecting Bahamas new issues in early 2006 when they cashed my check yet never sent any new issues! However, I love chasing down the many definitive errors, varieties and proofs.



Figure 3
Small FORMAT proof cards.

American Air Mail Society donates books to BCPSG

By Juan L. Rivera

The American Air Mail Society a few years ago moved two truckloads of books from a rented warehouse to the American Philatelic Society facilities in Bellefonte, Pennsylvania to save on rent.

In Late November 2021, the AAMS sent out an email with a list of about 15 books that they would give for free to any APS member club or affiliate in good standing as long they paid for shipping.

Thinking this was a good idea for our society, I requested these books. My thought was that we could use them as a lending library or a reference resource for our group. I have been in email contact with Frank Wheeler, who has been handling this for the AAMS, and he said about 500 books have been sent out to philatelic societies.

These are the books we have available for loan:

- Jones, A.D. *AerialMail Service: A Chronology of the Early United States Government Airmail March-December, 1918.*
- Kriebel, William Victor. *Correio Aereo: A History of the Development of AirMail Service in Brazil.*
- Ganz, Cheryl, ed. *Collecting Airmail.*

- Moll, Herbert H. *Peruvian Civil Aviation.*
- O'Sullivan, Thomas J. *The Pioneer Airplane Mails of the United States.*
- Short, Simine. *Glider Mail: An Aerophilatelic Handbook.*
- *American Air Mail Catalogue* 7th edition, Volume 1: U.S. Contract Air Mail Routes 1-34, Philippine Islands, Foreign Flag U.S. Flights. Volume 2: Polar Philately; Volume 3: Contract Air Mail 1-28, U.S. Pioneer Airmail Flights, Canal Zone, Amelia Earhart, Gliders, U.S. Government Airmail Flights.
- *American AirMail Catalogue* 6th edition, Volume 1: U.S. Pioneers Flights, U.S. Government Flights, U.S. Air Express Covers, Interrupted Flights, Airport Dedication Covers, and Mexico First Flight Covers. Volume 2: First Flights of U.S. Airlines since deregulation in 1978, Glider Mail, and First Jet Flights. Volume 3: Foreign Contract Air Mail Routes, Canal Zone, and Alaska Flights.
- *The Airmails of Canada and Newfoundland.*

Members should contact me at juanr377@gmail.com with any reference questions or to make arrangements to borrow any books. The only charge for borrowing the books will be the cost of postage for shipping.

Airmail cover to St. Helena missent to Guyana

By Nick Halewood

Here is a cover sent from Japan to the island of St. Helena in the South Atlantic, from one amateur (ham) radio operator to another, that was sent by mistake to Guyana. It was cancelled in Okaya, a small city in Nagano Prefecture, on August 16, 2004 and was franked at ¥130 for airmail up to a half-ounce (standard letter) to Zone 3. On arrival in Guyana, a boxed "MISSENT TO / GUYANA" mark measuring 12mm x 33mm was applied.



An interesting FAM 6 First Flight cover from Trinidad to Curacao

By Darryl Fuller

The development of FAM 6 from San Juan, Puerto Rico to Paramaribo in Suriname in September 1929 is well known, in part because it was flown by the recently married Charles Lindbergh. He traveled with his wife, Ann, and as well with Juan and Betty Trippe. It was a highly publicized flight and carried much mail. The *American Air Mail Catalogue* (AAMC)¹ lists 72 first flight cover combinations, which are links between stops on the route. The numbers known for individual covers range from four to over 5,000. One could do quite a reasonable display of covers just from this flight and its return journey.

In addition to these listed combinations, there are, of course, others that are from or to destinations beyond FAM 6. Wike² lists prices for covers flown to Canada and the United Kingdom and also mentions other destinations abroad. He also mentions that covers from the return journey (leaving Trinidad on September 26) were sent to the Canal Zone and arrived on October 3.

The cover shown in *Figure 1* is a FAM 6 first flight cover sent on the return journey on September 26 to Curacao. Neither the AAMC nor Wike lists any mail to Curacao. Flights from Trinidad to Curacao (via Venezuela) did not start until the Lindbergh Circle was completed in February 1931. However, Pan Am did fly to Curacao as part of FAM 5.

The first service from Colon, Republic of Panama, was made on June 21, 1929, which is well before FAM 6 was extended. The service between the Ca-

nal Zone and Curacao started sometime after this and appears to have happened once a week. The original intention was to fly onward from Curacao to Venezuela and then to Trinidad. However, no agreement would be made with the Venezuelan Government until 1931. An April 26, 1930 Pan Am timetable³ indicates that the service flew from the Canal Zone each Monday and arrived in Curacao on Tuesday.



Figure 1
Trinidad & Tobago to Curacao flight cover.

The question now arises – did this cover fly all the way to Curacao? The cover is postmarked at 4 p.m. on September 25, 1929, in preparation for the return FAM 6 flight to Miami with all the flight mail. The cover is backstamped (*Figure 2, next page*) in Cristobal on October 3, 1929 and Curacao on October 9, 1929.

The first question to be asked is what does the postage rate tell us? Wike lists postage rates for this flight as either 9d (to the Guianas) or 1/6 to other destinations on the route. He also lists a postage rate of 1/6 to places like Canada, the United Kingdom

and the Canal Zone by onward transmission, but they were not officially endorsed. Therefore, the rate is correct for transmission to the Canal Zone but almost certainly as far as Curacao also. I have therefore assumed that the cover is correctly franked for transmission as far as Curacao, which might include by air from the Canal Zone.

What is not clear is how mail from this flight went from the return FAM 6 flight to other destinations. Wike notes in his flight listing that mail from FAM 6 arrived in the Canal Zone on October 3. Therefore, it seems most likely that the mail flew FAM 6 to Miami and was then sent, most likely, by air on FAM 5 to the Canal Zone.

By ship is a possibility but I think the timing makes it quite unlikely. The backstamp in Curacao is October 9, giving six days from arriving at 3 p.m. on October 3 in the Canal Zone to being processed in the post office on Curacao. This would be time enough to travel by ship from the Canal Zone to Curacao, assuming such a service was available.

However, I think it unlikely and I believe the cover flew all the way. Using a perpetual calendar, the cover was backstamped in the Canal Zone on a Thursday at 3 p.m. If the Canal Zone to Curacao service was once a week on a Monday (October 7), then it was most likely held over for that service and arrived on October 8.

Thus, a backstamp of October 9 is possible giving the mail a day for processing. There is also the possibility that the Pan Am service left on a Tuesday rather than a Monday, but this is not possible to check because few Pan Am timetables from this early period are available.

I purchased this cover on Delcampe, not because I collect Trinidad first flight covers, but more be-

cause I thought it uncommon. My interest in all the airmail of the Caribbean means I see a lot of FAM 6 flight covers, but I had never seen one to Curacao.

I now believe that this is quite a rare acceptance for this service that flew all the way around the Carib-



Figure 2

Cover in Figure 1 with Cristobal, Canal Zone transit mark and Curacao arrival circular datestamp.

bean – not an easy feat in 1929. It is a combination of a first flight with a commercial service, albeit one that had only been in service for probably less than two months.

One other interesting point is that within a year or so of completing the Lindbergh circle via Curacao, the Curacao stop was dropped. It was not until 1939 that KLM started its service from Curacao to Trinidad. I assume that all airmail to Curacao flew, most likely to Venezuela then by ship to Curacao.

FOOTNOTES

¹ *American Air Mail Catalogue*, Volume 3, Sixth Edition, American Air Mail Society, New York, 2004.

² R. G. Wike, *Airmails of Trinidad and Tobago*, British West Indies Study Circle, 1999.

³ Website: <https://www.timetableimages.com/tti-images/pa/pa30/pa30-2.jpg> (accessed March 14, 2021).

The Knutsford Park Covers (*Part 4*)

The Dieppe Interlude

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

Throughout the 1940s, Jamaican Philatelist L.C.C. Nicholson was “off the radar.” Nobody quite knew where he was (*Figure 1*). Having been forced to sell his collections back in 1940, he had been “inside,” at His Majesty’s pleasure, for a couple of months and was last noted at Gumley Hall SOE44/41, near Market Harborough, with master-forger Jean de Sperati, making counterfeit IDs for “downed” Allied air crews in German occupied France.¹

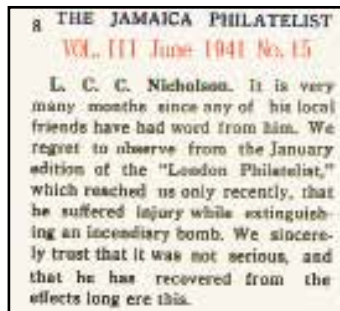


Figure 1
“Nicholson Missing?”
The Jamaica
Philatelist, June 1941.

After D-Day, Nicholson retrieved the bulk of his Jamaica collection through the American writer Arthur Pierce of “Old Point,” Camden, Haddonfield, New Jersey and Charles “Tricky” Brinkley-Turner of Walnut Street, Philadelphia.² (*Figure 2*). This



Figure 2
Messrs. L.C.C. Nicholson, Arthur D. Pierce,
Charles Brinkley-Turner & Robson Lowe.

map shows that Walnut Street and Haddonfield are surprisingly within three miles of each other (*Figure 3*). All this had been arranged by John Robson Lowe, who entered a short term auction-house partnership with Arthur Pierce in Philadelphia about 1946. The only recorded Robson Lowe sale the author can find was held on November 27, 1947,



Figure 3
Map of
Philadelphia/
Haddonfield,
New Jersey
(Horrywood).

the “Air Mails and British Empire, featuring Specialized Jamaica” (*Figure 4*). The author further suspects that Nicholson was involved, too, possibly using a forged passport, issued from SOE Gumley Hall, also under the name Arthur Pierce. Arthur’s wife, Margaret, had died in 1931. Mrs. L.C.C. was named Margaret too.³

Robson Lowe closed his office in Philadelphia in 1949. He claimed he was being double-taxed, both by the Internal Revenue Service (IRS) in America, and The Inland Revenue in U.K.: he further claimed this venture had bankrupted him⁴ (*Figure 5*).

L.C.C. Nicholson’s health was beginning to fail, due his heavy smoking: he had opted to live in Jamaica for a while. It would appear that he had first ventured down to the “Isle of Wood and Water” in early 1946, evidenced by the April 16 Dias-Knutsford Park cover in *Figure 6*. The handwriting was rather fancy, matching the florid style of other covers from Dias, emanating from March 1945,



Figure 4
Robson Lowe, Philadelphia, Specialized Jamaica Sale, November 15, 1947.

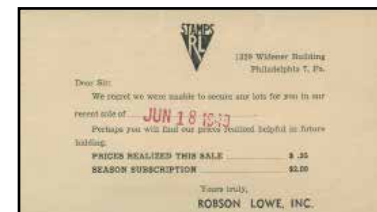


Figure 5
Robson Lowe postcard
Philadelphia (verso),
June 18, 1949.



Figure 6
Earliest known Knutsford Park cover, Dias TRD, April 12, 1946.



Figure 7
Dias TRD cover to “Competent Authority” Tyres Board, Kingston, March 5, 1945 and “Competent Authority” TRD to Andrew Aguilar from Cayman Islands.

sent to “The Competent Authority,” often noted at this time in Barry Street, Kingston (**Figure 7**). Was perhaps Andrew Aguilar, the joint owner with his brother, Vincent, of The Knutsford Park Sweepstake, the self-appointed “Competent Authority”?

On September 23, 1944 the post office at Riverside was moved to Dias, a large building with spacious living quarters (**Figure 8**) and very close



Figure 8
Dias Post Office, Hanover, March 2015 (Horry).

to politician Alexander Bustamante’s residence at Blenheim, Hanover (**Figure 9**). The author suggests that Nicholson was to deputize for George Odom,

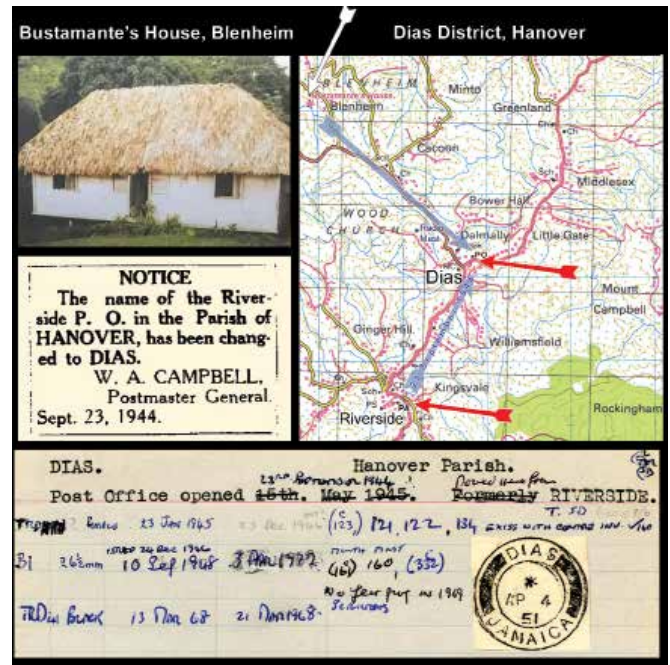


Figure 9
Blenheim - Dias – Riverside 1944 and Tom Foster’s notes.

while he was delayed on his return to Montego Bay from Suez after World War II (**Figure 10**). We finally have confirmation that George Odom was back

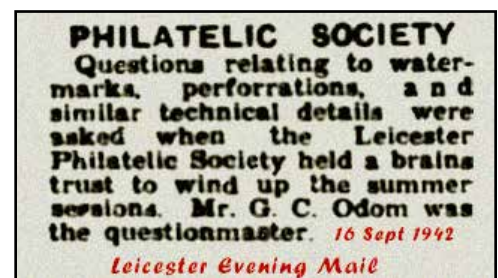


Figure 10
Freetown SL 1/3 with FPO 17 cancel – ex-Indian Army, Suez, January 11, 1946.

in the U.K. for short periods of time (**Figure 11**).

In the December 1944 Jamaican General Election, Bustamante’s party (BITU) won 22 of 32 seats

Figure 11
Proof that George Odom was in Britain in September 1942.



in the first House of Representatives elected by universal suffrage, which had been passed in November. “Busta” became the unofficial government leader, representing his party as Minister for Communications.⁵

Born at Blenheim, Hanover and educated at the nearby school at Dalmally, Dias, he had spent over two years behind bars (1940-43) for subversive activities. It would appear that L.C.C. Nicholson was being primed to become his adviser and right-hand man. With his stamp collections, home, pension and livelihood all gone, Nicholson was more than keen



Figure 12
International Sales Co., 102 Harbour Street; Stanley Gibbons stock, 1949.

to start over again. He knew more about the Jamaican Post Office system than anyone, as his writings have proven. In 1931 he further wrote the highly praised *How to Run a Philatelic Society* for The Jamaica Philatelic Society, which was well received.

L.C.C. had been a sterling president of The Croydon Philatelic Society from 1930–1942, when he was jailed, and was tireless in his pursuit and love of Jamaican postmarks and postal history. After a period at Dias, the offices of Knutsford Park at 111 Harbour Street appear to have become his working headquarters in late 1949 – he may have lived at 102 Harbour Street (**Figure 12**) just a few doors away from Everard F. Aguilar, who had taken back his property from Brownell’s, a ladies’ fashion emporium at number 9 (**Figure 13**). Brownell’s moved their business to Palisadoes Airport, sadly unaware that it would be completely destroyed a couple of years later by Hurricane Charlie.

In November 1949 a letter to L.C.C. Nicholson from Marcus Samuel, who was working for Robson Lowe in Pall Mall, London, is of note. “I have just dropped a line to Aguilar to thank him for the pre-

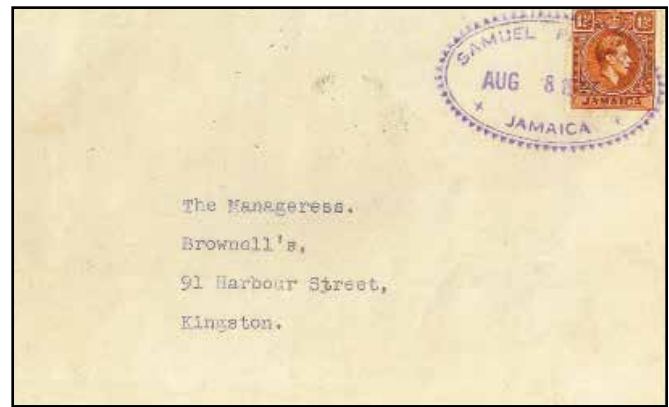


Figure 13
Cover to Brownell’s, 91 Harbour Street, Kingston. Samuel Prospect tTRD, August 8, 1947 (Wilkinson).

sentation copy of the new Handbook, and I want to send you a word too.” It appears that Nicholson was no longer in London, but far away from Peckham in Jamaica.

Aguilar’s *Philatelic Handbook of Jamaica* was also issued as a hardbound “presentation copy.” It had one interesting feature not found in the ordinary edition. A specially autographed page was glued into the front of the book, bearing the signatures of E. F. Aguilar, L.C.C. Nicholson and J.M. Nethersole in that order (**Figure 14**). This book was printed by Kings Bros. & Potts of St. Leonards-on-Sea in Sussex. Under normal circumstances, the authors’ signatures would be added directly onto an

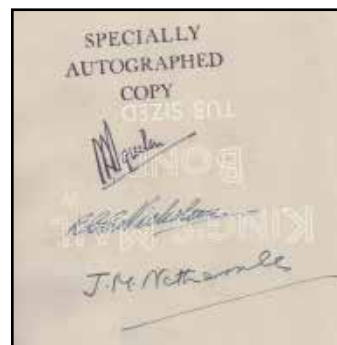


Figure 14
Jamaica Handbook: “Specially Autographed Copy” with watermark.

already bound-in page. This particular page must have been printed and autographed later.

This sheet of paper bears the watermark: “KING’S MAIL BOND TUB SIZED.” This denotes this is not U.K. native, but Cunard’s American stationery, uniquely used by the *Queen Mary* (**Figure 15**). Had Nicholson subsequently gone to New York on a false passport (c/o SOE - Gumley Hall), and then down to Jamaica with a trove of paper, fit for a Queen? Whatever, this confirms that “Levi”

Figure 15
From
Cunard's
Queen
Mary –
watermark
King's Mail
Bond.



Nicholson could not have been in Peckham and was almost certainly in Kingston, Jamaica, along with Messrs. E. F. Aguilar and his old pal Judge Nethersole, who are both proven to be there at that time. This would suggest that “The Three Cavaliers” had signed together - at the same time - down in Harbour Street, Kingston for the ever supportive JPS.

In Gilbert Collett's obituary of L.C.C. Nicholson, he noted, “(Nicholson) had a brilliant memory for dates, and places; and with his careful records which he kept, could place everything of importance, connected with Jamaican stamps. Although he had never visited Jamaica, many Jamaicans who visited him in his London home, found he knew more about Jamaica than they did.”⁶

In November 1951 Everard F. Aguilar had re-

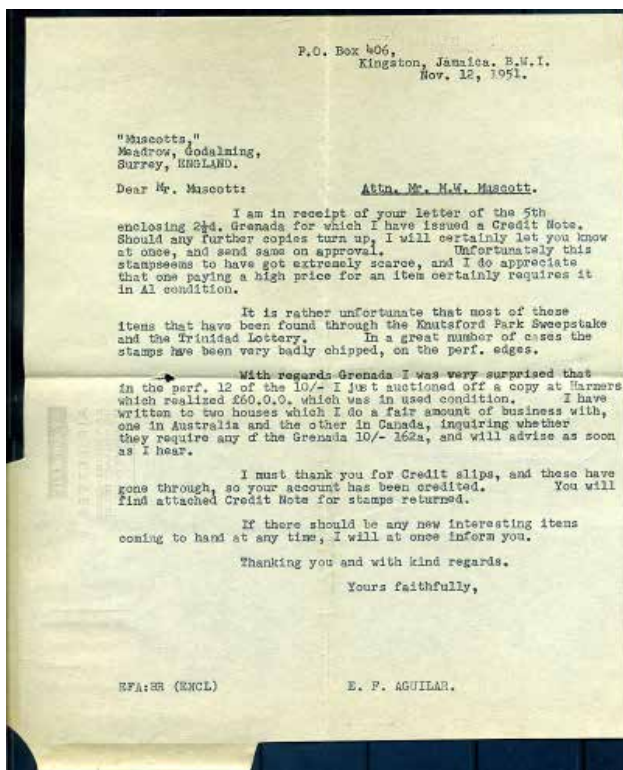


Figure 16
Aguilar Air Mail sheet to Malcolm Muscott
(ex-Hamilton).

ceived a complaint from the Godalming stamp dealer Malcolm Muscott regarding Grenada KGVI used 2½d stamps “chipped,” and thus masquerading as the rare perforation 13½ x 12½, an emergency issue back in 1942 (**Figure 16**). Aguilar writes: “It is rather unfortunate that most of these items have been found through the Knutsford Park Sweepstake and the Trinidad Lottery.” This was his family's own business run by his elder brothers Vincent and Andrew. Caveat emptor!

Having studied at the knee of Jeane de Sperati at Gumley in their time with SOE, convicted forger and de facto “Minister of Posts,” L.C.C. Nicholson had become a dab hand at producing Knutsford Park covers to enhance his TRD collection. Knutsford Park's “Sweepstake” agents would distribute SAEs across Jamaica and the islands of the Caribbean (**Figure 17**). Nothing wrong with that, except, as has been pointed out previously, the handwriting



Figure 17
Lucea “Registered” Oval to Knutsford Park,
April 7, 1951 (Horry).

emanates from just one hand, according to a leading graphologist.⁷ There is very little duplication of the Knutsford Park covers, even to the extent that certain Jamaican covers from earlier times appear to have somewhat similar handwriting. The author refers to the Victorian “Pinnock & Bailey” covers which abound in 1892 (**Figure 18**).

At the onset of war in 1939, many rural post offices in Jamaica were closed by the Security Services. Many handstamps and postmarks were put under lock and key and removed to larger offices.⁸ George Crawford Odom, FRGS was in charge of security in Jamaica at that time, while urgently mapping Jamaica with the Royal Engineers and the United States Army Mapping Department.

His partner back at George Odom Ltd. in Leices-



Figure 18

**Alligator Pond Oval to Pinnock Bailey & Co.,
May 6, 1892 (Fowles).**

ter, Will Millar (**Figure 19**) was busy establishing an SOE Station at Enderby Hall, used as an anthrax and poisons research center: it was frequented by Agatha Christie. MI6 had her under surveillance,

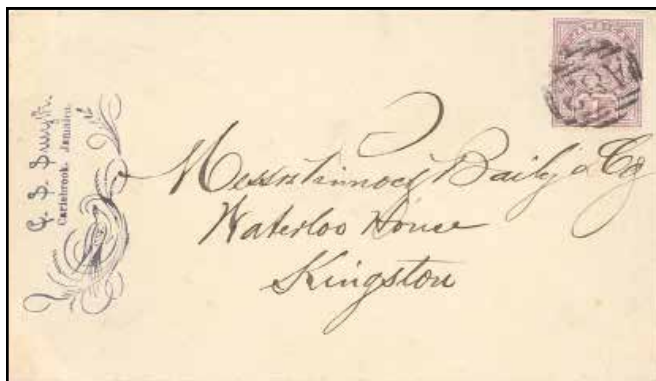


Figure 19

**Carisbrook! Middle Quarters (A82) to Messrs.
Pinnock Baily & Co., 1892 (Wood).**

believing she was a spy in place at Bletchley Park, until Dilly Knox of Bletchley Park was able to vouch for her.⁹ This simply showed that MI6 was totally unaware of SOE's activities, and that Agatha

Figure 20
"Lady Rothermere's Fan"
Commander
Ian Fleming
arrives
in Kingston,
January 1948.



was rather careless: in her 1941 novel *N or M?*, she had named one of her characters, Major Bletchley. In her 1953 novel *After the Funeral*, Enderby Hall was the home to the Abernethie family and Mr. Enderby appeared in both *The Clocks* and *Personal Call*.

Gumley Hall's residents specialized in forged documents for Allied aircrews, beleaguered in occupied France. In August 1942 Odom was joined there by John Robson Lowe, L.C.C. Nicholson, Jean de Sperati, Derek Warboys and members of Willson's Printery of New Lane, Leicester. The Danish Army in exile provided the security guard.¹⁰

After the war some of this band of "black-ops" heroes were re-assembled in Kingston, Jamaica by George Odom (a.k.a. "L. Barrington Smith"). On January 12, 1948, after a couple of years apprenticeship under MI6 Colonels Philip Kirby Green and "Pops" Sandford, Commander Ian Fleming arrived back in Jamaica to become Security Liaison Officer for Jamaica (**Figure 20**). This was originally refuted by security expert Nigel West, but he later accepted that it was indeed the case.¹¹



Figure 21

Pinnock, Bailey & Co., Bull Bay (Wood).

In 1990 Robbie Lowe reckoned that according to de Sperati's day books, some 12,500 of his forgeries remained unidentified.¹² This author would estimate that much of this emanates from Jamaica. The sale of the recent Dubois and the 2012 Mahfood sales give credence to this (**Figure 21**).

Under the mantle of the Knutsford Park Sweepstake office, many items were confected using original Jamaica postmarks, by Messrs. Nicholson & Co. He was, after all, the leading authority on the Jamaican Obliterators, Temporary Rubber Date-stamps (TRDs) and pre-stamp covers of Jamaica.

In training with his mentor Jean de Sperati, he was in a prime position to fool the experts. The man who altered *Gibbons Part One* in 1931 was forced to sell his collections in 1940 after being fired by The London & Westminster Bank after 30 years of service.¹³ Subsequently in 1942, he was jailed for three months for Home Guard signature forgery at Camberwell, when he was the commanding officer at the time (**Figure 22**).

In March 2015 the author received a Julian Chapman Scholarship to go to Jamaica and look for traces of George Odom, who I have recently discovered is a distant relative of mine. I was given much support and assistance by Jamaican historian Dr. Rebecca Tortello: we had worked together on the 1966 murder trial of Postmaster George Fitzgerald White. She arranged for my findings to be pub-



Figure 22
L.C.C. Nicholson, by Salon, May 6, 1940 (ex-Pennymead).

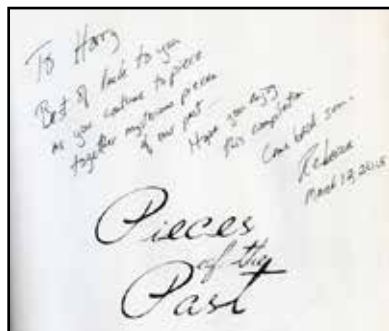


Figure 23
Pieces of the Past, this author's signed copy by Rebecca Tortello.

Joe Mahfood, who knew both Karl Groeber¹⁵ and George Odom (**Figure 23**).



Figure 24
Philatelists Joe Mahfood (Jamaica Gleaner), Karl Groeber and George Odom.

A chance to meet a Jamaican philatelic legend, great! She rang me early the following morning, not to confirm, but to tell me that once he had heard the name Odom, "Uncle Joe" was no longer interested in seeing me! When I asked Rebecca the reason, she was as surprised as I was and stated that Joe "was off the island"! (**Figure 24**)

Considering how many Knutsford Park covers were sent out, today we find them to be few and far between. Of the ones that survive, they appear to be "Nicholsons" dated between 1950 and 1955. The ones collected at the office after his death (Oc-



Figure 25
3d scarlet pair - Banana Ground to Knutsford Park, July 17-18, 1952 (Horry).

tober 16, 1952) came on the market, and all appear to bear his handwriting, suggesting that Knutsford Park's agents were well stocked with envelopes for several months post-mortem. They are easily identified not only by date, but appear to have been used as scrap paper for working out "bookies' jottings," this one from Banana Ground (**Figure 25**).

This author believes that the use of a pair of KGVI 3d scarlets, instead of a single 6d stamp, is a code denoting a registered security cover containing surveillance information regarding perceived left-wing political activities. Therefore, not just the postmark, but the stamps themselves indicated important information from the more remote parts of the island, from which they usually emanate.

The scarlet 3d stamps were issued on July 1, 1952 just prior to Commander Ian Fleming having stepped down as SLO on August 17, 1952. He resigned his post whilst in London on August 17, 1951 – the very day Hurricane Charlie struck Jamaica.

The author's estimation, Knutsford Park was being used for surveillance, as well as licensed gambling, from around April 1950, when the "Reg-

in the author's estimation, Knutsford Park was being used for surveillance, as well as licensed gambling, from around April 1950, when the "Reg-



Figure 26
3d ultramarine pair, Vineyard Town to Knutsford Park, June 30, 1951 (Stanton).

istered Oval” postmarks arrived in Jamaica. Such covers are also noted at Aberdeen 1953, Ashley 1952, Caldwell 1952, Cole Gate 1955, Lucea 1955, Mona 1952, Prickley Pole 1952, Sandy Bay 1953, Tower Isle 1952 and Sanguinetti 1953. Prior to that similar pairings of ultramarine 3ds are noted in 1951 at Vineyard Town (Figure 26) and Aboukir (Figure 27) both to Knutsford Park, Harbour Street.¹⁶



Figure 27
3d ultramarine pair on piece - Aboukir tTRO, March 17, 1951 (Horry).

Bookmaking, *per se*, had yet to be legalized, although this activity enjoyed the support of the people, other than devout Christian elements. The “Quarterly Draw” at Knutsford Park, Half Way Tree, was one of the few venues where horse racing was conducted on the island (Figure 28). There were just a handful of off-track betting outlets



Figure 28
“Win Big Money” Knutsford Sweepstake, E. F. Aguilar, West Indian Philatelist, throughout the 1950s.

which offered side-bets to punters unable to attend the races; these tended to be private Gentlemen’s Clubs.

After 30 years a salaried bank clerk at Peckham and without his pension, L.C.C. Nicholson became Secretary/Treasurer to the Minister of Communications in Jamaica and later for the Knutsford Park Sweepstake (Figure 29). He died on October 16,

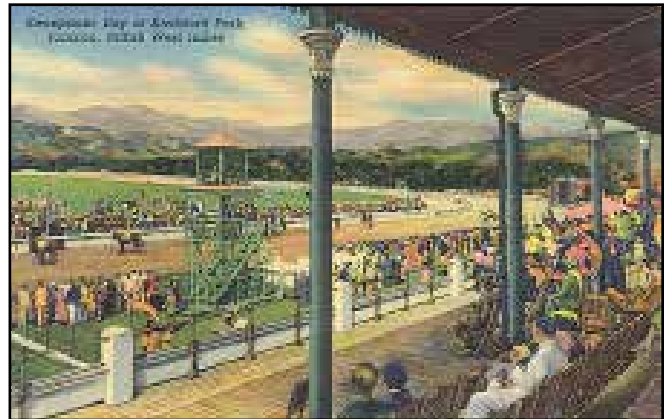


Figure 29
Knutsford Park Sweepstake colored 1950s postcard.

1952 while working as a clerk for Baron Samuel Vestey’s Cold Storage Company in the Dulwich area (Figure 30).

DEATHS in the Sub-District of DULWICH				
1.	2.	3.	4.	5.
Name and Surname.	Sex.	Age.	Rank or Profession.	
Lewiston Gonyton		64	of 26 Holly Grove Park Lane	
Gousteray			Barneswell & Co. Bankers	
NICHOLSON	Male	year	Cold Storage Company.	

Figure 30
Detail from L.C.C. Nicholson’s death certificate, October 16, 1952.

At that time, Lord Edmund Vestey was resident in Thomas Tapling’s house at “Bovril Castle,” Kingswood House. In 1919, Lloyd George had allowed the Vestey family to retain the lease until January 1, 2000 (Figure 31). Baron Samuel Vestey owned one of the few Jamaica 1/- 1921 inverted frame stamps, which sold at Spink in 2015 for £50,000¹⁷ (Figure 32). In late 2018 it was Steve Jarvis who kindled my interest in L.C.C. Nicholson, calling him his “philatelic hero.” Back in 2017, Jarvis



Figure 31
Thomas Tapling as a boy at Kingswood, Dulwich, circa 1862.

Three new books on Bermuda philately now available

BCPSG member Horst Augustinovic has authored three new books on Bermuda philately, and they are now available for purchase.

The Bermuda Post Office and the Handling of Mail is an exhaustive look at post office history and development of the mails from 1784. Each post office is described in detail with encyclopedic information on rates, markings and more in the 96 page book.

Bermuda's 1953, 1962 and 1970 Definitive Postage Stamps is an in-depth look at three of Bermuda's most interesting definitive postage series. Each of the sets has long provided collectors with questions now answered for the first time in this 76 page book.

Bermuda Cancels is the first comprehensive study of often elusive postmarks and contains exhaustive information on design, earliest and latest known usages, subtypes and much more. Each can-

cel is shown in detail in the 83 page book.

Each of the titles is published in full color in the 8.5 x11 inch format and comb-bound for ease of use (stays flat when open).

The books are sent postpaid, and checks should be sent to Moosehead Communications, Inc., 207 Corinth Road, Hudson, ME 04449-3057. For full details and pricing, see the advertisement found on page 31.

Horst Augustinovic is a prolific author who has written several books on Bermuda philately and island history. His latest hardcover book is *1324 Days in Bermuda*, a love story, a thrilling tale of espionage worthy of an Ian Fleming novel and an important addition to Bermuda history.

That book can be ordered directly from the author at P.O. Box HM 937, Hamilton HM DX, Bermuda. His email is: horstauginovic1@gmail.com.

The Knutsford Park Covers (Part 4) ————— *Continued from page 17*

had written the Foreword to my *The Riddle of the Registered Ovals of Jamaica and Trinidad 1949-1962*. He said, "Enjoy Horry's book as a thought provoking 'ripping yarn' that will make you consider a new-geopolitical dimension to postal history and challenge traditional thinking."



Figure 32
Lord "Spam"
Vestey's Jamaica 1/-
inverted frame definitive,
Spink 2015.

FOOTNOTES

- ¹ "Madame Joseph" Derek Warboys, Robson Lowe, 1990.
- ² Michael Hamilton conversation, June 2021.
- ³ Margaret Pierce death certificate.
- ⁴ Robson Lowe bankruptcy tba.
- ⁵ Alexander Bustamante, Wikipedia.
- ⁶ L.C.C. Nicholson obituary, Steve Jarvis, BWISC.
- ⁷ The graphologist cannot be named as he is under contract to the British Government.
- ⁸ 1939: Security Services close Middle Quarters Post Office.

⁹ "Agatha Christie investigated by MI6," *The Guardian*, February 4, 2013.

¹⁰ "The Knutsford Park Affair Part III," David Horry, *British Caribbean Philatelic Journal*, January 2022.

¹¹ Nigel West's Foreword to Ian Fleming's *Labyrinth*, David Horry 2018.

¹² Robson Lowe on de Sperati, RPSL 2001.

¹³ The appeal against The National Westminster Bank, Case Law, 1952.

¹⁴ Between the Devil and the Deep Blue Sea in three parts, *The Daily Gleaner*, Kingston, February 8-12, 2014.

¹⁵ David Horry, "A Memorable Visit with Karl Groeber, philatelist of Heidelberg," *British Caribbean Philatelic Journal*, Vol. 58, No. 4 (October 2018), 4-7.

¹⁶ David Horry, "The Riddle of the 'Registered Ovals' of Jamaica and Trinidad 1950-1962," *BWISC Bulletin*, 2017.

¹⁷ "Jamaican pictorial invert stamp will headline Vestey Collection," Paul Fraser Collectibles, September 4, 2015.

Airmails of the West Indies

(Part 6)

By John Seidl

This is the sixth and concluding part of a series on airmails of the West Indies. In this segment, we continue with St. Lucia, which ended in the January 2022 issue with a St. Lucia flight. As always, your input is encouraged. Please send any updates of new information to me at john.seidl@gmail.com.

*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.
Part 5 was in the January 2022 issue.*

St. Lucia: We continue with flights after the July 2, 1971 B.O.A.C. first flight from London to St. Lucia and return, covered in the previous issue.

DATE	FROM	TO	NOTES
January 15, 1987	San Juan	St. Lucia	American Airlines first flight with boxed cachet showing a sailboat and reading: "American Airlines / San Juan Puerto Rico to / St. Lucia / West / Indies / AA First Flight"
January 16, 1987	St. Lucia	San Juan	American Airlines return flight. Typed four line inscription reading: "American Airlines, First Flight, St. Lucia – San Juan, 15th January, 1987" (even though flown on the 16th).

St. Vincent: Dr. Lockie only had the flights from 1932 on his original list. In July 1932, a special flight was made from Port of Spain to St. Vincent and on to Barbados in a small plane named the "Humming Bird." The pilot was Michael Cipriani, a solicitor for Barbados. The inbound flight brought 240 letters to St. Vincent. Another mail load of 100 letters outbound was picked up in St. Vincent and flown to Barbados the following day (July 30).

DATE	FROM	TO	NOTES
April 27, 1927	Port of Spain	St. Vincent	U.S. Army airmen goodwill tour. Only one cover known, addressed to St. Vincent
July 29, 1932	Trinidad	St. Vincent	See note above
July 30, 1932	St. Vincent	Barbados	See note above
May 5, 1943	Grenada St. Vincent	St. Vincent Grenada	Opening of the new Diamond Field airstrip on St. Vincent. B.W.I.A. Lodestar service.
March 4, 1946 June 1954	St. Vincent St. Vincent	Trinidad Bequia island	First flight by British Guiana Airways (B.G.A.) Extension of B.G.A. service

DATE	FROM	TO	NOTES
December 1, 1959	St. Vincent	Barbados	B.G.A. service to Bridgetown for mail to United Kingdom and Europe
September 1, 1967	Santo Domingo & San Juan	St. Vincent	St. Vincent was a stopping point for the Caribair FAM 59 route

British West Indies Airline (B.W.I.A.) has an interesting history. Between 1947 and 1949, the company was merged into British South American Airways, then became part of British International Airways, Ltd. And later it was again made independent as B.W.I.A. Eventually it became a wholly owned subsidiary of British Overseas Airways Corporation (B.O.A.C.). Many "airmail" covers originating in St. Vincent can be found that traveled by sea to Grenada or Trinidad and then onward by air.

Trinidad & Tobago: Trinidad & Tobago have been well served by the major airlines since the first P.A.A. flight in 1929. There are records of flights preparatory to mail-carrying in 1920, 1921 and 1924 but there is no evidence of mail being flown on these flights.

DATE	FROM	TO	NOTES
March 28, 1927	British Guiana	Trinidad	Special U.S. Army charter called "Pan American Goodwill Fliers." There are no known surviving covers from the one bag of mail carried.
April 2, 1927	Venezuela	Trinidad	Special U.S. Army charter called "Pan American Goodwill Fliers." There are no known surviving covers from the one bag of mail carried.
April 7, 1927	Trinidad	Grenada, St. Vincent	Special U.S. Army charter called "Pan American Goodwill Fliers." There are no known surviving covers from the one bag of mail carried.
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.
September 20, 1929	Miami	Trinidad	First southward flight by P.A.A. Special cachet, 80x57mm in mauve: "First Flight / Seaplane and Barque / San Juan - Paramaribo." This cachet, irrespective of destination, was applied either at San Juan or Miami.
September 21, 1929	Haiti	Puerto Rico & Trinidad	First P.A.A. flight. Special cachet: 45 double line circle, in dark blue, "Premier Vol" cachet as for 20th applied at Puerto Rico.
September 22, 1929	Trinidad	British Guiana, Dutch Guiana	Continuation of southward first P.A.A. flight. No cachet but has white with red type "BY AIR MAIL/ PAR AVION" labels tied to cover with Port of Spain CDS. September 23 receiving CDS on back from British Guiana.
September 25, 1929	Trinidad	St. Lucia, Antigua, Virgin Islands, northward	First northward P.A.A. flight

DATE	FROM	TO	NOTES
February 19, 1930	Argentina	Trinidad	First northward flight by N.Y.R.B.A. Special cachet, 40x40mm in magenta: "Argentina – Estados Unidos / NYRBA plane flying over building / "Primer Correo Aereo de le/NYRBA"
February 24, 1930	Trinidad	St. Lucia, Antigua, Virgin Islands and northward	First flight N.Y.R.B.A. northward. No special cachet, but special sticker in red on white, 42x15mm, "First air mail from / Trinidad via NYRBA line"
February 27, 1930	Dominica	Trinidad	First southbound N.Y.R.B.A. flight
March 7, 1930	Haiti, Antigua	Trinidad	First southward return service flight by N.Y.R.B.A. Special cachet for Haiti only
March 11, 1930	Costa Rica	Trinidad	P.A.A. first acceptance flight by FAM 5 to Miami
April 8, 1930	Trinidad	Barbados	Inter-island flight by N.Y.R.B.A. This was a special flight with the seaplane <i>Cuba</i>
May 8, 1930	Trinidad	Tobago	Inter-island flight by N.Y.R.B.A. No cachet, but has an N.Y.R.B.A. sticker
May 17, 1930	Tobago	Trinidad	First return flight by N.Y.R.B.A. No cachet, but has an N.Y.R.B.A. sticker
July 5, 1930	Ecuador	Trinidad	P.A.A. first flight from Guayaquil, Ecuador
July 20, 1930	Trinidad Grenada	Grenada Trinidad	First inter-island flight by N.Y.R.B.A. This was the last inaugural flight by N.Y.R.B.A. before the West Indies contract was lost to P.A.A. in August 1930.
September 4, 1930	Trinidad	Cuidad Bolivar Venezuela	Experimental flight, Campagnie General Aero-postale
November 11, 1930	Trinidad	Para, Brazil	P.A.A. extension
November 24, 1930	Trinidad	Santos, Brazil	P.A.A. extension
January 2, 1931	Trinidad	Jamaica	Via Miami
January 7, 1931	Trinidad	Jamaica	Reverse "Lindbergh Circle" flight
January 8, 1931	Cayenne, French Guiana	Trinidad	First flight from Cayenne. Special cachet in two lines in black: "Premier Service par Avion / Guy-ace Francaise, le 8 Janvier 1931"
January 9, 1931	Trinidad	Venezuela	First flight by French Company. Special cachet, 70x45mm in purple: "Compagnie General / Aero-postale / Trinidad – Venezuela / Airmail / First Flight / 9th January 1931"
February 10, 1931	Trinidad	Maturin, Venezuela & C.A.	Completing the Lindbergh Circle. Special cachet, 48x63mm in purple: "First Flight / Port of Spain – Maturin / Air Mail Routes FAM 6 and 5 / PAA Symbol / Completing the Lindbergh Circle / Maturin, Venezuela." The Lindbergh Circle was in effect the joining of FAM 5 and 6 with the "Circle" starting in Miami, following the West Indies islands to Trinidad, then along the north coast of Venezuela to Central America, and then to Cuba and Miami. Trinidad was the junction of the two routes. Cachets were frequently applied irrespective of destination.
February 11, 1931	Colon, Panama	Port of Spain	P.A.A. first flight. May be the same as next item.

DATE	FROM	TO	NOTES
February 12, 1931	Canal Zone	Trinidad	Return flight. Special cachet, 48x63mm in purple: "Completing the Lindbergh Circle / surrounding a map of the area / Canal Zone / to Trinidad / Feb 12, 1931"
March 1, 1931	Camaguey, Cuba	Trinidad	P.A.A. first Camaguey stopover, FAM 6
March 2, 1931	Havana, Cuba	Trinidad	P.A.A. first Cuban dispatch, FAM 5
July 1, 1931	Salvador, C.A.	Trinidad	First P.A.A. connection. Special cachet, 55x25mm in red: "Primer Correo Aereo / El Salvador a / Trinidad / 19 de Julio de 1931 / San Salvador C.A." Backstamped at Port of Spain, July 6
August 19, 1931	Trinidad	Antigua, Puerto Rico, etc.	Dornier DO-X flight. Special cachet, 63x48mm in purple: "DO-X / Special Flight / Pan American Airways / Co-operating Special / Agents / Trinidad to U.S.A."
October 21, 1931	Trinidad	French Guiana	P.A.A. first flight
October 27, 1931	Trinidad	Argentina	First through P.A.A. flight, FAM 10
November 7, 1931	Argentina	Trinidad	Return of P.A.A. FAM 10 flight
December 4, 1931	Nuevitas, Cuba	Trinidad	First use of Nuevitas as a stopover. Special cachet, 63x75mm in blue: "Republica de Cuba / Secretario de Comunicaciones / Primer Vuelo / Correo Aereo / Seaplane flying over Caribbean / Neuvitas, Camaguey / Induas Occidentales / America del Sur / Dic 4, 1931" FAM 6
December 8, 1931	Trinidad	Pedro de Macoris, Dominican Rep.	Change of stopover, FAM 6
July 28, 1932	Trinidad	St. Vincent Barbados	Special flight via St. Vincent by M. Cipriani (see St. Vincent)
March 20, 1935	Trinidad	Martinique	First call by P.A.A.
April 26, 1935	Guadeloupe	Trinidad	First call by P.A.A.
July 17, 1937	Trinidad	Martinique Guadeloupe	First P.A.A. "Baby Clipper" addition of French islands to their service route FAM 10
October 18, 1938	Curacao Trinidad	Trinidad Curacao	KLM proving flight. Return flight October 19
October 19, 1938	Trinidad Barbados	Barbados Trinidad	Trial flight by K.L.M. Special cachet, 75x25mm in violet: "First Airmail Flight / Trinidad – Barbados / by K.L.M. Royal Dutch Airlines." This was an experimental flight
February 4, 1939	Curacao	Trinidad	K.L.M. regular service begins
February 4, 1939	Trinidad	Barbados	First regular flight by K.L.M.
September 4, 1939	Trinidad	Paramaribo	K.L.M. service extended
December 15, 1939	Trinidad	Venezuela	K.L.M. service extended
November 25, 1940	Trinidad	Tobago	First B.W.I.A. flight
November 27, 1940	Trinidad	Barbados	First B.W.I.A. flight
February 6, 1941	Lisbon, Portugal	Trinidad Miami	P.A.A. FAM 18 southern "bad weather" route, westbound
February 6, 1941	Bolama Portugese Guinea	Trinidad	P.A.A. first flight, no cachet

DATE	FROM	TO	NOTES
December 7, 1941	Trinidad	Bathurst, Gambia; Lagos, Nigeria; Leopoldville, Congo	First south Trans-Atlantic flight by P.A.A. Special cachet, 54x21mm in violet "First Flight / Trinidad – Bathurst / Lagos – Leopoldville" P.A.A. cachets in violet for each destination all with "First Flight Air Mail," map of flight, and suitable figures. This route FAM 22 was inaugurated the day before the outbreak of World War II between the U.S. and Japan. It originated in Miami on December 6 and thence to Puerto Rico, Trinidad, Brazil and across the Atlantic to Gambia, Nigeria, and Congo. It was also used as a plane ferry service and for war supplies to the Middle East. Return flight December 12 for Nigeria and Congo and then December 20 for Gambia.
February 9, 1942	Trinidad	Liberia	P.A.A. FAM 22 inaugural service to Africa east-bound.
February 14, 1942	Liberia	Trinidad	P.A.A. FAM 22 inaugural service from Africa westbound.
January 16, 1943	Trinidad	Grenada	First B.W.I.A. flight
December 14, 1944	Trinidad	Kingston	First B.W.I.A. flight. Special cachet, 52x21mm in violet: "First Flight / BWI Airways / Trinidad – Jamaica"
September 6, 1945	Trinidad	British Guiana	First B.W.I.A. flight
July 15, 1946	New York	Trinidad	P.A.A. first direct flight, New York to Port of Spain.
July 18, 1946	Trinidad	New York	First direct flight by P.A.A. Special cachet, 50x22mm in violet: "First Flight / Pan American Airways / Trinidad – New York / Direct" Additional type added at upper left of cover, "Pan American World Airways / First Direct Clipper Flight / Port of Spain to New York"
August 12, 1947	Martinique	Trinidad	Air France proving flight. Regular service began August 23, 1947.
December 2, 1948	Toronto Montreal Bahamas Jamaica	Trinidad	Trans Canada Airways inaugural service. No cachet but hand-written: "First Flight / Dec 2nd 1948 / Via T.C.A." added to covers.
April 6, 1950	Trinidad	Miami	First B.W.I.A. flight. Special cachet, five lines in violet: "British West Indian Airways / First Flight / Trinidad, B.W.I. / Miami, U.S.A. / April 6, 1950"
July 8, 1950	Trinidad	New York	First nonstop Stratocruiser flight. Special cachet, 75x38mm in blue: "First Flight / Port of Spain – New York / Pan American Airways / El Presidente." The flight originated in South America.
December 15, 1955	Trinidad	Jamaica, Bahamas	First Viscount flight by B.W.I.A.
January 1, 1956	Trinidad	Barbados, Bermuda	First Viscount flight by B.W.I.A.
October 28, 1958	Trinidad	Barbados, Bermuda	First Britannia Jet-Prop flight. The flight originated in Caracas, Venezuela and finished in London.
January 8, 1960	Trinidad	Bogota	Britannia flight extended to Colombia.
May 1, 1960	Trinidad	London	First B.W.I.A. flight via Barbados and New York. Special cachet, 48x28mm in red with scalloped edge: "B.W.I.A. / Links the Caribbean"

DATE	FROM	TO	NOTES
August 3, 1960	New York	Trinidad	P.A.A. first jet service. Cachet shows plane in flight.
June 10, 1961	New York Trinidad	Trinidad New York	B.W.I.A. first jet mail from New York and return. Winged lion cachet reading "Boeing 707 / BWIA / The Airline of the Caribbean / First Jet Mail / From New York / To Trinidad" In red from N.Y. airfield, in green from U.N. For return flight to N.Y., a blue cachet with B.W.I.A. logo and "First Jet Air Mail / Trinidad to New York / The Airline of the Caribbean"
May 18, 1966	Willemstad Curacao	Port of Spain Trinidad	K.L.M. inaugural service from the Netherlands Antilles to Trinidad. Upright oval cachet reads "OPENING SVLUCHT / DC8 / CURACAO / TRINIDAD / KL 7741 / 18 MEI 1966." Also a framed rubber stamp reading "K.L.M. / WILLEMSTAD / CURACAO N.A."
November 1, 1969	Stockholm Trinidad	Trinidad Stockholm	Scandinavian Airlines System (SAS) first flight. Cachet shows stork flying over globe. Return flight was November 2. There is also a return service cachet to Switzerland showing world map.
April 3, 1976	London Barbados	Trinidad	British Airways inaugural 747 service. Cachet shows tail of 747 and British Airways logo, "British Airways / Inaugural / 747 Flight / London / Barbados / Trinidad / BA 251 3rd April 1976"
February 15, 1981	New York	Trinidad	American Airlines first flight – no cachet but many covers were flown with cancellations from New York, Kennedy Airfield and the United Nations.
February 6, 1986	London	Port of Spain	First flight British Airways Concorde. Cachet shows plane in flight. Flight was via New York.
November 1, 1990	Trinidad	Barbados	LIAT (Leeward Islands Air Transport) first flight – cachet is typed: "Inaugural Flight / Tobago – Barbados" with LIAT logo.
December 18-19, 1990	Trinidad	Cologne Copenhagen	First B.W.I.A. flight. Cachet shows BWIA logo with jet and reads "Trinidad & Tobago (BWIA International) / Airways Corporation / We are the Caribbean / First Flight Cover/ Trinidad – Cologne – Copenhagen / 18th-19th December 1990"
November 5, 1991	Trinidad	Munich, Germany	B.W.I.A. first flight. Return flight November 6.

In the January 2022 Journal, listings for Colombia destinations were misspelled COLUMBIA. Apologies for the incorrect usage.

Turks and Caicos

DATE	FROM	TO	NOTES
April 16, 1936	Grand Turk	Port-au-Prince, Haiti	Flight from Grand Turk to Port-au-Prince. Known cover is addressed to Jamaica and carries both Turks & Caicos stamp and Haiti stamp. Signed by pilot J. Chase and co-pilot J.W. Walker Jr.
April 20, 1940 April 4, 1941	Grand Turk	Kingston	Flying boat from U.S. Air Force runway. Less than 10 covers total known for both flights.
July, August, October 1942	Turks Islands	Jamaica and beyond to Haiti, U.S., and United Kingdom	One cover from each flight is known. No cachet, postage paid cds added in Jamaica.
June 29, 1946	South Caicos	Kingston	Survey flight by B.W.I.A. Only three covers from this flight are known to exist.
March 15, 1956	Grand Turk	Nassau	First Viscount flight. Special cachet, six lines in violet: "First Flight / Bahamas Airways Ltd / Turk Island / to / Nassau, N.P., Bahamas / March 15, 1956"

Virgin Islands (British): The earliest BVI franked "first flight" was postmarked out of St. Thomas as part of the inaugural 1926 airmail service. But, of course, in 1926 St. Thomas was in the process of migrating from the Danish West Indies to the U.S. Virgin Islands. The cover was transited by sea to St. Thomas, so it really is a first flight for St. Thomas. The Beef Island dirt airstrip began operations at some point in the 1950s, according to G. Migliavacca's research and all the following information is from him. In 2002, the Beef Island airport was renamed to the Terrance B. Lettsome International Airport.

DATE	FROM	TO	NOTES
1957	Antigua	Beef Island	L.I.A.T. (Leeward Islands Air Transport) begins weekly service. Bridge connecting Beef Island to Tortola was not built until 1966.
February 1, 1966	St. Thomas	Soper's Hole, West End, Tortola	Antilles airboat service via seaplane.
October 26, 1966	London	Beef Island	B.O.A.C. flight to return the BVI delegation from Virgin Islands Constitutional Conference, London.
April 14, 1969	San Juan	Beef Island	New expanded Beef Island airport is officially inaugurated on April 12. Puerto Rican airline Prinair began service to USVI and Puerto Rico two days later.
July 1, 1972	San Juan	Beef Island	Air BVI first flight.
April 17, 1986	Miami	Beef Island	British Caribbean Airways first flight – service only lasted a few months. Special cancellation reading "MIAMI U.S.A. – BEEF ISLAND B.V.I. INAUGURAL FLIGHT." There is also a cachet cover that was marketed as a first day cover but was actually flown on the first flight. Only a few hundred were produced. Also unaddressed envelope with printed text that reads "British /Caribbean / Inaugural Flight between Beef Island, Tortola, B.V.I. / and Miami, U.S.A. by British Caribbean Airways' / Bae 146 Jet Passenger Service"

Vignettes of Barbados Britannia Covers

By M. Fitz Roett



The owners of the *Osprey* entered into a contract with the government of Demerara. They planned to run a monthly steamer between Philadelphia and Demerara, with stops at Bermuda and Barbados. The *Osprey* departed Philadelphia on her maiden voyage on February 6, 1855 and returned on April 28. The owners stated a contract had been secured with regular service to commence on May 6. However, on arrival, the letter was assessed as a ship letter and the “6” in an octagon due marking applied.

The wrapper to Philadelphia docketed April 15, 1855 is franked with a copy of the 1d blue. It is assessed “6” or six cents (two cents ship fee + four cents delivery charge for letters addressed to the port of arrival). It is the only cover recorded from this voyage of the *Osprey*.

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Membership Director's Report

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Reinstated

None this quarter

Address Changes

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Resigned

None this quarter

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Deceased

Robert Stewart
Fitz Roett

Donations

Peter Colwell
Dr. Steven Berlin
Thomas F. Olson
Andrew Mitchell
Arthur W. Snoke
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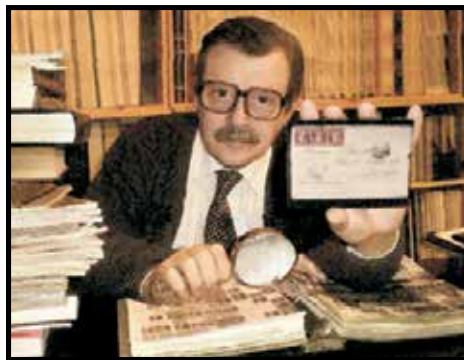
Recent commercial mail, with local usages, including meters, governmental stampless, inter-island, and instructional markings from many of the Caribbean countries.



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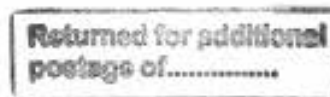
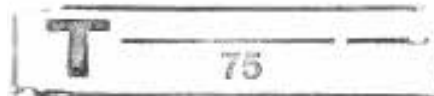
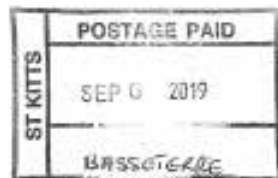
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St. Kitts Auxiliary Markings

By Steve Zirinsky

Here are some recent auxiliary marks from the island of St. Kitts. More may exist and should be reported to the editor.



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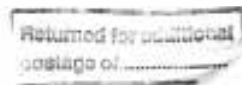
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President's Message

By John Seidl

I hope everyone's 2022 is off to a great start. Stamp shows are back here in Georgia and it's been great to add that aspect back to my enjoyment of our hobby. I have two topics for this column – articles in our journal and an update on the potential merger of the BCPSG & the BWISC.

I would like to start by thanking everyone who contributes articles for our journal! Like every philatelic society, we need more members to contribute articles on topics of their choosing. The journal is the lifeblood of any society and ours has been amazing for as long as I've been a member of the BCPSG. Everett does an awesome job as editor and has maintained a very high level of quality over the years.

Recently there has been a bidirectional controversy about some of the article content we've published. I would like to make it clear that our authors are free to draw whatever conclusions they'd like from their research in support of their articles. No research is ever really complete, and authors will continue to discover new information around any philatelic topic they choose to investigate over time. Anyone who has done their own research that suggests different conclusions from something we have published is free to submit an article with their own findings and conclusions but we will not publish rebuttals that are only that. I've gotten emails with personal integrity attacks against our authors and from authors against their critics – I really have no interest in this sort of communication as it adds nothing to our society or the hobby in general.

My second topic is to continue the discussion around the potential merger of the BCPSG and the BWISC. One very good suggestion I received from Graham Booth before his sad and unfortunate passing was that we consider a brand new name for the combined group. The Caribbean Area Philatelic Society (CAPS) is one that was suggested elsewhere.

This would allow the group to broaden our scope to all the islands and get us past the existing/conflicting guidelines and practices of the two legacy groups. A single new slate of officers and society programs could be enabled as we seek to build a stronger and more vibrant future. As before, please let me know your thoughts on this topic as we should address it before the end of 2022.

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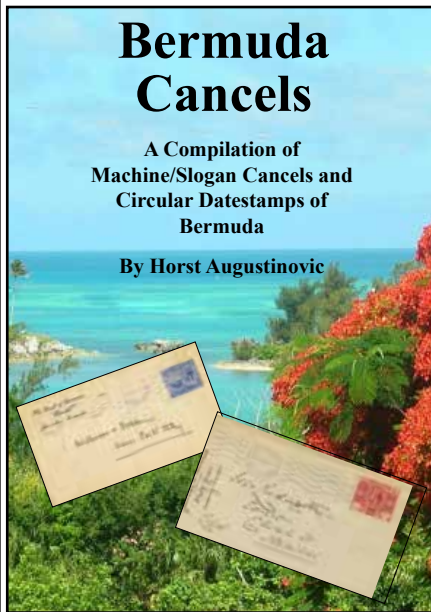
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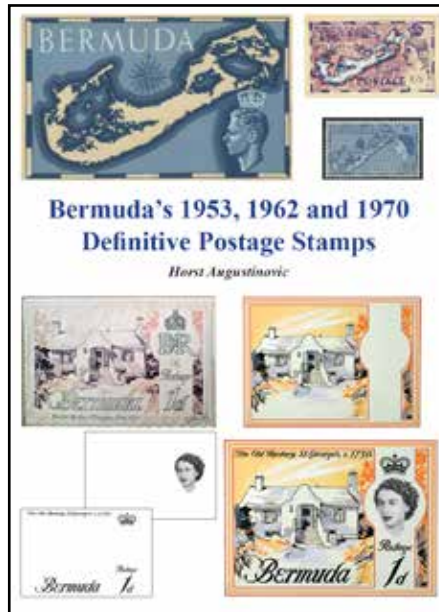
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