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BAHAMAS

The Standard Index to Philatelic Literature.

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S. G. HOEY

BAHAMAS SPECIAL DELIVERY 1916-18.

By Harry E. Huber.

HON. LIBRARIAN

An experimental special delivery service was inaugurated between Canada and Nassau on January 1st, 1916, for the benefit of wealthy Canadian business men spending their winters at Nassau.

In December, 1915, ten sheets of the 5d orange and black, Queen's Staircase, Crown C.C. watermarked were overprinted locally "Special Delivery" and the entire lot of 600 stamps sent to the Canadian Post Office Department at Ottawa. From there about 430 copies were distributed to the Post Offices at Ottawa, Toronto, Westmount and Winnipeg, the balance being retained at Ottawa for use on the correspondence of a high official (a supply of the Canadian 10d Special Delivery Stamp was sent at the same time to Nassau). Letters from Canada with a Special Delivery stamp attached were given special attention on receipt at Nassau.

The 5d Bahamas stamp was not sold over the counter at the Canadian P.O.s, neither was it on sale at Nassau. Letters handed in had the Bahamas stamp attached by the postal clerk, which stamp was not cancelled until receipt at Nassau.

In the following Winter, a second printing (100 sheets, or 6,000 stamps) was made, the restrictions on the sale removed, and the stamps made available to all comers at Nassau, from 27th January, 1917.

The Canadian Post Office Department, hearing of this, and finding that the majority of letters being handed in were from collectors and were going to two individuals in the Islands, immediately cancelled the agreement, and the Bahamas Special Delivery stamps remaining in the four Canadian Post Offices were sold to those enquiring for them.

Following this, some arrangement must have been made locally whereby the Special Delivery Stamps (of subsequent London printings) were attached to letters on receipt at Nassau. In some countries it is possible to arrange with the postal authorities for immediate delivery of letters specially marked - a charge being made for this service and collected by means of postage or postage due stamps.

The Overprinted Stamp 1916.

The stamp overprinted was the 5d. orange and black Queen's Staircase, Crown C.C. watermarked, issued on January 27th, 1903, along with the 2/- blue and black, and 3/- green and black. The 1d. in this design was issued September 23rd, 1901.

The stamps measure 25 x 30 m.m. and were line-engraved and recess-printed by Messrs. Thos. De La Rue & Co. in sheets of 60 and single line perforated 14. The pane is surrounded by a double marginal line (part of the duty plate) which is usually cut off in trimming the sheets to size.

On stamps printed from Vignette Plates 1 and 2, the number appears in the lower left margin of the sheet, inside the double marginal line. The frame and duty plates for the 5d., 2/- and 3/- were not numbered, but that for the 1d. was numbered 1, and this numeral appears in the lower left margin, usually on top of the vignette plate number.

It is known that three lots of the 5d. orange and black, Crown C.C., were sent out during 1903.

First consignment	January 1903	188	sheets.
Second "	June 1903	207	"
Third "	November 1903	102	"

The first printing was from Vignette Plate 1. In the second there was a small lot from Plate 1, with the bulk from Plate 2. The third printing was from Plate 2 solely.

The overprint was applied in black at Nassau, in two lines, the words measuring 15 and 18 m.m. respectively, the vertical overall measurement being $6\frac{1}{2}$ m.m.

The overprint forme was of 30 subjects, requiring two applications to complete a sheet of 60 stamps. For this reason the sixth and seventh vertical rows usually have the overprint out of alignment with relation to one another.

The stamps overprinted in December 1915 were with the vignette from Plate 1; the stamp is known in varying shades of orange and black.

In the ten sheets sent to Ottawa, the following errors were noted - double overprint, one inverted, and horizontal pairs, one stamp not overprinted, and double overprint.

One sheet had the last vertical row without overprint - this was sent to the Toronto Post Office. This error doubtless occurred through the second application of the overprint forme (for the right half of the sheet) being applied too far to the left. This would doubly overprint the stamps of the sixth vertical row and leave the twelfth vertical row without overprint. Of the inverted overprint there was a half sheet of 30.

Second Overprinting 1917.

In January 1917, a second overprinting was made on 100 sheets of the 5d., the vignette from Plates 1 and 2. While the overprinting was done from the same type as the first (and limited) printing, the words were positioned differently. The setting of 30 used for the first printing was not left standing, so that when the second lot was overprinted in January, 1917, a re-setting (also of 30) was necessary.

The 30 subjects of the setting differ slightly from each other in the two printings, but, in the main, stamps of the second printing have "Special" positioned further to the right with relation to "Delivery."

I have a horizontal pair of the 5d. first printing from lower left corner with margins attached, vignette 1, which has the "Y" of Delivery standing prominently from under the "L" of Special. On both stamps the "V" of Delivery is between (underneath the "C" and "I" of Special.

I also have pairs from the second printing, same position, in which the "V" is directly under "C" on the left stamp, while on the right stamp it is to the left between "E" and "C". Special is positioned further to the right, bringing the "D" of Delivery from under the "S" of Special very prominently on most stamps of the sheet.

Shade varieties are found in both vignette Plate 1 and 2 stamps of this printing, as well as vignette Plate 1 of the first printing.

First London Overprinting, July 2nd, 1917.

A special printing from vignette Plate 2 on C.A. Mult. Paper, this paper being very thick and coarse, was used and issued at Nassau on July 2nd, 1917. The overprint is in two lines of small block caps, the words measuring 12½ and 15 m.m. respectively. The vertical overall measurement is 6 m.m.

Second London Overprinting, April 17th, 1918.

A second overprinting was requisitioned, in October. This was in the new colours, lilac and grey-black, vignette Plate 2, and overprinted in red. The stamp was placed on sale at Nassau on April 17th, 1918.

The overprint is from a different forme, the letters being tall thin caps and the measurements of the words are 12½ and 13½ m.m. with a vertical dimension of 8½ m.m.

SUMMARY.

1. Overprinted SPECIAL DELIVERY at Nassau:- two lines in Black, Vignette Plates 1 and 2, Crown C.C., 5d. orange and black (6600) January 1916.
2. Overprinted by De La Rue & Co. Ltd., London, in black - small block caps. Vignette Plate 2. Mult. Crown C.A. 5d. brown - orange and black. July 2nd, 1917.
3. Overprinted by De La Rue & Co. Ltd., London, in red - tall thin caps. Vignette Plate 2. 5d. lilac and grey-black, April 17th 1918.

Article in "The Stamp Lover" for November, 1930.

S. G. Hory

BAHAMAS

THE PHILATELIST, June, 1962

The Plantation Papers*: I – Bahamas

By COLIN MAYCOCK

JUST over fifty years ago, a large collection of old documents was brought up from storage in the cellars of the King's Warehouse in the Custom House, London, for examination and sorting. These papers had accumulated in the period 1814 to 1854 and consisted mainly of original correspondence between the Board of Customs and their Collectors and Comptrollers in the colonies. Imperial Customs duties were levied in most British possessions abroad and revenue control at that time was vested in the Board of Customs in London. The colonies, for this purpose, were still spoken of as *"Plantations"* and Customs correspondence was handled in London by the Plantation Clerk, the Customs duties transmitted by Collectors and the proceeds of seizures being supervised by the Inspector and Examiner of Plantation Accounts. The reason for the papers' limited span is that earlier colonial Customs archives were unfortunately destroyed when the London Custom House was burnt down in February, 1814, and the correspondence ceased when the British legislature transferred parliamentary control of revenue to colonial legislatures in the 1850s. In those forty years, however, something like a quarter of a million documents had been folded and pigeon-holed, and some had remained for nearly a century before they were again disturbed. They were re-arranged, numbered and filed in 1910-11 and since then, enclosed in nearly 1,000 portfolios in the Library of the Board of Customs and Excise, the collection has become known as an important original source for research in the economic and fiscal history of the colonies.

When I first heard of the *Plantation Papers*, I guessed that they might contain some postal history material but I was not prepared for the very large amount eventually found—thousands of pre-adhesive entires from almost every British colony other than the East India Company's possessions. The incidence of entire letters seems to have depended largely on the idiosyncrasy of the writers or on the length of their letters (if of several sheets, letters were often enclosed in sealed wrappers which have not survived). Almost all the letters were sent unpaid and bear either a colonial or a G.B. ship-letter handstruck stamp.

In this and following articles, I have attempted to summarise the types of handstruck stamps from each colony found in the papers, indicating earliest and latest dates of use found and whether those dates are the earliest or latest known. The first section comprises the West Indies group and includes: Bahamas, Barbados, Bermuda, British Guiana, Grenada, Jamaica, Leeward Is. (Antigua, Dominica, Montserrat, Nevis, St. Kitts and Tortola), St. Lucia, St. Vincent, Trinidad, Tobago and Danish, Dutch and French possessions. Handstruck stamps are described in accordance with *R.L. Encyclopaedia* standard types, as far as possible, and ship-letter marks in accordance with A. W. Robertson's standard *"Maritime Postal History"*. Marks described are struck in black unless otherwise stated. References to particular documents are given as follows: (i) Volume number; (ii) serial number of correspondence within the volume; (iii) writer's consecutive letter number (if any), usually found at the head of the letter; e.g. 217/141 [30]. All volume numbers have the prefix "CUSTOMS/34", but this is omitted for brevity.

I am indebted to the Honourable Board of Customs and Excise for their consent to the publication of this information from their archives and I owe a great deal to the assistance of the Board's Librarian, Mr. R. C. Jarvis, and his staff, who have been at all times forbearing and co-operative. In the lengthy and sometimes tedious work of examining and recording the material, I have had the assistance of Mr. L. A. J. Stribley and Mr. P. B. Kent (both fellow-members of mine in the Civil Service Philatelic Society) and I acknowledge with grateful thanks their interest and help.

BAHAMAS

Packet Letters

The series begins with a very long run of 167 copies of type [PD], the single line BAHAMAS, 35 mm. long in serif capitals 5 mm. high—earliest date 1.8.1814 and latest date 16.7.1842. This stamp appears to have been used from time to time with ordinary purple-brown writing ink and is sometimes over-inked and blurred, sometimes greyish-brown. A majority of copies are legible, about 36 being very fine. There is also a single specimen of [PD] in red, on a letter dated 16.1.1844 (226/308 [2]), well after this mark had been superseded by type [PH]. A previously unrecorded small type [PD] was found on only two letters, both in 1836. This is a single line BAHAMAS, 24 mm. long in serif capitals 3 mm. high, and appears on letters dated 5.2.1836 (226/314 [5]) and 6.5.1836 (220/231). There are no other letters bearing the colonial stamps around these dates but the large [PD] was in use again by November, 1836. It is interesting to note that many of the earlier letters bearing type [PD] originated in, for example, Turks and Caicos Islands, Eleuthera, Exuma or Crooked Island and must presumably have been sent to Nassau for collection by the packet.

* The kind consent of the Board of H.M. Customs and Excise for publication of these articles has been given. All half-tone illustrations are Crown Copyright.

[continued overleaf]



[PH] [PD] *small (above) and large (below)* [PL]

Type [PH] (NASSAU - NEW - PROVIDENCE, 29 mm. diameter broken circle, serif capitals), is represented by 54 copies with earliest date 20.10.1842 and latest date 12.7.1846. The month precedes the day (e.g. JU 12/1844) except for the earliest date (21 OC/1842). Only about half are good strikes with very few superb.

There is a gap of only one month between the latest [PH] and the first type [PL] (BAHAMAS, 25.5 mm. diameter broken circle, sanserif capitals), of which there are 24 copies from 12.8.1846 to 12.11.1851. All type [PL] strikes have a check letter below the year—A, B or C—and show signs of damage at the lower right of the outer ring.



Ship Letters

It may be of interest to compare the arrival ports for ships from the Bahamas in the following analysis of 92 ship letters recorded:

Dartmouth	S.3 (1)				
Deal	S.8 (10)				
Dover	S.9 (3)	S.11 (2)			
Gravesend	S.4 (2)	S.7 (7)	S.9 (1)		
Hastings	S.3 (4)				
Liverpool	S.8 (5)	S.9 (8)	S.10 (18)	S.12 (13)	S.13 (4)
	S.14 (2)	S.15 (1)	S.16 (3)		
London	S.20 (1)	S.21 (1)	S.22 (2)		
Plymouth	S 6 (3)				
Portsmouth	S.14 (1)				

There are many good strikes, but nothing exceptional was found. Vessels mentioned in superscriptions include: *Highlander* 1826, Brig *Eleanor* 1831, Brig *Euphemia* 1831 and *Jessie* 1832. There are twelve letters bearing the London packet letter handstamp (type P.3 or P.4).

BAHAMAS

PHILATELIC MAGAZINE, April 12, 1940

THE

QUEEN'S HEAD STAMPS

OF THE

BAHAMAS

By L. N. & M. WILLIAMS

ILLUSTRATIONS BY COURTESY OF LOUIS BRADBURY, F.R.P.S.L.

The conveyance of mails to and from the Bahama Islands was, until the end of 1858, effected by the Royal Mail Steam Packet Company, which served Nassau by way of St. Thomas.

Early in that year the Governor of the islands requested that a better service be provided, and the authorities in England negotiated for delivery of the mails to New York and their conveyance thence to Nassau once a month. This improved service operated as from January, 1859.

Details of the new service were incorporated in a letter dated December 15, 1858, from F. Hill, the British Postmaster-General, to H. Merivale, of the Colonial Office. The letter stated also that "Mails from the Bahamas will be due at Liverpool by the Packet from New York appointed on 17th Feb. next, and by each alternate Packet from New York."

As was the case with a number of other colonies, the first adhesive postage stamps to be used at the Bahamas were those of Great Britain. About 1856 the British Postmaster-General sent supplies of current sixpence lilac and one shilling green stamps to Bahamas for the purpose of prepaying postage on correspondence emanating from the islands. These stamps were forwarded to a Packet Agent at Nassau, and through his hands passed all correspondence to and from the islands. Probably later, other stamps were delivered. They consisted of the fourpence rose of 1857, the twopence blue (Plate Nos. 7 and 8) of 1858, and the one penny rose-red on white paper (Perf. 14) of 1857.

The stamps were postmarked with the usual oval of bars cancellation, containing A 05, the mark allotted to Nassau. The Bahamas were a Naval station and no doubt this



Design sent home by the Governor on July 6, 1858, with request that a die be prepared.

(1/2)

accounts for the use of the low value stamps, because soldiers' and sailors' letters were universally carried for one penny.

It has been stated that the British stamps remained in use until about 1860, at all events until after the appearance of the first local issue. In Gibbons' Catalogue the Great Britain one shilling green of 1862 is listed as existing with the Nassau postmark. It would seem that there is no direct evidence of the Postmaster-General's having sent this issue to the islands; perhaps it was used fortuitously by some person, and had been purchased by him elsewhere.

DISTINCTIVE ISSUE.

The suggestion that a distinctive issue should be prepared for Bahamas inter-insular postage must have been made some time before July 6, 1858, for on that date C. J. Bayley, the Governor, wrote to Lord Stanley at the Colonial Office, requesting the preparation of a die from a design enclosed in the letter. The design consisted of a pineapple and conch shell, produce of the Bahamas, in a double circle containing "Bahamas" at the top and "One Penny" at the foot. (See illustration on previous page.)

The Governor stated that he had been empowered to incur an outlay of not more than £110 in the manufacture of the die, and suggested that the persons supplying the die might provide also the stamps at specified intervals, say, 1,000 one penny stamps three times a year. If the suggestion was approved, the Governor agreed to remit the amount due on receipt of the first consignment of stamps.

On October 23, Perkins, Bacon and Co., in whose hands the matter had been placed, informed the Commissioners of Inland Revenue that the cost of engraving the die and laying down a steel plate containing 60 impressions would be £84, and that the charge for paper, gumming, and printing would be one shilling per thousand stamps.

Apparently the circular design was considered unsuitable for postage stamps, owing to difficulties which would arise if the stamps were to be perforated, and on November 8, the Commissioners reported that at their request, Perkins, Bacon and Co. had prepared a different design of the same size as the English Draft Stamp. The design, which had been enclosed in Perkins, Bacon and Co.'s letter of October 23 was patched up from pieces of paper, the central part's containing a portrait of Queen Victoria and the rest's being drawn in Indian ink, Chinese white and pencil. The original essay and also the circular design submitted by C. J. Bayley are now in the collection of Mr. L. E. Bradbury, the leading specialist in the stamps of the Bahamas.



The original composite essay.

Details regarding the stamps' production were sent to the Governor of Bahamas, and Perkins, Bacon and Co. were instructed to proceed with the work. In an article published in the *London Philatelist*, Vol. xxxvi, p. 198, the late Sir E. D. Bacon revealed that the engraving book of the firm showed that the die was finished on April 23, 1859.

The method used for duplicating the design was the well-known Perkins, Bacon process. The engraved soft steel die was hardened and the design on it transferred to a softened steel roller die by rocking it, under heavy pressure, over the original die. The roller die was in turn hardened and the design transferred to a soft steel printing plate by a similar process. The plate was completed to this stage by April 30, 1859. Die proofs of the design exist in black on India paper and also on card, and plate proofs in black on thin paper and on card.

Normally, before printing took place the plate should have been hardened, but in this case, as the 1,000 stamps were ready for dispatch only four days later, it would seem that the stamps were printed before the hardening of the plate. This must have been effected subsequently.

Probably the stamps were dispatched from Liverpool on May 14, and reached Nassau via New York at the beginning of June. It is generally accepted that they were issued to the public on the 10th of that month.

The plate consisted of 60 stamps arranged in six horizontal rows of ten. Altogether the stamps printed from this plate were in

use over a period of some twenty-five years, but apart from variations in paper, perforation and shade, no varieties have been found except those caused by scratches on the plate. There are several of these scratches which enable the stamps to be plated without very much difficulty.

PLATE SCRATCHES*

Eight of the principal plate scratches were recorded and illustrated in a paper by Mr. Bradbury published in the *London Philatelist*, Vol. xxxvi, p. 31. These are: A stroke between the T and A of POSTAGE on stamp No. 3; two scratches under the L and A of INTERINSULAR on stamp No. 8; scratches through TER and OSTA on stamp No. 20; a dot after the second R on stamp No. 26; scratches through ERI and OST on stamp No. 30; a scratch between U and L, and through the second A of BAHAMAS on stamp No. 36; a scratch across the last six letters of INTERINSULAR on stamp No. 40; a dot to the right of the second I on stamp No. 58. The fact that these marks appear in the same positions on stamps of the earliest and latest printings makes it evident that the same plate was used throughout the twenty-five years.

The mark on stamp No. 3 is diagonal; it occurs just above the A, and appears to be joined to the centre of the downstroke of the T.

On stamp No. 8 the mark below the L occurs in the oval band surrounding the portrait, and that below the A runs from the uncoloured inscription ribbon into the oval.

The dot on stamp No. 26 appears to the right, just above the extremity of the foot of the R.

On stamp No. 36 the scratch appears to the left of the foot of the L, and is visible in the oval band beneath the U. This scratch starts at the bottom of the left stroke of the second A in BAHAMAS.

The dot on stamp No. 58 occurs to the left, above the second I.

Stamps Nos. 20 and 30 can be distinguished by the following characteristics. In No. 20 the mark inside the O of POSTAGE is towards the left. In No. 30 the mark inside the O is towards the right; further, in INTERINSULAR there is a faint scratch or series of dots joining the foot of the R to the top of the I.

Through the courtesy of Mr. Bradbury, the writers are able to illustrate for the first time two further plate scratches, which occur on stamps Nos. 5 and 33. On each stamp the mark is visible in the left side of the left vertical stroke of the M. On stamp No. 5 the scratch appears as a short coloured dash about half-way down the stroke, and on No. 33 a similar mark can be seen near the top of the stroke.

The stamps of the first printing were imperforate. They were printed in dull lake on thick, white wove, unwatermarked paper. The paper was hand-made and varied in thickness, but not so much as entirely to obviate the possibility of distinguishing the first issue from the second, which was printed on paper less thick than the first.

THE PERFORATED ISSUES

The colour of ink used for the second issue is brighter than that of the first issue. The total number of stamps comprised in these two issues was only 4,000.

In 1860 a new issue in the same design was made, but the stamps were perforated 14 to 16 clean-cut. This perforation was effected by the single-line machine known as the "A" machine, which the printers obtained from James Griffiths, of Clerkenwell, in 1860. The clean-cut perforation exists on stamps which formed consignments of September 13, 1860, and January 26, 1861, amounting in all to 2,020 stamps. The perforated stamps were first issued in October, 1860.

At one time it was thought that these stamps existed with the intermediate perforation, that is, between clean-cut and rough, but stamps in that state have never been found, and it would seem from the dates of the consignments that the second batch of sheets was perforated after the machine had been cleaned and repaired, on January 10, 1861.

On July 6, 1861, following the passing of an Act by the Legislature, the Acting Governor of the Bahamas wrote to the Colonial Secretary, asking that fourpence and sixpence stamps be obtained, similar in size and design to English (*sic*) postage stamps, but inscribed with the word "Bahamas." The stamps were required for prepaying "postage on all letters, books, newspapers, and other parcels which . . . may be transmittable by Post between the Colony or any other part of Her Majesty's Dominions."

Enclosed in the letter were instructions to Perkins, Bacon and Co., requesting them to quote for the preparation of dies and plates necessary for the production of the two new values, and to print stamps of both denominations to the value of £65 each. The die of the fourpence was completed by September 26, and the plate by October 5. The sixpence die was finished on October 2, the laying down of the plates being

*All these are illustrated on the coloured plate which accompanies this issue of "The Philatelic Magazine."

completed twelve days later. The arrangement of the plates of these two values was identical with that of the one penny.

Die proofs of both values are known in black on India paper and on card. Plate proofs exist also in black, and the Tapling collection at the British Museum contains a proof of the fourpence in lilac-rose on thick white paper.

The fourpence was printed in dull rose and the sixpence in lilac, both on thin wove, unwatermarked paper. The stamps were roughly perforated 14 to 16. The first consignment consisted of 3,900 fourpence and 2,640 sixpence stamps, and was dispatched towards the end of November; the stamps were issued at the Bahamas the following month. The only notable variety occurred on the fourpence, which has been found in a pair imperforate between.

Earlier in 1861 the one penny had been issued with the rough perforation. The total number of stamps with that perforation were: one penny, 11,880; fourpence, 7,140; sixpence, 4,920. These figures include the numbers of the fourpence and sixpence already mentioned.

The one penny is known, but only in unused condition, with perforation gauging 11 to 12. This was an experimental perforation and the stamps were not supplied by the printers for use in the Bahamas. Apparently the reason for this stamp's existence remains a mystery, but it has been suggested that the stamp came into being when the printers were testing the " B " machine which they purchased on May 28, 1862. Stamps with this perforation have been found also vertically imperforate.

Early in 1862 Perkins, Bacon and Co. were instructed to hand over the three printing plates to the Crown Agents, and this was done on January 28. However, the plates were returned and printings made from them in February and April. Subsequently the plates were again sent to the Crown Agents, who handed them to De la Rue and Co.

(TO BE CONTINUED)

BAHAMAS

PHILATELIC MAGAZINE, Aug. 22, 1947.

BAHAMA PASSAGE

(A Philatelic Reverie)

By HAROLD G. D. GISBURN

"COME, let us go a-roving,
Dear heart, the world is wide.
Where half its paths are still untrod,
And half its joys untried."

The Page of Album turns and in vision we are transported to the far places of the earth. Whither shall it be on this occasion? To the mysterious East where Marco Polo blazed the path? In the footsteps of Scott and his gallant companions to the wild wastes of the Great White South? Or yet a third direction—following Christopher Columbus and his vanguard of Conquistadores across the great Western Ocean, to where the lonely memorial of Guanahani marks the "Landfall" which unlocked the portals of the New World. The choice is made, and westwards it is.

For nearly 800 miles, from the coast of Florida to the purlieus of Cuba, the Bahama Chain nestles on the sparkling waters of the Gulf Stream, over six hundred islands and some two thousand reefs and cays. Translucent seas whose clear depths display myriad life, fish of wondrous hues and a glory of staghorn and yellow-star coral, sea-fans, anemones, and sea-ginger.

A ramble on New Providence, perhaps ending the day at lovely Nassau where the evening is enriched by the unforgettable fragrance of countless flowers. A scramble up rocky Queen's Staircase to Fort Fincastle, from whose heights the panorama opens over the distant Outer Islands; islands with Post Offices (78 of them) in whose names still lingers the romance of the old buccanneer days. We slowly turn a page . . .

The stamp is of course *the* thing—all the *best* collectors say so. Nevertheless, our "Travel" collection permits of some latitude and a few miscellaneous odds and ends appear to have crept in by way of prologue. We turn a page, to behold an exquisite steel engraving (by Herbert Bourne, of Falkland Islands stamp fame) of Vandyck's "Charles I," who in the year of Grace 1629 granted the Bahama Islands to Sir Robert Heath, on the accepted (and economical) principle of the Stuarts, that loyal service should be rewarded by Royal gifts of other folks' property.

However that may have been, there is no record that the good Sir Robert ever took advantage of the concession, probably owing to decided objections on the part of the Spaniards. Eighteen years later however, Captain William Sayle and his Adventurers essayed a settlement on Eleuthera, in the Outer Islands, a creditable attempt which is to be duly celebrated by a special series of stamps.

Our next page exhibits another delicate engraving (again by Bourne) of the second Charles, who once more gave the islands away, this time to the six Lords Proprietors of South Carolina. Their Lordships accepted the gift with (probably literally as well as figuratively) a pinch of snuff, and beyond providing a Governor or so did nothing to rid the Bahamas of the (by then) flourishing seat of piracy at Nassau. It is recorded that the Governors themselves were not above a little piracy themselves by way of additional income.

Following the departure of the male Stuarts in 1689, the home Government had their hands full in Europe without worrying about a remote colony, and the sole result of the change of Sovereignty was the christening of the newly



founded capital of the islands in 1695 with the name of Nassau, in honour of the new King and late Prince of Orange.

Back to Nassau we take another peep at Queen's Staircase, which provided the centre-piece for Bahamian stamps over a period of nearly 30 years. There is much more in this series than meets the eye; the glass is called into play and for a space we rhapsodise over re-entries, retouches and divers other strictly philatelic technicalities. There were, for example, six different vignette plates—the last three were used in the Script watermark series of 1921–29, and the final vignette differs so greatly from its predecessors, particularly in the clouds and rock formation, that it is clear that a new and deepened die was used. All very interesting . . .

A suitable period while we cogitate over this and a fresh page opens. German George is enthroned and a survey of Empire enmeshes the Bahamas. The roaring buccaneers, with their headquarters at Nassau and the Proprietary Governors in their pockets, constitute a blot on the landscape, and a general clean-up is indicated.

(Continued underneath)

15

In 1718 therefore, the useful, if time-honoured principle was adopted of setting one thief to catch another, and the first Royal Governor was commissioned to terminate the piratical activities. Captain Woodes Rogers (himself a former privateer of some renown—the distinction between privateer and pirate being a trifle thin at that period) was the gentleman in question, and it must be conceded that he made a thorough job of the matter. Our page tells us part of the story—in the Tercentenary series of 1930 which exhibited that charming product of the House of Bradbury, Wilkinson; a copy of the Bahamas Colonial Seal as adopted in 1728; the theme being a fracas between the Governor's ships and part of the pirate fleet, with



the motto which exhorted the expulsion of pirates and the restitution of commerce. No doubt the ex-privateer Governor appreciated the joke.

The design of these stamps was so good that the 2/– and 3/– values were retained in commission (minus the commemorative dates), and in fact are still doing postal duty. The shade enthusiast has something here to enthuse about. Blues ranging through steel, grey, and deep, and an exquisite vignette of the Seal in various tones of black to sepia. Multiply the combination on a mathematical basis, add (so-called) " war-time " printings on white paper (a mysterious business which is no mystery at all) with the additions to the interested of the various species of gum, and we are occupied in turning quite a few pages.

Thus the scattered Colony settled down to a more or less peaceful existence, only enlivened on occasion by too inquisitive Spaniards, and one classic and memorable instance during the War of Independence (1776) when the embryo American Navy turned up to inquire into Nassau's activities in the contraband line. Such was the buccaneer legacy which periodically broke out among the good people of Nassau, even so recently as the 1920's when rum was the current article of illegal commerce.

The years pass on to the 19th century when memories of battle, murder, and buccaneer days had more or less faded. The blue waters of the Gulf still mirror the tall ships now engaged in peaceful commerce, a commerce which increasingly demanded an efficient postal service to the lands across the seas. The era of cheap mail facilities, and its concomitant, the adhesive postage stamp, is about to dawn on the world, and across the Western Ocean sail the better and faster mail packets.

Our pages turn again, and covers, slightly yellowish with age and in the handwriting of bygone years, help to tell the story. " By West India Packet," or (for the Bahamian Outer Islands) " By Government Schooner "; such are some of the superscriptions which convey the romance of the last days of sail. In 1839, was founded the Royal Mail Line and in the following year were achieved the aims of its founder, James McQueen, when the Company was commissioned to carry H.M. Mails to the West Indies and North America; a fast mail service thus coinciding with the culmination of Rowland Hill's long fight for reduced postage rates.

St. Thomas, Virgin Islands was the central clearing house, with one of the branch services calling at Nassau. Teething troubles were perhaps inevitable; mainly due to the Government's insistence on a Naval Agent being carried on each packet. Hence in 1842, for example, when the *Forth* and the *Tay* were at Nassau together and the naval gentlemen failed to agree as to which vessel should carry the homeward mail, they compromised by dividing it between the two ships and both sailed together.

The adhesive postage stamp was duly born and in 1859 their own particular brand came to the Bahamas. Perkins, Bacon boggled at Governor Bayley's original circular sketch of the pineapple and conch shell and counter-attacked with a plain design incorporating Alfred Chalon's head of the Queen from Humphrys' Tasmanian die. But the Governor stuck to his guns and so they compromised, and the Bahamian production duly appeared with the Queen, the pineapple, and the conch shell as one united happy family—on the famous One Penny Interinsular which lasted for 23 years through various printings by Perkins, Bacon, and later De la Rue.

We linger over these pages with their classic flavour; a plethora of shades, perfs. and watermarks providing us with a purely philatelic half-hour. Somebody scratched the plate early in its life and nobody thought to remedy it later, so the original varieties carried on throughout its existence even after the plates had found a new home with De la Rue. More pages to illustrate this curious circumstance.

Fourpenny and sixpenny stamps materialised in due course and our covers show that the former prepaid the rate to the American mainland and the latter to the home country. Perkins, Bacon had their own way this time, and the " Chalon " head of the Queen appeared alone, unsullied by contact with pineapples, sea-shells, or other species of flora and fauna.

More excitement during the American Civil War when the old buccaneer tradition returned to Nassau, in the form of a little profitable gun-running on behalf of the South. The Federals

undoubtedly took a low view of this procedure, but did their annoyance carry them so far as to decline to recognise the 4d. postage rate from the Bahamas? I don't know—yet—but it is curious that, whereas letters to the Southern States are unsurcharged, those addressed to the North bear a postage tax of 5 cents at this period. No mistake about it, either—the "Taxe" handstamp is applied with a legibility that spelled business.

Famous old ships of the Cunard Line traversed this route after January, 1858, when the Bahamas mail contract went over to Cunard, Burns and McIvor; our pages exhibit copies of contemporary correspondence between Samuel Cunard and the Treasury—"to convey the Mails between New York and Nassau once a month by a steamship of not less than 400 tons and 50-horse power at the rate of £3,000 per annum." Thus did the good ships *Arabia*, *Asia*, *Alps* and *Africa* keep their tryst on the Bahama Passage.

The late 20's saw Pan-American Airways spread its wings over the Bahamas and the air age in mail conveyance had dawned. In due time, this necessitated a new rate of postage by air to the American continent and the eightpenny stamp of 1935 was introduced accordingly. For the first time in Bahamian philately, the House of Waterlow took a hand. The charming design, an allegory of the Air Mail, incorporated a group of Phoenicopterus ruber which on being freely interpreted, denotes that typical Bahamian bird—the Flamingo, in flight off the coast of Great Inagua; much as they appeared to Columbus when he recorded the "tall red birds" which the Conquistadores likened to flying crucifixes, and left them severely alone in consequence.

More keyplates inaugurated the new-Georgian era, including the £1 value; thus the postal powers-that-be can hardly be accused of exploiting the philatelist—collectors in general are notoriously shy of "Keyplate Quids" (or Quads for that matter). The eightpenny was a good design and so was retained, accompanied now by a new fourpenny and sixpenny which Messrs. Waterlow also contributed to the current series.

Apart from the faithful "Staircase" Bahamanian postal issues have never had a pictorial leaning so these two stamps were a concession. The "Sea Gardens" was perhaps inevitable; there are several dotted over the globe but those of Nassau are unsurpassed. Through water of liquid crystal the finest of undersea panoramas is exhibited to perfection in a fairyland of coral, mysterious sea-flora and brilliantly-coloured fish. The Gardens joined hands with Philately when E. J. Williamson took his extension-tube apparatus there in August, 1939 and opened the first Undersea Post Office. Not strictly necessary of course, but the commemorative cover provided a souvenir which at least had the merit of being odourless; unlike certain other denizens of the Gardens which on closer acquaintance prove to be decidedly "niffy."

The writer's own experience of souvenir-fishing in the Gulf Stream is not a happy memory. Two hours' hard work with a length of twine plus a potato and a piece of wire; net result—one portion of Gulf weed which led to a frosty atmosphere between cabin-mates. But we digress . . .



Queen Victoria Staircase, Nassau.

Fort Charlotte appears on the 6d. value. The old fort, at the western entrance to Nassau Harbour, was apparently an afterthought following the visit of the American fleet as already recorded, and it was christened in honour of the Consort of George III. As it transpired, nobody ever turned up to test its capabilities, but it came in useful as a signal station and a convenient flagpole when occasion demanded.

The pages turn once more . . . In 1942 the shades of of Columbus were disinterred for the 450th anniversary of the epic landing at Guanahani; the San Salvador of the great Admiral which in later years became the hide-out of a noted buccaneer, one Captain George Watling and so is often known as Watling Island.

The original business required celebrating, and stamps were the handiest method. So the full set was overprinted to commemorate the Landfall. The work was done by the *Nassau Guardian*—several printings were made by ordinary letterpress.

The last pages of Album turn, and we are back with the roaring buccaneers. Postmarks, plain and coloured, retaining all the flavour and romance of those long-vanished days. One after another the names appear out of the mists of the past; Pirates' Well, Pure Gold, Colonel Hill, Green Turtle Cay, Spanish Wells, Roses, Burnt Ground, Devil's Point, and so on, through the seventy-eight. Rum Cay, Eight-Mile Rock, Deadman's Cay; scenes of the buried treasure hoard and pirate carousal and tragedy, the aftermath of many a stern encounter with the great galleons of Spain.

"Fifteen men on a Dead man's chest . . ."

(Continued underneath)

BAHAMAS

PHILATELIC MAGAZINE, April 12, 1940

Supplement to "The Philatelic Magazine," April 12, 1940.

Plate Scratches and their Positions on the Sheet



(To face article on Bahamas by L. N. & M. Williams)

BAHAMAS

GIBBONS STAMP MONTHLY [ceased 1950] 1950, v.24 (2) October, p. 19

Through the Magnifying Glass

Conducted by C. P. RANG

BAHAMAS 1D., AN UNRECORDED RE-ENTRY

A SATISFYING thing about re-entries and one which has probably assured their popularity is that you know when you've got one. Just a look at the duplication of the design and you know it's a re-entry.

When Mr. E. D. Farr wrote me a few weeks ago that he had a re-entry in the first type of the 1d. Bahamas, though none appeared to be known to the leading authorities, I wondered what it might turn out to be. But when I saw it I had no further doubts. So it gives me pleasure to place on record what is believed to be the first known re-entry in the early engraved 1d. Bahamas.

The duplicated portions of the design as seen in the illustration show the original impression to have been laid down slightly to the right. They are visible chiefly in the engine-turned design of the frame at right level with the letters "STAGE". Other duplications will be found alongside the letters "I", "S", "U", "L", "R", "O" and "S" of "INSULAR POSTAGE" and in the loop below the last "E". The outline of the scroll below "LAR" and the inner oval to the right of the diadem are doubled, as are also the pineapple and some of the leaves at right. Other signs of doubling can be found in various parts of the design, depending on the sharpness of the impression.

Its position, as shown by a corner block in Mr. Farr's collection, is No. 10 in the sheet which is the top corner stamp on the right-hand side of the sheet. As the same plate was used for all the various printings of the 1d. from 1859 to 1882 there are no less than 21 catalogue numbers representing different perforations, watermarks and shades under which this re-entry can be looked for.



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NINE CONFEDERATE BLOCKADE COVERS

by M. H. LUDINGTON

The question of the postal rates and their markings on some of these covers was the subject of three short articles which appeared in the British West Indies Study Circle Bulletins Nos. 30, 31 and 32, of July and October 1961 and January 1962.

References:

Confederate States of America: The Special Postal Routes. Lawrence L. Shenfield. The Collectors Club, New York. 1961.

Confederate Blockade Covers, Including Some Unusual Examples. Van Dyk MacBride. The Stamp Specialist Red Book. H. L. Lindquist. 1942.

Official Records of the Union and Confederate Navies in the War of the Rebellion. Several volumes, but in particular Series I, Volumes 3 and 16, and Series II, Volume 1. Washington. Government Printing Office. 1894–1922.

The Blockade and the Cruisers. James Russell Soley. *Campaigns of the Civil War Series.* Jack Brussel, Publisher. Undated.

Confederate Blockade Running through Bermuda, 1861–1865. *Letters and Cargo Manifests.* Edited by Frank E. Vandiver. University of Texas Press, 1947.

Blockade Runners of the Confederacy. Hamilton Cochran. Bobs Merrill Co. 1958.

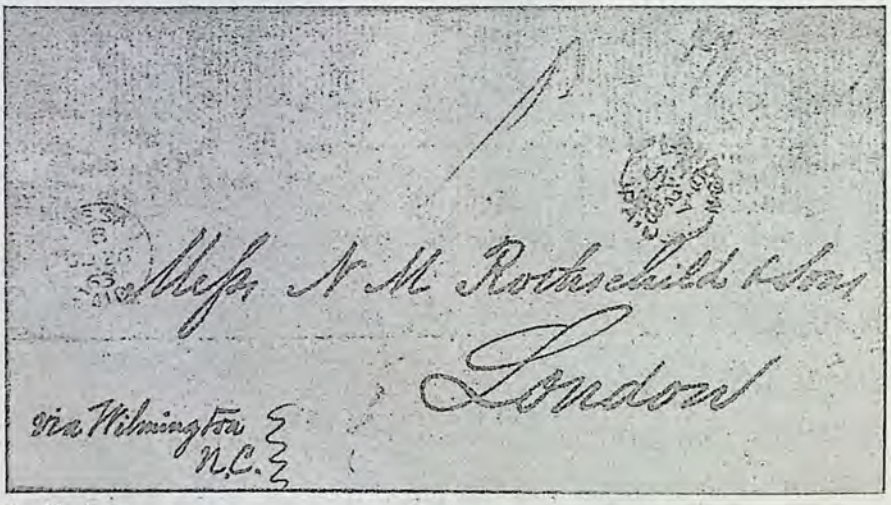
Blockade. The Civil War at Sea. Robert Carse. Rinehart & Co. 1958.

The Civil War at Sea, Volumes I–III. Virgil Carrington Jones. Holt, Rinehart & Winston, Inc. 1960–1962.

General descriptions of the blockade of Confederate ports by the United States Navy and its effect on postal communications are given in Chapter V of Mr Shenfield's book and in Mr MacBride's article. Suffice it to say here that letters which show evidence of having passed through the blockade in either direction are rare. This is due to some extent to the fact that the evidence, where it exists, is frequently not understood. More letters carried into the Confederacy than out of it seem to have survived, perhaps because souvenirs connected

with the Civil War have been of more interest to Southerners than to their European correspondents. Be that as it may, all but one of the following letters were carried to Europe, two via Bermuda and the rest via Nassau, Bahamas. One carried via Bermuda and four carried via Nassau came from the same correspondence addressed to N. M. Rothschild and Sons, London. They are letter sheets, and although the letters themselves have been removed, they have all been inscribed by the recipients, as was the custom, with the names of the writers and the dates of the letters. The writers were the firm of Chieves and Osborne of Petersburg, Virginia, one of the chief tobacco manufacturers of central Virginia.

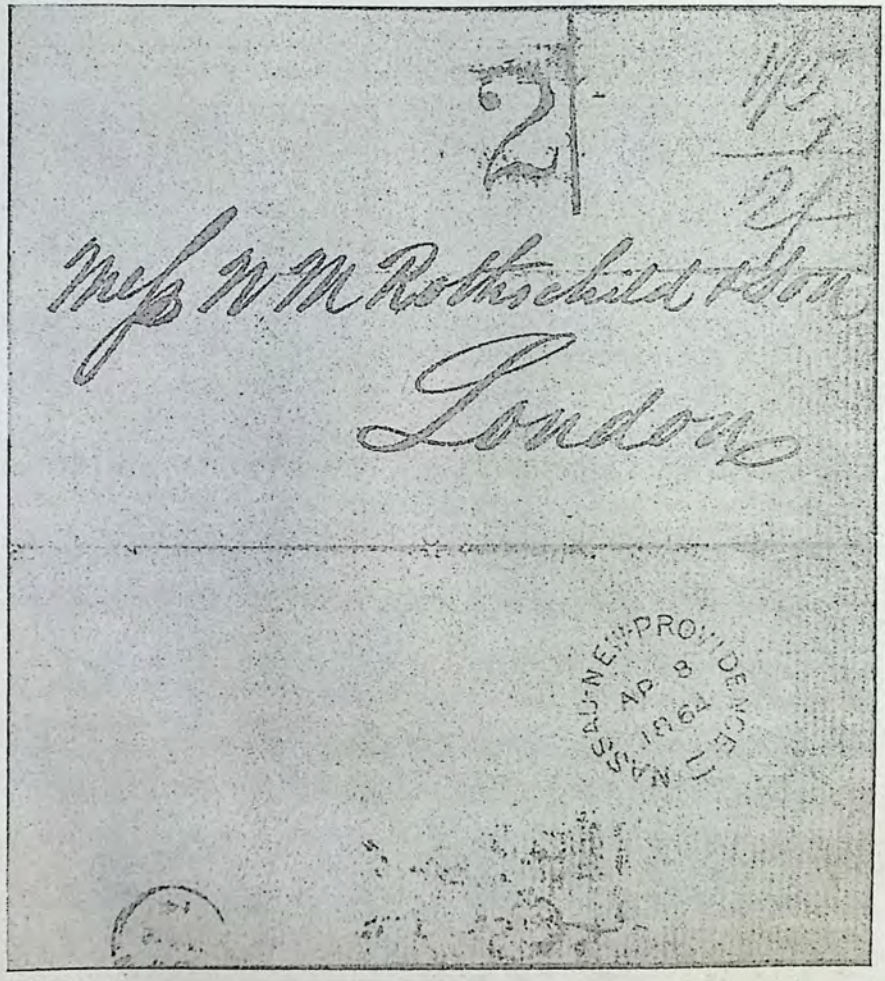
The Confederacy, though acknowledged as a belligerent by Great Britain and several other countries, was never considered a sovereign state in spite of all the efforts of Confederate representatives to obtain such recognition. No postal treaties could therefore be made between the Confederacy and foreign countries, which complicated the forwarding of mail. Great Britain traded extensively with the South, and this naturally required that some system be worked out whereby mail could pass reasonably freely between them. The system used most frequently seems to have been that commercial firms, already, for the most part, engaged in the trans-shipment of merchandise, acted as Forwarding Agents in Bermuda, Nassau or other convenient ports, and transferred the mail between the Confederate blockade runners and the local post offices.



Letter No. 1

Letters to or from abroad were apparently often enclosed within an envelope or cover addressed to the Forwarding Agent, sometimes together with payment for the postage beyond the Colony. Such letters could therefore be treated as being of local origin. In some cases it is probable that letters to or from firms which had an account with the Forwarding Agent could be treated in the same way, even if no forwarding postage was enclosed. Many letters into the Confederacy, however, appear to have been prepaid only as far as the Colony, postage beyond, which included Ship Letter postage of 2 cents plus the Confederate internal postage of 5 cents per half ounce before July 1st, 1862, or 10 cents per half ounce after that date, being paid by the recipient. On totally unpaid letters from the Confederacy to Great Britain there must have been an unofficial arrangement between the Forwarding Agents,

the Colonial Post Offices and the General Post Office in London whereby the postage due could be collected. On such letters the Forwarding Agent was obliged to pay to the master of the Blockade runner both the internal Confederate postage and the Ship Letter charge. These sums were repaid to him by the Colonial Post Office and were added to the regular rates collectable by the Colonial and British Post Offices, the whole amount to be paid by the addressee on delivery.



Letter No. 2

Descriptions and comments on the covers follow.

Letter No. 1

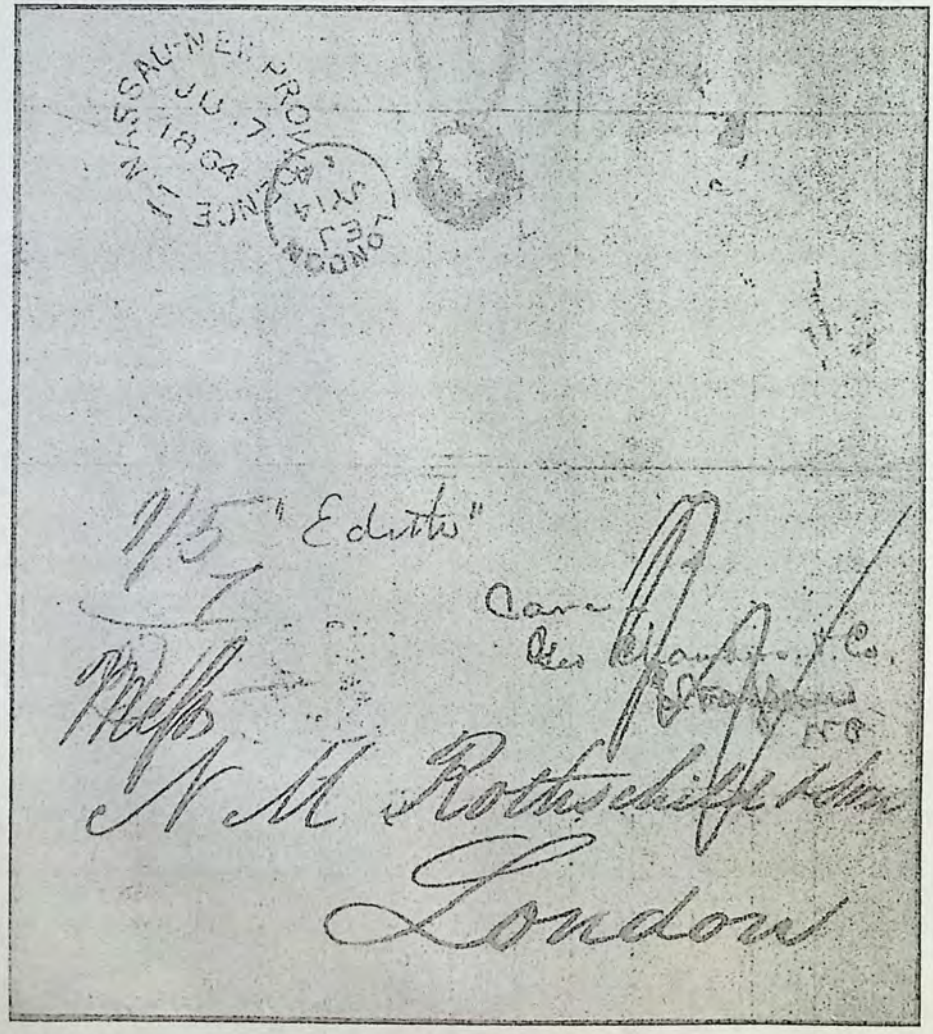
Chieves and Osborne to Rothschild and Sons. Inscribed in ink 'via Wilmington N. C.' in the lower left corner. Letter written 15 June 1863. A rather faint impression of the NASSAU PAID datestamp in red of JU 26 63 is on the left side of the front. Rate marks: '11' in red pencil, '1' in blue pencil both of Nassau, i.e. 11d. credited to the G.P.O.

London, 1d. retained by the P.O., Nassau. LONDON PAID arrival datestamp in red of JY 27 63 on the front.

This letter was handled by the Nassau P.O. as a letter of local origin in spite of the endorsement 'via Wilmington N.C.' The postage as far as Nassau must have been fully paid before it was taken to the Post Office, and the regular Packet rate paid on mailing.

Letter No. 2

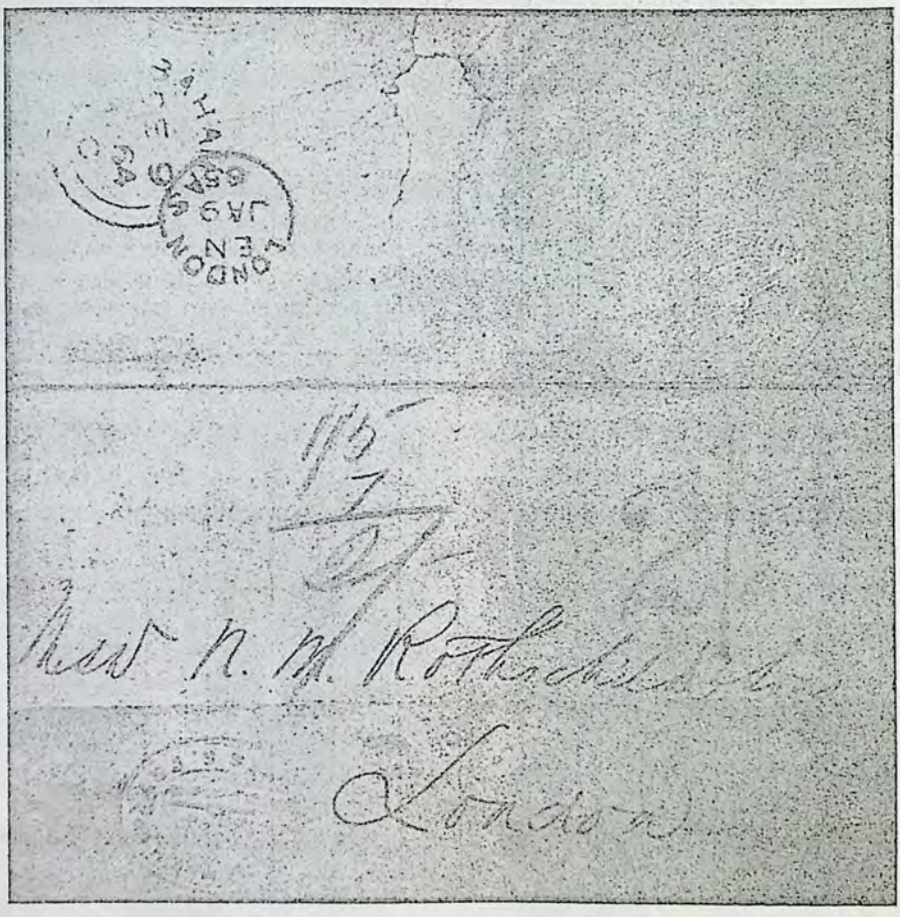
Chieves and Osborne to Rothschild and Sons. Letter written 5 February 1864. NASSAU-NEW PROVIDENCE datestamp in black of AP 8 1864 on the back. Rate marks: '1/5 + 7 = 2/–' in blue pencil of Nassau and '2/–' handstamp in black of London. LONDON arrival datestamp in red of MY 2 64 on the back.



Letter No. 3

Chieves and Osborne to Rothschild and Sons. Letter written 23 May 1864. Inscribed in

pencil on the front: "Edith' Care – Geo. Chambers & Co. Nassau, N. P." NASSAU-NEW PROVIDENCE datestamp in black of JU 7 1864 on the back. Rate marks: '1/5 + 7 = 2/–' in blue pencil of Nassau and '2/–' in black ink manuscript of London. LONDON arrival datestamp in red of JY 14 64 on the back.



Letter No. 4

Letter No. 4

Chieves and Osborne to Rothschild and Sons. Letter written 3 November 1864. Two impressions of an embossed oval ship mark of STEAMSHIP AGNES E. FRY on the front. BAHAMAS datestamp in black of DE 9 1864 on the back. Rate marks: '1/5 + 7 - 2/–' in blue pencil of Nassau and '2/–' handstamp in black of London. LONDON arrival datestamp in red of JA 9 65 on the back.

These three letters were apparently sent unpaid from Petersburg, Virginia. The rate

'1/5 + 7' for a total of 2/– was worked out as follows by Mr Shenfield, with whom I corresponded:

1.	Internal postage within the Confederate States (10 cents)	5d.
2.	Ship Letter payment to the master of the blockade runner ('Captain's Pence')	2d.
3.	Regular British Colonial Ship Letter rate	4d.
4.	Colonial inland postage normally collected at this period on all Ship Letters from Continental America	1d.
5.	Packet rate to Great Britain	1s.
	Total ..	2s. 0d.

The first two charges, paid to the Forwarding Agent for postage due unofficially to the Confederate States amount to 7d. The remaining three charges, payable within the jurisdiction of the British and Colonial Post Offices, amount to 1s. 5d. The duplication of the Ship Letter payment to the master of the ship is still not understood, but may well have been due to some technicality in the regulations agreed upon. Perhaps the repayment to the Forwarding Agent of the postage he had paid out had to be treated as if this sum represented his commission, since it could not legally be admitted as being due to an unrecognized foreign government or their representative. On the other hand, such a letter was nevertheless a Ship Letter on which a charge of 4d., payable to the Post Office had to be made. This suggestion is offered, with due reservations, until more information becomes available.

Letter No. 3. A twin screw, two funnel ex-Collie Line steamer named 'Edith' was a blockade runner until about August 1864, when she was armed and re-named C.S.S. 'Chicamauga' (Hamilton Cochran). In the Bermuda Cargo Manifests there are two entries of a vessel named 'Edith' of about 239 tons, which sailed from St Georges on April 9th, 1864, and again on July 22nd, 1864. On the first occasion she sailed for Nassau, and on the second the destination is missing. 'Nassau' was often used to disguise the fact that blockade runners were actually sailing for a Confederate port. George Chambers & Co. of Nassau were prominent merchants and Forwarding Agents during this period, and examples of an oval cachet of this firm are known on other blockade runner covers.

Letter No. 4. Blockade runner ship marks of any kind are believed to be extremely rare. The Steamship 'Agnes E. Fry', about 372 tons, Joseph Fry, Master, is listed in the Bermuda Cargo Manifests as having sailed from St. Georges for Nassau on 31st October, 1864. This letter was carried from Wilmington, North Carolina, to Nassau on her next outward voyage. On her return she was sunk on 24th December, 1864, by Federal blockade ships at the mouth of Cape Fear River, on which Wilmington stands.

(To be continued)

PAPER MAKER'S WATERMARKS.

BAHAMAS.

THE IMPERFORATE ISSUES WERE PRINTED ON PAPER BEARING THE PAPERMAKER'S WATERMARK, BUT THIS WAS INVARIABLY TRIMMED OFF BEFORE DISPATCH OF THE SHEETS TO THE POST OFFICE. ONE SHEET, HOWEVER, IS KNOWN TO HAVE ESCAPED THIS TREATMENT, AND THE WATERMARK "W" (I.E. "STACEY WISE", OF RUSH MILLS, HARDINGSTONE, NORTHAMPTON) APPEARS IN SITU.

THE PERFORATE ISSUES OF 1862, 1°, 4°, AND 6° VALUES WERE PRINTED ON PAPER BEARING THE WATERMARK "T.H. SAUNDERS, 1860" SPREAD ACROSS THE SHEET, AND LETTERS OR PART LETTERS /OR FIGURES APPEAR ON CERTAIN STAMPS, ALTHOUGH THEY ARE T ALWAYS EASY TO DISTINGUISH. THE FIRM IN QUESTION WAS T.H. SAUNDERS AND COMPANY, OF PURFLEET WHARF, UPPER THAMES STREET, LONDON.

THE FOLLOWING ITEMS WERE IN THE LEES-JONES SALE OF 17TH NOV. 1952 AND WERE SOLD BY H.R. HARMER.

LOT 15. BAHAMAS. 1862 PERF 11½-12, 1° CARMINE-LAKE, FINE USED, SHOWING PORTIONS OF THE LETTERS "H S".
EST. £3. £3·5.

LOT 16. BAHAMAS. DITTO, DITTO, 1° LAKE. FINE USED SHOWING PORTIONS OF THE LETTERS "SA"
EST. £3·10 £3·10.

LOT 17. BAHAMAS. DITTO, PERF 13. 1° LAKE, CENTRED SLIGHTLY TO RIGHT SHOWING LETTER "S".
EST. £2·10 £2·2

LOT 18. BAHAMAS. DITTO, DITTO. 4° DULL ROSE. FINE USED. SHOWING PORTION OF LETTER "N".
EST. £4 £6.

LOT 19. BAHAMAS. DITTO, DITTO. ANOTHER COPY, LIGHTLY POSTMARKED, AND FINE, SHOWING LETTER "R".
EST. £4 £6.

LOT 20. BAHAMAS. DITTO, DITTO, 6° LILAC. A VERY FINE COPY WITH PORTIONS OF LETTERS "AU".
EST £22. WITHDRAWN.

S. G. HOEY

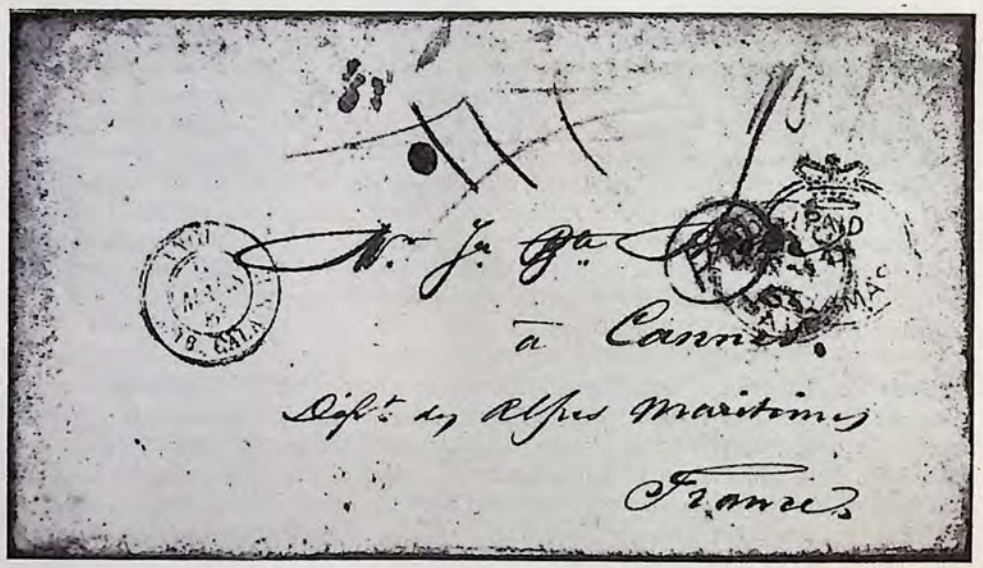
London Philatelist. (circa 1960 or 1961)
(Abbr. article incomplete)

BAHAMAS

NINE CONFEDERATE BLOCKADE COVERS

Letter No. 8

Envelope without letter but in the same handwriting as No. 7, also addressed to Jean Baptiste Aune in Cannes, A.—M., France. Date of letter not known. BAHAMAS Crowned Circle in red on the front. BAHAMAS datestamp in black of FE 8 1865 on the back. Rate marks: '4' in red pencil crossed out in blue pencil; '1/3' in red pencil and '1' in blue pencil, i.e. 4d. paid Ship Letter crossed out, 1s. 3d. credited to the G.P.O., London, and 1d. retained by the Nassau P.O. Transit datestamps and marks: LONDON PAID MR 4 (?) 65 and 'PD' in oval frame ('Paid to Destination'), both in red on the front; ANGL. AMB. CALAIS 5 MARS 65 in black on the front; PARIS 2e 5 MARS 65 in black on the back; arrival datestamp of CANNES 6 MARS (65) in black on the back.



Letter No. 8

Letter No. 7, written in French, is particularly interesting, although the inner sheet, containing the first two pages of the letter, is missing. The writer, probably a Louisiana Creole, seems to be trying to give his friend in France as cheerful an account as he can of events in the Civil War, which actually was going badly for the South by this time. The third page of the letter tells of the orderly retreat of the Confederates under General Johnston, but also tells of their 'great victory in Louisiana' in which the Union army of 40,000 'lost 30,000 killed, wounded and captured' together with large quantities of supplies and equipment, which he lists in detail. 'All of Louisiana west of the Mississippi is now purged of Yankees.' By 'Louisiana' he, as a Creole, meant the territory acquired as the Louisiana Purchase in 1805. He must have been writing of the Battle of Chicamauga, which had taken place in September 1863, and his figures of the Union losses were exaggerated. He goes on to tell about himself and his new life as a farmer, and how he prefers this life in the fields to being in a 'bureau de chicane' – a lawyer's office.

1 — 4

A postscript, on the portions folded in, requests that in writing to him through New Orleans his name should never be written over Rousseau's address; 'which could compromise our friend and get the letter intercepted'. Instead, he asks that his letter be placed inside an envelope addressed to Rousseau. When writing to him in Augusta, Georgia, he asks that letters be addressed care of Mr Edouard Lafitte, and sent via England in an envelope directed to Mr John B. Lafitte of Nassau, New Providence. John B. Lafitte ran the Nassau firm of Henry Adderly & Co. on behalf of the wealthy Charleston firm of Fraser, Trenholm & Co.

Letter No. 8 is a typical example of many blockade runner covers, in that, by itself, there is absolutely nothing to show that it did not originate in Nassau as a regular prepaid Packet letter. However, it is obviously from the same correspondence as Letter No. 7, so that there is little doubt that it came from the Confederate States.

Letter No. 9

Envelope without the letter, addressed to 'Edward Quinn, C.S. Steamer Florida, Bermuda'. On the back is 'Origin C.S.S. Chicora' in another handwriting. The envelope has been re-used by being turned inside out and was originally addressed to 'Geo. M. Coffin, Esq.', but without any address or postal markings. On the front, to the left, is a Bahamas 4d. of 1863, wmk. Crown and CC, perf. 12½, cancelled by the 'AO5' in bars of Nassau. The Bahamas datestamp in black of AU 3 1864 is on the back. A small '4' in red pencil appears above the stamp and a large '4', also in red pencil, is further to the right. Reading upward to the right of the stamp is 'not called for' in the handwriting of James H. Thies, the Postmaster General of Bermuda at St Georges. At the bottom is an albino impression of the circular 'ADVERTISED' of Nassau.

The Official Records of the Union and Confederate Navies list two Confederate vessels named 'Chicora'. The first was a blockade runner, a paddle steamer of about 599 tons which, according to the Bermuda Cargo Manifests, sailed from St Georges to 'Nassau' on August 8th, 1864. This 'Chicora' could not correctly be called 'C.S.S.' since she was not in the Confederate Navy. The fact that she sailed from St Georges on 8th August, and the letter was postmarked in Nassau on August 3rd, further confirms that she is not the 'Chicora' from which this letter originated.

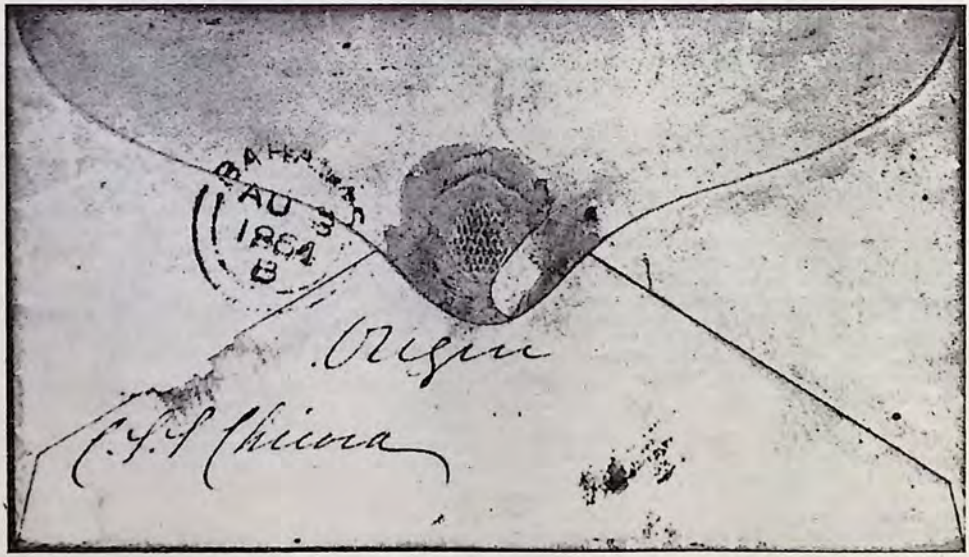
The second vessel of the name was an ironclad sloop of four guns with engines allowing her a speed of 4 knots. Such vessels were used as floating armoured gun batteries to protect harbours, and the 'Chicora' and a similar ironclad, the 'Palmetto State', were stationed at Charleston, South Carolina, from 1862 to the fall of that city on February 18th, 1865, when they were burned by the Confederates. A list of the crew of the C.S.S. 'Chicora', from July, 1863 to September, 1864 does not include a George M. Coffin, so that he apparently was not the writer of this letter.

The C.S.S. 'Florida' was built as the S.S. 'Oreto' for the Confederacy in 1861–1862 in Liverpool. She was a two bladed screw steamer built of wood with a sloop rig and two funnels. Her length was 191 feet, beam 27 feet and average speed 9½ knots. After many adventures as a commerce raider in the North Atlantic and West Indies, she called at St Georges, Bermuda, for supplies and repairs on several occasions in 1863 and 1864, the last time being in June 1864. She sailed for Teneriffe on 27th June, though staying offshore until 2nd July awaiting the arrival of another Confederate ship. She was finally captured on 7th October, 1864, at Bahia, Brazil, by the U.S.S. 'Wachusett' within Brazilian territorial waters, causing an international incident. Seventy-four of her crew of 144, on shore leave,

escaped capture and went to England. A list of those taken prisoner is in the Official Records, but Edward Quinn's name is not among them, so that he must have been one of those who escaped.



Letter No. 9 (Front)



Letter No. 9 (Back)

Thus the letter would seem to have originated on C.S.S. 'Chicora' at Charleston, South Carolina, passed through the blockade to Nassau, where a Confederate agent may have written 'Origin C.S.S. Chicora' on the back and mailed it prepaid to Bermuda, the last

known address, (small '4' in red pencil and 4d. adhesive). In Bermuda it was not delivered since the 'Florida' had left over a month before, and was marked 'not called for'. It was returned to Nassau prepaid probably by the local Confederate agent, (large '4' in red pencil), and was advertised and very likely never returned to the sender in Charleston, but was placed in the dead letter office at Nassau.

(Concluded)

B. W. I. STUDY CIRCLE
HON. LIBRARIAN

Philatelist, Mar. 1966

The Locally Overprinted Bahamas Special Delivery Stamps of 1916-1917

By M. H. LUDINGTON

(Continued ~~from page 135~~)

BAHAMAS QUEEN'S STAIRCASE, 5d. FRAME PLATE, PLATING VARIETIES

These are located by means of the Thirkell Position Finder, placed in the normal position with the "Zero" lines along the top and left frame lines. Since the frame is printed in orange, some of the varieties are apt to be difficult to see. In the early states of the plate by no means all units had varieties.

Sheet No.	Description and location.
1	Two faint dots above A1 close to corner. Dot J1 in base of "5".
3	Dot J4 above "E".
4	Shifted Transfer of Vignette *(q.v.)*. Dot I7 (L side).
5	Dot B3 in upper loop of "B".
6	Shifted Transfer. Broken line above "HAM" A2-3. Dot in "A" A4. Serif of "S" missing A4. Line in top of central ornament A4-5. Dot in "P" A5. Dot in "S" A6. Line above "TA" A7.
7	Blurred flaw J1, corner of inner shield. Dot H2 at top.
9	Dot I4 (R side). Dot J8 in base of "5" close to line JK.
10	Vertical scratch A1 through R side of circle with dot outside frame. Very faint in later printings.
11	Dot above frame A1. Dot R of frame A9. Very faint short dash B9. Very faint flaw I2. Small lump on SW corner of inner shield J8.
12	Shifted Transfer of Vignette *(q.v.)*. Flaws I5.
13	Dot on line FG1. Dot J7.
14	Flaw above A4, 1 mm. above frame.
16	Flaw above line A7-8 outside frame, sometimes very faint.
17	Dot H7.
18	Dot E2. Dot on line J6-7.
19	Faint traces of vertical scratches D1, E1, in 2nd and 3rd leaves.
27	Short scratch (NW-SE) I9 from edge of shield.
28	Very faint flaw K5 outside frame.
30	Lines of design weak AB8-9, J8-9 (top and bottom R corners).
32	Shifted Transfer of Vignette. Faint dot E6 (L side).
34	Flaw L of I1 outside frame. Large blurred flaw K3. Dent on bottom serif of "5" J1.
35	Dot on frame A9, near corner.
36	Two faint dots above A1, outside frame. Dot F8. Dot F9 outside frame.
40	Shifted Transfer of Vignette. Faint dot A4 (R side).
42	Lines of design weak AB8-9 (top R corner). Dot above A1 outside frame.
44	Faint blurred flaw above A5 outside frame.
45	Faint flaw L of J1 outside frame. Faint line K1 below frame. Bottom of "E" damaged K7.
47	Very faint flaw K6 below frame, close to line 6-7.
48	Flaw above A3 outside frame.
49	Flaw JK3 on base of "I" (only visible in clear printings).
50	Shifted Transfer of Vignette.
54	Dot H8.
56	Shifted Transfer of Vignette. Flaw A4. Dot D5 (top L corner).
57	Faint dot J3 R of crossbar of "F". Dot I7.
58	Flaw K6 outside frame.
59	Small dot K1 below frame.
60	Seven dots in and to R of first two leaves C1, C2, D1, D2. Dot in bottom serif of "5" J1.

Before listing the individual settings of the overprints in each printing that have so far been identified, a list of the covers and stamps used as evidence is indicated. In the case of the covers, the dates given are those of the date-stamps actually cancelling the Special Delivery stamps. The styles of the dates are copied from the date-stamps and indicate where the stamps were cancelled: month, day and year being Toronto and day, month and year being Nassau. Covers cancelled "OCT 31 1916" have the Toronto machine cancellation, the other Toronto cancellations being the handstamped duplex type. The Nassau cancellations are the standard date-stamps current at the time, two single circle date-stamps with the date in one line across the centre. One is undamaged, but the other has a damaged "H" and the circle broken below "AH".



1. *Bahamas stamp cancelled in Canada. Toronto De 14 16 (late date). Backstamped Nassau 24 Dec 16. The Bahamas stamp is Vignette Plate 1, No. 1, first printing of the overprint.*

FIRST PRINTING OF THE OVERPRINT. *All are on stamps of Vignette Plate 1.*

Sheet Nos.	Date of cancellation on Special Delivery stamp.
1, 7	No. 1 cover DE 14 16. (Illustration 1). No. 7 cover 30 JAN 17.
13, 19	No. 13 cover NO 9 16. No. 19 cover 30 JAN 17.
(25), 31	No. 31 cover 14 NOV 17 (compare No. 25 2nd Printing).
26, (32)	No. 26 cover 20 DEC 16. (Illustration 2).
38, (44)	No. 38 cover NO 2 16.
41, (47)	No. 41 cover OCT 31 1916.
42, (48)	No. 42 cover OCT 31 1916.
49, (55)	No. 49 cover NO 8 16.
53, (59)	No. 53 cover OCT 31 1916. (Illustration 3).
54, 60	No. 54 cover OCT 31 1916. No. 60 cover 15 MAY 17. (Illustration 4).

SECOND PRINTING OF THE OVERPRINT. *Some of the stamps on cover in this list might well be remainders of the first printing, but have been tentatively assigned to the second printing because of their late dates of use.*

Sheet Nos.	Date of cancellation on Special Delivery stamp or other description.
(1), 7	No. 7 cover 14 NOV 17. Vignette Plate 1.
(2), 8	No. 8 cover 18 DEC 17. Vignette Plate 1.
6, (12)	No. 6 mint single. Vignette Plate 2.
(15), 21	No. 21 mint single. Vignette Plate 1.
25, (31)	No. 25 in mint block of four, Nos. 25, 26, 37, 38 Vignette Plate 2.



2. *Bahamas stamp cancelled on arrival. Toronto De 20 16. Nassau 27 Dec 16. The Bahamas stamp is Vignette Plate 1, No. 26, first printing of the overprint.*

No. 25 mint single. Vignette Plate 1.
No. 25 mint single. Vignette Plate 2.

26, (32) No. 26 in mint block of four. Vignette plate 2.
(27), 33 No. 33 cover 26 NOV 17. Vignette Plate 1.
28, (34) No. 28 cover 22 AUG 17 Vignette Plate 1.
(29), 35 No. 35 cover 4 JUN 17. Vignette Plate 1.
30, (36) No. 30 cover 21 OCT 17. Vignette Plate 1.
37, (43) No. 37 in mint block of four. Vignette Plate 2.
38, 44 No. 38 in mint block of four. Vignette Plate 2.
No. 44 mint single. Vignette Plate 2.
49, (55) No. 49 mint single. Vignette Plate 1.
53, (59) No. 53 cover 15 JUL 17. Vignette Plate 1.

THIRD PRINTING OF THE OVERPRINT.

Complete sheet of 60. Vignette Plate 1.

Complete sheet of 60. Vignette Plate 2.

Various mint blocks and singles, both Vignette Plates.

Various used singles on and off cover, both Vignette Plates, the earliest date being 30 MAY 17.

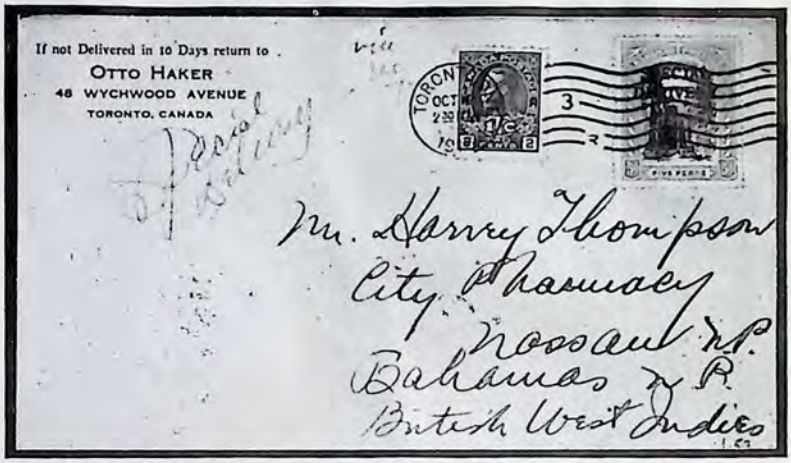
It was formerly believed that the first printing of the overprint could be identified by the fact that the word "SPECIAL" was further to the left in relation to the word "DELIVERY" than in the later printing. This is often correct in comparing the first and third printings, though there are a few exceptions on stamps from the same position in the sheet. In the second printing the setting is quite variable, sometimes being halfway between the settings of the first and third printings and sometimes with "SPECIAL" even further to the left than in the first printing.

The usual method of measurement is by extending either the left or right side of the vertical of the "I" of "SPECIAL" downwards and noting where it crosses the second "E" of "DELIVERY". On most stamps this system works well, but on a few stamps in the sheet the differences between the printings of these letters are too slight to be clear. On these stamps, fortunately, another similar measurement can be used. The left or right side of the vertical of the "I" of "DELIVERY" is extended upwards to cross the "E" of "SPECIAL". This method has had to be used for Nos. 1 and 7, 2 and 8, 42 and 48 and 53 and 59 in the sheet, and is indicated in the list below by an asterisk.

THE THREE SETTINGS OF THE "SPECIAL DELIVERY" OVERPRINT.

Sheet Nos.	Printing.	Description.
1, 7	1	* L side of vertical of lower "I" bisects R serifs of "E".
	2	* L side of vertical of lower "I" barely touches R serifs of "E".
	3	* L side of vertical of lower "I" bisects middle serif of "E".
2, 8	2	* L side of vertical of lower "I" barely touches R serifs of "E". Bottom serif of "E" damaged.
	3	* L side of vertical of lower "I" in line with R side of middle serif of "E".
3, 9	3	Vertical of "I" in line with vertical of "E".
4, 10	3	Vertical of "I" just to R of vertical of "E".
5, 11	3	R side of vertical of "I" almost bisects vertical of "E" (just L of centre).
6, 12	2	R side of vertical of "I" bisects space between "V" and "E".
	3	R side of vertical of "I" in line with L side of vertical of "E".
13, 19	1	R side of vertical of "I" bisects vertical of "E".
	3	Vertical of "I" just L of being in line with vertical of "E".
14, 20	3	L side of vertical of "I" in line with R side of vertical of "E"
15, 21	2	R side of vertical of "I" in line with L side of vertical of "E".
	3	L side of vertical of "I" in line with R side of vertical of "E".
16, 22	3	R side of vertical of "I" in line with R side of middle serif of "E".
17, 23	3	L side of vertical of "I" in line with R side of vertical of "E".
18, 24	3	L side of vertical of "I" almost bisects vertical of "E" (just R of centre).
25, 31	1	R side of vertical of "I" bisects space between "V" and "E".
	2	R side of vertical of "I" in line with L side of vertical of "E".
	3	Vertical of "I" just L of being in line with vertical of "E".
26, 32	1	R side of vertical of "I" bisects L serifs of "E".
	2	Vertical of "I" in line with vertical of "E".
	3	L side of vertical of "I" in line with R side of vertical of "E".
27, 33	2	R side of vertical of "I" just touches tips of L serifs of "E".
	3	Vertical of "I" just to R of vertical of "E".
28, 34	2	R side of vertical of "I" bisects vertical of "E".
	3	L side of vertical of "I" in line with R side of vertical of "E".
29, 35	2	R side of vertical of "I" bisects L serifs of "E".
	3	L side of vertical of "I" bisects vertical of "E".
30, 36	2	R side of vertical of "I" bisects L serifs of "E".
	3	R side of vertical of "I" bisects vertical of "E".
37, 43	2	R side of vertical of "I" bisects L serifs of "E" (lower serif damaged).
	3	Vertical of "I" in line with vertical of "E".
38, 44	1	Vertical of "I" in line with vertical of "E".
	2	R side of vertical of "I" in line with L side of vertical of "E".
	3	R side of vertical of "I" bisects middle serif of "E".
39, 45	3	L side of vertical of "I" in line with R side of vertical of "E".
40, 46	3	R side of vertical of "I" bisects middle serif of "E".
41, 47	1	Vertical of "I" in line with vertical of "E".
	3	L side of vertical of "I" bisects vertical of "E".
42, 48	1	* L side of vertical of lower "I" just touches middle serif of "E".
	3	* L side of vertical of lower "I" in line with L sides of R serifs of "E".
49, 55	1	R side of vertical of "I" bisects vertical of "E".
	2	R side of vertical of "I" just touches tips of L serifs of "E".
	3	Vertical of "I" in line with vertical of "E".
50, 56	3	L side of vertical of "I" in line with R side of vertical of "E".
51, 57	3	Vertical of "I" in line with vertical of "E".
52, 58	3	Vertical of "I" just to R of vertical of "E".

53, 59	1	* L side of vertical of lower "I" just touches R serifs of "E".
	2	* L side of vertical of lower "I" just touches middle serif of "E".
	3	* L side of vertical of lower "I" in line with L side of middle serif of "E".
54, 60	1	Vertical of "I" in line with vertical of "E".
	3	R side of vertical of "I" almost bisects vertical of "E" (just L of centre).



3. *Bahamas stamp cancelled in Canada. Toronto Oct 31 1916. Back-stamped Nassau 6 Nov 16. The Bahamas stamp is Vignette Plate 1, No. 53, first printing of the overprint.*

A number of errors of the overprint are listed in the catalogue and in Gisburn's book, and have been the subject of several articles, including one in *"The Philatelist"* of October 1959, Volume 26, No. 1, by Wilfrid B. Haworth, based on information provided by S. Graham Hoey. Three errors, double overprint, double overprint one inverted and inverted overprint are assigned to both the first printing and the former second printing, now the third printing. All of approximately 30 examples of these errors that I have actually seen or have been able to identify in photographs have turned out to be, without exception, from the third printing.

In addition, a fourth error, pair, the right hand stamp without overprint, was also assigned to the first printing. This error occurred on at least one sheet and was caused by the sheet being misplaced in the press on its second insertion, so that the last vertical row of stamps, Nos. 12, 24, 36, 48 and 60, received no overprint. At the same time, of course, stamps Nos. 6, 18, 30, 42 and 54 must have been doubly overprinted, and all the rest of the stamps in the right half of the sheet received the overprints intended for the next stamps over to the right. A photograph of one of these errors appears in Gisburn's book but cannot be plated. However, photographs of two others are in the article by Mr. Haworth in *"The Philatelist"*, and both can be identified, the marginal corner pair on cover being, of course, Nos. 11 and 12, and the other, confirmed by the marginal watermark "IES" visible in the photograph, being Nos. 47 and 48. The overprints on both Nos. 11 and 47 are clearly those of the third printing intended for stamps Nos. 12 and 48.

The used pair, Nos. 11 and 12, is on a cover from Montreal dated DE 7 16 and the pair is cancelled in Nassau 16 (or 18?) DEC 16, and there are several discrepancies about this cover. First, the cover already had 13 cents in Canadian stamps, the correct amount for postage, 2 cents, plus War Tax, 1 cent, plus special delivery, 10 cents. The date of posting in Montreal is December 7th 1916, still within the period when Bahamas Special Delivery stamps were being cancelled by the Canadian Post Office, as shown by the covers listed earlier in this article. The overprint on No. 11 is of the third printing, issued in March 1917 and never officially sent to Canada but sold only at the Post Office in Nassau. Although it is not visible in the photograph, the letter was addressed to Dr. Walter Hess, a prominent stamp collector in Nassau and the Colonial Surgeon at that time. These discrepancies make it seem most likely that the Special Delivery stamps were added to the cover at a later date and cancelled with a Nassau date-stamp on which the date had been set back to conform with the Nassau arrival date-stamp.

BAHAMAS

(Conclusion)

To say the least, it seems extraordinary that the Bahamas Post Office would allow a minimum of 100 stamps out of a total of 600 sent to the Post Office of another country to be what would be considered defective. But this is the smallest figure that can be arrived at if we accept that all four errors existed among the stamps sent to Canada: 30 with inverted overprints, 30 with double overprints one inverted, 35 with double overprints, 5 of which are from the sheet with missing overprints, and 5 pairs, one stamp without overprint.

Actually, many more of at least two of these errors seem to have been made, as is shown by the positions of the overprints. Among the double overprints, at least three different settings, involving therefore three half sheets or 90 stamps, are known to me:

1. Left half sheet: the lower overprint is to the right of the upper, the left side of the lower "D" being in line with the right side of the upper "D".

2. Left half sheet: the lower overprint is to the left of the upper, the first "E" of "DELIVERY" in the lower overprint being approximately in line with the "D" in the upper overprint.

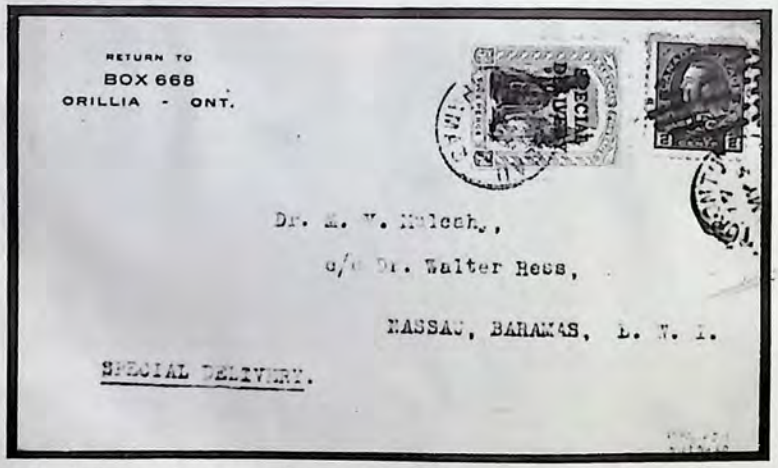
3. Right half sheet: the lower overprint is slightly to the right of the upper, the left side of the lower "D" being slightly to the right of the centre of the upper "D".

Among the double overprints, one inverted, three settings involving 90 stamps are also known to me:

1. Right half sheet: the vertical stroke of the inverted "Y" is in line with the left side of the normal "D".

2. Right half sheet: the vertical stroke of the inverted "Y" is in line with the right side of the normal "D".

*3. Illustrated in Mr. Haworth's article in *"The Philatelist"*, sheet position unknown: the vertical stroke of the inverted "Y" is to the left and clear of the left serifs of the normal "D" *(the second copy illustrated in this article is another example of Setting 1).*



4. *Bahamas stamp cancelled on arrival. Toronto My 9 17. Nassau 15 May 17. The Bahamas stamp is Vignette Plate 1, No. 60, first printing of the overprint.*

Among the inverted overprints, of which I have seen fewer examples, there appears to have been at least two different settings, representing two half sheets or 60 stamps, and perhaps more exist.

1. Left half sheet: the inverted "Y" is centrally positioned on the left frame of the stamp.

*2. Left half sheet: the inverted "Y" just touches the right side of the left frame of the stamp.

Examples of all the errors except those marked with an asterisk are in my collection. All are from the third printing of the overprint on stamps with Vignette Plate 1. It cannot be ruled out, of course, at the present stage of our knowledge, that one or more of the errors might have occurred in the second printing, but it is obvious that the great majority are from the third. In view of the fact that the third printing of the overprint seems to have been produced solely for the benefit of stamp collectors, it is not unlikely that the errors were not accidental, but of course it is impossible to prove this.

BAHAMAS.

PERKINS. BACON RECORDS.

LIST OF STAMPS INVOICED.

THESE LISTS HAVE BEEN COMPILED TO SHOW THE DATES ON WHICH THE STAMPS MAY BE REGARDED AS COMING INTO EXISTENCE, AND NOT ON WHICH THEY WERE ISSUED. AS A GENERAL RULE INVOICES SHOW THE DATE ON WHICH THE SHEETS WERE DELIVERED IN LONDON. BUT IT SHOULD BE REMEMBERED THAT THEY USUALLY LEFT LONDON DAYS, AND SOMETIMES WEEKS AND MONTHS, AFTER THE DATE OF INVOICE.

YEAR.	DATE.	1d.	4d.	6d.	COLOUR.
1859	MAY 4TH.	1,000			RED
"	OCT. 5TH.	1,000			RED.
1860	MAR. 7TH.	1,000			RED
"	JULY 4TH.	1,000			RED
"	SEP. 13TH.	1,000			RED
1861	JAN. 26TH.	1,020			RED
"	MAY 10TH.	1,020			RED
"	SEP. 21ST.	1,020			RED.
"	NOV 21ST.			2,640.	LILAC
"	" "		3,900		FRENCH LAKE.
1862	JAN. 29TH.	1,020			RED
"	FEB 20TH.	3,480			RED.
"	APRIL 12TH.	4,800			RED.
"	" "		3,000		FRENCH LAKE.
"	" "			2,040	LILAC.

PAGE 812. VOL. II.

ILLUSTRATIONS.

PLATE XXVIII

(1). PROOF OF BACKGROUND DESIGN.
(IN BRADBURY COLLECTION).

(2) MAKE UP FOR THE ONE PENNY. THE PORTRAIT IS STRUCK FROM A SEPERATE DIE AND HAS BEEN STUCK ON THE BACKGROUND DESIGN. THE SURROUND TO THE PORTRAIT, LETTERING, SCROLL AND TWO OVALS ARE ALL HAND-PAINTED IN CHINESE WHITE.
(FROM THE ROYAL COLLECTION).

(3) ALTERNATIVE MAKE UP WHICH VARIES CONSIDERABLY IN DETAIL FROM THE ACCEPTED DESIGN.
(FROM THE BRADBURY COLLECTION).

(4) A MAKE UP OF THE DESIGN SENT OUT TO THE COLONY. THE SCROLLS TO THE INTERINSULAR POSTAGE LABEL WERE ADDED AT A LATER STAGE.
(FROM THE BRADBURY COLLECTION).

(5) FINISHED DIE PROOF OF THE ONE PENNY WITH A SPOT ADDED AT THE N.W. CORNER (COLLECTION OF ROBSON LOWE).

(6) 1859. FINISHED DIE PROOF OF THE ONE PENNY.
(FROM THE ROYAL COLLECTION.)

PLATE XXIX

(1) MAKE UP FOR THE FOURPENCE OF 1861. THE POSTAGE LABEL IS DRAWN BY HAND.
(BRADBURY COLLECTION).

(2) DIE PROOF OF THE FOURPENCE WITH GUIDE LINES.
(BRADBURY COLLECTION).

(3) PROOF OF THE FINISHED DIE OF THE FOURPENCE
(ROYAL COLLECTION).

(4) DIE PROOF OF THE SIXPENCE WITH GUIDE LINES.
(BRADBURY COLLECTION).

(5) PROOF OF THE FINISHED DIE OF THE SIXPENCE.
(BRADBURY COLLECTION)

PERKINS, BACON RECORDS. BAHAMAS

ENGRAVING AND HARDENING RECORDS.

1858. OCT. 23RD. DRAWING FOR POSTAGE STAMP BAHAMAS ONE PENNY.

DEC. 9TH. NEW AND REDUCED DRAWING POSTAGE STAMP BAHAMAS.

1859. APRIL 23RD. ENGRAVING POSTAGE DIE BAHAMAS ONE PENNY.

APRIL 30RD. FINISHING POSTAGE PLATE BAHAMAS ONE PENNY.

1861. SEP. 26TH. ENGRAVING POSTAGE DIE BAHAMAS 4°.

OCT. 2ND. ENGRAVING POSTAGE DIE BAHAMAS 6°.

OCT. 5TH. FINISHING POSTAGE PLATE BAHAMAS 4°.

OCT. 14TH. FINISHING POSTAGE PLATE BAHAMAS 6°.

1862. JAN. 28TH. 1°. 4°. AND 6° DIES AND ROLLERS AND 1° PLATE DELIVERED TO AGENTS-GENERAL FOR CROWN COLONIES.

THERE IS NO RECORD OF THE DELIVERY OF THE 4° AND 6° PLATES. BUT THE SAME PROCEDURE WAS PROBABLY ADOPTED AS IN THE CASE OF THE NEW NATAL 6° PLATE. THIS WAS DELIVERED IMMEDIATELY AFTER THE STAMPS HAD BEEN PRINTED, ONE WEEK LATER THAN THE NEW BAHAMAS 4° AND 6° PLATES IN NOV. 1861.

THE 1°. 4°. AND 6° PLATES WERE RETURNED TO THE FIRM IN MARCH 1862, AND RE-DELIVERED TO THE AGENTS-GENERAL FOR CROWN COLONIES AFTER THE STAMPS HAD BEEN PRINTED.

PAGE. 444. VOL II.

PRINTING RECORDS.

THERE IS A GAP IN THE RECORDS FROM AUG. 7TH 1869 TO DEC. 29TH 1860. THIS PERIOD IS COVERED BY THE WAGES BOOKS FROM WHICH THE DETAILS HERE PRINTED HAVE BEEN TAKEN, SO THAT THE RECORD IS CONTINUOUS. THE FILE OF WAGES BOOKS IS INCOMPLETE, BUT A FEW OF THE INDIVIDUAL PRINTERS BOOKS HAVE BEEN FOUND. THE WAGES WERE PAID EACH SATURDAY MORNING, AND COVERED WORK DONE FROM THE PREVIOUS SATURDAY MORNING UNTIL THE EVENING OF THE FRIDAY IMMEDIATELY BEFORE PAYMENT. NEVERTHELESS THE RECORDS ARE PREPARED

FOR THE WEEK ENDING SATURDAY.

YEAR.	WEEK ENDING.	PRINTER.	SHEETS PRINTED.	GOOD SHEETS	DUTY	COLOUR.
1859.	MAY 7TH.	BREN.		25	1°	PINK.
"	OCT. 8TH.	"	43.	40	1°	
1860.	JULY 7TH.	"	64.	60	1°	RED.
1861	SEP. 21ST.	H. DRAYSEY.		45	[1°-?]	
"	NOV 9TH.	BREN.		81	4°	FRENCH LAKE
"	" "	"		59	6°	LAVENDER.
1862.	JAN. 18TH.	"		84	1°	RED.
"	MAR. 29TH.	"		84	1°	RED.
"	" "	"		54	4°	FRENCH LAKE
"	" "	"		38.	6°	LILAC

PAGE YYI. VOL II.

PERFORATING RECORDS.

THESE ARE FROM THE BOOK KEPT BY MISS STEWART IN WHICH SHE RECORDED DETAILS OF STAMPS PERFORATED BY HER. FROM SEP. 1860 TO NOV 21, 1881. THERE ARE CERTAIN ORDERS WHICH SHE MUST HAVE PERFORATED, AND HAS FAILED TO RECORD. THESE ARE GROUPED SEPERATELY. FOR THE HISTORY OF THE MACHINE AND ITS VARIOUS STATES, ETC, SEE "GRENADA" BY E.D. BACON AND F.H. NAPIER.

YEAR.	DATE.	SHEETS	DUTY.	COLOUR.	SET.
1861.	NOV. 11.	80.	4d.	RED.	60.
"	" "	59.	6d.	CHOCOLATE.	60.
1862	JAN. 16.	83.	1d.	RED.	60.
"	MAR. 21.*		[BAHAMAS]		60.

* MISS STEWART APPARENTLY PERFORATED 500 SHEETS OF NATAL AND BAHAMAS ON THIS DAY. BUT DID NOT SPECIFY QUANTITY OR DUTY OF THE BAHAMAS SHEETS. THE 500 SHEETS ARE ENTERED AS NATAL 1d RED.

SHEETS PERFORATED BUT NOT ENTERED.

1860	SEP. 13TH.	14	1d.		
1861	JAN. 26TH.	14	1d.		

S.G HOEY

PAGES. 495, 810, VOL II.

The De La Rue Records.

The Perkins, Bacon Plates.

The first invoice for a printing of the One Penny, Fourpence, and Sixpence from the Perkins, Bacon plates for Bahamas is dated July 10,1862. The prices charged were 1/4 per 1000 for the One Penny and Sixpence, and2/- per 1000 for the Fourpence. These are the same rates as those charged by Perkins, Bacon, except that the latter charged only 1/-for printing the One Penny; these rates included supplying paper. Although there was a printing of these stamps on Crown C C paper before the end of August 1863as theinvoice for the Crown C C dandy roll shows,the date was not charged, so that it is impossible to tell how many copies were printed on unwatermarked paper. The fact that the Perkins, Bacon plate only contained 60 multiples meant that there was no difficulty in using the Crown C C paper, which was divisible into four panes of 60.

If we accept the three catalogued perf. varieties of the stamps on ~~watermarked~~ unwatermarked paper we have the following quantities:-

10/7/62: 49200ne Penny.3060 Fourpenny.2040 Sixpenny.
1/10/62:5040 One Penny.3000 Fourpenny.2040 Sixpenny.
14/1 /63:6220 One Penny.3120 Fourpenny.2220 Sixpence.

The first printing, on C C paper, of the new One Shilling duty was invoiced on July 25, 1863, and presumably all deliveries from that date onwards until the middle of June,1881, when the Crown C A dandy roll was invoiced, were printed on C C paper. There are two invoices therefore in doubt as to which paper may have been used:

14/4/63: 3000 One Penny.4140 Fourpenny.3720 Sixpenny.
22/6/63: 3000 One Penny.6000 Fourpenny.4800 Sixpenny.

It does not follow that every invoice represents a separate printing. When the quantities supplied are made up to a round number one can assume that only a part printing has been invoiced.

pp. 257-8.

Crown CC Paper Dandy Roller.

The dandy roller for the first Crown Colonies machine-made paper was invoiced at the beginning of August, 1863. The description shows that it made three full sheets at a time and that after separation each sheet contained four panes of 60 stamps. It is not easy to determine exactly when it first came into use, but clearly it had been used for some considerable time before it was invoiced.

Although the invoice appears in the Day Book immediately before an entry dated August, 3,1863, the marginal figures 8/62 suggest that it had been ordered at least one year earlier.

8/62 1 Large Dandy Roller for making Crown Colonies paper 3 sheets- 22 Inches circumference each sheet sub-divided into 4 to make in each division 240 on a sheet. 720 Crowns and CC on Roller, Crosses, &c,&c, Including case. £95. 0. 0.
Used for Bahamas, B. Columbia, Cape Ceylon, Hongkong, Malta, Mauritius, Natal, Sierra Leone, St. Lucia, St. Helena, Trinadad, W. Australia.

Working backwards through the Day Books from this point we find the nearest invoice for Bahamas to be as follows:

Bahamas 25/ 7/ 63.

From these dates one might hazard that the CC paper came into use as from the beginning of 1863, but there is no supporting evidence.

pp. 264 -265.

The De La Rue Records.

Bahamas One Shilling.

Hitherto De La Rue had been printing the One Penny, Fourpence and Sixpence stamps from the Perkins Bacon plates. A demand for a new duty ledto the Typographed One Shilling. An interesting point is that this is the first desigg to havethe new Queen's head,the second diadem provided for the colonies. As in the case of the first,or Sierra Leone head,there is nothing in the Day Book which throws any light on this subject. Neither of these two colonial heads was invoiced, and in the absence of any correspondence with the Crown Agents there is no record at this stage of any contract whereby De La Rue agreed not to charge the original dies. The form containing 240 multiples duty was charged at £90 in the invoice of July 25 th.1863, and this sum covered the cost of the working die of the value,the cost of striking 240 leads from that working die, and the cost of making an electrotype printing plate from those leads.

Like the first Colonial Head this new die is also coincidental in line with the Joubert head for the Grear Britain Fourpence, but it shows signs of broader treatment by the engraver, who may also have worked over the head while he was engraving the new diadem, if the Joubert die was in fact used as an Original for this 'New Colonial Die B " as it came to be called.

Although the first printing was small, being 47 sheets only, or 11,280 stamps this stamp had a very long life, for it lasted until the end of the reign.

pp. 264.

Bahamas One Penny.

On June 1, 1872 the Crown Agents forwarded a requisition from Nassau for 400 sheets of the One Penny and 400 sheets of the Fourpence.

7

" You will observe that the words "Interinsular Postage" are to be erased, be good enough to furnish me with any remarks you have to offer on that point."

The firm again seized the opportunity of pressing for the Perkins, Bacon engraved plate to be replaced by one of their own manufacture for letterpress printing in their acknowledgment of June 5th.

" With reference to your letter of the 1st. inst wherein you request us to remove the wording "Interinsular Postage from the 1d. Bahamas Postage Stamp plate, we beg to say that this is not practicable, as the plate is engraved upon the copper plate principle, and the letter-ing is therefore cut intaglio instead of in relief. If it is thought indispensible to have a stamp with these words omitted, we would suggest that the present plate should be replaced by one on our own system, which would produce the same character of stamps as that of the One Shilling postage stamp. We shall be glad to know whether under the existing circumstances you would wish us to execute the requisition for the 1d. duty from the present plate, or proceed with the preparation of a new one, at a cost of, for the die £50, and the plate £85."

On this occasion they were immediately unsuccessful for the Crown Agents decided that "a communication will be addressed to the Colony on the subject. In the meantime they were told to use the existing plate.

pp. 296 -297.

The DE LA RUE History,
1855 to 1901.
John Easton.

S G HORY

Bahamas Five Shillings, One Pound.

The requisition for new postage duties for One Pound and Five Shillings for the Bahamas was sent to De La Rue on Aug. 14th. 1883. The specimens enclosed showed the large Official Receipt size for the One Pound, and an unusual size for the Five Shillings.

The firm prepared designs and submitted an estimate on Aug. 20th. The size suggested for the Five Shillings was that of the normal postage stamp and its colour was blue. In reply the Crown Agents asked for an alternative estimate for a key-plate and dutyplate design and asked that the colour of the Five Shillings could be changed so as to leave blue free for a possible Twopence halfpenny later.

De La Rue however submitted designs from the general key-plate, in which the duties were drawn by hand, but pointed out that this meant the dropping of the proposal for a larger One Pound. Apparently they had misinterpreted the Crown Agents' intentions, for on September 4th. they were asked to quote for a design similar to the existing One Shilling "under the overprint system of stamps"

On Sept. 5th. the firm submitted "two stamps printed from your Shilling plate, and have, as you will observe scratched out the value tablets'. After quoting the usual prices they went on to say:

Should the Government of Bahamas decide upon having a Key-plate, they would derive the advantage of only having to go to the expense of £12 for any new duty of the Postage Stamp size which they might require, and further it would enable them to abandon at a very small cost the copperplate process of printing which is still used for several of their duties, but to which, as you are aware, there are objections.

The new designs were submitted to the Colony and approved on Nov. 15th., when a new die and

printing plates of 60 multiples were ordered. The Colour proposed for the Five Shillings was rejected because it approached too closely to the colour of the existing Fourpence stamp. There was no reference to the suggestion that the old Perkins, Bacon plates should be replaced by surface printed stamps. The matter was again raised in the firm's acknowledgment, which also re-opened the whole question of colour,

"The International Postal Convention has made a regulation that stamps of the value of ½d should be printed in green, those of the value of 1d. in carmine, and those of the value of 2½d. in a bright blue. Now, although at present there are no Bahamas Postage Stamps of the value of ½d it is very likely, we think, that such a rate may hereafter be introduced, and it is therefore, desirable that green should be reserved for that duty, instead of being employed as it is at present for the 1/- stamps. We propose therefore, that the 1/- stamps should in future be printed in grey. The 4d. stamps are printed in a very pale pink colour, which we think might be greatly improved. We have shown the alterations which we should propose to effect in the colour of this stamp, and of the 1/- stamp, upon the Appendix hereto, which consists of two Schemes of Colours hinged together in such a manner that the existing Schemes and the Schemes proposed by us can easily be compared. On the new Scheme we have attatched specimens of the colours which we should propose for the two new duties, viz. 5/- and £1. We have in mind that the Colonial authorities in their requisition for these stamps gave certain colours to be matched. For the 5/- stamp blue was asked for, but this colour should be reserved for a possible 2½d stamp. For the £1 stamp brown printed on an orange paper was suggested, so we have proposed a brown printed upon a

white paper, seeing that you have no orange paper which would come in for the purpose.

As soon as the Key-plate has been made, any new duty can be obtained therefrom at the cost of £12 for the overprint plate, and we venture, therefore, to hope that it may be decided to substitute for the present 1d. 4d. & 6d. stamps, which are printed by the old copperplate system, stamps printed by the surface system from the Key plate and in this hope we have appended to our Schemme specimens of the colours which we should propose for surface printed stamps were they adopted. We cannot lay too great stress upon the desirability of employing that system, in place of the obsolete copperplate system of printing, for the security to the revenue would be greatly enhanced by the introduction of surface printed stamps. This will be understood by reference to the enclosed pamphlet, in which the nature of our fugitive printing inks is explained. The copperplate printed stamps are unavoidably printed oleaginous ink, and this allows of the removal of a printed obliteration without the stamps being destroyed".

They followed up this letter with another on Nov. 26th. with which they submitted a further design in black, 'made with the object of obtaining a larger blank tablet for the insertion of the duties. In the first design the duties would come very small indeed, besides which there would be difficulty in registering them properly in the limited space at command'.

This design was approved on December 3rd. and the firm was instructed to go ahead with the die and duty plates for Five Shillings and One pound. No instructions were given as to the colours in which they were to be printed. On Dec. 12th. the Crown Agents informed the firm that the proposal concerning colours had been

submitted to the Colony, and that in the meantime they could go on with the die and plates. Victory came with the answer from Nassau dated January 19th. 1884, which the Crown Agents forwarded on Feb.6th.

"In reply to your letter with reference to Key Die and Plate and proposed new colours for stamps and the information contained in Messrs De La Rue & Co' pamphlet and letter enclosed therein, I am desired by the Adminstrator of the Government to convey to you His Honour's thanks & approval of your recommendation.

To avoid mistakes I return herewith Messrs De La Rue & Co's sheet of 'existing and proposed Schemes of Colours" and would state that those stamps with the initials 'R.C.C.' meet the requirements of your recommendations without t interference with any international colour.

It is understood that in future all our stamps should be printed in the new surface system with double fugitive ink"

It remained only for De La Rue to point out that the surface-printed stamps would be printed in singly fugitive inks, and that the doubly fugitive ink was confined to Revenue Stamps printed in purple.

On May 12. 1884 De La Rue invoiced the die, key-plate of 60 multiples, and duty plates for the One Pound, Five shillings, Sixpence, Fourpence and One Penny. They also invoiced 160 sheets (9,600) of the Five Shillings & 82 sheets (4,920) of the One Pound.

Bahamas One Penny, Fourpence.

The One Penny (30,840) and Fourpence (14,620) were first invoiced on June 27th. The Sixpence qas not invoiced until July 8.1890. One hundred specimens each were printed of the One Penny and Fourpence.

The De La Rue Records.

Bahamas One Penny Queen's Staircase.

Although chronologically an Edwardian the One Penny pictorial stamp of the Bahamas was first proposed in a letter from the Crown Agents to De La Rue dated Dec. 15th. 1900. They forwarded a letter from Government House, Nassau to Mr. Joseph Chamberlain from which the following extract is taken:

"I n view of the penny rate of postage which has been established between Great Britain and the majority of her Colonies, it has been considered desirable to have a new penny stamp of an original design, characteristic of this place, and it has occured to me that a reduced fac-simile of the enclosed photograph, which represents a deep cutting through the rock composing the soil of New Providence, leading to a flight of steps known as the 'Queen's Staircase', would be a suitable model for the new stamp, with whatever modification it might be necessary to devise in view of the diminutive nature of the work required : it would be, I presume, impossible on so small a scale to reproduce the children and these might be left out without detriment to the design."

De La Rue sent the following report on Dec. 19th.

"We beg to report that the view covered by the Colonial letter of the 14th ultimo is not suitable for reproduction in so small a size as the ordinary Postage size, and we should recommend a stamp of the Receipt size, in which a fairly satisfactory result could be obtained. We beg to enclose a design in the Receipt size for the proposed 1d. stamp. In this we have made use of a border used for the British Guiana stamp. If you decide to have a stamp with a view in it ,we will prepare a new design.

The detail in the design is so minute that the surface system of printing would not be admissable;

thestamps would consequently have to be printed from copper plate."

On Dec. 31st. they quoted for the stamps being produced in two colours. The original view plate and original duty plate would each cost &8 , and two working plates of 120 multiples would each cost £20. The general characteristics of the British Guiana Kaieteur Falls borderwere eventually adopted, with the inclusion of the conch shell as the decorative motif.

The original plate and original duty plate were charged at £8 each on August 2nd., withthe two working plates of 60 multiples at £20 each, 246,900 stamps and 722 Specimens.

pp. 662 - 663.

THE DE LA RUE HISTORY,
1855 to 1901.
John Easton.

Illustrations relating to Bahamas.

Plate 25, opposite Page 480.
Designs for Five Shillings and One Pound Bahamas submitted August 20th, 1883.

Plate 37, opposite Page 640.
Design for Bahamas pictorial One Penny, 19/12/00.

The De La Rue Records.

Bahamas Twopence Halfpenny.

The order for the new Twopence Halfpenny was sent to De La Rue on Dec. 5, 1887. The Colonial Postmaster's requisition had curious instructions for the wording of the new denomination.

"250 sheets containing 60 stamps each of a light blue colour similar to the one attached hereto marked A, to be in other respects like the Bahamas Stamp of the value of one penny save that the words 'one penny' are to be struck out and the figures '37) 2½ (87 ' (as marked on stamp marked B) inserted in lieu thereof."

In the absence of any local occasion for celebration it would seem that the colony proposed to take the opportunity of commemorating the Silver Jubilee of Queen Victoria when the need for a Twopence Halfpenny arose.

De La Rue submitted two designs, both based on the Bahamas Keyplate ,the second of which had the normal lettering of value, and this was approved by the Crown Agents on Dec. 14th. The overprint forme of 60 multiples, 15,000 stamps and 400 specimens were invoiced on Jan. 10,1888.

pp. 460 -461.

Bahamas Sixpence.

Although the overprint plate for the Bahamas Sixpence was made in 1884 the first printing was not ordered until May 12, 1890. The stamps were invoiced with the half yearly supply on July 8th. when 12,000 were charged with 400 specimens.

p. 496.

Proposal for Colour Changes.

The following letter dated Nov. 7 ,1900 from the Crown Agents, with the firms reply of Nov,14th. annexed, outlines the proposals for colour changes submitted to the

Bahamas. These however were not put into practice until the King Edward stamps were supplied.

" We propose to suggest to the Government of the Bahamas the advisability of printing the £1 and possibly the 5/- stamp, in doubly fugitive ink and we shall be obliged if you would , when convenient, furnish a colour scheme for the consideration of the Government.

We think it will be unavoidable to change the colour of the existing 6d. and possibly of the 1/- stamp so we should be glad to send out specimens of the various doubly fugitive colours combined with singly fugitive overprints of good contrasts.

Perhaps the employment of coloured papers would avoid the necessity for a change in the existing stamps."

Reply: We beg to hand you on Appendix hereto specimens of the colours we should recommend for the 5/- and £1 Stamps printed in doubly fugitive black, it will obviate the necessity of making any change in the 6d. and 1/- stamps.

p. 658.

THE DE LA RUE HISTORY.
1855 to 1901.
John Easton.

S.C HORY

BAHAMAS SCRAP BOOK

PHILATELIC MAGAZINE, April 26, 1940.

MORE ABOUT THE

QUEEN'S HEAD STAMPS

OF THE

BAHAMAS

By L. N. & M. WILLIAMS

(*Continued ~~from page 244~~*).

REMAINDERS

Between the years 1887 and 1900 a considerable number of remainders of British Colonial stamps came on the market, among them being some of the issues printed by Perkins, Bacon and Co. According to Mr. C. J. Phillips, writing in *Stanley Gibbons' Monthly Journal*, Vol. x, p. 156, the senior partner in Perkins, Bacon and Co., while clearing some stock-rooms early in 1887, came across certain "waste or allowance" sheets of stamps, that is, some sheets printed in addition to those specified in the contracts. It appears that orders were given for these sheets to be burnt, but the destruction was not adequately supervised and very considerable leakage occurred. These stamps were sold to dealers.

The remainders included stamps of the Bahamas. The greatest number was of the one penny of 1861 in imperforate sheets, of which there were "over 1,000 stamps". To all intents and purposes these stamps are indistinguishable from the 1859 one penny on thin paper, and are usually sold as such; that is why the stamp is priced in the catalogues at much less in unused condition than used. Collectors should beware of remainders with forged postmarks or forged perforation gauging 11 to 12.

Among the other remainders from the same source were "under 50 stamps" of the 1861 one penny perforated. No details of the gauge or type of perforation were given by Mr. Phillips, and it is possible that these stamps had the experimental perforation 11 to 12.

There was another small lot of Bahamas "remainders," which were discovered in 1896. They had been in the possession of a retired Civil Servant who at one time had been Crown Agent for the Colonies. While acting in that capacity he had received a number of sample sheets of stamps from the printers. In the early days these sheets were considered merely as patterns, of no particular value, and some had become mixed up in his private boxes. The stamps were not discovered by him until 1896, many years after his retirement, when he was sorting some old private papers which had accumulated during his official career.

The stamps included less than fifty specimens of the Bahamas 1861 (one penny), fourpence and sixpence with rough perforation 14 to 16.

THE DE LA RUE PRINTINGS

After the Crown Agents had handed De la Rue and Co. the plates, they were put to press. The first printing of the three values amounted to 4,920 of the one penny, 3,060 of the fourpence, and 2,060 of the sixpence, the stamps being delivered on July 10, 1862. The shades of the stamps differed slightly from those of the Perkins, Bacon and Co. printings, the one penny being in lake and also in carmine-lake, the sixpence being in lavender-grey and also in lilac; the colour of the fourpence was practically unchanged.

The stamps were on unwatermarked paper, but a few specimens are known showing part of the paper-maker's watermark, namely, "T. H. Saunders 1860." It is thought that the perforation of the first consignment gauged 11½ to 12, but in the words of both Sir E. D. Bacon and Mr. Bradbury, this "is a moot point," and the stamps exist also perforated 13.

There is a variety on some stamps the sheets of which were perforated mainly by the lower gauge machine. It would seem that during the perforating the pins missed some lines, and these were subsequently perforated by a machine gauging 11. Although of not very great philatelic importance, specimens bearing the compound perforation are interesting because they were perforated by a machine which was not used for any other stamps except the one penny of Trinidad, 1862. It has been suggested that the machine might have been one normally used by the printers for perforating cheques. The one penny of this first De la Rue printing has been found also imperforate.

There was a consignment of stamps on January 14, 1863, consisting of 5,220 of

(cont. overleaf)

the one penny, 3,120 of the fourpence, and 2,220 of the sixpence. It is believed, but not known definitely, that these stamps were on unwatermarked paper and perforated 13. In that year De la Rue and Co. introduced paper watermarked Crown CC and a new perforating machine gauging 12½; it is possible that the January consignment was on this paper with the new perforation.

The probable totals of stamps on unwatermarked paper supplied by De la Rue and Co. were 14,550 of the one penny, 9,180 of the fourpence, and 6,300 of the sixpence, inclusive of the figures already given.

The second consignment in 1863 was dated April 10 and consisted of 3,000 of the one penny, 4,140 of the fourpence, and 3,720 of the sixpence. A pair of the highest value on the Crown CC paper and perforated 12½ has been found on a cover dated May 9, 1863. It is considered that these stamps formed part of the April 10 consignment, and thus proved that at least the sixpence value of that delivery was perforated by the new machine. If this was the case then it is fairly safe to assume that also the other values in that consignment were perforated 12½.

The three values on the Crown CC paper and perforated 12½ were in use over a number of years, and during that time went through a range of shades. The one penny has been found in brown-lake, carmine-lake, aniline carmine-lake, rose-red, red and vermilion; the fourpence in dull rose, bright rose, and brownish rose; the sixpence in lilac, bright lilac, deep violet, and aniline violet. These shades are given in the order in which they appear in Gibbons' Catalogue. The three values on this paper are known also imperforate, but it is doubtful whether they were issued in that state.

THE FIRST ONE SHILLING

In 1862 the postal rate on letters to England was raised from sixpence to one shilling, and on November 20 of that year the Colonial Secretary at Nassau wrote to the Crown Agents stating, *inter alia*, the necessity for a stamp "of a higher value than has been hitherto furnished." It was stated also that "as a new die will be required for the 1/- label it will be sufficient if the die include a sheet of twenty of such stamps of green or such other colour as may not conflict elsewhere, but in other respects similar to other Bahamas stamps."

Upon receipt of this letter the Crown Agents apparently instructed De la Rue and Co. to estimate the cost of producing a plate for the new value. On December 30 the Crown Agents informed the Colonial Secretary at London that the printers had estimated for plates of 60 and 240 stamps each, and that the Crown Agents were in favour of the larger size, at a cost, as estimated by De la Rue and Co., of £90. This estimate was accepted the following month.

The plate consisted of four panes of 60 stamps. These were the first Bahamas issues to be printed by typography. The design contained a profile portrait of Queen Victoria facing to the left. The stamps were printed in dark green, the paper being white wove and watermarked Crown CC.

The stamps were perforated 14 at Somerset House, on one of the machines used for the issues of Great Britain. The first consignment was dispatched on July 25, 1863, and consisted of 11,280 stamps, but the actual date of issue in Bahamas is unknown; probably it was during August. The earliest reference to the new value to appear in the philatelic press was in the *Stamp Collectors' Review and Monthly Advertiser* dated November 15, 1863.

Subsequently the one shilling was perforated by a machine gauging 13½. Sir E. D. Bacon suggested that this was due to the machines at Somerset House being required for other work when the supply of stamps was needed for Bahamas, so that the printers themselves perforated the stamps. There is no record of the date on which these stamps were issued; Sir Edward believed it to be in 1864 or 1865, but Gibbons' catalogue suggests 1869. The early philatelic press is not at all helpful in this matter, because differences of perforation were ignored in those days. After probably one consignment with the 12½ perforation the stamps were once more perforated 14 at Somerset House, and from about 1876 onwards by De la Rue and Co., on one of their own machines which had the same gauge. In either 1880 or 1881 the one shilling was issued on rather thicker paper than before. The number of one shilling stamps supplied by De la Rue and Co. was 129,120, including the number already mentioned.

THE 1d. AND 4d. PERF. 14

About 1876-77, the one penny and fourpence on watermarked paper appeared with the perforation 14. Again these values can be found in several shades, the one penny existing in scarlet-vermilion and aniline scarlet, the fourpence in bright rose, dull rose and rose-lake. The sixpence was never issued with this perforation, in fact the demand for stamps of that denomination fell very considerably after the increase in the postal rate, and no supplies of sixpence stamps were sent to Bahamas between 1866

and 1890. The probable numbers of stamps on the Crown CC paper were : 446,760 of the one penny, 281,700 of the fourpence and 151,020 of the sixpence, in each case the figures being inclusive of those already given.

On November 22, 1881, a consignment of 30,180 one penny, 15,180 fourpence, and 15,360 one shilling stamps was dispatched from London. These stamps were printed on the Crown CA watermarked paper which had just been introduced. In this instance, too, the dates of issue are unknown, but the one shilling was chronicled in the *Philatelic Record* of April, 1882, so presumably appeared in January or February. The fourpence was recorded in *Le Timbre-Poste* for May, and the one penny in the *Philatelic Record* for July.

The one penny and fourpence on this paper exist with two different perforations : 12 and 14. Authorities differ as to the order in which these varieties were issued. The perforation 14 is decidedly the scarcer, and as these stamps were superseded by a new type in 1884, it is possible that the lower gauge was the first to appear and that stamps perforated 14 were in use for only a short time. The total numbers of these stamps on paper watermarked Crown CA were : one penny 182,220, fourpence 105,420, sixpence 91,920.

THE "FOURPENCE" PROVISIONAL

In the early part of 1883 the stock of fourpence stamps at Bahamas ran low, and as a large supply of the little-used sixpence denomination was on hand, it was decided to surcharge the stamps for use as the fourpence value. The basic stamp was the sixpence deep violet, watermarked Crown CC, perforated 12½.

The surcharge was FOURPENCE in Roman capitals, and it was applied in black by handstamp. As proofs exist with this surcharge printed instead of handstamped, it seems that at one time it had been intended to use a press, but for some obscure reason the manual process of application was preferred. Specimens are known with the surcharge in abnormal positions, the most important being diagonal, and inverted.

THE 1884 ISSUE

In 1884 stamps were issued in a new design. These stamps were typographed by De la Rue and Co. on paper watermarked Crown CA, and were perforated 14. The main feature of the design is a profile portrait of Queen Victoria facing to the left.

Die proofs exist in black, with the value tablet at the foot left blank, and colour trials of the one penny are known in several shades. Essays have been found of the five shillings in maroon, and of the one pound in brown, both of these being perforated 11½.

The stamps were printed in sheets of 120, in two panes of 60. There are seven values :—one penny in pale rose, carmine-rose, and aniline carmine ; twopence-half-penny in dull blue, blue, and ultramarine ; fourpence in deep yellow ; sixpence in mauve ; one shilling in blue green in the old design ; five shillings in sage-green ; and one pound in Venetian red. These stamps remained in use until 1902 when they were superseded by similar denominations bearing the portrait of King Edward VII.

(END).

Ex BAHAMAS SCRAPBOOK

Forgeries.

1859 - 62. 1d. 4d. and 6d. 1863 1/-

(a) Lithographed by Spiro Brothers.

(b) Forgeries by Italian engraver.

(c) 1d. Remainder with false perforation.

1883 "Fourpence"on 6d.

Should only be purchased with certificate. The genuine overprint always has a broken final "E".

1884. 5/- and £1.

(a) Fiscally cancelled and cleaned.

(b) Ditto, with false postmarks.

1902. 5/-

Genuine paper with original stamp faded out and forgery lithographed.

1918. Local "War Tax".

Inverted and Double overprints should only be purchased with certificates.

1916. "Special Delivery".

Normals and varieties should only be purchased with certificates.

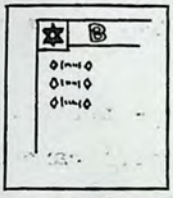
Regent Catalogue.

Robson Lowe.

Forgeries.

To recognise forgeries of the Queen's Head Type note that, in the genuine stamps the horizontal lines in the background do not reach the frame line, whatever the shape of the frame. The profile of the face in the upper part and the neck is formed by the ends of the horizontal lines, and not by a distinct outline of the face, as in all forgeries.





1859 - 62. 1d. No Watermark.

The background is squared as shown. Note the shading in the ribbon ends. The bananas (sic !) touch the outline of the oval at top. Older forgeries.

4d and 6d.

The background pattern is as shown. The stars in the corners are regular. Older forgeries with wrong perforation. Remainder stock on thin paper used for counterfeit cancellations.

1863 One shilling.

In the centre underneath "Bahamas" should be two concentric circles, not a circle with a dot inside.

Forgeries without watermark.

"The Forged Stamps of All Countries."
J. Dorn, London.

SANDERS PHILATELIC JOURNAL.
Feb. 1956

BAHAMAS.

Bahamas









Reverie

by
HAROLD G. D. GISBURN, FRPSL
author of
The Postage Stamps and Postal History of the Bahamas

AS THE PAGES of album turn we follow in spirit Christopher Columbus and his vanguard of Conquistadores across the great Western Ocean, to where the lonely memorial on Guanahani Island marks the "Landfall" which unlocked the gates of the New World. For nearly 800 miles, from the coast of Florida to the purlieus of Cuba, the Bahama Chain nestles on the sparkling waters of the Gulf Stream—over 600 islands and some two thousand reefs and cays. Here Columbus wrote the first message in history to be conveyed from the New World to the Old, and so began the postal story of the Bahamas.

We turn another page and our memories recall an evening ramble on New Providence. We climb up rocky Queen's Staircase to Fort Fincastle, and thence survey the distant Out-Islands—many of them islands with post offices in whose names still lingers the romance of the old Conquistadore and buccaneer days . . . .

The stamp, of course, is the thing; nevertheless our collection is illustrated by miscellaneous trifles which add to the general *joie-de-vivre*. We turn a page, to behold an exquisite steel engraving by Herbert Bourne (who, incidentally, engraved the head on the first stamps of the Falkland Islands) of Vandyke's Charles I, who in the year of grace 1629 granted the Bahama Islands to Sir Robert Heath. There is, however, no record that Sir Robert ever took advantage of the concession, probably owing to decided objections on the part of the Spaniards.

Eighteen years later Captain William Sayle and his Eleutheran Adventurers essayed a settlement on Eleuthera in the Out-Islands; and the tercentenary of this event was duly celebrated by the commemorative stamps of 1948, the central designs of which are again being used for the current Elizabethan stamps.

Our next page exhibits another delicate engraving (again by Bourne) of the second Charles, who once more gave the islands away, this time to the six Lords Proprietors of South Carolina. But beyond providing a Governor or so their Lordships did nothing to rid the Bahamas of the (by then) flourishing seat of piracy at Nassau. Following the departure of the male Stuarts in 1689 the home Government had its hands full in Europe without worrying overmuch about a remote colony, and the only result of the change in sovereignty was the re-naming of the capital as Nassau in honour of





Left: Governor Bayley's original design for a Bahamas stamp.
Above: The final design as produced by Perkins Bacon.



A view of Nassau Harbour.



Bourne's steel engraving of Charles I, who made the first grant of the "Isles of Viejus and Bahama."

the new King, former Prince of Orange.

At Nassau we take another peep at Queen's Staircase, which provided the centre-piece for the design of Bahamian stamps for over 30 years. There is much more in this series than meets the eye; with a high-powered glass we can enthuse over re-entries, re-touches, plate scratches, and many other varieties. Two frame plates and six vignette plates were employed for this series, and the final vignette was taken from a newly-retouched die, as is seen by the distinctive cloud and rock formation

As a fresh page opens, we find German George I enthroned at home, and a survey of Empire includes the Bahamas. The roaring buccaneers, with their head-quarters at Nassau and the Proprietary Governors in their pockets, constitute a blot on the landscape. In 1718, therefore, the first Royal Governor was commissioned to stamp out piracy by the simple expedient of "Go or hang."

Governor Woodes Rogers had been a privateer captain himself—he quite clearly was *au fait* with piratical ways, the distinction between pirate and privateer being a trifle thin at that period. At any rate he made a good job if it. Our next page of stamps tells us something of the story—in the Tercentenary series of 1930, which exhibited that charming product of the house of Bradbury, Wilkinson, & Co., the Colonial seal design. The seal dates from 1728, the theme being a fracas between Captain Woodes Rogers' fleet and some of the pirate ships, with the motto which exhorted the expulsion of pirates and restitution of commerce. That motto must have given no small amusement to the ex-privateer Governor whenever he happened to think about it!

The design of these stamps was so good that the 2/- and 3/- values were retained in commission (minus the commemorative dates), and so remained until the end of the reign of King George VI. The collector who appreciates beautiful shades in stamps has something here to enthuse about. Blues ranging through steel, grey, and deep, and an exquisite vignette of the seal in various tones of black to sepia. Greens in bright, yellow-green, and deep, and again the vignette tones.

So the scattered colony settled down to a more or less peaceful existence, only enlivened at times by too inquisitive Spanish raiders, and one classic and memorable instance during the War of Independence (1776) when the embryo American Navy turned up to inquire into Nassau's activities in the contraband line. Such was the legacy of the buccaneers which periodically afflicted the good people of Nassau, even so recently as the 1920's when rum was the current article of contraband.

By the 19th century, memories of battle, murder and piracy had faded. The blue waters of the Gulf still mirrored the tall ships, but now engaged in peaceful commerce; a commerce which increasingly demanded an efficient postal service. The era of cheap mail facilities, and its concomitant, the adhesive postage stamp, was about to dawn on the world, and across the Western Ocean came at last the steamship. Our pages turn again, and envelopes, slightly yellow with age and in the hand-writing of bygone years, again tell a story. "By West India Packet" or (for the Out-Islands) "By Government Schooner" are two of the inscriptions which convey the

[*Continued overleaf*

romance of the last days of sail. In 1839 was founded the Royal Mail Steam Packet Co., commissioned to carry the mails by steamship to the West Indies, thus coinciding with the introduction of Rowland Hill's scheme of postal reform and the birth of the first adhesive postage stamp.

The first Bahamian stamp appeared in 1859. Governor Bayley's first design, a circle containing the pineapple and conch shell, found no favour with Perkins Bacon, and they came back with a plain design incorporating Alfred Chalon's head of the Queen. But the Governor was adamant; so they compromised, and the Bahamian production duly appeared with the Queen, the conch shell, and the pineapple, as one happy family—the famous One Penny Interinsular which lasted for nearly 25 years in successive printings by Perkins Bacon and De La Rue.

We turn on to the fourpenny and sixpenny stamps which paid the rate of postage to the American continent and the home country respectively. Perkins Bacon had their own way this time, and on these two stamps the head of the Queen appeared alone, unsullied by pineapples or seashells.

Famous old ships of the Cunard Line came to the Bahamas in 1858, when the Bahamas mail contract went to Cunard, Burns, and McIvor. Our pages exhibit copies of correspondence between Samuel Cunard and the Treasury: "to convey the mails between New York and Nassau once a month by steamship of not less than 0 tons and 50 horse-power at ıe rate of £3,000 per annum." Thus were the good ships *Arabia*, *Asia*, *Africa* and *Alps* seen on the Bahama Passage, and contemporary prints of these old paddle-wheelers adorn our album pages.

The late 1920's saw Pan-American Airways spread its wings over the Bahamas, and the air-mail age had dawned. In due time this necessitated a new rate of postage to the USA, and the eightpenny stamp of 1935 was accordingly introduced. For the first time in Bahamian stamps the house of Waterlow took a hand. The charming design, an allegory of the air-mail, incorporated a group of those typical Bahamian birds—the flamingoes—in flight off the coast of Great Inagua, much as they appeared to Columbus when he recorded "the tall red birds" which the Conquistadores likened to flying crucifixes, and left severely alone in consequence.

The eightpenny design was retained when the reign of George VI opened, accompanied now by two others by Waterlows. The "Sea Gardens" on the fourpenny denomination was inevitable; there are several of these dotted over the globe but those of Nassau are unsurpassed. Through waters of liquid crystal the finest of under-sea panoramas is exhibited to perfection in a fairyland of coral, sea-flora and brilliantly coloured fish. In 1939 Ernest Williamson took his Photosphere there and opened the world's first Undersea Post Office—not strictly necessary of course, but the souvenir cancellation is prized to-day.

Fort Charlotte appears on the 6d. value. The old Fort, guarding Nassau Harbour, was apparently an afterthought following the forementioned visit of the American Navy, and it was named in honour of the Consort of George III. As it turned out, nobody ever tested its capabilities from a military point of view, but it has come in useful on occasion as a signal station and convenient flagpole—not to mention a useful background for the photographing of visiting film stars.

The pages turn once more. In 1942 was celebrated the 450th anniversary of the Landfall of Columbus at Guanahani, the San Salvador of the great Admiral which in later years became the haunt of a noted buccaneer, Captain George Watling. The postmark shows it to have been variously named as San Salvador and Watling Island. The original discovery was celebrated by overprinting the complete current series of stamps, and as the work was done locally there were numerous varieties to delight the heart of the technically minded collector.

With our last pages we are back with the Conquistadores, pirates, and roaring buccaneers. Postmarks, plain and coloured—over one hundred of them to retain all the romance and mystery of those long-vanished days. Spanish Wells, Pure Gold, Burnt Ground, Pirate's Well, Green Turtle Cay, Colonel Hill, Green Castle, Devil's Point, Lower Deadman's Cay, Mangrove Cay, Black Point, Cherokee Sound . . . . We decide as we slowly close the album, that Bahamian postmarks are perhaps the best introduction of all to the fascinating philatelic story of the fragrant "Isles of June."



Illustrated here are a few of the curious and colourful names to be found among the postmarks of the Bahamas.

BAHAMAS

PHILATELIC MAGAZINE, July 7, 1950.

TOURING AROUND THE EMPIRE

Cays and Rocks of the Bahamas

BAHAMAS

One of the smallest islands is the most important of a straggling archipelago which we know as the Bahamas. Columbus discovered the group in 1492 but it afterwards became the home of buccaneers. The buccaneers quit when eight of them were swung from gibbets and Britain took control.

THERE was once a very sarcastic individual who, when informed that the Bahamas Islands were a pirate stronghold in the 17th and 18th centuries, commented : " The 20th century finds that situation quite unchanged ! " It should be explained that he had just received his bill for a week's stay in a first class New Providence hotel. It amounted to £70 excluding drinks !

Our hasty-minded friend did not pause to examine the economic situation of this curious British colony which now bids fair to compete with the celebrated Miami beach in inducing wealthy Americans to separate themselves from their dollars.

Let's look at the geography of the group. It is an archipelago of islands, cays and rocks whose northernmost point lies close to the Florida coast. From there it straggles south-east to form a kind of island barrier to the east of Cuba and Hayti, a distance of about 780 miles. There are no fewer than 700 islands and over 2,000 cays and rocks. The total land surface, is however, only 4,375 miles, slightly less than that of Jamaica.

A curious feature of the Bahamas is that one of the smaller islands is the most important. This is New Providence upon which is situated Nassau, the capital. Of the group's total population of 76,600, 29,390 live on New Providence, an island only 21 miles in length and seven in breadth. Compared with New Providence, Andros Island is a giant yet only 6,7000 people live there.

When Columbus discovered the group in 1492 (an event commemorated by the Colony in 1942 with the issue of the " Landfall of Columbus " overprints) they were inhabited by a race of Indians whom the Spaniards soon transferred to Hayti to work the mines there. The group remained uninhabited until early in the 17th century when they were included in a Royal Grant.

The " Company of Eleutherian Adventurers " was formed in London in 1647 to colonise the islands and philatelists were forcibly reminded of this fact at the end of 1948 when a sixteen-value commemorative set was issued in honour of this historical event. It was one of the longest, highest-priced and ugliest sets ever to be issued by a British Colony. The piratical influence, no doubt !



Luscious figs and tropical fruits at the fruit seller's stand.

Although in the 17th century the Bahamas were officially a British Colony, the real rulers were the buccaneers and they gave short shift to any British Governor who attempted to interfere with their little games. It was not until 1718 that a serious attempt was made to exterminate them and in that year Capt. Woodes Rogers was appointed Governor. He proved a hard nut to crack and before long, eight of the most notorious pirates were swinging from gibbets, while many others decided that the time had arrived to retire.

The next spot of bother occurred when the American Colonies revolted and their fleet captured Nassau, carrying off the Governor. They stayed but a few days however. Five years later, in 1781, a Spanish force took possession of the capital and left a garrison, but in 1783 the Spaniards were driven out by a British expedition. This was the last threat to British rule.



Other highlights in the history of the Colony were the abolition of slavery in 1838 and the outbreak of the American Civil War. The latter led to a period of considerable prosperity as the Colony became a depot for vessels running the blockade imposed against the Confederate States.

To-day, the constitution of the Bahamas bears a marked resemblance to those of the North American Colonies prior to the War of Independence. The Government is modelled upon that of England in the early days, the Governor representing the King, and the nominated Legislative Council and the elected House of Assembly representing respectively, the Houses of Lords and Commons.

Due to the fact that the Colony lies so near to the American mainland it suffers from the world dollar shortage severely. The results has been a terrific rise in the cost of living (more than 300 per cent. above the 1939 level).

At the same time large-scale plans have been set afoot to render the Colony more attractive to American and Canadian tourists whose visits have always been an important source of revenue. Many overseas financiers have become interested in these schemes and the most grandiose

(Continued underneath)



The Quay, Nassau, on the island of New Providence.

project yet announced is the building of a "holiday camp" by Butlin Bahamas Limited on the island of Grand Bahama. This is planned to to provide 2,000 beds for American tourists of moderate means.

And what can the Bahamas offer the tourist? Many things. There are superb bathing beaches, together with all the usual amusements such



as surf-riding, yacht-racing and deep sea fishing.

Nassau itself is an attractive old town with a highly individual architectural style, carefully preserved by the Public Works Department which scrutinises all new building plans. All neon or ultra-modern electric flashing signs are prohibited with the result that the business district still retains its quaintness and old-fashioned atmosphere. There are no garish posters. Another feature of the town is the numerous shady parks and recreation grounds.

The Colony's principal products are hardwood and lumber, various vegetables, tomatoes, pineapples and citrus fruits, bananas, sisal and fodder crops. Sponges, crawfish, salt, tomatoes, shell, sisal, straw-work and wood are exported.

It is a healthy Colony in which to live, and the winter climate is delightful. Frost is unknown and the average temperature is about 70 degrees. July, August and September are the hottest months. The malaria mosquito is unknown in the Bahamas.

Water presents something of a problem although the capital has an excellent pipe-borne supply. All ground water on the island is the accumulation of excess rainfall and extreme care must be exercised in pumping so as not to upset the hydrostatic balance between this layer of fresh water, and the underlying sea water in the rock.

As can be imagined, regulations governing the use of water are pretty strict and the watering of lawns and gardens is prohibited.

They Do Everything

An interesting local organisation is the Bahamas Police which combines the duties of police force, army and fire brigade! It is equipped with rifles and automatic weapons and all ceremonial parades, guards and sentries are provided by this organisation. In addition, it mans nine motor fire engines, all personnel of the Force being trained as firemen.

However, in case you should feel that the Bahamas Islands offer an escape from tax-ridden England when you learn that this Colony has no direct taxation (save for real property tax and probate duty) you should note the following comments from the Colonial Annual Report for 1948.

The Report states that to live in New Providence in reasonable comfort, it would cost a man, excluding rent, if single £600 a year, if married without children £1,000 a year, and if married with two children £1,200 a year. As for rent—well, you can get a nice furnished house for between £500 and £600 a year!

There are several shipping services to and from the islands. These include the Canadian National Steamship Line which runs from Halifax during the winter and from Montreal during the summer, while a number of locally owned vessels ply between Nassau and Miami, Florida.

Other shipping routes between England and Nassau are the Royal Mail Line and Pacific Steam Navigation Company. In addition, cruising liners often call at Nassau and ships halting there since the war have included the *Mauretania*, *New Northland* and *Veendam*.

The two main airlines are British South American Airways and Pan American Airways, while an inter-island service is run by Bahamas Airways and Nassau Aviation.

For philatelists, however, the postmarks of the Bahamas have always been a great source of interest. There are no fewer than 71 post offices in the group and some of their names bring to mind all the romantic nonsense with which we are apt to surround the piratical thugs of an earlier century. Here are just a few of them: Spanish Wells, Rum Cay, Pure Gold, Pirates' Well, Man-o-War Cay, Deadman's Cay, Devil's Point and Mangrove Cay.

The pirate theme is maintained on the Colony's Badge which bears the



legend "Expulsis Piratis Restituta Commercia" and is shown on the Peace celebration issue of 1920 while the Colony's Seal, of similar design, is depicted upon the 1930 Tercentenary Issues, surely one of the most handsome Colonial stamps ever to be placed on issue.

BAHAMAS
GRENADA -
MONTSERRAT

PHILATELIC MAGAZINE, Sept. 22, 1961

THE STAMP MARKET — *By Philatelia*

Profit and Loss on Bahamas Number One

IT would be unrealistic to pretend that the new "Red Book" (Stanley Gibbons catalogue Part One) can rival the sensational price changes we have come to expect in Parts Two and Three. Nevetheless, I have no doubt that "British Commonwealth only" collectors will have their fair share of joy and grief as they ponder the new book.

So far as "Philatelia" followers are concerned I trust that the former will outweigh the latter!

When—on December 30th, 1960—I advised my readers to watch out for the provisional overprints which were bound to come on the stamps of Bas., Bech. and Swaz. (can't fill this column with a list of names!) I was prepared for a few tricky overprint varieties. But I was not expecting the positive deluge of printer's curiosities which have since emerged.

I hope that those who took my advice have secured *some*, at least, of the good 'uns but those who have not done so need not, I think, shed too many tears. I certainly would not advise paying the fantastic prices now prevailing for "rarities" in a group of countries which have never been over-popular with collectors and which, certainly, have done nothing to make themselves more popular by this outbreak of typographitis.

But I would recommend everyone to pick up—now—the obsolete South African 1954 Animal sterling currency set (with, of course, the two types of watermark), the South West African ditto and the 1960 Tristan Fish set which had a life of little more than a year. I warned you about these last December and they will cost you more if you wait.

Tipped here last March . . . the 40 n.p. maroon of the Kuwait 1959 pictorials (S.G.136). Gibbons *still* do not price it used.

My two old Canadian tips (underlined yet again last March) get hefty rises. The 1959 50c. (O8) which had then been lifted from 95/– in the old Part One to £7, now goes to ~~£11~~. The 1950–52 $1 (S.G.O26) which then went from 50/– to £5, now goes to £7. And, of course, the end is not yet—not by a long chalk.

I'm glad to see that a token rise has at last been given to that $5 Sarawak B.M.A. I last pleaded for a "new look" at this stamp in May. Now it rises from 75/– mint and 85/– used (S.G.144) to 80/– and £5. Not much, but it's a start. It ought to be dearer than the $10.

But when one has looked over the changes in modern stamps there is no doubt that it is the classic field which shows the big moves. A fascinating thing has happened to Bahamas Number One. In the old book it is listed as 1d. dull lake, £60 mint. Now Number One has become 1 (reddish-lake) and 1a (brown-lake) priced at £100 and £30 respectively.

So if you have a specimen of what you thought was Number One you have either made a "catalogue profit" of £40 or a loss of £30!

"For beauty, interest, reasonable price and assured future the early issues of Grenada are hard to beat," I wrote last August. There are notable increases among the high-powered items and among the cheaper stamps too. Number One, for instance leaps from £50 to £85 mint, while there are some steady percentage increases among the 1863–80 stamps.

That humble little Number One of Montserrat also gets a lift—from 25/– to 35/– mint or used. Indeed, as I once observed in this column, a very nice little collection-investment could be made by restricting one's interests to reasonably priced Number Ones of the world.

How much is reasonable? That much depends upon the individual collector but if, say, he determined to pick up as many Number Ones as he could find with a *catalogue* value of £20 or under he would not find his scope unduly limited provided he was prepared to accept fine used specimens where the unused was beyond his limit. And if he bought with discrimination, seeking condition rather than cheapness, he would have no cause for regret in years to come.

For your
NEW ISSUES GUIDE
turn to Page 672

There are plenty of overall increases in Hong Kong earlies—a country where condition counts even more than usual. Yet Hong Kong Number One is still priced at only 95/– and 45/– (unused and used) though the catalogue editors emphasise that this is for stamps in "average" condition only. It is well worth paying a premium for better quality.

BAHAMAS

PHILATELIC MAGAZINE, Jan. 27, 1961.

Philately condensed !!!

THEIR FIRST STAMPS **By RON NEGUS**

BAHAMAS SHELL AND PINEAPPLE

THE twenty two inhabited islands which make up the Bahamas had no official postal service between them until 1859. Before that, the ocean-going packet boats called only at the capital, Nassau, on the island of New Providence.

In 1858, the Governor of the Bahamas asked the Colonial Office in London if a postal service could be organised between the scattered islands in the group. He also suggested that a basic rate of one penny be charged for letters and the fee be collected by means of an adhesive stamp. To strengthen his argument still further, he enclosed a design for the stamp with his request. He recommended that this should include a conch shell and a pineapple, since these were the prime exports of the Colony.

The Governor's recommendations were thought to be practical and the firm of Perkins, Bacon & Co. were instructed to prepare a penny adhesive stamp for use in the Bahamas. The final stamp, printed in lake on thick, hand-made paper without a watermark, embodied the famous Chalon portrait of Queen Victoria and bore the legend "Inter-insular Postage." The conch shell and the pineapple were also included, in two small ovals at the base of the main portrait.

The only major variety recorded on the stamp is a re-entry which occurs on stamp number 10 of the sheet of sixty subjects.

The initial supply of stamps was intended to last approximately four months and later printings were made in various shades and on other thicknesses of paper. All printings were in small quantities, and it is difficult to find a copy of the original production today in fine condition.

The history of the subsequent printings of this stamp and its successors is well recorded, but it is interesting to note that the conch shell and the pineapple were retained in the designs of Bahamas definitive issues until very recently.

For Bahamas K.G.VI Key & Duty Series - FLAWS
see joined article with LEEWARD ISLANDS by Henry Phillip.

BAHAMAS.

PHILATELIC JOURNAL OF GREAT BRITAIN. Apr-June, 1948.

The Bahamas Sea Floor Post Office.

Mr. Ferguson, the President of the Philatelic Society of Pretoria, South Africa, showed a Bahamas envelope bearing the special postmark "SEA FLOOR BAHAMAS", at a meeting on September 1st, and gave the following interesting account of its history:—

"SEA FLOOR, as the post office is named, was first established in a Nassau Marime Garden, on August 16th, 1939, as a part of the Bahamas Williamson Undersea Expedition, which was organised by the Explorer, John Ernest Williamson, for the purpose of Scientific exploration beneath the sea. The primary object of the Post Office was to provide facilities for visitors to the Photosphere, not only to record their impression of the wonders of the deep, but also to send a message back to the world above of their novel experience in this strange and unfamiliar region. Immediately the demand by Philatelists for the unique Postmark "SEA FLOOR BAHAMAS", and the cachet "POSTED IN THE WILLIAMSON PHOTOSPHERE AT THE BOTTOM OF THE SEA NEAR NASSAU, BAHAMAS", become so universal that the small Post Office was inundated with requests from Philatelists the world over. After operating during the seasonable period of 1939, "SEA FLOOR" reopened on the 6th May, 1940, and joined in the celebration of the hundredth anniversary of the "PENNY BLACK", the world's first adhesive stamp, by the issue of a special stamp, the Bahamas Fourpenny Undersea Postage Stamp, reproduced from a Williamson Undersea Photograph of a Nassau Marine Garden, the only stamp in Philately bearing an undersea scene, to commemorate the occasion. The actual size of "SEA FLOOR" Post Office was 6 x 10 feet. Due to Postal Regulations, the Postmaster-General, Mr. J. H. Peel, was not allowed to accommodate applicants with "First Day Covers". His Secretary was, therefore, full time, in returning the money, as well as replying to requests from all over the world from the "SEA FLOOR, BAHAMAS" Post Office. A limited number of visitors were permitted to accompany the Explorer on location daily, and to enter the Photosphere to record their first-hand impressions as the Chamber cruised on the floor of the Ocean through the Coral Forests inhabited by brilliantly coloured submarine life. These impressions were recorded on paper, placed in envelopes and sent to their destinations with the "SEA FLOOR" Postmark."

This account, which we reproduce verbatim, contains one misleading statement. This is that the 4d. stamp illustrating the Sea Garden at Nassau (S.G. No. 158) was specially issued to mark the centenary of the 1d. black! This, of course, was not the case. This stamp was actually issued two years before the Penny Black Centenary! P.L.P.

BAHAMAS

STAMP COLLECTORS' FORTNIGHTLY, Oct. 6, 1951.

The Stamp Collectors' Fortnightly

Incorporating PHILATELIC CONTACT

and "International Stamp Advertiser", the "Stamp Collectors' Monthly", the "Young Stamp Collector" and the "Stamp Collectors' Guardian" and "Stamps".

Edited by Arthur Blair

Assisted by Wilfrid B. Haworth, M.A.

VOL. LVII. No. 1475 SATURDAY, OCTOBER 6th, 1951

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A BAHAMAS JUBILEE

BY CHARLES FARQUHAR.



THE first pictorial "type" to be adopted for a British Colonial stamp design made its appearance fifty years ago when, on the 23rd of September, 1901, the first of the now celebrated "Queen's Staircase" stamps of Bahamas was issued. At this time there were comparatively few glimpses of our Empire to be seen on stamps. New Zealand, Tasmania and Newfoundland had produced sets of scenic stamps and the British Guiana "Jubilee" issue had given us two scenes in that colony, a couple of colourful series had emanated from North Borneo, and earlier, in 1901, a view of Valetta Harbour had been featured on a farthing stamp from Malta; and that was about all. It was certainly not until the advent of the Bahamian "Queen's Staircase" that a pictorial type, destined to be employed for a number of different values over a period of years, was issued.

Recently, many exotic scenes have been depicted on the stamps of Bahamas, but, fine though these have been, none of them can surpass for either beauty or excellence of reproduction the "Queen's Staircase". Line engraved and recess printed by the famous firm of Thomas De La Rue & Co., Ltd., in London, in large upright format, 5 by 30 mm., the central vignette gives us a view of a remarkable engineering work, the Queen's Staircase, a flight of sixty-seven steps cut out of solid coral rock. This is found near Nassau, the capital of the colony, on the island of New Providence, and is located at the end of a steep narrow gorge 70 feet deep and 30 feet wide and about a furlong in length. The flight of steps leads to a ridge called Bennet's Hill upon which stands Fort Fincastle, a defensive work overlooking and commanding Nassau Harbour, which was erected in 1793 and named after Lord Dunmore who was Governor of Bahamas from 1786 to 1796, Fincastle being his secondary title. The cutting depicted on the stamps was made to facilitate the unobserved passage of troops from the fort to Nassau Harbour to ensure the element of surprise in the periodic raids made on the pirates and freebooters whose presence in these islands during the XVIIIth century was for many years a matter of concern to the authorities.

This vignette was placed in a narrow frame having the inscription "BAHAMAS POSTAGE" at the top, foliate ornaments at the sides and at the base, the value in words flanked by shields bearing the value expressed in figures.

The first value to appear was a one penny denomination printed in black and red on paper watermarked crown over CC. This stamp was issued in sheets of sixty, five horizontal rows of twelve each and perforated 14; this gauge was employed for all subsequent stamps in the Queen's Staircase design.

On the 27th of January, 1903, three further values appeared. These were a 5d. in black and orange, a 2/- in black and blue, and a 3/- in black and green. These too were watermarked crown over CC. When the 1d. value was first printed, a single vignette plate was used, but in 1903 a second was employed. These two plates were used concurrently for a number of years. The plate numbers of the two vignette plates may be seen in the lower left margin of the sheet opposite stamp number 49, inside a double marginal line which is a part of the duty plate. The duty plate for the 1d. value was numbered 1 and this is found in the same position, usually struck over the vignette plate number; the duty plates for the values introduced in 1903 were not numbered.

No "Queen's Staircase" stamps have been printed on crown over CA paper, but in 1910 the 1d. value was issued, in the same colours, on paper watermarked multiple crown over CA (MCA). In 1916 the shade was amended to grey black and scarlet, and in the following year the 5d., 2/- and 3/- were also issued with this watermark. The colours were the same as before except for the 5d. denomination which was altered to black and mauve. A new value in this type was added to the series in 1917, on the 18th of May a 3d. stamp being issued. This was printed in violet on very thin lemon yellow paper with the MCA watermark. Vignette plate 2 was used for this stamp, the duty plate being unnumbered.

Difficulties in obtaining supplies of paper and ink were responsible for two minor colour changes in 1919, the 1d. appearing in grey-black and deep carmine-red, and the 3d. in reddish purple on thick yellow paper. A real colour change was also made in this year, the 3d. being altered to black and brown on white paper; this again was caused through difficulties in obtaining supplies of the coloured paper. All of these 1919 issues were wmk. MCA.

In 1921 the 1d. appeared in grey and rose-red, being issued on the 29th of March. This stamp was watermarked multiple script CA (script). Three other values were issued with this watermark, the 2/- black and blue in 1922, the 3/- black and green in 1924, and the 5d. black and purple in 1929. This was the last of the Queen's Staircase stamps, the 3d. not being printed on script paper.

The regularly issued stamps in this design do not offer much scope for the specialist, they are in fact absolutely straightforward. On the other hand, a number of provisional issues were made by overprinting Queen's Staircase stamps, and these offer a considerable field to the student.

These provisionals fall into three groups: Charity Stamps, War Tax Stamps and Special Delivery Stamps.

Two Charity Stamps were issued, the first of these being in aid of the funds of the Red Cross Society. Permission was obtained for the issue of this stamp in 1916 and orders were given for the overprinting, in London, of supplies of the 1d. black and red, MCA watermark, with a Geneva Cross above the date "1.1.17.", in red. The date was that upon which it was intended to issue the stamp, but owing to the war, shipment of the overprinted stamps could not be made in time for issue on that date and they were not placed on sale till the 18th of May, 1917. A constant variety showing an elongated downstroke to the figure 7, in 1917, is found on stamp number 42 in each sheet of sixty. Double overprints have also been noted. The other Charity stamp was also produced by overprinting the 1d. black and red, the inscription on this occasion reading in three lines, "WAR / CHARITY / 3.6.18". Applied in red, the date is commemorative in nature and refers to the bicentenary, not the centenary as stated in the catalogue, of British rule which dates from 1718 when the first Governor, Capt. Woodes Rogers, R.N., took over control of the islands from the former Lords Proprietors who had found the task of defending the colony from the pirates and Spaniards beyond their powers. Double overprints are known of this stamp which was issued in January, 1918.

In order to meet increased expenditure caused by the war, and in particular the maintenance of the Bahamas contingents of the British West Indian Regiment, the Colonial Legislature passed, on 19th February, the War Tax Stamp Act, 1918. This imposed a number of additional charges on postal matter and also in respect of certain fiscal duties. There were a number of clauses, but as, of the several War Tax Stamps issued, only two values, 1d., and 3d., were produced from Queen's Staircase stamps we need only consider these denominations. The 1d. stamp was required to meet the extra charge payable "On every letter posted within the Colony for delivery in the Colony or in any other part of the Empire". The 3d. value was entirely fiscal in its inception, the only clause in the Schedule of the War Tax Stamp Act calling for such a value being the last, which imposed a war tax of three pence "On every bill of lading for goods exported out of the Colony". The 3d. War Tax Stamps could be used to prepay postage but were not provided for that purpose.

The first Queen's Staircase War Tax Stamp to appear was issued on 21st of February, 1918, two days after the passing of the Act. This was the 3d. violet on thin lemon yellow paper which was overprinted with the words WAR TAX in a single line of serifed capitals, in Nassau. Double and inverted overprints exist. The same overprint was applied to the 1d. black and red which was issued in June, 1918; this stamp was only on sale for ten days. Inverted overprints and double overprints are known, and one sheet has been found in which stamps 13 to 60 inclusive bear two overprints one of which is inverted. All the varieties of this stamp are rare.

The locally overprinted War Tax Stamps were only an emergency measure and supplies were ordered from London. This first of these consignments arrived and were placed on sale in June 1918. This included the 3d. value overprinted "WAR TAX" in thick block sans capitals. As we have seen in 1919, the colour of the 3d. value was changed to black and brown, supplies of this stamp, also with the block lettered overprint, were issued in 1919. The last War Tax Stamp that we have to consider was also a 3d. value, in black and brown, overprinted in London WAR TAX in two lines of widely spaced sans caps. *(To be continued.)*

[Continued]

S.G.F. Oct. 20, 1951

A BAHAMAS JUBILEE

By Charles Farquhar.

(continued from page 312)



Our last group of provisional issues is easily the most interesting. The story of the issue and withdrawal of these stamps is best told in the words of Mr. H. E. Atwater, of the Post Office Department of the Dominion of Canada, in an official explanation dated 2nd of May, 1928:—A Special Delivery service between Canada and the Bahamas was inaugurated on January 1st, 1916. This was done at the request of the Government of that country. The idea was that letters written in Canada for the Bahamas could have one of the stamps placed on them for special delivery in those islands. That country did not have a Special Delivery stamp and had a regular fivepenny stamp overprinted with the words "Special Delivery". It was understood that the number of stamps sent to Canada, i.e. 600, was to be the whole issue. These were placed on sale at four offices in Canada—Ottawa, Toronto, Westmount and Winnipeg—and about 430 were distributed in this manner.

"The Department soon discovered that these stamps were being sent to the Bahamas to two individuals by a number of stamp collectors, and that they were not really being used legitimately. The Bahamas Government had strong representations made to them from stamp collectors throughout the world that they were unable to get the stamps owing to the limited quantity, and they immediately, without the knowledge of the Department, had a further supply of 6,000 printed in England for distribution to collectors. These were slightly different, as collectors soon discavered.

"When the Department discovered this they immediately cancelled the arrangement with the Bahamas Government and ordered the balance of the stamps in the hands of the post offices mentioned to be sold in any way at once."

The above is the true account of the Bahamas Special Delivery Stamps. The catalogue note, that they were issued "for the special delivery of letters from Canada to the Canadian troops stationed in the Bahamas" is quite wrong. In 1916 and 1917 there were no Canadian troops stationed in the Bahamas.

There were, in fact, four printings of Special Delivery Stamps, all made by overprinting the 5d. value in the Queen's Staircase design. The first two of these were produced by the Government Printer at Nassau, and the last two by Messrs. De La Rue & Co., Ltd., in London.

For the first printing, ten sheets of sixty of the 5d. black and orange of 1903 (Crown CC) were used, the overprint being applied from a setting of thirty units of movable type reading "SPECIAL DELIVERY" in two lines. This setting consisted of five rows of six units, two operations being necessary to produce each sheet of the Special Delivery Stamps. The whole of this printing of 600 stamps, which was made in December, 1915, was handed over to the Canadian Post Office and disposed of in the manner stated in Mr. Atwater's report given above. All the basic stamps used for this printing were from vignette plate 1. After printing, the setting was broken up.

We now come to the printing of 6,000 stamps made for collectors without the knowledge of the Canadian Authorities, discovery of which led to the cancellation of the scheme. Mr. Atwater states that these were obtained in England. This is not quite correct for, although an order was given to De La Rue & Co. to prepare Special Delivery Stamps, before these arrived in the Bahamas, a second locally produced printing was made. This was prepared in exactly the same way as the December 1915 printing, a new setting of thirty units reading "SPECIAL DELIVERY" being made from the same type-fount as before.

As stated in Mr. Atwater's report, this second, January 1917, printing differed in certain details from the first. In the first place, the basic stamp used was in grey-black and bright orange, and the 100 sheets used included stamps printed from Vignette Plates 1 and 2. The setting of the overprint Plates 1 and 2. As well as this, stamps from the two printings may be distinguished from the setting as under:—

1st Printing. V of DELIVERY under CI of SPECIAL. Y of DELIVERY to right of right extremity of L of SPECIAL.

2nd Printing. V of DELIVERY under C of SPECIAL. Left part of Y of DELIVERY under right part of L of SPECIAL.

There are a number of varieties in the overprints made in Nassau, all of which are scarce. There seems to be, however, some divergence of opinion among authorities as to which varieties appear in which printings. The varieties are as follows:—Double Overprint, Inverted Overprint, Double Overprint—one Inverted, and Horizontal Pair, one with, one without overprint. Uniformity of opinion only seems to exist so far as the Inverted Overprint is concerned, one half sheet of 30 being included in the first, 1915, printing. Mr. H. E.

Huber asserts that all the other varieties were included in the first prints and goes on to say that a single sheet, sent to Toronto post office, had the right-hand vertical row of stamps in the sheet without overprint, and that this same sheet had the sixth vertical row doubly overprinted. Mr. D. B. Armstrong does not seem to agree with this statement for in an article on this issue he says of the stamps sent to the Canadian P.O. "only one major variety, viz. that showing the overprint inverted (30 stamps) has been recorded".

The first London printed Special Delivery Stamps were requisitioned in the early part of 1917. As we have already seen, the colour of the 5d. Queen's Staircase stamp had been changed to black and mauve in May, 1917, but for the purpose of the provisionals a special printing of the 5d. was made in the old colours, black and orange, on paper watermarked MCA. This stamp, with this watermark, does not exist without the SPECIAL DELIVERY overprint which was applied in sans capitals. Issued at Nassau on 2nd July, 1917, the frame is brown-orange in tinge and the paper is thicker and coarser than usual. Vignette Plate 2 was used. This issue was soon sold to collectors and a second supply was ordered from London. On this occasion the 5d. black and mauve, MCA paper, was used and the overprint was applied in red in two lines of condensed sans capitals. This stamp was placed on sale on 17th April, 1918. There are no varieties in the London printed stamps.

Genuine postally used copies of the Special Delivery stamps are really scarce. The only stamps used for special delivery purposes were those of the first local printing and these are found on combination covers from Canada bearing one Canadian stamp cancelled in Canada, and the Special Delivery Stamp cancelled at Nassau. All of the other stamps, second local and both London printings were made for collectors and exist either postmarked to order or used for purposes other than that for which they were intended. Supplies of the second London printing were still on sale at Nassau up to the end of 1930 when all the Queen's Staircase stamps, basic and overprinted, were withdrawn from sale.

A study of the Queen's Staircase stamps, ordinary and/or overprinted makes a fascinating and colourful study. Some of the varieties are expensive but a representative collection can be made at reasonable outlay; from the investment angle they are good property. Whether the stamps issued for the purpose of obtaining revenue from collectors are included in your albums is a matter for personal preference; anyway, the type is well worthy of your serious consideration.

BAHAMAS

W. M. ROYALE

BAHAMAS. A few weeks ago when I was referring to various surface printed Colonial issues I did not mention the Bahamas and as there is a new release due this week it might be appropriate to run over the earlier printings of these as they provide considerable scope in shades, especially the 1s. and 5s. I am disregarding the original colours of the 1d, 2d, 2½d, 3d, as there was only one issue of these in 1938.

½d. The original (1938) issue is a yellowish green with cream gum. September 1942 deep green with white gum. December 1946 deeper green again with white gum. In relation to the 1938 the last two appear bluish.

1d. There are a good number of printings of this and as some of the shade differences are rather subtle and impossible to describe clearly I am detailing only the main groups. First there is the 1941 grey, followed by September 1942 slate grey, and then the colour goes paler on the whole with a pale grey, December 1946, and a light pearl grey. There can be infinite varieties in greys but they defy intelligible naming, in most cases.

1½d. Of the four printings, three can be easily allocated. We start with red brown on cream (now often brown) gum in 1938. The September 1942 changed completely, to a thinner paper, white gum and deep red brown. The succeeding releases in July 1945 and April 1948 were on similar paper but in a paler shade, being the lightest of the three.

2d. This stamp shows very little variation for some years. From 1941 to 1948 it was in scarlet on thin, white gummed paper, the differences in shade being very slight. In 1948 (April) the biggest change occurs, when it acquires a touch of carmine.

2½d. This violet issue is the most unpromising of the set, and throughout its life has no major changes.

3d. There is one outstanding shade of blue here. All are on thin paper, white gum. The May 1943 and April 1948 printings differ in that the latter is brighter blue, but the odd man out is the June 1944 printing which is in a pale ultramarine, quite distinct and not very common.

1s. Here, every printing differs and we have a nice range of black and red shades plus chalky and ordinary papers.

There are three main groups, classified by the paper, pre-war chalky, war-time ordinary, and current chalky. Nos. 2 and 3 have white gum. No. 1 cream.

1. September, 1938. Black and carmine on chalky.
   September, 1941. Brownish black and scarlet-vermilion on a thinner chalky paper.
2. September, 1942. Black and carmine on ordinary.
   May, 1943. Deep black and carmine on ordinary.
   Both these carmine inks are highly fugitive.
   March, 1944. Grey black and scarlet on ordinary. This printing is very susceptible to rubbing.
3. May 1948. A reversion to chalky paper of a thinner type than pre-war. Black, with a slight brownish tinge, and scarlet.

5s. Again three groups of paper and in the case they are catalogued separately as shades, but there are three varieties of the middle one, the ordinary paper.

A. April, 1938. Lilac and blue, on chalky, a very washed out looking stamp. The gum is cream or brownish.

B. September, 1942. Deep purple and blue on ordinary.
   September, 1944. Pale purple on ordinary and liable to rubbing like the 1s. of that period.
   December 1946. A much better purple ink reddish in tone and brighter than the preceding pair. This stamp is showing signs of the improvement of post war printings.

C. April, 1948. Reddish purple and deep blue on chalky. Both colours are intense and bright, more so than any other printing.

£1. Here there are only two groups as there has not been a post war chalky printing to date.
   September, 1938. Dull green and black on chalky, cream on brown gum.
   May, 1943. Bluish dull green and black on ordinary.
   June, 1944. Similar to the last but the green is slightly paler.

I have only dealt with the De La Rue printings in this list as I intend to cover the Waterlow 4d, 6d, 8d. and Bradbury Wilkinson 2s. and 3s. next week when I can incorporate information about the latest release. The 10d. in the D.L.R. series calls for no comment as it is a single issue so far.

MORE BAHAMAS

EARLIER PRINTINGS. As I hinted last week, I now intend to deal with some of the shades to be found in earlier releases of these three values and the 2s.

4d. blue and orange. The first change from the original 1938 issue was in September 1942 when the blue was brighter, followed in June 1944 by a change in frame to a more red-orange. This was lost to some extent in the July 1945 release which reverted to a more pure orange and then paler again in April 1948. The alterations throughout are slight and although new names are given for the colours they are only to indicate the tendency of alteration rather than a definite new colour.

6d. olive green and blue. There are three main groups in this value. The 1938 and September 1942 issues were olive green and light blue with a greenish tinge. June 1944 and July 1945 a duller blue, which brightened up in April 1948 to something approaching a bright blue. The centres used to be more green than they are nowadays. They tended to become duller and more brownish as time passed—a characteristic of the Grenada olives.

8d. ultramarine and scarlet. Of the three Waterlow stamps this shows the least change of any throughout the variations are infinitesimal. Incidentally, we have the usual paper changes in the printings, commencing with a thickish paper and cream gum and then going to a thin paper with white gum in 1942 and, apparently, becoming more transparent as time goes on. These in themselves show the 1938 shades without any need to match colours.

2s. black and blue. One is rather handicapped here by the existence of the pre-1938 printings since they first appeared in 1930. Although this stamp was on sale for some years before the first actual George VI printing since it was used for the "Landfall" issue, I can see no harm in including it. King George V releases are easily spotted by the heavy paper and thick gum. Also the colour of the frame is usually a warm and deep ultramarine —a very rich and pleasing shade. The first George VI release came in September 1942 when the frame turned to a deep blue, lacking the red tint of ultramarine. The centre was purplish black. About the same time there appeared in the colony an unknown printing with the centre in slate purple. This was used for the "Landfall" set. Although not listed by S.G. one can find this shade without overprint. It is quite an elusive item, the bulk, I suppose, having been used for the commemoratives. The following release in June 1944 reverted to purplish black centre with a slightly paler and brighter blue frame. In October 1946 there was a major change when the frame became a deep steel blue, quite unlike the previous ones, whilst the centre was black with a greyish tendency. All four shades mentioned are quite distinct and easily seen. If one incorporates stamps originally issued in the reign of K.G. V there is a handsome range of stamps. Perhaps I am biased but to my mind this is one of the best of the Colonial designs.

3s. black and green. This value follows the 2s. closely in its alterations though the differences in frame shades are not so pronounced. The early printings were in a deep green with a yellowish tinge—again a rich colour. The first George VI release was September 1942 when it was purple black and green. On the heels of this came the Colonial issue with a slate purple centre. The June 1944 delivery went back to a purple black centre and green frame. By the way, these greens are less yellow than the 1930 issues. Finally, there was the October 1946 issue in which the centre was greyish black and the frame duller, a sort of greyish blue green. It will be observed that up to date the releases of the 2s. and 3s. coincided, four of each, and the centres were similar for each printing. Some awkward shades may turn up as the greens are susceptible to change in the colony where they are inclined to acquire a yellowish tone.



BAHAMAS K.G. VI

KEY AND DUTY PLATES

SINGLE OR DOUBLE PLATE PRINTINGS?

The report on page 653 on August 15th regarding two varieties on the ½d. and 2½d. Bahamas George VI stamps re-opens the question of whether these single-coloured stamps were printed from single plates incorporating the entire design or whether, as with the bi-coloured high values in the same design, there were two plates ; one for the head and frame and one for the name of the colony and the wording of value in the lower panel.

The varieties in question showed on the ½d. a distinct thickening of the words of value compared with the normal, and on the 2½d. there appeared to be double strike which was not apparent on the remainder of the stamp.

With a view to seeking a solution, we asked Mr. H. G. D. Gisburn his opinion on this matter. As author of the standard handbook on the stamps of the Bahamas he was likely to be in a position to make the matter clear. Mr. Gisburn kindly contributed the following notes on the subject :—

At the time I went into it it was clear that all except the 1½d., 2d. and 3d. were printed from single plates, whereas the others were from key and duty plates, but this is not to say, of course, that a double plate has not been used since—the ½d. green was current until quite recently and they may have made a combined plate up for this. If we had a sheet, the single or double Jubilee lines would give the answer at once.

In the normal way, where the volume of stamps required is not likely to be large, separate key and duty plates are preferred, because obviously they can use the key (i.e., vignette) plate for several values as may be required. Where, however, a large number of stamps are wanted (i.e., with values used to a great extent) a single plate is made in order to cut down the printing time necessary, and thus to avoid a double operation and the time necessitated by getting the two plates in register.

It follows that the colour does not matter, as many double operations were used even although both were in the same colour (e.g., the British Solomon Islands one-colour stamps of K.G.Vth—1914–38). Sometimes, although it has not so far as I know yet happened with the Bahamas, an extra duty plate is made of a value ; then, if a rush order is received they can use the single plate they possess and at the same time put the key and duty plate in operation as well, thus having two machines going at once.

I could enlarge on this, having had the privilege of seeing the whole working on several occasions, but I was asked by the printers not to disclose certain details.

I don't know about the specimens you mention, but it may be that the thickening merely happened when the moulds were being laid down from the die for the single plates? It is, of course, letter-press printing, and you know how this is carried out. It might be also a retouch, as you suggest.

It is not always appreciated that double-operational printing saves in one way as it does not necessitate separate whole-plates, but makes extra work in another in that the registration requires fine adjustment, which often takes quite a long time. This is particularly so in pantographing—a (say) 20-point pantograph, where 20 reproductions are made at once, will often (believe it or not) require a week's work to adjust before they can start on the job (only of course worthwhile when a considerable volume of work has to be done on the one stamp).

"Stamp Collecting" 29th Aug. 1952.

BAHAMAS KEY AND DUTY PLATES

SIR,—With reference to the article "Bahamas K.G.VI Key and Duty Plates" ("S.C., Aug. 29th), I should like to make a few comments based upon my own study of this issue.

Firstly, lest your statement at the end of the first paragraph should cause confusion, let's make it quite clear that the duty plate consists only of the wording of the value in the lower panel; the word "Bahamas" in the top panel is a part of the *head* plate as can easily be seen from the colouring of the bi-coloured high values. (*Agreed—the slip was ours.*—EDITOR.)

Secondly, although I hesitate to contest the statement of an old hand such as Mr. Gisburn, I cannot possibly agree with his observation that all the low values except the 1½d., 2d. and 3d. were printed from single plates.

I have in my possession many blocks of all the low values, and have seen and studied many more blocks and complete sheets of printings ranging from 1938 to 1952 and have never yet seen an example of single plate printing on any value. It is true that only the 1½d., 2d., 3d. and 10d. show the double jubilee line, but a study of the centreing of the words of value in the bottom panel on any sheet of any value should convince anyone that single plate printing is out of the question, for this centreing varies almost from stamp to stamp and it is hard to find even a block of four showing the centreing absolutely consistent on each stamp. The words of value can be found centred to right, left, top or bottom, or on a slant, and I have even seen examples where the lettering cuts into the frame line, all of which would, of course, be quite impossible had a single plate been used.

Mr. Gisburn would appear to have been deceived by the absence of a second jubilee line on some values; presumably the duty plates of these values (i.e. the ½d., 1d. and 2½d.) have no jubilee frame.

Of course there is still the possibility that single plates *may* have been used for some values, but if they were they must certainly have been the exception rather than the rule; it would be interesting to hear if anyone possesses a sheet or large block with the centreing of the words of value in the bottom panel absolutely consistent throughout.

Another indication of dual plates is the fact that the words of value are often of a slightly deeper or lighter shade than the rest of the design.

As for the two varieties reported on the ½d. and 2½d. values in the August 15th issue, the thick lettering is very commonly seen, particularly on the ½d. and 3d. values, and could easily be accounted for either by the over-inking of the plate or by too heavy pressure of the plate upon the paper, a phenomenon so often met with in letterpress printing.

The doubling effect reported *may* be due to a double strike but it is far more likely to be a shift caused by the edge of the sheet being curled up slightly at the moment of the impact of the plate upon it.

I have seen several examples of slight doubling, always on the bottom row of the sheet.

Moreton Black, in his article on Bahamas flaws in the issue of October 5th, 1951, states: "The bottom rows of the 2d. and 3d. often show a shadow effect above the words of value and this has been taken for a double printing of the value. It is probably caused by a slight amount of flapping of the paper during printing." With which I heartily concur.

London, S.E.2. F. R. B. SUMMERS.

"STAMP COLLECTING" 19TH SEP. '52.

BAHAMAS DOUBLE PLATES

SIR,—I have read with much interest the recent article on the "Bahamas K.G.VI Key and Duty Plates" and Mr. Summers' letter ("S.C.", Sept. 19th) on the subject.

Whilst I confess to having no first-hand knowledge of the production of the stamps, I think the whole question is summed up by Mr. Summers' seventh paragraph, wherein he states that the words of value are often of a slightly deeper or lighter shade than the rest of the design. This is absolutely true of all the large mint blocks which I have seen. The alignment of registration is not always so consistent, but the shade variations in the value tablet from the rest of the design are most apparent.

London, W.1. ROSE TITFORD.

"S.C." 14TH Oct '52.

BAHAMAS PLATES

SIR,—With reference to your recent article and correspondence on the subject of Bahamas K.G.VI Key and Duty Plates I am in entire agreement with Mr. F. R. B. Summers' conclusions regarding the use of double plates. Mr. Summers' reasoning is based on the variations of centring and shade in the words of value, but in the case of the ½d. and 1d. values more conclusive proof is available from a study of the well-known plate flaws so ably dealt with by Mr. H. Moreton Black some time ago.

On the ½d. value I have blocks from the left pane showing the thin "L" on No. 52 and damaged "E" on No. 54. These flaws are constant on both the ½d. Landfall which was printed from Plate 1 and the recent ½d. purple which was from Plate 2. Again on the 1d. I have corner blocks of nine with Plate No. to show the short "N" on No. 46 of the right pane. Some of these blocks are from Plate 1 and others from Plate 2.

Obviously then the Plate No. refers to the key plate only and the duty plate is a separate entity, which accounts, of course, for so much damage being sustained by the various letters in the words of value.

Preston. H. B. SUMNER.

"S.C." 12TH Dec. '52.

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BAHAMAS.

STAMP COLLECTING, Feb. 6, 1943.

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"The Bahamas Landfall"

Summarized by "SAPERE AUDE"

THE current commemorative issue of Bahamas has caused a furore amongst stamp collectors, not only in this country, but also in the United States; no doubt due, firstly, to the dearth of available philatelic material caused by the import and export restrictions; secondly, the financial aspect or, should I say, the investment bug has made its presence felt, *vide* catalogue *re* the rise in value in recent years of all modern British Colonial commemorative issues; and thirdly, I would like to add also mainly because of the conditions under which this set was issued and the little attendant mysteries, all aroused the pique of the collectors, the philatelists, and no less the investors.

Perhaps I should elucidate on my reference to "mysteries." To start with, the first we heard about this set was only a week or so before issue, when we noted a paragraph in STAMP COLLECTING—I believe the news was submitted by Mr. Bashi—although I wrote to several dealers about this time, none would guarantee delivery of the set. A further mystery was the fact that a certain stamp in the 3s. value had been detached from a number of sheets which were received by the dealers in this country. A further mystery was the "London" overprint.

The Crown Agents deny all knowledge of this; actually it was obvious to anyone who had seen a full sheet of stamps OF THE SECOND DELIVERY from the Colony, as the alleged LONDON overprint was identical in all shifts and flaws as the second delivery. This precluded the possibility of the 3d. value having been overprinted in London from the set-up type prior to being forwarded to the Colony, as had this been the case the stamps would have had the same shifts and flaws as the first delivery. I believe that the real explanation is that the stamps, although not overprinted in London, were definitely issued by the Crown Agents, the reason for this being that the 3d. value was of a new colour; this had to be done, as any new colour MUST be released by the Crown Agents. There are also several other little points which require clearing up, the majority of which can be clarified by a study of the stamps themselves; other points can only be cleared by the authorities, or possibly collectors in the Bahamas.

I was very interested to see the article on these stamps in STAMP COLLECTING of January 23rd, and whilst I cannot agree with all the items, there are a number of varieties I can confirm, and others which I can add to the list already published in STAMP COLLECTING.

Before coming to the varieties, however, there is one matter which must be cleared; this is the assumption of two printings. We do NOT know how many printings have taken place, but we do know that two deliveries have taken place and also that, in the case of the King's Head type at least, two settings of the overprint have been used.

I was lucky in procuring large blocks of the first setting, which, fortunately enough, were from rows 1, 2, 9 and 10, these being the rows in which most of the major varieties of the King's Head type occur.

I will now take, in turn, each of the varieties as published in STAMP COLLECTING and will endeavour to point out the differences, as I have found them, in each setting. To help the reader, however, I will first give the formation of the sheets of the various types of stamps: The King's Head type, ten rows of six stamps; the Pictorials, twelve rows of five stamps; the Seal type, five rows of twelve stamps.



KING'S HEAD TYPE—FIRST SETTING.

(*a*) *Shift, "C" of* COLUMBUS *to right of "L" in* LANDFALL.—This variety occurs on stamps Nos. 56, 57 and 58, of all values to 1s. and also on the £1 value; with regard to the 5s. value, I cannot vouch for stamp No. 56, but Nos. 57, 58 and also 59 have the same characteristics. It is quite possible, therefore, that in the 5s. value stamp 56 has the same variety; the same also applies to stamp No. 59 in the values to 1s. and also the £1.

The following varieties also occur on the King's Head type:—

(i) L' in LANDFALL, stamp No. 9 in all values to £1.

(ii) Filled in "F" in OF variety. Unfortunately, my copies of this stamp are only singles; I cannot therefore give the position in the sheet, but the variety is constant in all values to £1.

KING'S HEAD TYPE—SECOND SETTING.

In the second setting we find that the majority of the varieties found in the first setting have been corrected, but we have had a host of other varieties thrust upon us, all of which, I believe, are constant in the following values: ½d., 2½d., 3d., 5s., £1:

(i) Stamp No. 1: Dot in "A" and "F" of LANDFALL.

(ii) Stamp No. 2: Small dot in "N" of LANDFALL.

(iii) Stamp No. 12: Dot in "A" of LANDFALL.

(iv) Stamp No. 14: Dot in "U" of COLOMBUS.

(v) Stamp No. 44: Dot in "S" of COLOMBUS.

(vi) Stamp No. 51: "1" of 1492 to the left of "N" in LANDFALL.

(vii) Stamp No. 52: As above; also a dot in "9" of 1492.

(viii) Stamp No. 56: "1" of 1492 to the left of "N" in LANDFALL; "1" of 1942 to right of "L" in COLOMBUS.

(ix) Stamp No. 58: Dot in "O" of OF.

All the above varieties were first noted on the alleged London overprint. I later found the identical variations on certain other values received from the Colony, thus proving that the "London" overprint existed only in somebody's fertile imagination.

I would also like to state that I have not as yet seen copies of the 1d., 1½d. or 2d. in the second setting; all of my copies of these values from both deliveries are in the first setting.

At this point, as the majority of colour shades, &c., are on the King's Head type, I would like to remark on the

table of shades as sent in by "Padre" and others. This table is NOT correct, in that I have copies of both the 5s. and the £1 value from the second delivery and in the second setting on the paper and in the shades that "Padre" attributes to the first supply, *i.e.* the old printings of the actual stamp with yellow gum. Therefore, until we hear further from the Colony, we cannot take it for granted that one particular shade or gum is synonymous with one particular setting or delivery.

With regards to the ink, I am not as yet convinced that two different inks were used for the overprinting, or, if they were, that they are easily distinguishable. I was always under the impression that with inks, as with certain paints, the consistency of the ink had an effect on the sheen (or gloss); by this I mean that as, in a number of cases, the thinner tends to take shine out of the ink or paint, therefore the thicker the ink the shinier the overprint; again, the thicker the ink the heavier the overprint—it may only be coincidence, but practically all my copies that are exceptionally glossy are also very heavy (or thick) overprints. I am not an expert on printer's ink, but perhaps the printers of STAMP COLLECTING could help us here.



WATERLOW PICTORIALS.

With regard to the 4d., 6d. and 8d. values, I have not been able to trace a second setting of these stamps. Certain values are glossy in both first and second delivery, others tend to be matte; but, as before, it is the heavily printed specimens which tend to have the shine. The only variety I can confirm is type (*b*), which I have amongst the sets received from the first delivery.



SEAL TYPE.

Here, again, I have not sufficient data of these stamps to prove that two settings of the overprint have taken place, none of my stamps ex the first delivery appear to have any varieties whatever, all my varieties being ex the second delivery; but as the positions of these stamps in the sheet do not coincide with the positions of the first delivery, I cannot arrive at any definite deduction. It is interesting to note, however, that whereas in the first delivery the officials *apparently* were, in the majority of cases, using up first the stock of the older printings in the King's Head type, the reverse seems to have been the rule in the case of the 3s value. I have NOT seen a 3s. stamp on yellow paper ex the first delivery, whilst the second delivery appears to consist entirely of the stamps printed on this paper and with the old yellow gum. With regard to the 2s. stamps, all I have seen to date, both of the first and second deliveries, are on the thin new paper with white gum.

(*e*) Shift. "1492" moved to the left on both 2s. and 3s. values. I can confirm shift on 2s.; I have no copy of this position in the 3s. value.

(*f*) Full stop after COLOMBUS: seventh stamp, third row. I see that my old friend, Mr. Waloff, has reported this variety. It apparently clears up the mystery of the missing stamp, although here, again, Mr. Waloff states that this stamp was on the yellow paper; I was under the impression that this stamp was usually from sheets of the first delivery, which I have always found to be white. Perhaps some other reader could clear the fog here. I regret that I have not got this stamp; I have stamp No. 6 and No. 8, but, unfortunately, no No. 7. *But* I have the variety, in fact two copies of it, in corner blocks of four on yellow paper and both received from the second delivery.

(i) 3s. value, full stop after COLOMBUS: the last stamp in second row, or No. 12 in sheet. This variety does NOT appear in the 2s. value.

(ii) 3s., "C" of COLOMBUS directly under "L" of LANDFALL. This can be confirmed by the vertical stroke of the "F" of OF being in line with the first vertical stroke of "M" in COLOMBUS. Position in sheet unknown.

(iii) 2s., the "1" of 1492 to the right of the "N" in LANDFALL; the word "OF" also moved to the right, stamps Nos. 51 and 60.

(iv) 2s. and 3s., LANDFALL to the left, the "C" of COLOMBUS is between the "L" and "A" of LANDFALL. Have just noted these stamps; they are in the top row, position not known, but are ex first delivery.

With regard to paragraph (*g*) in the article in previous issue of STAMP COLLECTING, *i.e.*, "F" of OF directly in line with "F" of LANDFALL, I find this occurs on practically every stamp of the King's Head type; in fact, the time to start looking for a variety is when one sees they are not aligned. In fact, my way of looking for varieties in this issue of stamps is to look at the "1" of 1492, the "N" of LANDFALL, the "L" of COLOMBUS, and the "1" of 1942; if these are in alignment the only chance of your finding a variety is the OF. This can be checked by the alignment of the two "F's" in OF and LANDFALL; they can be judged also by the position of the "F" with the "M" in COLOMBUS, which can again be judged

by the apex of the "4" with the "M." Another aid is to check the horizontal stroke of the "2" in 1492; this appears normally between the apex of the "A" and the vertical stroke of the "L" in LANDFALL, any divergence here points to a variety in setting.

I trust that this information will help many readers; it definitely proves that certain stamps of the King's Head type can be classified as regards setting, regardless of paper, gum or ink; the first, as I have shown, is *not* conclusive, and the second (the ink) is, in my opinion, doubtful. I would like to add that none of this information is "official," but the majority is just visual evidence; perhaps one of our West Indian readers could send us more information as to the dates of, and the number of, printings, also the number of stamps printed from each setting.

In concluding, I would like to thank Messrs. Woollatts of Leicester and Miss Yeomans of London, without whose kind help these notes would never have been penned. Please note all (letter) items are ex last issue of STAMP COLLECTING, whilst all (figure) items are items which I have added to the list.

SUPPLEMENTARY NOTES.

Mr. A. Grant of Hatton (Warwick) advises us that he has the following varieties additional to those reported in previous issues of STAMP COLLECTING, viz.:—

Shift: On the second, third and fourth stamps in the bottom row of the first printing (King's Head type) there is a shift to the left of the date "1942" in relation to 1492 and LANDFALL, in addition to "COLUMBUS" being out of alignment.

"F" in OF *in line with "F" of* LANDFALL: This variety occurs as follows:—

1st row. Nos. 1 and 4.
2nd row. Nos. 1 and 2.
3rd, 4th and 5th row. No. 4.
7th row. Nos. 2 and 3.
10th row. Nos. 1–6 (with possible exception of No. 2).

Shift to right: "LANDFALL" slightly to right and "2" of 1942 in line with second "A" of LANDFALL. (Normally the left-hand point of the "2" is in line with apex of second "A" in LANDFALL.) This variety occurs on:—

2nd row. Nos. 4, 5 and 6.
6th row. Nos. 1 and 2.
9th row. Nos. 3, 4 and 5.
10th row. No. 2.

Damaged "2" in 1942 (here the figure "2" lacks its angle point, making it appear to be from a different fount of type):—

Sixth stamp in eighth row.

(Our correspondent states that he has seen this variety on the ½d., 2½d., 3d. and 1s. values, but that he has also examined panes of the ½d., 1d. and 1½d. in which it *does not occur*.)

Dash in "O" of OF: There are two varieties of this, one upright and one slanting. Our correspondent gives the position as the second stamp in the tenth row. (We have also seen the two varieties *se tenant* on the first and second stamps in the same row.)

Dot in first "A" and also in "F" of LANDFALL: First stamp in first row.

Small dot in "2" of 1492: Fifth stamp in first row.

Small stroke in top part of "S" of COLUMBUS: First stamp in third row.

Spot in top part of first "A" in LANDFALL: Sixth stamp in fourth row.

Stroke in bottom part of "S" in COLUMBUS: Second stamp in eighth row.

Square spot in bottom part of "9" of 1492: Fourth stamp in ninth row.

Broken "S" in COLUMBUS: Second stamp in tenth row.

Spot in "O" of OF: Fourth stamp in tenth row.

Spot in "F" of LANDFALL: Sixth stamp in tenth row.

* * * * *

From these, and other indications, it seems possible that there may have been *three*, instead of two, settings of the overprint, as previously recorded.

"Landfall" Varieties of Bahamas

By S. GRAHAM HOEY

AS a collector of the stamps of the Bahamas, I had some time given up all hope of ever making anything of the "Landfall of Columbus" issue. The more articles I read, the more conflicting the authorities appeared to be, and I had rather sadly relegated them to the back of my album until the publication of a new book on the Bahamas, a few weeks ago, stimulated my interest once more.

After a little research, however, one or two interesting points appear, and this article is in the nature of a footnote to the chapter on this issue.

Firstly, in the King's Head type, there exists a setting of the overprint which differs noticeably from his first setting, but which is obviously not the second setting, as follows :—

(*a*) COLUMBUS shifted to right. C under L. Not stamp 56, but stamps 57, 58 and 59.

(*b*) COLUMBUS shifted further to right. C under LA. Not stamps 57, 58 and 59, but stamp 56.

(*c*) "1942" shifted to left, "1" of "1942 under OL. Not only stamp 56, but 57, 58 and 59 also.

I have not managed to acquire this setting in all values unfortunately, but I have copies right up to the 1s.

Among the constant varieties mentioned in the book, the following do not appear on this setting :—

(*a*) Stop between diagonal and right-hand stroke of N of LANDFALL (Stamp No. 2).

(*b*) Stop in U of COLUMBUS (Stamp No. 14).

(*c*) Stop in S of COLUMBUS (Stamp No. 44).

(*d*) Stop between diagonal and left-hand stroke of N of LANDFALL (Stamp No. 44).

The variety stop in O of OF does appear, however, not on stamp No. 58 but on stamp No. 56, again on all values to the 1s. at least. In the material I have at hand, one variety is constant on this setting, stop between A and L of LANDFALL (Stamp No. 9) ; one variety appears on all values except the 2½d., stop between A and N of LANDFALL (Stamp No. 42) ; and another appears on all values except the 2½d. and 3d., stop in the F of OF (Stamp No. 36).

When we turn to the Waterlow pictorial issues in which the setting is the same on all stamps in the sheet, there are one or two other peculiarities. In the sheets I have examined, the following varieties, as given in the book, do not appear.

(*a*) Stop in U of COLUMBUS (Stamp No. 52).

(*b*) Broken N in LANDFALL (Stamp No. 56).

(*c*) Final L in LANDFALL without serif to bottom angle (Stamp No. 59).

The variety, top portion of the first A of LANDFALL in solid colour (Stamp No. 60), however, does appear.

Although Mr. Gisburn does not mention the well-known COIUMBUS variety, this is known to be on stamp No. 22, and in all the blocks I have examined where this flaw exists stamp No. 27 directly underneath it has always contained a variety, broken "2" in "1942" with damage to the "4" in some cases. In the above-mentioned sheets no COIUMBUS variety exists but the "broken 2" appears on stamp No. 27, the "4" still being quite intact.

I am led to suppose, therefore, that there were several states of this flaw, and I would be glad to hear from anyone who has a block containing the "Broken 2" flaw and the damaged "4", without the COIUMBUS variety, for instance, which would tend to confirm this idea.

All the above sheets were obtained within a few days of the original issue of these stamps and the 1s. values are all of the Grey and Vermilion printing on thin paper. I have none of the varieties mentioned above on the opaque paper. Can anyone tell me whether they exist or not?

With regard to the Bradbury Wilkinson stamps (2s. and 3s. values) I have several single copies of both values with the variety Stop in the s of COLUMBUS. I know that this exists in the King's Head type on stamp No. 44, but can anyone tell me its position on these values?

In the 2s. value I have one copy which is definitely a 1931 printing on thick paper with cream gum, so it would appear as if some of these were overprinted.

I hope that these notes will serve to show that there are one or two points still to be cleared up with regard to this issue, and I will be pleased to receive any information which may help to do so.

BAHAMAS "LANDFALL"

More light by S. GRAHAM HOEY (Glasgow)

SINCE my last article (published in STAMP COLLECTING for August 12th, whole number 1919) I have received a great amount of useful information on the subject and I would like to thank all those who wrote to me and especially Messrs. A. K. and W. Waugh of the Bearsden Philatelic Society, Mr. George Eastman of Torquay, and Mr. A. L. Baker of London for allowing me to have access to their collections, and for much help.

With regard to the King's Head type, Mr. N. Reid of Montreal raised the question of the flaws on the basic stamps themselves, and these appear on all the settings, of course. The major ones are the short "T" in "TWO PENCE" (Scott Catalogue No. 119A) on stamp No. 18, right-hand pane, the sloping "ONE" of "ONE PENNY" on stamp No. 1, left-hand pane, and the distinct break to the inner oval frame below the King's Head on stamp No. 58, right-hand pane.

To return to the overprints, a great number of other flaws have been noted and the majority located, but although they are fairly constant they are not so obvious as those previously mentioned. Two further major flaws have been seen. In two sheets (Gisburn's Second Setting), both stamp No. 55 and stamp No. 56 have the flaw, dot in "O" of "OF", and in quite a number of other sheets of this setting there is a very badly mis-shapen first "A" in "LANDFALL". (Since writing this article I have seen two more corner pairs of the 5/- and £1 values with this flaw.)

I have now examined about fifteen complete or part sheets of the 4d., 6d. and 8d. values. There are no shifts of the overprints of these values, and out of these sheets only one flaw, the broken "2" of "1942" on stamp No. 27, is completely constant. The other more important flaws, i.e. stop in "U" of "COLUMBUS" (stamp No. 52), broken "N" in "LANDFALL" (stamp No. 56) and even the solid "A" in "LANDFALL" are only partly constant and do not appear in all of these sheets. The other major flaw, the "L" of "LANDFALL" without the serif to bottom angle, is also only partly constant. When I mentioned this flaw in my first article I had never seen a copy of it and understood it to refer to the final "L". I have since acquired imprint blocks of the three values where the first "L" is the one affected. I presume that this is the same flaw.

I have spent some time on the Bradbury, Wilkinson issues and where the 2s. value is concerned I am convinced that at least two settings exist here as well. Both of these have the following constant shifts :—

Stamp No. 1—"1492" and "OF" shifted to left.
Stamp Mo. 9—"1492" and "OF" shifted to right.

In type A, the following shifts also exist :—

Stamp No. 38—"1492" shifted to right.
Stamp No. 39—"1492" shifted to left.
Stamp No. 60—"OF" shifted to right,

but Type B has a shift on stamp No. 60 only.

Stamp No. 60, "OF" shifted to right and slight shift of "1492" to right.

Both types have the following constant flaws :—

Stamp No. 19, dot in "S" of "COLUMBUS".
Stamp No. 9, raised first "L" in "LANDFALL",

and Type B has two constant flaws of its own :—

Stamp No. 48, dot in second "A" of "LANDFALL" and
Stamp No. 25, broken final "L" in "LANDFALL".

This is a very interesting flaw and exists in several states.

(*a*) Without any flaws. (*b*) Broken " L ".

(*c*) Broken " L " and dot on " I " of " 1492 ".

(*d*) Dot on "I " of " 1492 " only, which looks as if it was eventually corrected. It was certainly obvious enough in its final stages and, no doubt, was soon spotted.

The 3s. value also appears to have two settings. One is identical with Type A of the 2s. described above, but the other does not tally with either of these two settings, although there are resemblances to both. Here are the shifts :—

Stamp No. 1—" OF " only shifted to right.

Stamp No. 9—" 1492 " and " OF " shifted to right.

Stamp No. 38—" 1492 " shifted to right.

Stamp No. 60—" OF " only shifted to right.

Note that no shift occurs on Stamp No. 39.

The constant flaws are :—

Stamp No. 19—Dot in " S " of " COLUMBUS ".

Stamp No. 48—Dot in second "A" of " LANDFALL ".

Stamp No. 25—Broken final " L " of " LANDFALL ".

Stamp No. 24—Full stop after " COLUMBUS ".

This flaw is reported to have been corrected " after the first printing ".

For some time now I have been attempting to put all this information about flaws to some more general use. While they are a very interesting study in themselves, there are many other problems which might be solved by their help. One of these is the clarification of the very thorny problem of the various papers and printings of the original stamps which were used for this issue. As we can now plate large portions of the sheets in the King's Head type, especially in the second setting, a lot of previously useless material can be arranged in rough chronological order, and a start made. Some values are fairly easily disposed of. The 1½d. appeared only on the cream paper, ample supplies of the 1938 printing still being available in Nassau. The 3d. blue is from what is called the " May 1943 " printing, as it was not released without the overprint until this date. All my copies of the ½d. are the September 1942 printing, white paper, slightly rougher impressions. But my first setting 1d. values are from the September '41 printing and the second setting is on the September '42 printing, slate grey. The 2d. first setting was on the September '41 printing and the second on the September '42, deeper scarlet. With the 2½d. value the trouble really starts. The first setting is on the only recorded printing of this value, that of 1938, but the second is on a dinstinctly deeper shade of blue which I cannot explain at all. The first setting of the 1s. value was on the 1941 printing, grey and vermilion on thin, horizontally-ribbed paper, and the second setting on the September '42 printing, black and crimson on thick, white, opaque paper. The 5s. first setting also appeared on this thin ribbed paper, a fact apparently hitherto unrecorded, and also on the 1938 printing, cream paper with brown gum. Part of the second setting was on the cream paper and the later part on the thick, white, opaque paper of the September '42 printing. My information on the £1 value is rather scanty but I think that the first setting and part of the second was on the 1938 printing cream paper, brown gum, and the rest of the second setting on the '42 printing with the thick, white paper. I have never seen or heard of the thin ribbed paper in this value.

This is a fairly tentative list and may not be complete.

I have attempted to relate the serial numbers of the sheets where known, to some kind of plan but, up to the present without success. As the sheets were numbered, of course, before being sent out to Nassau, and some had been in stock for some time, it is really unlikely that much heed was taken of the numbers when they were sent to be overprinted, except perhaps for security reasons, and this would certainly not influence the printers' order of printing. I do not think, therefore, that any help can be expected from that quarter.

My last article brought me some very helpful letters and I will be very pleased to hear from anyone who can add any information to these notes.

The Bahamas Landfall Overprint

By H. MORETON BLACK (Glasgow)

I AM glad to see that renewed interest has been shown lately in the Bahamas Landfall series, for I have always liked these stamps, which are, in my opinion, among the most attractive and interesting of all our Colonial sets. The fact that the overprinting was done locally, at the offices of the *Nassau Guardian*, has given rise to a host of varieties in the overprint which make this issue at once the joy and the despair of the advanced collector. For a long time I considered that it was a hopeless task to try to bring any order into the behaviour of these flaws, since they seemed to have little constancy, and would appear on one value only to disappear again on the next. Recently, however, I have been privileged to examine a great many complete panes and sheets of the lower values, and a detailed study of these has produced results which may be of interest to other collectors who have made a study of this issue. I found that the great majority of the flaws in the overprint were constant, and that the panes of the King's Head type could be divided into groups which suggested various stages in the printing. From the evidence of the flaws I have been able to deduce the probable course of the overprinting, and I now propose to develop my theory, in the hope that others will check their findings against mine and so confirm or demolish my suppositions.

(a) The De La Rue King's Head Type

As is generally known, the overprint on these stamps was applied to a pane of sixty stamps (ten horizontal rows of six), which may be either the left or right pane of the original sheet of 120. The plate number is 1 in all cases and appears above stamp 2 of the left pane and below stamp 59 of the right pane. The basic stamps may be either original printings of 1938 on toned paper (often with brown gum, caused by tropicalization) or the reprints of 1942, which are on whiter paper. The exception is the 1½d., which appears only in the original printing with brown gum. The serial number appears in black above stamp 6 of the top row, except in the case of the 1½d., where it appears opposite stamp 1 of the left pane (reading up) and opposite stamp 60 of the right pane (reading down). These sheet serial numbers are of no assistance in studying the overprint as the sheets appear to have been taken in any order. For instance, sheet numbers can be found in the second setting which are much lower than others in the first setting, which are known to have come first. Successive countings of sheets could, of course, leave the sheets with the serial numbers in the reverse order to that in which they were originally arranged if the clerk picked up each sheet and placed it on top of the one before. In any case it appears unlikely that the numbers did run consecutively from the first printing. The same numbers may have been repeated in subsequent deliveries from the printers.

There are two distinct settings of the Landfall overprint, of which the first (which was used for the original supply) is remarkable especially for the shift to the right of "Columbus" on certain stamps of the bottom row. On stamps 56, 57, 58 and 59 the "C" of "Columbus" is directly below the "L" of "Landfall", instead of being to the left of it as on the normal stamp (Fig. 1). This is generally known as the "First Setting Shift", and for brevity I shall refer to it as Shift 1 (Fig. 2). I cannot agree with Mr. H. B. D. Gisburn when he says, in his recently published book, "Postage Stamps and Postal History of the Bahamas", that the shift is further to the right on stamps 57, 58 and 59. To me it seems to be most pronounced on 56, and less pronounced on the others. The slight shift left of the date 1942 seems to me to be more apparent than real because

of the shift of " Columbus ", and I do not think it is worth a mention. This first setting is remarkably free from flaws, when compared with later printings, and I have found very few apart from the shift. Some of these seem to have developed in the course of the printing, as they are not present on all the sheets I have seen. In the Table I have shown such flaws in brackets ; the others I believe to be constant throughout.

My study of the flaws suggests that there was a printing of some values at least between the first setting and the second setting, in which Shift 1 has been corrected, but in which some of the first setting flaws still persist. This " Intermediate '. printing is really part of the second setting (it may be the first stage of the second setting), but the flaws are quite different. I have found this intermediate stage on several values, but not yet on all. Incidentally, further study of the flaws would probably reveal the order in which the various values were taken at each printing.

In the second setting Shift 1 was corrected, but in the process a new variety, Shift 3 (Fig. 3), arose on stamp 56 where the date 1942 was shifted too far right, while 1492 moved slightly left, The other stamps in the bottom row became as near normal as not to matter. I have divided the flaws of the second setting into four main stages, A, B, C and D, and all the sheets which I have examined fall into one or other of these main groups. The line between them is not hard and fast, since some of the flaws seem to have started half-way between two of these groups, but we may, I think, reasonably suppose that the flaws remained more or less as given in each of these groups for some considerable time. It will be seen that some flaws go right through to the end, while others appear for a while and then, just as suddenly, disappear again. This could be explained in various ways. A speck of metal adhering to the plate would account for the flaw, but after a time it might wear off, or, if the flaw became too prominent, be removed by the printer by brushing the plate or other means. If my theory is correct, the flaws multiplied as printing continued until, at one point, there were almost as many stamps with flaws as without. All the flaws mentioned in the table have been noted on several sheets, and no notice has been taken of all those marks (particularly broken and filled letters) which occur on one sheet only and are almost certainly the result of uneven inking. To save space in the table the letter " a " after a number indicates that it occurs in the date 1492, while the letter " b " indicates that it is in the date 1942.

Two flaws were constant throughout all settings and printings, viz., the deformed " 2 " in 1942 on stamp 48 where it has a round corner instead of a pointed one (Fig. 22), and the slight shift right of " Landfall " on stamp 51, which makes the second " A " in " Landfall " lie directly below the centre of the 2 in 1492 instead of to the left of it (Fig. 4). I have called the latter Shift 2. These two flaws would seem to prove that one setting of the type was used throughout with some minor adjustments to correct Shift 1 and other flaws which became too obvious. I understand that the printer who was responsible for this overprint has since died, and so we may have to depend on such deductions as this for any further information which we may hope to gain about this issue.

The well-known flaw, " Dot in the O of OF ", behaved strangely, as it appears in various places at various times. The two cases of this flaw in the second setting can, however, usually be distinguished easily even on single stamps, since the dot on stamp 35 is, at its best (in the early stages it is not so big) large, central and roughly triangular (Fig. 12), whereas the dot on stamp 58 is smaller and situated towards the bottom left of the " O " (Fig. 7).

The so-called " double overprint " on stamp 60 appears only in late second setting printings of the 1s. value. It is fairly obvious, but it is not a real double overprint. The thickening of all the letters seems to have been caused by a slight lateral movement in the application of the overprint. Other stamps towards this corner show the same thickening, but to a lesser extent. I have not seen the real double overprint which is known to exist on the ½d. value.

I would suggest that Mr. Gisburn is in error when he mentions a " dot in the N " on stamp 44. I have found no trace of this, and I presume that it is the flaw on stamp 55 which is meant. At the end of this article will be found a check list of those flaws which, by virtue of their prominence and constancy, I consider to be worthy of attention by specialists, and readers may like to compare this list with the list on page 112 of Mr. Gisburn's book.

(b) The Waterlow Pictorials

The Waterlow pictorial stamps, of value 4d., 6d. and 8d., also appear on both the original printing on cream paper and the 1942 reprint on whiter paper which can also be distinguished by a slight difference in perforation. The sheet in this case consists of 60 stamps arranged in twelve horizontal rows of five. The imprint appears below stamp 58, but there are no plate numbers, as the numbered plates were not in use until after 1942. There seems to have been only one setting of the overprint for these three values, and they never developed anything like as many flaws as the King's Head type. In compensation for that, however, they have what is undoubtedly the best flaw of the whole series—the " COI UMBUS " flaw (Fig. 17) which appeared on stamp 22 in late printings only of the 4d. and 6d. values. I have never seen or heard of this flaw on the 8d., and it may well be that the damage to the " L " which caused this flaw did not occur until after the printing of the 8d. value had been completed. Since it occurred so late in the total printing, this flaw, which has received very little publicity (Mr. Gisburn does not even mention it) is by far the scarcest of all the Landfall flaws, and it is so prominent that it might be catalogued some day. The stamp directly below (No. 27) has a clear break in the " 2 " of " 1942 ". This one also is not mentioned by Mr. Gisburn, which is surprising, since it is present on every sheet which I have seen (Fig. 18). The filled " A " on stamp 60 (Fig. 21) is present on all but very early printings, while the loss of the back serif to the first " L " in " Landfall " on stamp 59 (Fig. 20) occurred somewhat later. The break in the left leg of the " N " in " Landfall " on stamp 56 (Fig. 19) seems to have become progressively worse as printing continued. I have copies which show various stages from a nick to a clean break which eventually became wider than the leg of the letter. A copy with the leg not broken might come from an early or a later printing, since this flaw was reported as being corrected later. In some cases the back of the " D " on this stamp is also so badly damaged that there is hardly any back to the letter at all. The dot in the first " U " of " Columbus " on stamp 52 varies and is often hardly visible. There is also a dot, this time in the second " U ", on the stamp above (No. 47), but neither of these seems to me to be worthy of attention. On the 8d. value there is a large blue dot in the margin opposite stamp 60. As with the smaller stamps, the serial numbers, which appear above stamp 5 in the top right hand corner, seem to be of no assistance in determining when a given sheet was overprinted.

24TH AUGUST '51
"STAMP COLLECTING"

Beware Fakes ! A ve
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of the June 22nd
COLLECTING : it gives
* *

MANY enquiries have been received concerning a "new" variety. I refer to the Bahamas Landfall 8d. (S.G. 170, CW.S12) with "COIUMUS" overprint.

All K.G.VI collectors have been shaken by the appearance of this variety, since for almost twenty years it has been considered non-existent ! In many philatelic circles this opinion still prevails—possibly not without good reason. In view of the considerable disquiet aroused by this "unknown" variety, I suggest that it be subjected to a lamp test. This will then satisfy everyone. If placed under the lamp with a matching block of four (normal overprint) and both inks of the over-prints display identical reaction, obviously everything is in order.

At the moment I prefer not to give any opinion. It is only proper to record that during an investigation "down under" several "formes" that could have been used for spurious Landfall overprints were seized by the authorities. Apparently they were some-what of a mystery, because in view of existing Landfall prices no dishonest work could have paid off then. [Source & extract unknown]

SOLD TO H.M. BLACK BY GULBENKIAN FOR £10·10. ON INSPECTION BY SELF, MORETON AND BILLY WAUGH, BILLY PROVED THE BLOCK TO BE A FORGERY BY PLATING THREE OF THE STAMPS. THE BLOCK WAS SENT TO A. WALKER AND THE ERASURE WAS SEEN UNDER THE QUARTZ LAMP. MONEY REFUNDED BY GULBENKIAN. THIS BLOCK ALSO HAD THE "BROKEN 2" VARIETY FORGED ON THE STAMP BELOW. AND WAS ALTOGETHER A VERY GOOD AND DANGEROUS FORGERY.

THE 6° VALUE MAY BE VERIFIED BY THE ABSENCE OR PRESENCE OF A SMALL CONSTANT BLUE DOT WHICH APPEARS IN THE BOTTOM MARGIN OF STAMP NO 22 IMMEDIATELY BELOW THE LOWER LEFT EDGE OF THE TABLET CONTAINING THE WORDS "FORT CHARLOTTE".

8d. BAHAMAS "LANDFALL" DISCOVERY

The 8d. Bahamas K.G.VI stamp with the LANDFALL OF COLUMBUS overprint has been found with the COIUMBUS variety in a positional block of eight stamps. The block shows the broken 2 on the stamp below the major variety, thus confirming its sheet position.

M. W. Muscott, reporting the variety which, hitherto has been known only on the 4d. and 6d. stamps (see Commonwealth Catalogue S10a and S11a) invites readers to report any other examples known to them.

STAMP COLLECTING 20TH OCT. 1961

BAHAMAS.

STAMP COLLECTING. Jan. 25, 1952

The Bahamas Landfall Overprint

SEAL TYPE 2/- & 3/-

By H. MORETON BLACK

IN my recent article on the Landfall overprint I dealt only with the De La Rue and Waterlow types and did not attempt to unravel the mysteries of the 2/- and 3/- Seal type stamps. Since then I have been able to accumulate some more material and the results of my study suggest that these stamps may well be the most interesting of all the Landfall series. Very little research seems to have been done on them up till now and for a starting-point I could find only some notes written by " Sapere Aude " and others which were published in STAMP COLLECTING at the time of issue, and more recently the somewhat passing observations of Mr. Gisburn in his handbook and some interesting points raised by my friend Mr. Graham Hoey. Some of the answers to these points have now been found, but much remains to be done and I can heartily recommend these handsome stamps to any specialist in search of a rewarding subject for study. The incidence of flaws on these two stamps is the remarkably high one of about one in four, so that any collector with a straight set of the Landfall may reasonably hope to find something.

Before discussing the varieties of the overprint I must deal with the shades of the basic stamps. In the case of the 2/- these are legion, and indeed it is unusual to find two sheets which match exactly. In the main, however, there are five shades of this value, two of them a pleasing royal blue, two a colder steel-blue and one a dull blue. The centres range from black through slate-grey and a brownish-grey to the purple, which is listed by both Gibbons and the Commonwealth. This is a case of undue simplification since at least two of the other shades are quite as obvious as the purple. In the 3/- value I have found great confusion among dealers and collectors alike as to which is the scarce shade listed as S.G.173. This is called " black and green ", but it is a very difficult stamp to distinguish by the centre as black centres are quite common. The stamp which is scarce is the outstandingly bright yellow-green shade, and I suggest that S.G.173 would be better listed as " black and yellow-green ". I have found four main shades of the 3/- value: this yellow-green one, a dull green with purple centre and the dull green with slate-black centre on white paper and also on toned paper. The one on toned paper has brown gum which often causes brown stains to appear on the face of the stamp. It is known that early supplies of the 3/- consisted of sheets on white paper, while stamps with toned paper and gum were used for later deliveries, but in the case of the 2/- all printings appear to have had white gum. The royal blue shades are clearly older stock than the steel-blue ones and the purple-centred S.G.172a seems to have come between these two shades.

Check List of Shades

2/- value (*a*) Royal blue and grey-black.
(*b*) Royal blue and black.
(*c*) Dull blue and slate-purple.
(*d*) Steel-blue and brownish-black.
(*e*) Steel-blue and slate.

3/- value (*a*) Yellow-green and black.
(*b*) Green and slate-purple.
(*c*) Green and slate-black (white paper and gum).
(*d*) Green and slate-black (toned paper and gum).

The flaws in the overprint can conveniently be divided into two types: (1) Shifts, in which some part of the overprint is out of position; and (2) Type Flaws, in which the actual type shows some peculiarity. To enable the reader to follow the flaws I should mention that the sheet is made up of five horizontal rows of twelve stamps each, with a full Bradbury Wilkinson imprint below stamps 53-56 and no visible plate number. I shall deal first with the Shifts, which are as follows:

Check List of Shifts

(1) Stamp 1—" 1492 " shifted left (Fig. 3). Corrected later.
(2) Stamp 1—" OF " shifted left (Fig. 3).
(3) Stamp 9—" LANDFALL " shifted left (Fig. 4).
(4) Stamp 38—" 1492 " shifted right (Fig. 5). Corrected later.
(5) Stamp 39—" 1492 " shifted left (Fig. 6). Corrected later.
(6) Stamp 60—" 1492 " shifted right. Corrected later.
(7) Stamp 60—" OF " shifted right.

It must be realised that in the normal overprint there is vertical alignment of the " 1 " (of " 1492 "), "N" of ("LANDFALL "), " L " (of " COLUMBUS ") and " 1 " (of " 1942 ") as in Fig. 1. This is the first thing to look at on a given stamp, and if these upright strokes are not in line then you have a shift. You may also have one if the lower " F " (of "OF ") is not just a shade left (Fig. 2) of the upper " F " of " LANDFALL "). These are the two tests to apply when looking for shifts. The most interesting of the shifts are those on stamps 38 and 39, and a pair showing both of these is a most desirable piece. Early printings show the date " 1492 " shifted on both these stamps in opposite directions (Figs. 5 and 6), while later printings have both shifts corrected. I have not seen a sheet which had one shifted and not the other. In the case of stamp 38, however, the printer overdid the correction by moving " 1492 " a little too far left, thus producing another slight shift variety. With regard to the shift on stamp 9, some confusion may have been caused by Mr. Hoey's reference to this as a shift right of " 1492 " and " OF ". In fact it is " LANDFALL " which is shifted to the left, as may be seen by checking the

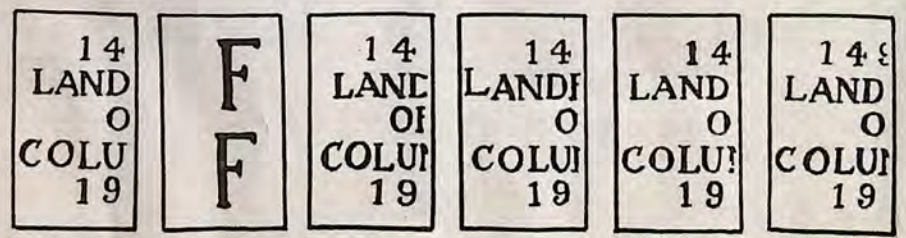


Fig 1. Fig. 2 Fig. 3 Fig. 4 Fig. 5 Fig. 6

overleaf

Continued ~~on page 603~~

BAHAMAS

(Continuation.)

Bahamas—(*Continued ~~from page 601~~*)

usual vertical alignment of " 1NL1 " (Fig. 4). The relative positions of " LANDFALL " and " COLUMBUS " make this shift outstanding. The corner stamps, 1 and 60, both had two shifts in early printings, but the printer corrected the date " 1492 " in each case and so later printings show only the shift of " OF ". The shift of " 1492 " on stamp 1 is not great, but it is accentuated by a slight shift right of " LANDFALL " (Fig. 3).

The cause of all these shifts was probably insufficient " packing " of the type, and they seem to have developed very soon after printing began. Indeed, they may have been there from the start, and I am inclined to think that they were since I have not seen an early sheet without them. This would be a difficult matter to prove. During the printing the printer must have noticed that some of the stamps were not as they should be for he corrected some of the shifts but left others. As all the dates were straightened up, it seems likely that he aligned the " 1NL1 " on each stamp but did not notice the shifts of " OF " on stamps 1 and 60, which remained constant to the end. How he missed the shift on stamp 9 I do not know, and we must just attribute this to human weakness ! I have not seen a correction of this shift although it is so prominent that one would think it could hardly be missed. It should be noted that there is no possibility of confusing the two left shifts of " 1492 " on stamps 1 and 39, nor the similar right shifts on stamps 38 and 60, since stamps 1 and 60 will generally show the shift of " OF " as well. I have seen only one sheet which did not have the " OF " shifted on stamp 60 and this may have been a very early printing before the shift developed. Thus it is easy to plate any single stamp which shows a shift.



Fig. 7

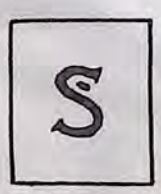


Fig. 8



Fig. 9

Check List of Type Flaws

(1) Stamp 8—Small dot in the top of " S ".
(2) Stamp 9—First " L " of " LANDFALL " raised (Fig. 4).
(3) Stamp 10—" 2 " of " 1492 " broken at top (early sheets only).
(4) Stamp 13—Dent in the top of the " C ".
(5) Stamp 14—Progressive damage to " UM " (Fig. 7).
(6) Stamp 19—Larger dot in the top of " S " (Fig. 8).
(7) Stamp 24—Full stop after " COLUMBUS " (early 3/- only).
(8) Stamp 25—Broken last " L " in " LANDFALL " (Fig. 9).
(9) Stamp 25—Stop on " 1 " of " 1492 " (Fig. 10).
(10) Stamp 48—Dot in base of second " A " in " LANDFALL " (Fig. 11).
(11) Stamp 51—" 2 " of " 1492 " broken at top (Fig. 12).
(12) Stamp 59—First " L " of " LANDFALL " raised.

There is more possibility of confusion when we turn to the type flaws, but these can be distinguished with practice. The two dots in the " S " are similar, but can be separated by the fact that the one on stamp 8 is small, round and situated high in the top loop of the " S ", whereas the dot on stamp 19 is longer and placed diagonally in the lower part of the top loop, roughly from N.W. to S.E. (Fig. 8). The raised " L's " on stamps 9 and 59 are easy since stamp 9 will also show the shift



Fig. 12



Fig. 11



Fig. 12

left of " COLUMBUS " (Fig. 4). The broken " 2's " on stamps 10 and 51 are difficult to distinguish, but the one on stamp 51 is more common because it occurs on all later printings while the " 2 " on stamp 10 is broken only on some early printings. In both cases stages can be found, from a thinning of the top of the " 2 " to a clear break in which the whole top of the " 2 " is gone, leaving the ball clearly separated from the rest of the figure by more than its own width (Fig. 12). The dent in the " C " on stamp 13 and the dot in the " A " on stamp 48 (Fig. 11) appear only on late printings. Stamp 14 has in later printings an interesting flaw affecting the " UM " of " COLUMBUS ". I have several stages of this flaw, which show that the damage originally affected only the top left serif of the " M ", but that this later spread until the " U " and the " M " both lost their tops completely (Fig. 7). The full stop after " COLUMBUS " on stamp 24 occurred on early printings of the 3/- value only. I have all the other flaws on both values.

Finally we have that most interesting stamp, number 25 on the sheet, with its combinations of the broken last " L " in " LANDFALL " (Fig. 9) and the stop on the " 1 " of " 1492 " (Fig. 10) to which Mr. Hoey drew attention in his article. I have succeeded in finding the following combinations in the two values :

2/-		3/-	
No flaws ..	.. (shade a)	Broken "L" ..	(shade b)
Broken "L" only	(shs. c and d)	Broken "L" and stop on " 1 "	(shade b)
Broken "L" and stop on " 1 " ..	(shs. c and e)	Stop on "1" only	(shade c)

The sequence of these flaws is not easy to determine, but I agree with the order suggested by Mr. Hoey, namely that the stamp started with no flaws, that the " Broken L " developed and then the Stop on 1. The printer must then have noticed the obvious Broken L and corrected it, but missed the Stop on 1 since it is just under the serif of the figure (Fig. 10). This would give the four stages :—

(1) No flaws.
(2) Broken L only.
(3) Broken L and Stop on 1.
(4) Stop on 1 only

with the possibility of a fifth (if the Stop on 1 was corrected) which would be identical with the first. The search for these combinations in each shade would be an impossible task at this late stage when most of the sheets are broken, but it might help to clear up this little mystery of stamp 25. In my experience the 2/- is most common in stage 2 and the 3/- in stage 4. Vertical strips in my possession show that stages 3 and 4 occurred in combination with the correction of shift 1 on stamp 1, and this evidence confirms my theory of the development of these flaws.

That concludes my study of these stamps. There are other flaws to be found but they are mostly broken letters caused by inking deficiencies and as these are not constant they are of no interest. In late printings one or two other very minor flaws did arise but I have not considered them worthy of mention since they concern only the serifs of letters on stamps 10, 17 and 18. I should be glad to hear from any specialists who may be able to confirm or disprove my findings and so add to our knowledge of this fascinating issue.

BAHAMAS

THE KING GEORGE VI SERIES OF THE BAHAMA ISLANDS

By HENRY PHILLIPS



Fort Charlotte

THE typographed "King's Head" series of small format reveals nothing of the magnificent tropical splendour of the island chain, stretching bow-like from Florida Strait to the Turks and Caicos Islands. Formerly the haunt of the ill-famed buccaneers, as recorded in the Latin inscription of the "Seal of Colony" design, the islands now actively encourage and support the venue of another invader—the wealthy tourist! Only nineteen of the almost innumerable islands and rocks (upwards of three thousand are said to exist) have postal facilities, and their varied postmarks always excite collectors' imaginations.

To assist collectors I list Out-Islands with postal facilities:— Abaco, Acklins, Andros, Berry Islands, Bimini, Cat Island, Crooked Island, Eleuthera, Exuma, Grand Bahama, Harbour Island, Inagua, Long Cay, Long Island, Mayaguana, Ragged Island, Rum Cay and San Salvador.

Since New Providence is not an out-island it is not included.

Three different printers combined to produce the complete series: the "King's Head" typographed by De La Rue & Co., the pictorial values (4d., 6d., 8d.) recess-printed by Waterlow & Sons, and the "Seal of Colony" design of large format recess-printed by Bradbury, Wilkinson & Co. The work of local printers at Nassau is found in the surcharged provisional of 1940 and the popular "Landfall" overprints. Later, and much to the surprise of all serious philatelists, a precedent was created by the production in Canada of a Crown Colony commemorative set, the 1948 "Tercentenary of Eleutheran Settlement", which, although none too popular during its period of currency, now receives more attention.

Before proceeding further, let us recall the controversy raised by a statement in a well-known handbook with reference to the use of single or double plates in the production of the "King's Head" series. First I would like to make it clear that although double "Jubilee" lines clearly indicate the use of both Key and Duty plates, it does not necessarily follow that a single "Jubilee" line automatically proves the use of a single plate. Keen collectors of contemporary Leeward Islands issues understand full well that Duty plates are frequently found without a "Jubilee" line, yet in spite of that it has never been suggested that these stamps are the result of single plate working.

The BAHAMAS "King's Head" design differs from other similar Colonial issues in so much as the Territory name is part of the Key plate, *the value only being provided by the Duty plate*. Printed in sheets of 120 divided by a gutter margin into two panes of 60, the original set of 1938 appeared on a good quality wove paper with cream gum (Colonial copies frequently show the effects of gum discoloration).

By comparison with later printings the 1d. is best described as yellow-green, which shows up well against the blue-green of September 1942. A later release of December 1946 provided a stamp noted as deep green. This should be included in the shade series.

The 1d. rose-carmine needs no description, so we come to the 1d. grey of 1941, which was followed in September 1942 by a distinctive release in slate-grey. The final shade worthy of note is from the June 1950 printing and listed as pearl-grey (C.W.4a). Clear shade differences are found in the 1½d.; the original red-brown was followed in July 1945 by a release fairly described as brown. This shows up well against a printing of April 1948 noted as pale red-brown. Following the 2d. pale grey (which is by far the most difficult to obtain of the original colours) this value appeared during 1941 printed as rose-carmine; succeeding releases showing little change until April 1948, when a new printing listed as dull scarlet (C.W.7b) provided a welcome contrast. Copies of the 1941 rose-carmine are frequently found having the value in a very deep shade, and although of no great significance they always attract the attention of the philatelist.

May 1951 saw the introduction of a surprise—a third colour change! This time the 2d. appeared as yellow-green. Many collectors attempt to establish that two different printings exist, but there is little to support this contention. I agree that copies can be found showing easily visible shade difference.

In my possession are part sheets from the colony, and by comparison with the Crown Agents release they appear more or less a true green. Although official confirmation of two separate printings is lacking, collectors are advised to follow their own inclinations in this matter.

Leaving the original 2½d. blue, we come to the colour change of July 1943, which was two years later than changes for the contemporary 1d. and 2d. The new colour chosen was violet and, with the exception of the 1945 printing in bright violet, there is nothing else really worth serious attention. In spite of this shade, specialists may wish to take up the pale violet printing of April 1948. A usual feature of this release is the very poor inking of the value.

In July 1943 a colour change was made for the 3d., this assuming the blue of the former 2½d. The release of May 1944 produced a shade rather difficult to describe accurately, contrasting as it did with former and succeeding printings. In view of the April 1948 release in bright blue (C.W.12a) the description of ultramarine can be applied to this rather elusive stamp. This situation is frequently encountered in the placing of K.G.VI printings, whereby differing shades must be included but always prove extremely difficult to describe in a sensible manner.

Following the third colour change of the 2d., the February 1952 release of the 3d. followed suit and gave us rose-carmine. For shade specialists the September 1952 printing showing as pale rose-carmine is worth a mention. In view of the three colour changes of the 2d. and the 3d. can any reader provide details of the same conditions applying to any other Colonial stamps?

The handsome recess-printed stamps of large format produced in sheets of 60 (12 x 5) by Waterlow & Sons show pictorial scenes.

4d. This value features the well-known "Sea-Gardens". Of great tourist attraction, these beautiful marine growths are situated opposite Nassau in the Narrows between Hog and Athol Islands. These two islands help to create the natural harbour on the northern side of New Providence. The wonderful view of marine life is best obtained by means of the specially constructed boats with glass bottoms.

6d. Fort Charlotte, built to guard the western entrance to Nassau Harbour. The design draws attention to former troubled times when the colony frequently faced the threat of invasion by the Spaniards. The original buildings were commenced in 1787 and finally completed in 1798. The fort takes its name from Queen Charlotte, wife of King George III. (*Illustration enlarged.*)

8d. There can be no doubt that this striking stamp shows design and printing at its highest level. First issued during the reign of King George V, its purpose was mainly to pay the ½ oz. airmail rate to the U.S.A. (in 1935 the charge increased from 6d. to 8d.). Although strictly speaking not an official air stamp, there is no doubt that the design "Flamingoes in Flight" indicates the true purpose of the issue. The two "Rookeries" (which contain up to 2,000 flamingoes) are situate on Andros and Inagua. In the vignette several of these birds are shown flying over the sea, with the light-house at the south-west point of Great Inagua in the background. (*Illustration enlarged.*)

These pictorials show little real shade differences, the originals always proving easy to identify by virtue of a thicker paper and a heavy cream gum, later printings having thinner paper with the usual white gum. Subsequent releases of the 4d. had paler frames, whereas the 6d. changed from the original light blue to a blue of bright appearance. Neither value shows any real vignette shade difference.



Flamingoes in Flight

To attempt to sort out shade descriptions of the 8d. would prove futile, some printings having slightly varying centres and small shade differences of frame.

The 10d. orange of November 1946, introduced to pay the air mail rate to the U.K. needs no description, and we pass to the 1/- which, by virtue of variations in papers and shades, is extremely popular with collectors.

The release of this 1938 1/- black and carmine on a thickish chalky paper is

generally found with gum discoloration, which invariably affects the carmine ink of the value tablet.

At this stage I draw attention to a little-known "mystery" stamp which in no way resembles the original. Printed on white chalky paper (with clear gum) I prefer to describe this variety as grey-black and carmine of very good appearance. No actual date of release is known, but it seems most probable that the stamp was available during the latter part of 1941. No confusion should



Landfall of Columbus

arise in identification because the "mystery" stamp has the thickish chalky paper of the original and, insofar as following "chalkies" are concerned, the watermark does not show to the same appreciable extent.

Next we have the stamp always found in "wants" submitted to dealers in these issues (with little hope of success !). Listed as grey and scarlet (C.W.15a) on thin chalky paper, this item is seldom found, the majority of the printing having been used in the original release of the "Landfall" set. Although noted as grey, I consider brownish-black a more accurate shade description.

The war-time issues on thick, opaque ordinary paper may be placed into three differing printings, only two of which really justify inclusion. September 1942 brought the first release, black and carmine (C.W.15b); May 1943 gave us a printing having a very deep shade for the head plate. (I note this release is jet-black and pale carmine), and finally the March 1944 release provided a distinctive grey-black and scarlet of poor appearance, listed as C.W.15c.

This concludes the printings on ordinary paper, it only remains to point out to collectors the fugitive qualities of the scarlet inks used in the value tablets which, when exposed to moisture, frequently discolour the backs of the stamps.

April 1948 provided a release on new post-war thin, chalky paper, which I prefer to describe as brownish-grey and deep scarlet. A later printing of February 1952 is fairly noted as grey and deep crimson. Although these two printings are different in appearance, in order to avoid confusion I list them under a joint heading as C.W.15d.

At this stage I give a very strong warning to collectors attempting to complete the printings of the 1/-. On occasions the April 1948 release is offered to the unwary as the very scarce 1942 "thin paper" C.W.15a. There is no real resemblance and this keenly sought-after variety should only be purchased from a reliable source.

Properly written up, these differing 1/- values form a most interesting series.

No less interest is provided by the 5/-, and we commence with the relatively scarce issue of 1938, listed as pale lilac and blue on chalky paper. Distinguishing features are provided by gum browning and washed-out appearance of the colours.

Now we mention the rare and seldom encountered (or correctly identified !) lilac and blue on thin chalky paper of 1942, noted as C.W.16aa. This variety really wants some finding and is the "Keystone" of the series. In common with the contemporary 1/- the majority of the relatively small printing was used for the "Landfall of Columbus" commemoratives and very few copies exist without overprint.

In the case of difficulty in determining this important variety of paper and shade, valuable assistance can be obtained from the contemporary with overprint. The true C.W.16aa is identical in appearance. I do agree that the overprinting in some cases seems to alter slightly the shade appearance, but a good reliable guide is the thin chalky paper.

Always keep a good look out for this valuable stamp. It can be found. A few years ago at a London Exhibition, whilst examining a dealer's stock book, I came across a mint copy priced as a normal ! (Please do not ask whether I took advantage of this once-in-a-lifetime bargain !)

September 1942 gave a distinctive printing on thick opaque ordinary paper, noted as purple-lilac and blue (C.W.16a). Later releases of 1944 and 1946 differed in shade and, if desired, may be included. I prefer to describe the 1942 as purple-lilac and blue, the 1944 as purple and blue of very poor appearance, and the December 1946 release as reddish-purple and blue. The washed-out appearance of the printing of March 1944 is always an easy means of reliable, rapid identification.

Great care is necessary when "floating off" these stamps from cover or piece ; the purple inks prove highly fugitive and extremely susceptible to damp fingers.

A new shade on the post-war thin chalky paper was released in April 1948, with much improved appearance. Listed as deep purple and deep blue (C.W.16b), this stamp was followed during 1951 by a new release differing considerably in shade and best described as red-purple and bright blue (C.W.16c.).

To find the original £1 "Chalky" of 1938 is quite a problem. Listed as green and black (C.W.17) it appeared on a thickish, creamy paper with heavy cream or brown gum, which tended to produce a dull appearance. During 1943 this value was released on the war-time ordinary paper and, although listed as green (C.W.17a), a marked difference was apparent. No doubt many collectors prefer to adopt the description of bluish-green which, although not strictly accurate, serves to indicate the shade difference.

Whichever printings are taken up is a matter for the individual, always bearing in mind, if the collection is to be truly representative, it is necessary to have an example of both chalky and ordinary papers.

The "Landfall of Columbus" set issued October 1942 is really popular with collectors, the plate flaws, shade differences and varieties of overprint never failing to attract attention. It is generally accepted that two separate overprintings were made and the set finally withdrawn from sale during April 1943.

I wonder how many collectors noted a novel inaccuracy in the Official Notice of 3rd October 1942, which announced the forthcoming commemorative series. It stated " . . . all *current* issues of postage stamps of the Bahamas will be *surcharged*, etc. . . . " Since no stamps of this series exist with any *alteration to their original printed face value* and, in addition, *the 3d. blue had not been released for sale*, the Official Notice was extremely misleading. (No need to explain the difference between an overprint and a surcharge !)

The first overprinting was carried out on the current set, with the inclusion of the new 3d. blue, which, until the withdrawal of the commemorative issue, was not released without overprint. Great interest was aroused by the second overprinting which produced several marked changes, the 1/-, 5/- and £1 all appearing on ordinary paper. It is worth recording that the 1½d. of 1938 was used for both overprintings.

Identification of these issues should not present any difficulty, and we pass to the overprinted "Seal of the Colony" stamps.

Recess-printed in sheets of 60 (5 x 12) by Bradbury, Wilkinson & Co., the 2/- and 3/- first appeared in 1931. The common vignette shows a representation of the Great Seal of the Bahamas. This appears to have been taken from the Arms of the Colony, granted in 1728.

An engagement with pirate vessels is shown, with below a very appropriate motto "Expulsis piratis restituta Commercia"—"The Pirates expelled, commerce restored".

Although considerable doubt exists as to the identity of the vessel (flying the Cross of St. George) in the foreground it is known that any one of H.M. Ships Delicia, Milford and Rose, could be this Man-o-War. Can any reader help ?

In spite of their simplified catalogue listing these stamps always create confusion, and provide an extremely difficult subject to tackle in a lucid manner. Many slightly different shades exist of each value and we are not helped by the effect of the climate on the green inks used for the 3/- which in time tends to take on a yellowish tone.

The listed shades of the 2/- are quite straightforward, but unfortunately we have three stamps with differing centres for consideration. Listed as black and deep blue, it could perhaps be better described as royal-blue, with a centre not always appearing as a true black. The well-known release having the slate-purple centre has a frame which may be described as dull-blue, serving to distinguish this shade variety from another having a colder shade of blue and a brownish-black centre.

A great deal of misunderstanding exists among the majority of collectors when identifying the scarce shade variety described as black and green, the true stamp always proving no less difficult to identify than to obtain.

Because in the collection one has two stamps obviously differing, the presence of the scarce shade must not be taken for granted. Once satisfactorily identified the stamp always remains in the collectors' mind, the true black centre lacking any influence of slate and the bright appearance of the frame always proving outstanding.

It is not the intention of the writer to deal with the un-overprinted "Seal of the Colony" issues since, strictly speaking, they did not form part of the King George VI definitives. I consider it sufficient to point out that earlier printings (1931-41) have a thicker paper with a yellow-brown gum, whereas later printings have a thinner, whiter paper with relatively colourless gum.

In conclusion, I emphasize that if a collection is formed to include all the items mentioned in this article, not only will the collector merit a real pat-on-the-back but in addition will possess a real gilt-edged holding !

A comprehensive article by the same author dealing with the Plate Flaws present in the King George VI De La Rue printings appeared in the February 1959 *(English section) of "Stamp Magazine"—Editor.*

GIBBONS' STAMP MONTHLY, Apr. 1964



Bahamas "Freedom from Hunger"

ASTOUNDING "MISSING COLOUR" FIND

This type of error is normally associated with multicolour gravure issues—it's particularly rare to find it in a modern two-colour stamp, and this makes the new Bahamas find particularly interesting. Thirty-four different Colonial territories issued stamps last summer for the Freedom From Hunger campaign, all in the same design and printed by Harrison—and this is the only error discovered.

Just one sheet must have slipped through, right to the Bahamas—a completely "anonymous" sheet, for the inscription "8d. BAHAMAS" was omitted! The dull sepia of the background was no doubt the reason.

At any rate, when the stamps were issued last June in the Bahamas, a sheet (60 stamps) was bought for use on the mail of the Royal Palm and Cottages Hotel at Coral Sands. After some had been used, the error was noticed.

The purchaser guessed he had something good. He tried to get back the letters and cards he had posted (he failed except in one instance) but so far as the remainder of the sheet was concerned, all he could think of was that when the U.S. Post Office heard about the Dag Hammarskjöld inverted background error they printed it again in millions! Remember, this was hot news at that time. He therefore kept quiet, very quiet, about what he had found—and waited. Waited to make sure no more turned up. Waited until the stamps were obsolete. Of course he need not have worried so much—it is hardly likely the Bahamas P.O. or the Crown Agents would have considered reprinting an error—but the result is that the part sheet he had left and which our Publishers have now been fortunate enough to secure represents a very rare and interesting piece of modern philatelic property.

We showed it intact at "Stampex", but it has since been broken up.

BAHAMAS

STAMP COLLECTING, Oct. 5, 1951

K.G. VI *Study Circle*

Flaws on the Bahamas King's Head Type

By H. MORETON BLACK

LIKE the key-plate type of the Leeward Islands, the current King's Head typographed stamps of the Bahamas offer a fruitful field to the hunter after varieties, and it is a field which seems to have received very little attention from specialists so far.

These stamps are printed in two operations, but the printers have succeeded in matching the colours so well that this fact is seldom obvious. It can be seen clearly in the original printing of the ½d. value, and, of course, in the 1s. and higher values where the duty is printed in a second colour. Thus a flaw in the head-plate, or main part of the design, can be sought in all values, whereas a flaw in the duty-plate, or value, will be found in one denomination only. My study of the Landfall overprint revealed a considerable number of flaws in both plates of the basic stamps, and the list which follows may form a useful starting point for other collectors who specialise in the Bahamas. The presence of so many head-plate flaws (which can be traced in all values) make it difficult to accept the statement on page 90 of Mr. H. G. D. Gisburn's valuable handbook, "Postage Stamps and Postal History of the Bahamas", in which he says that "Single plates combining the design and duty were manufactured for all values except the 1½d., 2d. and 3d., for which separate key and duty plates were employed, as indicated by the double marginal lines surrounding the panes." It seems clear to me that the same head-plate was used for all values, and that the 1½d., 2d. and 3d. duty-plates are the only ones which happen to have a "Jubilee line".

All values are printed in a sheet of 120 stamps, arranged in two panes, each with ten horizontal rows of six stamps, and so far only Plate 1 has appeared, in the usual place, above stamp 2 of the left pane, and below stamp 59 of the right pane. As in my article on the Leeward Islands flaws I have again tried to draw the difficult line of demarcation between major and minor flaws.

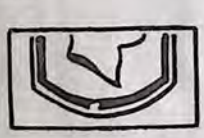


Fig. 1



Fig. 2



Fig. 3



Fig. 4

A. Head-plate Flaws

1. Major. Stamp 58 of Right Pane. White dot in the frame round the King's head, just below the point of the neck. (Fig. 1.)

This flaw can be found on all values to the 5s. (and no doubt also on the £1) including all the obsolete colours, but I have not seen it on the 10d. value. It seems to have been present almost from the start, as I have not seen an early sheet without it, except in the case of the 1½d. value. For a long time I believed it did not occur on the 1½d., but recently I found it on a later printing which I judge to be about 1943. All early printings of the 1½d. with brown gum do not have the flaw. The flaw can, of course, be found also on the provisional 3d./2½d. blue and on all values of the Landfall series except the 1½d., of which I have not seen a Landfall sheet with the flaw. This seems to prove that the flaw was not corrected before 1942, and its failure to appear on the 10d., issued in 1946, suggests that corrections was effected between these two years. To explain the exception of the 1½d. value I suggest that this value was one of the first to be printed from the head-plate in 1938, and that the damage occurred between this and the printing of the other values. That a very large initial printing of the 1½d. was made is proved by the fact that there were sufficient sheets of the original printing on hand in 1942 to satisfy all the demands of the Landfall issue, in which the 1½d. value is found only with brown gum. Thus there would not be a further printing of the 1½d. until about 1943, when the flaw would occur for the first time on this value.

2. Major. Stamp 13 of Right Pane. White dot in base of King's neck. (Fig. 2.)

This flaw is so similar to the last that I have been inclined to think that they may both be secret marks of the printers. This flaw occurs on most of the current printings, and I have it on the 1d., 1½d., 2d. red, 3d., 10d. and 1s. The intriguing thing is that this flaw seems to take over from the last, for in the sheets which I have examined it does not occur on any sheet which has the dot on stamp 58. All the sheets which I have seen (except the new 2d. green, which has neither) have either the white dot on stamp 58 or the similar dot on stamp 13, but never both.

3. Minor. Stamp 1 of Left Pane. Break at top left corner of the frame.

Like the dot on stamp 58, this flaw can be found on early printings of all values (including the Landfall) except for the 1½d.

4. Minor. Stamp 41 of Left Pane. Break below BA in frame round BAHAMAS.

5. Minor. Stamp 52 of Left Pane. Break in the second line below the H in BAHAMAS.

6. Minor. Stamp 55 of Left Pane. Damage to, or rounded bottom left corner of frame. All early printings except the 1½d.

7. Minor. Stamp 40 of Right Pane. Clear break (sloping up to left) in the outer frameline above AH of BAHAMAS.

B. Duty-plate Flaws

½d. Green:

1. Minor. Stamp 5 of Right Pane. Also on Landfall. Nick in the top of the right leg of the first N. (Fig. 3.)

2. Minor. Stamp 9 of Right Pane. Also on Landfall. Similar nick in top of right leg of second N.

3. Minor. Stamp 4 of Left Pane. Early printings. Base of P sliced off obliquely. (Fig. 4.)

4. Major. Stamp 52 of Left Pane. Also on Landfall. Thin L. (Fig. 5.)

This letter is obviously thinner than the others and seems to be a substitute. I feel sure that very many letters have been substituted from time to time in this series and that this subject would make a most interesting study. Flaw No. 4 of the 1d. is particularly interesting in this connection.

5. Minor. Stamp 52 of Left Pane. Early printings. Left leg of H sliced off at base.

(*Continued overleaf*

30

(continuation.)

Bahamas Flaws (*Continued ~~from page 75~~*)



Fig. 5



Fig. 6

This damage is found on sheets which do not show the thin L which is on the same stamp. There is a white spot in the base of the L and also a dent in the value frame above the P.

6. Minor. Stamp 54 of Left Pane. Also on Landfall. Base of E bent upwards and lengthened.

7. Minor. Stamp 55 of Left Pane. Early printings. Damage to base of L and F. (Fig. 6.)

Present in 1938 printing, retouched later.

1d. Grey :

1. Minor. Stamp 1 of Left Pane. Also on Landfall. ONE slopes up from left to level of PENNY.

2. Minor. Stamp 37 of Left Pane. Also on Landfall. Large break in the top of P.

3. Minor. Stamp 57 of Left Pane. Also on Landfall. White dot in the base of E of PENNY.

4. Major. Stamp 6 of Right Pane. Also on LANDFALL. Damaged Y in PENNY.

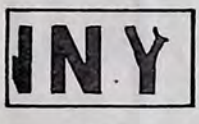


Fig. 7

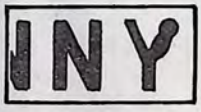


Fig. 8

This is a most interesting flaw as it can be traced back to the 1d. red, which shows the right arm of the Y badly dented and short (Fig. 7). In early printings of the 1d. grey (and also in the Landfall) it appears as a thickened right arm (Fig. 8), which may be a clumsy correction. In later printings a new Y was substituted which is thinner and also squint compared with the other letters (Fig. 9).

5. Minor. Stamp 46 of Right Pane. Also on Landfall. Base missing to right leg of N in ONE.

1½d. Brown :

1. Minor. Stamp 60 of Left Pane. Also on Landfall. Damage to H of THREE and C of PENCE broken at base. The damage to the C occurred first, and both were corrected in later printings.

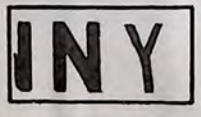


Fig. 9

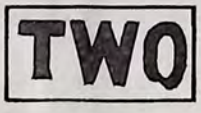


Fig. 10

2d. Red :

1. Major. Stamp 18 of Right Pane. Also on Landfall. Short T in TWO. (Fig. 10.)

This is the best-known flaw of all and is listed in the Scott catalogue. It can be found on the 2d. grey and in several shades of the red. The correction thickened the base of the T, as can still be seen on the new 2d. green. The base of the O is also dented, and this is still seen on the green.

2. Minor. Row 10 of both panes. Also on Landfall. "Shadow" or apparent doubling of value.

The bottom rows of the 2d. and 3d. often show a shadow effect above the words of value, and this has been taken for a double printing of the value. It is probably caused by a slight amount of flapping of the paper during printing.

2½d. Violet :

1. Minor. The shape of the 2 in ½ varies in several stamps and the top is sometimes bent inwards.

1s. Black and Red :

1. Minor. Stamp 2 of Left Pane. Also on Landfall. NE of ONE both broken at base. (Fig. 11.)

This flaw is not visible on the 1938 printing, but it is on the 1941 thin paper and later printings.

2. Minor. Stamp 7 of Right Pane. Also on Landfall. O of ONE dented at top. (Fig. 12.) Still on the current stamp.

£1 Green and Black :

1. Minor. Position Unknown. O of ONE dented and flat at top.

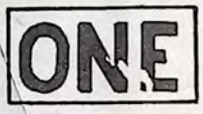


Fig. 11

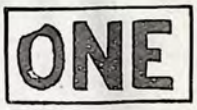


Fig. 12

BAHAMAS.

PHILATELIC MAGAZINE. NOV. 8, 1968.



Commonwealth Parliamentary Conference in the Bahamas

Four attractive stamps, lithographed in multicolour, were issued by the Bahamas on October 31st, to commemorate the Commonwealth Parliamentary Conference being held at Nassau between November 1st and 8th.

It is the 14th Conference of the Commonwealth Parliamentary Association, which was founded in 1911 as the Empire Parliamentary Association and changed its name to the present version in 1948-49.

The main objects of the C.P.A. are to promote understanding and respect for parliamentary institutions, the rule of law and human rights of the individual, whatever his or her race, religion or culture. The present Constitution of the Association was drawn up at the first General Meeting in Wellington, New Zealand, in 1950, was revised 11 years later and further amended in 1967.

The C.P.A. has 87 branches, and a member of any legislature where a branch has been formed may become a member of the Association, but if he ceases to belong to the legislature he can apply for Associate status. The Conference at the Bahamas is being attended by 158 Ministers and Members of Parliaments throughout the Commonwealth.

The Chairman is the Hon. Lynden O. Pindling, M.H.A., Prime Minister of the Commonwealth of the Bahama Islands, and the Minister for Tourism and Development.

There will be special interest in the discussions about race relations, because, as the Commonwealth is a multi-racial society, the debate between delegates who share a common parliamentary background is expected to make a notable contribution to what has become an almost worldwide problem. As there are nations in the Commonwealth which are struggling against under-development and over-population the matter of economic aid will be discussed at length. The subject of economic growth also will come up for discussion in two sessions, as will the future of parliamentary government.

The first Conference since World War II was held in London in 1948, and since then Conferences have taken place in Wellington (1950), Ottawa (1952), Nairobi (1954), New Delhi (1957), Canberra (1959), London (1961). Since that date there has been an annual Conference, the venues being Lagos, Kuala Lumpur, Kingston, Wellington, Ottawa and Kampala. Next year Port-of-Spain, Trinidad and Tobago, has been chosen, and then follow Pakistan (1970), Commonwealth of Australia (1971), Zambia (1972), the United Kingdom (1973) and Ceylon (1974).

The stamps, all in upright or horizontal rectangular format, were designed by John E. Cooter, and are printed in sheets of 50 (either 5×10 or 10×5) by Format International Security Printers Ltd., of London, S.E.5.

The 3 cents shows a view of the Legislature Buildings at Nassau; on the 10 cents can be seen the Bahamas Mace and Big Ben, in London; the 12 cents depicts the local straw market; the 15 cents shows a local horse-drawn surrey with a fringe on top.

BAHAMAS

THE PHILATELIST, Feb. 1966

The Locally Overprinted Bahamas Special Delivery Stamps of 1916-1917

By M. H. LUDINGTON

A NUMBER of articles have appeared at various times on the first issue of Bahamas Special Delivery stamps, but the recent acquisition by the writer of a number of covers, albeit philatelic, and two complete sheets has resulted in some new discoveries, and at the same time has unfortunately complicated the identification of the printings.

Briefly stated, the history of the stamps is as follows. On January 1st 1916, at the request of the Bahamas Government, a special delivery service was inaugurated between the Bahamas and Canada. The agreement called for a very unusual method of carrying out the service, in that 5d. Bahamas stamps overprinted "SPECIAL DELIVERY" were to be supplied to the Canadian Post Office and affixed by their postal clerks alongside regular Canadian stamps of the amount required to pay the normal postage, at that time 2 cents plus 1 cent War Tax. The agreement stipulated that only 600 overprinted Bahamas 5d. stamps were to be made available at four Canadian Post Offices; Ottawa, Toronto, Westmount (Montreal) and Winnipeg. According to a letter of May 2nd 1928 from Mr. H. E. Atwater, Financial Superintendent of the Post Office Department of Canada, quoted by Mr. D. B. Armstrong in an article in *"Stamp Collecting"*, about 430 of the stamps were actually distributed; and the usually agreed date of issue was May 1st 1916. It seems, however, that the Canadian Post Office discovered a few months later that the stamps were being used for philatelic rather than legitimate business purposes, for most of the special delivery letters were being sent to a few individuals in Nassau. They also learned that stamp collectors had successfully persuaded the Bahamas Government to make a further printing of the stamps which could be bought at the Nassau Post Office. Both these events being contrary to the agreement, the Canadian Post Office cancelled the arrangement and ordered that the balance of the Bahamas stamps in their four post offices be sold in any way as soon as possible.

According to H. E. Huber in *"The Stamp Lover"* of November 1930, the date of issue of the second printing, placed on sale in Nassau, was January 27th 1917, which would mean that the agreement was cancelled a short time later. However, from the evidence of my covers I believe that the cancellation took place about six weeks earlier, between December 14th and 20th 1916. On eight covers posted in Toronto between October 31st and December 14th 1916, the Bahamas Special Delivery stamps were all cancelled in Toronto, and the only Nassau date-stamps are on the backs of the covers. On the other hand, all covers posted on and after December 20th 1916 show that the Bahamas stamps were carefully left uncancelled by the Toronto Post Office, and were only cancelled on arrival in Nassau. Such a change of procedure by the Toronto Post Office at this particular time must, in my opinion, have been on the specific orders of the Canadian Post Office Department in Ottawa, and certainly seems to indicate that the Bahamas stamps were no longer recognised as valid in Canada for paying the special delivery fee.

Thus the second printing must have been made and placed on sale earlier than the end of January 1917, perhaps at the beginning of December 1916. However, this second printing is not the "second printing" described in all earlier articles on these stamps, but a previously unknown intermediate printing, so that the former "second printing" must now become the third. Its date of issue was probably March 1st 1917, the date given to the former "second printing" by most writers except Huber.

It has long been known that the position of the word "SPECIAL" in relation to the word "DELIVERY" varies slightly from stamp to stamp in the sheet, and that the setting of the overprint was carried out in 30 units at a time, requiring a sheet of 5d. stamps to be passed through the press twice. Thus stamps nos. 1 and 7, 2 and 8, 3 and 9 and so on to 53 and 59 and 54 and 60 have identical overprints. This has now been found to be the case in all three printings.

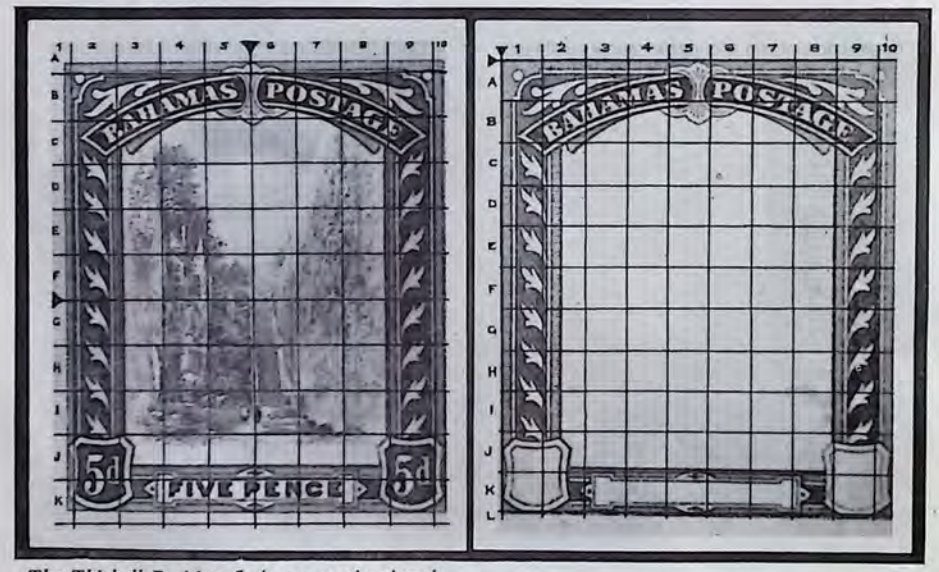
The first printing, sent to Canada, was of 600 stamps, or 10 sheets, and as far as is known at present appears to have consisted entirely of overprinted 5d. stamps in black and orange (shades), Vignette Plate 1, watermark Crown and CC of January 1903. The newly discovered second printing, the size of which is still unknown, and the third printing of 6,000 stamps, or 100 sheets, are found on both the 5d. black and orange, Vignette Plate 1, and the 5d. grey-black and bright orange, Vignette Plate 2, the latter being apparently somewhat commoner. The second printing is known both mint and used, but seems to be considerably scarcer than the third, and used examples that have been seen have all been cancelled during 1917, at Nassau of course. The third printing, which is known to have been primarily intended for collectors, is much more common mint than used, and mint blocks and even complete sheets on both Vignette Plates can still be found.

Thus each stamp in the sheet can be found with three settings of the overprint, in which the positions of the two words in relation to each other are different. In addition, each overprint in the sheet in the second and third printings can be found on stamps with two different Vignette Plates. From all this it is obviously necessary to plate the stamps themselves not only to determine their actual locations in the sheet but also to identify the printings of the overprint.

Although Vignette Plates 1 and 2 were used by the printers, De La Rue and Company, for a number of other stamps which are easier to find in complete sheets, the states of the plates were found to be different, and it proved impossible to use them to plate satisfactorily the printings of the 5d. employed for the Special Delivery stamps. It was not until complete sheets of the third printing of the overprint on both Vignette Plates became available that the stamps could be plated, and the plating varieties have been used to identify single stamps of all three printings of the overprint. As a further check a number of plating varieties have been found on the frame plate, but as these are, of course, printed in orange, many of them are difficult to see, particularly in the bright orange shade which is not always as clearly printed as it could be.

BAHAMAS QUEEN'S STAIRCASE, VIGNETTE PLATES 1 & 2, PLATING VARIETIES

These are located by means of the Thirkell Position Finder. Since the stamps are bi-coloured and the Vignette Plate has no frame, and many varieties are in other areas of the stamps, place the Finder as follows: 1. Line F/G across the top step of the staircase; 2. Line 5/6 on the left end of the top step. The line should also just touch the left side of the right figure near the foot of the staircase. Stamps which have Frame Plate flaws, listed separately, are marked with an asterisk after the sheet number.



The Thirkell Position finder correctly placed on the Queen's Staircase vignette. The frame of the stamp has been included only to help in approximately locating outlying varieties.

The Thirkell Position finder correctly placed on the Queen's Staircase frame.

VIGNETTE PLATE 1

Sheet No.	Description and location.
1 *	Dot A9. Faint scratch D9-10 to No. 2. Horizontal scratch 17-8 curving down at R end.
2	Dot A5. 2 dots A10. Lines of sky faint CD5 (scratch removed). Scratch D1-2 from No. 1. Faint diagonal scratch (NE-SW) K4. Ditto K5. Both to No. 14.
3 *	Diagonal scratch D5-E5-6. Faint vertical scratch DEFG5 (R side).
4	Shifted Transfer. Upward shift in both cliffs, especially down L side of L cliff and R side of R cliff. Very slight traces in foreground, including doubling of bottom step.
5 *	Dot in sky E6. Dot J3.

6 * Shifted Transfer of Frame *(q.v.)*.

7 * Scratch (NW-SE) A1-2-B2. Scratch (NE-SW) A8-B7. Faint scratch (NW-SE) CD2. Dot in sky C5. Faint scratch (NE-SW) J7.

8 Curved horizontal scratch K8-J9. Short horizontal scratch A8.

9 * Dot A3. Short horizontal scratch B10. Dot D10. Diagonal scratch (NW-SE) J4-K4-5 to No. 21.

10 * Curved flaw A2. Traces of vertical scratches FGHIJ6. Short vertical scratches I1 and J1. 3 dots J6.

11 * Faint scratch (NE-SW) DE6. Small flaw F1. Faint vertical scratch J6.

12 Shifted Transfer. Upward shift in both cliffs, especially L of large tree trunk at upper L. Traces throughout both cliffs, including bottom of right balustrade.

13 * Flaws C1, D1, I1, J1, K1.

14 * Faint diagonal scratches (NE-SW) A3 and A5-4 from No. 2. Faint curved scratch C8-10 to No. 15. Faint diagonal scratch (NE-SW) E5. Faint diagonal scratch (NE-SW) H9-I8-J8.

15 Scratch B9-C10 to No. 16. Scratch from No. 14 C1-4-D4-7. 2 dots H1. Faint vertical scratch J7.

16 * Scratch from No. 15 D1-E1-2-F2. 2 short vertical scratches D5. Short vertical scratch F6. Dot J3. Scratch J3-6. Scratch (NW-SE) K8 to No. 28.

17 * Faint dot on line IJ8. Dot K6.

18 * Dot A1. Faint horizontal scratch A1-10 (double A5-8). Flaw K10.

19 * Faint horizontal scratch A1-4. Vertical scratch CD2. Vertical scratch GHIJ2 (far R side). Vertical scratch IJ3. Dot I10. Dot on line J5-6. Dot J6.

20 Curved horizontal scratch B7. Dot on line DE1. Dot D9.

21 Smudgy dot A2. Faint scratch (NW-SE) from No 9 A5-B5-6. Faint dot B4. Faint horizontal scratch B6-9. Faint vertical scratch C8. Dot E10.

22 Dot C6. Dot D6. 2 to 4 vertical scratches CDEF6 and trace H6. Small flaws FG1-2.

23 Dot on line A2-3. Dot A5. Faint horizontal scratch A7-8. Double vertical scratch E5. Dot G2.

24 2 dots E2. Dot on line H19. 2 dots J5. Dot J8. Double vertical scratch J8.

25 2 dots on line EF1. Short vertical dash G1. Scratch G2-H2-3-I3-J3-K3-4 to No. 37. Dot H1. 2 small dots on L balustrade H5-6. Dot J4. Faint horizontal scratch J8-9. Faint vertical scratch on line JK8-9 to No. 37. Dot K3.

26 Vertical curved scratch B2. Dot A3. Dot E6. Horizontal scratch H9.

27 * Dot F9 near line EF. Dot I5 below L figure.

28 * Faint scratch (NW-SE) A8 from No. 16. Flaw E5. Horizontal and diagonal scratches J7-8.

29 Faint horizontal scratch B8-10. Dot E2. Dot H10.

30 * Dot A6. Vertical scratch A7. Short horizontal scratch C3. Minute diagonal scratches J6 NE of positioning dot. Short vertical scratch J8.

31 Faint flaws E6. Vertical scratch EF9. Diagonal scratch (NW-SE) on R balustrade H6. Faint diagonal scratch (NE-SW) K9-10. Faint vertical scratch on left balustrade H5-6.

32 Shifted Transfer. Slight upward shift of upper part of R cliff, most clearly seen in the dots and dashes to the R of the shrubbery on the top of the cliff. Difficult to see unless printing is sharp. Check by "acute accent" J2; faint horizontal scratch on line IJ8; dot K3; faint horizontal scratch K4-5.

33 Short vertical scratch B8. Dot B9 (upper R corner). Diagonal scratch (NE-SW) H10-I10-9-J9-8. Diagonal scratch (NW-SE) J8-10.

34 * Two "acute accents" C6. Two to four broken vertical scratches CDE6. Vertical gash I6 in bottom steps.

35 * Dot B7. Flaws B10. Two faint scratches K8 (one to No. 47).

36 * Flaws B5. Vertical scratch E5 in trees, with trace K5.

37 Two dots A1. Scratches A4 and ABC8 from No. 25. Scratch C8-9-B9-10 to No. 38. Dot on line DE1. Faint diagonal scratch G1-2. Dot H1. Flaw I1. Diagonal scratch H9-10 to No. 38. Dot on line IJ9. Dot J9.

38 Scratch B1-2 from No. 37. Scratch D8-9-E9-10 to No. 39. Dot D10. Faint scratch H1-2-G2 from No. 37. Flaw K10.

39 Flaws A10 (at top). Flaw on line CD5. Large flaws E5 (Constant?).

40 Shifted Transfer. Leftward and slightly downward shift, especially noticeable in the upper part of the R cliff and to a lesser extent throughout the rest of the R cliff. Large tree trunk at upper L partly double. Slight doubling of portions of R balustrade and steps.

41 Vertical scratch on line E5-6. Heavy vertical scratch H8. Short vertical scratch J6. Flaw on line K1-2. Dot K5.

42 * Short horizontal scratch on line EF8-9. Broken vertical scratch J7, K7.

43 Two faint dots C9. Three faint scratches (two diagonal, one horizontal) E8-9. Horizontal scratch I8-9.

44 * Double vertical scratch A3. Flaw A3.

45 * Faint diagonal scratch (NE-SW) A4-6. Dot on line DE6. Vertical scratch on line K6-7.

46 Two to four vertical scratches CD6. Diagonal scratch (NW-SE) A2-B2-3, D4-5-E5-6-F6. Traces of faint horizontal scratches K2-9.

47 * Small dot D5. Small dot K7.

48 * Faint diagonal scratch F1-2. Faint flaw F10. Double dot J5. Dot on line JK7.

49 * Scratch ABCD5-DE4. Flaw and dot B1. Scratch B4-6. Faint horizontal scratch B4. Vertical scratch B7. Flaw C1. Short horizontal scratch C3. Dot D1. Faint flaw E1. Dot H1. Flaw J1. Diagonal scratch (NE-SW) G7-H7-I6-J6 (double in IJ6). Dot K6.

50 Shifted Transfer. Slight shift to the R of the central and lower portions of both cliffs. Traces in top part of L balustrade and central part of R balustrade.

51 Two dots B9. Flaw C5. Flaw J5.

52 Faint flaws A9-10. Short vertical scratch on line D5-6 (sometimes double). Short vertical scratch F6. Short double vertical scratches J5 and J6.

53 Short vertical dash A6. Short vertical dash A7. Flaws DE9. Flaws J7. Diagonal scratch (NW-SE) E5. Dot I2.

54 * Two heavy dots I6 on left balustrade. Diagonal gash (NW-SE) J7. Dot K6. Dot K8.

55 Dot C5. Diagonal scratch (NW-SE) C9-10-D10 to No. 56. Dot D6. Vertical scratch EFG10. Dot H9 close to line GH.

56 Shifted Transfer. Shift leftward and slightly upward, very noticeable left of large tree trunk at upper left and in adjacent areas, but becoming less extreme towards the bottom of L cliff. Only slight shift visible on R cliff. Line of R balustrade extended upward opposite bottom flight of steps, but this is probably a master plate scratch.

57 * Faint vertical scratch F6. Faint scratch J7. Dot K8.

58 * Vertical scratches: Two in CD6, three in DE6, one in F6, one in J6. Heavy vertical scratch J6.

59 * Double positioning dot on line B5-6. Short scratch D9-10. Faint scratch E9-10. Dot G2.

60 * Faint short vertical scratch BC5 (L side). Flaws B10. Three dots on L balustrade, one on line H5-6, two in H6. Faint flaws K9. Two flaws J3. Dot K10.

VIGNETTE PLATE 2

Sheet No. — Description and location.

1 * Short curved horizontal scratches J4-5.

2 Dot H2 (lower L). Dot B3 (at top).

3 * Dot B5 (L side). Three dots C9 (two upper L, one lower L).

4 Shifted Transfer *(see Vignette Plate 1).*

5 * Dot A10 (lower L). V. faint vertical scratch H9. Curved horizontal scratch A8-9.

6 * Shifted Transfer of Frame *(q.v.).*

7 * V. faint horizontal scratches A1-10, B8-10. Dot A2. Dot B2. Dot B5. Faint dot J4. Dot J5.

8 V. faint horizontal scratches A1-4, A7-10, B1-4.

9 * V. faint horizontal scratches A1-8.

10 *

11 * Short diagonal line (NE-SW) A8.

12 Shifted Transfer *(see Vignette Plate 1).*

13 * Dot on line FG10. Flaw GH2 (extreme R side).

14 * Small dot E6.

15 Short diagonal scratch J9.

16 * Faint scratch (NE-SW) J8-9.

17 * Faint dot on line J6-7.

18 * Dot on lines CD5-6. Dot D2.
19 * Dot I10 (upper L). Faint dot J5 (upper R).
20 Dot D10 near top.
21 Faint horizontal scratch F9-10.
22 Small flaw D9.
23 Curved vertical line DE5. Flaws H6 on balustrade.
24 Vertical scratch KL9 (double in part) to No. 36.
25 Faint dot B7. Horizontal scratch, faint in parts, I2-3 and I7-9.
26 Dot D2. Heavy dot I9. Faint traces of horizontal scratches J1-5, J7. Two faint dots J4.
27 * Faint horizontal scratches J2-7. Short vertical scratch J7. Dot J7.
28 * Dot J10.
29 * Multiple horizontal scratches IJ3. Curved horizontal scratches J3-4 and J6-7.
30 * Horizontal scratch J3-4. Horizontal scratch J5. Faint horizontal scratch J6-7. Faint dot K8. Three dots K9.
31 Dot C7 (at top).
32 Shifted Transfer *(see Vignette Plate 1)*. Check by flaws BC4 (L side); dot C7 (upper R corner).
33 Dot B9 (upper R corner). Dot K6 (L side).
34 *
35 * Dot A4 (R side). Dot A9. Faint horizontal scratches J5-8.
36 * Double vertical scratch A9 from No. 24. Small flaw J9. Two dots K4.
37 Small dot B5. Curved vertical scratch CDE9. Heavy dot H7. Small flaw K3 (upper R corner).
38 Faint horizontal scratches B2-8. Dot C9. Short horizontal dash H9 (lower L corner). Short horizontal dash K8 (at top). Curved horizontal scratch J5-6.
39 Short diagonal scratch (NE-SW) J6 (lower L corner).
40 Shifted Transfer *(see Vignette Plate 1)*.
41 Vertical scratches CD9-10. Faint vertical scratch on line E5-6. Faint vertical scratch IJ2. Small flaw K9.
42 * Three dots B2. Faint dot E2. Dot D9 (upper L corner).
43 V. faint flaw H3. "Acute accent" K6.
44 * Faint curved horizontal scratch J3-5.
45 * V. faint dot A8.
46 Faint vertical scratch J3.
47 *
48 * Dot A9. Dot B1 (R side). Dot E6.
49 * Flaws A1, B1-2, C9-10, D9-10, H9, H10, J8, K7. Dot E5. Dot on line HI10.
50 Shifted Transfer *(see Vignette Plate 1)*.
51 "Acute accent" I6 on balustrade. V. faint scratch J2-4-K4-5. Faint curved diagonal scratch (NW-SE) J6-7.
52 Two faint dots G9. Two dots K10 (L side).
53 Flaws CDE2. Faint flaws J6.
54 * Dot E10. Small flaws JK3.
55 Faint horizontal scratches: One in C3, trace in C5, three in C7-10. Flaw C3 (upper R corner). Dot on line I2-3.
56 Shifted Transfer *(see Vignette Plate 1)*.
57 * Faint horizontal scratches C1-3. Prominent flaw C3. Dot F9. Faint diagonal scratch (NE-SW) H8-I8-7-J7.
58 * Faint dot D9 (at top). Faint dot F9 (upper L corner). Dot I8 (lower R corner). Small flaws J10.
59 * Horizontal scratch D8-10.
60 * Two dots B9. Dot B10. Flaws BC10. Flaw E10.

(~~To be~~ Continued)

British Caribbean Philatelic Journal.
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BAHAMAS.

BAHAMAS NEWS AND NOTES.

by Gale J. Raymond.

Perhaps one of the rarest "modern" Bahamas TRDs is the single-ring (30mm) inscribed "Man-O'-War Cay", in letters upper and lower case. Previously, only a partial strike on a loose stamp had been reported. Moreton Black has now turned up a fine commercial registered cover to Nassau, bearing a fine strike of this elusive TRD on the front and one on the back, dated 22 APR 1949. It appears now that this TRD was in use about April-June 1949 (Type C-1). Oddly, the more common large 3 ring TRD (Type 3C) encompassed this period. I have a cover with the latter TRD very sharp (new?) dated Feb. 1949, and other covers reported have dates up to May 1953. The 3-ring type has not been reported in use during the April-June 1949 period. One theory is that possibly some mechanical defect caused the 3C type TRD to be sent to Nassau for repairs, with the C-1 type issued for the interim. Neither type is at that p.o. now. Other theories would be welcomed.

It is known that in recent years (circa 1949), TRDs were briefly used at ROSES and HATCHET BAY, according to their sub-postmasters. Can any reader supply details of those datestamps? As yet no reports have been received. The Bimini 3SL(3 straight lines), TRD is presentlyin full-time duty, together with any and all available other Bimini datestamps, in an unending attempt to cancel the staggering piles of picture postcards and letters now posted daily by the tourists over to Bimini from the Miami Beach hotels. The hotels presently include a free trip "abroad" (to Bimini!) for their guests, a one-day journey total. Steel datestamps are on order, but have not arrived yet. A new American-made Bimini TRD is simply another copy of type 2C-1, but this time the lettering is very neatly aligned, not so "higgledy-piggledy" as the first one.

A Forces cover shown me by Moreton Black, an RAF "OHMS" cover dated May 17, 1943, bears an unusually large rubber stamp marking, a 2-lined circle inscribed "R.A.F. STATION NO. 111/ NASSAU, BAHAMAS", with "OFFICIAL MAIL" across the center. The use of this mark was discontinued by Jan. 1944, undoubtedly at behest of Security. It is most unusual for a place-name to appear in a British Forces WW-II postal-marking, and further information is badly needed.

President Kennedy and Prime Minister McMillan are to meet Dec 19th, 1962 in the Bahamas, and it is hoped some special postal marking will be utilized for the occasion, as was done in Bermuda. Although the Bahamas "Nassau Centenary" stamps were withdrawn from sale at the G.P.O. Nassau on 29 July 1962, the stamps are still appearing on commercial mail now late in November! The latest comes in from LONG CAY, where there is apparently still a small supply of the 8d. value at least.

"The Grapevine" suggests we ask member William Britton Stitt to write up the discoveries he made on postal markings in a huge lot of official covers which came his way! Please?

In replies to queries regarding Dr. Walter Hess, I can report he is alive and well, still traveling abroad annually, although his home now is in Guadalajara, Mexico. Dr. Hess, an American citizen, went out to Nassau a few years before WW-1, as Colonial Surgeon to the British Government, then stayed on in private practice there. Thirty five years later he retired to Mexico, where he still continues philatelically active. In Nassau, he was Exchange Manager of the now defunct Bahamas Philatelic Society, in which capacity he serviced a great many FDC and first flight covers for collectors worldwide. His name will long be remembered as the leading collector in Nassau, always ready for a "stamp-session" with visiting philatelists.

Gale J. Raymond.

35

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BAHAMAS

PHILATELIC MAGAZINE 4 July 1965

Bahamas Queen Elizabeth General Issues

By DAVID POTTER

MORE than 100 islands, cays and rocks are the home of some 150,000 people, and form the Bahamas. With 915,273 visitors in 1967, and an estimated million plus last year, coupled with favourable commercial and financial laws, these islands in the sun are now popular in every sense of the word. Mail flows at an ever increasing rate with over 2½ million internal and nearly 23 million international pieces handled in 1967. Whatever one's opinion about the frequent special series, it is clear that the definitives are not only needed but used. Since the beginning of the present reign, there have been five such long sets, and to examine the reasons why, is my purpose here.

A new reign, and a new series normally requires a great deal of artwork. Here the Bahamas were fortunate, for in 1948 they had released a long commemorative series in monocolour for the Tercentenary of the Settlement of the Island of Eleuthera. These designs were adapted, although examination shows that they were redrawn, for the first Queen Elizabeth issue. In addition they came in two colours, with a common frame varying only in the duty tablets. Some changes in the allocation of subjects to values was needed, as the 2½d. had been dropped and a 5d. added, so the opportunity was seized to reflect the tourist attractions on the commoner lower values.



This series, sixteen in all, appeared on January 1st, 1954. It had a long life of eleven years, with a six month gap towards the end. Frequent reprintings were needed, producing many more shades than Commonwealth would lead us to believe exist, and no less than eight printings were released for the 1d., 1½d., 6d., 8d. and 10d., and the 3d. and 1/– were not far behind with seven each. On the other hand, the 5d. had but one printing, which sufficed for the whole of its life, and explains the relative scarcity in fine used condition. Here a catalogue revision is called for, as it is unlikely that the supply will be reinforced at this late stage.

On January 7th, 1964, the islands' New Constitution was marked by overprinting the complete series, and these remained on sale for six months, stocks being sufficient to preclude any reprints. When they came off sale, the original stamps reappeared, and right at the end of the life, a watermark change arrived for the 2d. It's surprising that there were no more, for the New Constitution had been on the new watermark throughout.

Then on January 7th, 1965, a completely new series, in modern style, clean lines, and no more fussy frames, exactly the same except for the 5d. which had been dropped. Even more



emphasis on tourist attractions, and little on industry. Six months later, the 8d. was surcharged 9d. to meet the need of this rate, as the 8d. was no longer required.

May 25th, 1966, and all fifteen were surcharged in the new Bahamas dollar currency, carefully arranged to be worth just a little less than the U.S. dollar. This imaginative stroke, made the U.S. tourist happy, and visitors came in even larger crowds. Just one year later, these in turn were replaced by a definitive decimal currency series, with all except two denominations retaining their designs. This is the story to date.

Booklets were issued of the first sterling issue, and their covers provide much information of interest to the postal history student. Air mail rates back in the late 1950's were: 8d. per ½ ounce to U.S.A. and Canada, 10d. per ½ ounce to Europe, West Indies and South America, and 1/6d. per ½ ounce to Africa, Asia and the Pacific. Airletters were 7d. each, although no such stamp was available. These rates explain the comparative commonness of the 10d. here, and of the 8d. in the States, so that dealers were always busy after a commemorative issue, swapping back and forth. Local rates were 1d. in New Providence, 1½d. inter-island, and by sea to the Commonwealth cost 5d., and elsewhere 6d. 3/– booklets contained eight each of 1d., 1½d. and 2d., and the 6/– four each of 4d., 6d. and 8d.

The last sterling issue also appeared in identical booklet form, but some of the rates had increased. To U.S.A. and Canada now costs 1/–, airletters were 8d. and the local New Providence fee cost 2d. Other inter-island letters were 3d., and a new facility between the islands, an airmail letter cost 6d. for 2 ounces.

Such are the facts, and with the heavy commercial mail, used copies are fairly easy to find. Low values very often turn up with exotic postmarks, which is a field to itself.

BAHAMAS

STAMP COLLECTING 29 July 1971

BAHAMAS 1967 DEFINITIVE SET ON "WOODFREE" PAPER

By O. J. URCH

IT was early in 1970 that we first became aware of the fact that "later printings" of some of the Bahamas 1967 definitive values had been carried out on white "woodfree" paper—as distinct from the previous printings on tinted papers. The effect was to give an entirely different appearance to the stamps. The 1c. value was the first to come to light and this was immediately accorded separate catalogue status by the Gibbons and Commonwealth Catalogues.

During the remainder of the year, and in early 1971, several more values were placed on sale showing the same outstanding differences in both paper and colours. In each case, the first intimation of their existence came from commercially-used covers.

We kept writing to the Postmaster at Nassau on the subject but it was clear to us that he and his staff were unaware of the significance of the differences and, indeed, were unable to understand precisely what we were on about! The same was true of the New York agency who had no supplies of the reprints whatever.

We managed to obtain a few mint sheets of some of the values and in each case these showed totally different Bradbury Wilkinson Plate Numbers compared with the original printings.

By the end of 1970 we were in possession of the dates on which various later printings had been received at Nassau (albeit the stamps concerned had not been placed on sale at the Post Office) and we came to the conclusion that among them it was possible that ALL values may have existed on "woodfree" paper.

The British Post Office strike then interrupted our correspondence with the Postmaster at Nassau and, as a brand new definitive set was due for release on Tuesday, April 27th, it became a matter of great urgency for us to obtain these stamps if we were to honour our obligations to our new-issue customers. On Thursday, April 22nd, we had a telephone conversation with Mr. Saunders (the Postmaster) from which it became obvious that he was still uncertain as to what we required and he confirmed my suggestion that only by personally visiting Nassau was I likely to obtain the information and the stamps.

Fortunately, I was already planning to visit other West Indies islands in the near future and I therefore left London Airport on Saturday morning, April 24th, arriving on New Providence Island that same afternoon.

Promptly at 9.30 a.m. on Monday, April 26th (the very last date on which the stamps would be available), I received a most cordial and helpful welcome from Mr. Saunders who handed me on to his deputy with whose assistance (coupled with that of their Philatelic Section) I was able to ascertain that all values (with the exception of the 4c., 12c., $1, $2 and $3) were already on counter sale and that the other five values were also available at the Post Office for anyone who cared to ask for them.

I, therefore, placed my order with the Post Office in the normal way and later received the stamps. With the exception of the 3c., 8c., and 15c. values (which were well matched to the original printings) all the other stamps were so dramatically different in appearance as to merit separate listings in catalogues—not as shades, but totally different stamps.

The new definitive set was placed on sale the following morning and the old set withdrawn for destruction.

Before leaving Nassau I was able to ascertain that no other copies of these five particular stamps had been sold and that consequently my order represented the "total quantities sold". These were as follows:—4c. 1,600; 12c. 1,520; $1 1,500; $2 1,220; and $3 1,220.

I affixed a few sets to envelopes addressed to myself at Nassau and these are the only used copies known of the five values although it is, of course, still possible that some of the mint stamps which I brought back may be used in the future.

Recognising that the sheer scarcity of these stamps from such a popular territory as the Bahamas would quickly establish them at high price levels the problem was to decide at what price we should distribute them to our new issue customers. We resisted the temptation to be too greedy and decided to ensure that our customers shared in our good fortune by fixing the prices well below true values.

The few surplus sets which we had have been passed on to two other dealers (who helped us in our investigations) and to our Sales Department. No doubt we shall be accused by some of "cornering" a market, and making a "huge killing"—such are the penalties for using one's acumen. The fact is, however, that by dint of much perseverance we happened to find ourselves at the right place at the right time and that we have restricted our own profit to a fair level.

Had it not been for the obligation which we have to provide our new issue customers with all Commonwealth new issues, we would almost certainly not have undertaken the mission.

(Reprinted from the Urch, Harris "Stamp Digest")

BAHAMAS

THE BAHAMA'S 1967 WOODFREE PAPER STAMPS

By H. Moreton Black

THE story of how the woodfree paper printing of the 1967 issue of the Bahamas was saved for collectors just before the stamps became osbolete in April 1971, has been well told by Mr. O. J. Urch himself, in an article published in STAMP COLLECTING on July 29th, 1971. I have now been able to examine these stamps and to establish some of the technical details of this printing, and it is clear that these stamps are of much greater interest than might have been supposed.

Mr. Urch concentrated his efforts upon the 12 stamps in the series whose shades are obvious at first sight, mainly because of the softer shades of blue and green in the vignettes, and it is these 12 values that have been catalogued by his firm. The main difference in these stamps is, however, in the paper, and it is now established that the 3c., 8c., and 15c. values also exist on this whiter, woodfree paper. When the stamps are examined under the ultra-violet lamp, the difference in the paper is quite startling. Whereas the original printings appear as a dull and rather muddy colour, the woodfree stamps light up with a fluorescence that is almost electric! One wonders whether Mr. Urch would have neglected the three other values if he had happened to have an ultra-violet lamp with him in Nassau!

The woodfree paper is probably the same as the one used for the ½d. value of Tristan da Cunha which was reported in STAMP COLLECTING on July 22nd, 1971. The three additional values on woodfree paper are apparently very scarce, as they have thus far been offered by only one firm of dealers (M. & N. Haworth), while several firms have offered the set of 12 values, some of which at least must have come from the original Urch Harris stock, as the only examples of the 4c., 12c., and the $3 values sold by the Post Office were purchased by Mr. Urch. From the figures he gave, there can only be, 1,220 complete sets of the woodfree paper stamps.

I have been fortunate in obtaining plate-number pieces of most of the woodfree stamps, and the plate numbers, in all cases, are, different from those of the original printing of 1967. New litho vignette plates were used for every value of the woodfree printing, and these were all numbered " 2," except in the case of the 11c. value which can be found with the red plate number " 2 " or " 3." It is intriguing to note that in many of the values the vignette plate numbers have been transposed. On the 4c., for example, the red plate number " 2 " is situated below stamp 99, with the light blue vignette number " 2 " below stamp 100. However, on the original printing the red plate number " 1 " was below stamp 100, with the light blue plate number " 1 " below stamp 99. This transposition of the vignette plate numbers occurs on the 2c., 4c., 5c., 8c., 12c., and 50c. I have not seen the 15c., but it does not occur on the other values. The 3c. is the only value to show a new frame plate, where the number " 2 " occurs below stamp 98, in place of the original plate number " 1 ".

In the case of the 10c. stamp, the plate-maker seems to have made an error in the original printing, since the two vignette plate numbers " 1 " are superimposed one upon the other under stamp 100, necessitating the addition of a rather crude hand-drawn " 1 " in purple below stamp 99. In the woodfree printing this has been rectified, and the transposition results in a blue " 2 " appearing below stamp 99, with a purple " 2 " below stamp 100. No example has been recorded of any plate number " 2 " appearing on the original printing of 1967.

A recent letter from the printers, Bradbury Wilkinson & Co., reveals that only one reprinting was made of each value, and that this was done in 1969, when new litho plates were needed for each value because of deterioration suffered by the original plates. Presumably, this was because of flood damage in the printing works in August 1968. The printers also reveal that because there was insufficient paper available of one making, the 4c. denomination was printed on paper with PVA adhesive instead of the usual gum arabic which was used for all the other values. They explain the transposition of the vignette plate numbers by saying that the plate-maker probably switched the positions unwittingly because none of the old plates would be available for comparison, and because the printers are not permitted to retain file copies of whole sheets for reference.

The printers have kindly supplied me with the total number of stamps ordered for the 1969 reprinting, and I reproduce them in the table below, together with the plate numbers and the most important features of the woodfree stamps. In the table the symbol " T " indicates that the vignette plate numbers have been transposed, and the symbol " G " indicates the presence of guide lines in the margins.

These figures give an interesting indication of the usage of the various denominations, and one cannot help wondering how many of each value were sold over the counter of the Post Office as they came into use in the normal way before the issue was taken off sale on April 26th, 1971. The October

(*Continued on page 959*)

S.G.	*VALUE*	*ORDER*	*VIGNETTE SHADES*	*PAPER*	*PLATE No.*	*SOLD*
295a	1c.	800,000	Much deeper red	White	1 2 2 2 G	
296a	2c.	500,000	Softer blue and slate	Very white	1 2 2 T	
297a	3c.	5,000,000	Yellower green	White	2 2 2	
298a	4c.	1,000,000	Brighter blue (PVA)	Very white	1 2 2 T	1600
299a	5c.	1,500,000	Brighter blue	Purple tone	1 2 2 T	
	8c.	3,000,000	Softer blue and green	White	1 2 2 T	
301a	10c.	200,000	Very pale blue	White	1 2 2 T	
302a	11c.	6,000,000	Very pale green	Very white	1 2 3 G	
303a	12c.	2,000,000	Paler green	Very white	1 2 2 T	1520
	15c.	4,000,000	Duller yellow	White	1 2 2 2	
305a	22c.	400,000	Softer blue	Very white	1 2 2	
306a	50c.	200,000	Very pale blue	Very white	1 2 2 T	
307a	$1	300,000	Brighter blue	Very white	1 2 2	1500
308a	$2	200,000	Darker grey	Very white	1 2 2 2 2 G	1220
309a	$3	200,000	Lighter blue and brown	Very white	1 2 2	1220

Bahama's Woodfree Paper Stamps (*cont. from page 957*)

1971 issue of the *British Caribbean Philatelic Journal* reports that a special trip to the docks at Nassau was made by Mr. John V. Saunders to get for Mr. Urch the sheets of the 4c., 12c., $1, $2, and $3 which had not been unpacked before that day. All the other examples of these values were presumably destroyed, but other values on woodfree paper may have been in use at Nassau for some time before Mr. Urch's visit. In view of the obvious scarcity of these interesting stamps, I would strongly advise any collector of the Bahamas to complete his set and, by putting them under the lamp, to enjoy a new philatelic experience.

(*Reprinted by the invitation of the Editor of the "British Caribbean Philatelic Journal." British collectors interested in the British Caribbean Philatelic Study Group (of the USA) should contact the U.K. representative, Alfred J. Branston, 11 Patching Hall Lane, Chelmsford, Essex CM1 4DH.*

Commonwealth Review (Ph. Mag?) 19 Dec. 1969

Bahamas — The Commemorative Picture

By David Potter

WHEN I wrote in the PHILATELIC MAGAZINE of July 4th, 1969, on the modern general issues of Bahamas, I quite deliberately avoided all mention of the commemoratives, for I felt some disquiet about their frequency, and more especially about the high denominations included in some of these series. Apparently I was not alone, for recent reports show that the Bahamas Post Office had also been receiving complaints about both their frequency and the high face value. No less than 1,100 philatelists signed a joint memorandum, and the Postmaster-General of the Bahamas replied that in future there would be a maximum of four issues per year, with a face value limited to 50 cents per set, and that the top value would not exceed 50 cents.

With this in mind, it would be worth looking back over the last 16 years of special issues from Bahamas, for there is no doubt at all, that the islands are very popular, both in Great Britain and in the U.S.A., and they are becoming better known all the time, with the welcoming of tourists from Florida on the one hand, and the extensive property sales on the other.

Typical of West Indian Crown Colonies, it issued a single Coronation stamp, albeit in a higher denomination than most, with the lordly sum of 6d. This had the effect of putting it well outside the packet makers range, but local sales for postage were heavy. Practically 800,000 were sold, and apparently it is still common. Then a lull, for six years, until the attractive small size foursome for the Centenary of the first Bahamas stamp. Again sales were high, the top value of 10d. selling 368,400 and perversely this is the one most likely to be found in used condition in Great Britain, for this was the airmail rate. In the U.S.A. it is the 6d. which is commonest, and the low values are in the islands. Perhaps someone will match up all these odd values one day.

Nassau City Centenary produced two extra large format photogravure items produced in the Netherlands, and the numbers issued of this, and subsequent sets, has never been revealed. It was quite a sensation when the first of the long dreary line of Crown Colony omnibus issues, begun with the Freedom from Hunger advertisements, turned up with missing name and value sheet, intended for the Bahamas. Many collectors had a chance of inspecting this at Stampex, where it was prominently displayed on a dealer's stand, although not so many could purchase a copy. Now catalogued by Commonwealth at £200, it would still seem undervalued given its unusual appeal. In July 1963 the Bahamas Talks, between the United States president, and the British prime minister, were deemed worthy of a couple of overprints, and although they were on sale quite freely, strong demand from the U.S.A. forced up the price, so that a pair catalogued at 27 shillings could once have been purchased at around 2 shillings. One more overprinted stamp came out the following year, surcharged 8d. on 1/–, for the Olympic Games, and this is best collected in marginal copies, for the overprint bars extend beyond the frame of the stamp. Otherwise it was just a long dull sequence of uninspired omnibus issues, right up to the end of 1966.

Then an agency was called in by the Bahamas government, to advise on issues, and extend distribution. Whatever one's own personal feelings about such arrangements, it must be accepted that they are now an established force in the stamp selling scene. And they did shake up the designs, and Bahamas broke away from the rut with a vengeance. Starting steadily with two low values for the scouts, it remained sober enough with the Human Rights set, and the critics of the high one dollar value should bear in mind that the last Crown Agents set, for U.N.E.S.C.O., consisted of roughly the same denomination stamps.



Then practically every month from August 1968 to January 1969, a new set appeared, each peculiar in itself, as though a mass consumer testing operation was under progress. The massive tourist issue, with its line designs, the more conventional



propaganda series for the Olympic Games in Mexico, a dignified restrained, but multicoloured group for the parliamentary conference, and the amazingly shaped gold coin set. Collectors may well feel they are being exploited when they see such stamps, but in the islands themselves they were a sell-out, and they are still in demand there.

The last set in the period under review was for the first airmail flight from Miami to Nassau, and bears a postal stationery card, with that apparently well known look; someone has soaked off the adhesive. If all the sets that come out in future are as





good as this, then I for one will be very happy.

It looks as though another episode of philatelic history has come to an end. First there was the dull staid Crown Agents years, and then hectic 1968, as the new agency tested the market. Now we can sit back and enjoy the future with the promised restraint of the Bahamas Post Office. And for anyone who claims that there is no challenge in modern day collecting, just try and get all the new commemoratives really commercially used, but nicely so. It can be done, and it's not the top values that take most time to find.

Bahamas I.H.R. Wmk. Inverted

The 3 cents value of the Bahamas International Human Rights Year stamps is reported by J. G. Robinson (Croydon) with inverted watermark. Mr. Robinson acquired a half-sheet showing the error. This issue was originally scheduled for release on April 1st but actually appeared on May 13th.

STAMP COLLECTING, *June 6th*, 1968

Stamp Collecting 25/9/69.

Bahamas Missing Decimal Surcharge Error

An interesting error in the printing of the decimal surcharges in the Q.E.II sterling pictorials of Bahamas is reported from America by the British Caribbean Philatelic Study Group, who will show it for the first time at FLOREX '69, to be held in Miami, Florida, in November.

The original sterling stamps were printed in sheets of 60 (10 across, 6 deep), but the decimal surcharges were made on special printings of the basic stamps in sheets of 100 (10 × 10). **One sheet of the specially-printed 4c. value has been found without the "5c." surcharge.** Proof of genuineness can only be demonstrated by a vertical stamp of seven or more of the unsurcharged 4c. In fact, quite naturally, the sheet will eventually be divided into 10 vertical strips of 10 with upper and lower margins attached.

The editors of Gibbon's and Scott's catalogues have been approached and are considering listing the error in the vertical strip form.

The circumstances of a special printing for surcharging differing in sheet size from the basic unsurcharged stamps and the subsequent issue, in error, of an unsurcharged sheet is thought to be unique in the history of philately since the 100 unsurcharged stamps will only yield 10 errors.

Bahamas Aerogramme Missing Colour

A Bahamas aerogramme on which the black central vignette (Paradise Beach) of the imprinted 8d. stamp is completely missing has been submitted by Mrs. Patricia Pound (New Malden). The aerogramme was used normally, receiving the Freeport date-stamp of July 9th, 1964.

STAMP COLLECTING, *February 12th*, 1970

STAMP LOVER. Sept./Oct. 1971

BAHAMAS

YOUR LETTERS TO THE EDITOR

IT COULD HAPPEN TO YOU

Dear Sir,

I read your May-June leader with considerable interest because I can report a similar, quite unexpected find when I checked over some stamps. My find is the multicoloured 3c. value of the Bahamas "100th Anniversary of the Red Cross" commemoratives issued August 8th, 1970, with gold colour missing from the background of the "100th Anniversary of the British Red Cross 1870-1970" and the crown and EIIR are missing. The colour bar tab used for registration shows from top to bottom: blue, violet, white (I believe that the gold should be in this position) and yellow. The tab was inadvertently torn off by me before the colour error became evident.

A brief history of how I acquired the stamp is as follows: I believe that the set of stamps was purchased at the post office in Nassau, Bahamas by a friend last September. The stamps were put away until I received my Scott supplement. In the process of mounting the stamp the tab was taken off when I thought the stamp looked peculiar. Closer examination of album page and catalogue revealed that the gold colour was missing.



Without going into any discussion with my friend, who is not a stamp collector, I asked him if he remembered which stamps he purchased for me and all that he could remember was that he purchased two sets for me and two other local collectors. I believe that they were the "Caravan" and "Red Cross" issues.

Therefore, with what little knowledge I have, I believe there are three sets in my area. Also, there may be a few postcards with this stamp around, as he said that he mailed a few to friends. On contacting some of these friends it seems that they threw the

~~(concluded on page 142)~~

Cards away.

A.F. Rogers
Medford,
Mass, U.S.A.

STAMP COLLECTING April 16, 1970

BAHAMAS

BAHAMAS IN THE SIXTIES

By L. N. and M. WILLIAMS



WITH over a million visitors last year, and more expected each year in the current decade, Bahamas, land of 700 tropical islands, suddenly has been discovered and everyone is flocking there.

For philatelists the sixties began quietly. Sixteen definitives in designs of an earlier commemorative series had been issued in 1954, and apart from certain shades they were still on sale. So they continued until January 7th, 1964, and celebration of the New Constitution.

Bahamas remains firmly in the British Commonwealth but with full internal self-government. A Governor General, who is also the Governor of the Turks and Caicos Islands, is appointed by the Queen, and Great Britain is responsible for all overseas affairs. For the new form of government apparently the earlier definitive series was overprinted; but closer examination reveals that a completely new printing of the basic stamps was made on paper watermarked Crown CA in block letters, replacing those with the Crown Script CA watermark.

Our Debt to Forgers (*continued from page* 383)

The collecting of postal history, which implies the collection of stamps on covers, becomes more popular every year. Material is scarce and collectors will have to be increasingly on their guard against the posthumous manufacture of interesting pieces. The faker knows that the emotional satisfaction of tracking down a difficult item is so great that there is a risk of our judgement being clouded if the assembly of marks and stamps looks good. Inexpensive pre-adhesive covers with an honest aura of age are wedded to inexpensive stamps to make a scarce, but dishonest, mixture.

It is not the object of this article to determine rules for the identification of forgeries, but to show how an interest in forgeries provides a training in philately. Of this, the study of a cover is a good example. The stamp must first be checked. Is it printed and perforated by the correct method? Is the paper of the correct quality? If the stamp was current for a long time and reprinted in differing shades, does the shade used tie up with the date on the date-stamp? Is the postage rate paid in agreement with the tariff then current? Is the style of postmark contemporary with the date of posting and the stamp? Is it back-stamped for receipt and has the journey taken the expected time?

In complicated pieces, the actual passage of the letter from place to place can be checked by successive marks and confirmed by reference to an atlas and other similar letters. Does the cancellation tie the stamp to the cover? These are just a few of the paths of enquiry which the study of an envelope for forgery encourages one to explore.

These paths are multiplied if the stamp is surcharged or overprinted, particularly if the overprint is curious or inverted. Pursuing these paths almost always results in an increase in knowledge; and it usually results in our finding greater pleasure and interest in the hobby.

For all this, we owe a debt to the forgers and fakers.

The overprinted stamps remained on sale for just six months. From July 7th, 1964, the old set reappeared, and it was on paper with the old watermark; but a new set had been announced, and keen-eyed philatelists were watching for any paper changes. In the event, there was only one: the 2d. released on October 6th. Its short life and lonely position led to its being overlooked, so that it is relatively scarce.

Just part of the sixties were two stamp booklets, sold at 3s. and 6s., containing the definitives in panes of four made up from sheets. They appeared on August 15th, 1961, and came either upright or inverted in equal quantities in relation to the covers. They are interesting for the postal rates they contain. Only 3,000 of each denomination were made but they are not scarce. Presumably, the demand has not yet exhausted the original trade stocks.

On January 7th, 1965, neatly poised half way through the decade, came a new set. In three or four colours, with some old designs retained, this set gives the whole impression of a modern country, such as Bahamas is, with much to attract the visitor. There were only 15 values this time, the 5d. being omitted. Later, on March 23rd, the booklets were reintroduced with these new stamps and the inside covers show some changes in rates. One was to come into force almost at once, and the 8d. was surcharged 9d.

A year afterwards, the entire series was surcharged as Bahamas went decimal. It was a logical choice, for the islands were attracting American visitors by the ship and plane-load, many of them flying across for the day from nearby Miami. As they poured in, the local government realised that they would be more at home with prices in familiar dollars and cents. By a master stroke, the Bahamas dollar was made worth just a little less than the mainland version. U.S. dollars were freely accepted at par, and traders could then convert them into local currency without losing on the exchange.

On May 25th, 1967, the set appeared in permanent guise with just two designs modified: a new ship on the 5 cents and a different variety of shell for the $2 value; otherwise they all remained the same. Five long sets within the decade were more than enough, so that it was with a sigh of relief that collectors saw it last out the sixties.

Meanwhile, the commemorative pace had been increasing. First of all there were two large size 8d. and 10d. commemoratives for the centenary of the City of Nassau in 1962, the respective airmail rates to U.S.A. and Great Britain. Nassau is the capital of the islands and site of the international airport and government. History is still seen in the tiny winding streets and weather-beaten forts and towers, as well as in the cathedral and public library, once a prison, chosen as the main motifs of the designs.

In June 1963, in common with most Commonwealth Crown Colonies, Bahamas joined in the Freedom from

(*Continued on page* 387)

BAHAMAS



Issued in Bahamas

Hunger commemoration with a single 8d. brown. One lucky purchaser in Nassau found a sheet of the stamps with a major error: no value and no name of country. The error made examples worth over £100 each. Luckily, it was found in Bahamas and not in the Crown Agents' supplies in England, or there would have been much speculation as to the correct place in which it should be listed.

The meeting between the British Prime Minister, Harold Macmillan and President Kennedy, which had taken place in 1962, was remembered on July 15th, 1963, when the current 8d. and 10d. were overprinted with "Bahamas Talks 1962". After the stamps were withdrawn a strong demand from U.S.A. pushed the prices sky high.

Several uninspiring communal issues followed and there was just a stir now and again as a watermark variety appeared. One small item of individuality was an 8d. surcharge on the 1s. for the 1964 Olympic Games, consisting of a simple overprint of five interlocked rings and the denomination.

One unusual error has only recently been reported and occurs on the 15 cents stamp of the 1966 World Health Organisation issue. One specimen has been found with shadowy letters "SE . . .". On closer examination it appears to be SEYCHELLES behind the name BAHAMAS on that stamp. This provides a mystery for the time being, but one printer did do all the territorial issues.

From September 1st, 1967, the arrangements for new stamps were transferred from the Crown Agents to the Inter-Governmental Philatelic Corporation in New York, and a bold new policy slowly evolved. Traditional collectors bewailed the old stodgy conservatism but the record of the first seven years had been boring and unoriginal. The next three were to be the reverse.

Beginning slowly enough with a pair for the 60th anniversary of World Scouting, on September 1st, 1967, the new agency soon made rapid strides. There followed three traditional designs for International Human Rights Year, and a sign of the times was the inclusion of a dollar stamp. In August, tourism was the theme, with four extra large-format stamps covering the sports. More sports came in October with four designs for the Olympic Games in Mexico, and four more in November for the Commonwealth Parliamentary Conference. The year ended with a remarkable series for the Bahamas new gold coins. Showing obverse and reverse of the coins within a kidney-shaped area, each stamp had its own individual perforation and was issued in complete sheets, making scissors a necessity for separation.



Scouting Diamond Jubilee

Many copies were used on commercial mail, and soon after the stamps became obsolete advertisements were inserted in newspapers by local dealers desperately trying to build up stocks. In the last eight months of 1968 five sets with a total face value of $5.32 made collecting expensive. The pendulum had swung to the extreme.

So 1969 began quietly with two stamps to mark the 50th anniversary of airmail services between Nassau and Miami, and the first regular air service in 1928. The year ended with four Christmas stamps.

Apart from the major errors, and stamps with inverted watermarks, there are few varieties of importance. Dependent on the catalogue one uses, the collectable positional varieties include broken leaves on the International Co-operation Year issue, and on the Churchill four values either a dot by St. Paul's Cathedral on the ½d. or 1s., or a hyphen replaced by a stop on the ½d.

Postal history almost without end can be found in the Bahamas, which is hardly surprising, because most of the inhabited islets and cays are equipped with their own post offices. Often, the postmaster is the local schoolmaster or hotelier, and in any case there is little mail.

A collection of even current postal markings is a labour of love and patience. Many offices never use their hand-stamps unless specially asked to do so by persistent enthusiasts, but just bundle up the letters and send them to the G.P.O. for cancellation. Temporary postmarks are often supplied, and coupled with the exotic names of many offices help to make the Bahamas a happy hunting ground, so that, after a decade of changing fashions and patterns, a large and loyal band of stamp collectors look forward with eager anticipation to the seventies.



14th Commonwealth Parliamentary Conference



Tourism

BAHAMAS.

Re AIR MAILS.

Article by N.C. Baldwin.
(Reprinted from "The Aero Field"). (Date unknown).

BAHAMAS

The Bahamas are an archipelago near the British West Indies consisting of more than three thousand islands and rocks of which only twenty-two are inhabited. The area of the whole group is nearly 4,500 square miles and the population in 1952 was estimated at about 85,000.

World War No. 1 had not long been over when the first air mails were flown from the islands, for in January, 1919 two seaplanes of the United States Naval Air Station at Miami made a demonstration flight to Nassau and on their return to depot on Jan. 30th carried two bags of mail consisting of about 600 letters and cards. The normal postage rates, i.e. 2d. for letters and 1d. for cards, were charged and no special marking was employed although some of the mails flown bear unofficial cachets and some covers were backstamped on arrival at Miami. A regular service was anticipated by the public but nearly ten years elapsed before the next flight was made—an experimental one by Pan-American Airways. This was a survey flight in a Sikorsky Amphibian and carried three passengers interested in commencing a regular service, one of whom was Vice-President of Pan-American Airways. On the return flight a small mail was carried without additional charge and no special marking was applied.

The regular service was inaugurated by P.A.A. on Jan. 2nd, 1929 between Miami and Nassau the route being known as F.A.M. 7 (but was later recoded F.A.M. 5D.) and the pilot was Harry Rogers. An attractive cachet was applied on the Miami-Nassau despatch, but the first Nassau despatch bore merely a two-line cachet in red reading: "BY FIRST AIR MAIL/TO MIAMI, FLA". On the inaugural flight all first class mail was carried but later a special air mail fee was levied. During the first twelve months the service operated daily during the winter season and twice weekly during the remainder of the year, but on Jan. 2nd, 1930 a regular daily service was inaugurated with connections to many points on F.A.M. 5, 6 and 9; some covers are known bearing a three-line

cachet in red, reading: "FIRST DAILY FLIGHT/NASSAU —MIAMI/1930". This also enabled Bahamas despatches to connect with subsequent first flights, the first of which appears to have been the direct flights from Miami to Cristobal (Canal Zone) via Cienfuegos (Cuba) and Kingston (Jamaica) on Dec. 2nd, 1930.

No further developments occurred until the war years when Nassau was an operational training centre for the R.A.F. and during the last three years of the war more than 5,000 airmen were trained. Nassau was on the winter and summer routes of Transport Command so mails would be flown both via U.S.A. and via Bermuda and the Azores, but not sufficient information is available to record any precise events. In 1944 B.O.A.C. included Nassau as a regular call for their aircraft on their alternative winter Atlantic route, the new call being added between the Trinidad and Bermuda calls, but this was not reported until some time afterwards and it is unlikely that first flight covers have been preserved.

Bahmas Airways Ltd. had been operating inter-island services intermittently since 1933, and when the war in Europe ended in 1945, immediately reorganised their schedules. In June they commenced regular services from Nassau to Abaco and Grand Bahamas and from Nassau to Eleuthera followed by a service to Exuma and Long Island in August, but mails were not flown on any of the services until January, 1946.

In June, 1947, British South American Airways (BSAA) commenced a service from London to Jamaica via Azores, Bermuda and Bahamas, and on Oct. 31st Nassau was a point of call on another BSAA service from London to Mexico City. In January, 1948, BSAA commenced a Nassau—Miami service, but the first mail was not carried until April 19th. No cachet was applied but some of the mail seen was backstamped at Miami on April 20th. In 1949, although they have preserved their separate entity, Bahamas Airways were merged with BSAA who later in the year were themselves absorbed by BOAC.

The only air mail development to record in recent years is the service between Nassau and New York that was inaugurated by Pan-American Airways on February 21st, 1957. The despatch postmark was timed 4 p.m. on February 21st and mail was backstamped at New York at 9 p.m. the same day. The cachet illustrated was applied in black.

N.C.B.

Check List

1919

1. Jan. 30. Nassau—Miami by two U.S. Navy seaplanes; 600 carried ... ...

1928

2. Oct. 16. Nassau—Miami by P.A.A. seaplanes making experimental flight; no extra franking was charged ... ...

By First Air Mail

TO MIAMI, FLA.

1929

3. Jan. 2. Nassau—Miami by P.A.A.; first regular service, with cachet in red ... ...

1930

4. Jan. 2. Nassau—Miami, first daily flight, with connections to points on F.A.M. 5, 6 and 9, with cachet in red ... ...

1946

5. Jan. 6. Nassau—Exuma—Long Island and return; first mail carried by Bahamas Airways; service commenced Aug. 5th, 1945
6. Jan. 11. Nassau—Eleuthera and return; first mail carried by Bahamas Airways; service commenced June 15th, 1945 ...
7. Jan. 16. Nassau—Abaco—Grand Bahama and return; first mail carried by Bahamas Airways; service commenced June 20th, 1945 ... ...

1947

8. June 5. Nassau—Kingston (Jamaica) by B.S.A.A.; stage of London—Jamaica service via the Azores, Bermuda and Bahamas
9. Oct. 31. Nassau—Mexico City by B.S.A.A ; stage of London-Mexico service via the Azores, Bermuda and Bahamas

1948

10. April 19. Nassau—Miami, first mail carried by B.S.A.A.; service opened Jan. 10th, 1948 ... ...

1950

11. April 2. Nassau—Kingston (Jamaica) by B.W.I.A. ... ...
12. Nov. Nassau—New York by B.O.A.C. ... ...

1951

13. Aug. 4. Nassau—Santiago de Cuba—Kingston (Jamaica) by Bahamas Airways ... ...



1957.

14. Feb. 21. First Nassau—New York by P.A.A., with cachet in black.

Bahamas Post Offices

By P. JAFFÉ

APPENDIX I of *The Postage Stamps and Postal History of the Bahamas*, by Mr. Harold Gisburn, contains a list of the Post Offices in operation in 1950. As far as the writer of this note knows, no list of offices operating in the 90's—that is more or less contemporary with the first date stamps of the out-stations—has been published.

The following is a list of 28 seals for lead tags on mailbags, cut in brass, which were forwarded from the G.P.O., London, to Nassau, by the mail of July 1st, 1893. The entries of these circular " crown " seals in the G.P.O. proof books are somewhat unclear and two in the list are marked with queries (identified from the list given by Mr. Gisburn):

Long Bay Cay	Exuma
Watlings Island	The Bight S.S.
Green Turtle Cay	Long Island
Inagua	Long Cay
Savannah Sound	Tarpum Bay
Marsh(?) Harbour	Arthurs Town S.S.
Ragged Island	Acklins Island
Mangrove Cay	Harbour Island
Cherokee(?) Sound	Spanish Wells
Rum Cay	Governors Island
Gregory Town	Stanyard Creek
Hope Town	Mastic Point
Nicholls Town	Rock Sound
Grand Bahama	Bimini

On the same day two oval steel seals were sent for use at the G.P.O. in Nassau. Collectors may wish to know that the circular dated mark inscribed " Registered/Nassau" was forwarded from London on May 20th, 1893, and on March 25th, 1900, circular date stamps with code letter " C " were forwarded for use at " Mangrove Cay " and " Governors Harbour " (not " Island " as on the seal). In use " Governors Harbour " employed code letter " B ", as did " Rum Cay ". The earliest example which the writer has seen of Mr. Gisburn's fig. 9—out-station date stamps of 20 mm. circles, without Bahamas at foot—is " Harbour Island " used on February 23rd, '87, with code letter " B ". "Rock Sound ", " Gregory Town ", " Spanish Wells ", " Tarpum Bay " and " Watlings " used code letter " C ". "Hope Town " used code letter " A ".

In many copies of the " Green Turtle Cay " mark an ink cross has been cleaned.

" GIBBON'S ". SEP. '31 .

BAHAMAS

GIBBONS' STAMP MONTHLY, NOV. 1953

Postal Cancellations of the G.P.O. Nassau

By HAROLD G. D. GISBURN

NASSAU, capital of the Bahamas, was founded in 1695 on the island of New Providence, and on the site of the former settlement of Charlestown which had been destroyed by Spanish raiders in 1684. During the seventeenth century the site had been the headquarters of a flourishing colony of pirates and buccaneers, which was not suppressed until the appointment of the first Royal governor—Captain Woodes Rogers—in 1718. Law and order having been restored to the colony, the first representative Assembly was convened in 1729, and it was about this date that the first General Post Office was established at Nassau.

Letters are known from 1761, but with the ordinary "Bishop" mark. These were mainly "ship letters", as no inland post existed for very many years, and they usually had applied the single word "Bahamas". The first postmark for Nassau to show the name of the capital came into use about 1840 (Fig. 1.) A general postmark, simply inscribed "Bahamas" and date, was also employed (Fig. 2).

The famous "Crown Circle" type (Fig. 3) was used from about 1846, and was applied to letters in lieu of adhesive postage stamps. In other colonies its use was in general terminated when stamps became available, but in the Bahamas it has remained in use until the present day. It is now employed only on letters emanating from one of the various Bahamas Government departments.

In 1858 the colony received its first adhesive stamps, contemporary issues of Great Britain of 1d., 4d. and 6d. At the same time it was allotted, for use at the G.P.O., the oval obliterator "A 05" (Fig. 4). Two types of this exist and they lasted for some thirty years in general, although employment is known at the end of the century, and they may have been used even after this. The Bahamas P.O. has always been economical with its obliterators, and even after being nominally discarded they are retained as "stand-bys" for use whenever there is a heavy influx of mail.

Over the ensuing half-century or so several further types of postmark came into use:

Fig. 5. The first "Nassau Paid" marking.

Fig. 6. Used on general mails dispatched from Nassau.

Fig. 7. Registered letter cancellation.

Figs. 8 and 9. Used to cancel letters received from the "Out-Islands" (i.e. the remaining islands of the group) whose P.O's had no cancelling stamps of their own.

Fig. 10. General type in use from about 1900 onwards.

The postmarks now in use at the G.P.O. are:

Figs. 11 and 12. Electrically-operated machine, for date-stamping outward mails and backstamping incoming mails. Can be used as combination postmark, e.g. with slogan etc.

Figs. 13 and 14. Handstamps—used for the same purpose as (11) and (12) on mails which are too large to go through the machine.

Fig. 15. Used exclusively to cancel stamps on letters "posted on the High Seas" and landed from vessels calling at Nassau. In the case of exceptionally heavy sea-mails being received it can be inserted in the machine and used in combination with (11). This combination is however comparatively rare, and examples are therefore of some interest.

Fig. 16. Employed exclusively for backstamping incoming registered mail.

Fig. 17. Used principally to date-stamp bulky mail (which cannot be passed through the machine) for delivery to the "Out-Islands".

Fig. 18. Employed to cancel stamps on letters posted on board the Inter-island mail vessels, and handed over by the Master to the G.P.O. The oldest cancellation still extant—in use for some seventy years.

These notes amplify, and also slightly amend, the information given in my book on the Bahamas, and readers may therefore wish to annotate their copies accordingly.



4

THE PHILATELIST, Feb. 1966



A BOGUS BAHAMAS SURCHARGE

By H. F. Rooke

This *"Half-penny"* surcharge seen here on an 1884 4d. Bahamas appears to be unlisted either normal or inverted, and would appear to be a fraudulent fugitive from some other colony (Niger Coast, perhaps?).

On the other hand it might, as Mr. Maurice Williams suggests, be a home-made "rarity" from the workshop of Benjamin & Sarpy!

BAHAMAS

PHILATELIC MAGAZINE, July 6, 1951

THE

PHILATELIC MAGAZINE

Incorporating "The Philatelic Circular," "The Collectors' Magazine," "The Collectors' Monthly," "The Junior Stamp Magazine," "The Record of Philately," and "Alfred Smith's Monthly Circular."

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RAMBLE AMONG THE POSTMARKS OF THE BAHAMAS

● Bahamas postmarks may be found in all sorts of sizes, shapes and colours and part of the charm of collecting them lies in the names of the various settlements.

By

Harold G. D. Gisburn

AMONG colonial territories in general the myriad islands of the Bahamas provide a happy hunting ground for the postmark enthusiast. There is no lack of basic material as some eighty or so Post Offices are at present functioning; but as many of these are at very small settlements, from which the volume of mail is scanty, examples are not very common, and the search for the nice piece will require a degree of patience.

Many however, have the merit of variety; being found in various shapes, sizes, and colours; although, as with other colonies, there is a tendency in recent years to standardise the types as old obliterators become worn out and are discarded.

Part of the charm of Bahamas cancellations lies in the names of the various settlements; names which have survived from the long distant past when the islands were the rendezvous (in turn) of the Spanish conquistadores, buccaneers, pirates, and *emigre* Loyalists from the southern American states. Therefore, with a large-scale map handy for easy reference, and the album pages before us, we may occupy a pleasant hour or so in an armchair ramble through the "Fragrant Isles."

The G.P.O. is at Nassau, on the small island of New Providence, and this cancellation is of course quite common. Of the other three offices on New Providence those of Shirley Street and Grant's Town employ the small standard type of cancellation, but Gambier uses a larger and more distinctive mark usually struck in violet. It is also the only one to have the island initials (N.P.) incorporated.

North-west of New Providence are the Berry Islands with the solitary Post Office of Lignum Vitae Cay, and north-west again are the Biminis —near the Florida coast—with the two offices of Alice Town and Cat Cay. The former remains anonymous —using the postmark inscription of "Bimini" only; all three of the above-mentioned use the standard type.

Grand Bahama, north of the Berry Islands, owns four offices, of which one—Pine Ridge—uses two types; one standard and the other a large treble circle, usually struck in violet, inscribed "Pine Ridge G.B." The adjoining islands of Abaco possess eight settlements with Post Offices, of which two employ other than standard marks; Dundas Town with a clear double-oval cancellation and Sandy Point (usually in blue) has a similar mark to that of Pine Ridge G.B.



The long and curiously shaped Eleuthera lies east of New Providence —it was the earliest of the islands to be settled, under the ill-fated "Eleutherian Adventurers" scheme of 1647, and was later colonised by the Loyalists. One of these latter, Samuel Mackey, together with his slaves, built a residence on a hill in the south of the island, which overlooked a deep green valley. A flight of fancy made the house a "castle," and the green environment added the other part; the estate (now a settlement of some 600 people) became Green Castle. It was one of the later Post Offices, being opened for the first time in June, 1946. The postmark, a large single circle inscribed "Green Castle, Eleu." is appropriately struck in a deep green colour.

Another Eleutherian settlement of interest is Lower Bogue (pop. about 500) in a deep bight at the island's northern end. It is locally supposed to have been named by Columbus from a species of insect found there by him, but this explanation is not very convincing. It possesses two interesting postmarks; one a double-lined oval struck in violet, and the other of the standard type but with the name of the office spelt as "BOQUE." Other Eleutherian postmarks which depart from the standard type are Deep Creek (large single circle in violet with date

(Continued underneath)

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inverted) and South Palmetto Point (large circle in red).

South of Eleuthera is Cat Island; on the southern tip is the ancient settlement of Devil's Point, a lonely office necessitating a journey with the mails of some nine miles to Port Howe. Two postmarks are used: one of standard type and the other a large single circle struck in blue-black. A somewhat similar type to the first, but with treble circle and in violet, is in use at the modern office of Orange Creek.

Another interesting settlement on Cat Island is Industrious Hill, one of the few instances where the precise origin of the name is known. Two early immigrants were an Englishman, Joseph Zonicle, and his maid, Tiny McCartney, by whom he left a daughter—Ann Zonicle.

After the father's death the two women embarked on a scheme of extensive farming in pineapples, sisal and citrus fruits, and in course of time this attracted other immigrants to the settlement. As industry has never been a Bahamian virtue (quite the contrary in fact), this prosperous settlement became a subject for much wonder among the islands, and so, Industrious Hill it became. The Post Office was first opened about 1938; it employs two types of cancellation—one standard and the other a large double-lined oval

Rum Cay San Salvador (formerly Watling's Island), and Ragged Island, employ the standard type of cancellation—the last named being struck in violet. The postmarks are inscribed with the names of the islands only.

Some time ago a paragraph appeared in a philatelic journal to the effect that the names of the principal towns were to appear in lieu of the islands (i.e., Duncan Town, Port Nelson, and Cockburn Town) and advising readers to amend the list of offices as given in my book on the Bahamas. I am officially informed that this report is incorrect,



and that no such alteration has been contemplated.

The island of Exuma possess three interesting marks; Mount Thompson and Rolle Town, standard types but in violet, and Williams Town with a double-lined oval in either violet or blue.

South of Exuma is the appropriately-named Long Island, with several settlements of interest. One is Deadman's Cay, christened originally owing to the discovery of a pirate hoard (and attendant skeletons) on a small cay off the shore. In due course, as the settlement grew in size, it was divided into two parts each with church and school, the modern portion being named Lower Deadman's Cay. The Post Office at this latter was opened in August, 1948, using a large double-lined postmark in violet. The original settlement of Deadman's Cay employs the standard type.

Another settlement on Long Island is Simm's, originally settled by two Loyalist brothers of this name, and whose descendants (numbering about 80) still people the small colony. Two postmarks are in use; one of standard type and the other a double-lined oval. Another of the Long Island settlements—Gray's—employs the standard mark, but in violet.

On the adjacent Crooked Island we may visit the four interesting



offices of Colonel Hill, Landrail Point, True Blue, and Fairfield. Colonel Hill takes its name from a Loyalist settler of 1783—Colonel John Douglas—who built his residence on one of the island's hills, and became known locally as the "Colonel's Hill" (subsequently condensed to its present spelling). The Post Office, now using the standard type of postmark, was opened about 1914. Landrail Point, the departure point for the mail vessel for Nassau, uses a large postmark struck in blue-black. The mail service to True Blue was inaugurated about 1920, but the settlement was not provided with a Post Office until January, 1948. The postmark is an ornate one; a large treble circle struck in violet.

A similar type is in use at Fairfield, where a Post Office was opened in March, 1948 to serve the settlement itself (pop. about 80) and the adjacent ones of Cripple Hill, Richmond Hill, Moss Town, and Sea View.

Of the four offices on Acklin's Island that at Spring Point uses the standard type. Two—Snug Corner and Pompey Bay—have the large double-lined circles, and Chester possesses a double-lined oval. Snug Corner (there are several of this name in the West Indies) is a relic of ancient pirate days, when it provided a refuge for the settlers during pirate raids. The first Post Office was opened here in June, 1947.



The two offices on the island of Mayaguana — Pirate Well and Abraham Bay—each use the standard type of cancellation. The same applies to the solitary office on Inagua.

Finally, we may pay a visit to Andros—largest island of the group, much of which is still largely unexplored. Of the nine offices on the island, all employ the standard type of postmark except Long Bay Cays, which has a medium single circle in violet. A romantic flavour of pirate days seems to attach itself to one settlement on Andros—Pure Gold—but in this instance there is a more prosaic origin. The place was settled about a century ago by a Mr. Roberts whose principal possessions appear to have been a bevy of golden-haired daughters. Hence a father's pride was responsible for naming this particular settlement.



In a few of the larger settlements, where a Resident Commissioner is stationed, part of the Government building is set aside as the Post Office, but in the smaller places the office is located either at the school or at the private house of the Postmaster.

ANOTHER POSTMARK FEATURE
in the Next Issue of the
PHILATELIC MAGAZINE

BAHAMAS

STAMP LOVER, Mar.- Apr. 1964.

List of Post Offices in the Bahamas

ABACO:
Cedar Harbour
Cherokee Sound
Coopers Town
Crossing Rocks
Dundas Town
Fox Town
Great Guana Cay
Green Turtle Cay
Hope Town
Man O' War Cay
Marsh Harbour
Moores Island
Sandy Point

ACKLINS:
Chester
Lovely Bay
Pompey Bay
Snug Corner
Spring Point
Binnacle Hill
Salina Point

ANDROS:
Behring Point
Deep Creek
Fresh Creek
Kemps Bay
Long Bay Cays
Lowe Sound
Mangrove Cay
Mastic Point
Nicolls Town
Pleasant Bay
Staniard Creek

BERRY ISLANDS:
Bullocks Harbour

BIMINI:
Alice Town
Cat Cay

CAT ISLAND:
Arthurs Town
Bennetts Harbour
Devils Point
Industrious Hill
Knowles
Old Bight
Orange Creek
Port Howe
The Bight

CROOKED ISLAND:
Colonel Hill
Fairfield
Landrail Point
True Blue

ELEUTHERA:
Alice Town
Bannerman Town
Deep Creek
Governors Harbour
Green Castle
Gregory Town
Hatchet Bay
James Cistern
Palmetto Point-North
Palmetto Point-South
Rock Sound
Savannah Sound
Tarpum Bay
Wemyss Bight

EXUMA:
Barraterre
Black Point
Farmers Cay
George Town
Moss Town
Mount Thompson
Rolle Town
Rolleville
Steventon
The Ferry
Williams Town
Forbes Hill

GRAND BAHAMA:
Eight Mile Rock
Freeport
High Rock
Sweetings Cay
Smith Point
West End

HARBOUR ISLAND:
Dunmore Town
Little Bay, Current Is.
Lower Bogue
Spanish Wells
The Bluff
The Current
Upper Bogue

INAGUA:
Mathew Town

LONG CAY:
Albert Town

LONG ISLAND:
Burnt Ground
Clarence Town
Deadmans Cay
Grays
Lower Deadmans Cay
McKinnons
Mortimers
Roses
Salt Pond
Scrub Hill
Simms
Seymours

MAYAGUANA:
Abrahams Bay
Pirates Well

NEW PROVIDENCE:
Fox Hill
Gambier
Grants Town
Nassau (G.P.O.)
Mackey Street

RAGGED ISLAND:
Duncan Town

RUM CAY:
Port Nelson

SAN SALVADOR (or *WATLING ISLAND*)
United Estates
Cockburn Town

(January 1964)

By courtesy: Postmaster of Bahamas.

BAHAMAS

STAMP LOVER, Sept-Oct. 1966

THE BAHAMA ISLANDS
POSTAL MARKINGS OF NASSAU

M. H. LUDINGTON, of Silver Springs, Maryland

Originally published in the British Carribbean Philatelic Journal, by arrangement the author has kindly amended and brought up-to-date his excellent study for publication in the "Stamp Lover".

Previously I have dealt only with datestamps for regular mail (in which the "Nassau" appears) and with machine cancellations. I now attempt to cover the other postal markings used at Nassau, of which I either have examples in my collection or definite proof of their existence. It is very probable that many others exist and information will be very welcome.

The markings can conveniently be divided into seven groups:

1. General purpose stamps and datestamps incorporating only the name "BAHAMAS" to which I have given type numbers with the prefix "B";

2. Paid stamps of all periods including the modern "Official Paid" with "P" type numbers;

3. Ship mail stamps of all periods and types with "S" type numbers;

4. Bar Cancellations;

5. Hand-stamped slogans;

6. Registered, Parcel Post and Air Mail with "R", "P.P." and "A.M." type numbers;

7. Miscellaneous including instructional stamps. Unfortunately I have insufficient material to deal with postage due and censor marks and first day cachets.

1. *General Purpose Stamps*

A post office was established at Nassau by the early 1730's, but the first postal marking does not seem to have been issued until about 1800. This was a standard straight line type "BAHAMAS" in serifed capitals measuring 35 x 3.75 mm. Type B1, and was used on packet letters. The earliest date seen so far is 1802 and the latest is on a letter dated 16 January 1844. It is found in black until at least 1842, while the 16 January 1844 example is in red.

A smaller straight line "BAHAMAS", Type B2, measuring 22.5 x 3 mm., is known in black used between about 5 February 1836 (Plantation Papers) and January 1840. It seems to be rare, for of course Type B1 was still in use.

Type B3 is the familiar unframed circular datestamp with "BAHAMAS" around the top, the date in two lines above the letter "A", "B" or "C" in the centre, and double arcs completing the circle at the bottom. The lettering is in sans-serif capitals. In spite of several reports that it was in use in the early 1840's, the G.P.O. in London records that it was sent out on 1 July 1846. The earliest date of use known to me is an example in the Plantation Papers dated AU 12 1846. It remained in occasional use after the appearance of adhesive stamps both as a regular datestamp and more rarely as a cancellation. My latest date is NO 25 1872. It seems to exist only in black. The outer arc shows damage in two places.

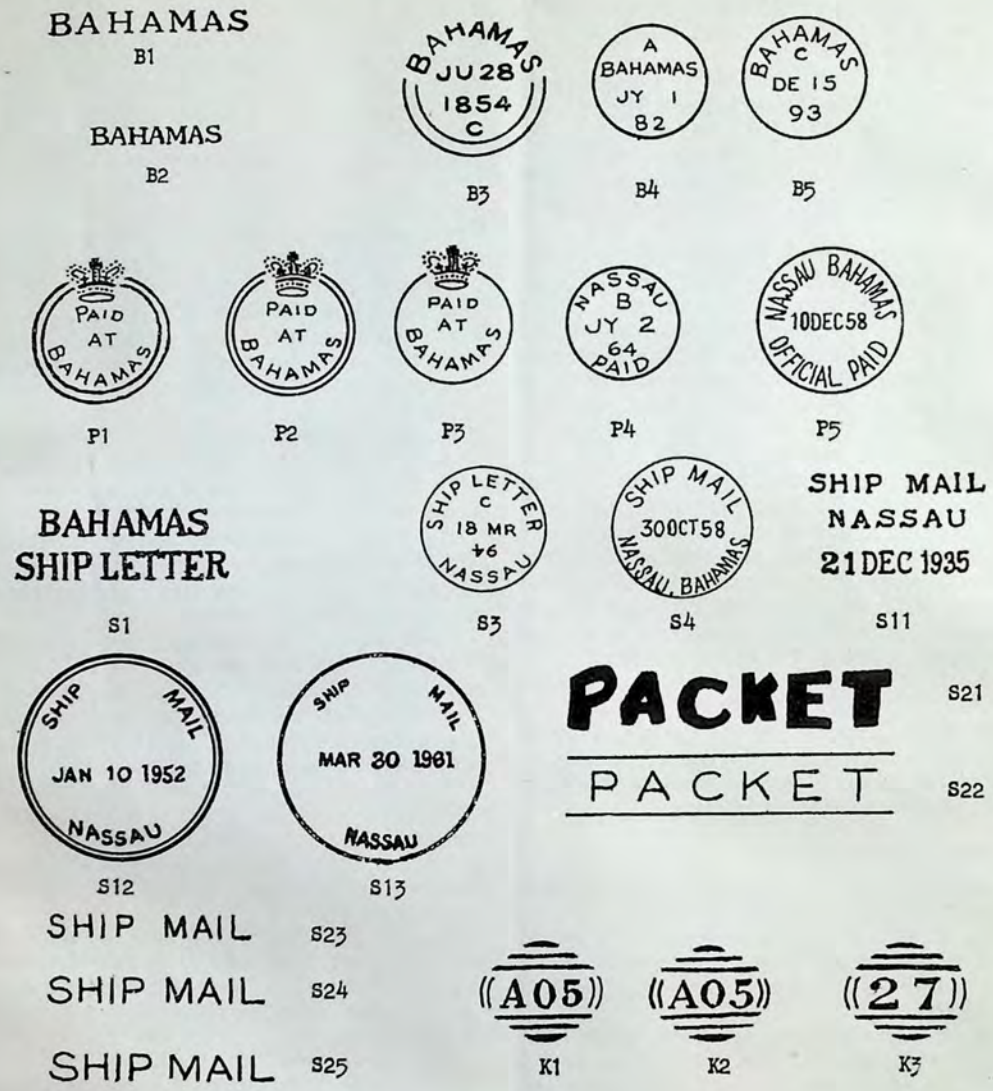
Type B4 is a single circle datestamp, diameter 20 mm., with "BAHAMAS" in a straight line above the centre and below the collection letter "A" or "B". The letter "C" has not been seen. The date is in two lines. It was in use between at least DE 12 70 and the end of 1897, and is often found as a cancellation, particularly in the early 1880's. The letter "A" seems to have been used almost exclusively up to the mid-1880's and the letter "B" afterwards.

Type B5 is a single line circular datestamp, diameter 21.5 mm., with "BAHAMAS" around the top, the collection letter "C" and the date in two lines. Only the letter "C" has been seen, occasionally inverted. The dates so far recorded are from FE 15 92 to JY 2 94, but in spite of its short life it is not particularly scarce.

2. *Paid Stamps*

Three types of Crowned Circle stamps are known, but so far only the first has been seen by me, used during the pre-adhesive period. It is known as an official paid stamp, in red on a letter of 1888 and in black from 1899 on. Types P1 and P2 were sent out by the G.P.O. on 1 July 1846. From its style, Type P3 must have been sent out in the early 1850's, though no date has been reported.

Type P1 with curved "PAID", Robson Lowe Type B, is known used in red between 1846



and February 1865. Such late use is believed to be very rare, for 4d. and 6d. adhesive stamps had been available since 1861, and the only example seen was used on a letter to France originating in the Confederate States, on which the forwarding postage from Nassau on was prepaid by a Confederate agent in Nassau. It may have been used to differentiate letters from the Confederacy from those of local origin on which adhesives were used. As an official paid stamp, the Bradbury Collection has an example in red on a cover dated July 23rd 1888, and I have it in black on various covers dated from July 12th 1899 to August 15th 1935. By the 1930's it was becoming very worn. The circle was flattened vertically before 1851.

The second Crowned Circle, Type P2, is similar but with a narrower crown and straight "PAID", and is Robson Lowe's Type D. It is recorded by him as having been used in red

between 1846 and 1858, but I have yet to see an example. As an official paid stamp. in black, I have it with dates between April 9th 1939 and January 3rd 1953.

The third Crowned Circle is similar to the small single circle Robson Lowe Type L, first issued on July 15th, 1852, but it is not listed by him. As an official paid stamp, in black, it has been recorded with dates between May 20th 1933 and June 13th 1945, but it seems to be rare.

Type P4 is a small circular datestamp, diameter 20 mm., with "NASSAU" at the top and "PAID" at the bottom with the date in two lines below a collection letter in the centre. The G.P.O. in London records that it was sent out on December 20th, 1860, and it was in use as a paid stamp in red until at least July 2nd, 1864. As with Type P1, this late date seems to be rare for the only late examples I have seen are on blockade runner covers from the Confederate States. By June 21st, 1868, and probably earlier, it was in use on rare occasions in black as a cancellation on adhesives. Examples dated between about September 1881 and September 1882 are known with the word "PAID" removed and with what appears to be a small, damaged, inverted "C" above the date.

By 1953 a single circle datestamp inscribed "NASSAU, BAHAMAS" at the top and "OFFICIAL PAID" at the bottom, with the date in one line across the centre, was in use and is still current. It has been recorded cancelling adhesive stamps in error.

3. *Ship Mail Stamps*

The earliest of these, Type S1, is the standard type "BAHAMAS/SHIP LETTER" in two lines of serifed capitals. Robson Lowe records that it was in use from 1841 to 1864, and it seems to be fairly scarce. It has only been seen in black.

A circular datestamp inscribed "SHIP LETTER" at the top and "NASSAU" at the bottom with the date in one line was sent out by the G.P.O. in London on June 21st, 1864, and has been recorded used (in red?) on 28 JY 64. It has since been reported in black, though perhaps this is a mistake for Type S3.

A similar datestamp, but with the date in two lines below a collection letter, Type S3, is known in black with dates between 2nd March and 3rd June, 1894. Examples I have seen have the year "94" inverted and the collection letter "C". It is curious that no dates other than these in 1894 are known, and it is possible that the known examples are philatelic.

No further metal datestamps seem to have been used until the appearance for a brief period in 1958 of a circular datestamp, diameter 25 mm., inscribed "SHIP MAIL" around the top and "NASSAU, BAHAMAS" around the bottom with the date in one line, Type S4. This datestamp must have been damaged or lost for it has not been seen since.

In the late 1920's the first of a number of undated single line rubber stamps was used. These are listed later, although chronologically earlier than the following dated rubber stamps.

Between 1932 and 1935 a two line T.R.D., inscribed "SHIP MAIL/NASSAU" appears to have been occasionally used in black. Examples have the date, also a rubber stamp, applied separately, either below (Type S11) or above (Type S11a).

A circular T.R.D., my Type S12, Raymond Type 2C2, inscribed "SHIP MAIL/NASSAU" with the date across the centre, was used in violet or black between about 1949 and 1959.

By 1959, and probably earlier a similar T.R.D. but with smaller lettering, my Type S13, Raymond Type C5, was being used in violet and is probably still current.

Five rubber handstamps, two inscribed "PACKET" and three inscribed "SHIP MAIL", are listed in Brigadier Studd's "Paquebot and Ship Cancellations" as having been used between about 1929 and 1947. The first two of these have not been seen by me.

The first, Type S21, Studd No. A430, is "PACKET" in crude irregular heavy capitals, measuring about 55 x 10 mm., and was in use in 1929. From its appearance it probably came into use much earlier and had become worn and mis-shapen.

The second, Type S22, Studd No. A431, is also the word "PACKET", in thin sans-serif capitals, about 47 x 5 mm., between two lines 11 mm. apart. Studd records that it was in use in 1930 in magenta.

The third, Type S23, Studd No. A432, is "SHIP MAIL" measuring 35 mm. overall x 4 mm. I have seen an example in violet on undated piece cancelling a U.S. 2 cents Washington (regular issue of the early 1930's).

The fourth, Type S24, Studd No. A433, is "SHIP MAIL" measuring about 39 mm. overall x 4.5 mm. It has been recorded used between 1932 and September 1939, and is known in both violet and black. It is by far the commonest of these handstamps.

The fifth, Type S25, Studd A434, is also "SHIP MAIL" but measures about 41 mm. overall x 5.5 mm. Studd records its use in 1947,



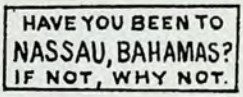
K4



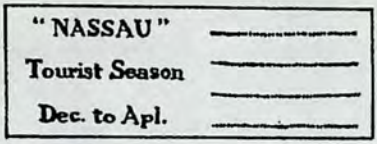
K5



HS2



HS3



HS4



HS5



R2a



R2b



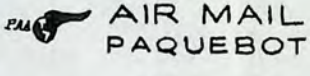
R3



R01 R02



PP5



AM1



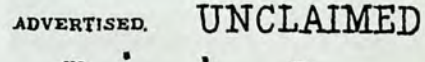
AM2



AM3



X1



X2 X3

but I have seen it on piece with a Nassau datestamp of 1935. I have also seen what I believe to be the same handstamp, used in 1936, the impression on this case showing progressively larger letters at each end, suggesting that it had been rocked with greater pressure applied at the ends than in the middle. The overall length of 43 mm., the "S" and the "L" are about 7 mm. high, but the first vertical stroke of the "M" is 5.5 mm.

4. *Bar Cancellations*

The two "AO5" cancellations, Types K1 and K2, were originally supplied to cancel the British stamps sent out in 1858, and probably accompanied the first consignment despatched in April of that year. They remained in use for many years, regularly used until the early 1880's, and occasionally until the late 1890's. The two are easily distinguished, for in Type K2 the "A" is broader, the "O" rounder and the base of the "5" is more open and extends beyond the rest of the figure.

There is still some controversy about the "27" cancellation, Type K3, both where the cancellation was used, and whether or not there

are two types. It is found on all issues from about late 1859 (I have it on Scott No. 1a, S.G. No. 2), to at least 1911. It is the only all numeral cancellation known, and it would seem logical that it was intended to be one of a series made for use at the Out Island post offices. But it seems fairly certain that there were not as many as 27 Out Island offices until the 1890's, though there might have been plans for this many which never developed. The cancellation is not particularly scarce, and it is curious therefore that so many collectors should have assigned it to Inagua, which was no more important than several other offices. Admittedly, some letters from Inagua after about the mid-1890's have stamps cancelled by the "27", but many others have only the Inagua datestamp. Other collectors assign it to Nassau where it was supposed to have been used to cancel stamps left uncancelled by the small post offices. I have a number of stamps with different manuscript cancellations further cancelled "27", which seems to me to confirm that it was applied at Nassau.

Suggestions have been made that two "27" handstamps exist, the difference being that on one the figures have no serifs, while on the other the base of the "2" and the top of the "7" have serifs. The cancellation is normally poorly struck and really clear impressions are rare. Many examples are dirty and late ones are obviously worn. Allowing for these variations, all that I have seen have identical measurements, although some have thin serifs on both figures, others have a wedge-shaped serif on the "2" or "7", the other figure being without serif, or both figures without. Considering that all these cancellations were cut by hand in brass and that there are such obvious differences between the two "AO5"s, which were supposed to be the same, the fact that the measurements of all the "27"s that I have seen are identical except for the serifs certainly suggests that there was only one "27" cancellation. The wedge-shaped serifs, all of which are slightly different among my examples, were very probably caused by accumulations of dirt and dried ink.

The first of the two "B" cancellations, Type K4, seems to have come into use in the early 1880's, for it is common on the issues of 1882 and 1884. It is a little scarcer on the Edwardian issues, but is again frequently found during the 1910-1920 period, in some cases on letters from the Out Islands not previously cancelled. It remained in occasional use until well after World War II, my latest example being on a cover dated 1 DEC 51, about 70 years after it was first placed in service. By 1916 it was very dirty and worn and became even more so as time went on.

Type K5, which is still in use, first appeared in about July 1945, and is fairly common though usually rather dirty.

5. *Handstamped Slogans*

Several rubber-stamp slogans were used during World War I, and one in the late 1920's, sometimes on the front of the envelope with the datestamp cancelling the stamp, and sometimes as actual cancellations wit' the datestamp nearby. All advertise Nassau as a tourist resort, and all are uncommon for they were not regularly used. It is quite likely that others exist, but so far I can record only five, one of them incomplete. All are in black.

I have only a partial strike of Type HS1 on a Queen's Staircase stamp, and further information would be welcome. It is in two lines of sans-serif capitals within a frame 13 mm. high. The first word of the top line is "NASSAU" and the second line starts "TO APRIL", both in lettering 3 mm. high.

Type HS2, inscribed "COME TO NASSAU, BAHAMAS/IDEAL TOURIST RESORT", in three lines of sans-serif capitals within a frame approximately 52 x 10 mm., had been seen by me used between July 1915 and September 1916.

Type HS3, with the slogan "HAVE YOU BEEN TO/NASSAU, BAHAMAS/IF NOT, WHY NOT" in three lines of sans-serif capitals within a frame 41 x 14.5 mm., has been seen used between November 1915 and July 1916.

Type HS4 seems to be the commonest, and is inscribed " 'NASSAU'/Tourist Season/Dec. to Apl." in three lines within the left half of a rectangular frame measuring approximately 65 x 24 mm. Four dotted lines, which appear to be solid lines when the handstamp is heavily inked, complete the space in the right half. This slogan has been seen used between December 1916 and April 1918.

Type HS5, a photostat of which was provided by Gale Raymond, is unframed. The slogan reads "NASSAU/QUEEN OF/WINTER RESORTS" in three lines. "NASSAU" is in serifed capitals about 7 mm. high. The rest is in sans-serif capitals about 5 mm. high. The only date so far known to me is 7 March 1927.

(continued ~~on page 146~~)

The Bahama Islands — Postal markings of Nassau

(continued from page 124)

6. Registered, Parcel Post and Air Mail

(i) Registered datestamps and markings.

The earliest marking recorded is a straight line "REGISTERED", 39 mm. long in serifed capitals, which was registered at the G.P.O. on 29 November 1860. No example has been seen by me on cover, and since early registered letters are rare and the following type was in use by December 1864, it is possible that it was never placed in service. Hence, I have tentatively assigned it Type No. RO1.

Type R1, recorded by Gisburn, is an oval datestamp, about 40 x 32 mm., with "REGISTERED" at the top and "NASSAU" at the bottom and with the date in two lines below "B" in the centre. The earliest date he records is DE 9 64, and I have seen a photograph of an example dated 25 AP 71. In neither case was the colour reported.

Two very similar datestamps, both with a diameter of 22 mm., and with the date in two lines below a letter, were in use up to the end of the century. Type R2a has lettering 2.5 mm. high and the collection letter "A" or "B", and is known to me with dates between January 1883 and April 1897, the latter without a collection letter. Type R2b has narrower lettering 2.75 mm. high and the collection letter "C". It was sent out to the Colony on 20th May, 1893. The earliest date known to me is MR 2-- 94 (day of the month illegible), and the latest is SE 3 98. Red ink was used until about mid-1898, the latest date, SE 3 98, being in black.

For almost 50 years no special registered datestamp seems to have been used. Registered letters were marked with the usual large "R" in an oval, which had been available and occasionally used since at least the early 1890's. Two types are illustrated, Type RO1 with a curved right leg to the "R" being the earlier. Type RO2 remained in use, getting very worn, until at least June 1926, but probably used until early 1927 when registration labels first appeared. In about May 1921 a horizontal oval, 49 x 27 mm., inscribed in two lines "Registered/No." with the number added by a hand numbering machine, was used for a short time.

By about August 1947, and perhaps earlier, a datestamp was again being used. The diameter is 27 mm., and the datestamp is inscribed "REGISTERED, NASSAU" around the top, "BAHAMAS" around the bottom and the date in one line across the centre (Type R3). It does not seem to be used on outgoing mail where the registration label and regular datestamp are apparently considered to be sufficient. But it is found either as an arrival datestamp on incoming mail registered, or as a Nassau transit datestamp on registered letters from the Out Islands to places abroad.

(ii) Parcel Post Datestamps.

The earliest seems to be a T.R.D., Raymond Type 20V3, which has been recorded in violet with a 1919 date, and again from 1927 to 1929. There is a possibility that the 1919 example is not the same handstamp as the later copies, for 10 years is a very long time for a rubber datestamp to last. The inscription reads "PARCEL POST BRANCH" around the top and "NASSAU BAHAMAS" around the bottom, with a date in one line across the centre.

The second was a regular datestamp, Type PP2, similar to the Nassau Type N7 (see the January 1946 Journal), but inscribed "PARCEL POST, NASSAU" around the top and "BAHAMAS" at the bottom with the date in two lines below an asterisk in the centre. It was in use from about 1929 to at least 1934, and probably later.

It was replaced in the late 1930's by Type PP3 with the same inscription around the top in broad lettering about 3.25 mm. high and "BAHAMAS" at the bottom in narrow lettering about 3 mm. high. The date is in one line across the centre.

A similar datestamp with slightly larger but narrower lettering inscribed "PARCELS POST, NASSAU" around the top is recorded as having been in use in 1949, but I have yet to see an example.

The current datestamp, Type PP5, has a diameter of 26 mm. and lettering 4 mm. high with the date in one line.

7. Miscellaneous

Among the instructional marks, the circular "ADVERTISED", Type X1, had a life of almost 50 years. I have an albino impression on a cover of August 1864, another on a cover of September 1870 and several in black on correspondence of 1911 and 1912 from the Nassau dead letter office. It may have survived even later.

The small straight line "ADVERTISED", Type X2, is in red on a letter in my collection from an Out Island to Nassau. The exact date of use is not known for the stamp, an 1863-

S.L. Sept./Oct. 1966.
(Conclusion of M.H. Ludington's article)

BAHAMAS

1880 1d. is cancelled by the "27" in bars (Type K3), and there is no datestamp. This is the only example I have seen.

Type X3 in black is common on letters from the dead letter office of the 1910-1914 period. It probably dates from much earlier for impressions of this period always appear worn and blurred. An identical mark found on the same correspondence, but struck in violet, seems to have been used at Spencer's Point, Abaco, the post office for the lumber camp at Wilson City.

"ADVERTISED" in a similar style and size of lettering has been reported but has not been seen by me.

Bahamas stamps cancelled on arrival in the United States, especially Miami, are not uncommon either with "paquebot" or regular cancellations. The scarcest seems to be the early type of New York paquebot mark, a vertical oval cancellation of six vertical bars with a number inside a circle in the centre. At one time this was thought to have been a Panama transit mark. I have seen Nos. 1, 3, 5, 6, or 9 and 12, but the remaining numbers of the series must exist.

British mailboat cancellations are known on early Bahamas stamps. These are of course very rare, for the mailboats on which they were used never came any nearer the Bahamas than New York and the stamps were only cancelled on board because they had previously missed being cancelled. "A93" assigned to the Allen Line and "B61" of the Cunard Line are in my collection, and others probably exist.

Mention should be made of two circular datestamps which are occasionally found on the 1884 issue, particularly the 1d. value. One is inscribed "GENERAL POST OFFICE" around the top, "NASSAU, BAHAMAS" around the bottom and the date in two lines in the centre below three initials which are seldom legible but are M.O.D. for "Money Order Department". The other datestamp is similar except that "NASSAU, N.P." is at the bottom and there are four initials above the date, also rarely legible. However the initials are P.O.S.B. for Post Office Savings Bank. Thus neither is postal.

Crude "AO5" and "B" cancellations exist, the latter in violet on late King George VI issues, both very obviously forgeries. The former is usually found on early stamps from which a pen cancellation has been removed.

BAHAMAS.

STAMP COLLECTING, Sept. 28, 1946.

ROMANCE OF BAHAMAS POSTMARKS

By MARGOT WHITWORTH



WITHIN the 800 miles of small, scattered islands comprising the Bahamas group lie 71 Post Offices with the most vivid and romantic names in the world. The accompanying list gives a clear impression of the chequered history of these islands, one of the oldest of our Colonial possessions.

"San Salvador" conjures up the landfall of Columbus, commemorated on the 450th Anniversary, in 1942, by the famous issue of overprinted stamps. Collectors will remember the special "first-day" cards cancelled with this postmark, and showing a photographic map of the island group, but in normal times mail is not frequent, and the postmark is difficult to obtain.

Columbus took possession of the islands for Spain, and trace of the occupation by this country is found in the name of "Spanish Wells" on Harbour Island.

The Spaniards soon abandoned their colony after they had depopulated the Islands and sent the inhabitants to work in the mines of Hispaniola. In 1647 a permanent settlement was made in the Bahamas by the British, whose first landing in the Islands had taken place in 1629—one of the most attractive of all Empire commemoratives being issued to mark the Tercentenary of the British occupation, three hundred years later.

No regular system of government was established, and during the latter half of the 17th century the secluded isles of the Bahamas acted as ideal bases for the flourishing pirates and buccaneers of this era. "Pirates' Well," "Pure Gold" and the more sinister "Dead Man's Cay" and "Devil's Point" bear witness to this stormy chapter in the Islands' history. Even to-day, treasure is still believed to be buried amongst the lonely inlets and bays of the Out-Islands. The pirates left a rich legacy indeed to the Bahamas, but in the early years of the 18th century they were subdued, and a more orderly form of government established.

During the American Civil War, many famous old Southern families evacuated to the Bahamas, bringing with them a culture and grace of living all their own, and starting small townships chiefly on Abaco and the more northerly islands. "Cherokee Sound" and "Hope Town" typify the graphic names they gave to their settlements.

Years passed in comparative peace until the time of Prohibition in America carried the Islands back into the days of piracy and high adventure on the seas. Once again the countless bays and inlets proved a haven for illegal shipping—and the names "Rum Cay" and "Man-o-War Cay" would prove as apt for the late 1920's as they were in the days of the original pirates, when these settlements were made.

There is an undeniable fascination in the study of these Bahamian postmarks. A keen philatelist will find the true joy of the chase in searching for them amongst the dealers' stocks, and an attractive collection can be made of these rare cancellations. Some are extremely hard to come by as very little mail is despatched from the more solitary islands, but the triumph of finding such unique marks as "Green Turtle Cay," "Roses" or "Mignum Vitae Cay" will be ample reward for any time and patience expended.

The fascinating panorama of Bahamian life is there for anyone to discover.

POST OFFICES IN THE BAHAMAS

Abraham Bay (Mayaguana).
Alice Town (Bimini).
Arthur's Town (Cat Island).
Bannerman Town (Eleuthera).
Behring Point (Andros).
Bimini (Bimini).
Bluff (Cat Island).
Burnt Ground (Long Island).
Cat Cay (Cat Cay).
Cherokee Sound (Abaco).
Clarence Town (Long Island).
Colonel Hill (Crooked Island).
Cooper's Town (Abaco).
Cornwall (Abaco).
Deadman's Cay (Long Island).
Devil's Point (Cat Island).
Eight Mile Rock (Grand Bahama).
Fox Hill (New Providence).
Fresh Creek (Andros).
George Town (Great Exuma).
Governor's Harbour (Eleuthera).
Grant's Town (Nassau, N.P.).
Green Turtle Cay (Abaco).
Green Guano Cay (Abaco).
Gregory Town (Eleuthera).
Harbour Island (Abaco).
Hatchet Bay (Eleuthera).
Hope Town (Abaco).
Inagua (Inagua).
Industrious Hill (Cat Island).
James' Cistern (Eleuthera).
Knowles (Cat Island).
Kemps Bay (Andros.).
Landrail Point (Crooked Island).
Little Bay (Current Island).
Long Bay Cays (Andros).
Long Cay or Fortune Island (Long Cay).
Lower Bogue (Eleuthera).
Mangrove Cay (Andros).
Mastic Point (Andros).
Man-o-War Cay (Abaco).
Marsh Harbour (Abaco).
Mignum Vitae Cay (Berry Island).
Nicoll's Town (Andros).
Old Bight (Cat Island).
Palmetto Point (Eleuthera).
Pirates' Well (Mayaguana).
Port Howe (Cat Island).
Pure Gold (Andros).
Ragged Island (Ragged Island).
Rock Sound (Eleuthera).
Rolleville (Great Exuma).
Rum Cay (Rum Cay).
Stanyard Creek (Andros).
Steventon (Great Exuma).
San Salvador (Watling Island).
Savannah Sound (Eleuthera).
Shirley Street (New Providence).
Sims (Long Island).
South Palmetto Point (Eleuthera).
Spanish Wells (Harbour Island).
Spring Point (Acklin's Island).
Sweeting's Cay (Grand Bahama).
Tarpum Bay (Eleuthera).
The Bight (Cat Island).
The Current (Harbour Island).
The Ferry (Great Exuma).
West End (Grand Bahama).
Weymss Bight (Eleuthera).
Roses (Long Island).
G.P.O., NASSAU (New Providence).

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BAHAMAS

POST OFFICE ON BED OF THE SEA

(*From the* Bristol Evening Post *of August 8, 1939*)

NEXT week will see the inauguration of the world's first sea-floor post office, installed in the Williamson photosphere in the Bahamas.



The project is part of the scientific exploration sponsored by the Bahamas Government and conducted by Mr. John Ernest Williamson, the explorer.

Postage stamps that are reproductions of one of Mr. Williamson's photographs of the amazing Nassau marine gardens and bearing the head of King George will be used, and the letters will be franked " Sea Floor, Bahamas."

Letters will be despatched to all parts of the world, and the first will be addressed to the King and President Roosevelt.

In his 25 years of operation in these waters, this is the first time Mr. Williamson has agreed to permit visitors to accompany him on location, and the object of the post office will be to make it possible for visitors to mail their impressions of the wonders of the deep direct from the ocean floor.

These impressions may be written as the photosphere cruises through the coral reef forests, abounding in rainbow-hued tropical fishes.

Broadcasting from the ocean floor will also soon be introduced with a powerful radio telephone station making regular undersea world broadcasts possible.

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to this country until 1848, and it was in 1861 that *The Times* began to use curved stereo-plates commercially. The movable types used directly on the Rowland Hill cylinders should therefore have been an asset at that time for inserting late news. The advanced ideas of Sir Rowland Hill are very evident in this design, and it is ironical that the plans of the man who introduced the penny postage stamp should have been thwarted in this case by the necessity of affixing stamps of another kind.

BAHAMAS

STAMP LOVER. MAY.—APR. 1966

CORRESPONDENCE
(continued)

To the Editor,
The Stamp Lover.
Dear Sir,

GRAND BAHAMA ISLAND—POSTAL NOTES

The Bahamas, since 1948, have been the subject of startling changes, and in the intervening years, they have emerged from the backwater into the mainstream, as it were.

My interest was primarily in Grand Bahama Island, where I lived and worked, and I am pleased to provide a few comments on this island.

The Post Office at Pine Ridge has been closed for many years. It was a small village built mainly by Turks Islanders who worked at the Pine Ridge sawmill. This timber industry was primarily run by a Mr. Wallace Groves who I understand purchased the land from the Crown at £5 an acre. A small railway, steam driven, I'm happy to say, ran from Pine Ridge to somewhere in the vicinity of Eight Mile Rock, to carry the logs, etc., to the "harbour," which I understand was merely an inlet. I have personally explored Pine Ridge with an old Turks Islander employee of mine, who worked at the Mill. All that remains is the ruined mill, and the Church and cemetery, and this may well now be demolished. A new development was underway just before I left, to cover Pine Ridge with a planned township, and lots (not **acres**) were selling for about £1,500. It is not impossible that a new Pine Ridge Post Office may emerge in the future. Pine Ridge was some five miles from Freeport, the main City on G.B.I. and rivalling Nassau in size and importance. The Postmaster was a Mr. Gibson, a Bahamian, and he had a staff of about 15. They were clearly overwhelmed by the amazing growth of Freeport, and I understand that in 1966, the U.K. sent two G.P.O. officials to advise on modernisation. There was no General Delivery in Freeport, one either used a P.O. box (a locked box on the P.O. premises), or one collected one's mail from the "to be called for" section. Letters to be posted were brought to the Post Office, or could be posted at either of two U.K. style pillar boxes, one at the Airport, and one at the "Pub on the Mall." Doubtless this scheme has been extended as the British way of life was being perpetrated to lure tourists, i.e. London Buses, Taxis, etc. Direct air links exist with Canada, U.S.A., U.K. and Nassau, and I think mail is carried on all flights.

West End, some 21 miles from Freeport, has its Post Office to serve the large hotel complex known as the "Jack Tar." West End has its own Airport and harbour and is a Custom's Port of Entry, although it is a very small settlement outside the hotel.

Freeport is expanding quite rapidly, and already satellite towns of Lucaya and Hawkshill are springing up. The former contains the main luxury hotels, and winter residences of U.S. tycoons, the latter is a township built to enable the native Bahamian to buy his own home. I can foresee the time when these are large enough to warrant separate offices.

Yours sincerely,

Highgate,
London, N.6.

P. J. RIVETT.

BAHAM

PHILATELIC MAGAZINE, NOV·6, 1953

SAILING SHIPS THAT CARRIED BAHAMAS MAIL

By

PETER JAFFE

SAILING ships have a romantic appeal and pirates and privateers, preying upon the treasure ships which carried the metals of Latin America to Spain, can touch the imagination. Bahamas, with its 700 islands and islets in the Atlantic off Florida has a history of piracy, a collection of quaintly named villages and a dependence upon the sea to link island to island.

In the 19th century the inter-insular mail depended on schooners, sailing from island to island. This article is mainly concerned with some of these vessels and their routes, which held the seas for sail, although tenders for a steamer had been sought n 1865.

A convenient starting point is a notice, dated 27th June, 1894, setting out the names of those who had in the past tendered successfully for the various services from Nassau, New Providence from 1st July, 1894.



The *Trackless*, owned by T. T. Bowles, was on the Eleuthera run on a three-year contract, including Gregory Town, Governor's Harbour, Savannah Sound, Tarpum Bay and Rock Sound.

The *Dart*, owned by J. N. Harris, was on the Harbour Island run on a three-year contract, to Spanish Wells and Dunmore Town. In March, 1900, it was announced that a trip would be made every ten days instead of fortnightly.

On the Abaco run for three years was T. H. Malone's *Hattie H. Roberts*, to Cherokee Sound, Hope Town, Marsh Harbour, Man-of-war Cay (which had an office in June but had lost its post office by July, 1895) and Green Turtle Cay.

The *Argosy* of R. H. Sawyer and Co., was on the Eastern Island run, on a one-year contract, serving Arthur's Town, The Bight—San Salvador, Long Island, Long Cay, F.I. (Fortune Island), Watlings (or San Salvador, discovered by Christopher Columbus in October, 1492), Rum Cay, Acklins and Inagua. Tenders were sought by 24th June, 1895, for a three-year contract to provide a monthly service with a vessel of at least 50 tons.

The *Hattie Darling* of D. A. Brice was on a one-year contract to serve George Town, Exuma. In October, 1895, the *Sappho* ran a fortnightly service on this route.

The *Star of the Sea* of Michael Greene was on a one-year contract on the Nassau to Andros Islands service, for Nicoll's Town, Mastic Point, Stanyard Creek, Fresh Creek, Salvador Point, Mangrove Cay and Long Bay Cay.

Ragged Island was served about once in six weeks by the schooner *Experience* from 1894 to 1901, but apparently not under contract until 1st October, 1898. The tender was sought for "two round trips each quarter" on 27th September, 1894.

The *Pelican* was one of the non-contract vessels to carry mail, a sailing to Inagua and Long Cay, F.I., being advertised in August, 1894, while the possibly larger *Eastern Queen* carried mail in October, 1894 to Rum Cay, Long Cay, F.I. and Magua en route to Jamaica, West Indies (not to be confused with Jamaica, north of Ragged Island).

The *Return* took mail from Nassau to Rum Cay, Watlings and Long Cay on 14th January, 1895.

Eight vessels were under inter-insular mail contracts by the end of 1895 and at the end of 1900, when five services were fortnightly and three monthly.

On 10th June, 1895, the Inter Insular mails Act of 1888 had been amended. The *Raven* began a monthly service from Nassau to Alice Town, Bimini, on 7th October, 1895. By June, 1899, she was also serving Grand Bahama.



Rum Cay smacks of pirates.

The *AMB* replaced the *Star of the Sea* on the Andros run in 1896. Late in 1899 the *MEB* first appeared, just before a hurricane. In July, 1901, the *Star of the Sea* was back only to give place to the *Attic* in November, 1901.

In 1897 the first attempt to give Ragged Island a monthly service was made. Although the tender for a fortnightly service, Nassau to Exuma, was advertised as a direct route on 10th March, 1897, it was re-advertised with the insertion of Simms', North End, Long Island and Clarence Town, in April and, in addition, tenders were sought for a fortnightly feeder service from Exuma to Arthur's Town and the Bight, San Salvador, to connect with this.



Postmarks from Rock Sound and Spanish Wells.

As a result of the 1897 tenders the *Albertine Adoue* secured the Abaco run and the *Glynn* the Eleuthera run.



Ward Line, New York.

The *Siren* served San Salvador and Inagua. In October, 1900, the *Estrella* served Inagua, Long Cay and Rum Cay.

The *Leon* first appeared on the Nassau to Eleuthera service in September, 1900. The *Pilgrim* was on the Exuma service in that year.

The tenders called for in 1899 covered services from Nassau for a year from April 1st. The once a fortnight services were to Andros, and to Exuma and Long Island, including a carrier connection to Clarence Town from Simms'; the three once a month services were to Bimini, Grand Bahama and to Ragged Island.

The following year these tenders were re-invited together with three fortnightly services all of which specified the minimum tonnage of the schooner—Eleuthera (50 tons), Abaco (40 tons) via Cherokee Sound, Great Harbour and Marsh Harbour, and Spanish Wells and Harbour Island (20 tons).

The normal foreign mail steamer was the s.s. *Antilia*, but other routes were open in the mid-1890s.

Small vessels going in late 1894 to Key West, Florida, included the *Gertrude* (August 9th), *Fearless* (October 29th), *Victory* (November 1st), *Equator* (November 1st to Jackson) and *Goodwill* (November 27th). Letters were to be endorsed "via Key West" or with the name of the vessel.

More usual routes were via Cuba, the mail for which normally closed one hour after the arrival of the mail steamer from the north, and by the Ward Line to New York.

In 1896, the three foreign mail steamers on the schedule were the *Santiago*, *Niagara* and *Northumberland*. Later, the *City of Washington* and *Saratoga* came into service. The Ward Line was under contract at £2,500 a year to provide 26 mails a year in each direction, from 1st May,

(Continued on page 907)

BAHAMAS MAIL

(Continued from page 889)

1893, for five years. The contract was renewed at £1,500 a year for five years from 1st June, 1898.

On 26th January, 1898, the public were instructed to post letters at Nassau G.P.O. in boxes labelled Cuba, Ward Line and Antilia, respectively. Perhaps there was a notice that posting in the wrong box would involve delays ! In 1900 over 65,000 letters went to the U.S.A., compared with 18,000 to the United Kingdom.

On 25th May, 1898, the public were informed that owing to hostilities between Spain and the U.S.A. mail for Cuba was held up. It may be that closing this route prompted the opening of a new 40-voyage a year contract service at £3,500 a year from Nassau to Miami, Florida. The Official Gazette of 20th December, 1898, gave the sailing dates of the *Miami* from the start of the new year until the end of April. In April, 1900 the *Martinique* replaced the *Miami* for a time.

Ack. 24/2/68

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Mrs.P. Saunders,
Little Caymans,
Kingsthorne,
Hereford.

21st February, 1968.

Re Bahamas-

Dear Rose,

It is very nice to hear from you and I happily reciprocate the very good wishes of Philip and yourself on behalf of all at Sutton.

Bahamas: An air service to Miami opened in 1929 and on 2nd January 1930 it was speeded up into a daily flight service. The three-line pink cachet is official but the crimson aeroplane cachet is a private one.

The mails were flown to Miami only, but Dr.Hess and others addressed covers to various Caribbean countries. These are interesting and add to the value, but not seriously. This cover was flown first to Miami and then back by the regular American Air Mail Service to Haiti from whence it wandered around until it got back to the address at Nassau. For your personal reference I should value it at around 50/- retail.

Yours very truly,

F. J. Field

Bahamas News & Notes

BY GALE RAYMOND

Sad to relate, mon, as the Bahamas say, is the news that the Inter-Governmental Philatelic Corporation will hereafter be distributing stamps of Bahamas to the philatelic market. Unless you have a local Nassau friend who will buy and send you small orders of mint Bahamas stamps, for making up covers, etc., you will have no choice but to buy your mint supply from dealers, as the private agency only sells in large quantities. This contract (5 years) will, I predict, sound the death knell to interest in modern Bahamas stamps, as happened to Maldive Islands issues, now collected solely by a relatively few topicalists. At least we still have postmarks and covers to collect, thank hevvins!



FIG. 1.



FIG. 2.



FIG. 3.

The "new" oval TRD inscribed "HATCHET BAY, ELEUTHERA" (FIG. 2.) went into use there on Dec. 1, 1966, according to Postmaster Dansbuary A. Hudson,--after the metal datestamp fell apart! I'm indebted to Gus Lund for a July 1967 paquebot cover from Nassau with a new "SHIP MAIL, NASSAU" TRD, single-circle, Type C-5. It is easily distinguishable from the preceding one; the newer one has taller, narrow letters, with wider spacing. In the July, 1967, Journal, on Page 59, we described a new BIMINI Type C-8 TRD, incorporating an integral datestamp. We now show this as FIG. 1. above. For comparison, we show the older similar, but dateless, TRD as FIG. 3.

Further dismaying news is governmental approval in Bahamas of postage-meter machines, which will tend to greatly reduce supplies of used adhesive stamps to collectors, in all denominations. In Freeport, a private facility, the Fargo Mail Service, has been initiated to commercially supply delivery service, stamps, etc. to both business and private subscribers, for a monthly fee of $10-15. Although the new Post Office building will have 5,000 boxes, it will still be crowded, and businesses in particular are delighted to have such a service available. As a sign of progress, the Nassau GPO is closed for business now on Saturdays!

Beginning August 1st, the inter-insular rate in the Bahamas was reduced from 4¢ to 3¢, with most other rate-changes applying to parcel-post. Special-Delivery service has been reestablished.

The many coin-collectors in our ranks will be much interested in the CARDINAL SPELLMAN NUMISMATIC MUSEUM to be constructed at Freeport. A special Foundation was formed to purchase the collection, and admission will be charged. The

world-famed collection consists of U.S. coins and medals, classical coins, foreign coins and medals, and personal U.S. and foreign decorations and awards.

The long-promised handbook on Bahamas postal markings, in collaboration with Morris Ludington, has been checked-out in final draft, and will be published shortly by Robson Lowe. There are several loose ends and puzzling gaps, but we feel certain that as soon as the handbook appears in print, certain quiet collectors will step forth to point out our errors and omissions -- and we hope they do!

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Early P.A.A. Flights to Bahamas

by S. GRAHAM HOEY

For some years now, I have been bothered by certain problems in the records of the early P.A.A. flights to Nassau. The Aero Field list, for example, gives the date of the first P.A.A. flight as the 16th October 1928, whereas Gisburn's book on the Bahamas gives the date as the 9th October. I was shown a cover, back about 1954, with the 16th date, and when my friend Moreton Black turned up a cover and letter from the P.M.G. of the Bahamas with the 9th October date some time ago, *(see the B.C.P.J. for July 1965)* I felt something had to be done about it all.

I have had a great deal of help from the P.A.A. records and from the files of the Miami Herald and the Miami Daily News, (thanks here to Eddie Adelson, who took time off during the summer to check these files for me,) and the story seems to be as follows.

First a short note on the beginnings of P.A.A. They were incorporated in March 1927, received their first aircraft in September 1927, and occupied their base at Key West, Florida, in October 1927. They remained here until September 1928 when their operations base was moved to Miami, the changeover being completed by the 2nd November 1928.

It turns out that there were no less than five flights from Miami to Nassau during October 1928, not all of which, however, carried mail.

(1) FIRST SURVEY FLIGHT. 1st October 1928.
Aircraft: Sikorsky S-38A Amphibian, NC 8000.
Pilot: Captain Edwin Musick.
Passengers: John A. Hambleton, Vice Pres. P.A.A.
John E. Yonge, Company Attorney, P.A.A.
Mr. Yonge met various Bahamas officials in Nassau, including the P.M.G. J. Herbert Peet (see Moreton's letter of the 9th October.) It seems unlikely that any mail was carried on this flight.

(2) FIRST MAIL FLIGHT. 9th October 1928.
Aircraft and Pilot as above.
Passengers: L.A. Oates, British Vice Consul, Miami.
Richard Saunders, Pres. Miami Chamber of Commerce.
J.E. Yonge (as Chairman Miami Aviation Board.)
V.E. Chenea, P.A.A. Traffic Manager, Miami.
We know that at least six covers exist from this flight (not five as stated in Dr. Lockie's list, B.C.P.J. 1965. He forgot to count in Moreton's own cover!) and others may exist.

(3) SECOND SURVEY FLIGHT. 12th October 1928.
Aircraft and Pilot as above.
The Miami Daily News says that a Loening Amphibian was used, but I think this is incorrect for the following reasons:-
(1) The P.A.A. records definitely state the Sikorsky was used.
(2) The Miami Herald of 12th October mentions that the Loening aircraft arrived in Miami only on the 9th and was being tested by company officials prior to its first scheduled flight on the 14th to Cuba and Haiti.
Passengers: E.F. Bourne, Pres. Tropical Radio Company.
S.W. Pittman, Postmaster of Miami.
R.V. Waters, Pres. Miami Airport Association.
Pathe News Cameraman.
The crew on this occasion consisted of R.E. Davis, mechanic, and John Donahue, radio operator, and two Bahamas officials were expected to return in the plane to Miami. Again, I have no record of any mail from this flight.

The Miami Herald and the Miami Daily News of 13th October both mention the statement of Mr. Yonge that he had obtained the Miami-Nassau Air Mail contract for P.A.A. He had returned to Miami with the afternoon flight.



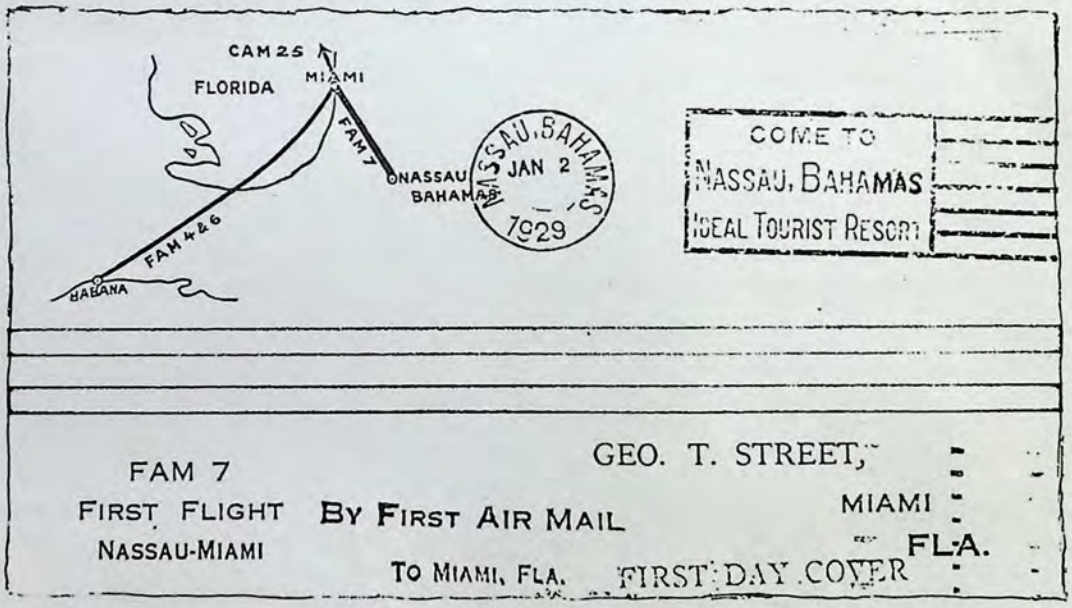
ARTIST'S SKETCH OF SIKORSKY S-38 "DUCK"

(4) SECOND MAIL FLIGHT. 16th October 1928.
Aircraft and Pilot as above.
Passengers: J. Newton Lummus, Mayor of Miami.
Walter Kohlhepp, Manager of Fisher Properties, Miami.
Reese T. Adams, Editor of Miami Daily News.
Richard Farring, Nassau.
(This last name I suspect strongly should be Farrington. At this time, R.J. Anderson Farrington and Sidney Farrington were both well-known citizens of Nassau, and the latter became Chief Agent for P.A.A. in the Bahamas.) Mail was carried on this occasion, and a special cachet was used on some covers, reading "1st Flight Bahamas/Official Air Post", in two lines in red.

(5) THIRD SURVEY FLIGHT. 19th October 1928.
Aircraft and Pilot as above.
Passengers: James M. Eaton, Chief Traffic Manager, P.A.A.
J.E. Yonge
R.I. Dunten, Operations Manager, P.A.A.
Once again I have no record of any mail being carried.

I have gone into the above flights in some detail because one of the things that annoyed me for years was that every time I read a report of this "1928 Survey Flight" the plane seemed to be carrying a different set of passengers. This was, of course, complicated by the fact that the same plane and the same pilot did all the five flights, and J.E. Yonge chalked up almost as many hours as the crew did! The Sikorsky S-38A NC 8000 was a very regular visitor to Nassau, the first regular service from 1929 to 1930 also being carried out by this aircraft. Captain Edwin Musick was P.A.A. chief pilot at this time, and a great deal of the early pioneering work in the West Indies was done by him. I have managed to obtain contemporary photographs of both NC 8000 and Captain Musick.

Hereafter the picture of P.A.A. and the Bahamas becomes very much simpler, and all of the information has already been published in this Journal in Dr. John M. Lockie's very excellent lists. Perhaps I might be able to add one or two items of background information to some of these subsequent flights, for the record.



FIRST REGULAR FLIGHT, NASSAU TO MIAMI. 2nd January 1929.
As I have mentioned above the aircraft used was once more the Sikorsky S-38A, NC 8000, the pilot being Captain Harry Rogers. I have a photograph taken at Nassau on this occasion, showing the plane, along with Harry Rogers, Sidney Farrington, and other officials. The service ran daily during the winter season, and twice weekly during the remainder of the year.

FIRST REGULAR DAILY FLIGHT, NASSAU TO MIAMI. 2nd January 1930.
This was the beginning of an all-year-round daily service, and the aircraft on this first flight was a Sikorsky S-38B, NC 9775, the pilot being C.A. Buhr. Again I have found a contemporary photograph of this aircraft.

I shall be delighted to hear from anyone who can add information to the above.

In any case, I need more research assiatants, especially one in Washington, D.C. There are a number of points about the early U.S. Navy flight that want looking into. To begin with, the U.S. Navy never heard of it, nor of the pilot, Lieut. Cummings!

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Bahamas News & Notes

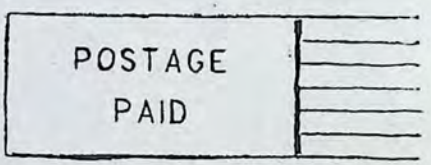
BY GALE RAYMOND

Again it is a special delight to have the BAHAMAS BUM pave the way on the Isles of June report in this issue; I'll simply attempt to tidy up the loose bits and pieces of news.--The Freeport, Bahamas, SHIP MAIL TRD has shown up again (Type 2c-2), dated JAN 11, 1968. This on a cover (on Panama stamp) from the S/S HOMERIC, thanks to E.T. Peterson.

Bill McFarlan, back from West Indies tour, shows me a fine handful of BWI Paquebot covers of 1920s-30s, many with sharp paquebot and ship-mail matkings while still "new". An especially interesting cover cancelled NASSAU, 19 JA 28 has a 4-line small cachet reading "SPEND/MI-CAREME CARNIVAL WEEK/MARCH 18-25/AT NASSAU."

Ray Austin (U.K.) has kindly lent a beautiful strike of a CORNWALL TRD on a Three-Halfpence Geo.V stamp, on piece, dated MAR 24 1937. Although similar to Type 3C, close comparison shows letters on a 1940 example as taller and thinner, closer together, in a 33 mm circle. In the 1937, 30 mm TRD, the letters of CORNWALL are well-rounded, with BAHAMAS in much tinier lettering. The most obvious difference is that in the 1937 TRD, the month comes first in the dateline, and in 1940 the month appears in the center of the dateline. The 1937 TRD is definitely Type C-1 (30 mm). --Bill Stitt shows examples of a new Nassau machine cancel slogan reading POSTAGE PAID (Aug 17 1966)-and a similar TRD, a single circle inscribed NASSAU, BAHAMAS, POSTAGE PAID with March 20 1967 in one line, comes from a Nassau friend.







Regarding the reader who questioned if the PINE RIDGE, G.B. post office did in fact exist before 1947, I spotted among his accumulation a PINE RIDGE G.B. TRD sharply dated 1945!! --Morris Ludington would like to know if other members can help explain a 1918 marking from Nassau, "RELEASED BY CENSOR BOARD", and the tale thereof.

Would you believe--distinctive PAQUEBOT markings now at SPANISH WELLS, scroll-framed box, and HARBOUR ISLAND, linear-framed box, thanks to CAPT Robert W. Murch, USNR, aboard the M.Y. GOLDEN VANITY. The former is dated 30 Jan 1968 and the latter is dated 31 Jan 1968. A letter posted aboard and put ashore at NASSAU on Feb 1 1968, got the newer NASSAU SHIP MAIL TRD. All these were on USA stamps (6¢ envelope.)

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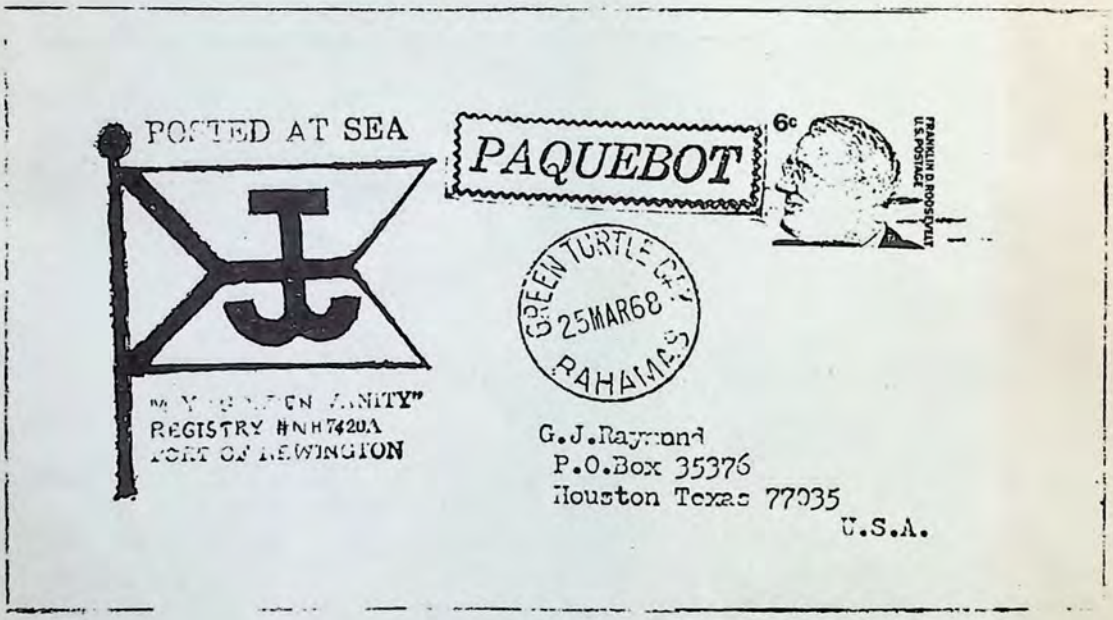
BCPJ. Whole No. 43.

Bahamas News & Notes

BY GALE RAYMOND

Just back from Nassau, Bill Stitt sends along a new BAHAMAS SOUVENIR CARD, multicolored, bearing the current decimal mint set, 1¢ through 22¢, each stamp having an explanation of the design alongside. These obviously are for tourists to send to their stamp-friends back home,--who may be dismayed to find each stamp firmly stuck down! The printing code on the back shows 10,000 cards printed in 7/67, so a lot of stamps will forgo the agony of postal usage.--

Covers are in from GREEN TURTLE CAY, "Posted at Sea" aboard the M.Y. *Golden Vanity*, with a new PAQUEBOT marking of that port-o'-call. Each has a U.S. 6¢ stamp, with the paquebot mark and Green Turtle Cay CDS alongside, dated 25 MAR 68 (see illustration). Thanks due to Bob Murch for these.



In answer to an inquiry from J.M. Bailey (U.K.), through Eddie Adelson, PMG Saunders provides the information that the 9d-on-8d stamps were overprinted by Bradbury, Wilkinson & Co. Ltd. 5,310,000 copies were overprinted and released for sale on 12 July 1965.

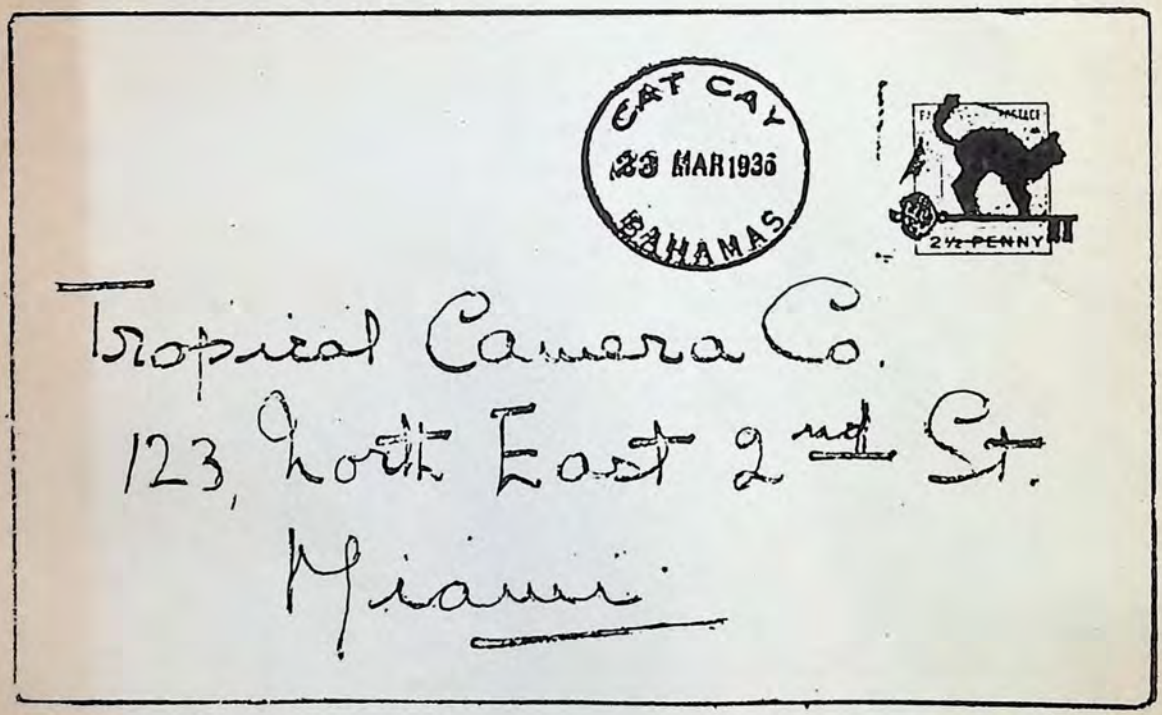
Surprisingly, in view of increasing numbers of CAT CAY postmarks showing up in stamp lots the past year, that sub-p.o. officially closed its doors on 31 March 1968, according to word from a Nassau friend. This cay, just south of Bimini, is only 54 miles southeast of Miami, Florida. Two and a half miles long and half a mile wide at the widest point, it has long been famous as a "Millionaires' Hideaway", owned by Lou R. Wasey, a wealthy New York City advertising man. His Cat Cay Club has a membership of 100, and by invitation only. Luxurious in tropical beauty, accomodations, and sunny weather, one practical-minded sun worshiper once described it as "the finest place in the world for tranquilly baking the behind".

A Bahamas post office opened at Cat Cay in 1935, using a large 32 mm single

circle TRD until 1939, when it was replaced by a two-line oval TRD. Later several varieties of steel-die CDS were used, with, briefly in 1942, a straight-line "CAT CAY" cancel (rare). The early TRD's were rarely struck over the stamps themselves, but rather alongside, while the stamps were generally obliterated with the pictorial "marlin head" fish cancel, approved by the G.P.O. at Nassau. Once relatively common in the stamp world, this marlin head cancel on Bahamas stamps is now seldom encountered, and prices realized at auction are impressive. This is particularly true of covers. But the rarest of all of the Cat Cay cancels is that philatelic pun, the "cat-on-a-key" design of the Cat Cay Club symbol. I know of only one genuine example on cover, which I am glad to say graces the collection of one of our BCPSG members, but alas, not mine! The appeal of this unusual mark to postmark collectors has tempted philatelic forgers to produce specimens of it, but the several forgeries seen have been glaringly spurious.







Pan American World Airways was to start international service between New York City and Freeport, Bahamas,--and between Washington, D.C. and Freeport and Nassau,--on April 28th. Official cachets were to be applied at the New York post office as well as at the airport mail facilities at Kennedy and Dulles International Airports. The United Nations post office was also servicing first flight covers. Since this is written five days before the start of this service, we cannot confirm that it has taken place.

The Lehmann influence on the Bahamas can be seen in word from London that a series of stamps reproducing paintings by the American artist Winslow Homer, as well as an Olympic Games series, a Tourism series, a Gold Coinage set, and an issue for the Commonwealth Parliamentary Association are scheduled.for release later this year. No doubt each issue will be at least thru the $1!!!

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16/4/70

BAHAMAS IN THE SIXTIES

By L. N. and M. WILLIAMS



WITH over a million visitors last year, and more expected each year in the current decade, Bahamas, land of 700 tropical islands, suddenly has been discovered and everyone is flocking there.

For philatelists the sixties began quietly. Sixteen definitives in designs of an earlier commemorative series had been issued in 1954, and apart from certain shades they were still on sale. So they continued until January 7th, 1964, and celebration of the New Constitution.

Bahamas remains firmly in the British Commonwealth but with full internal self-government. A Governor General, who is also the Governor of the Turks and Caicos Islands, is appointed by the Queen, and Great Britain is responsible for all overseas affairs. For the new form of government apparently the earlier definitive series was overprinted; but closer examination reveals that a completely new printing of the basic stamps was made on paper watermarked Crown CA in block letters, replacing those with the Crown Script CA watermark.

The overprinted stamps remained on sale for just six months. From July 7th, 1964, the old set reappeared, and it was on paper with the old watermark; but a new set had been announced, and keen-eyed philatelists were watching for any paper changes. In the event, there was only one: the 2d. released on October 6th. Its short life and lonely position led to its being overlooked, so that it is relatively scarce.

Just part of the sixties were two stamp booklets, sold at 3s. and 6s., containing the definitives in panes of four made up from sheets. They appeared on August 15th, 1961, and came either upright or inverted in equal quantities in relation to the covers. They are interesting for the postal rates they contain. Only 3,000 of each denomination were made but they are not scarce. Presumably, the demand has not yet exhausted the original trade stocks.

On January 7th, 1965, neatly poised half way through the decade, came a new set. In three or four colours, with some old designs retained, this set gives the whole impression of a modern country, such as Bahamas is, with much to attract the visitor. There were only 15 values this time, the 5d. being omitted. Later, on March 23rd, the booklets were reintroduced with these new stamps and the inside covers show some changes in rates. One was to come into force almost at once, and the 8d. was surcharged 9d.

A year afterwards, the entire series was surcharged as Bahamas went decimal. It was a logical choice, for the islands were attracting American visitors by the ship and plane-load, many of them flying across for the day from nearby Miami. As they poured in, the local government realised that they would be more at home with prices in familiar dollars and cents. By a master stroke, the Bahamas dollar was made worth just a little less than the mainland version. U.S. dollars were freely accepted at par, and traders could then convert them into local currency without losing on the exchange.

On May 25th, 1967, the set appeared in permanent guise with just two designs modified: a new ship on the 5 cents and a different variety of shell for the $2 value; otherwise they all remained the same. Five long sets within the decade were more than enough, so that it was with a sigh of relief that collectors saw it last out the sixties.

Meanwhile, the commemorative pace had been increasing. First of all there were two large size 8d. and 10d. commemoratives for the centenary of the City of Nassau in 1962, the respective airmail rates to U.S.A. and Great Britain. Nassau is the capital of the islands and site of the international airport and government. History is still seen in the tiny winding streets and weather-beaten forts and towers, as well as in the cathedral and public library, once a prison, chosen as the main motifs of the designs.

In June 1963, in common with most Commonwealth Crown Colonies, Bahamas joined in the Freedom from

(*Continued on page* 387)

Our Debt to Forgers (*continued from page* 383)

The collecting of postal history, which implies the collection of stamps on covers, becomes more popular every year. Material is scarce and collectors will have to be increasingly on their guard against the posthumous manufacture of interesting pieces. The faker knows that the emotional satisfaction of tracking down a difficult item is so great that there is a risk of our judgement being clouded if the assembly of marks and stamps looks good. Inexpensive pre-adhesive covers with an honest aura of age are wedded to inexpensive stamps to make a scarce, but dishonest, mixture.

It is not the object of this article to determine rules for the identification of forgeries, but to show how an interest in forgeries provides a training in philately. Of this, the study of a cover is a good example. The stamp must first be checked. Is it printed and perforated by the correct method? Is the paper of the correct quality? If the stamp was current for a long time and reprinted in differing shades, does the shade used tie up with the date on the date-stamp? Is the postage rate paid in agreement with the tariff then current? Is the style of postmark contemporary with the date of posting and the stamp? Is it back-stamped for receipt and has the journey taken the expected time?

In complicated pieces, the actual passage of the letter from place to place can be checked by successive marks and confirmed by reference to an atlas and other similar letters. Does the cancellation tie the stamp to the cover? These are just a few of the paths of enquiry which the study of an envelope for forgery encourages one to explore.

These paths are multiplied if the stamp is surcharged or overprinted, particularly if the overprint is curious or inverted. Pursuing these paths almost always results in an increase in knowledge; and it usually results in our finding greater pleasure and interest in the hobby.

For all this, we owe a debt to the forgers and fakers.



Issued in Bahamas

Hunger commemoration with a single 8d. brown. One lucky purchaser in Nassau found a sheet of the stamps with a major error: no value and no name of country. The error made examples worth over £100 each. Luckily, it was found in Bahamas and not in the Crown Agents' supplies in England, or there would have been much speculation as to the correct place in which it should be listed.

The meeting between the British Prime Minister, Harold Macmillan and President Kennedy, which had taken place in 1962, was remembered on July 15th, 1963, when the current 8d. and 10d. were overprinted with "Bahamas Talks 1962". After the stamps were withdrawn a strong demand from U.S.A. pushed the prices sky high.

Several uninspiring communal issues followed and there was just a stir now and again as a watermark variety appeared. One small item of individuality was an 8d. surcharge on the 1s. for the 1964 Olympic Games, consisting of a simple overprint of five interlocked rings and the denomination. One unusual error has only recently been reported and occurs on the 15 cents stamp of the 1966 World Health Organisation issue. One specimen has been found with shadowy letters "SE . . .". On closer examination it appears to be SEYCHELLES behind the name BAHAMAS on that stamp. This provides a mystery for the time being, but one printer did do all the territorial issues.

From September 1st, 1967, the arrangements for new stamps were transferred from the Crown Agents to the Inter-Governmental Philatelic Corporation in New York, and a bold new policy slowly evolved. Traditional collectors bewailed the old stodgy conservatism but the record of the first seven years had been boring and unoriginal. The next three were to be the reverse.

Beginning slowly enough with a pair for the 60th anniversary of World Scouting, on September 1st, 1967, the new agency soon made rapid strides. There followed three traditional designs for International Human Rights Year, and a sign of the times was the inclusion of a dollar stamp. In August, tourism was the theme, with four extra large-format stamps covering the sports. More sports came in October with four designs for the Olympic Games in Mexico, and four more in November for the Commonwealth Parliamentary Conference. The year ended with a remarkable series for the Bahamas new gold coins. Showing obverse and reverse of the coins within a kidney-shaped area, each stamp had its own individual perforation and was issued in complete sheets, making scissors a necessity for separation.



Scouting Diamond Jubilee

Many copies were used on commercial mail, and soon after the stamps became obsolete advertisements were inserted in newspapers by local dealers desperately trying to build up stocks. In the last eight months of 1968 five sets with a total face value of $5.32 made collecting expensive. The pendulum had swung to the extreme.

So 1969 began quietly with two stamps to mark the 50th anniversary of airmail services between Nassau and Miami, and the first regular air service in 1928. The year ended with four Christmas stamps.

Apart from the major errors, and stamps with inverted watermarks, there are few varieties of importance. Dependent on the catalogue one uses, the collectable positional varieties include broken leaves on the International Co-operation Year issue, and on the Churchill four values either a dot by St. Paul's Cathedral on the ½d. or 1s., or a hyphen replaced by a stop on the ½d.

Postal history almost without end can be found in the Bahamas, which is hardly surprising, because most of the inhabited islets and cays are equipped with their own post offices. Often, the postmaster is the local schoolmaster or hotelier, and in any case there is little mail.

A collection of even current postal markings is a labour of love and patience. Many offices never use their hand-stamps unless specially asked to do so by persistent enthusiasts, but just bundle up the letters and send them to the G.P.O. for cancellation. Temporary postmarks are often supplied, and coupled with the exotic names of many offices help to make the Bahamas a happy hunting ground, so that, after a decade of changing fashions and patterns, a large and loyal band of stamp collectors look forward with eager anticipation to the seventies.



14th Commonwealth Parliamentary Conference



Tourism

1990

GOING BANANAS

JOHN WOOLFORD continues his philatelic tour of the Commonwealth. This month he visits the BAHAMAS.

It is related that on Monday October 8 1492 the crews of the Santa Maria, flagship of Christopher Columbus, the Nina and the Pinta, demanded that this crazy voyage westwards on the Atlantic Ocean should cease. Boredom and fear were taking their toll. For another three days they agreed to go on, towards that relentlessly retreating horizon.

On the night of Thursday October 11, when the three days were up, a light was seen in the distance across the sea, and the mutinous crews waited for the morning. If there was no land in sight, they would insist on turning back for Europe. By the light of day they saw the island of Guanahani, one of the outer islands of what became known as the Bahamas. To the singing of Salve Regina, the three ships approached the shore. Nearly four centuries later, in 1891, a monument was erected there, inscribed: "On this spot Christopher Columbus first set foot on the soil of the New World." He renamed the island San Salvador, and at times it has been called Watling Island. Four and a half centuries later, a set of overprinted stamps would be issued to commemorate his achievement, and now we are getting ready to celebrate the 500th anniversary of that day.

After much coming and going, Charles I in 1629 granted the Bahamas to Sir Robert Heath, Attorney-General of England. In 1647 Captain William Sayle formed his Company of Eleutheran Adventurers, and they actually made a settlement of Eleuthera in 1649, reinforced by people from Bermuda. A long period of piracy followed, when various unsavoury characters made the Bahamas their headquarters, and Spanish raids on the settlement at New Providence by way of retaliation were fairly common.

At length in 1718 Britain sent out Captain Woodes Rogers, a former privateer, as Governor. He appeared on a 50c stamp in 1987, S.G. 789. He knew how to deal with the pirates and brigands of the area, and he restored order to the extent that a local parliament was able to assemble on September 29 1729. Two hundred years later the tercentenary of the colony and the bicentenary of the first assembly was commemorated on S.G. 132-36. By 1703 a small town on New Providence had been named Nassau after William III, who had been Prince of Orange-Nassau. Spain held Nassau in 1782, but the islands were finally ceded to Britain in 1783 by the Treaty of Versailles.

A very few covers from Bahamas to England are known from earlier dates, and the Louis Bradbury collection had one from New Providence dated 1761. In 1846 the Crowned Circle inscribed Paid at Bahamas was introduced, and this was really a handstruck postage stamp. From 1802 to 1846 various straight-line Bahamas handstamps were used .

Postage rates introduced in 1843 are interesting. The so-called interinsular rate was 1d per 1/2oz. The word "interinsular" was to turn up later on the first stamps. 1/2oz letters to America, and to the rest of the West Indies, were 4d, and those to England were 6d. In 1863 a 1s rate was introduced to England, but later in the 19th century rates decreased.

British stamps were sent out to Bahamas in 1858, arriving in May. The stamps listed in the catalogue are the 1857 1d rose-red, 1858 2d blue, 1857 4d rose, 1856 6d lilac, and 1856 1s green. The total face value of G.B. stamps sent out was £50, made up of 6d (£35), 4d (£12), and 1d (£3). That gives us 700 of the 6d, 720 of the 4d, and 720 of the 1d. So what about



3d Tercentenary of Eleuthera set



£1 Eleuthera showing washed out effect

the 2d and 1s? It seems they were not sent out with the first dispatch, but some 2d stamps were taken to Bahamas by private individuals and were accepted for postage. Most would have been used to pay the interinsular letter rate for letters carried by private ships. Some of the 1s were sent out to be used as a form of currency - amounts up to £1 could be remitted to Britain by means of 1s stamps. Of course some were used postally. The authorities had permission to requisition more stamps every two months, and the grand total of G.B. stamps ordered until 1860 is not known to me.

As early as July 6 1858 the Governor of Bahamas, Mr C.J. Bayley wrote to the Colonial Secretary in London asking [illegible] stamps be issued for "our interinsular postage". He enclosed an extraordinary design, consisting of an outer double circle containing the words Bahamas One Penny, inside which was a bare piece of ground on which were reclining a pineapple and a conch shell. "Each of these is the produce of the various islands for whose postal communication the stamps are now required."

Luckily, Perkins, Bacon in London had other ideas, and this peculiar round stamp was not issued. Instead, Perkins, Bacon produced a design that had the Chalon portrait of Queen Victoria besieged by a pineapple (to the left), a conch (to the right), and the legend "Interinsular Postage" (curved around the top). In many ways this was an ugly stamp, especially as Queen Victoria was deprived of most of her neck; but it did pave the way for the much better issues from 1862 onwards.

These imperf interinsular stamps ought to be rare, and S.G. 1 IS rare, as can be seen by the catalogue prices of £4500 mint and £2250 used. There were only 1000 of the first printing sent out to Bahamas, and only 4000 of all the imperforate stamps. Why, in that case, is S.G. 2 priced only £30 mint? Because the remainder disease struck: between 1887 and 1900 many imperforate remainders from a later printing were put on the market. They were from sheets that ought to have been perforated, and if they had been the mint price of S.G. 2 would be much higher. As things are, it is impossible to tell the difference between the remainders and the original scarce printing of S.G. 2, mint. Used examples of the interinsular stamps are very scarce, and are occasionally cancelled "27", which signified "out islands" use. More commonly (except that none are "common") they are cancelled AO5 for Nassau.

On September 13 1860 another 1000 stamps were sent out, followed by 1020 on January 26 1861. These stamps are S.G. 3, and they were perforated by a machine the catalogue calls clean-cut. Later printings were perforated by the same machine which was getting blunt, and the holes into which the pins dropped got filled up with paper. Thus we have the "rough perf" stamps, S.G 4 to 6. This was a problem shared by various colonies in the early days of perforated stamps.

In May 1860 Bahamas took control of its own Post Office, and British stamps were withdrawn. The interinsular stamps became valid for all postage, and they can be found on covers to America and Britain, although they are very scarce. Irritation caused by having to use blocks or strips of stamps may have had something to do with the Bahamas government writing to London on July 6 1861 asking for 4d and 6d stamps to be printed.

Perkins, Bacon produced proofs of a much improved design that showed more of Chalon's head of the Queen, and that was not cluttered by the pineapple or the conch. True, the word Postage floats about under the portrait, but at least the Queen has her neck back.

There are various proofs of this issue of 4d and 6d stamps, which are offered from time to time at auction. None of them are cheap, but every advanced collection should include one or two. Oddly enough, the printer's first colour suggested for the 4d was rejected as it was considered too close to the current G.B. 1d red. Then they came up with a colour they called "French lake", but which the catalogue calls dull rose. Late in November 1861 2640 6d stamps and 3900 4d were sent out to Bahamas. Another 900 6d and 960 4d had been spoilt in the printing. In April 1862 another 3240 of the 4d and 2280 of the 6d were sent out, but thereafter the contract passed to De La Rue, who took ove the Perkins, Bacon plates. An era had come to an end.

The De La Rue stamps are listed as S.G. 8 to 19. De La Rue proofs are known of the 1d, 4d and 6d in their issued col-



10d 1964 typical modern Nassau scene



1965 £1 fanciful version of Columbus' ship





£1 Bradbury Wilkinson much sharper

ours. The 1d was still inscribed Interinsular Postage, but the colour was brighter than the Perkins, Bacon stamp. The group of stamps perf 11½, 12, compound with 11, S.G. 12-15, is rare. It seems that the sheets were first perforated by the 11½, 12 machine, but that some of the holes didn't get punched through properly. To finish the job, they were then run through the perf 11 machine. These stamps should be bought only from someone who has the knowledge and the honesty to protect his customers.

In 1863 Crown CC watermarked paper was brought into use, and things were getting to be more civilised - and not quite as interesting. Even the perforations were improving greatly. The shades of the set S.G. 20-39 are most complicated, but they will repay careful study. S.G. 21, the 1d carmine-lake, is known imperf, probably from a proof sheet; and S.G. 22 is known overprinted Specimen on both perf and imperf stamps. The 6d aniline violet S.G. 31 is very plain when viewed from the back.

Through all these years the 1d Interinsular Postage stamp continued to be printed, although its use was no longer confined to letters posted to other islands within the group, and it has been established that only one plate was needed during its quarter of a century of life. Scratches and lines on the plate led to a number of constant varieties on the stamp, which can be found on all printings, and on Perkins, Bacon stamps as well as De La Rue stamps. The pick of the varieties is a scratch through the letters NSULAR of Insular, which is on stamp 40 of the sheet. There is also a fairly large scratch between the T and A of Postage of stamp 3. Other minor varieties are shown in detail on page 55 of Harold Gisburn's book on Bahamas stamps and postal history that was published by Stanley Gibbons in 1950.

In 1861 the American Civil War broke out, and the Bahamas became a centre of blockade-running to the ports of the Southern States. The Secretary of the Bahamas Government wrote, presumably with his tongue in his cheek, to the Crown Agents on November 20 1862 to say that there had been an increasing demand for postage stamps since the month of July 1861. They wanted £30 worth of a "1/-label" to be included in the next batch of stamps. De La Rue said it would be no problem to supply many more of the existing 1d, 4d and 6d stamps, but they suggested that 1s should be surface-printed. The estimate for the die and plates was £90. Jean Joubert went ahead with producing the die based on his diadem V1; and the conch and the pineapple reappeared.

Die proofs and colour trials of this stamp are known, and the latter are an attractive lot with colours varying from sage green to Venetian red to carmine-rose. The first printing was dated July 25 1863, and there were many other printings until December 20 1883. In that time some quarter of a million stamps were printed. There were probably about 24,000 of the perf 14 stamps, S.G. 38, and possibly about 14,000 of the perf 121/2 stamp S.G. 32. There may have been as many as 46,000 of the stamp on thick paper, S.G. 39.

In 1884 the old Chalon heads were abandoned, and a new set on Crown CA watermark, S.G. 47-57 was issued. A last flutter of the earlier issue was the surcharging of the 6d with the word Fourpence, S.G. 45. This was done to provide more 4d stamps which were needed for the letter rate to foreign countries. As there were large stocks of the 6d at Nassau (normally only used for book post) it was the obvious stamp to surcharge. The surcharge is scarce, and should be bought only from reliable sources.

The surface-printed De La Rue stamps have been complicated by the catalogue having listed the early printings of the 1s with the line-engraved issues, as we have seen. It would be more logical if the 1863 and later printings of the 1s were grouped with the 1884 issue: against that it can be said that S.G. 38 and its later companions were issued as part of a set that was dominated by line-engraved stamps. Altogether, a headache for catalogue editors.

After December 1883 De La Rue printed the 1d, 4d and 6d in a design similar to that of the earlier 1s stamp, and in 1888 a 21/2d was added for the reduced foreign letter rate. In 1898 a new 1s was printed, this time blue-green instead of green, and 5s and £1 stamps also made their appearance. Nine colour trials were listed by Gisburn in colours varying from black to purple, violet, and green. Sheets were in four panes of 60, and only one plate was used. An interesting variety was the malformed E in Pence on the 6d (issued in 1890), on the sixth stamp of the sixth horizontal row. This plate used for printing the value was to be used through the next two reigns.

Plate 1 was also used for the Edward VII definitives, issued on December 18 1902. These values were 1d, 21/2d, 4d, 6d, 1s, 5s and £1. In June 1907 the 1s S.G. 66 was issued in a new shade of brownish grey and carmine; and in March 1910 the 4d orange was reissued in deep yellow (S.G. 63). Between 1906 and 1911 1/2d, 1d, 21/2d and 6d stamps were isued with Multiple Crown CA watermark (S.G. 72-75), and the 6d S.G 75 is a scarce stamp. Although 6240 were printed, not many could have been sold before its replacement by the George VI stamps. The £1 is also scarce, as only 9240 were printed and most were used as revenue stamps. Again there is a good range of colour trials of this issue, and one or two will add distinction to any collection - all are inscribed One Penny. There are a few die proofs of the design without value on card dated July 23 1902, and one would cost up to £400 at auction. Still, it IS rare.

Between 1912 and 1919 the George V set, S.G. 76-91, appeared on Multiple Crown CA paper. This time the sheets were arranged in two panes of 60 side by side, and plates 1 and 2 were used. The 2d was added in 1919 because of a rise in the letter rate to the U.S. from 1d to 2d. Quantities issued seem not to be known, but the two £1 stamps, S.G. 91 and 92, are not easy to find fine used. A few colour trials inscribed Halfpenny are known, and also die proofs of values only. The malformed E on the 6d still exists.

The 1/2d, 1d, and 1s of the George V stamps were overprinted War Tax, the first overprint being done by the Nassau Guardian and being put on sale on, February 21 1918> Overprints in a thinner type had been ordered from De La Rue in London, and they were put on sale on June 1 1918. A third type, with the overprint in two lines, arrived from London in July 1919, and was put on sale on July 14. The sideways watermarked stamp S.G. 107a is rare; and the stamp also exists with inverted watermark.

In September 1921 the George V definitives began to appear with script CA watermark. The method of production was the same as before, and the malformed E on the 6d is still there. Sadly, quantities issued have not been published.

One of the strangest, and most handsome, of Bahamas stamps has been the Queen's Staircase design. It is actually several stamps, as various face values and watermarks were employed for it, but its strangeness comes from the fact that it was retained on sale even when other stamps of the same value were available. A small collection could be formed of Queen's Staircase stamps.

The date of the Queen's Staircase is debatable: possibly it dates back to the 17th century. It consists of 66 steps cut out of the rock, and the stairs so formed lead from Nassau up to Fort Fincastle. De La Rue printed the Queen's Staircase stamps by recess (wisely), and took the design from a photograph. The frame is similar to that of British Guiana's Jubilee issue of 189[illegible] and possibly the same artist was responsible for it. A die of the centre was used to lay down a master plate of 60 impressions, and five different plates were made from this master-plate up to 1929. The fifth plate was not good enough because the master-plate had worn badly, so the original die was deepened and then used to lay down the sixth (and final) plate. Die proofs dated April 1901 are known, as are plate proofs, including an attractive one in blue.

The first Queen's Staircase stamp was the 1d issued on September 23 1901, S.G. 58. In January 1903 it was joined by the 5d, 2s and 3s, S.G. 69-71, and all these were printed from frame plate 1 and centre plate (1d) and 2 5d. 2s and 3s. The

1910 1d S.G. 59 was from frame plates 1 and 2, and centre plate 1, and was on Mult Crown CA paper.

Plate numbers on the Queen's Staircase stamps are not commonly found as it was the custom to slice off the outer margins of the sheets, and the plate numbers were often cut off as well. That was unfortunate, as a study of the different printings of this design is one of the most interesting pieces of work the philatelist can undertake; and the plate numbers provide important clues.

In 1916, 1919 and 1920 there were more printings of the 1d, from frame plates 1, 2 and 2. The respective centre plates were 2, 4 and 4. It was back to frame plate 1 and centre plate 2 for the November 1916 2s (S.G. 98) and the August 1917 3s (S.G. 99). The 3d of May 18 1917 (S.G. 95) and of January 1919 (S.G. 96) were both from frame plate 1, but centre plates 2 and 4 were used respectively. The 1917 5d S.G. 97 was from frame plate 1 and centre plate 2. The 3d black and brown of 1919 S.G. 110 was from frame plate 1 and centre plate 4.

The next printing of this design was on Mult Crown CA paper, beginning with the 1d S.G. 122 from frame plate 1 and centre plate 4. In about 1926 the 1d was reprinted in black and deep aniline red from frame plate 1 (possibly 2) and centre plate 5 - that is the one that was soon withdrawn. The 2s (November 1922) and 3s (September 1924) were printed from frame plates 1 (possibly 2 according to Gisburn) and centre plates 4. In August 1929 the 5d S.G. 122a was printed from frame plate 1 and centre plate 6 - this was the new plate laid down from the deepended die. There was also another printing in August 1929 of the 1d grey-black and carmine-red from frame plate 1 and centre plate 6.

It will be remembered that centre plates 1 to 5 were laid down from a master plate, which in turn was laid down from a die. On the die near the top right corner of the picture, under the AH of Bahamas, an impression was deliberately engraved of an extra tree-trunk. When the master plate was laid down (from which plates 1 to 5 would be derived) none of the impressions of the extra trunk came out except on stamp 12 (half the trunk) and stamp 56 (the complete trunk). On centre plate 6 (taken from the recut die, remember) there is no sign of the extra trunk. The extra trunk, or the half extra trunk, are desirable varieties, and are deservedly popular with collectors of Bahamas.

What happened to centre plate 3? I hear you ask. Ah, so you noticed. Good, very good; shows we have bright readers. Harold Gisburn could only find that it had been used for some of the Red Cross charity overprints. Incidentally the date on the War Charity overprint, 3.6.18, was intended to commemorate the bicentenary of the arrival of Woodes Rogers in 1718. Earlier there had been objections to the use of the Red Cross symbol in the overprint for S.G. 100, hence the substitution of War Charity for the Red Cross. Half the proceeds from the sale of the stamps was intended for the British Red Cross.

The Queen's Staircase stamps overprinted Special Delivery were sent to Canada where they were meant to be stuck on letters addressed by Canadians to their friends or relations holidaying in the Bahamas. The idea was that special delivery would automatically take place on arrival. Soon the Canadian chickened out of the notion - which probably wasn't very sensible anyway - but the stamps are nevertheless interesting.

On March 1 1920 Bahamas issued stamps commemorating the return of peace after the First World War, and part of the design showed the Arms of the Colony. The stamps were pretty dull, and hardly compared with the set, S.G. 132-36, that commemorated both the tercentenary of the Colony and the bicentenary of the establishment of the local parliament. The Great Seal of the Bahamas which was based on the Arms, shows one of the king's ships putting a pirate ship to flight. The motto Expulsis Piratis - Restitutia Commercia means The Expulsion of Pirates has restored our Commerce. There were 11,689 of the 2s and 10,303 of the 3s. So popular was the design that it was retained without the commemorative dates for the two definitive stamps, S.G. 137 and 138, that were even overprinted as part of the Bahamas Landfall set in 1942.

The last George V issue was the Silver Jubilee set of May 6 1935, which was recess printed by De La Rue. It used to be customary to say these stamps had no varieties, but later research has led to varieties on each value being listed by Stanley Gibbons. Nubmers printed were 226,920 of the 11/2d, 150,020 of teh 21/2d, 55,200 of the 6d and 48,600 of the 1s. First day covers are quite scarce.

With the reign of George VI we enter a period that is dealt with by catalogue editors in considerable detail, and only a few points of interest need to be picked out. The 8d George V stamp S.G. 145 was introduced because the airmail rate to the U.S. was raised to 8d. The design of flamingoes in flight was meant to suggest airmail. The design was used again in 1938, and was also used in the Columbus overprinted set in 1942.

The Columbus Landfall set is well documented in the catalogues, and the COlUMBUS variety in the overprint is highly priced. Less well-known, but still easily seen, is the break in the third L of Landfall on stamp 25 of the 2s.

George VI commemoratives, such as the 1949 UPU set, followed the usual colonial pattern. Collectors wishing to study these in detail should consult the KG VI Collectors' Society. The October 1948 tercentenary of settlement issue was printed by the Canadian Bank Note Co in colours that were somewhat washed out compared with the much sharper stamps recess printed by Bradbury, Wilkinson for the reign of Queen Elizabeth. The £1 showing the parliament building was startlingly better done by Bradbury, Wilkinson, and the New Constitution overprint of 1964 hardly detracted from the splendid design at all.

The 1965 5s definitive showed Mr John E Williamson, who had taken the first submarine photographs in Chesapeake Bay, Virginia, in 1914. A photo of his had been used for the 1938 4d, and in 1939 he established a "photosphere" under the sea near Nassau from which an undersea post office operated. To add to the historical interest of the 1965 set, the £1 showed Columbus' flagship. The decimal currency set of 1967-71 gave us some Elizabethan rarities in the white paper printings, S.G. 295a-309a, of which only about 1220 sets exist.

Finally, don't forget the early airmails of Bahamas. U.S. seaplanes flew some 600 letters from Nassau to Miami on January 30 1919, and on January 2 1929 there was another flight (leading to daily flights being introduced in 1930) between Nassau and Miami. More recently, Bahamas have issued unworthy stamps shaped like bananas, and the current issues of the country are still under a cloud. Still, until she went off the philatelic rails the country had some most attractive stamps, and would-be specialists need have no fear of investing time and a little money in examining some of them closely.

"GOING BANANAS"

John Woolford, "Stamps", September 1990.

The material for this article appears to have been compiled solely from Gisburn's book, and, unfortunately, perpetuates a good many of the errors to be found therein.

Some of the major errors are as follows:-

1. The 1884-98 Queen Victoria issues were printed in a single pane of 6 0, not in four panes as stated. This is confirmed by Easton's De La Rue History (p.385)and a number of other sources. The letter quoted by Gisburn refers to the 1863 - 1883 1/- stamp, which was printed 240 set.

2. There were,of course, more than nine Colour Trials of this issue. The author does not appear to have spotted one of Gisburn's more obvious "howlers". His No.7 Colour Trial is given as "Purple on Black paper - value in Black", a most unlikely combination, to say the least. Referring back to the Louis Bradbury Collection, from which Gisburn took his information, the first seven Colour Trials on his list in the book are there, mounted in the same order. The seventh is on yellow paper, however, not black!

3. The KE Vll Colour Trials were not all inscribed ONE PENNY. Several combinations are known inscribed ONE SHILLING.

4. Exceot for the 2d.(which was a new value) and one or twoof the later printings, the KG V 1912-19 issue was not printed from Plates 1 and 2. The changeover to 120 set took place in May 1918, the first stamps so printed being the special printings of the ½d.ld.and 1/- for the June 1st.1918 "WAR TAX" overprint.

5. The so-called KG V ½d."Colour Trials" are, in fact, samples used by the printers to show potential customers and should be classified as reprints. They are all overprinted Specimen.

6. Gisburn's theory as to the origin of the "Extra Tree Trunk" is completely wrong.The Die Proofs of the Vignette,of which several are known, show no sign of any "extra tree trunk" having been engraved on the die. The variety is, in fact,a "fresh entry",caused by the original impression having been laid down slightly too far to the left, and then corrected, resulting in the doubling of a large part of the design.

7. Gisburn's idea that the Queen's Staircase Vignette Die was "deepened" to create Vignette Plate 6 is quite unrealistic. Apart from the sheer difficulty of doing such a thing, why bother when it would have been much simpler to make a new Master Plate? This would have given a much crisper printing and, of course, would not have had the flaws and shifted transfers which appear on Plates 1 to 5, which were all taken from the first Master Plate.

S.Graham Hoey.

May 1993

BAHAMAS
1862
From Perkins Bacon plates
Perf.13. No watermark.



Imperforate CANCELLED file copy.





Found Poole in Allman. Price £3.7½



File "Specimen" copy
Perf. 12x11½



File "Specimen" copies
Perf 12





1863 - 80
Watermark Crown C.C.

Perf. 12½





Perf. 14





Imperforate CANCELLED File copies.





July 1863
File "Specimen" copies
Perf. 14.



3988056



These stamps accompanied the entry in the Private Day Book of December 1866, reading as follows:-

"Dec 4th Crown Agents for the Colonies

Bahamas Postage

Sheets.	Duty	Quantity on sheet	Stamps
200	1d	60	12000
420	4d	60	25200
394	6d	60	23640
60	1/-	240	14400
1074			75240



B A H A M A S .

On 19 July 1883 we were instructed to engrave new 5/- & £1 dies, and strike off 10,000 5/- and 5,000 £1 stamps as early as possible.

These essays were submitted on 17 Aug 1883, a die proof of the 1/- of 1863 being employed for the 5/- with the bottom tablet painted in and over-painted in white. In the case of the £1 an entirely new design was submitted.

17 AUG 83



17 AUG 83



B A H A M A S .

On 22 Aug 1883 the Crown Agents called for prices if existing key-plates were used, and these blank duty die proofs were painted in and submitted on Sept. 3, 1883.

We were then asked to prepare sketches similar to the existing 1/- stamp, and again utilised proofs struck from the blank duty die as shown, which were submitted on 5 Sept 1883. These were approved, 60 set, on Nov. 15 subject to change of colour of 5/-, and the sage-green suggested on Nov. 20th was approved.

03 SEP 83

Spec' 1/5



03 SEP 83

Spec' 1/6



05 SEP 83



FIVE SHILLINGS

05 SEP 83



ONE POUND

Nov 20. 83.

Bahamas Postage Stamps.

Existing and proposed Schemes of Colours.

Proposed colours for surface printed stamps

Existing colours



1d 12



This colour is so nearly that which is prescribed by the International Postal Convention for this duty that it could not well be improved upon.



12 4d





4d Proposed colour (unit) R.C.C 12



12 6d



This colour cannot be improved upon.

Existing colours





1/- (unit d) R.C.C



5/- 12 Proposed colours (unit P) R.C.C.



£1 (unit P) R.C.C.

BAHAMAS

On 19 January, 1884, the Colonial Secretary approved the scheme, and returned our sheet stating that those initialled "R.C.C." meet the requirements of our recommendation without interference with any international colour, it being understood that in future all their stamps will be printed by the new surface system with double fugitive ink.

The Crown Agents confirmed that the Colonial Government approves the 1d, 4d, and 6d to be printed by the surface system in one fugitive ink, not double as inadvertently stated by them in a letter dated 5 April 1884. All are perforation 12 except 1d lake and 1/- green.

B A H A M A S.

1884-98 ISSUE.

It was found that the duty tablet of designs for the new 5/- & £1. stamps approved on 15 Nov. 1883 was not large enough, and this sketch was submitted on 26 Nov. 1883 and approved for all denominations on Dec. 3, 1883.



18th May, 1884
Blank Duty Die Proof



BAHAMAS
1884-98
Letterpress. Perf. 14
Wmk. Crown CA.

File SPECIMEN copies

to Kay



July. 1890





Jan. 7. 88.







Issued Stamps.

















his Appendix of the 14th November, 1900 was submitted at the request of the Crown Agents o that they may suggest the advisability of printing the £1 and possibly the 5/- stamps n doubly-fugitive ink. Nos. 3 - 10 are also in doubly-fugitive inks as alternative uggestions.

The Colonial Secretary, Nassau replied under date of the 10th December, 1900, that colours of our submission of the 14th November chosen are No. 1 for £1 stamp and No. 4 for the 5/-. This Appendix, returned by the Crown Agents, shows the two chosen specimens initialled.

Nov 14th 1900
Bahamas
Reg. 83/1900

Appendix.

✓ £1



1 Wmk



2

3

4 ✓ 5/-



You easily







7

8 Wmk

9

10









BAHAMAS

In a requisition dated 14 November 1887 by the Colonial Secretary, Nassau, 250 sheets each of 60 stamps were ordered printed by the new surface system in a light blue as A, but in other respects like their 1d, save that the words ONE PENNY were to be replaced by " 37) 2½d (87", as shewn on B.

A blank duty die proof A was submitted on December 7, 1887 complying with this request drawn by hand on a blank-duty die proof, accompanied by our orthodox design B showing "2½ PENNY" drawn thereon, and this latter was approved on December 14th.

ROBSON LOWE SALE, BERMUDA
15/16 FEB 1979

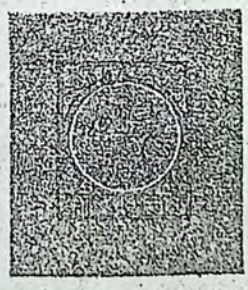
LOT 51

A



BLUE

B



MAUVE

11.





BAHAMAS

30 May 1901

Approved Colour Proof

Appendix A.

29 MAR 1901





File SPECIMEN copy



21st March, 1901
Vignette Die Proof



0000931

BAHAMAS

On Nov. 14, 1900 the Govt. of Bahamas supplied us with a photograph of the "Queen's Staircase", through the Crown Agents, with suggestions for a proposed new penny stamp. Our essay dated 19 Dec. 1900 was submitted based on these suggestions, but we were advised on March 9, 1901 that it might be improved by omitting the "1d" at the top and the two sides at the bottom. Also the comparative sketch should have a red border. We advised them when submitting our rough sketch of March 14th that our design of Dec. 19th made use of the British Guiana Jubilee border. This was returned on March 19th calling for more definition in the vignette, which as a whole is too dark and not nearly so clear as our original submission of Dec. 19th.

We explained that when engraving the view we should follow the first design, and on May 29th submitted, on the next page, Appendix A trusting one of these two proofs would prove satisfactory. The Crown Agent, Sir William Mercer, approved and initialled the one he preferred on May 30th, and we also show our vignette proof of March 21st, and file SPECIMEN copy dated July 1901.

19 DEC 1900



March 14th 01.



Dupl.

24th October 1901.
Bahamas Reg. 9/1901

C No 2

Appendix.

Oct 15th 1901.
Bahamas Regr. 9/1901

No 1B

Appendix.

5d 

1

2/- 

1

2/- 

2

2/- 

3

2/- 

3

2/- 

4

3/- 

5

2/- 

5 2/

1/- 3/- Parliamentary Stamps

BAHAMAS



On 16 Sep. 1901 the Colonial Secretary wrote to the Crown Agents that it had been decided by H.E. The Governor to have a complete new issue of stamps, as values at present in use, but substituting the King's head for that of the late Queen's viz. 1d, 2½d, 4d, 6d, 1/-, 5/-, £1.

In addition H.E. requires stamps of the Queen's Staircase type for the 5d, 2/- and 3/- in colours:

5d in black with orange border; 2/- stone with black border;
3/- green with brown border.

Specification of designs, and colours are required for his Excellency's approval it having been decided to have special stamps and not those printed from the Universal Key Plate.

This Design of Oct. 4, 1901 together with the Appendix of Oct. 15th were duly submitted, together with the Appendix of October 24th called for by the Crown Agents on Oct. 17th (to be found hereafter) to show further colour combinations in view of the fact that the 2/- stamp gives the impression of a one-colour stamp.

The Governor replied on Nov. 20th approving the King's head design subject to the conch shell in the right border being corrected as drawing submitted, which was done. He returned the Appendix of Oct. 15th marked No. 1.B approving the 5d, and No. 2C of Oct. 24th approving the 2/-, stating that he required the picture in black for all three values with a green border for the 3/-. When forwarding this letter the Crown Agents requested a Colour Scheme for the King's head design in one and two colours omitting the £1 in whole black when we were in a position to do so.

1.66 7 AUG 1902

Appendix A.



1d



2½d



4d



6d

Duty to be printed in same colour as the rest of the stamp-

2 Values with allowance-print 6 Value in Brown - See Statement transf from Appendix B.

1.2i.4.5.6. Values



£1 ~~1/-~~

Stamp. Green
£1 Duty in Black



5/-

Stamp Purple.
5/ Duty in Blue



~~£1~~ 1/-

Stamp Black.
1/- Duty in Red

In doubly fugitive ink

BAHAMAS

On 21 July 1902 the Governor wrote that the Colour Scheme of the new K.E.VII issue should include the 1/-, 5/- and £1 duties printed in doubly-fugitive inks.

This Colour Scheme Appendix A was forwarded on August 7th with a choice of substitutes on Appendix B on the following page. Appendix A, with the substitution of the brown transferred from Appendix B in place of our proposal, was approved by the Governor, subject to the annotations thereon, on Sept. 30th, 1902 viz: the four lower values to have the duty printed in the same colour as the key plate, but the three higher denominations to have the duty printed in red, blue and black respectively.

7 AUG 1902

Appendix B

Singly Fugitive















See A
used for 6d









Doubly Fugitive












1901 - 10
Recess Perf 14.
Wmk Crown CC.



December, 1902
Letterpress. Perf. 14
Watermark Crown C.A.

















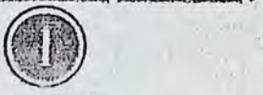
Original Blank Duty Die Proof, before routing











1903
Recess Perf.14
Wmk. Crown C.C.







25th January 1906.
Bahamas
Reg. 11/06.

Appendix.

½d.



Woom 29.1.06











A requisition of 19 Jan. 1906 called for a new ½d stamp, but referred also to a 1/- stamp, which we agreed with the Crown Agents was intended for £1. This appendix was therefore submitted showing the ½d. duly approved on January 29th, with three specimens for the proposed £1 in doubly-fugitive green and purple. The two specimens on red paper were added at the request of the Crown Agents on January 30th in order that they might refer the matter to the Colony, because no order had been placed for a £1 stamp. On Feby. 8th however the Crown Agents wrote that provided the 1/-, 5/- and £1 were for purely postal purposes doubly-fugitive ink was unnecessary. We therefore submitted a further Colour Scheme on Feb. 16th, with six other suggestions printed in singly-fugitive ink for submission to the Colony.

16th February 1906.

Bahamas
Reg. 11/06.

Appendix.

1/- 

5/- 

£1 







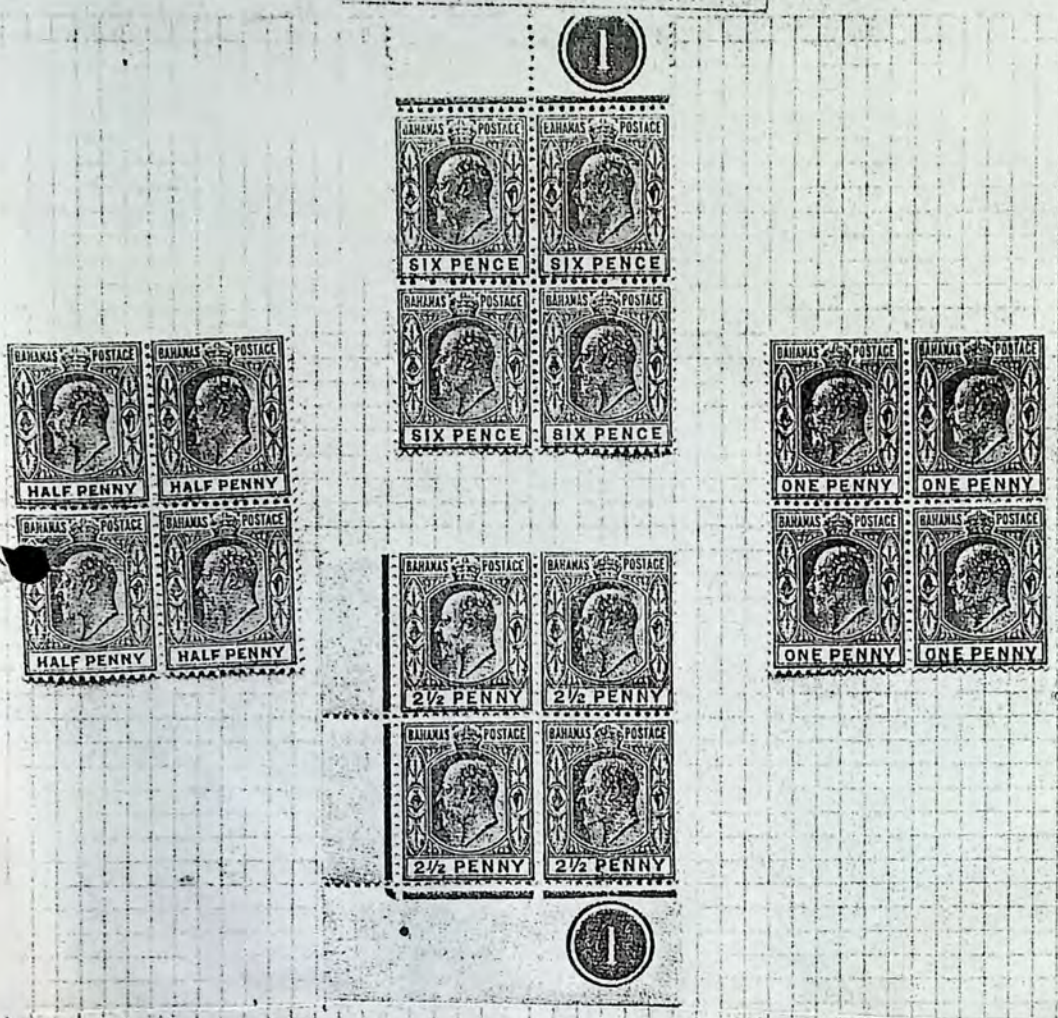






17.2.06

1906-1911
Letterpress Perf. 14
Mult. Crown C.A.

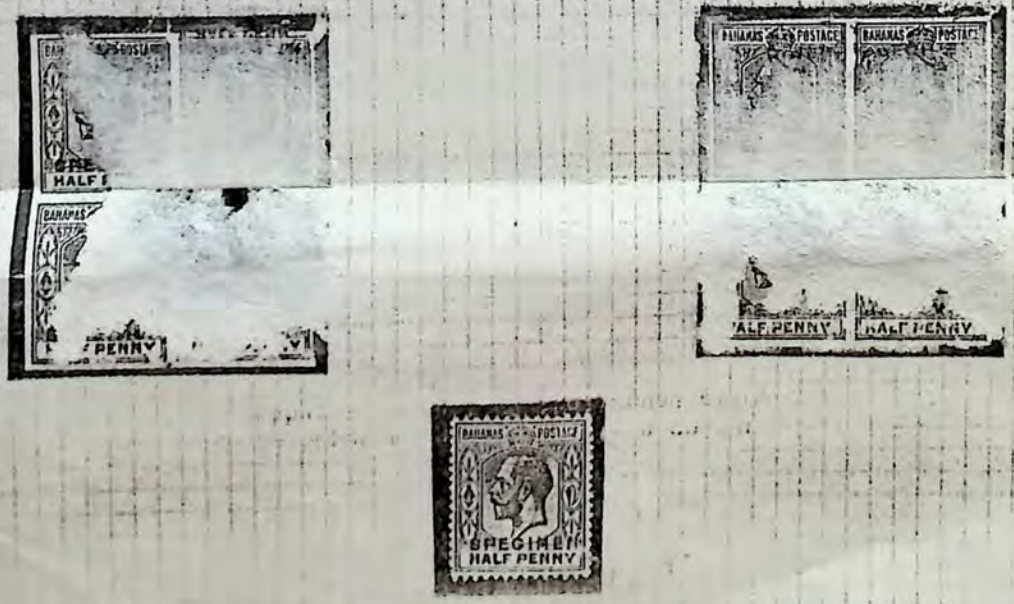


24th January, 1912
Blank Duty Die
Passed for Hardening



for hardening
Jan 24 1912
S.A.C.

½d "Specimens" printed in a colour other than that of the issued stamp



Bradbury Collection 17/5/06

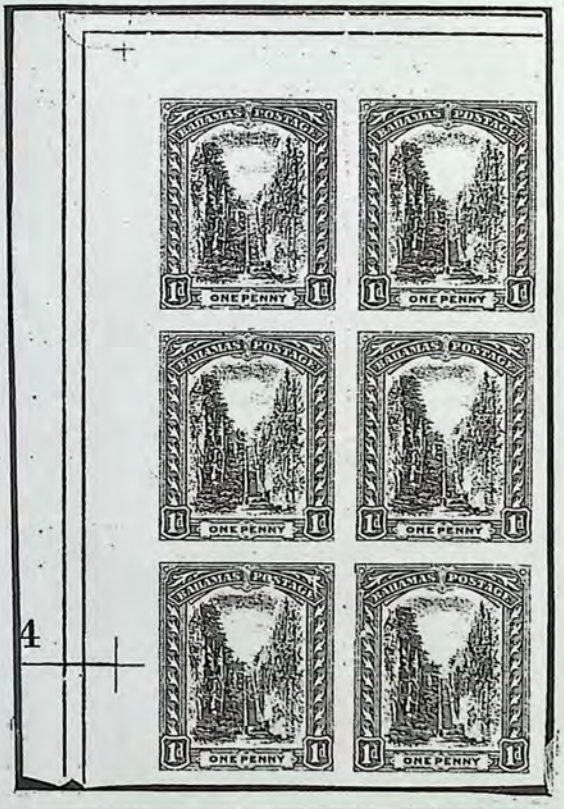
1911–1919: 1d Value
Watermark: Multiple Crown CA







Thick paper



This is a very scarce block (with Vig. 4 imprint)

Plate 4 - in margin less than 5 recorded

The figure "4" indicates that this probably came from the 1919 printing on thin grey paper and from Frame Plate 1, Vignette Plate 4. #s 1, 2, 13, 14, 25 and 30. Note unusual position of vignette plate number

Despite the write up the above block is from Frame Plate 2

	F.P. 1	F.P. 2
Left of Frame to inner line on Margin.	15·5mm	10·5mm

NOTES ARE BY PETER FERNBANK.

IAN JAMES – LIBRARIAN 10/7/06