

Steve Zwillinger's Exhibiting TIPS



Tip 84 – There's more to big pages than big paper

There are a variety of reasons for using large paper. Whatever the reason for using large paper, the exhibitor needs to think about the viewers (and judges) viewing experience. The different ways in which large paper can be used need to be considered before the exhibit page is prepared. When a large sheet of paper (11" x 17") is used as a single page, as in the example in Figure 1 from a First Day Cover exhibit I am preparing, the eye treats the material on the page as a complete item and it is viewed as a single page. [In this discussion a "sheet" refers to the physical piece of paper, while "page" refers to the combination of philatelic material and write-up that is presented as a single integrated unit. A sheet can have one or more pages.]

At times, a large sheet is used as the functional equivalent of two smaller pages. Figures 2 and 3, from Richard Bate's exhibit *Typesetting, Printing and Plate Varieties and Errors on Flat Plate U.S. Stamps Overprinted Canal Zone*, show how a large sheet can be used to communicate two different subjects. On a sheet such as this the viewer treats each half as a separate presentation of material. On these two sheets – which represent 4 pages in the exhibit – the large vertical pieces make it easier to view each half on its own. Figure 2 shows a sheet with two pages containing typesetting errors. The large block on the bottom left—extending into the center of the page—is too large for a smaller sheet if it is to be displayed horizontally, so a double size sheet was used. Figure 3 shows two different types of material: Typesetting mistakes on the left and Printing Errors on the right.

What happens when the division between the two halves of the sheets is not so simple? David Pitts, in his Reserve Grand Award-winning exhibit *Bermuda—Crossroads of the Atlantic—Routes 1806-1879*, shows the range of possibilities. Figure 4 shows a printed line between the two sides of the sheet that clearly separates two different size pages. The viewers' eye motion is clearly directed to two distinct pages. Figure 5 is a large sheet that contains two pages of unequal size and shape. The 'bump' in the line serves to clearly distinguish the two halves of the sheet and precludes the viewer from 'mixing up' the items from the two pages. Each half – distinguished by the line with the bump – is clearly separate. In Figure 6 there is a printed line with a big bump. Without a clear demarcation of the path the eyes should take, this page would be very difficult to read. With the line to guide the viewers' eyes, it becomes a delightful and engaging page. As Art Groten has pointed out, a vertical line will stop the eye and force it downward rather than to the right and when using a large page, a horizontal line will do the same thing, forcing one's eye to the right rather than down.



Figure 2.

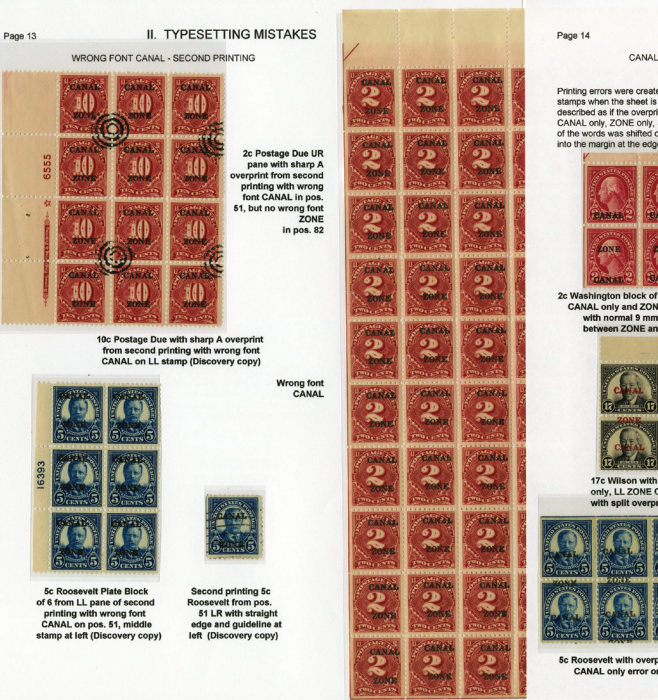


Figure 3.

Zoo Bay Combination Design

created two sets of complex designs with the state capitol, oil derricks, and the state seal for this issue. This design was prepared in three (blue, purple and brown) and in full color. There are many variations between cachets that on first glance appear to be the same.



II. TYPESETTING MISTAKES



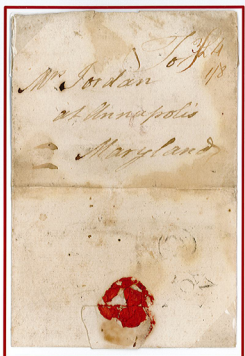
III. PRINTING ERRORS

ONLY AND ZONE CANAL ERRORS during the process of applying the overprint to the blank paper, although these are usually shifted upward or downward, not the paper. The second ZONE CANAL errors resulted when one or more stamps were completely off the stamp, either onto the next stamp or of the pane.



INTRODUCTION

One of two recorded covers from Bermuda to the American Colonial Post, 1771.



Bermuda-New York-Annapolis Bermuda, Jun 25, 1771 to New York Jul 13. Two-line "New York" handstamp and Bishop mark of "13 Jy". Rate: 2d. ship letter + 10d. Internal (240 ml) = 1/- sterling = 1/8 New York currency = 3/4 Maryland currency.



Bermuda to Scotland, 1796

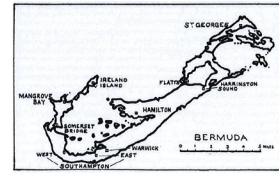


Bermuda-Halifax-London-Glasgow Bermuda, May 4, 1796 to Halifax May 17. Boxed "Halifax N.S. May 1796" (Low HS 8 (fewer than 6 known) overstruck by London night service arrival (Low HS 6); "Glasgow" circular receiver (Low HS 104). Rate: 1/- ship letter + 1/- internal to Scotland = 2/-.

I. INTERNAL MAIL

- A. 5d. RATE PERIOD: 1812-1842
B. 1d. RATE PERIOD, PRE-ADHESIVE: 1842-1865 INCLUDING POSTMASTER STAMPS
C. 1d. RATE PERIOD, ADHESIVE: 1865-[1939]

On May 20, 1812 an official post office was established on the island for the first time. The basic internal rate was 5d. No datestamps appeared before the closure in 1820 so the earliest markings are in pen. The early post office experienced a number of openings and closings: there was no post office from May 8 to November 25, 1814; from October 15, 1817 through July 31, 1818 and again from October 1821 through May 1836. During the 1817-1818 post office closing, publisher C. R. Beach undertook to deliver internal mail for 4d. and his mark can, on rare occasions, be found in the upper left corner. During the 1821-30 closure, Postmaster William B. Perot in Hamilton continued service as usual, including internal delivery for the customary 5d fee. Postmaster James Taylor in St. George's, on the other hand, acted only in the case of outgoing mail. Internal mail had to be picked up at the PO. Both used the existing flour datestamps. Since there was no formal internal mail delivery, internal rate markings are not always present during this closure.



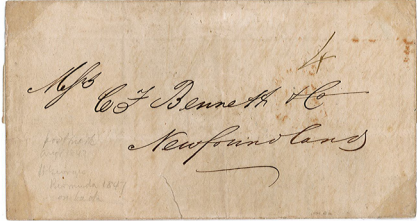
The earliest island route (1812) was from St. George's to Hamilton, followed by Ireland Isle (under Admiralty control) in 1842. In 1844, Mangrove Bay, Somerset Bridge, Southampton East and Warwick opened. Gradually the rest of the island was served.

IV B. PACKET LETTERS: THE CUNARD LINE

1. May 1840-July 1848: sail to Halifax

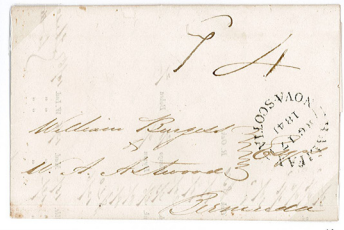
Mail to or from Newfoundland is much scarcer than that to or from Nova Scotia.

Bermuda to Newfoundland



PMS St G backstamp in red Bermuda-Halifax-St. John's 4d. Bermuda, Aug 13, 1847 per Roseway to Halifax Aug 10 thence per Unicorn to St. John's Aug 23.

Newfoundland to Bermuda



St. John's-Halifax-Bermuda 4d.

IV B 2. August 1848-June 1854: steam (sail as needed)

Even after Cunard's switch from sail to steam between Halifax and Bermuda, the monthly winter and biweekly summer schedule continued. New York was no longer on the schedule.



The route was: Liverpool-Halifax-Boston-Halifax-Liverpool; Halifax-Bermuda-Halifax.

This combination of transatlantic and Bermuda routes persisted until the Inman Line won the transatlantic contract as of January 1, 1868 (IV D 4). However the Cunard steamers continued their Halifax to Bermuda route until 1886

See IV B 1 for the appropriate map.

Bermuda to Scotland: "CR", Cambrian Railway, rare



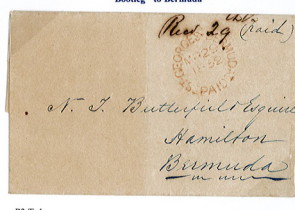
PM4 H backstamp in red Bermuda-Halifax-St. John's 1/- Bermuda, Nov 14, 1849 per Ograpy to Halifax Nov 23 thence Cambria to Liverpool Dec 3.

Ireland Isle datestamp and Crowned Circle to Dublin



P2 L1, PMS L1. Bermuda-Halifax-St. John's 1/-

"Boatleg" to Bermuda



P3 T1 Boatleg-Bermuda

Figure 5.

Figure 6.

IV B 3. November 1850-June 1854: New York to Bermuda direct

When the RMSF abandoned its service from Southampton to Bermuda and St. Thomas in August of 1850, Cunard took over the transatlantic New York to New York route. They offered a route from England to Bermuda via this New York connection. Transit time was much longer than the route via Halifax. Despite being available for four years, only three covers are known by this route, all into Bermuda. None are known outbound from Bermuda.

One of three recorded covers to Bermuda by the England-New York route



PMS St G backstamp in red London-New York-Bermuda 1/- London, Jul 30, 1852. Liverpool Jul 31 per Canada (missed Africa of that day) to New York thence by Merlin to Bermuda Sep 13.

Forwarded from London by T. H. Brookings and again from New York by Gillespie Dean & Co. who endorsed and sent it by Mail Steamer Merlin.

Rate: England initially credited "19 cents" but overstruck by "24" (1/-) when forwarded.

IV B 4. July 1854-December 1867 (1866)

At this point, Cunard no longer stopped at Halifax on its biweekly run to New York; its alternate biweekly service to Boston continued to stop at Halifax on each trip. Bermuda received its mail by Cunard steamer only once a month. Therefore, depending on the connection with Cunard, some mail from England arrived in about 18 days (the "regular" route). Alternatively, the mail brought by the "intermediate" Boston-bound trip would have to wait two weeks at Halifax and about 33 days. The previously used steamers were replaced with a new fleet at this time.

Note should be made at this point that after 1865, the Bermuda handstamps P5, PM4 and PM5 may be found used until 1871 along with the new numeral killer cancels supplied in 1865 with the issuance of Bermuda's first postage stamps. This posthumous use is noted at the lower left as usual.

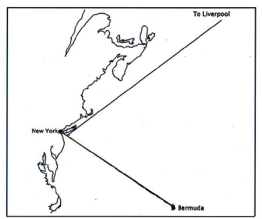
The route was: Halifax-Bermuda-St. Thomas-Bermuda-Halifax. This arrangement continued until Inman took over the transatlantic route on January 1, 1868, also stopping at Halifax.

Cunard continued the monthly Halifax to St. Thomas via Bermuda run until 1886. Their schedule meshed with other carriers as will be seen in Section D.

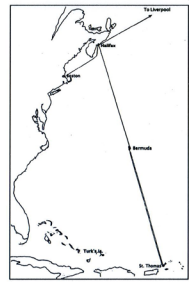
There are two subcategories of this basic routing:

- a. North of Bermuda not involving St. Thomas
b. South of Bermuda involving St. Thomas

England-New York-Bermuda



Halifax-Bermuda-St. Thomas



One of two known covers Bermuda to U.K. paid with a strip of 6-1d stamps



Bermuda-Halifax-England 6d.

Bermuda Jun 22, 1856 per Merlin to Halifax Jul 3 thence per America out of Boston to Liverpool & Canterbury Jul 12. Stamps cancelled at the Chief Office, London. Rate: correct 6d packet rate paid with strip of 6 1854 1d. Die 1, perf. 16. stamps