

IV. Non-Constant Production Varieties

Paper and Printing



Preprinting Crease
Pos. 94-95R1



Printing Artifact
"Kiss print" and slur print, printing in the crease; impression doubling over most of the left stamp.
Pos. 49-50R1. (E)



Stitch Watermark
Scanned Reverse at Right
Pos. 82L1



Printed on Reverse (E)
Front (image) Reverse, Pos. 6L1
3 Recorded Examples



Perfect Printing
48R1-58R1

Color Range Affected by Ink, Wiping, Paper Type, Moisture.

Lightest

Average

Darkest



Range of Papers Were Used With A Range of Thicknesses. Thickness (XX) given in ten-thousandths of an inch.

Thick (32)

Most Common (28)

Thin Paper (23)(E)

Part India (18-20)(E)

Very Thin (16-17)(E)

Thinnest (14)(E)



Pos.43L1



Pos. 18R1



Pos. 27-28L1



Pos. 41L1



Pos. 80L1



Pos. 53L1
Thinnest Recorded
Green Cancel

Grids were the main cancellation of the decade for the 12c stamp. *The most common are black and 7 bars, next are reds, then blues; least common are browns.* * Postal markings were sometimes used as cancels.



Black, NY 11-bar
Pos. 93L1
Used mainly in 1851



Black, 7-bar
Pos. 27-28R1



Red, 7-bar
Pos. 99L1



Ultramarine, 5-bar
Pos. 89-90R1



True brown

Boston introduces many new cancellations in the decade.



Small Boston paid
Begins in 1851
Used until 15 Jan 1852
Pos. 56L1



Large PAID (E)
Blake Type 230
Pos. 30L1



Oval grid of squares
Boston Foreign Mail
Pos. 66R1



Complex PAID
Blake type 625, 1857-
Used on Foreign Mail
Pos. 57R1

New Cancels Emerge



Ocean Mail, Type 3
New York
"New"
Pos. 27R1



Wells Fargo (E)
"New"
Pos. 88R1
One Recorded Example



Straight-Line OV(ERLAN)D
Delivered from La Porte, CA, "New"
Pos. 88R1
One Recorded Example



Unknown town
Straight-line PAID
Pos. 57L1



Unknown town
Red straight-line PAID
Pos. 29R1



Encircled "10"
Pos. 72R1



Encircled "PAID 12"
Pos. 97R1

V. Cancellations and Postal Markings

Manuscript, CDS, Fancy

Sometimes Rules Were Followed



Magenta Ms
Pos.87-88R1/97-98R1



Ms "44," (E), Pos.53-56L1



Pos. 57-58R1/67-68R1



Philadelphia CDS, Pos. 7-8L1, (E)



Mobile, AL, CDS, Pos. 26-29R1



New York CDS
Pos. 83-84L1

CHANGE: In 1851 the POD issued new regulations (Sec. 380, Chap. 50) specifying any manuscript cancel to be in black ink, heavy crosses or parallel lines on each stamp. Sec. 382 prohibited the use of office dating instruments unless with black ink to strong effect. No prohibition was placed on fancy or odd cancellations.

Most 12c Mail Came From Large Cities, Resulting in Few Fancy Cancels



Fancy Cross
Pos. 33R1



Scarab
Deep River, CT
(E), Pos. 79L1



Shield, Shabbona
Grove, IL
Pos. 21L1



1862 Use of San
Francisco Cog
Pos. 50R1



7 x 4 Grid of
Squares
Alexandria, VA.

Fancy Cancels, Unknown Towns



Odd Grid (E)
Pos. 60R1



Encircled Star
Unplated



8 Carats
Pos. 11L1



Star
Pos. 52L1



Grid of Diamonds
Pos. 50R1

V. Cancellations and Postal Markings

Small Town Usage



Hecktown, PA, 1860 pop. <300,
1 recorded ex on 12c (E)
Pos. 72-73R1



Towanda, PA, 1857 Pop. 700
Blue CDS (E)
Pos. 76R1



Richfield, NY, 1860 Pop. 1300
GREEN CDS
Pos. 9-10R1



Griffin, GA, 1860 Pop. 2500
Pos. 79R1



Waterford, NY, 1860 Pop. 3200
Pos. 39-40L1



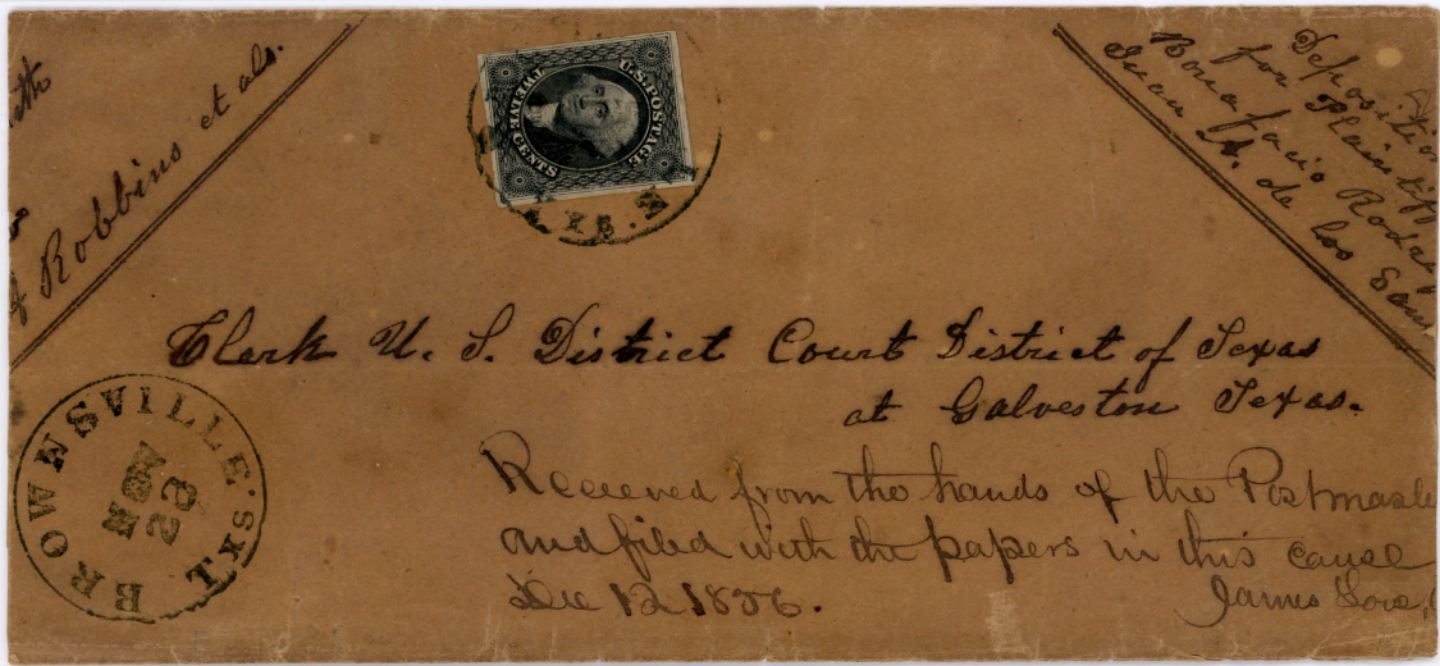
Freeport, IL, 1860 Pop. 5300
Unique 11-Bar Grid
Pos. 15-16R1

Large town mail uses were dominant, but a range of small town uses exist. Small town cancellations had many more varieties, fancies and colors than larger towns. Uses included multi-rate domestic correspondence, often legal, or foreign destinations (mainly GB).



Saco, ME, 1860 Pop. 6000
Small Boston Paid "Lookalike"
Pos. 23L1

Postmaster Certified Legal Letter 23 Nov 1856, From Brownsville, TX (Pop. <1000 Freemen) to Galveston, TX*



V. Cancellations and Postal Markings

New Philadelphia

Old Hartford Cancel

Philadelphia Exchange Office Marking Used as Cancellation



The exchange office marking was used improperly cancel the stamps. An uncommon occurrence.
Dep Philadelphia, 8 Oct, 1857, Arr Liverpool, 25 Oct, 1857. Pos. 77L1-78L1

CHANGE: Philadelphia became an exchange office 1 Jan, 1854, for British mails, 1857, for French mails.

Hartford, Connecticut, Continues Use of Characteristic Grid, 1852



Use earlier in 1848, Hartford expanded the use of its unusual and characteristic magenta grid to cancel most of the 12c franked covers throughout the decade. 2 12c stamps pay treaty rate from Hartford, 30 Mar, 1852, Dep Boston on British Cunard Line's *Niagara*, 31 Mar, Arr Liverpool, 13 Apr, Arr London, 14 Apr, Arr Eden Bridge, 15 Apr, 1852. Pos. 77R1-78R1.

*Earliest Documented 1851 12c Use On-Cover, Foreign or Domestic, Aug. 4, 1851, (EDU)**
Identified by CDS and Foreign Mail Receiver Marking
The Most Common Use of the 12c 1851 Stamp



**Brattleboro, VT to Liverpool. British Packet by Cunard Line's *America*,
 Dep Boston 6 Aug 1851, Arr LP 17 Aug 1851. 24c treaty rate. Positions: 61R1-62R1**
*Discovered in 1930 by Dr. W. L. Babcock, authenticated by C. Chase and S. Ashbrook at that time. Scott listing.**
*Only 17 1851 Uses Are Recorded.**

The 1851 stamp series was issued on July 1, 1851. The use of the 12c stamp on larger commercial mail, the primary use to Great Britain, and less common overseas destinations limited initial use numbers and survival rates for the stamp.

Earliest Indicated Use of 1851 12c Stamp (EIU)*



13-bar New York City Grid Cancel

Only known used locally and domestically in July, 1851. No confirmed July uses are recorded. Probable earliest use of the stamp domestic or foreign. *One example recorded.* Pos. 24R1

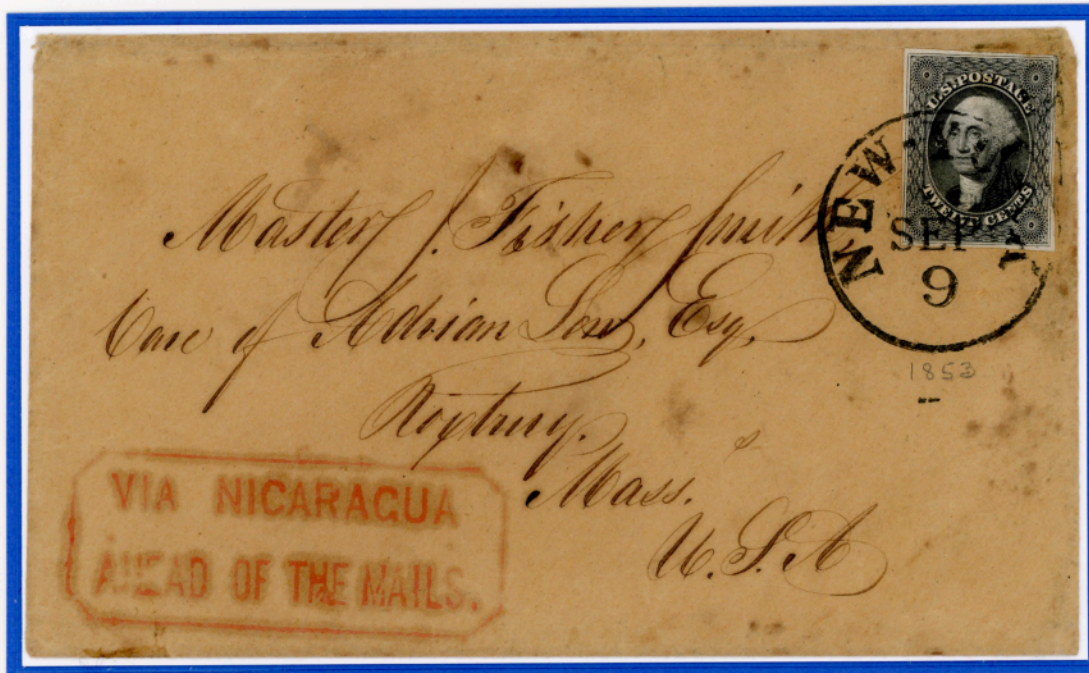
Earliest Domestic Use on Cover and Only Double Weight 1851 Transcontinental Use



New Bedford, MA, to San Francisco, 25 Aug, 1851, via Panama. One of 17 1851 uses. Ashbrook certificate and notes. Pos. 55L1.

New transcontinental rate went into effect 1 July, 1851, along with this stamp which would pay the double rate.

A California Alternative Route – Via Nicaragua*



Double Transcontinental rate. Ship fee paid in cash.

Ship Sierra Nevada Dep San Francisco 16 Aug. Ship *Star of the West* Arr New York 9 Sept, 1853.

5 Recorded Covers for Double Rate Using 12c Imperforate,
2 with "Via Nicaragua Hand Stamp."

12 July, 1851, original announcement
in New York newspaper of
"New Route to the Pacific."

Founded in 1849 by Cornelius Vanderbilt to compete with the Panama Route, he sold his interest to the Accessory Transit Co. No regular mail contract. "Via Nicaragua" markings were for advertising. A Nicaragua canal was planned but not supported by Congress. Vanderbilt sought to destroy the company after partnership issues erupted two weeks after the cover above was postmarked. Passengers peaked in 1854, and service suspended 1858. Panama Rail Service completed in 1858. 12c artifacts chronicle this intense competition for mail services in the decade.

NEW ROUTE TO THE PACIFIC.

The new route to the Pacific Ocean, by way of Lake Nicaragua, is announced to be completed, and will be brought into operation during the present month. This information is brought by the steamer Prometheus, which arrived at New York on Friday from Nicaragua. The New York Express adds:

One of the iron steamers, built at Wilmington to run on the Lake Nicaragua, is completed, and the other, we are informed, would be in readiness for passengers and freight in the course of a few days. These boats were taken out in sections in two schooners, and each would be ready for running in eight days after they arrived. The one is named "John M. Clayton," in honor of the late Secretary of State, and the other "Sir Henry Bulwer," in honor of the British Minister, both of these gentlemen having had a hand in negotiating a treaty of trade and commerce, in which the Ship Canal Company have had some interest. Three scows, loaded with coal for the two lake steamers, had arrived out, and every thing is in readiness for the steam connexion between the "Prometheus," which leaves New York on the 14th of July, and the "Pacific," which leaves San Juan del Sud (on the Pacific) July 25th for San Francisco. The company expect to make the voyage from New York to San Francisco in twenty-three days! The land carriage on this route is but twelve miles and thirty chains, and we have therefore reached a point in which we have a steam communication, with this small exception, on the whole route from New York to the Bay of San Francisco and the mouth of the Columbia river. The distance between the two oceans on this route is 140 miles, and arrangements, we are told, are completed to make two trips a month. The boats on the San Juan are high pressure, and draw but seventeen inches, loaded with three hundred passengers and freight. There is water enough, it is said, to carry the boats on at the lowest stage of water. *NYT. 7-12-1851*

Transcontinental Rates

12c Bisects

12c Bisect Not Accepted at New York "Via Nicaragua" Route



Carried by Vanderbilt's *Brother Jonathan*, dep San Francisco 1 Sept, 1853, arr San Juan del Sur 15 Sept.
 Dep Chagres on *Northern Light* 16 Sept, arr NY 25 Sept.
 New York rejects bisect, applies (due) "7" for ship and inland fee to New Bedford.

12c Not Accepted at New York from "Via Nicaragua" Route



Ship *Cortez* dep San Francisco 16 Sept, 1853. Ship *Star of the West* arr. New York 9 Oct, 1853. (E)
 Bisect treated unpaid at New York. Hand stamp indicates 10c due for unpaid transcontinental rate, and 2c for ship fee.

*One on-cover example of this New York marking.**

*By Sept, 1853, 1st Assistant PMG began issuing notices about the use of bisects. Inconsistencies in mail treatment were prevalent due to regulation understanding and changes.**

First and only 1851 Bisect Accepted for 2X Local, Domestic Rate*

Kennyon's (sic) Express Expedites Mail to Express Mail Train



New York to Providence, RI, 13 Dec, 1851, Folded Letter Sheet

Bisect pays 6c double letter rate for FLS that contained an ink recipe. "Scratch on Head Variety," pos. 54R1
Kennyon's (sic) Express would expedite mail to express train to Boston or local PO.

*One of 7 recorded 12c bisects used on the east coast in any period. Only Kennyon's Express 12c cover.
Kennyon's Express would be out of business by 1860.*

1852 Bisect Accepted for 2X Domestic Rate by Rail



New York to Georgetown, District of Columbia, 11 May, 1852. Position 40R1.

*One of 3 recorded bisects with New York and Philadelphia Route agent's date stamp.
Bisects were not legally approved but were allowed initially until late 1853.*

VI. Domestic Uses

Mixed Bisect Usage

Transcontinental Rules Before 1855 Changes

1852 Mixed Usage Bisect – 3X Domestic (≤ 300 mi.) – By Rail Road - Accepted



New York to Baltimore, MD, 14 Jun, 1852 (internally dated), contained circular, noted. (E)
One of 3 recorded bisect mixed usages. Only one with NY and Philadelphia route agent's date stamp.
Bisects were not legally approved, but were often accepted until late 1853

Uncommon East to West Usage of Bisected 12c stamp, Generally Accepted



One transcontinental rate (Bisect = 6c) accepted, second one due 10cts (unpaid rate). This is Blake #639 due marking, "10 slanted," and worn, known used from June, 1853, until 1858. Boston "PAID" was always used to mean "PAID". (E)

One recorded example with bisect use.

Bisect Accepted – San Francisco



San Francisco to Boston, MA. Single 6c per ½ oz. transcontinental rate, 16 Aug 1853, pos. 7R1 (E)

Bisect Accepted – Sacramento City, California



Sacramento City is one of 5 California towns where bisect use is recorded,

13 confirmed California 12c bisect covers other than San Francisco.

Mail from Sacramento City was processed through San Francisco. Pos. 7R1 (E).

*San Francisco and towns they supply, run short of 3c stamps July-Sept, 1853, and increases the use of bisects. Bisects were not legal during this period and were inconsistently allowed. Regulations of Sept., 1853, formally disallow partial stamps for the mail.**

VI. Domestic Uses

Transcontinental Rates

Bisects

Panama Route

Bisect Not Accepted – After Bisects Formally Disallowed



San Francisco to Samuel B. Morse, Germantown, PA.
Single 6c per 1/2oz. transcontinental rate, 1 Oct 1853. Philadelphia "10 due" hand stamp. Pos. 61L1 (E)

Bisect Accepted at San Francisco, Scarce Destination, The Midwest
Apparently Not Accepted at New York



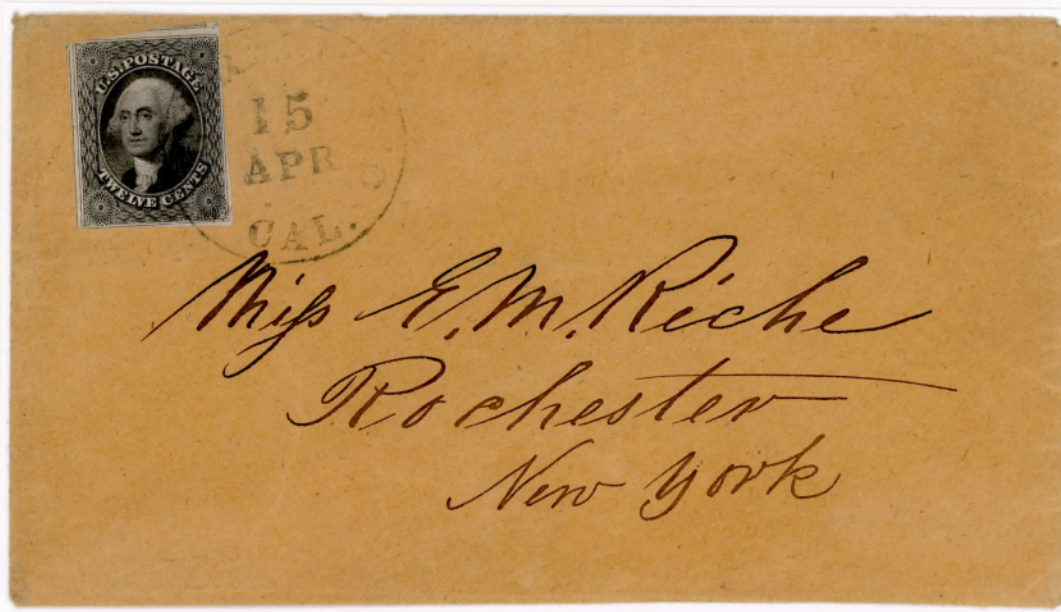
San Francisco to Kane County, Geneva, Illinois, 16 Sept, 1853, nearing end of bisect allowances.
One of four bisect covers with a Midwest destination. Alexander census. "10 due" hand stamp is from New York. (E)

VI. Domestic Uses

Transcontinental

Special Cancellations Appear

San Francisco Early Adopter of CDS for Cancellation



San Francisco to New York, 15 April 1854, 2X Transcontinental Rate

Scarce 12c use going east during this period

San Francisco used the CDS almost exclusively for their mail from the very beginning. Pos. 83L1

New Double 3c Stamp Killer Designed for 6c Transcontinental Usage Finds Use on 12c



San Francisco to New York, 2 March 1853, 2X transcontinental rate. This efficient cancel was designed for the 2 X 3c single transcontinental rates via Panama. Two recorded examples for 12c on or off cover. (E)

VI. Domestic Uses

Transcontinental Uses

Ocean Mail Markings Develop

2X Transcontinental Rate with New York Type 2 Ocean Mail Cancel – One recorded example with 12c



15 Dec 1852 Contains Shipping Instructions and Options via Panama Route. Pos. 89R1

3 x Transcontinental Rate to Coon Hollow Post Office, Placerville, CA. New York Type 3 Ocean Mail Cancel. (E)



One of 2 12c covers with Type 3 cancels, 6 recorded for stamps. NY to CA mail motivated these cancel changes.
CHANGE: 3 New Ocean Mail cancels were introduced in the decade due to the expansion of transcontinental mail.

VI. Domestic Uses

Multiple Single Letter Rates

4X \leq 3000 Mile Rate, Intra East Coast



Boston to New York, Folded Letter Sheet, 28 Sep, 1855, pos. 68L1 (E)

5X Rate \leq 3000 Mile Rate, Mixed Stamp Use



Indianapolis, IN to Richmond, VT, 20 March, 1857, pos. 53L1

1 July 1851 rate changed for “local domestic mails” (\leq 3000 miles) to 3c per letter rate. This rate stayed the same the entire decade even after the coming transcontinental rate change that came in 1855.