

Italy, 2 Rates, 2 Routes

Watertown, Massachusetts to Rome, Italy



2 X 12c stamps help pay 27c with Type 2 3c, French mail by British Pkt rate. Watertown, Apr 3, 1860, to Boston, Dep 4 Apr on Cunard Line's *Canada*, Arr Queenstown, 14 Apr, Calais train to Paris, 16 Apr, Paris, 17 Apr, Rome, 23 Apr, 1860 (back stamps). Positions: 60R1 with imprint, 26R1. *One of 4 recorded covers with 1857 12c imprint capture stamp.* The 27c rate became effective Apr, 1857. Rates were different over most of Italy for the decade, but most all were high enough to take advantage of the 12c denomination.

Washington, D.C., to La Spezia, Sardinia



12c stamps help pay 38c Prussian Closed Mail rate by British Pkt from Washington, 20 Nov, 1858, Dep New York, 24 Nov, Arr Liverpool, 5 Dec, to the Aachen border (marking), then Switzerland ("via di Svizzera") via Baden, Arr Genoa, 13 Dec, La Spezia, 13 Dec, 1858, "15" ms marking due at La Spezia. (E)

12c Positions: 44-45-46R1; 44R1 is "Scratch on Head" variety discovered by exhibitor. 1c stamps are Type Va, Plate 5.

Peru
Argentina

Single Rate to Paita, Peru via Panama



Providence, 19 Sep, 1860, to New York. Dep on Am. Pkt, then British Pkt via Panama at 22c rate. 30 Sep transit stamp at Panama. Red 12 British credit. 12c stamp position 92L1. 10c stamp Type V. Postal rate to Peru changed 3 times in the decade. This rate was instituted in Dec, 1856.

Single Rate to Buenos Ayres, Argentina via Southampton



Dep New York 26 May on Havre Line's *Fulton* for Southampton, Arr London 7 Jun, then on to Buenos Aires by British Packet at 33c rate. Red 12 British Credit. 12c stamps positions are 99L1-100L1. 3c strip of 3 is Type 2. Letters to Argentina are exceedingly uncommon during this period. 4 rates to Argentina would be instituted in the decade with this the lowest one in April, 1859.

Ecuador
Mexico

Bloomsburg, PA, to Quito, Ecuador, 1859



Folded letter would Dep Bloomsburg, PA, 1 Jan, to New York, then by Am. Pkt to Aspinwall, then Panama, by Pacific Steamship Navigation Company steamers to Guayaquil, then, finally, Quito, Arr 14 Jan, 1859. Pair of 12c stamps would pay 24c of the 34c rate. 10c is Type II. (E)
 Ecuador rates would change 3 times in the decade.

Unique Six Times Rate to Mexico with Perforated 12c



5 copies (pos. 41-45L1) pay the 6X rate New Orleans, 14 Dec, 1858, to Vera Cruz, Mexico, Am. Pkt, Tennessee, Direct. 8 Reales due hand stamp. Unusual capture of the far left margin guide dot. (E)
 New rate to Mexico was established in July, 1851.

Railroad Starts the Trip
Small Texas Town

Eastern Railroad Begins the Trip on the East Coast



Eastern railroad (Maine) March 23 (1858) blue cancels British treaty rate 12c pair to Boston, Dep 4 April, on Cunard Line's *Canada*, Arr Liverpool, 4 April, Arr Mansfield, 5 April, 1858. Boston British packet back stamp. Positions 51-52R1, perforated centerline variety. 12c perforated stamps on railroad marked covers are uncommon.

Small Town Port Lavaca, Texas, To England



Port Lavaca, Texas, population 526, to London. Dep Port Lavaca, 5 Mar, 1860, Dep 17 Mar on the Inman Line's *Glasgow*, Arr Liverpool 31 Mar, 1860. 12c pair Plate 1 perforated stamps, positions 93-94L1, pay the British treaty rate.

Exchange Offices Mail to Great Britain

Three New Exchange Offices are Created to Facilitate Mail from Midwest U.S.
Through Canada on Grand Trunk Railway to Allan Line Ships at Quebec or Portland

Detroit Exchange Office

Dep. New Baltimore, MI, 29 Jun, 1860, Dep Detroit, 5 Jul, Dep Quebec, 7 July, on *chartered Melita* (Cunard), arr LP 20 July, Northampton 21 Pos.21/31R1

Detroit became an exchange office 14 Dec, 1859, for British Treaty mails. Rare cover from New Baltimore, 30 miles north of Detroit on the Chicago, Detroit, Grand Trunk of Canada Junction Railway which normally took mail south and then west, not east. 2 recorded examples 12c pair and credit CDS.



Portland Exchange Office

Homer, MI, (pop. 900), Allan Line's *Anglo Saxon*, Dep Portland, 17 Dec, Arr Liverpool, 28 Dec, Lynn, 29 Dec. British registry treated as Am Pkt. Pos. 48/58R1

Rare cover from interior Michigan going through Portland E.O. BEFORE regular exchange office mail moved through Chicago and Detroit.

Portland became an exchange office 3 Feb, 1859, for British Treaty mails.



Chicago Exchange Office

Very early Chicago Exchange Office example, 13 Feb, 1860, from Ottawa, IL, to Dorking England. Dep Portland on Allan Line's *Anglo Saxon*, Arr Queenstown, 28 Feb, Dorking, 1 Mar. Rare ultramarine cancel on 12c stamps, pos. 81/91L1

Chicago became an exchange office 14 Dec, 1859, for British Treaty mails.



Scotland

Scotland – Registered

Double Treaty Rate to Scotland



Block of 4 12c paid double treaty rate to Great Britain from Rochester, NY. Dep NY on Inman Line *City of Baltimore*, 23 Oct, 1858, Arr Liverpool, 6 Nov, Arr Annan, Scotland, 7 Nov. 6c credit double rate 6c credit via American packet. Positions 29-30R1/39-40R1. Act of 14 June 1858, the PMG compensated the Inman Line (British) for sea postage for letters carried; treated letters as if American packets. Inman Line ships were substituted along the same routes as the previous U. S. Collins Line which had ended in Jan, 1858.

Double Treaty Rate Registered Letter to Scotland



Registered letter from Albany, NY, 11 May, 1858, Dep NYC 12 May, Arr Liverpool, 23 May, green Aberdeen, Scotland receiving, 25 May, 1858. 40 1/2 magenta manuscript for 2 X 19c credit + 5c cash for registration. Positions 87-90L1. 2 recorded examples. Act of March 3, 1855, established the U. S. registry system starting 1 July, 1855, formalizing a system in operation for several years. Foreign registration was new, as well as the credit rules. Double rates were uncommon, resulting in a manuscript credit.

12c Stamps Carry Patriotic Cover to Ohio **From** Peru, August 17, 1861



U. S. patriotic cover sent from Peru to Columbus, OH, arriving 17 Aug, 1861, then forwarded to Granville, OH, for 6c cash, double rate forwarding domestic ≤ 3000 mi.

2 X 12c stamps overpay double 10c rate by 2c each, applied in Peru.

Cover was received in New York, receiving "New York Steamship" marking, before forwarding to Ohio.

Cover is from William Trevitt U. S. Consul to Peru to his wife.

Stamp positions: 59-60R1

*Use of any 12c stamp from foreign countries, except Hawaii, is very uncommon.
One recorded use on incoming patriotic.*

Post Office Department regulations for 1857 show rate changes for Peru to the U. S. at 10c per letter rate, being the U. S. postage only, without regard to distance. This was dictated by the PMG under the Act of 3 March 1851.

The stamp was already demonetized in several locations by this date of 17 Aug, 1861.

VI. Foreign Uses

Ladybank, Scotland
North Wales, "Old England"

Plate 1 1857 Perforated

Mixed US/Foreign Franking
Triple Rate Postage Not Allowed

Double Rate Cover, "Chief Warning Letter on Economy," Redirected Within Great Britain



Double rate (24c) to Fifeshire (12c unplated). Eventually redirected to Fifeshire, Scotland, with 2 1p Rose Red (20). NY Brit Pkt, "38", 17 May, 1859, on Cunard *Niagara*. Arr. Liverpool (2 transits, 30 May, 1859, Bold Ladybank rec. MY 31, 1859. Mixed frankings, redirected uses, or double-rate covers are each very uncommon.

Triple Rates Not Allowed – 6 X 12c Stamps Not Accepted by **Convention of 1848**



Dep New York Mills, NY, Jun 15, 1858, Dep NY, 19 Jun, on Vanderbilt European Line's *North Star*, Arr Southampton (back stamp in red), 1 Jul, Arr Wrexham, Wales, 2 Jul, 1858.

Manuscript "4/-", correct 4 shillings due for 1-2oz, required quadruple rate. Black "84" (21c X 4) debit marking. (E)
3 Short Paid Markings. Positions: 15-17R1 / 25-27R1

Before 1 Apr, 1866, under the British Convention, any attempt to pay a triple rate was specifically disallowed, Payment could not be treated as part paid. 3 Recorded Examples with Perforated 12c

New South Wales

Hong Kong

7 X 12c Stamps Make Up Double 45c Rate From Washington, D.C. to Sydney



Double rate cloth cover from Washington, D.C., 28 June, 1858, Dep Boston 30 June on British Cunard's *Europa*, Arr London, 12 July, and, Sydney, 3 Oct, 1858. Ship Letter back stamp. 7 X 12c stamps (positions 94-100R1, bottom row) make up 84c of the 90c for double rate 45c rate / ½ oz British mail via Marseilles. The strip is scissor cut at the top leaving all guide dots visible from 84-90R1. A vertical pair of 3c Type II stamps, fold over to the back, one uncanceled, now folded to the front for viewing.

10 X 12c Stamps Make Up Sextuple Rate From Providence, RI, to Hong Kong



Providence, RI, 9 Aug, 1859, scheduled to leave from Boston (10 Aug back stamp) on British Cunard ship. Payment for American packet service. Transferred to New York where it departs on Vanderbilt European Line's *Ocean Queen*, 13 Aug, Arr SO, 25 Aug, Arr London, 26 Aug, then via Marseilles route (as endorsed) to Hong Kong, finally arriving by steamer receiving Hong Kong back stamp of 8 Oct, 1859. 5/6 indicates 5 shilling 6 pence (6 British rates) for Marseilles route. Stamp positions: block of six, 67-68R1/77-78R1/87-88R1 and two pairs, 85-86R1 and 97-98R1. This is one of the largest foreign rate covers for the perforated 12c stamp. *

Perforation Varieties

Perforation Issues Were a Big Quality Problem – Something Had To Be Done

Perforations had just been introduced in 1857. The small interstamp spacing of the 1851 imperforate feed led to perforation issues being the major quality problem for the rest of the decade. A range of varieties were generated. **This problem would be addressed by new plates** for 1c, 3c, and 12c denominations of the 1851 issue.



Vertically misregistered requiring scissor separation
 Top row, Pos. 5-8L1
 Strip of 4, double rate to GB; Philadelphia “6” credit mark

Pos. 23-24L1 (E)



Imperforate-Between Error (E)
 Gutter left unperforated
 Pos. 83-84L1

*2 examples available to collectors, no examples on cover**



Horizontal doubling
 Pos. 85R1, unused



Capture of 89R1 stamp above
 Horizontally misregistered
 Bottom row, pos. 99R1



Blind perforations, partially punched (E)
 Very uncommon for the 12c



Perforations Misregistered Vertically
 Pos. 12-13R1/22-23R1



Vertically perforated at an angle
 Double perforations
 Pos. 59-60R1

New Plate 3 Creation Driven by Perforation Quality of Plate 1

Imperforate Plate Proof on India Pulled From Newly Created Plate 3 Based on 1851 Die

New Plate 3 designed to improve perforating quality based on larger interstamp spacing design which is obvious. The same was done for the 1c and 3c denominations.



Left Pane
Unknown Position



Pos. 26-27R3



61R3 Centerline
India on Card

Plate 3 Imperforate Proofs on Stamp Paper

These imperforates are from a half sheet of 50 trial impressions submitted for approval to the Post Office Department. None were used for postage. For almost 100 years they were unassigned. ALL plating marks are different than Plate 1. They are confirmed from Plate 3, left pane only. The plate has many oddities. Lines were ruled between columns 3 and 4, all of which are exhibited later. Many guide dots are missing or unassigned. All right pane positions are known. About 50% of the left pane positions are now assigned.



Top Row, Pos. 3L3*
Double R Frame Line



(Magnification)



Pos. 43L3
Double R Frame Line



Left Pane
Guide Dot LR
Unknown Position



Bottom Row, Pos. 93L3*
Double R Frame Line

Specimens

Typically submitted for final approval of finished form, perforated on stamp paper.
4 Recorded Examples



Type A Style (E)
Pos. 54L3



Script Style (E)
Pos. 75R3

Layout and Plate Making Basics

Plate 3 – Very Different* From Plate 1

- * Horizontal spacing increased between stamps; decreased at the centerline.
- * Different plate making procedures were used for Plate 3.
- * The plate images were rolled in BOTTOM right to left TOP.
- * Guide dots aided visible roller alignment; all are unique in shape and location.
- * The right and left panes were constructed differently.
- * On the left pane, right most and bottom row stamps HAVE guide dots.
- * Many guide dots appear to have been removed by burnishing, primarily on the left pane
- * The quality of images of the finished plate is poor overall.
- * No confirmed recuts have been recorded.
- * Due to the quality of printing, no consistent relief pattern has been established.
- All positions are unique in appearance.

Two discontinuous vertical lines engraved between Columns 3 and 4, and one between Column 7 and 8, likely to improve appearance.*

1860 Plate 3 Layout
Without Guide Dots



CL

The Printer's Imprint was made in relief (Type 2) and changed to "Toppan, Carpenter & Co., Philadelphia," and the first number was added, a "3."

The objective was to increase the spacing for perforations.

Comparison of Interstamp Spacing
OLD Plate 1, Pos. 14-15L1



NEW Plate 3, Pos. 13-14L1

Only recorded complete imprint multiple in private hands*



Rows 7 & 8

Appearance Problems Drive Plate Modifications on the Left Pane

Bottom Seven Rows Reconstruction of Rows 7 & 8

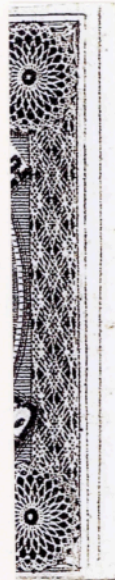
The interstamp spacing was not uniform on Plate 3. It was particularly bad on the left pane. A single vertical line was engraved, stamp by stamp, between all stamps of vertical rows 7 & 8 to minimize the appearance of this uneven spacing. Most were parallel to the stamps, some were curved, and several lines were shorter than the stamps. All are closer to row 7. These lines are often confused with the centerline, which was much stronger, or with the extra "frame lines" noted for vertical rows 3 & 4 of the left pane of Plate 3.

BOTTOM 7 ROWS OF VERTICAL ROWS 7 & 8

The unused block of six, Positions 66-68L3/76-78L3, is the LARGEST RECORDED PLATE 3 LEFT PANE MULTIPLE.



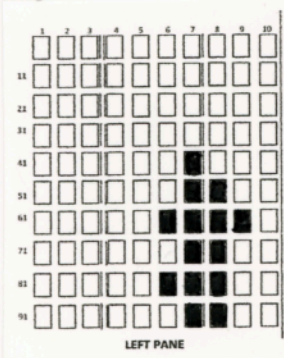
Proof Trial
On Stamp Paper
Position 77L3



Detail of 77L3 Shows
Incomplete and
Curved Extra Line

Detail of 47L3
Some of the lines
are very fine

Detail of 97-98L3 Shows
Extra line and Proximity
to vertical row 7.



LEFT PANE

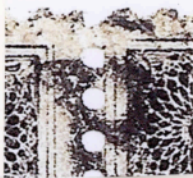
Rows 3 & 4

Appearance Problems Drive Plate Modifications on the Left Pane

First Complete Reconstruction of Rows 3 & 4

The interstamp spacing was not uniform on Plate 3. It was particularly bad on the left pane. Vertical lines were engraved, stamp by stamp, between all stamps of vertical rows 3 and 4, to minimize the appearance of this uneven spacing. They were not parallel to the stamps. Compare 3L3-4L3 and 83L3-84L3 detail images. These lines give rise to the major varieties called "double frame line at right or left."

TOP HALF
5 ROWS



3L3-4L3
(Top Detail)

BOTTOM HALF
5 ROWS

Position

3L3



4L3 (E)

13L3



14L3

23L3



24L3

33L3



34-35L3

43L3



44L3

53L3 (E)



54L3

63L3 (E)



64L3

73L3 (E)



74L3

83L3 (E)

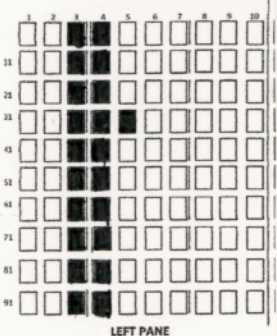


84L3

93L3



94L3



83-84L3
Double FL Detail

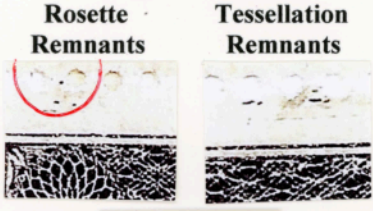


Right Pane – Unused Stamps

Plate 3 Was Very Odd – Right Pane was Similar to Plate I – but a Phantom Appears

Opposite of Plate 1, Plate 3 was rocked in from the bottom rather than the top, moving from right to left. Guide dot shape, size, and position known to be definitive for most of the stamps because of the existence of a few large multiples for the right pane, but are not recorded. While Relief “A” and “B” as on the Plate 1 both exist on the plate, no pattern has yet been identified. As the transfer role finished with the top row, it was “over-rocked” resulting in a newly discovered phantom “11th row.”* Many of these remnants were removed, but not all.

Top Row, Pos. 6R3
Mag. Detail (TOP)



Top Row, Pos. 7-8/17-18 R3



Top Right Margin, Pos. 9-10/19-20 R3
Mag. Detail (9R3 TOP)
Rosette Remnants



Central Pane, Pos. 51-53R3/61-63R3/71-73R3

51R3



53R3

61R3



63R3

71R3



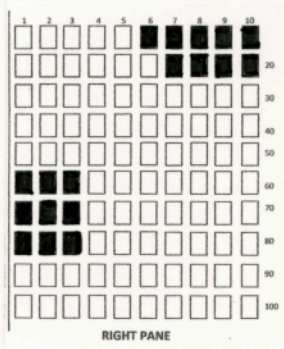
73R3

Confirmation of Partial 11th Row by Stamp Image Overlay



9R3

10R3



73R3 Guide Dot Magnification
Plate scratch is used to define position

62R3 (central stamp) shows no evidence of guide dot in normal location lower right

Selected Varieties, Constant and Non-Constant

Margin Guide Dot Capture
Unknown Left Pane Position



Double Guide Dot Lower Right
Positions 99-100R3
Occurs in Only 2 Locations



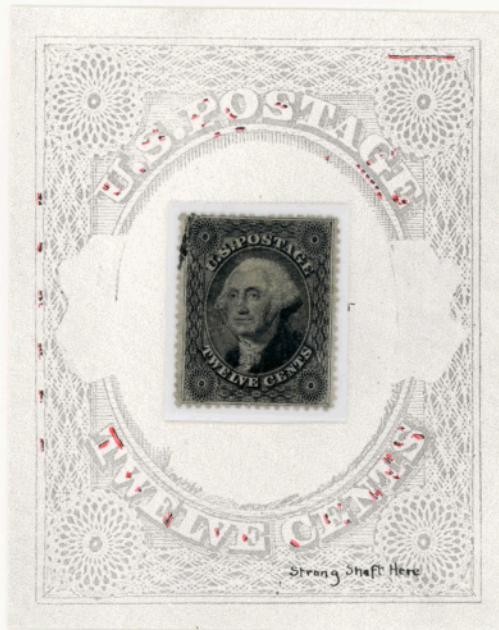
Double Guide Dot Lower Right
Position 87R3



“Crack Thru Rosette”
Positions 95-96R3
Bottom Row



Major Double Transfer
Horizontal Misregistration
Position 28R3, Central Plate



Major Scratches on the Plate 3
Positions 9-10L3, Original
Top Row



Preprint Paper Folds
Left Pane
Unknown Position



Position 94L3

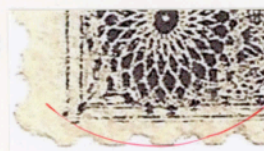


Shifted Transfer Marks in RED

Double Transfer
Position 98R3
Unused



Detail



Imprint Captures
5 Recorded Examples
Positions 59-60 R3
Only Recorded Used Multiple



Position 50R3



Position 60R3

