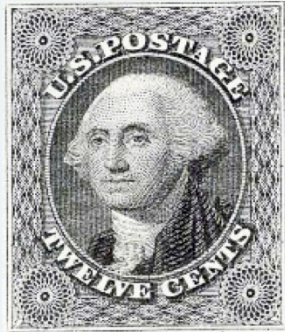


## United States Imperforate Issues of 1851-1856



**Gordon Eubanks**  
Royal Philatelic Society  
London 14 April 2016

Rev 0.7

It is an Honor to speak at the Royal. This is my first visit!

## Two Themes

- About the stamps
  - It is harder to make stamps than currency
- Bring in the postal age
  - Of course this started in England in 1840, the US followed



Penny Black plate 1A used in June 1840



Barnabas Bates propaganda cover for cheap inland and ocean postage

George Plitt took cause to the United States.

Barnabas Bates formed the New York Cheap Postage Association which published this envelope.

## Produced by Toppan, Carpenter, Casilear & Co.

Issued 1 July 1851



Mid 1855



Early 1856



- Support lower postal rates
- Banknote engraving firm
- Ten year contract
- No experience printing stamps learning on the job
- Challenges laying out plates and with inks

All stamps have some production issues but the 10 cent and 5 cent issues were better.

All the particular stamps above have a 'story'

1 cent position 7R1<sup>E</sup> one of the three stamps on the Newbury cover

3 cent Supplementary Mail unique cancel on 3 cent

12 cent position 51L1 showing imprint. Later state of the plate

10 cent position 3R1 type 4 recut top unused original gum. Only recut position from the right pane. One of the great 10 cent stamps!

5 cent position 23R defective or damaged transfer on the side inside oval

## Major Challenge Was Tight Spacing

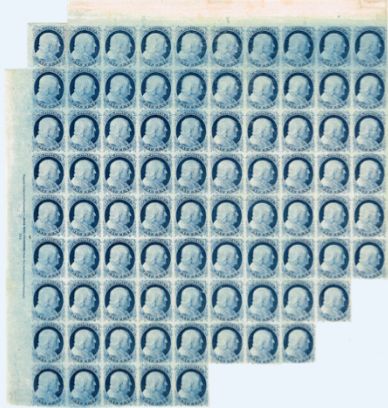


Plate 1<sup>L</sup> late block of 82  
unused original gum



Plate 3R full sheet  
unused original gum

Too many stamps too little space.

## Spacing Early vs. Later Stamps



Positions  
24-26L1<sup>L</sup> & 34-36L1<sup>L</sup>



Positions  
1, 11, 21R



Not plated

Designs were changed and simplified to improve ability to layout without lots of rework. One cent plate 4 was made with a new transfer roll with wider spacing.

Not all 5 cent stamps are plated

## Four Plates Plus One Reworked

<u>Plate</u>	<u>First Used</u>	<u>In use</u>	<u>Types</u>
1 Early	1 Jul 1851	15 mo.	I, Ib, II, IIIa
1 Late	Jun 1852	5 years	II (one stamp), IV
2	Dec 1855	19 mo.	II, III, IIIa
3	May 1856	12 mo.	II
4	April 1857	3-4 mo.	Ia, Ic, II, III, IIIa

Demand for stamps continued to grow

1 April 1855 prepayment of postage became mandatory

Perforations started mid 1857. Plate 4 made with wider spacing leading to new types Ia and Ic

Plate 3 failed in some way and was never used for perforated stamps

Detailed reference: *The United States One Cent Stamp of 1851 to 1861* by Mortimer Neinken published by the U. S. Philatelic Classics Society, Inc 1972. This book is a revision of Volume I of Stanley Ashbrook's two volume classic *The United States One Cent Stamp of 1851-1857*.

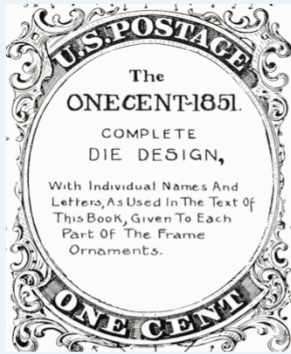
## Reasons For Types of the One Cent

- Short transfer
- Re-cutting
- Erasure

Best reference today: *Evolution of the Types of the 1 cent Stamp* by David Zlowe

Chronicle of the United States Philatelic Classic Society 242 vol 66, No. 2

## First One Cent Plate– Types I, Ib, II



Type II has design at top and bottom normally incomplete but outer lines are both complete.



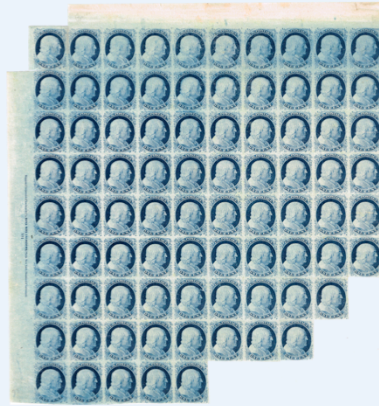
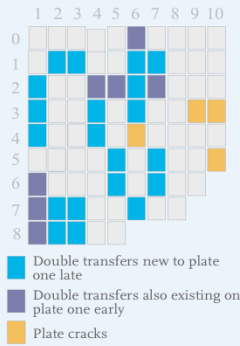
Type 1      Type 1      Type 1b  
(Enlarged view of stamps above)

Top row of the right pane of plate 1 Early has to best example of the intended design and some that are close

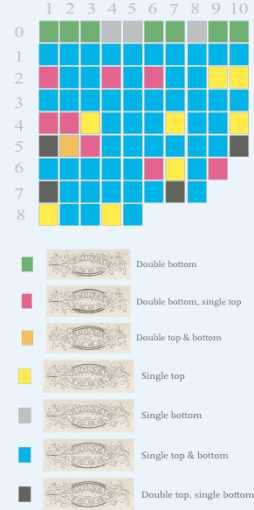
Like this page, the plate was tight!

# Reworking Plate 1

Pronounced double transfers and surface cracks.



Recut positions that are represented in the block.



This shows 'graphically' the amount of reworking.

The remainder of the plate is similar. Quickly see few plate cracks, double top single bottom rare recut etc.

## Other Types



Type III  
The outer lines at  
top and bottom  
have clear breaks



Type IIIa  
Outer line at  
top or bottom  
has clear break



Type Ic  
Incomplete at top  
but nearly complete  
at bottom. Right  
plume and ornament  
are incomplete



Type Ia  
Incomplete at top  
but complete at  
bottom including  
plumes and balls

This is not intended to really teach how to determine the difference but to show how strange and maybe arbitrary some of this is. Thanks to Robert Siegel Galleries for use of images.

Again, I recommend reading *Evolution of the Types of the 1 cent Stamp* by David Zlowe

Chronicle of the US Philatelic Classic Society 242 vol 66, No. 2

## Plate 2 Crack



Even with this major failure this plate remained in use into the perforated period while plate 3 was taken out of service. Why?

At a time when demand was increasing plate 3 was taken out of service. There must have been a significant failure.

Plate 2 with crack shown above was left in use.

## 3-cent Stamps

- Color key to this stamp
- Plate corrosion
- Most commonly used stamps.



Orange brown, Type II  
Pos 77-80, 87-90, 97-100R5<sup>E</sup>

## 3-cent Stamps

- Major colors
  - Orange brown
  - Dull red
- Many minor shades
  - Brownish Carmine
  - Yellow Rose Red
  - Plum
  - Claret
  - Pinkish
  - Etc.



Plum, Type II  
Positions 42-45R2<sup>L</sup>

## 12-cent Stamps

- One plate
- International and double domestic rates
- Many stamps reworked



Positions 7-10, 17-20, 27-30, 37-40L

Reference: By far the best reference to this stamp is Jim Allen's exhibit. He is the leading expert on correcting and extending plating of this stamp

## 12-cent Stamp Imprints

- Originally no imprint
- Added during rework



No imprint or plate number  
Positions 61-62,71-72L



Later state  
Position 51L1

Did I say by far the best reference to this stamp is Jim Allen's exhibit.

## 12-cent Bisects

- Cuba – New York – Quebec
- August 1851 use of 12 cent stamp
- Most bisects to or from California



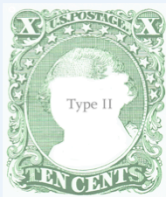
12 cent stamp and 1 cent block of 8 both matching bisects

## Ten Cent Stamp

- Imperforate stamps come from one plate issued May 1855 for the new over 3,000 mile rate.
- Used for imperforate stamps for 2 years
- Type I, II and III created by transfer to plate
- Type IV recuts to improve transfers. Eight stamps were recut
- Only four double transfers. Printers getting better!



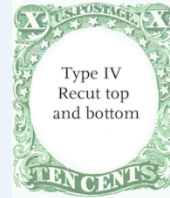
Top outer lines  
broken. Bottom  
complete



Top complete  
Bottom outer  
lines broken



Top and bottom  
outer lines  
broken



Top and/or  
bottom outer  
lines recut

Reference: *The United States Ten Cent Stamps of 1855-1859* by Mortimer Neinken. 1960

Best source of information: Michael Perlman. He has the best current and maybe ever assembled collection of this stamp (and all green stamps) and has been a leader in digitizing philatelic material.

8 recut positions, 3 top only, 3 bottom only, one both top and bottom. 2 recut at top are also recut over the 'X's

Position 3R1 only recut position from the right pane.

## Three Types One Block



Left block of four type IV. Top right type II, bottom right type III.  
In block bottom two and top left stamps recut bottom. Bottom  
two stamps recut top. Bottom right also recut over 'X's.

Block from Cleveland OH

Provenance: Waterhouse, Newbury, Grunin, Boker

## Three Types One Block



Example of recut

Block from Cleveland OH

Provenance: Waterhouse, Newbury, Grunin, Boker

## Five Cent Stamp

- Imperforate stamps come from one plate issued Early 1856
- Used for imperforate stamps for 18 months
- Two varieties, double transfer and defective transfer
- Not completely plated. One reason is small number of stamps and second they were much better at laying out plates



Unused. Full  
original gum



Weak double transfer.  
Position 40R



Defective Transfer  
Position 23R

Reference: *The United States Five Cent Stamp of 1856* by Richard Frajola and Frederick Mayer published by The Collectors Club 2005

Not really a great reason to issue this stamp? NOT for registration fee which could not be paid by stamps.

There may be 50 examples that are unused. One block of 4 exists unused.

Weak or faint double transfer noticeable in the 'N' of 'CENTS' shows an additional diagonal line. Very tough to see!

Defective transfer inside right side of the oval.

## Five Cent Reconstructed Block



This block was originally part of an eleven-stamp multiple, joined with a strip of three at top right. It was affixed to a large piece with single 1c and 3c stamps (the full piece is illustrated in Brookman on page 152). After its appearance in a 1955 H.R. Harmer sale, the strip of three was removed and later the block of eight was separated into two blocks of four. The late Frederick R. Mayer reunited the two blocks while building his classic 5c 1856 Issue collection. As both a block of eleven and a block of eight, this was the largest recorded multiple. The largest used multiples are blocks of six and five (both on cover). Apart from this reconstructed block of eight, there are only five other used blocks of four. The largest unused multiple is the unique block of four.

Largest intact block is a block of 6.

## The Expanding United States 1850's



The USPO was the grease that allowed business and personal communications to prosper. Getting the mail through was job #1!

Social and economic trends

Families separated, often for the first time

Westward expansion – CA population grew from 14K to 250K 1848-1852

Urban centers grew. 10% of population to 20% 1840-1860

Local to national markets

International business growing

Issues facing the USPO. First policy questions. The Post Office was not a revenue source. Should large urban centers subsidize the remainder of the country. Challenges included unclaimed mail, coded mail i.e. read message on outside and refused to pay, mail carried outside the USPO, and a rapidly expanding country especially the gold fields in California.

Policy to address issues: rates reductions in 1845 and 1851, required prepayment and stamps. Continued cheap pricing for printed matter. Also addressed with technology: use of mechanical transportation especially steamboats, railroads, ocean steamers and perforations.

## Rivers and Ocean Access



The United States was also blessed with an amazing river system and coastal navigation with safe harbors.

## The Postal Age



Shelburne Falls to  
Haydenville MA.

Running Stag fancy cancel

July 1853 Envelope  
New York City to  
New Haven CT



Shelburne Falls showing fancy cancel (Running Stag)

Jul 1853 cover from New York City to New Haven CT. Stamp type II. This postmark is known used for 15 days, 11-25 July 1853.



Triple the under 3000 mile rate

## California - New York Sea Routes



- Vanderbilt Independent Line
- Outside the mail still required postage
- Provided faster service thus the 'Ahead of the Mails' slogan

- Contract mail route connecting CA and the NY
- Also used by private



Images courtesy Richard Fraiola

*Mails of the Westward Expansion 1803 to 1861* by Steven Walske and Richard Fraiola, Crawford medal winner.

## Pacific to Atlantic



6-cents rate over 3,000 miles  
Effective 1 July 1851

Double rate cover to Westfield MA entered the mail in San Francisco.  
Stamps positions 36, 37, 46, 47R1<sup>L</sup>.

## Rates Go Up 1 April 1855

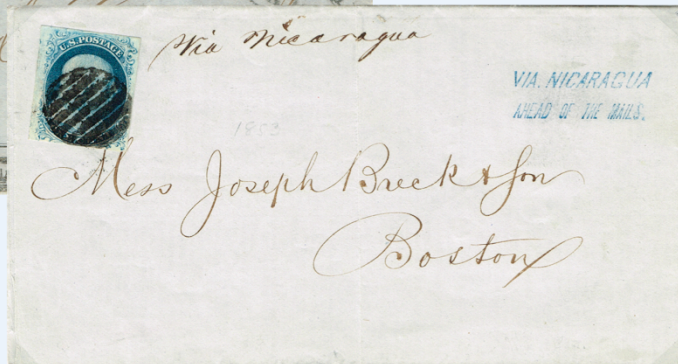


10-cent rate over 3,000 miles  
Effective 1 April 1855

## Printed Matter



1852 printed matter rates  
Via Panama (left)  
via Nicaragua (bottom)



1 July 1851 printed matter rates depended on the distance.  
Under 500 miles 1 cent, 500-1,000 etc. Over 3,000 miles was 5 cents.

1 October 1852, the rates were reduced to 1 cent for all distances in the US. The pieces above went over 3,000 miles.

## Newspaper Wrapper with Pre-cancels



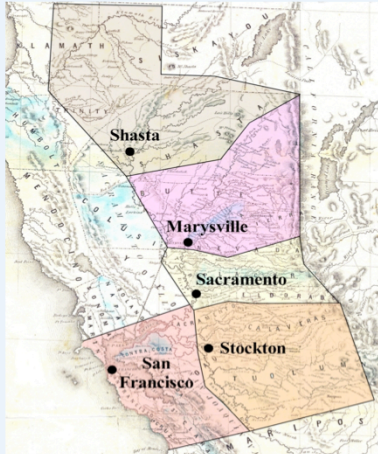
This is the discovery copy that proved the source of these pre-cancels is Cleveland OH. Same font as used to print the newspaper. Probably printed a sheet at a time on their press.

## Unofficial Perforations



As more and more stamps were being used the inconvenience of cutting them individually plus the fact that the UK was perforating stamps lead people to try their own. Most famous were those done in Chicago.

## CA Express Mail



Images courtesy Richard Frajola

Many references. Richard Frajola Board For Philatelists has many articles and exhibits that deal with California mail during the Gold Rush.

## CA Express Mail



Double rate letter from CA Northern Mines to Delavan WI

Rhodes Express delivered the letter from the Northern mines to Sacramento where it entered the mail. Bed Bluff was a staging town on the Sacramento River for the Northern mines.



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The Pacific Express Company was formed on March 2, 1855, by former employees of Adams & Company, the huge express and banking concern that went bankrupt in February 1855. Pacific Express operated until sometime in 1857, carrying mail between points in California and also through connections to the East Coast.

This cover was received by the Pacific Express office in Auburn on Jan. 4, 1856. It was carried by express about 35 miles south to the office at Sacramento, where it was datestamped again on Jan. 19. The New York Feb. 13 postmark date coincides with the Feb. 13, 1856, arrival date of the *Northern Light*, which departed San Juan del Norte on Feb. 5 (source: Wierenga, *U.S. Incoming Steamship Mail 1845-1875*). The trip from San Francisco to San Juan del Sur (SJS) was probably on the *Sierra Nevada*, but no specific departure and arrival dates are listed in the Wierenga tables. Both ships carried mail via the Nicaragua route. Allowing for the typical 12-day transit between San Francisco and SJS, as well as the crossing to SJN, the San Francisco departure of the *Sierra Nevada* was probably on or about Jan. 20, which fits with the Pacific Express Co. Sacramento Jan. 19

## To Canada

- 6 April – 30 June 1851 Cash or stamps
- July 1851 forward cash or stamps must be U.S. stamps from the U.S., Canadian from Canada
- 10 cent per half ounce, 15 cents from West Coast
- A number of exchange offices, many originating in colonial times.



## ORIGINATED IN CUBA

One cent from block of 8 43-56 R1E

12 cent from same stamp



January 1857 letter London Ontario to Buffalo NYC

Improperly paid using US stamps from Canada.

During this period US stamps were not recognized in Canada. This was improperly accepted in Canada. The U.S. also accepted but must have felt they got their money.



Letter from San Francisco CA to Fredericton New Brunswick paying West Coast Rate

West Coast rate to New Brunswick, traveled by the land route.

Three color franking.

## Mail to Europe

- United States-Bremen Arrangement 1847, 1853
- United States-British Postal Treaty 1848
- United States-Prussian Closed Mail 1852
- United States-France Convention 1857
- United States-Hamburg Convention 1857
- United States-Belgian Convention 1859
- Ship Letters carried on non-contract ships

### References:

Dick Winter's books

*Across the Oceans Development of Overseas Business Information Transmission 1815-1875* Seija-Riitta Laakso Finnish Literature Society



October 1854 folded address sheet from SF to London. The stamps pay the 29 cent rate from the Pacific Coast to England. 19 cents credit to England for transit by British packet. Faint red oval 'Via Nicaragua/in Advance of the Mails/Sullivan'.

One cent stamps type IV.



Vera to New Orleans to Paris via Liverpool  
British Open Mail via American Packet

**This letter entered the mail in Vera Cruz, Mexico and paid U.S. postage from New Orleans to Paris. The letter was then redirected (forwarded) back to the UK.**

July 1856 folded address sheet from Vera Cruz, Mexico to Paris, France. This letter traveled from Vera Cruz to New Orleans where it entered the U.S. mail, then to New York City.

The letter was handled by forwarder Uslar, Heymel & Co. in Vera Cruz and E. J. Forstall in New Orleans. In the upper left a manuscript in French 'by way of the United States' partially covered by the 1 cent stamp.

On 2 August it left New York on the American packet Ericsson to Liverpool arriving 18 August. From Liverpool to London and then to Paris via Calais. Stamps pay the 21 cent rate to France.

Arriving in Paris 21 August the letter was then returned to London arriving on 22 August 1856.

**The 'BRITISH/FOREIGN' marking applied in London when redirected back indicates postage due from recipient. 4d for British postage from France**



Feb 1852 letter from New York to Basel Switzerland  
British Open Mail

1 cent positions 9-10 R1<sup>E</sup> type 1b and II  
to Switzerland. 5 cents pays the British Open Mail rate

February 1852 folded letter from New York City to Basel.

Stamps pay the British Open Mail rate.

1 cent stamps positions 9-10R1E, are types Ib and II. Dull red 3 cent stamp is type II.



Letter from Santa Fe New Mexico Territory to Munich Bavaria  
By Prussian Closed Mail

June 1852 folded address sheet from Santa Fe New Mexico Territory to Munich Bavaria. Santa Fe balloon town postmark. Stamps pay double the 30 cent Prussian Closed Mail rate. The letter left New York 30 June on Cunard packet Europa. New York transit mark showing 14 cent credit to Prussia. 'AACHEN (date)/FRANCO' mark indicating the closed mail bag was opened on the train from Belgium (AACHEN exchange office) and accepted as fully paid.



New York City to Glogau Prussia  
via Prussian Closed Mail

Stamps type III, III, IV 84-86L Middle stamp is curl in head variety.

Collins Line Steamer Baltic to Liverpool. Closed mail bag exchanged at Belgium and on the Aachen.

## UK Provided Access to the World Power of British Open Mail Systems



21 cent open mail to UK. Via British mail on a series of Peninsular and Oriental Line steamers

August 1856 cover from Trenton NJ to Hong Kong. From Trenton the letter went to NYC on 23 August on American packet Argo to Southampton arriving 4 September. 21 cent British Open Mail rate by American Packet.

From Great Britain the letter traveled on a series of Peninsular and Oriental Line steamers. First on the Indus to Alexandria Egypt arriving 19 September. Overland to Suez and then on steamer Oriental to Galle Ceylon arriving 13 October. The letter arrived in Hong Kong on 1 December on the steamer Norna.

Via New York. American Packet to Southampton. 21 cent open mail rate to GB.

From GB on a series of Peninsular and Oriental Line steamers. Alexandria Egypt, overland to Suez and to Galle Ceylon and Hong Kong



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