FIRST POSTAL PROVISIONAL ISSUE. TRIAL PRINTINGS. 1st SETTING (JULY 1911)

20-stamp panes of blue 2nd class railway ticket-based fiscal stamps were initially used for trial printings of postal overprints on the fronts with black or olive yellow ink. Neither color proved to be satisfactory.

red brown F-II fiscal provisionals with olive yellow postal overprints; position # 9 has

\[
\begin{align*}
\text{vale} \\
2 \text{ cts.} \\
\text{CORREO} \\
\text{DE 1911}
\end{align*}
\]

FIRST POSTAL SETTING

The 1st postal setting differs from the 2nd only by the type style in the value line at position # 9. The 1st has “2 cts.” (large “2”, small “c” in “cts.”) while the 2nd has “2 Cts.” (small “2”, large “C” in “Cts.”). The trial settings of the 2c value overprinted on the front included the error “Vale” for “Vale” at position # 13 (arrows). This was corrected before all values of the postal overprints were applied to the backs. A full 20-stamp pane of the 2c 1st postal setting in olive yellow ink on red brown F-I fiscal provisionals appears on a cover later in this exhibit.
FIRST POSTAL PROVISIONAL ISSUE. TRIAL PRINTINGS. 2nd SETTING (JULY 1911)

20-stamp panes of blue 2nd class railway ticket-based F-I & F-II fiscal provisionals with the setting reading down in red brown ink were also used for the 2nd trial printings with yellow ink.

SECOND POSTAL SETTING
overprinted with yellow ink; position # 9 has

vale
2 Cts.
CORREO
DE 1911

photocopy of position #s 9 & 13 enhanced using software available at www.retrorevealso.org

overprinted with black ink; position # 13 with the “Vale” error (arrow)

Since the “Vale” error occurs in both the 1st and 2nd trial printings, this example in black might have been printed with either setting.

When all colors of this 2c postal overprint on the fronts of the blue 2nd class fiscal provisional stamps were found to be unsatisfactory, all 20-stamp trial panes were given the same, second setting of the 2c postal overprint on the backs with black ink. 2, 5, 10 & 15c postal provisionals were issued in August 1911.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
2 & 5 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES
(JULY 1911)

Trial printings had demonstrated that additional overprinting on the fronts of the blue 2nd class ticket-based fiscal provisionals was unsatisfactory no matter what color of ink was used. But since many more blue fiscal provisionals were available, and since the original tickets were issued without gum, postal overprints were applied on the backs.

The supply of type available locally for printing the first provisionals was severely limited. It was necessary to use capital and lower case letters, large and small as well as italicized letters and numerals, and even some faulty type. The full settings of 20-stamp panes shown above demonstrate that only the value numerals were changed when the type was adjusted to overprint the four different values authorized. The most obvious and consistent type varieties found on all four values are described below.

<table>
<thead>
<tr>
<th>Position #s</th>
<th>Type Variety</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>small raised period in “cts.”</td>
</tr>
<tr>
<td>1 - 11: 19 &amp; 20</td>
<td>lower case, italicized “v” in “vale”</td>
</tr>
<tr>
<td>12 - 18</td>
<td>italicized capital “V” in “Vale”</td>
</tr>
<tr>
<td>1 - 6</td>
<td>small italicized “cts.”</td>
</tr>
<tr>
<td>7 &amp; 8; 10 - 20</td>
<td>small normal “cts.”</td>
</tr>
<tr>
<td>9</td>
<td>small italicized middle “1” in “1911; large “C” and square period after “Cts.”</td>
</tr>
<tr>
<td>10</td>
<td>damaged top of second “R” in “CORREO”</td>
</tr>
<tr>
<td>12</td>
<td>small first “R” in “CORREO”</td>
</tr>
<tr>
<td>12 &amp; 19</td>
<td>damaged top (12) or bottom (19) of “DE”</td>
</tr>
<tr>
<td>7 &amp; 20</td>
<td>damaged left bottom (7) or right top (20) of “c” in “cts.”</td>
</tr>
<tr>
<td>16</td>
<td>bottom tail of “s” not blunt but distorted</td>
</tr>
</tbody>
</table>
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
10 & 15 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES (JULY 1911)

The 2c, 5c, and 10c values were printed on the backs of blue 2nd class railway ticket-based fiscal provisionals. The 15c value was applied to the backs of the red 1st class railway ticket-based fiscal provisionals (which were in shorter supply) but since the 15c postal value made up 25% of the first postal and telegraph provisional issues authorized, the supply of red fiscal provisionals sufficed.

The significant type varieties were constant across all four values except for the value numerals themselves. Some minor changes also occurred during the printing and inking processes. The value numeral varieties are:

<table>
<thead>
<tr>
<th>Position #s</th>
<th>Type Variety</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 6</td>
<td>small italicized numerals (and “cts.”), all values</td>
</tr>
<tr>
<td>7</td>
<td>large 2, 05, 10 &amp; “1” of “15”</td>
</tr>
<tr>
<td>8</td>
<td>small 2, large 05, 10 &amp; “1” of “15”</td>
</tr>
<tr>
<td>9</td>
<td>small normal 2 and small italicized 05, 10 &amp; 15</td>
</tr>
<tr>
<td>11, 12, 15, 17 &amp; 20</td>
<td>small normal 2 (large 10, 13, 14, 16, 18 &amp; 19)</td>
</tr>
<tr>
<td>17 &amp; 19</td>
<td>small normal “0” in “05” (large 10 - 16; 18 &amp; 20)</td>
</tr>
<tr>
<td>10, 11, 13, 15 &amp; 19</td>
<td>small normal “5” in “05” (large 12, 14, 16, 17, 18 &amp; 20)</td>
</tr>
<tr>
<td>17, 18, 19 &amp; 20</td>
<td>small normal “1” in “10” and in “15”</td>
</tr>
<tr>
<td>17 &amp; 19</td>
<td>small normal “0” in “10”</td>
</tr>
<tr>
<td>14 &amp; 17</td>
<td>small normal “5” in “15”</td>
</tr>
<tr>
<td>5 (10c)</td>
<td>very small indefinite period in “cts.”</td>
</tr>
<tr>
<td>8 (2c); 7, 8, 10 - 20 (5, 10 &amp; 15c)</td>
<td>missing period in “cts.”</td>
</tr>
<tr>
<td>17 (2c)</td>
<td>comma after “cts”</td>
</tr>
<tr>
<td>7, 9 - 16, 18 - 20 (2c)</td>
<td>square period after “cts.”</td>
</tr>
<tr>
<td>9 (5, 10 &amp; 15c)</td>
<td>square period after “cts.”</td>
</tr>
</tbody>
</table>
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
5 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES.
MINOR TYPE VARIETY (JULY 1911)

One minor change that occurred during the printing of the 5c value supports the assertion that the 2c value was printed first. During production of the 5c value, a small but distinct break occurred in the right lower part of the “D” in “DE 1911” at overprint position #13. This damage is never seen on the 2c value and is always found on the 10c and 15c values. Two examples of 5c panes before the break (arrows on the 1st two panes) and two examples after the break (arrows on the 2nd two panes) are shown below. 4x photocopy of break in the “D”.

[Image of the stamps with arrows indicating the break]
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
15 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES.
MINOR TYPE VARIETY (JULY 1911)

A minor change that occurred during the printing of the 15 centavos value demonstrates that many panes must be examined before describing minor varieties as being real and constant. The small but distinct break that occurred in the right lower part of the “D” in “DE 1911” at overprint position # 13 during production of the 5c value changed slightly during the printing of the 15c value. Two examples of 15c panes that have the exact break seen in some 5c and all 10c panes are shown below (1st and 2nd panes). The characteristics of this same break changed during production of the 15c value (3rd and 4th panes shown below). 4x photocopies of “DE” before (bottom left) and after (upper right) additional change.
Another minor change occurred during the printing of the 15 centavos value which confirms the finding that many panes must be examined before describing minor varieties as being real and constant. During production, the period in “cts.” at position # 2 changed from being a solid circle to becoming a miniature “c”. The first two panes below have the solid period; the second two have the miniature “c” variety. Four x photocopies of the period at position # 2 before (upper right) and after (lower left) this change occurred are shown below. An additional, constant anomaly is present on all 15c stamps at position # 1; there is always a ‘blotch’ between the first “1” and the “9” in “1911”. No other value shows this constant feature.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
2 & 5 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES, INVERTED
(JULY 1911)

The most common and therefore "normal" orientation for overprinting the postal settings on the back of the 20-stamp panes of the railway ticket-based fiscal provisionals was with those stamps and all four values of the postal overprints aligned, albeit on opposite sides. The two 20-stamp panes on this page and on the following page have the lower left stamp folded in to the right to help visualize how the postal provisionals are sometimes "inverted" vis a vis the "normal" fiscal provisionals' orientation, i.e. with the fiscal overprinting reading down on the original railway tickets.

Both 20-stamp panes shown above were overprinted on the most common railway ticket-based fiscal provisional setting, i.e. type F-I in red brown ink. The same "inverted" situation occurs with other colors of the F-I setting and with the F-II fiscal setting overprints on the 2nd class blue railway ticket-based postal provisionals. And both fiscal settings are found on the 2, 5 & 10 centavos values (not all shown).
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
10 & 15 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES, INVERTED
(JULY 1911)

The two 20-stamp panes on this page and the two panes on the previous page show that all four values of these provisionals were also overprinted with the postal surcharge “inverted” in relation to the orientation of the railway ticket-based fiscal provisionals. Since the fiscal provisional overprints themselves were sometimes applied reading up on the railway tickets, other combinations exist, such as postal surcharge and railway ticket “normally” oriented with fiscal overprint inverted. And since two fiscal type settings (F-I and F-II) were overprinted onto blue 2nd class railway tickets, each with different colors of ink, a large number of additional combinations were produced (not all shown).

The red 1st class railway ticket-based fiscal provisionals were almost always overprinted with the F-I fiscal setting. Note that both the F-I and F-II fiscal settings were always applied in a 5 centavos value on the blue 2nd class railway tickets and both fiscal settings were applied in a 10 centavos value on the red 1st class railway tickets.

No 20-stamp panes are known to have survived with the F-II fiscal overprint on the red 1st class railway tickets, although the very rare individual stamps with this setting indicate that panes must have existed.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
2 & 5 CENTAVOS, FULL SETTINGS OF MISALIGNED 20-STAMP PANES
(JULY 1911)

Failure to place the 20-stamp panes correctly during the overprinting of the postal settings resulted in individual stamps with anomalous overprints. In the cases below and on the next page, the top row of stamps (position #s 1 - 4) are missing the “DE 1911” (bottom line of the setting) and the four other rows (position #s 5 - 20) have the bottom line of the correct setting moved to the top line). The two 20-stamp panes on this page and on the next page have the lower right stamp folded in to the left to help visualize how the postal overprints in these cases were oriented in the “normal” way vis a vis the fiscals, i.e. reading down on the original railway tickets.

The fiscal overprints on the fronts of the two 20-stamp panes above were applied in the most common way found on blue 2nd class railway ticket-based fiscal provisionals, i.e. with the F-I fiscal setting in red brown ink, reading down.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
10 & 15 CENTAVOS, FULL SETTINGS OF MISALIGNED 20-STAMP PANES
(JULY 1911)

All catalogs and handbooks that list varieties and assign numbers for the 1st postal provisional issue have been inconsistent and in some cases wrong since the information presented was usually based on individual stamps rather than on the relevant 20-stamp panes. The large number of 20-stamp panes available for this exhibit are presented in the hope that a clearer understanding of these provisionals will emerge.

The 10c provisional setting on the back of the 20-stamp pane above was applied on a pane with an F-II fiscal overprint in red brown ink, reading down on the front.

The 15c provisional setting on the back of the 20-stamp pane above was applied on a pane with an F-I fiscal overprint in black ink, reading down on the front.
Both 20-stamp panes of the 5c 1st provisionals on this page have bright red F-I fiscal overprints on the fronts in the normal orientation (reading down). The pane below on the left has the 5c “CORREO” overprints on the back in the same orientation as the fronts of the stamps. The pane on the right below has the 5c “CORREO” overprints inverted in relationship to the fronts.

The 20-stamp panes on this page have the lower left stamp folded in to the right to show the relative orientation of the fiscal and postal overprints to the original 2nd class blue railway tickets. The obvious, major error on stamp # 20 in the fiscal setting on the fronts, the inverted “ctvs.” is visible on the two stamps folded in.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
5 & 10 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES (JULY 1911)

Combinations; fiscal (F-I or F-II), inverted versus normal, and different ink colors
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
10 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES (JULY 1911)

Combinations; fiscal (F-I or F-II), inverted versus normal, and different ink colors.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
15 CENTAVOS, FULL SETTINGS OF 20-STAMP PANES (JULY 1911)

Both 20-stamp panes of the 15c 1st provisionals below have the black F-I fiscal overprints inverted (reading up) on the fronts of red 1st class railway tickets. The 15c “CORREO” overprints on the left pane below are in the normal orientation while on the left pane the “CORREO” is inverted in relationship to the railway tickets on the fronts.

These 20-stamp panes have the lower left stamp folded in to the right to show the relative orientation of the fiscal and postal overprints to the original red 1st class railway tickets.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.  
FULL SETTINGS OF MISALIGNED 20-STAMP PANES (JULY 1911)

Catalogs and handbooks that list varieties and assign numbers for some stamps of the 1st postal provisional issue have included ones with no fiscal overprint or just one line of the fiscal setting on the front. When the entire fiscal and postal settings on 20-stamp panes are examined, the somewhat trivial origins of these varieties becomes apparent. The two 20-stamp panes on this page have the lower or upper right stamp folded in to the left to show the relative orientation of the fiscal and postal overprints.

The 5c & 10c postal settings on the backs of the 20-stamp panes above were applied on panes with the F-II fiscal overprints in black (left pane) or red brown (right pane) ink on the fronts reading down at an angle. The stamp in the lower left corner of the pane on the left lacks any fiscal overprint. This stamp in postal position # 17 was assigned Maxwell # 353. The stamp in the upper left corner of the pane on the right has a normal postal overprint on the back but only the bottom line ("Vale 5 cents.") of the fiscal overprint appears on the front. Other stamps on this pane have the two lines of the fiscal overprint partially to completely reversed.
FIRST POSTAL PROVISIONAL ISSUE, PRINTED ON THE BACK.
FULL SETTING OF RECONSTITUTED 20-STAMP PANE (JULY 1911)

The red 1st class ticket-based fiscal provisional stamps used for the 15 centavos value were in relatively short supply, so 20-stamp panes with misaligned or inverted fiscal overprints were sometimes used. In addition, the example shown below (left) demonstrates that fiscal multiples smaller than the 20-stamp panes needed to fit in the press were also “reconstituted”, i.e. taped together to make a full pane. A 2x copy of the front of the part of the pane which includes the two vertical 3-stamp multiples that were added, one in an inverted orientation, is shown below on the right.

The only “reconstituted” 20-stamp pane known.
FIRST POSTAL PROVISIONAL ISSUE, 5 CENTAVOS, 20-STAMP PANES (JULY 1911)

The 20-stamp pane on the left below was correctly overprinted with black ink on the back of a pane of blue 2nd class railway ticket-based F-II fiscal provisionals printed in red brown ink. The lower left corner was inadvertently folded over during the postal provisional printing so that the stamp involved is anomalous.

The same 5c postal setting was accidentally printed on both the front and back of the 20-stamp pane on the right below. The stamps and panes with the 5c, 10c and 15c postal settings applied in black on both the fronts and backs are likely the result of accidental printings. Only the 2c value of the 1st postal provisional issue was purposely printed on the fronts in trial printings using several different colors of ink (shown previously in this exhibit).

Strip of four with double overprint of the 5c postal setting on the front (normal 5c overprint on the back; photocopy just above right). The obvious type varieties, small italicized middle “1” in “1911” (position # 9) and small first “R” in CORREO” (position # 12) are visible on both the front and the back.
FIRST POSTAL PROVISIONAL ISSUE. EIGHT DIFFERENT FORGED SINGLES

Trial printings of the 2c postal setting with black, yellow or olive yellow ink on the fronts of the blue 2nd class railway ticket-based fiscal stamps and additional, accidental printings of the 2, 5, 10 and 15c values with black ink on the fronts were issued. Early on, these anomalous stamp varieties were noticed and highly sought after by collectors. Several different forgeries were prepared to cash in on the confusion found in listings and among collectors.

Forged black 2c postal setting, inverted, on front; genuine black 2c postal setting on back

Forged red 2c postal setting, inverted, on front; genuine black 2c postal setting on back

Forged red 2c postal setting on front; genuine black 2c postal setting on back

Forged black 5c double postal setting on front; genuine black 5c postal setting on back

Forged yellow 10c postal setting on front; no overprint on the back (forged on a fiscal)

Forged black 10c postal setting on front; genuine black 10c postal setting on back

Forged yellow 10c postal setting on front; genuine black 10c postal setting on back

Forged orange-yellow 10c postal setting on front; genuine black 10c postal setting on back