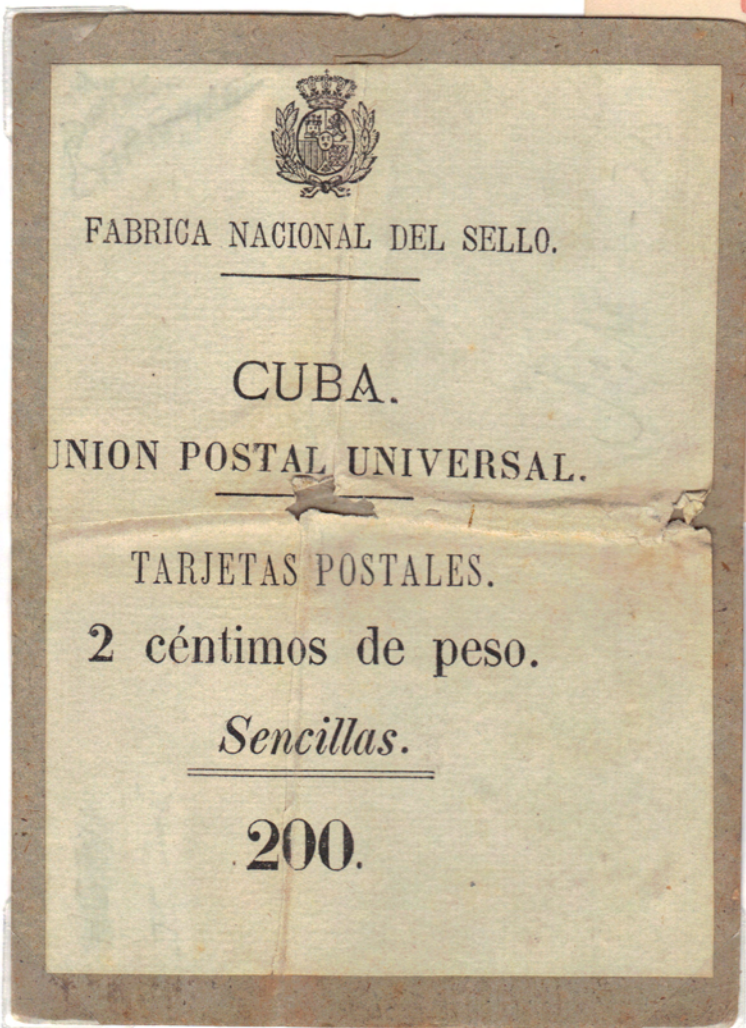


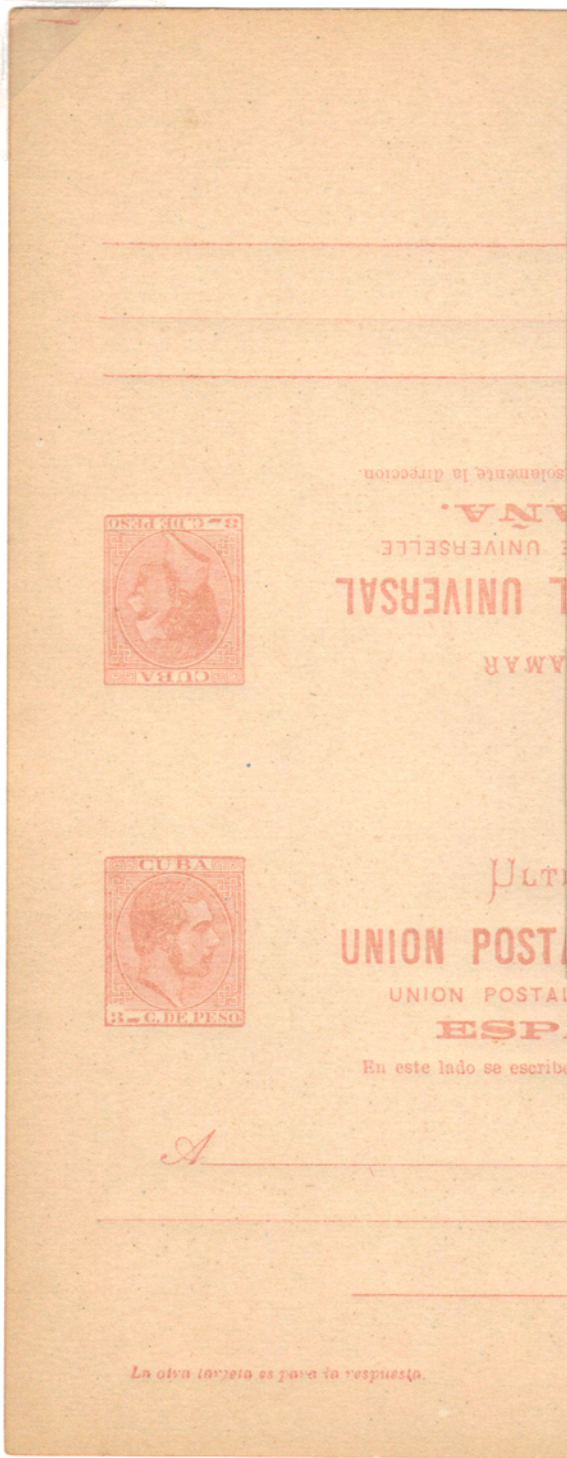
The 1882 UPU cards had the date removed from the stamp because they were intended to stay in circulation longer than just the one year. They stayed in circulation until 1897 and were reprinted several times.

Card at left shows the broken 2nd "A" of Ultramar variety.



COVER PLATE -

The Spanish Fabrica Nacional del Sello would gather the press sheets in stacks of 100, then cut and bundle them, placing one of these cover plates atop each stack of 200. As a result, **each bundle would contain cards from the same plate position.** This accounts for the geographic disparity in the availability of certain varieties.



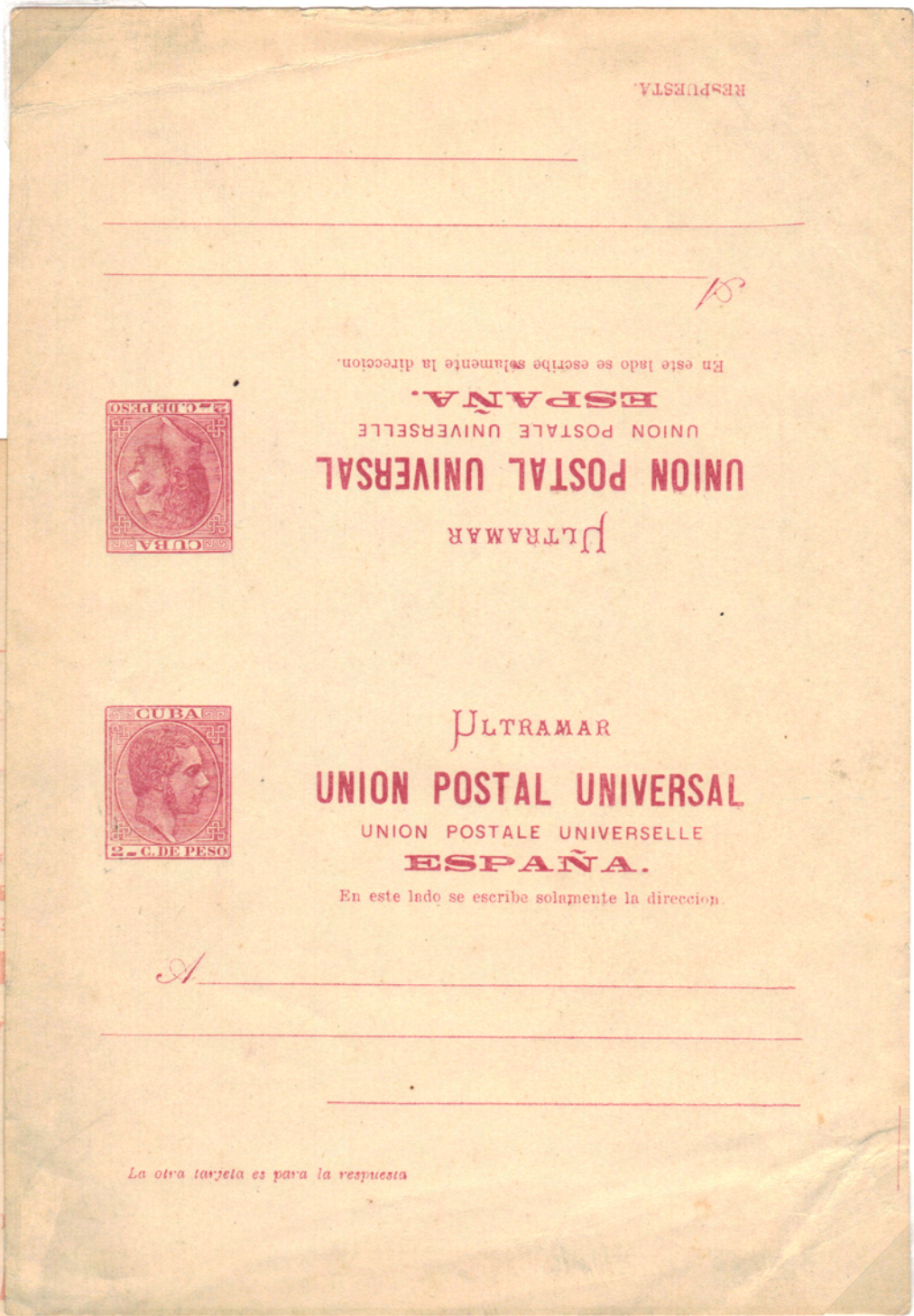
UNIVERSAL
UNIVERSELLE
A. N. A.
solamente la direccion.

UNION POSTAL
UNION POSTALE UNIVERSELLE
ESPAÑA.

En este lado se escribe solamente la direccion.

A

La otra tarjeta es para la respuesta.



ULTRAMAR
UNION POSTAL UNIVERSAL
UNION POSTALE UNIVERSELLE
ESPAÑA.

En este lado se escribe solamente la direccion.

A

La otra tarjeta es para la respuesta

ULTRAMAR
UNION POSTAL UNIVERSAL
UNION POSTALE UNIVERSELLE
ESPAÑA.

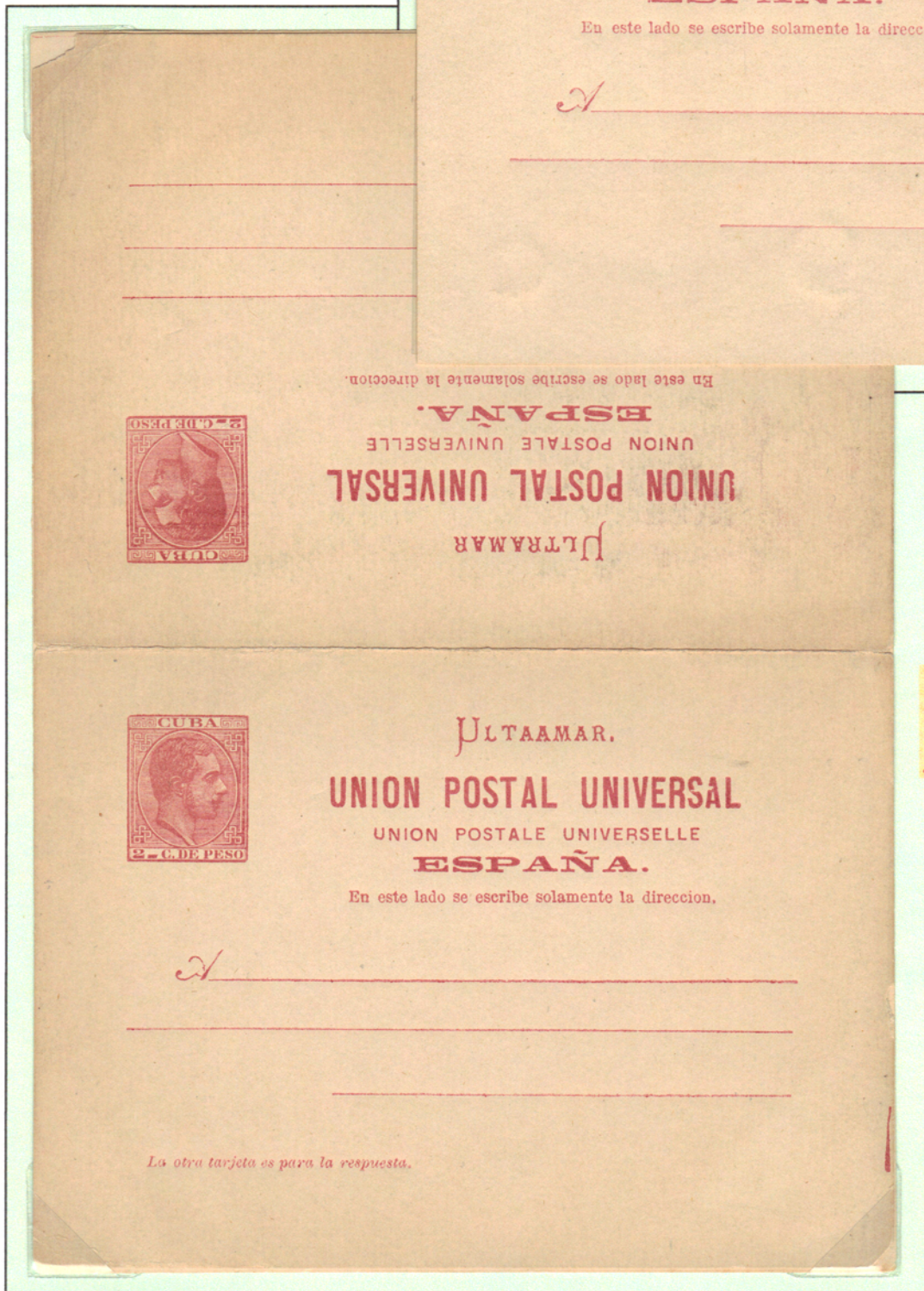
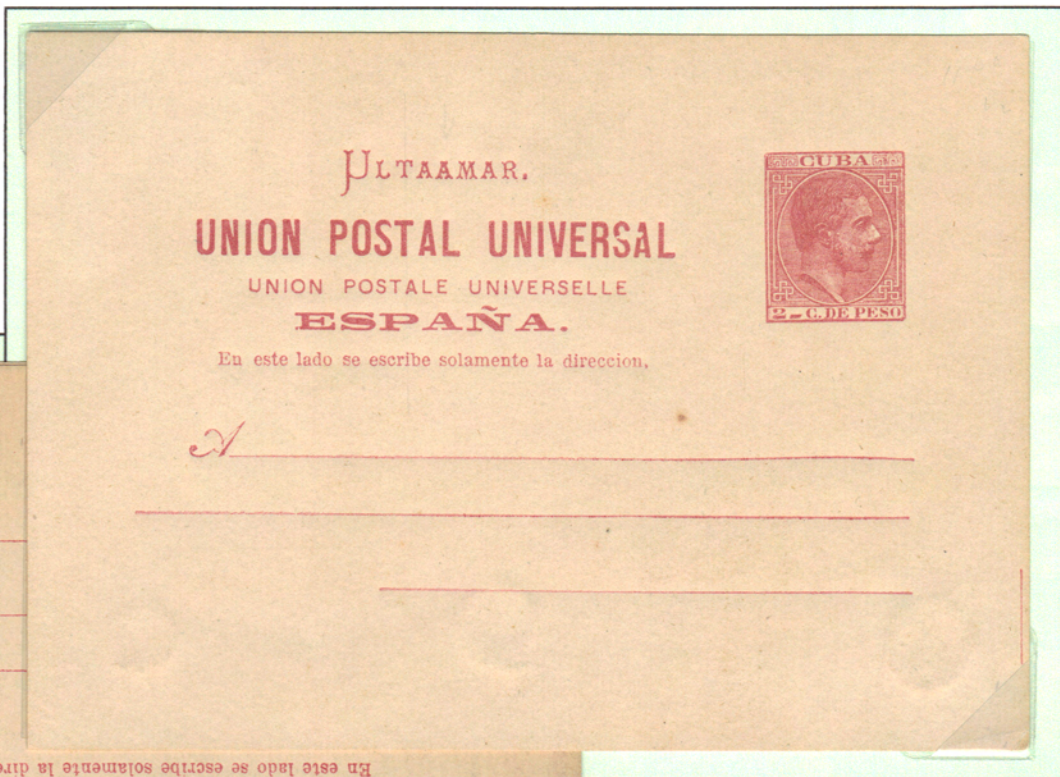
En este lado se escribe solamente la direccion.

RESPUESTA.

B

The transitory varieties were quickly spotted and corrected by the printers, thus their relative scarcity.

The correct spelling should have read "Ultramar", not "Ultraamar".



2 c. Single Card.

ULTRAAMAR.

2 c. + 2 c. Paid Reply Card.

1882
Alfonso XII

Transitory Variety 1 -
Ultraamar Error on 3 c. Postcard

ULTAAMAR.



Habana to Germany, April 20, 1886. Additional 1 c. green
made up the 4 c. international rate at date of posting.

This is the discovery copy of the 3 c. error.

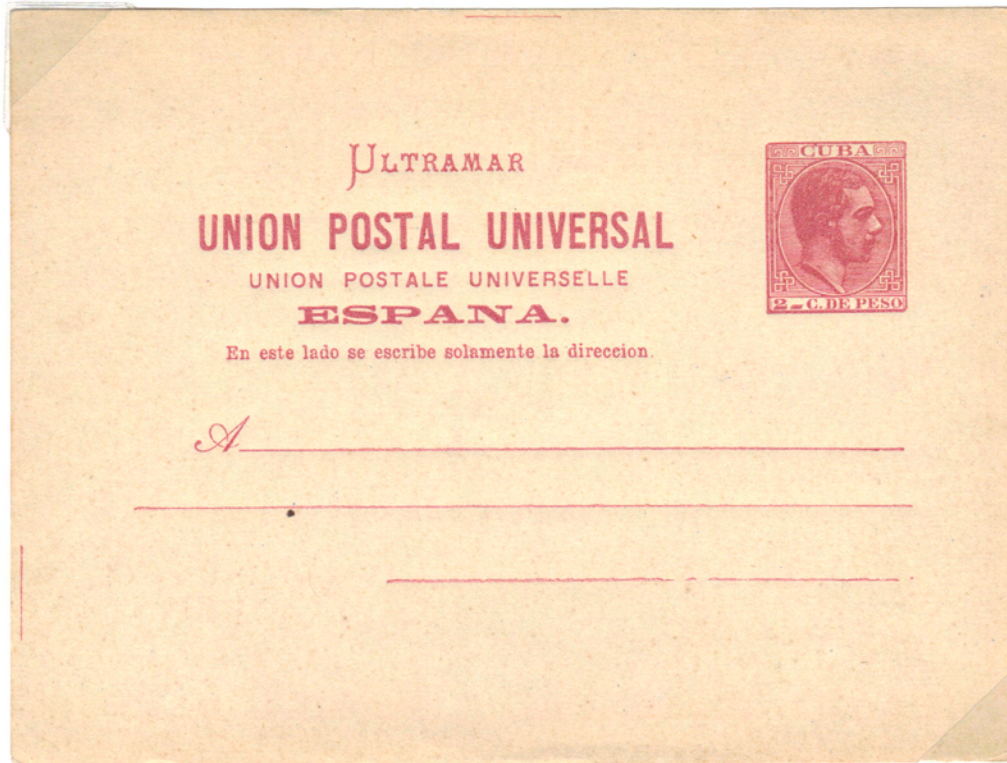
The tilde is the diacritical mark (squiggly symbol, for those of us who are not linguists) placed over the letter N in Spanish to indicate the nasal sound.



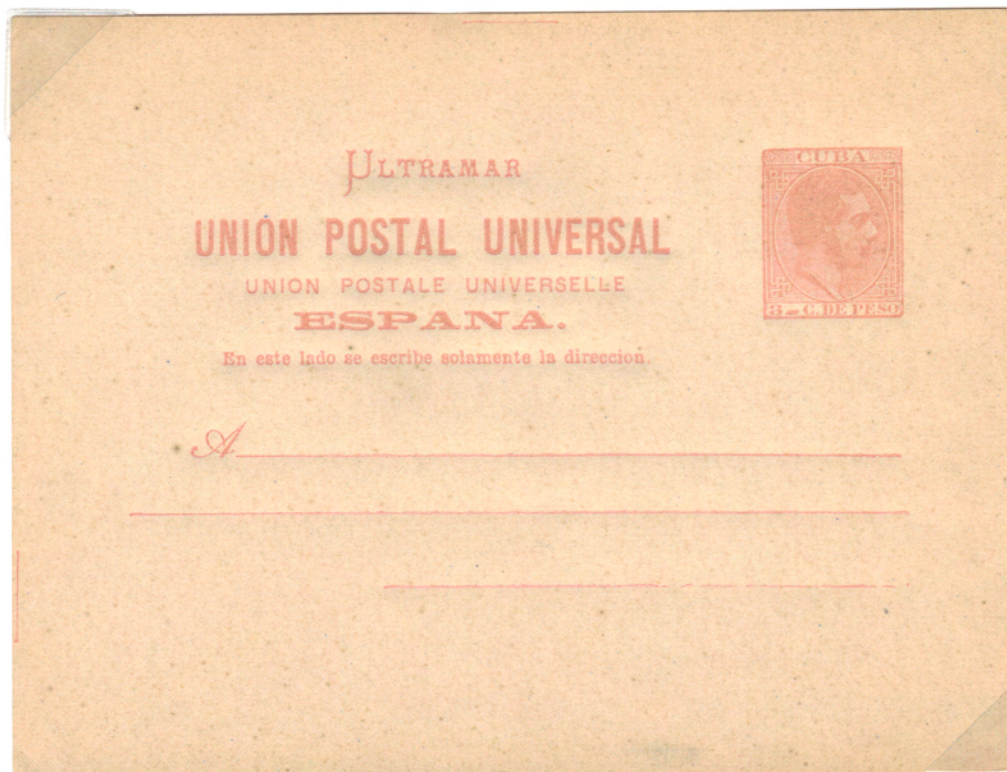
Normal



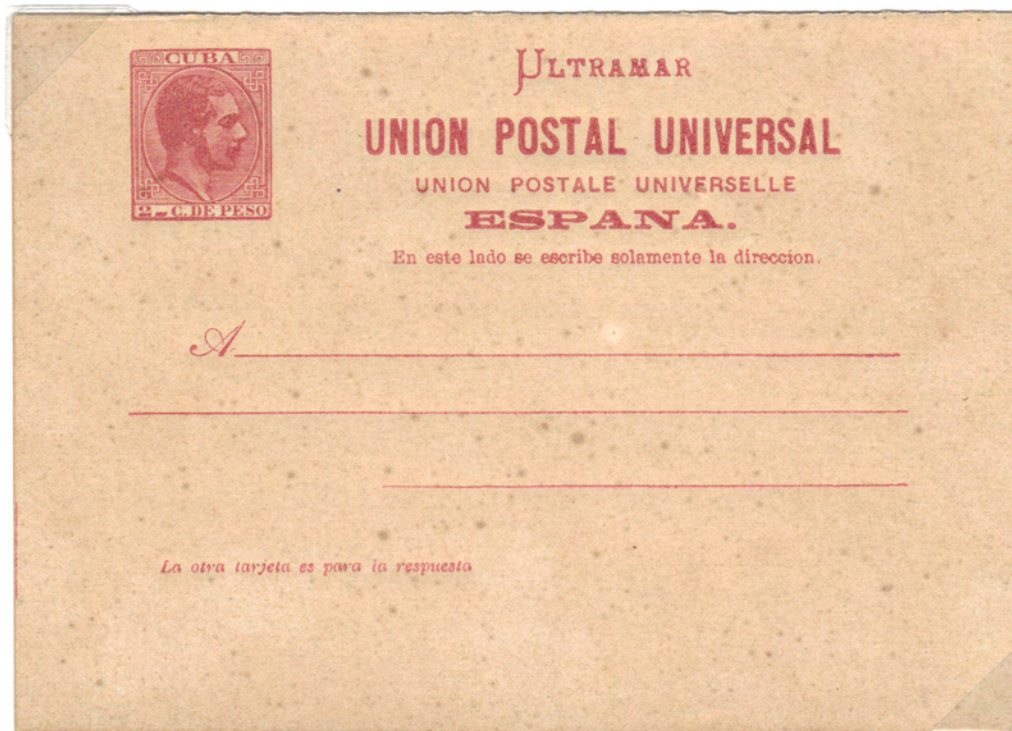
Error



Missing tilde on 2 c. Single Card.



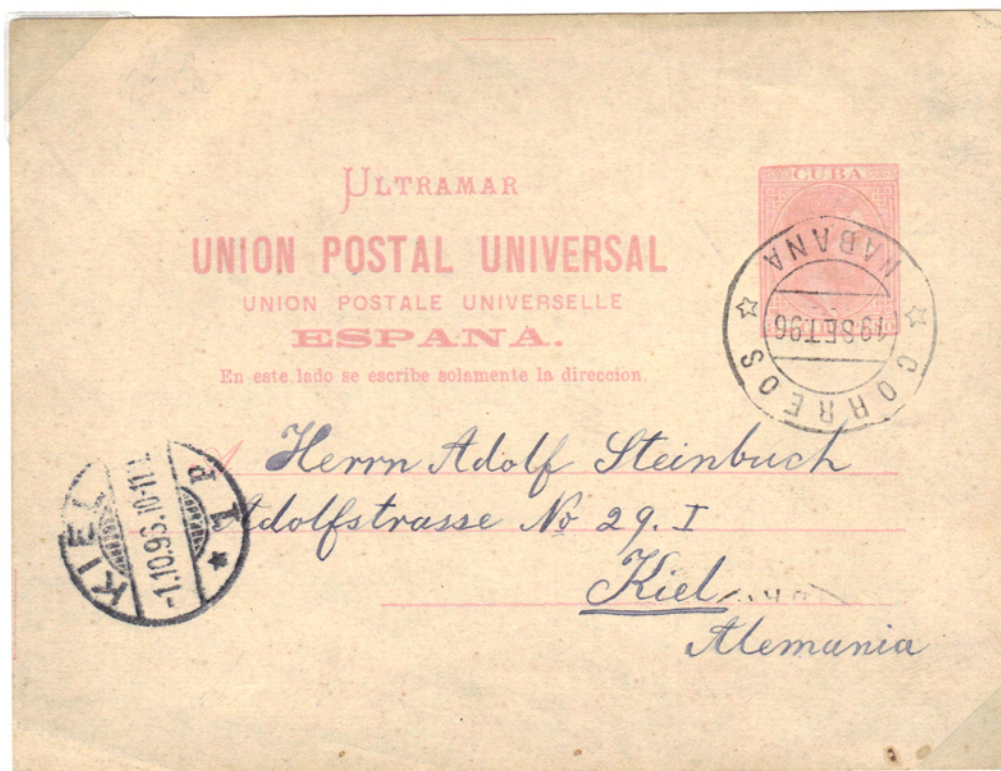
Missing tilde on 3 c. Single Card.



Note that this variety is only found on the message half of the Paid Reply Cards.



2c. single card to Dresden, Germany, December, 1891.



3c. single card to Kiel, Germany, September 19, 1896.

Report of a day's work at a sugar mill

Marzo 8 de 1885.

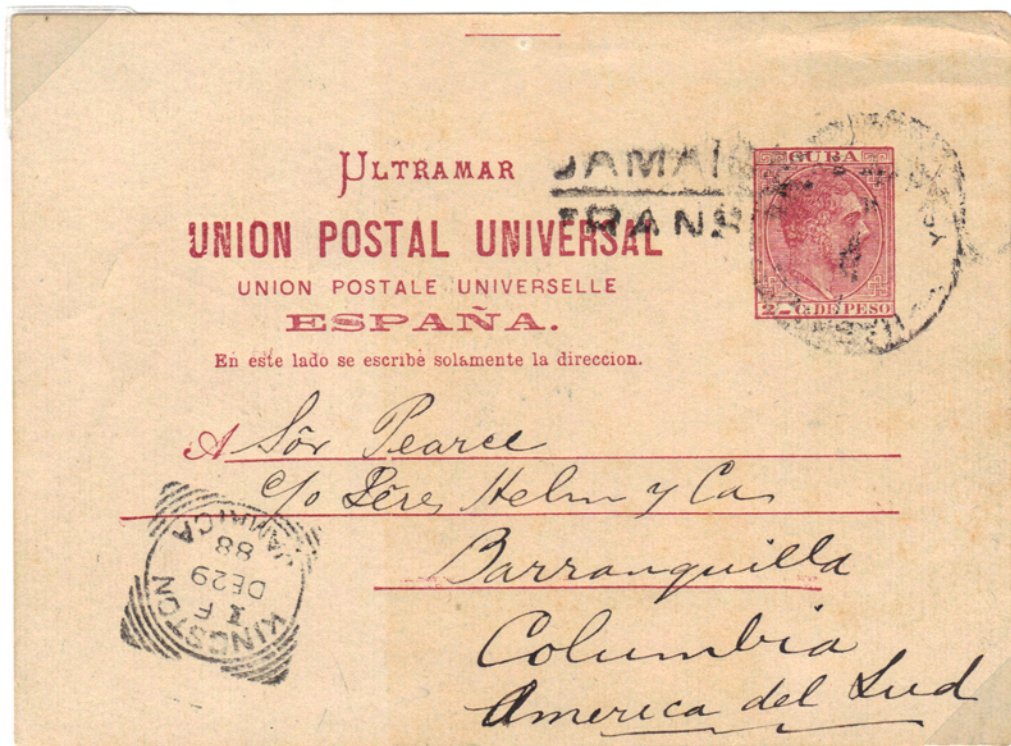
	Día	Anterior	Total
caña molida	7871	472132	480003
Silas coridas	25	1449	1474
Graduacion Quargya	10.80		
Presión	67.75		
Penyolas botadas		54	54
Decoyes envasadas	15	456	471
Yden remilidos		451	451
Yden miel Yden		236	236
Molida de 37	9.27	de 12 a 3	h. 8.27

- Novicias muuinas -

Scan of message side



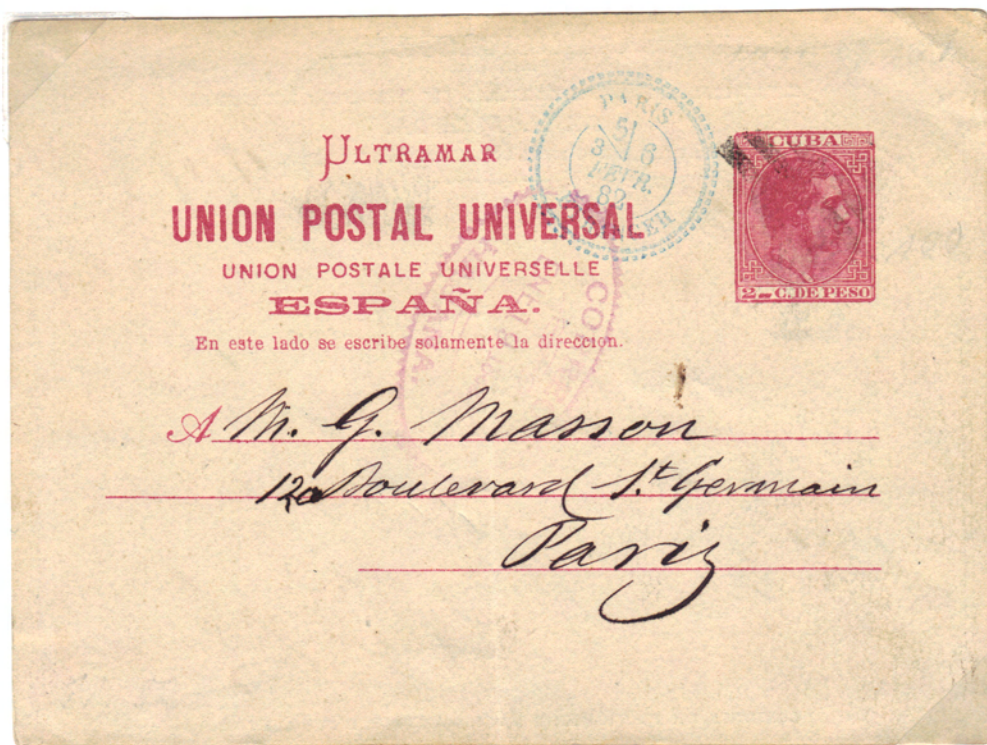
Villa de Jovellanos to Habana, March 8, 1885.
A seldom seen small town cancel.



Habana to Barranquilla, Colombia, December 15, 1888.
Transit marks Kingston, Jamaica, December 29, 1888.



Habana to London, England, April 26, 1884.
Supplementary franking: an 1882 1c green.



Habana to Paris, France, January 19, 1882.

Private overprint of "La Enciclopedia".



1882

Alfonso XII

Usage - Private Overprints

Many businesses saw postcards as an economic way to advertise.

Habana y Enero 1.º de 1890.

Muy Sr. mio :

Habiendo sido nombrados representantes para la Isla de Cuba de la acreditada

FABRICA DE CALZADO DE VIENA FRAENKEL,

invitamos á Vd. por si le conviniese pasar á nuestro escritorio

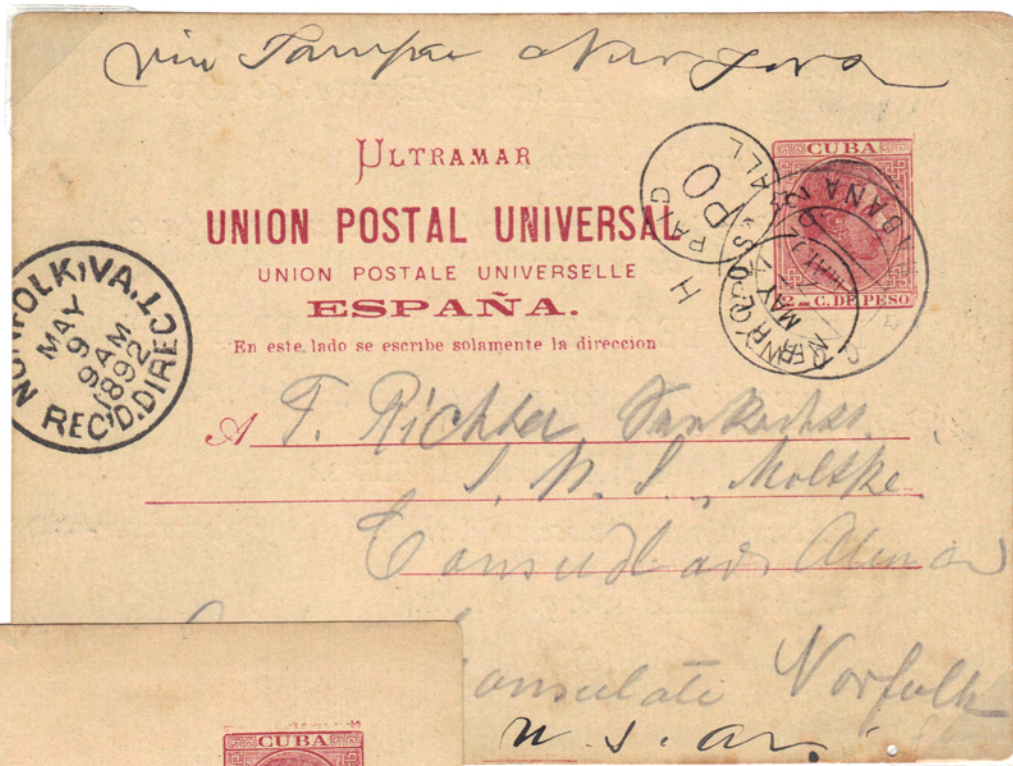
AMARGURA 1, [ALTOS.]

para examinar el excelente muestrario y favorecernos con sus gratos pedidos.

Sus atentos s. s. q. b. s. m.,

Heesch & Hachar.

Habana to Norfolk, VA, May 4, 1892. Heesch & Hachar - Shoe Sales.



Habana, Cuba, Noev. 28th. 1894.

NOTHING SUCCEEDS LIKE SUCCESS.

THIRD ANNUAL TRIP

Since I have been buying my tobacco for spot cash on the Havana market, my sales on Havana filled goods have materially increased. I put the middlemans profits into the cigars and thus give my good Canadian customers the benefit, at the expense of New York and Boston tobacco dealers.

My La Maya, La Fameuse, Havana Pearl, El Rivero, The Bird, Trio, Fascinator, Perfection &c. &c. will be found standard goods at all times. If possible the coming years goods will be an improvement on last. Light colored wrappers for "El Payaso" are very scarce and dear. Will have to pay \$4. to \$5. per lb for suitable goods for this high grade clear Havana line.

Wishing you a prosperous New Year and soliciting a fair share of your valued patronage.

Yours truly,

J. Bruce Payne, Granby, P. Q.

Habana to Quebec, Nov. 29, 1894. J. Bruce Payne - Tobacco Sales.



Habana Septiembre 6 1884

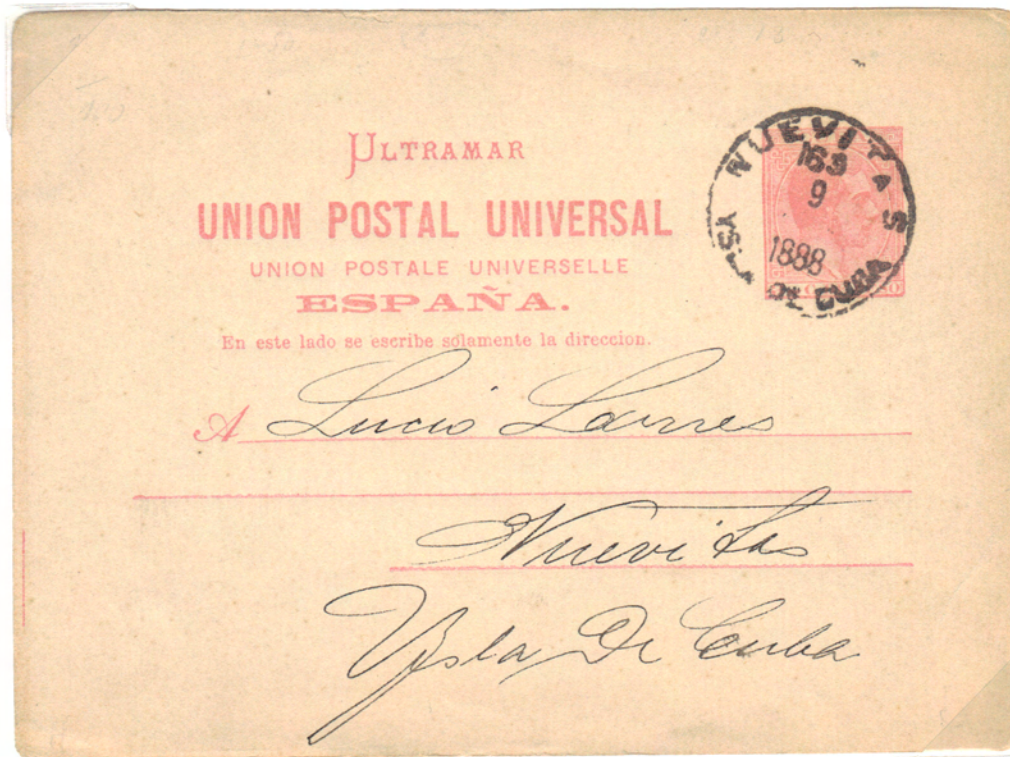
Depositado hoy con los Sres. J. Borges y Comp.

la suma de Américas veinte y dos 75/100 Pesos (\$522.75)

Oro Español al crédito de la Compania Elctrica de Cuba.

J. M. P. Co

September 6, 1884 receipts.



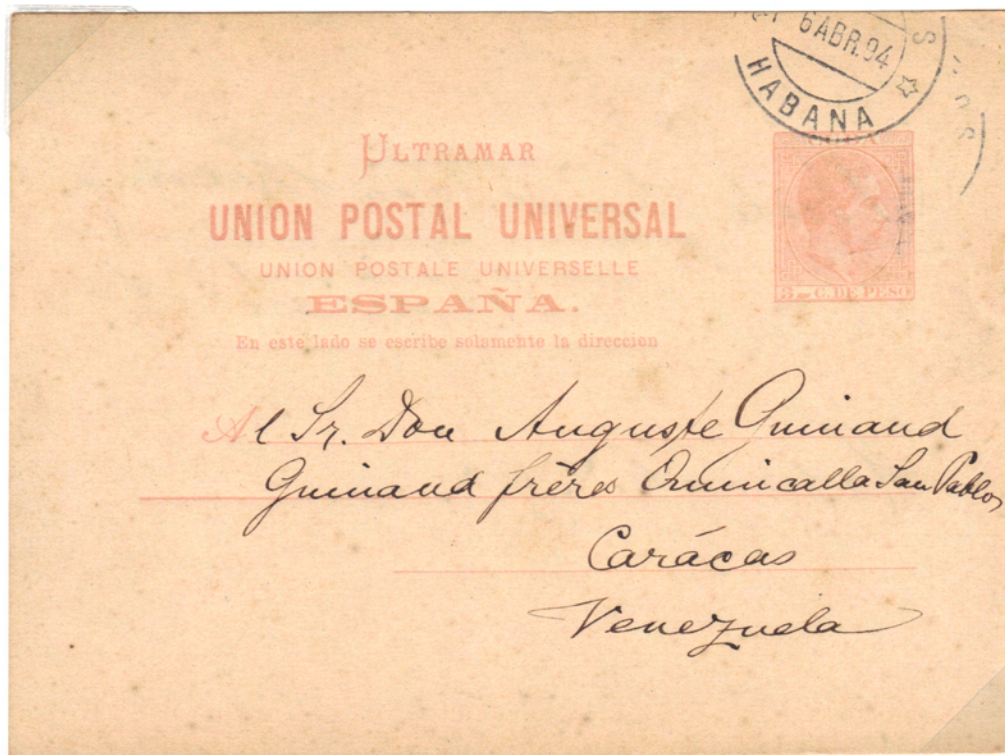
Used locally in Nuevitás, 1888.



Habana to London, England, October 23, 1884.
Red receiving mark: London, November 8, 1884.



Habana to Oldenburg, Germany, December 26, 1888. Additional franking, two 1882 1c green stamps, overpay the rate to Europe.



Habana to Caracas, Venezuela, April 6, 1894.

The 2 c. + 2 c. cards were intended for domestic use. Note that the Habana Post Office accepted this card posted to Germany. In lieu of additional postage, however, they canceled the reply side.



Habana to Hamburg, Germany, December 16, 1897.

The 2 c. message half shown hereon was posted at Santiago de Cuba, addressed to Birmingham, England. We know from the message that the card traveled on the steamer "City of Alexandria". The "City of Alexandria", had been acquired in 1888 by the New York and Cuba Mail Steamship Company, as part of their purchase of the Alexandre & Sons Line. After stops at Veracruz and Tampico, the card entered the Mexican postal system at Tampico (Cds Tampico, December 28, 1892). From there, it proceeded overland to Nuevo Laredo, on the Mexico/USA border (Backstamp - Nuevo Laredo, December 31, 1892). There are no US POD markings, however, the card was obviously sent East (most likely to New York) for the transatlantic trip to England. There is a receiving mark of Birmingham, January 17, 1893. In spite of the circuitous route, the card arrived at its destination in about three weeks.



Partial oval Santiago de Cuba cancel, top edge.



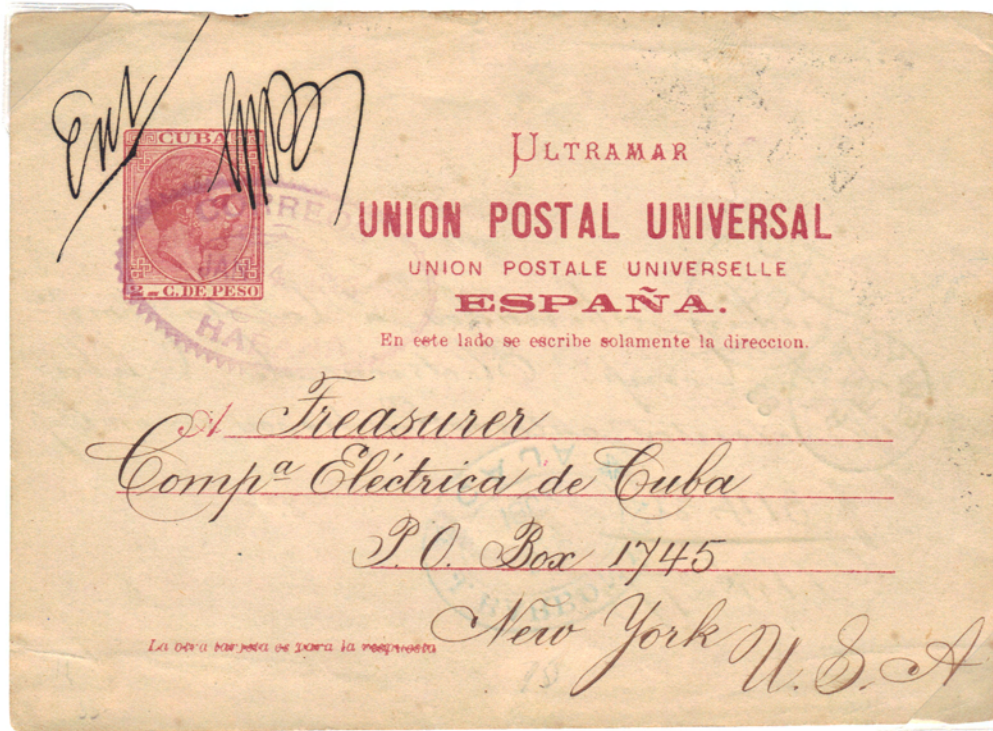
Card's message mentions "City of Alexandria"



Santiago to Birmingham, England, December 1892.

Nuevo Laredo is located at the Mexico/USA border, just across from Laredo, Texas.





2 c. Message half - Habana to New York, NY, January 4, 1883.



3 c. Message half - Santiago to Copenhagen, Denmark, July 24, 1886.



Habana to Liege, Belgium, April 21, 1897.
Transit mark, Paris, France.

The public continued to use the UPU cards well into the 1890's,
even though they often required supplementary franking.

Habana to Berlin, Germany,
June 26, 1895, with a 1c
Alfonso XIII stamp of 1894.



Habana to Boston, MA,
February 19, 1896, with 1 c
and 2 c Alfonso XIII stamps
of 1896.

Habana to Hamburg,
Germany, February 7, 1896,
with 1 c Alfonso XIII stamp of
1896.



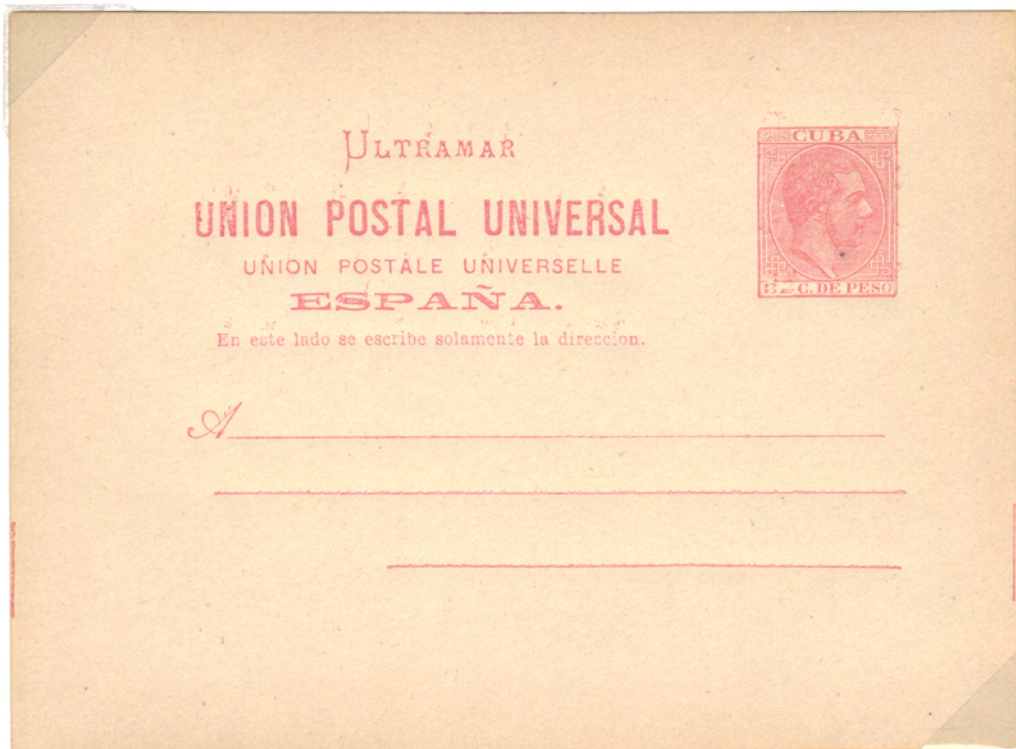
The “expendedurías” were the offices that sold all stamped paper (postal and revenue). During the Spanish Colonial era, no stamps were sold at the post offices. The markings shown below started appearing on postal cards of the 1882 issue, their use peaked by 1892 and seemed to stop in the mid-90’s, however, this exhibit shows a previously unrecorded use on a card from the 1898 series.



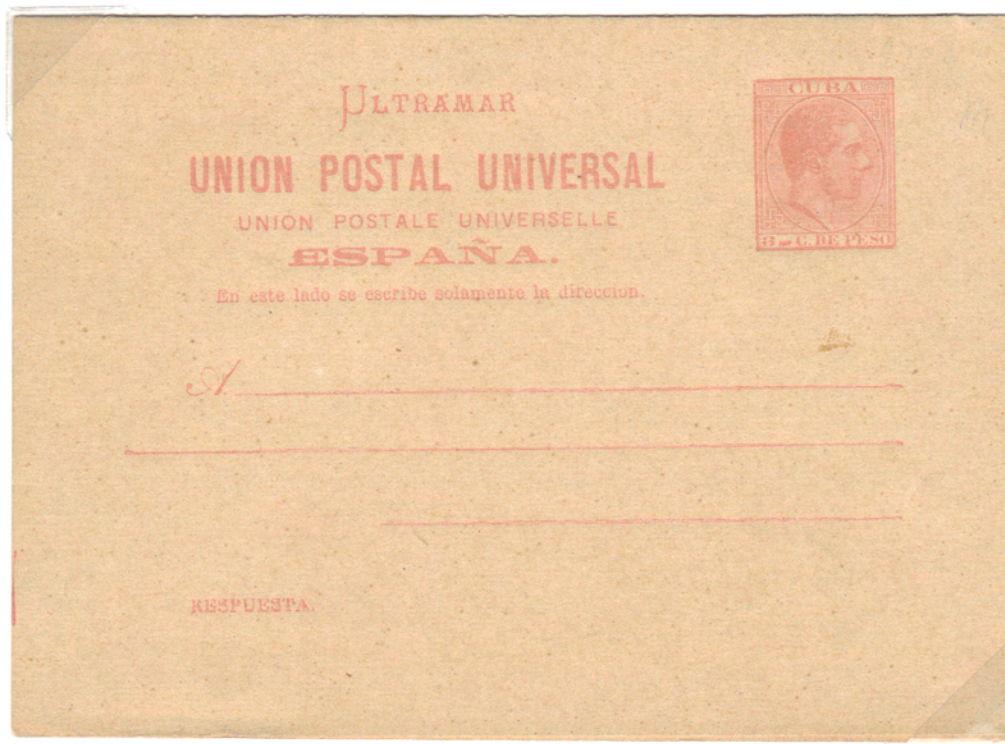
The back of an identical card showing the actual marking.

While the exhibitor’s research did not turn up an official explanation of the purpose of these markings, it did suggest a plausible reason for their use:

- The expendedurías were paid a commission by the government to help defray their administrative expenses.
- The percentage commission paid varied, the smaller offices received a higher percentage (5%) than the provincial capitals (3%), since their low volume of sales resulted in higher costs.
- Even though justified, the different commission rates could lead a dishonest official to commit fraud by recording stamp purchases for a smaller office and selling them instead at a larger office, for a tidy profit.
- One such case of fraud took place in the province of Murcia, Spain. A public official was tried and convicted of just such a scheme as described above.



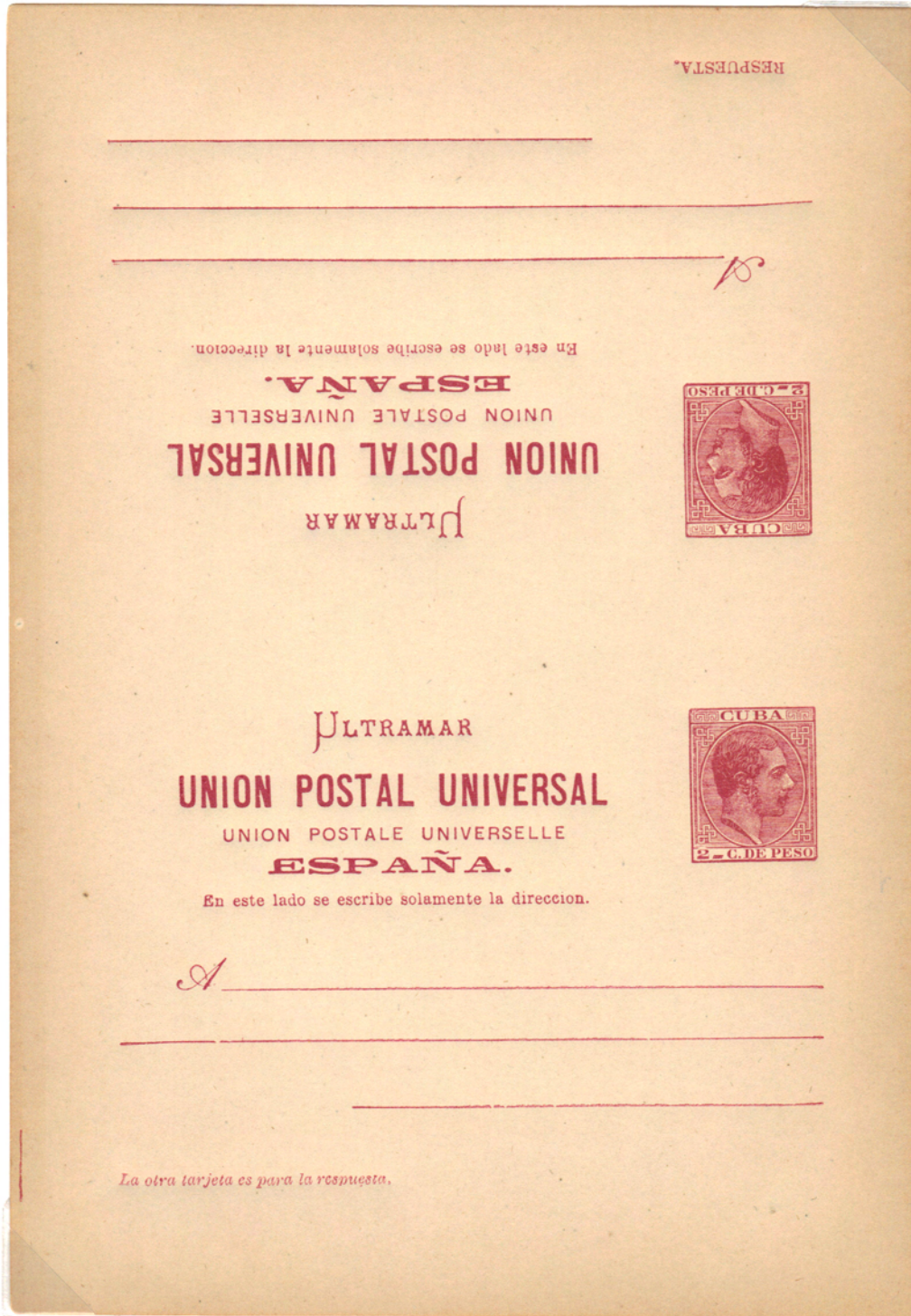
Single card with Expendeduría marking from the Santiago office.



Paid reply card with the same Santiago marking, on back.

The exhibitor concludes that these markings were intended as a security measure, to prevent fraud.
They are found from most of the principal offices and come in different sizes and designs.

The 1882 UPU cards remained in use until 1897, in the intervening years they were reprinted a number of times. These cards, with the stamp on the opposite side from the original printing, were previously thought to be errors. They are the result of a "new composition" where **all** of the eight cards on the plate have the stamps opposite the original printing. Based on earliest known usage, this reprint was issued ca. 1890.





Message side, Habana to Berlin, Germany, March 17, 1894.



Reply side, Used within Habana, May 9 1893.

Examples of the 3 c. "New Composition" paid reply cards, even unused, are not common. In his many years of collecting, however, this exhibitor has only seen **used** examples of this card on two (2) separate occasions. The used card shown below is made even more unusual by the fact that it bears a cancel from a "Conductor" on the Havana-Pinar del Rio rail line.



Message side, Habana to Pinar del Rio, via railroad. Cancelled by oval with six lines. The card overpays the rate by 1 cent. This appear to be a use of convenience.



Facsimile of Conductor's seal from the Havana - Pinar del Rio railroad line.

CUBA'S RAIL MAIL SYSTEM DURING COLONIAL TIMES

During the colonial era, the post office made extensive use of Cuba's railroad system, however, unlike in the U.S., the railroads were used mainly for transportation, not distribution & sorting.

The mail would be sorted at Havana's Main Post Office and the mailbags dispatched via horse-drawn wagon to the railroad station. Once there, the bags were handed to the "Conductor" (the government employee in charge of the mail in transit) for delivery to the various Postmasters along the route.

Only a small fraction of the mail, those loose pieces handed directly to the Conductor, would ever receive his cancel.