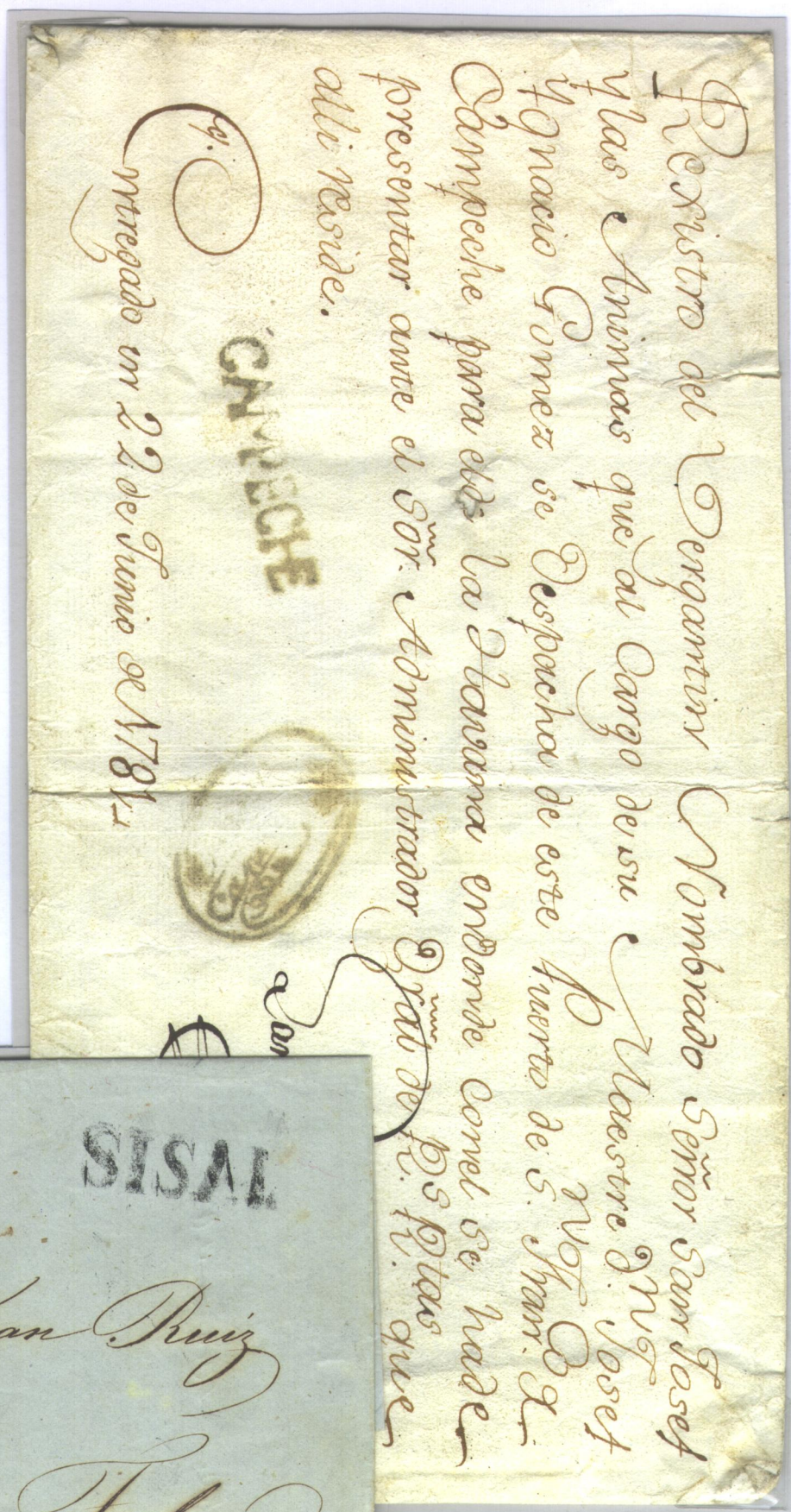


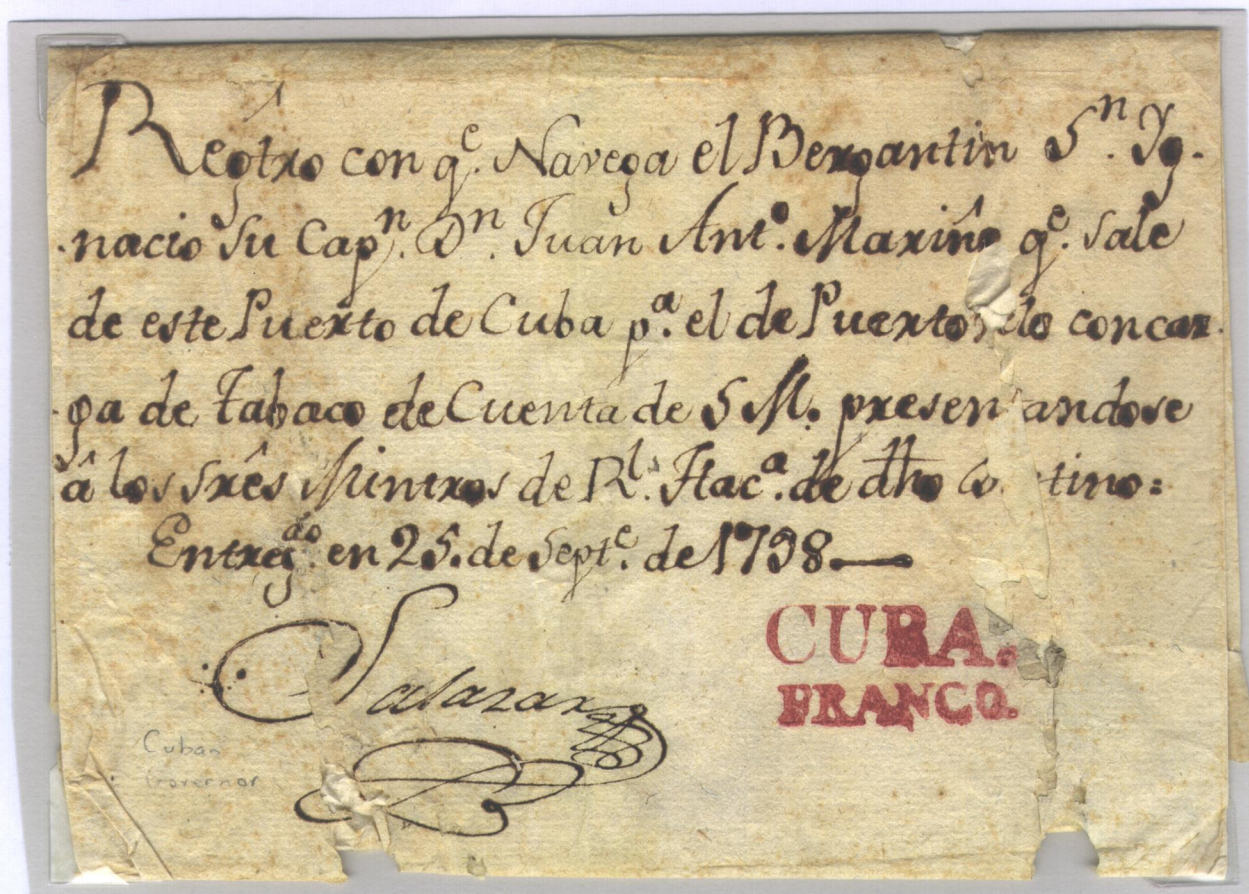
**1781 (June 22).** Ship Register of the Brig *San Jose y las Animas* (St. Joseph and the Souls) that sailed from Campeche, Yucatan Peninsula, to Havana. The FRANCA oval postmark indicated "paid". Canobas was the Postmaster in Campeche. The sender paid 13 silver reales, which means that this item must have weighed six and a half ounces. Prepaid maritime mail during this period is very unusual.

Earliest reported examples of both, the CAMPECHE and the oval Franca / Canobas markings.

**1853.** Havana to Tabasco, Mexico, via Sisal, Mexico. It was privately carried to Sisal where it entered the mails. Unpaid single weight letter charged four reales.

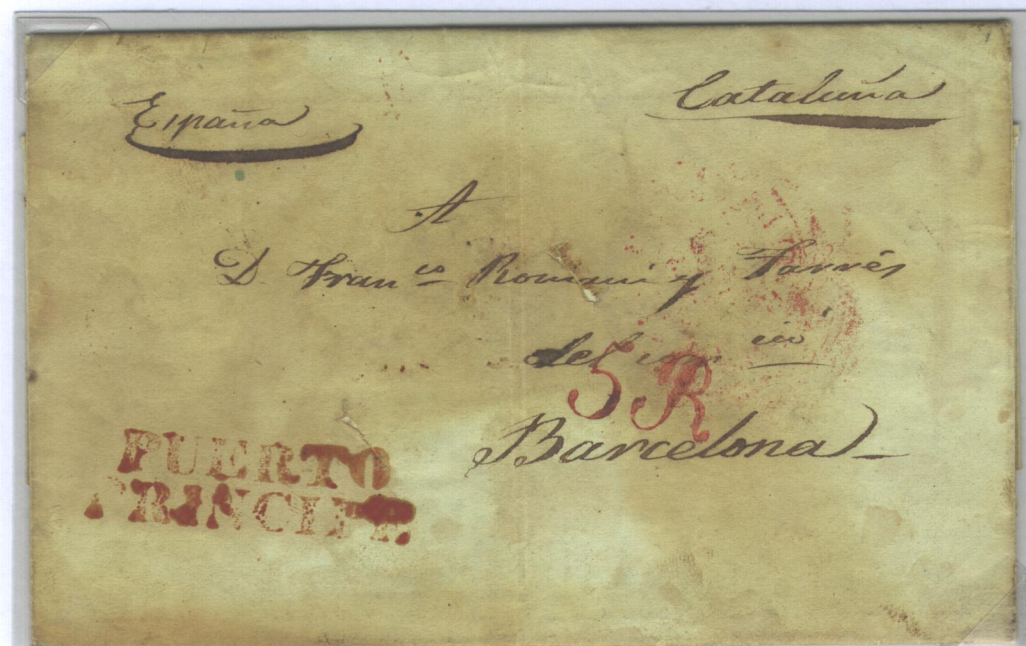






1798. Ship register of the Brig *San Ygnacio* that sailed from Santiago de Cuba to Portobelo, now Panama, with a load of tobacco. After 1784 ship registers had to be sent prepaid. Half real was paid for this register.

These are the two earliest known postmarks from Santiago de Cuba.



1842. Puerto Principe (Camagüey) to Barcelona. Disinfected by fumigation upon arrival in Spain. Unpaid single weight letter charged five reales (vellon).



1793. Corn Island, off the Mosquito Coast of Central America to Bristol, England. Sent privately to Leon, Nicaragua, where it entered the mail, and then via Guatemala City, Havana, and La Coruña. It was sent by the Coruña Packet directly to Falmouth and was charged two shillings postage due.



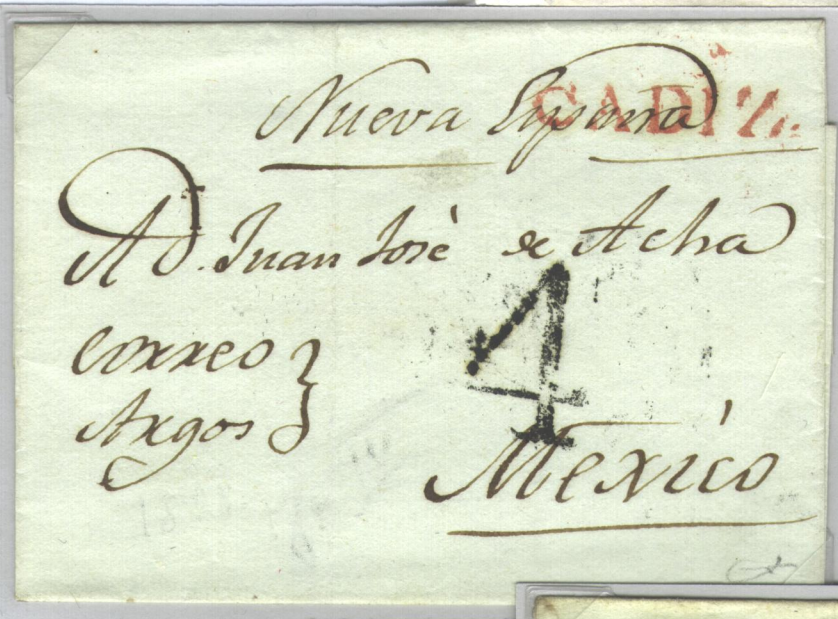
1806. Cartagena de Indias, now Colombia, to Havana. Unpaid single-weight letter (1 real).

1809. New York to Havana. This marking is know used exclusively on mail from the United States. Unpaid single-weight letter (1 real).





1790. Cadiz to Lima via Cartagena de Indias. Carried on the ship *San Pedro*. Unpaid letter charged 13 silver reales, seven for the transatlantic crossing and five for the inland fee.



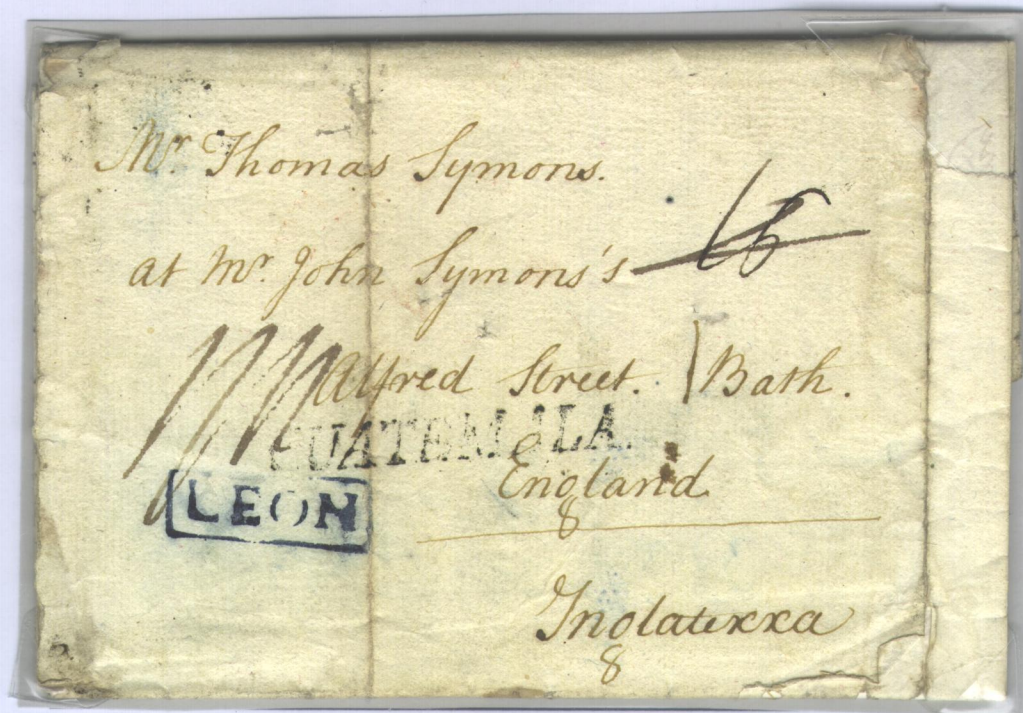
1828. Cadiz to Mexico City. Carried on th ship *Argos*. Unpaid letter weighing between ¾ ounce and 1 ounce (rates of 1814). The 4 was likely applied in Mexico.

1828. Cadiz to Mexico City. Unpaid letter weighing between 1 ounce and 1½ ounces (rates of 1814). The 8R was likely applied in Cadiz.





1791. Leon, Nicaragua, to Bath, England, via Guatemala City, Havana, La Coruña, Bordeaux, and London. Sent in a sealed box to Havana, and from there by Royal Mail Packet to La Coruña. It was then carried overland to Bordeaux and later to London, where a Bishop marking was applied. Charged 16 sols in France which was crossed out in England a re-rated to one shilling eleven pence.



1838. Caracas, Venezuela, to Havana via San Juan. Privately carried to Puerto Rico where it entered the mail. Six silver reales postage due for an unpaid letter between  $\frac{3}{4}$  and 1 ounce.

There are only three reported examples of this marking on intercolonial mail.





1791. Guatemala City, to Bristol via La Coruña, Bordeaux, and London. It circulated without postmarks against regulations. Charged 16 sous in France for a single weight letter from northern Spain. In England it was crossed out and re-rated to one shilling eleven pence.



1795. Guatemala City to Bilbao, northern Spain. Charged 15 reales (vellon) for a letter of 5/8 ounce (rates of 1779).





1804. Ship register of the frigate *Sacra Familia* (Holy Family) that sailed from Puerto Cabello (now Venezuela) to Cadiz via Havana. Sent prepaid, as required for ship registers from 1784 to 1852.

Second earliest examples of each of these two markings. There is one other reported FRANCA., and about half a dozen PTO. CABELLO known.



1846. Ponce, Puerto Rico, to Havana via San Juan. Six silver reales postage due for an unpaid letter between  $\frac{3}{4}$  and 1 ounce.

Only known example of this marking on intercolonial mail.



## Town Markings

## Transatlantic Mail Between Cuba and Spain

1815. Malaga to Havana via Cadiz. Unpaid single weight letter. Most of the Spanish maritime traffic with the Americas was via Cadiz.



1816. Havana to Orotava, Canary Islands, via Cadiz. Privately carried to Spain. Unpaid single weight letter charged two reales (vellon), which was the rate from Spain to the Canary Islands.



# Certified Mail :

*Hemispheric Mail  
West and East Coasts of South America*

1811. Lima, Peru, to Santiago de Chile. It was carried on the frigate *Nueva Limeña*. The sender paid 3½ silver reales for postage (single weight) plus 5 reales for the certified mail fee. Multiple crosses on the periphery of the cover were applied to indicate certification. Certified maritime mail during the colonial era is exceedingly rare.



1850. Havana to Mompox, now Colombia, via Santa Marta. The 0's on the corners were used during this period to indicate certified mail, which had to be sent prepaid. Nueva Granada was then independent and since there were no postal treaties between the two nations the letter was charged 1½ reales postage due.

This is the only recorded certified letter from Cuba addressed abroad during the stampless period.



**Official Mail :**

*Transatlantic Mail  
Between Spain, North America and the West Indies*

**1805.** Aranjuez (site of the Spanish Royal Summer Palace), to New Orleans, via Pensacola. The black oval *Sello Negro* was used on official mail to indicate postal franchise since 1716.

Latest known letter to New Orleans, formerly Spanish, carried by the Spanish mail system.



**1857.** Cienfuegos, Cuba, to Santiago, Galicia (Spain), via Havana. In Havana the 0 was used to obliterate the 4 since this type of official mail enjoyed postal franchise if it was sent to Spain, but not if it was addressed within the Island of Cuba. The oval FRANCO / DE OFICIO was applied to indicate this privilege.

There is one other reported example of the FRANCO / DE OFICIO marking.



**Military Mail Marking:**  
**EXERCITO / CATALUÑA**  
(Possibly applied in Barcelona)

*Transatlantic Mail*  
*Spain to Havana.*



**1809.** Barcelona to Havana. Military postal franchise sent during the Spanish “War of Independence” against France.

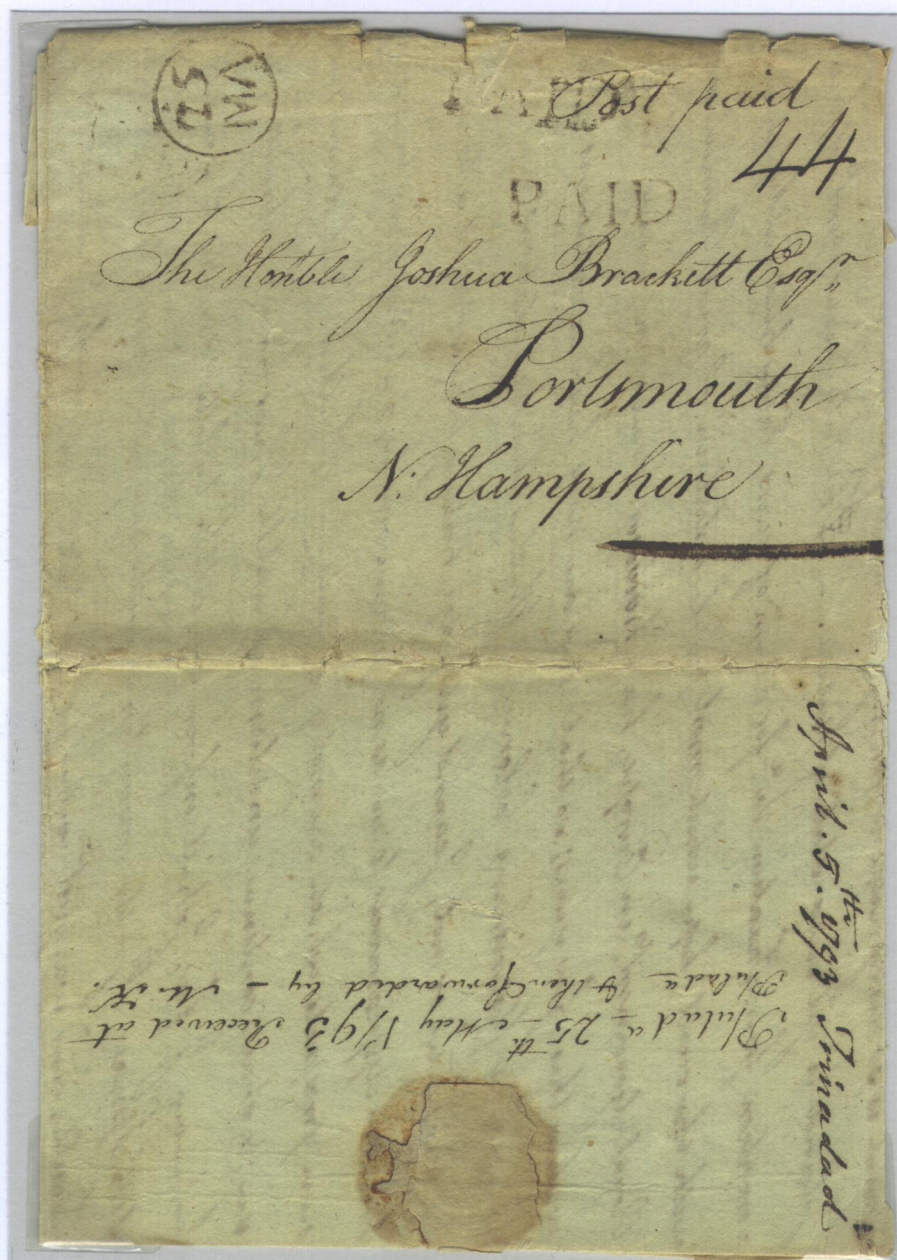
*This is the only reported example of Spanish military postal franchise on a transatlantic cover during the stampless era.*



Privately Carried

Hemispheric Mail  
West Indies to North America

(American Ship Letter)



1793. Port of Spain, Trinidad (Spanish West Indies), to Portsmouth, New Hampshire, via Philadelphia. Carried privately into Philadelphia where it was handled by a forwarding agent who sent it prepaid (44 cents) to Portsmouth. Double weight letter for a distance between 350 and 450 miles.

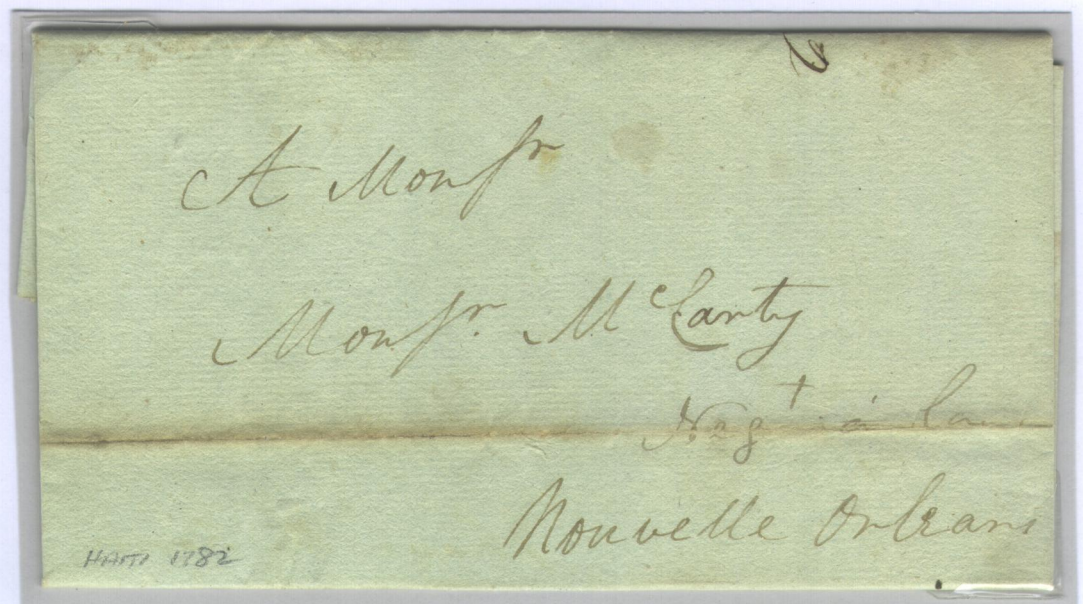
Only know letter from Spanish Trinidad and the earliest item from this island.



**Privately Carried**

*Hemispheric Mail  
West Indies to North America*

1782. Cape François, Hispaniola, to Spanish New Orleans. Most of the intercolonial ship mail from this period was carried privately outside of the mails, an illegal practice.



1783. Havana to Spanish New Orleans. Privately carried by the ship's captain who by law was supposed to hand over the mail to postal authorities upon landing.



**Town Markings  
(Unusual Rates)**

*Transatlantic Mail  
Between Cuba and the Iberian Peninsula*

1837. Prepaid letter from Havana to Ferrol, northern Spain. It was carried by a private ship and assessed an additional one real (vellon) in Spain for the "captain's fee."



1862. Lisbon to Havana via Spain. Unpaid single weight letter charged one real (vellon) in Spain which was superseded by two silver reales in Havana, the rate for letters from Northern Europe.



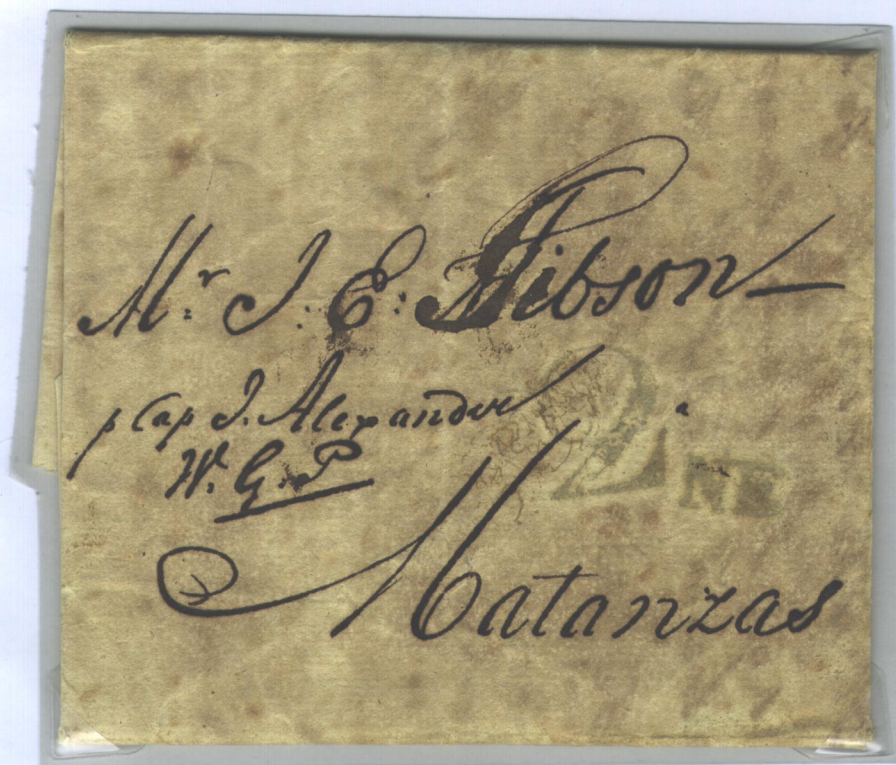
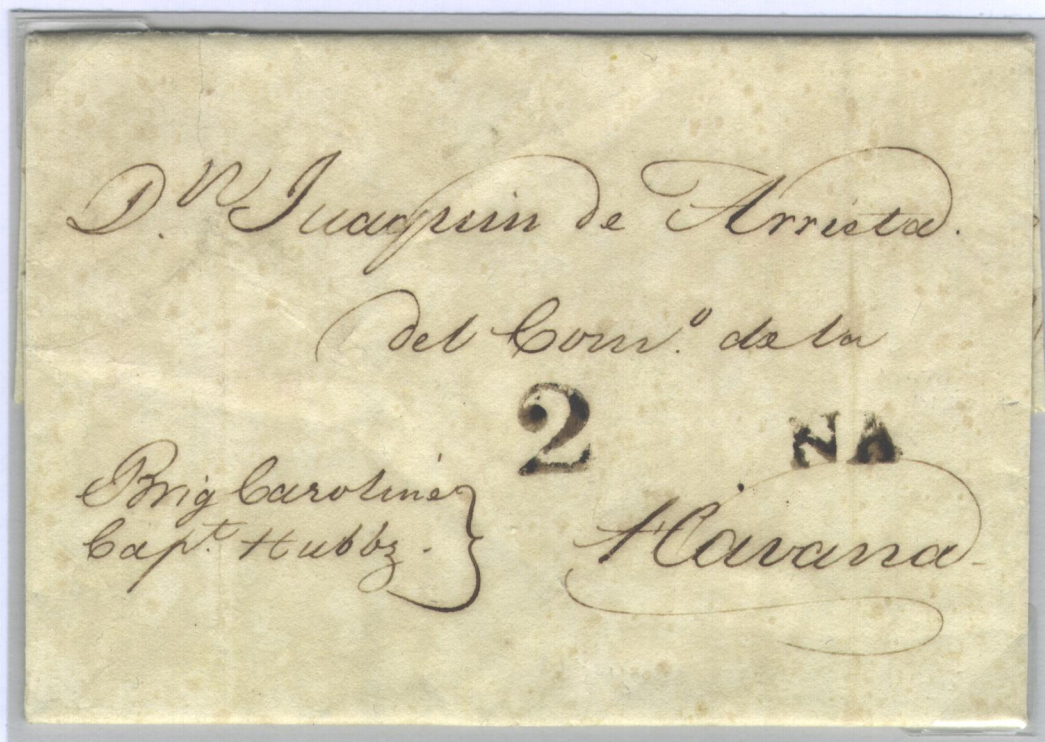
**Incoming Mail Markings :**

**NA (North America) and NE (North Europe)**

(Applied in Havana)

*Hemispheric and Transatlantic Mail*

**1823.** New York to Havana. Carried privately on board the Brig *Carolina*. This is the earliest type of NA marking, in use since 1819. Unpaid double weight letter.



**1826.** Amsterdam to Matanzas, Cuba. Unpaid single weight letter via Havana. There are very few examples of the small NE marking.



**Incoming Mail Markings :**

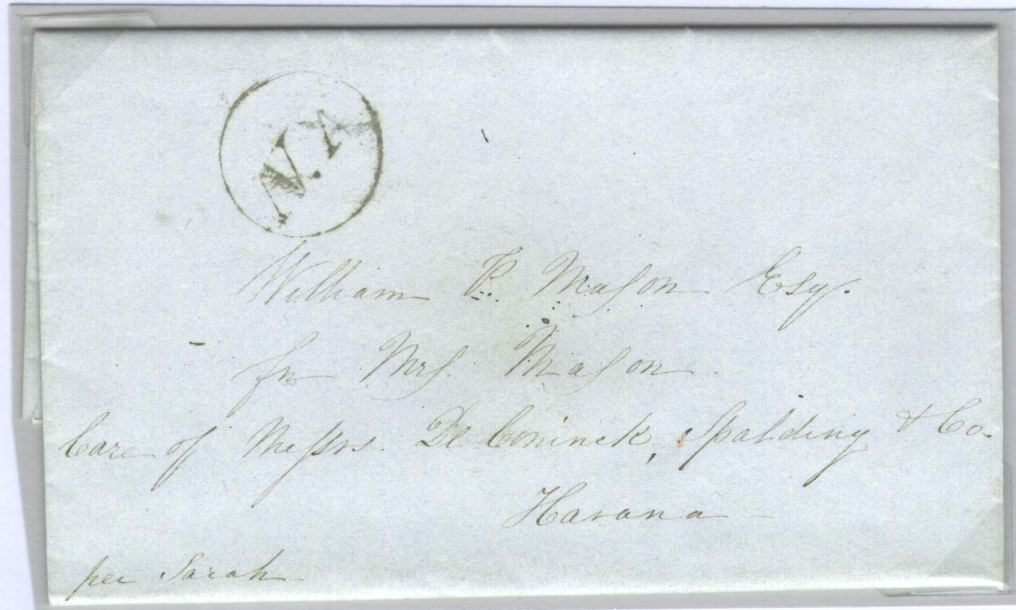
**NA (North America) and NE (North Europe)**

(Applied in Matanzas and Havana)

*Hemispheric and Transatlantic Mail*

**1841.** Boston to Havana, via Matanzas. Carried privately into Matanzas on board the Brig Sarah. Unpaid single weight letter.

There is one other recorded example of this marking in black.



**1853.** France to Havana via London. It was charged the single weight letter rate from Northern Europe of two silver reales. Very unusual style of NE marking.