

CUBA'S PREPHILATELIC POSTAL MARKINGS

Cuban prephilatelic postal markings started in Havana where the first known marking HAVANO appeared. Straight markings were used in Cuba until the 1860s. In 1842 Juan Baeza, General Director of the Spanish Postal Service, established a new kind of postal marking, which is known as BAEZA. It is a round marking with the town name above and the demarcation number on each side. Number 30 was used for Cuba and Puerto Rico. The date appeared in the middle showing the origin and arrival date of the letters. Mainly, two different were used.

This exhibit studies and classifies postal markings within this period. It is planned according to letter's route and the three postal departments in which the Island of Cuba was divided at that time (Western, Central and Eastern). Havana's Central Administration is tackled particularly because of its relevance due to the great variety of markings, its condition as the Capital of Cuba and also because it was the center of postal maritime communications between Spain and its colonies in America. Markings are organized alphabetically and chronologically within each department of the Island.

Markings were printed during this period using different ink colors (red, blue, green and black). The use of colors was not related to postal service regulations; but depending on the availability of the particular ink.

Rates were irregularly applied during the prephilatelic period in Cuba. The price for a letter was set depending on the weight and the distance to cover. First postal rates were applied from 1757 to 1824, year in which they were changed and remained in place till 1855, when stamps were introduced and new rates were established, depending on the weight only.

Rates 1757-1824

Distance	Simple letters	Double letters
Same town	1 real	2 reales
Up to 100 leagues	1 ½ reales	3 reales
Farther than 100 leagues	2 reales	4 reales

Rates 1824-1855

Regions	Simple letters	Double letters	Triple letters	Additional ounce
West	1 real	1 ½ reales	2 reales	3 reales
Las Villas	1 real	2 reales	3 reales	4 reales
East	2 reales	3 reales	4 reales	5 reales
Baracoa	2 reales	4 reales	6 reales	8 reales

The rarity scale used in this exhibit was taken from the latest edition of "Prefilatelia Española" by Manuel Tizón, Edifil; which is referred to the number of item existing: EXT (no more the 3), RRR (between 4 and 12), RR (between 12 and 25), R (between 25 and 50).

PLAN OF THE EXHIBIT

- I. CENTRAL ADMINISTRATION. HAVANA
- II. WESTERN DEPARTMENT
- III. CENTRAL DEPARTMENT
- IV. EASTERN DEPARTMENT

Bibliography

- *Prefilatelia Española*, tomo III. Año 2004. Tizón, Manuel.
- *Historia Postal de Cuba*, MPC. Año 1985. Guerra Aguiar, José L.
- *El Fechador BAEZA en Cuba*. Artículo. Rev. ACADEMUS. Año 2004. Abreu, José I.
- *El Proyecto BAEZA*. Artículo. Rev. The Cuban Philatelist. Año 2004. Kouri, Yamil H.

At the beginning of the XIX century, maritime mail communications between Spain and its colonies were controlled by the Spanish Royal Navy, though there were some letters carried by merchant ships and chartered vessels.



YNDIAS maritime mail marking in red (RRR). The manuscript "1ª Vía" meant "by first available means". No rate marking. Route Havana - Veracruz.



ISLAS DE BARLOVENTO demarcation marking in red (RRR). The letter was carried by the frigate "Águila". Nine reales postage due (manuscript). Route Havana-Cadiz.

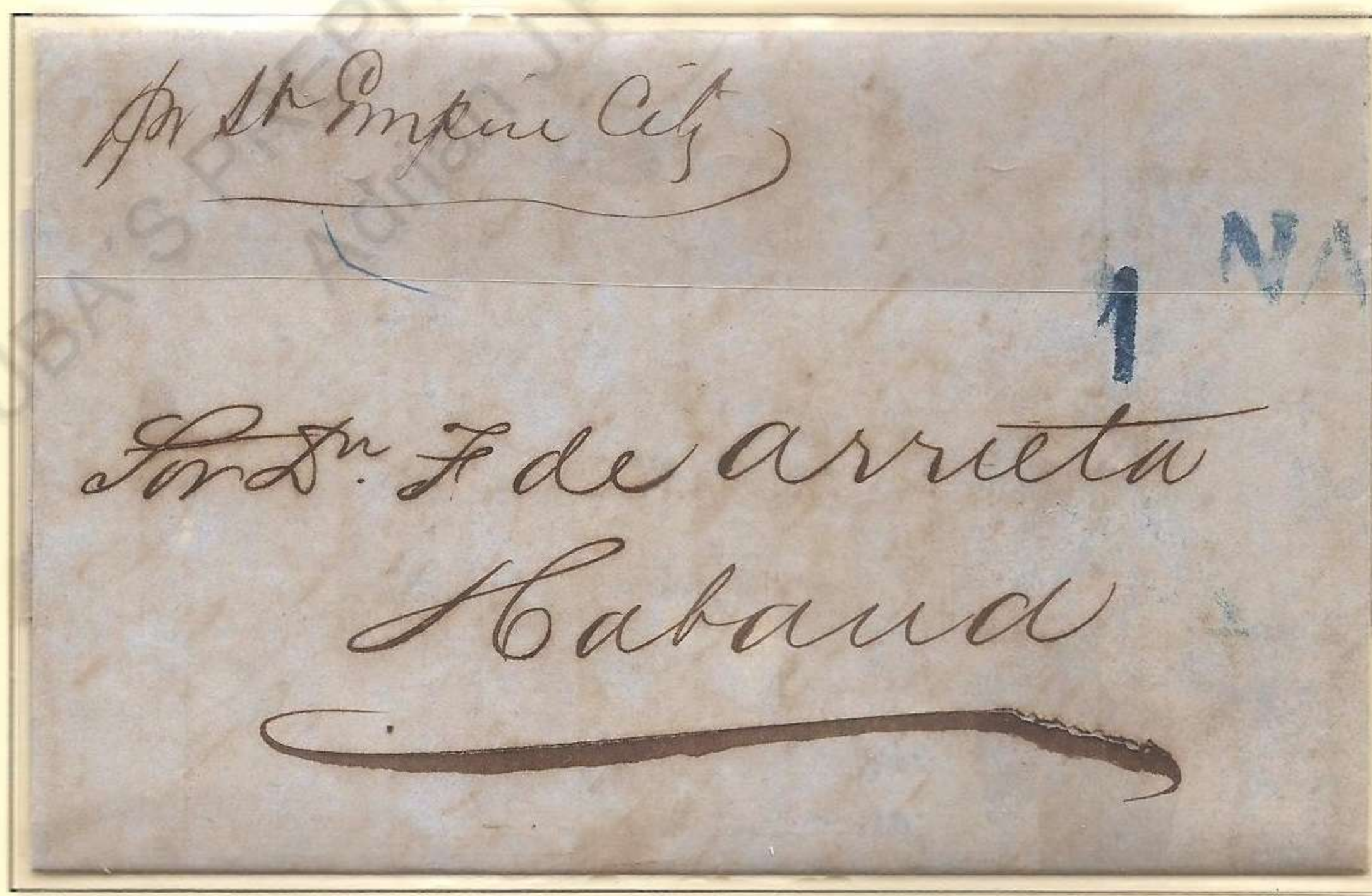


NA

First incoming mail marking used since 1819 to indicate the arrival from North America.

Letter sent from Boston to Havana in 1826. NA incoming marking in black (RRR). The manuscript 3 indicated the postage due. (rest.)

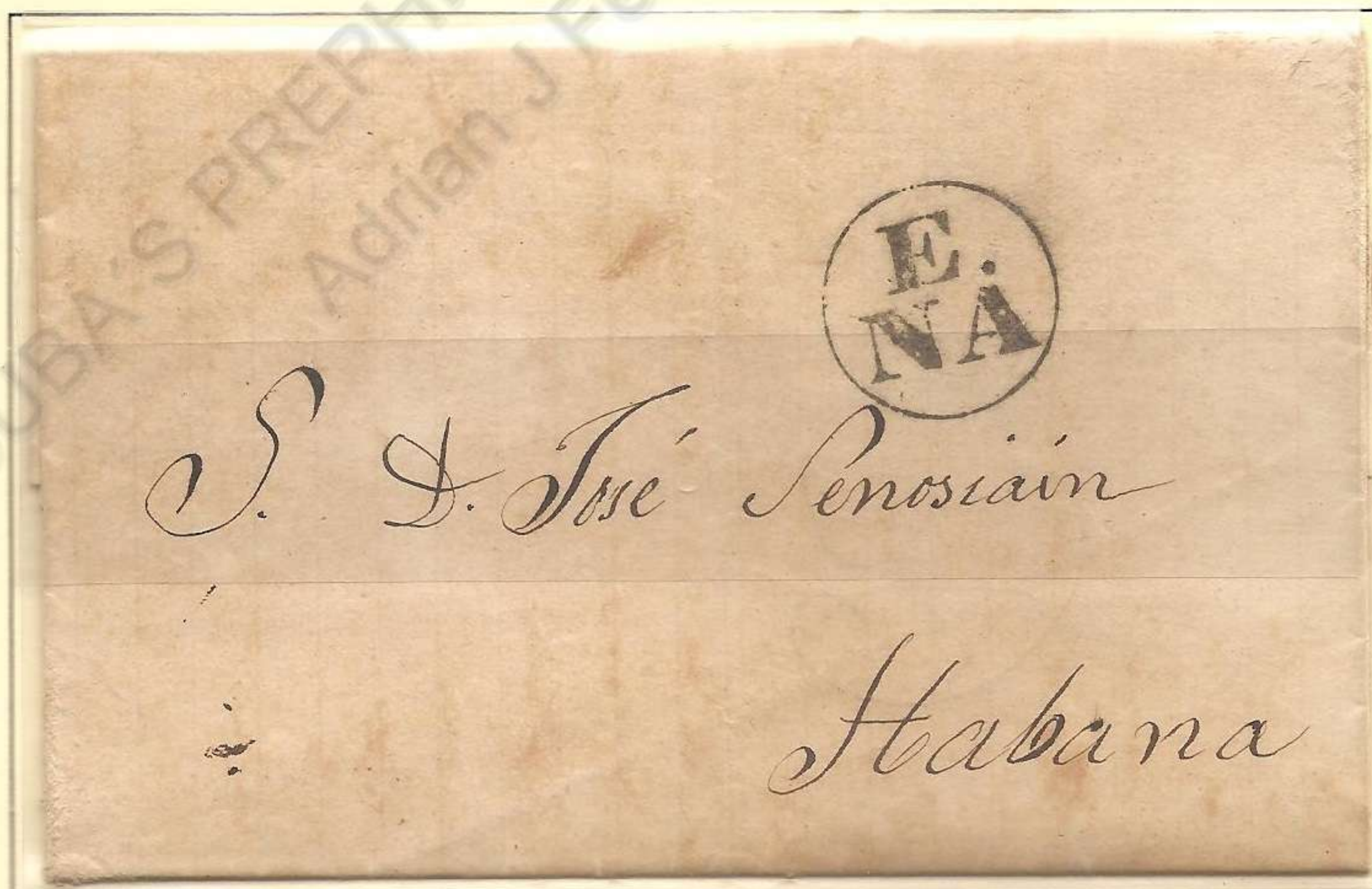
The "Empresa de Correos Marítimos" was incorporated in 1827. This company held the monopoly of all correspondence received in Havana, and the letters sent from this city and carried by its own ships. The "Empresa" folded in 1851.



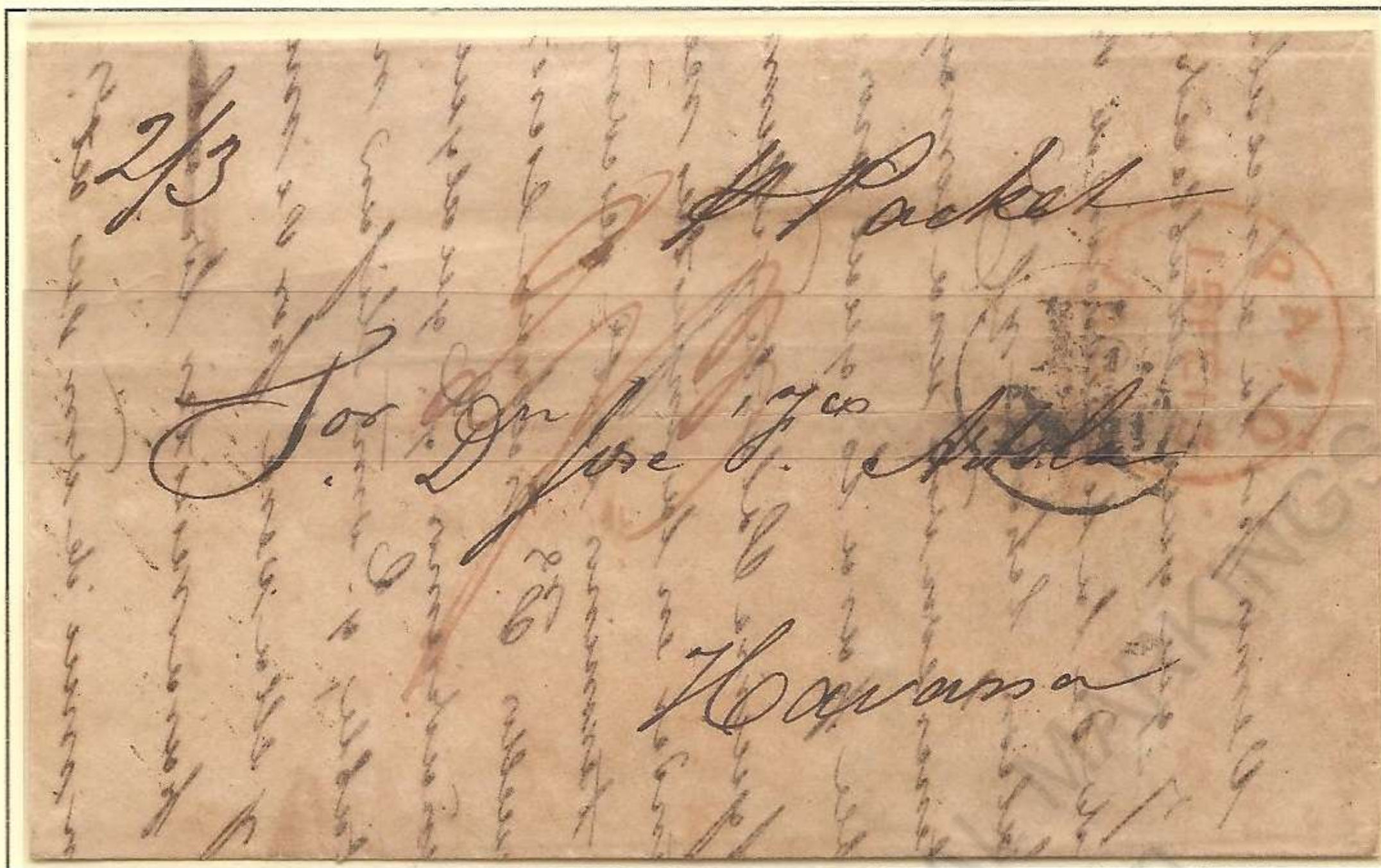
Letter sent from Birmingham to Havana in 1853, through New York and then by the steamships route to Havana. NA incoming marking in blue, used since 1828 (R). Rate 1 real, for a simple letter from North America.



NE incoming marking in black, used from 1828 to 1836 (RR). This type of marking was applied by the "Empresa de Correos Marítimos" to indicate the arrival from North Europe. Thirty reales postage due. Route Liverpool - New York - Havana.



Letter sent from New Orleans to Havana in 1839. E. NA circular incoming marking in black, recorded between 1839 and 1841 (RR). No rate marking.



Letter sent from Europe to Havana in 1841. **E. NE circular incoming marking** in black, used between 1839 and 1841 (RR). No rate marking.



There are about five examples of the **CORREO MARITIMO No. without number, all in blue (EXT).**

Official wrapper with **CORREO MARITIMO No. steamship marking** (1843). This type of markings was applied to letters carried by the ships of the "Empresa" between Spain and Cuba (both ways). Sixty-eight reales postage due. Official mail was carried free by the "Empresa" but postage fees were recorded for accountancy purposes. **Route** Cadiz - Canarias - Puerto Rico - Havana.



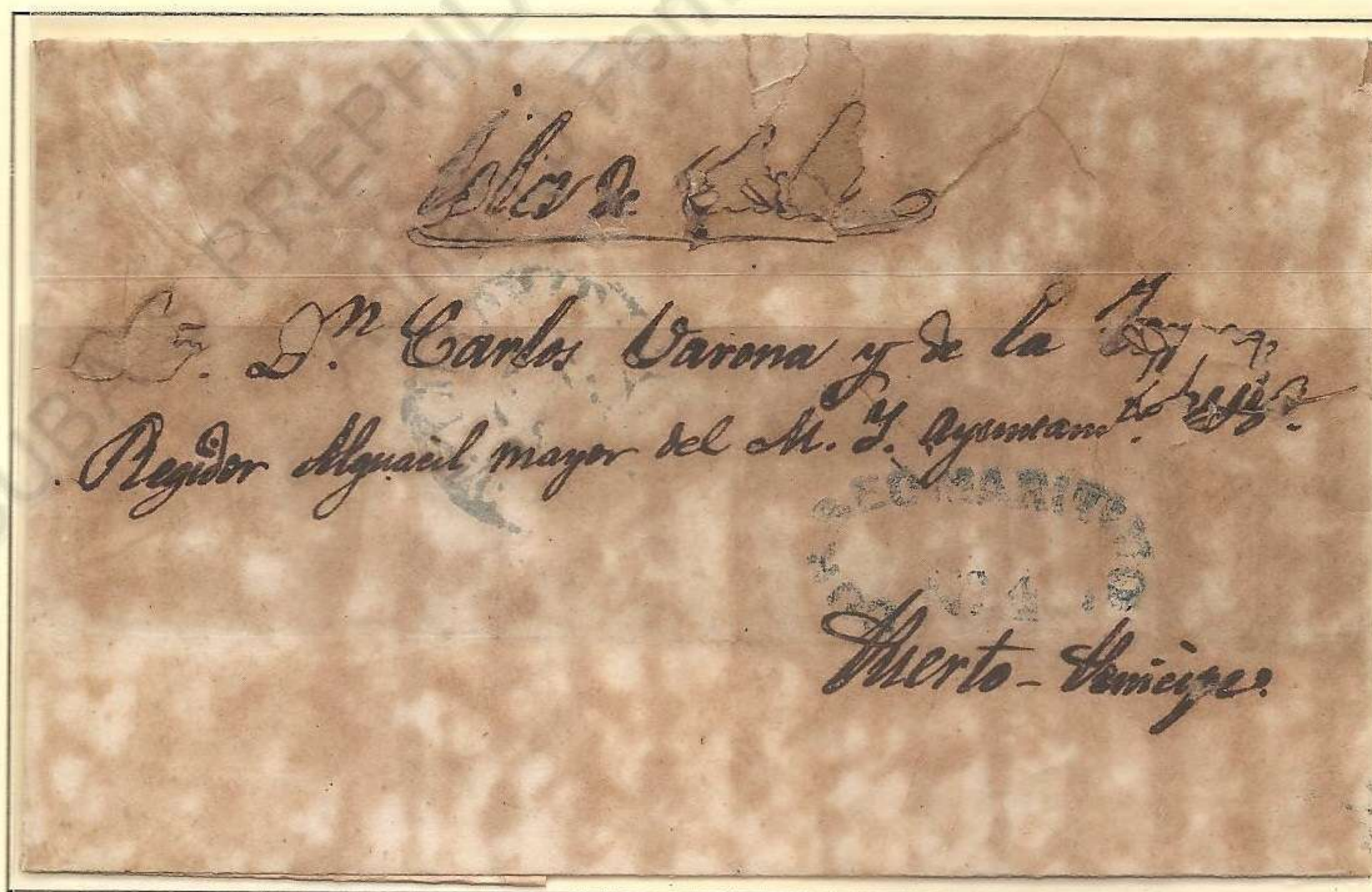
Letter sent on board the *Empresa's* ship *Correo Marítimo No.1*. **CORREO MARITIMO No. 1 steamship marking** in blue, recorded between 1842 and 1851. Sixteen *reales* postage due.
Route Cadiz-Canarias-Puerto Rico-Havana.



Letter sent on board the *Empresa's* ship *Correo Marítimo No.2* in 1844.
CORREO MARITIMO No. 2 steamship marking in blue, used from 1842 to 1851.
Route Cadiz-Canarias-Puerto Rico-Havana.



Letter sent on board the *Empresa's* ship *Correo Marítimo No.3* in 1842. **CORREO MARITIMO No. 3 steamship marking** in blue, used from 1842 to 1851. **Route** Cadiz-Canarias-Puerto Rico-Havana.



Letter sent on board the *Empresa's* ship *Correo Marítimo No.4*. **CORREO MARITIMO No. 4 steamship marking** in blue, recorded from 1842 to 1851. **Route** Cadiz - Canarias - Puerto Rico - Havana - Puerto Principe. (rest.)

Havana was the Central Administration of Posts, "Capitanía General" of the Island and center of maritime communications of Spain in America. Routes by land from Matanzas, Puerto Principe and Santiago de Cuba.



HABANA straightline marking (indicating origin, 1819). This is a 32 mm marking in black, used between 1819 and 1820 (RR). No rate marking. Route Havana - Puerto Principe.



HABANA straightline marking (indicating origin, 1841). This is a 35 mm marking in black, recorded from 1831 to 1842.

Rate 2 reales, for a letter weighing between $\frac{3}{4}$ and 1 ounce.

Route Havana - Matanzas.

Front fragment with **HABANA FRANCO** oval marking (indicating origin) in black, used between 1837 and 1842. This marking indicated previous payment of postage due.

Rate 60 reales, for a letter weighing 20 ounces. The rate was cancelled by a cross, indicating previous payment.

Route Havana - Matanzas.



Baeza I handstamp (applied in Havana, 1844) in red, used since October 1842 until 1848. Rate 1 real, corresponding to a simple letter weighing up to ½ ounce. Route Havana - Cardenas.



Baeza I. This handstamp identifies by the union of the letters D and E in "ISLA DE CUBA".



Baeza I handstamp (applied in Havana, 1847) in red, used since October 1842 until 1848. **FRANCO** handstamp in red (R), used to indicate previous payment of postage due between 1842 and 1849.

Rate 1 ½ reales (in the back), for a letter weighing between ½ and ¾ ounce. Route Havana - Pinar del Rio through the carrera de Vuelta Abajo (2 days journey).



Baeza I handstamp (applied in Havana, 1849) in blue, used from 1848 to 1851. **Rate** 4 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Havana - Bayamo - Holguin.



Baeza I handstamp (applied in Havana, 1849) in blue, recorded between 1848 and 1851. **FRANCO** marking in blue, indicating previous payment of postage due. This marking was used from 1850 to 1859. **Rate** 2 reales (in the back), for a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Havana - Mariel, through the *cerrera de Vuelta Abajo*.



Baeza II. This handstamp identifies by having the word DE correctly in "ISLA DE CUBA".



Baeza II handstamp (applied in Havana, 1852) in blue, used from 1851 to 1856. **FRANCO** marking in blue, recorded between 1850 and 1859, used to indicate previous payment of postage due. No rate marking.
Route Havana - San Antonio, through the *carrera de Vuelta Abajo*.



Baeza II handstamp (applied in Havana, 1855) in blue recorded from 1851 to 1856.

Rate 2 reales, corresponding to a letter of 2 ounces weight (used between 1855 and 1865).

Route Havana - Bayamo - Holguin (10 days journey).

Registered letter. Baeza II handstamp (applied in Havana, 1853) in blue. **CERTIF-** marking, recorded since 1850 (RRR). **FRANCO** handstamp and "0" at the corners, as usual in this service.

Rate 5 reales (divided in the back), 1 real for a letter of up to ½ ounce + 4 reales of certified service.

Route Havana-Jaruco (1 day journey).



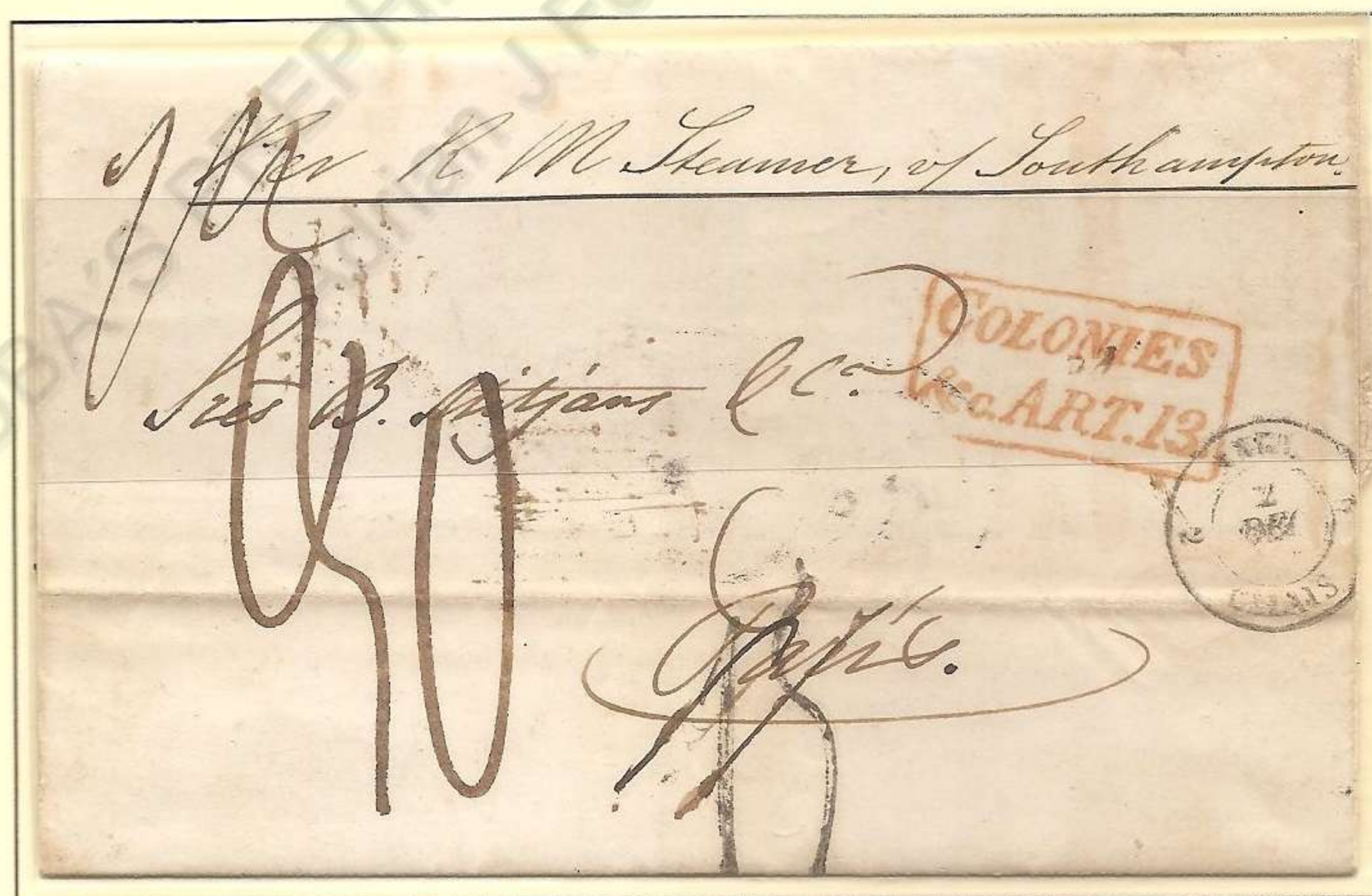
After the establishment of railroad in XIX century, there were installed rails all over the Island and were used to carry correspondence in a faster way. Letters had special markings to indicate this service.



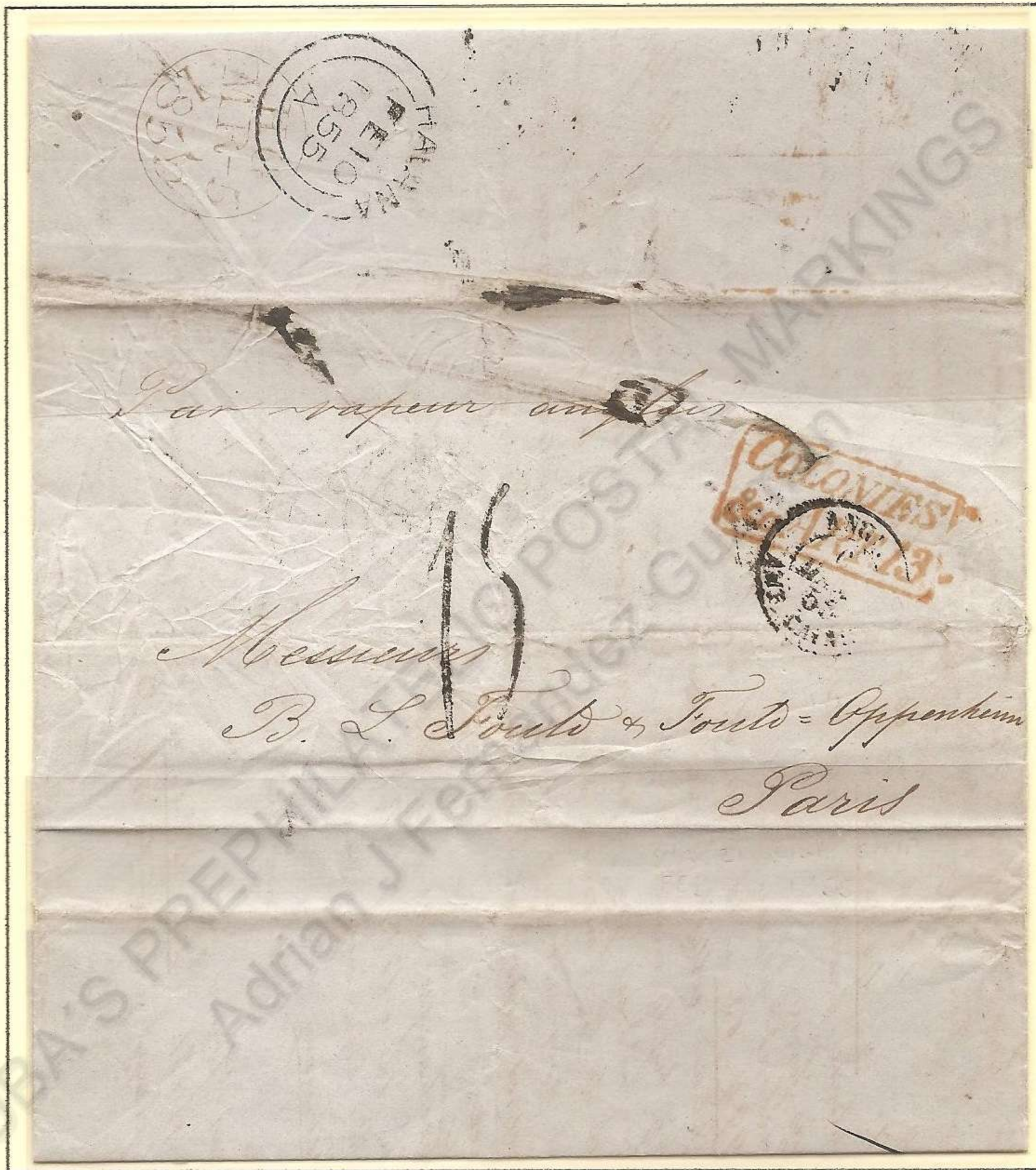
Letter carried by **RAILROAD** (indicated by the manuscript *ferrocarril*) from Havana to Cardenas in 1855. **Baeza II handstamp** (applied in Havana) in blue, used between 1851 and 1856. No rate marking. The **route** used was the secondary line from Havana to Matanzas, and then to Cardenas. This line was in use since 1840.



Letter sent from Philadelphia to Havana in 1852, forwarded to Nueva York and then by the steamship **route** to Havana. **NA incoming marking** in blue, recorded since 1851 (R). From this year on letters were carried by the Spanish Royal Navy and handled by the Administration of Posts. **Rate** 1 real, for a single letter from North America.



Letter sent from Havana to Paris in 1854, through England (22 days), handled by the English Postal Agency in Havana. **COLONIES & c ART13 marking** (RR), applied due to the First Postal Agreement between France and England. This marking was used between January 1846 and December 1855.



Letter sent from Havana to Paris in 1855 (23 days). **English Steamships Lines Expedition marking**, in black, used between 1848 and 1859. This marking was applied by the English Postal Agency in Havana to identify the correspondence handled by the agency. **COLONIES & c ART13 handstamp** (RR), applied due to the First Postal Agreement between France and England. This marking was used between January 1846 and December 1855.



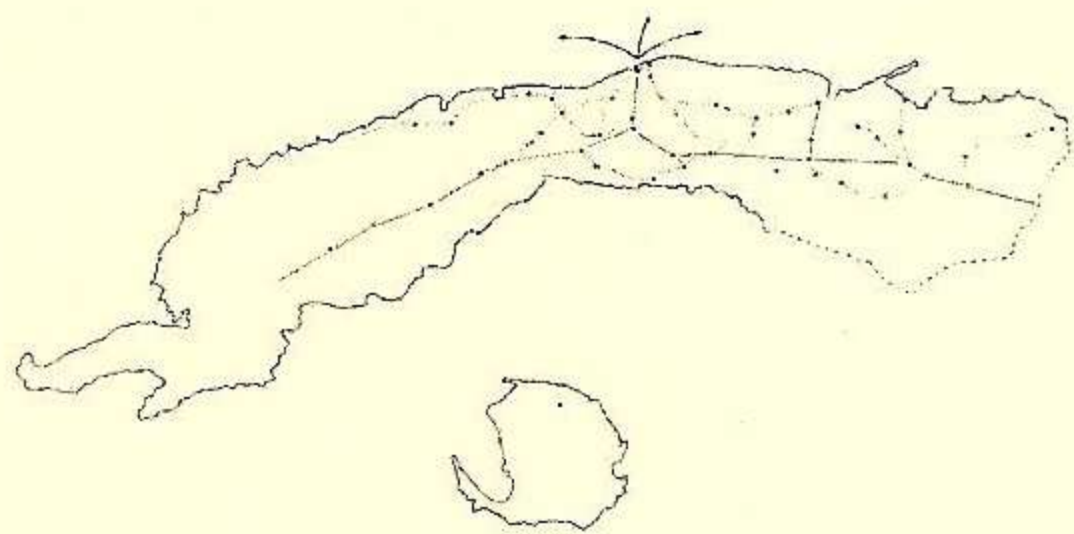
Ship register 554 of the vessel Generala that sailed on March 30th, 1859, from Havana to Cardenas. The Royal Order of October 18th, 1784, required that ship registers be treated as regular mail, but they had to be prepaid.



Letter sent from Matanzas to New York by way of Havana. "R. Morison & Co. Havana" marking was applied by the forwarding agent in Havana. This letter was carried to the United States by the steamship "Old Ship". Steam Ship 10 marking was applied to indicate the arrival in the United States.

II. WESTERN DEPARTMENT

Artemisa
Alquizar

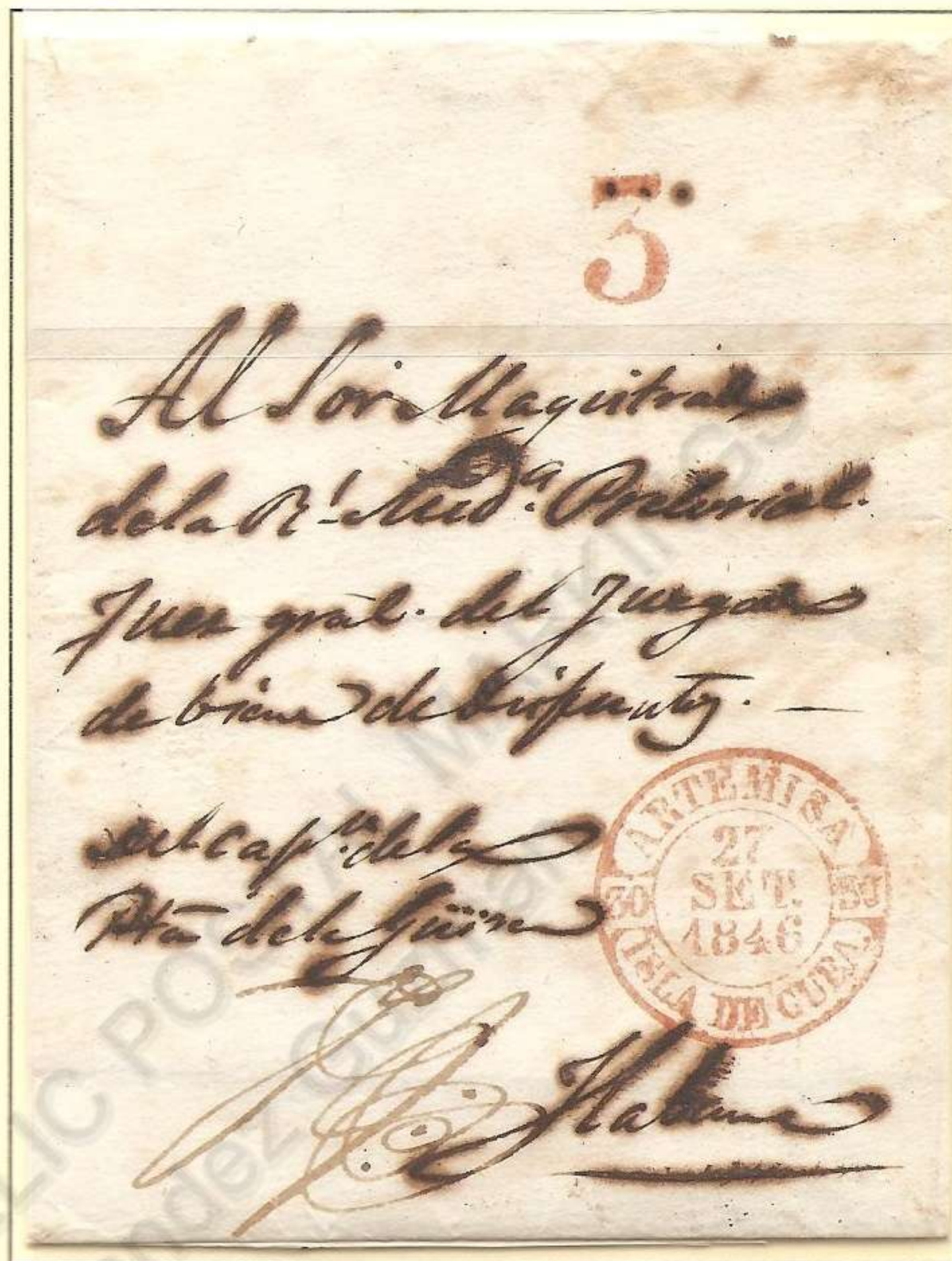


Western Departmen map.

Baeza II handstamp (applied in Artemisa, 1846) in red, used from 1843 to 1847 (RR).

Rate 3 reales, corresponding to a letter weighing 1 ounce.

Route Artemisa - Havana.



Baeza II handstamp (applied in Alquizar, 1844) in red, used between 1844 and 1847.
Rate 1 ½ reales, for a letter weighing between ½ and ¾ ounce. **Route** Alquizar-Havana.

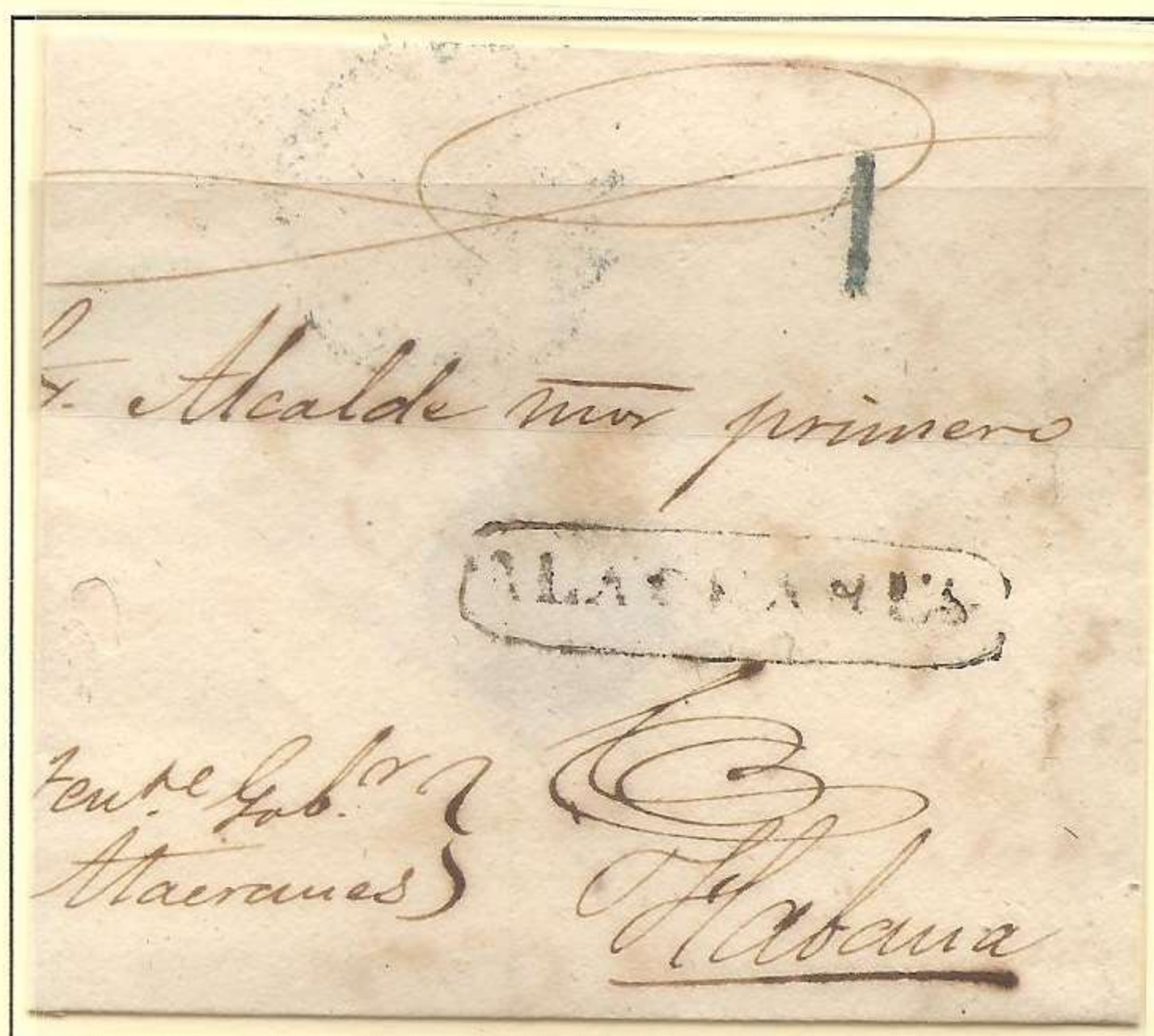


ALACRANES straightline marking in rectangle (indicating origin, 1846) in black, recorded between 1846 and 1849 (RR). The rim on this postmark quickly deteriorated as can be seen in the example below. Very unusual use of the Baeza handstamp from Matanzas in transit. **Rate** 1 real, corresponding to a letter of up to $\frac{1}{2}$ ounce. **Route** Alacranes - Matanzas - Havana.

Cover fragment with **ALACRANES straightline marking** (indicating origin) in black, used from 1847 to 1849.

Rate 1 real, corresponding to a letter weighing up to $\frac{1}{2}$ ounce.

Route Alacranes - Matanzas - Havana.

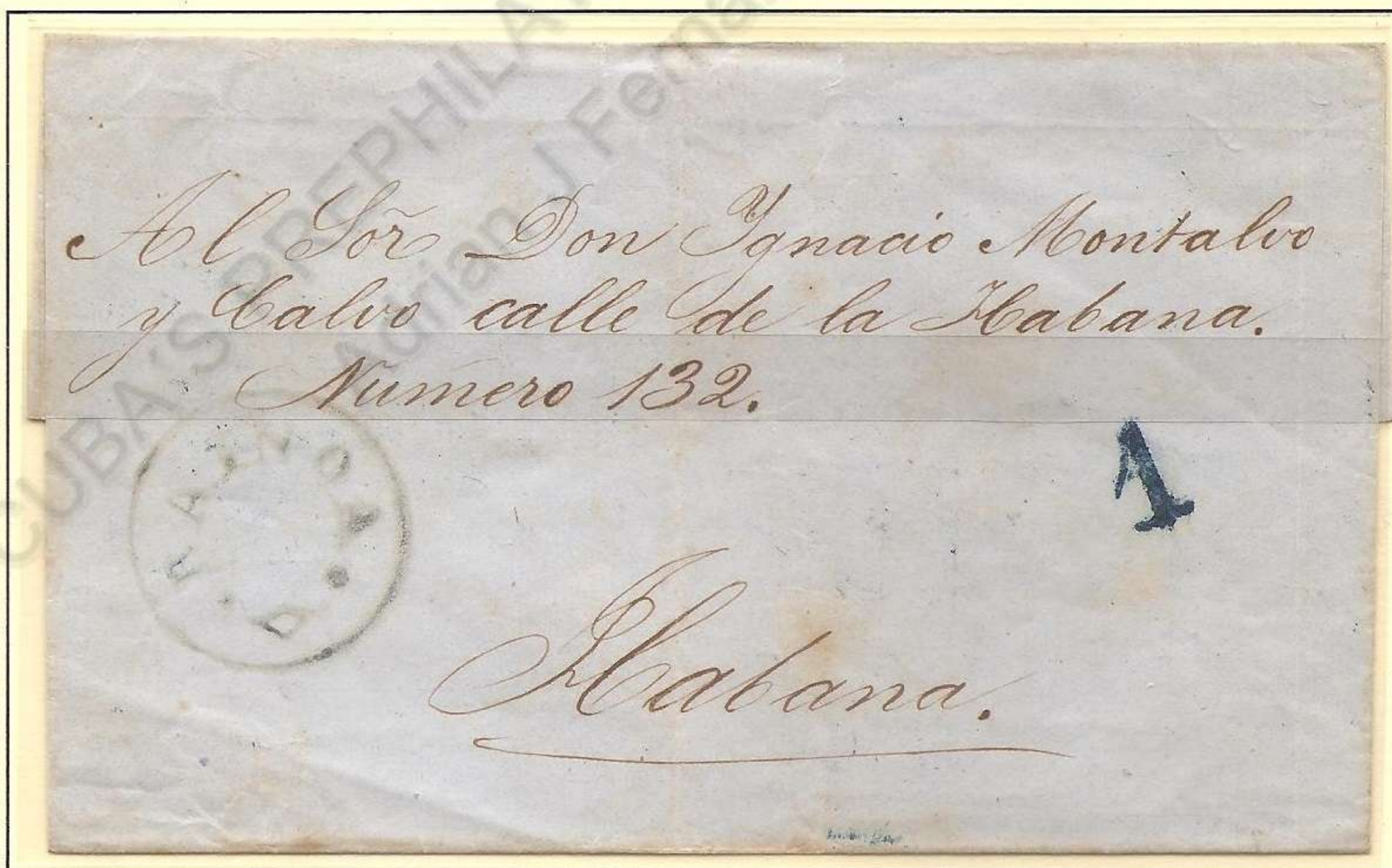




CARTERIA DE ALACRANES
straightline marking (indicating origin, 1850) in blue, recorded between 1849 and 1850 (RRR). This is the last type of straightline marking from this town.

Rate 1 real, for a letter of up to ½ ounce. The rate 1 ½ "reales" was cancelled with two ceros.

Route Alacranes-Matanzas-Havana.

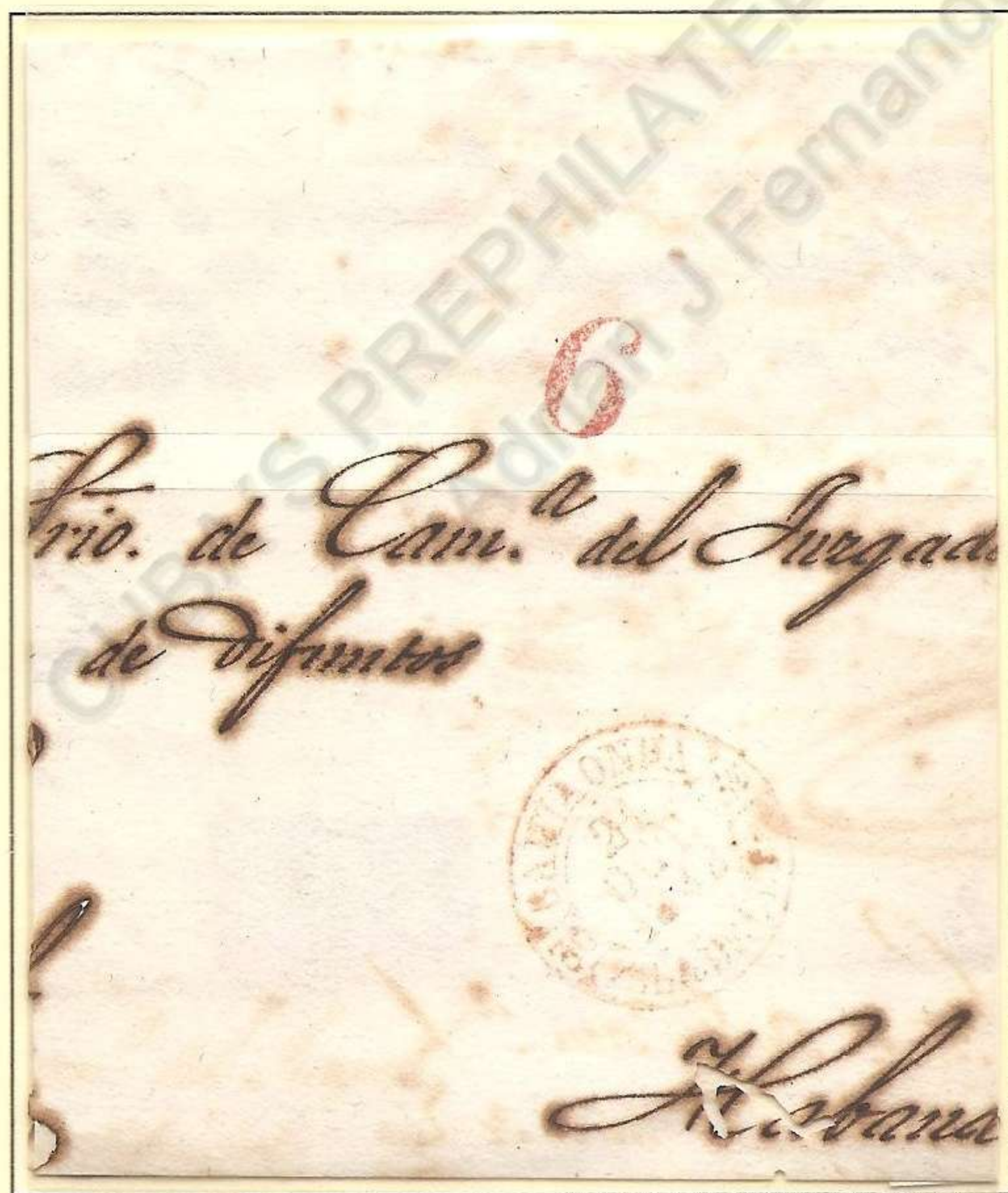


BAINOA circular marking (indicating origin, 1853) in blue, used from 1853 to 1856 (RR). Rate 1 real, corresponding to a letter weighing up to ½ ounce, according to the distance within the same region where it was rated. Route Bainoa - Jaruco - Havana.

Baeza II handstamp (applied in Bainoa, 1852) in green, recorded during the year 1852.

Rate 1 *real*, corresponding to a letter weighing up to ½ ounce.

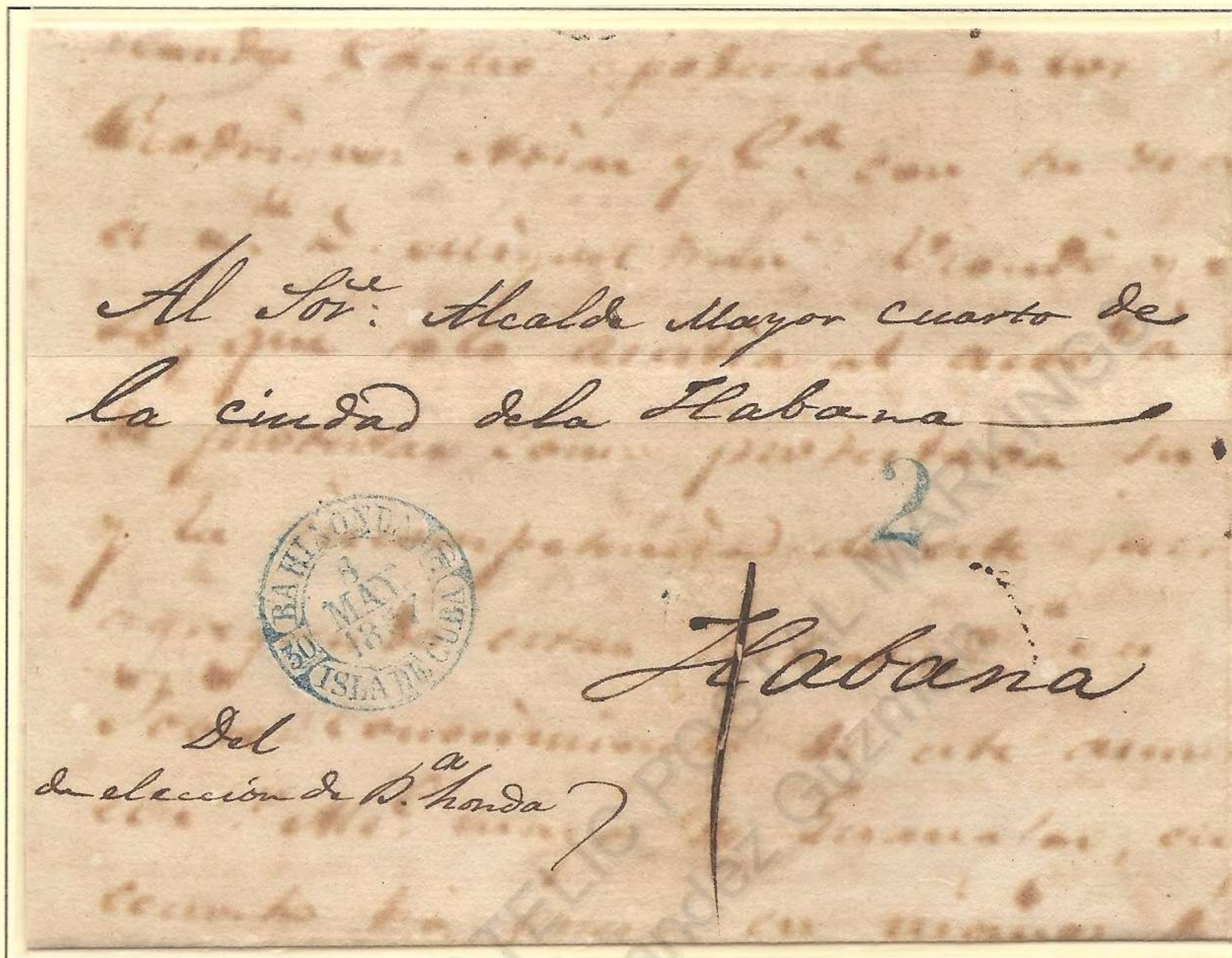
Route Bainoa-Jaruco-Havana.



Baeza II handstamp (applied in Bahia Honda, 1848) in red, used between 1847 and 1848.

Rate 6 *reales*, corresponding to a letter of 2 ounces weight.

Route Bahia Honda - Havana.



Baeza II handstamp (applied in Bahia Honda, 1857) in blue, recorded between 1849 and 1859. **Rate** 2 reales, corresponding to a letter of 2 ounces weight. **Route** Bahia Honda - Havana.



Baeza II handstamp (applied in Batabano, 1845) in red, used during 1845. This letter was sent by the "Real Servicio", according to the manuscript on top. **Rate** 6 reales, for a letter weighing 2 ounces. **Route** Batabano - Havana.



BEJUCAL straightline marking (indicating origin, 1844) in black, recorded between 1842 and 1844 (RR). This is the only type of straightline marking from this town.

Rate 2 reales, for a letter weighing between $\frac{3}{4}$ and 1 ounce.

Route Bajucal - Havana.



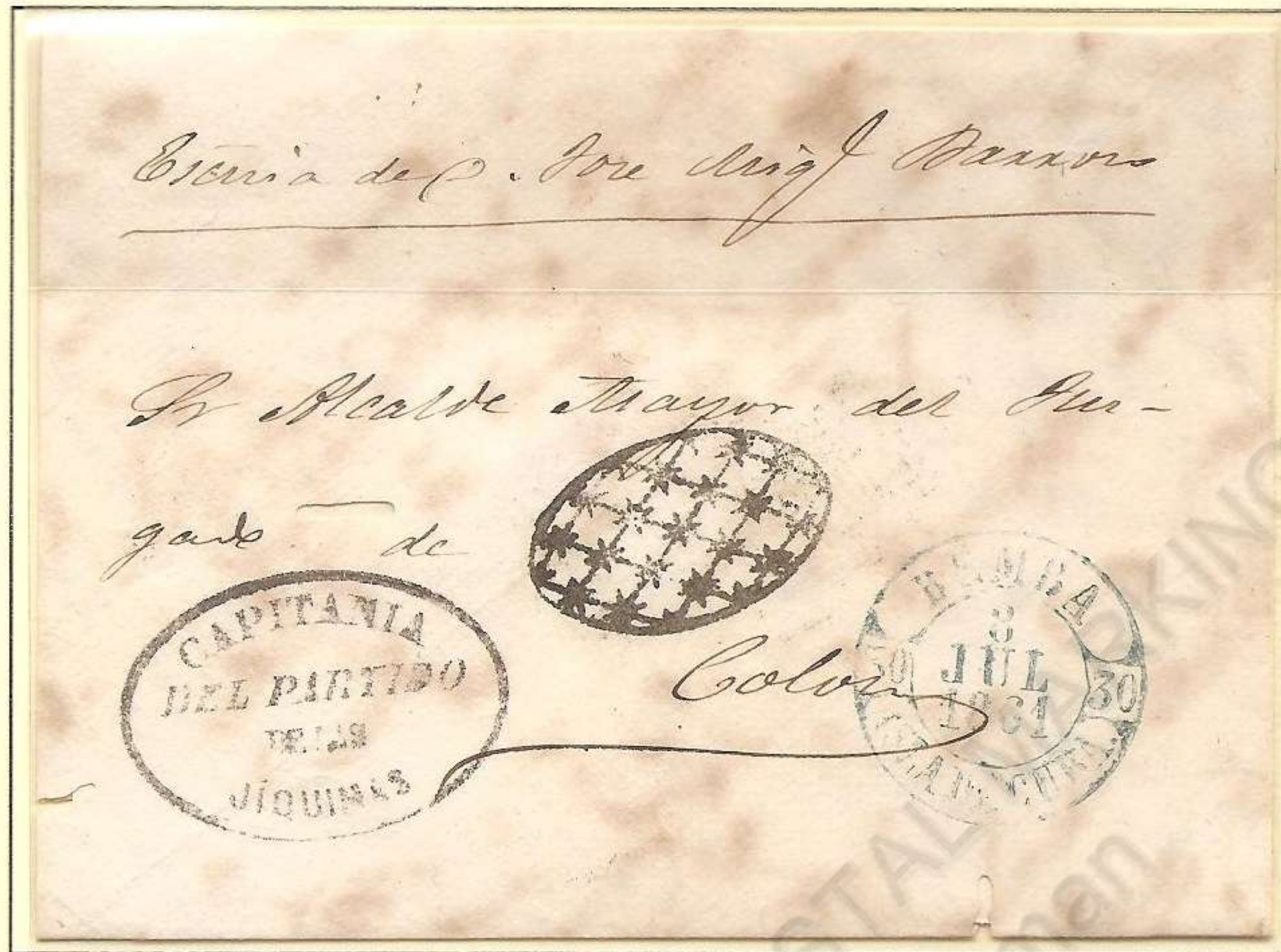
Baeza II handstamp (applied in Bejucal, 1846) in red, used from 1844 to 1848 (RR). **Rate 2 reales**, corresponding to a letter of up to $\frac{1}{2}$ ounce. **Route** Bejucal - Bayamo - Holguin.



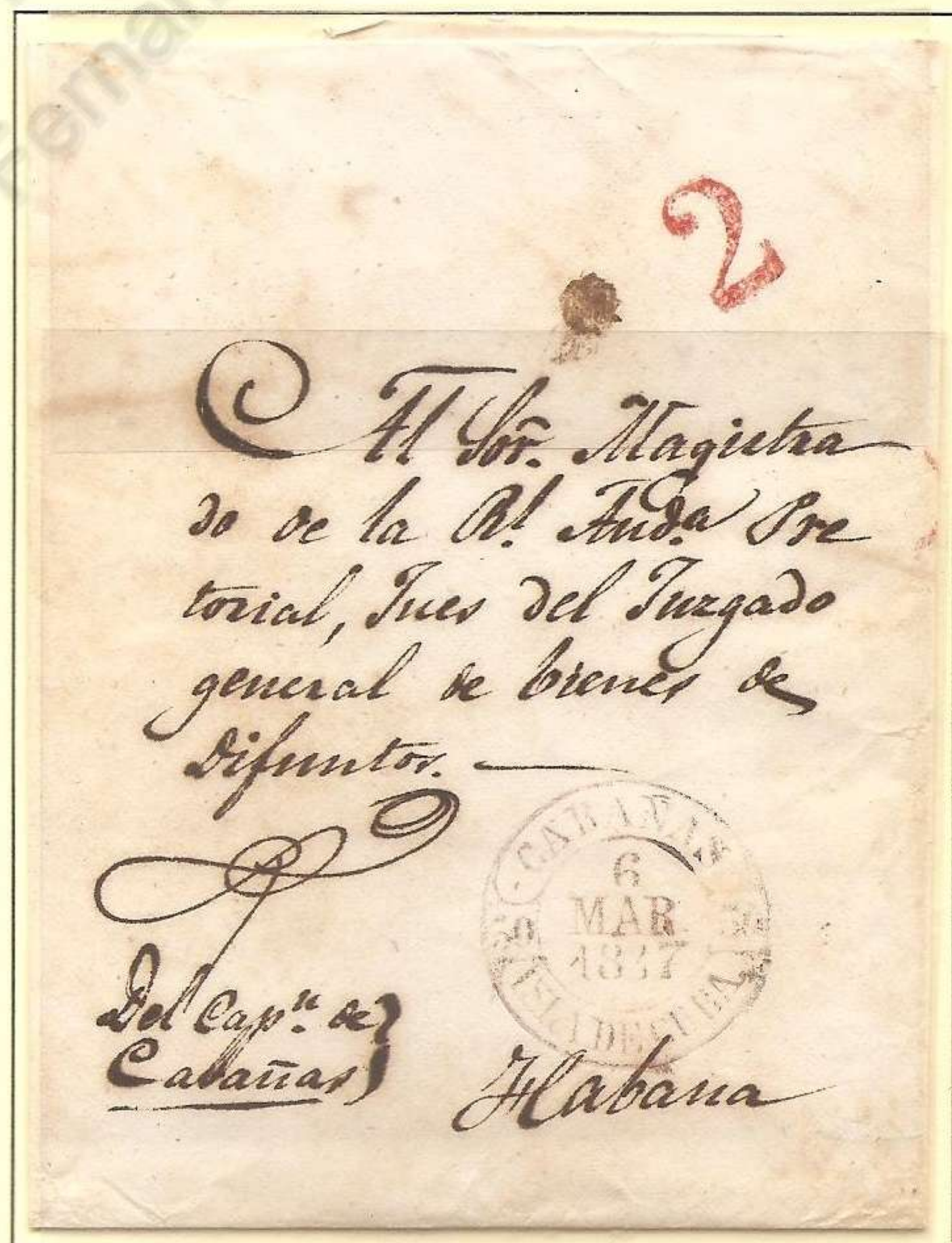
Baeza II handstamp (applied in Bejucal, 1850) in blue, used from 1849 to 1853 (R). **Rate** 2 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Bejucal - Havana - Matanzas (1 day journey).



Baeza II handstamp (applied in Bejucal, 1861) in black, use between 1859 and 1861 (R). **Rate** 1 real, corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce (1859 - 1865). **Route** Bejucal - Havana.



Baeza II handstamp (applied in Bemba, 1861) in blue, recorded from 1849 to 1861 (R). The use of oval "parrilla" indicated previous payment of postage due. **Rate** 1 real (in the back), corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce. **Route** Bemba - Colon.



Baeza II handstamp (applied in Cabañas, 1847) in black, used from 1847 to 1861 (RR).

Rate 2 reales, for a letter weighing between $\frac{3}{4}$ and 1 ounce.

Route Cabañas-Guanajay-Havana.



Baeza II handstamp (applied in Candelaria, 1845) in red, used from 1845 to 1848 (RR). **Rate** 3 reales, corresponding to a letter weighing 1 ounce. **Route** Candelaria - Havana, through the *carrera de Vuelta Abajo*.



Baeza II handstamp (applied in Candelaria, 1858) in blue, recorded from 1851 to 1858 (RR). No rate marking. **Route** Candelaria - Havana, through the *carrera de Vuelta Abajo*.



CARDENAS semicircular marking (indicating origin, 1845) in blue, recorded from 1841 to 1845 (RR). This is the only known semicircular Cuban stampless postmark. **Rate** 3 reales, corresponding to a letter weighing up to 1 ounce. **Route** Cardenas - Matanzas - Havana.



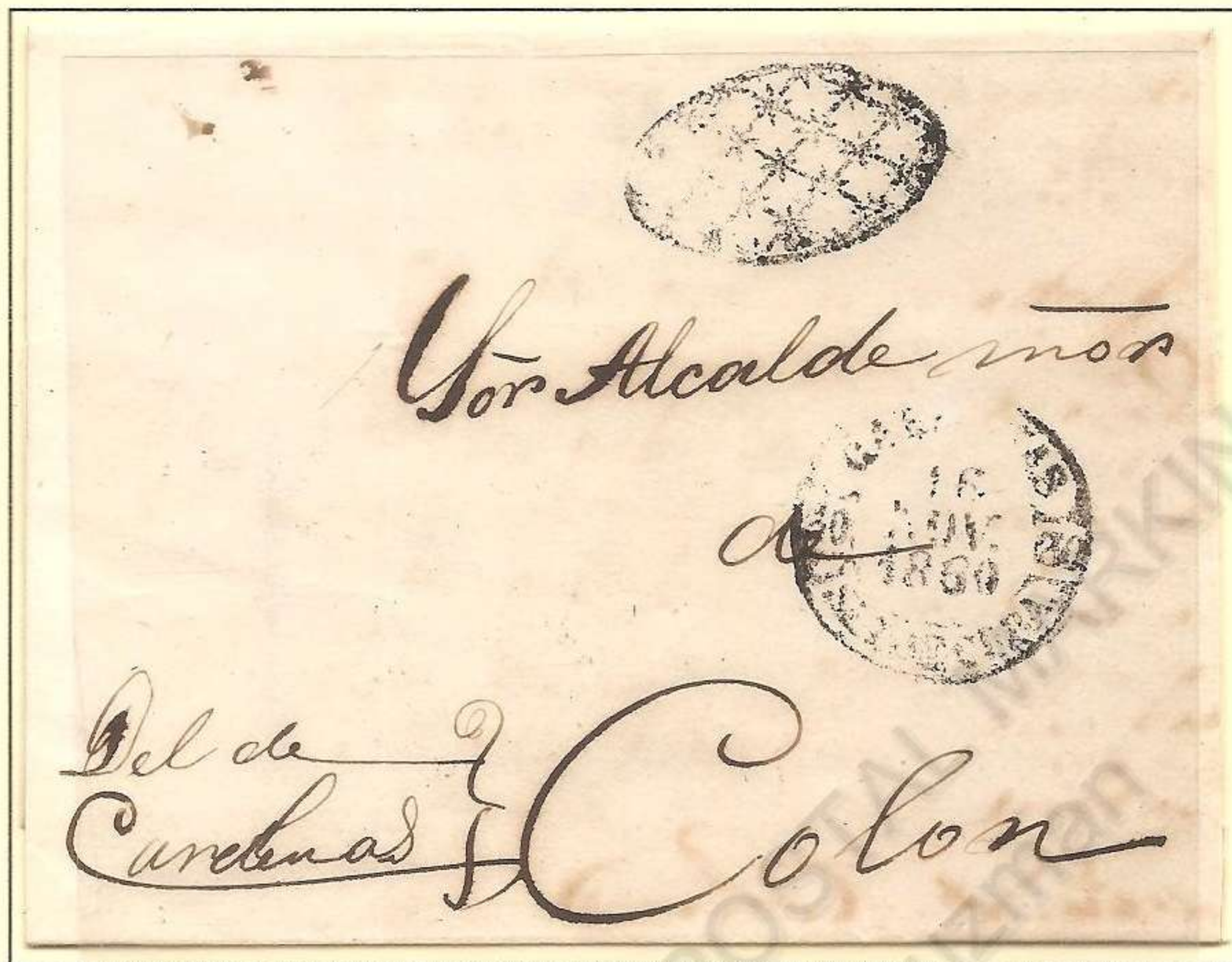
Baeza II handstamp (applied in Cardenas, 1848) in red, used from 1844 to 1848 (R). Crosses on top indicated that the payment had been made by post accounts. Four reales postage due. **Route** Cardenas-Matanzas-Havana.



Baeza II handstamp (applied in Cardenas, 1851) in blue, recorded from 1848 to 1858. **Rate** 3 reales, for a letter weighing up to 1 ounce. **Route** Cardenas-Matanzas-Havana (1 day journey).



Letter sent to Cardenas in 1859, carried by railroad as indicates **FERROCARRILES DE CARDENAS Y JARUCO circular marking**, corresponding to the line between these two towns. This marking was only used in Cardenas to indicate this type of service.



Baeza II handstamp (applied in Cardenas, 1860) in black, used between 1859 and 1861 (R).
The use of oval "parrilla" indicated previous payment of postage due. **Route** Cardenas - Colon.



Baeza II handstamp (applied in Consolacion, 1847) in red, recorded during the year 1847 (RRR).

Rate 1 ½ reales, for a letter weighing between ½ and ¾ ounce.

Route Consolacion-Los Palacios-Havana, through the carrera de Vuelta Abajo (3 days journey).



GUAMUTAS straightline marking (indicating origin, 1843) in blue. *This is not a recorded color for this postmark. This was the only straightline marking from this town whose population was 720 inhabitants. Rate 2 reales, for a letter weighing between $\frac{3}{4}$ y 1 ounce. Route* Guamutas - Matanzas - Havana.



Baeza II handstamp (applied in Guamutas, 1848) in red, recorded from 1845 to 1848 (RRR). *This letter was sent by the "Real Servicio" according to the manuscript "R.S".*

Rate 1 ½ reales, corresponding to a letter weighing between $\frac{1}{2}$ and $\frac{3}{4}$ ounce. *Figures are inside a rectangle, this is a very rare rate marking.*

Route Guamutas-Matanzas-Havana.



GUANABACOA straightline marking (indicating origin) in black, recorded from 1838 to 1841 (RRR). *This is the only type of straightline marking from this town.* No rate marking. **Route** Guanabacoa - Matanzas - Puerto Principe.



Baeza II handstamp (applied in Guanabacoa, 1846) in red, used from 1844 to 1848 (RR). **Rate** 1 ½ *reales*, corresponding to a letter weighing between ½ and ¾ ounce, according to the distance within the same region.
Route Guanabacoa - Havana.

Baeza II handstamp (applied in Guanabacoa, 1849) in blue, recorded between 1849 and 1858.

Rate 1 real, corresponding to a letter weighing up to ½ ounce. Initial rate was cancelled by a cero.

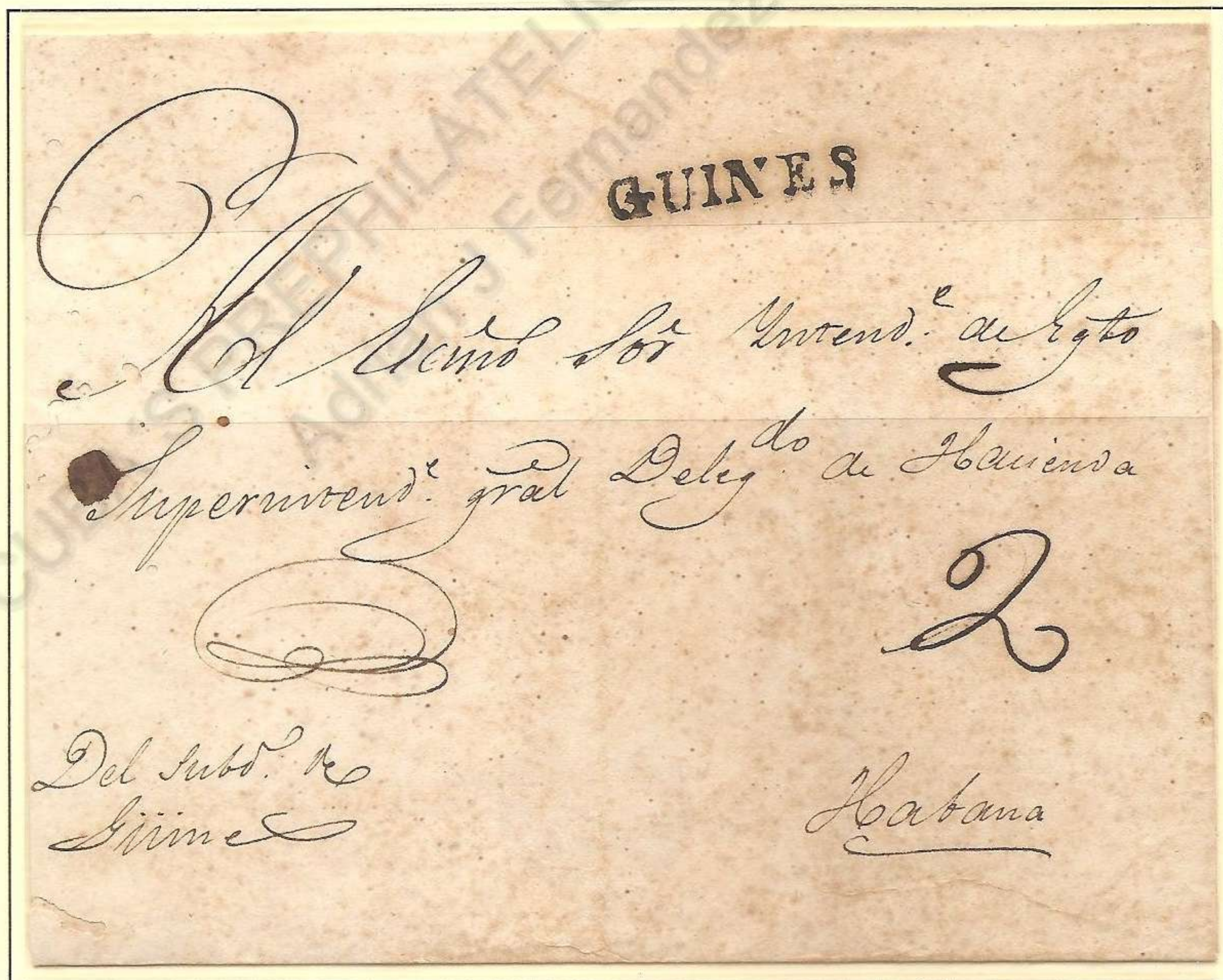
Route Guanabacoa - Havana.



Baeza II handstamp (applied in Guanajay, 1845) in red, used during 1845 (RRR). Seventeen reales postage due. **Route** Guanajay - Havana.



Baeza II handstamp (applied in Guanajay, 1852) in blue, recorded from 1851 to 1858. **Rate** 1 ½ reales, corresponding to a letter weighing between ½ and ¾ ounce. **Route** Guanajay - Mariel.



GUINES straightline marking (indicating origin) in black, used from 1834 to 1843 (R). This is the only straightline marking from this town. **Rate** 2 reales (manuscript), for a letter weighing between ¾ and 1 ounce, according to the distance within the same region. **Route** Güines - Havana.



Baeza II handstamp (applied in Güines, 1845) in red, used from 1844 to 1848 (RR).
Rate 3 reales, for a letter weighing over 1 ounce. **Route** Güines - Havana.



Baeza II handstamp (applied in Güines, 1850) in blue, used from 1849 to 1860. **Rate** 2 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Güines - Matanzas - Alacranes.



Baeza II handstamp (applied in Jaruco, 1848) in red, used between 1846 and 1848 (RRR).
Rate 1 real, corresponding to a letter weighing up to ½ ounce. **Route** Jaruco-Havana-Cardenas.



Baeza II handstamp (applied in Jaruco, 1861) in blue, recorded from 1850 to 1861 (RR).
 The use of oval "parrilla" indicated previous payment of postage due.
Rate 1 real, corresponding to a letter weighing between ½ and 1 ounce (1859-1865).



Baeza II handstamp (applied in Limonar, 1847) in red, used from 1846 to 1848 (RR). Rate 1 real, corresponding to a letter of up to $\frac{1}{2}$ ounce, according to the distance. Route Limonar - Matanzas (1 day journey).



Baeza II handstamp (applied in Limonar, 1849) in blue, recorded from 1849 to 1858 (R). Rate $1 \frac{1}{2}$ reales, corresponding to a letter weighing between $\frac{1}{2}$ and $\frac{3}{4}$ ounce; the manuscript $\frac{1}{2}$ was added to adjust initial rate.



Baeza II handstamp (applied in Mariel, 1848) in red, used between 1845 and 1848 (RRR). **Rate** 3 reales, corresponding to a letter weighing 1 ounce. **Route** Mariel - Havana, through the *carrera de Vuelta Abajo* (1 day journey).



Baeza II handstamp (applied in Mariel, 1853) in blue, used from 1849 to 1858 (R). **Rate** 1 ½ reales, for a letter weighing between ½ and ¾ ounce. **Route** Mariel - Havana, through the *carrera de Vuelta Abajo* (1 day journey).

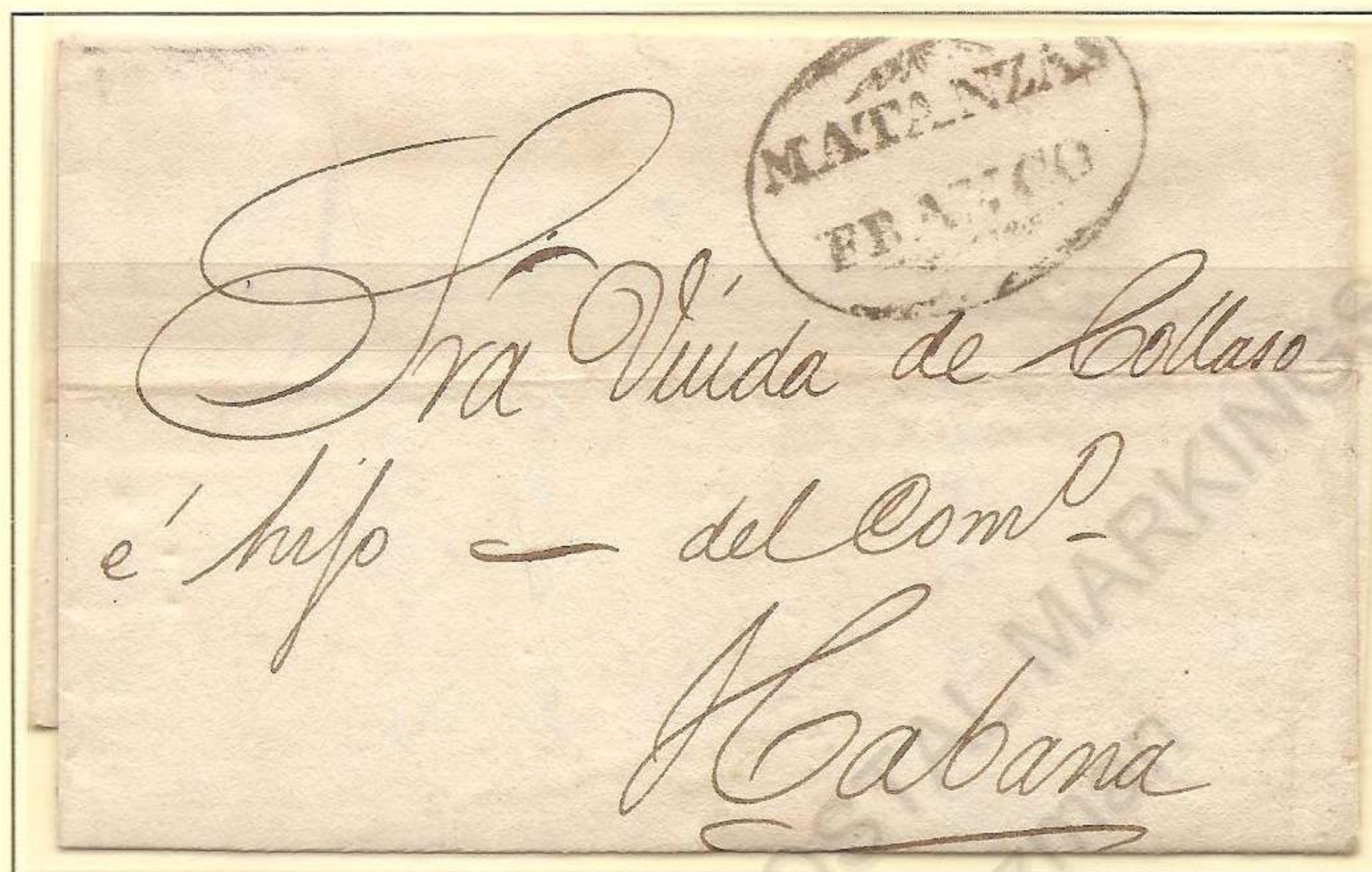
Matanzas was Principal Administration of Posts of the Western Department, created in 1770 and subordinated to Havana's Central Administration. Routes by land from Havana, Puerto Principe and Santiago de Cuba.



MATANZAS straightline marking (indicating origin, 1839) in black, recorded from 1828 to 1841. Rate 1 ½ reales, for a letter weighing between ½ and ¾ ounce. **Route** Matanzas - Havana.



MATANZAS straightline marking (indicating origin) in blue, used from 1841 to 1842 (R). Rate 2 reales, corresponding to a letter weighing between ¾ and 1 ounce. **Route** Matanzas - Havana.



MATANZAS FRANCO oval marking (indicating origin, 1836) in black, recorded from 1836 to 1841. This marking indicated previous payment of postage due. No rate marking. **Route** Matanzas-Havana.



Baeza I handstamp (applied in Matanzas, 1843) in red, used between 1842 and 1848. **FRANCO marking** in red (RR), recorded from 1842 to 1846, indicating previous payment of postage due. No rate marking. **Route** Matanzas - Havana (1 day journey).



Baeza I handstamp (applied in Matanzas, 1849) in blue, recorded from 1848 to 1852.

Rate 2 reales, for a letter weighing between $\frac{1}{2}$ and $\frac{3}{4}$ ounce, according to the distance between West and Las Villas.

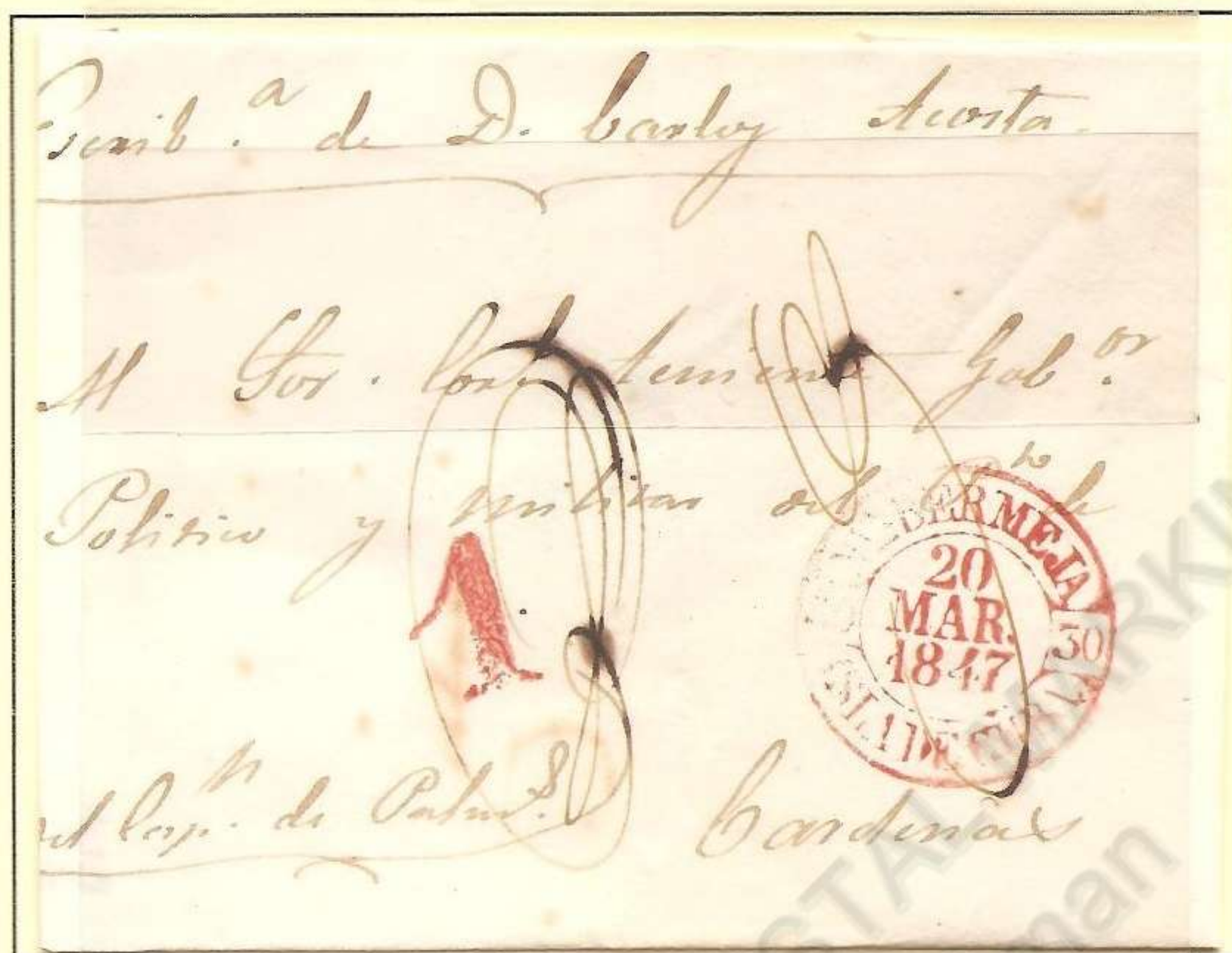
Route Matanzas - Santa Clara.



Baeza I-A. This handstamp was only used in Matanzas and identifies because the letters are higher and narrower, principally the "Z". In addition, the letters "M" and "S" in "Matanzas" are less close to the figure "30", which is also narrower and higher.



Baeza I-A handstamp (applied in Matanzas, 1852) in blue, recorded from 1850 to 1856. **Rate** 2 reales, corresponding to a letter of up to $\frac{1}{2}$ ounce. **Route** Matanzas - Bayamo - Jiguani.



Baeza II handstamp (applied in Nueva Bermeja, 1847) in red, recorded between 1847 and 1848 (RRR). **Rate** 1 real, for a letter weighing up to ½ ounce. **Route** Nueva Bermeja - Cardenas.



Baeza II handstamp (applied in Nueva Gerona, 1853) in green (RRR). This color is not recorded. The letter was sent by the "Real Servicio" according to the manuscript "R.S." on top. **Rate** 1 real, corresponding to a letter weighing up to ½ ounce. **Route** Nueva Gerona - Batabano - Havana.



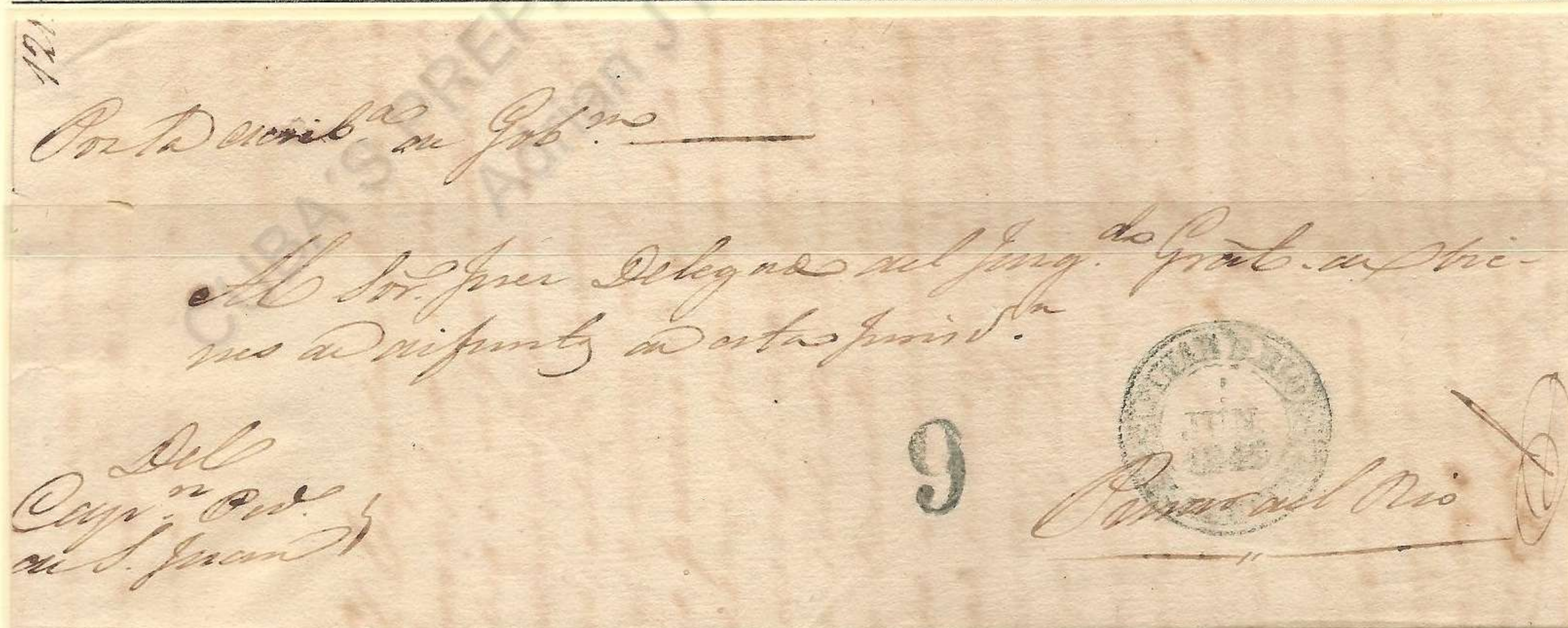
PINAL DEL RIO straightline marking (indicating origin) in red, used between 1830 and 1845 (RR). This was the only straightline marking from this town. Rate 3 reales, corresponding to a letter weighing 1 ounce. Route Pinar del Rio - Havana, through the carrera de Vuelta Abajo.



Baeza II handstamp (applied in Pinar del Rio, 1847) in red, recorded from 1845 to 1848 (RRR). This letter was sent by the "Real Servicio" as indicates the manuscript "R.S" on top. Rate 1 ½ reales, corresponding to a letter weighing between ½ and ¾ ounce. Route Pinar del Rio - Havana, through the carrera de Vuelta Abajo.



Baeza II handstamp (applied in Pinar del Rio, 1854) in blue, used from 1850 to 1858 (R).
 Rate 1 ½ reales, corresponding to a letter weighing between ½ and ¾ ounce.
 Route Pinar del Rio - Havana, through the carrera de Vuelta Abajo (2 days journey).



Baeza II handstamp (applied in Pinar del Rio, 1849) in green. This color is not recorded. Rate 9 reales, corresponding to a letter weighing 2 ounces.

ROQUE straightline marking (indicating origin, 1843) in red, used in 1843. This is the only straightline marking from this town. Its population was 115 inhabitants; therefore it had rare correspondence.

Rate 2 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce.

Route Roque-Cardenas-Matanzas-Havana.



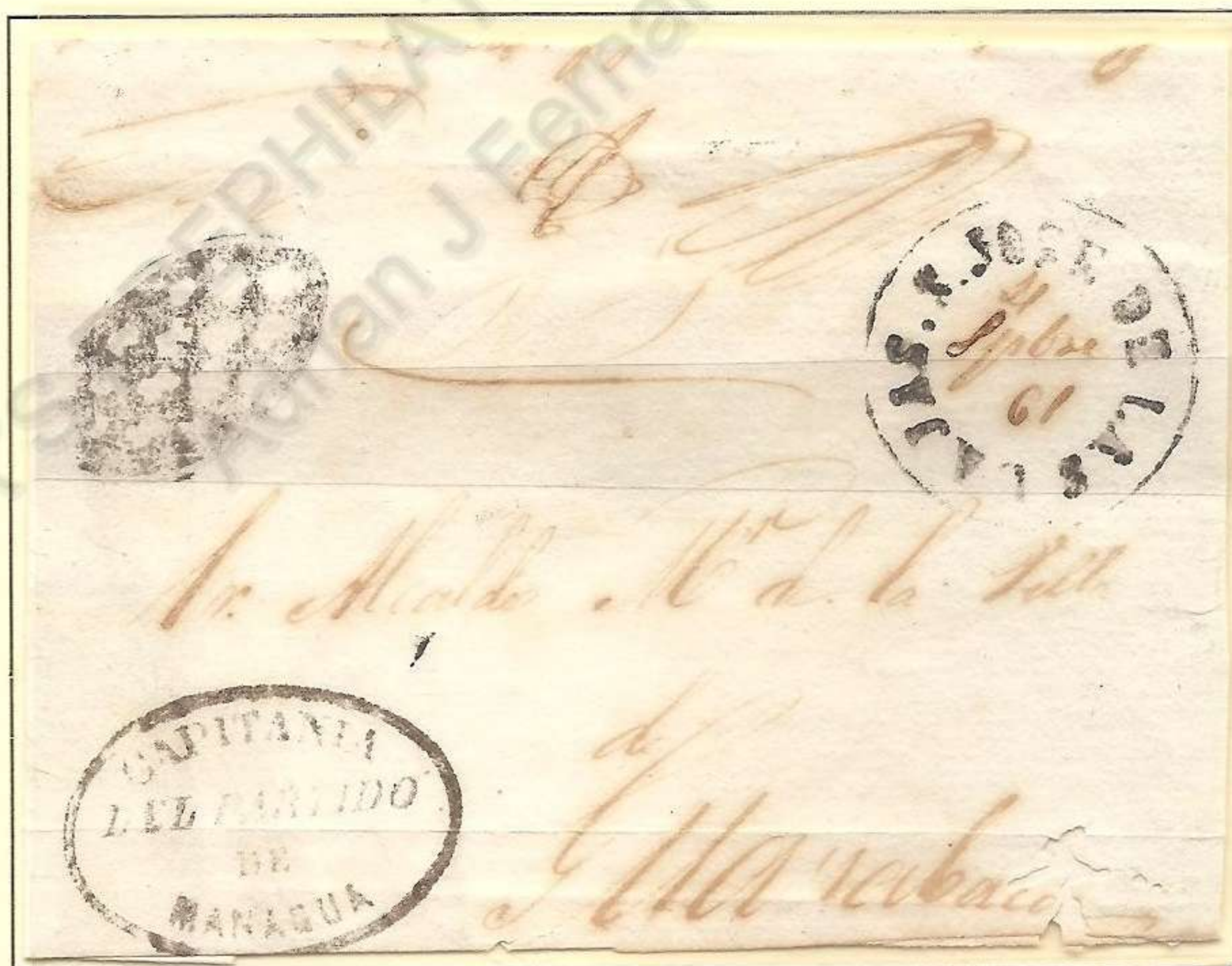
Baeza II handstamp (applied in Roque, 1847) in red, recorded from 1847 to 1848 (EXT). This letter was sent by the "Real Servicio" according to the manuscript "R.S" on top. **Rate** 3 reales, corresponding to a letter weighing 1 ounce. **Route** Roque - Cardenas.



S. JOSE DE LAS LAJAS circular marking (indicating origin) in blue, recorded between 1854 and 1861. This is the only marking from this town. The letter was sent by the "Real Servicio" according to the manuscript "R.S".

Rate 1 real, corresponding to a letter weighing up to $\frac{1}{2}$ ounce.

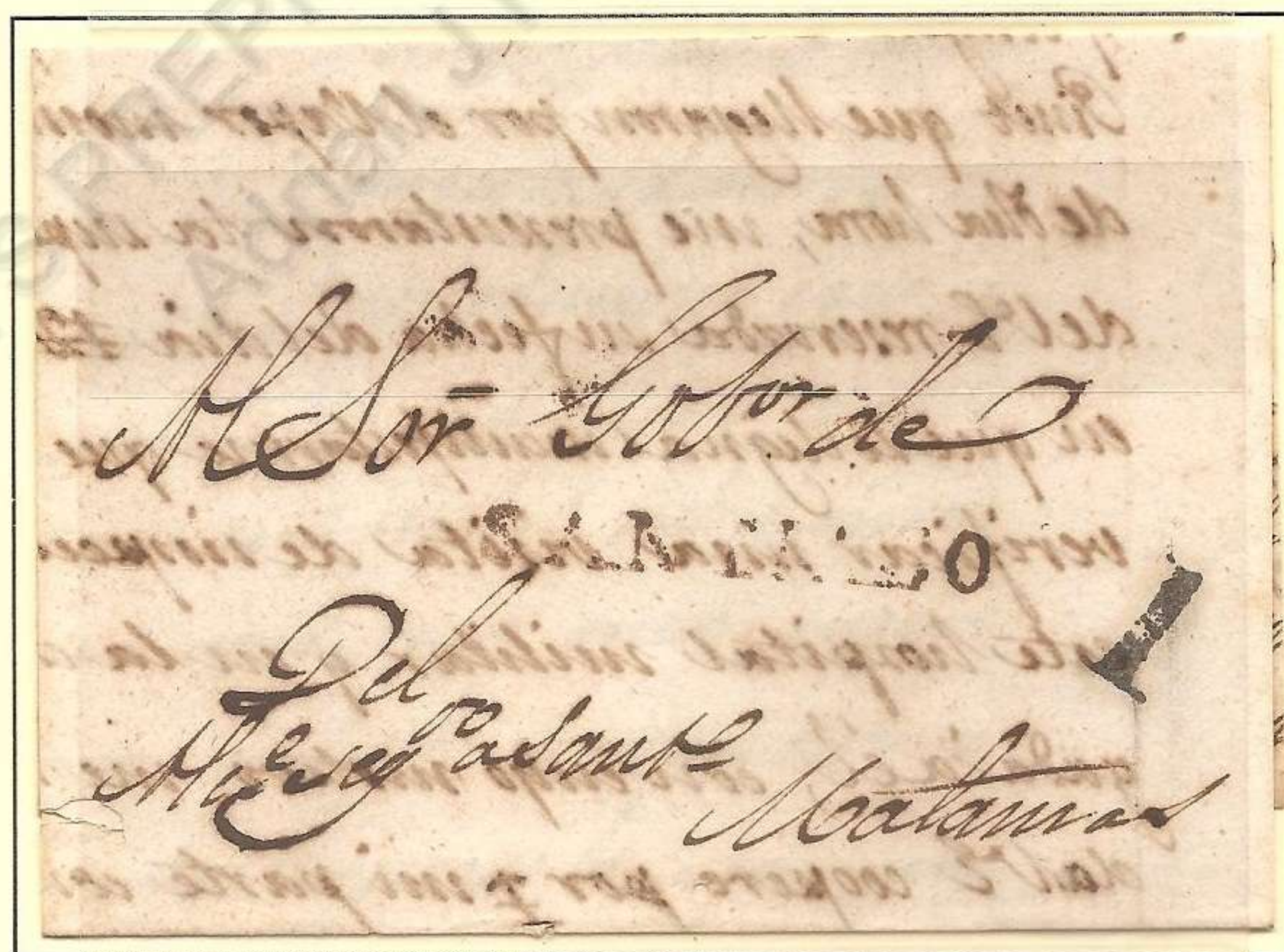
Route San Jose de Las Lajas - Jaruco.



S. JOSE DE LAS LAJAS circular marking (indicating origin, 1861) in black, used during 1861. This is the only known marking which simulated the Baeza handstamp. Oval "parrilla" indicated previous payment of postage due. **Rate** 1 real (in the back), corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce (1859 - 1865). **Route** San Jose de Las Lajas - Havana - Guanabacoa (1 day journey).



Baeza II handstamp (applied in San Antonio, 1852) in blue, recorded from 1849 to 1858 (R).
Rate 1 real, corresponding to a letter weighing up to ½ ounce. **Route** San Antonio-Havana.



SANTIAGO straightline marking (indicating origin) in black, used from 1838 to 1843 (RR).
Rate 1 real, for a letter of up to ½ ounce. **Route** Santiago de Las Vegas-Havana-Matanzas.

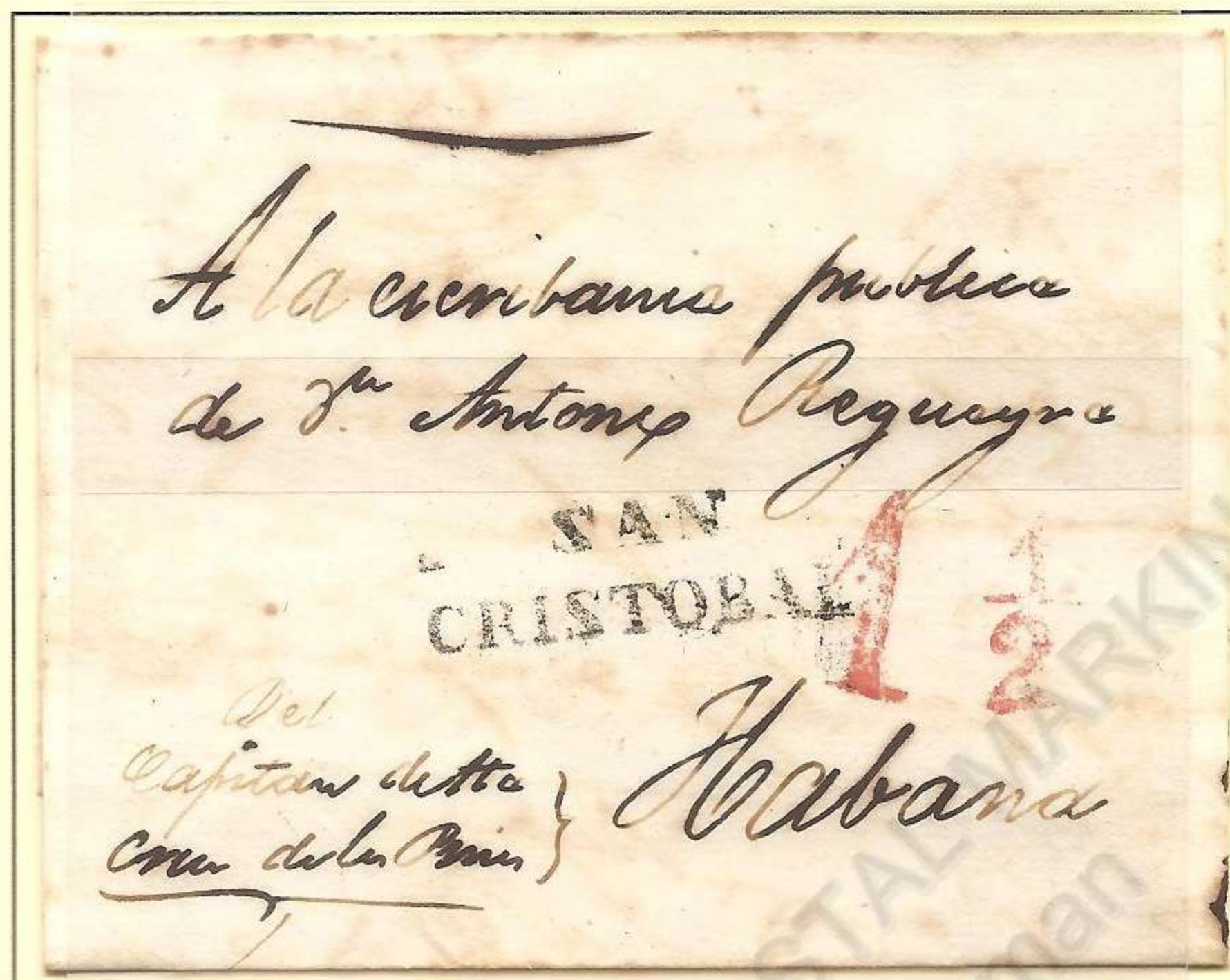
Baeza I handstamp (applied in Santiago de Las Vegas, 1847) in red, recorded between 1846 and 1848 (RRR). This handstamp was used in Santiago de Cuba, from 1842 to 1845; then it was sent to Santiago de Las Vegas, where started to use in 1846.

Rate 5 reales, corresponding to a letter weighing over 1 ounce.

Route Santiago de Las Vegas - Havana (1 day journey).



Baeza I handstamp (applied in Santiago de Las Vegas, 1851) in green, used since 1849. Seven reales postage due. **Route** Santiago de Las Vegas - Havana (1 day journey).



SAN CRISTOBAL straightline marking (indicating origin, 1843) in black. This marking is not recorded. **Rate** 1 ½ reales, corresponding to a letter weighing between ½ and ¾ ounce. **Route** San Cristobal - Havana, through the carrera de Vuelta Abajo.



Baeza II handstamp (applied in San Cristobal, 1846) in red, recorded from 1846 to 1848 (RRR). Crosses indicated that the payment had been made by post accounts. **Rate** 2 reales, corresponding to a letter weighing between ¾ and 1 ounce. **Route** San Cristobal - Havana, through the carrera de Vuelta Abajo.



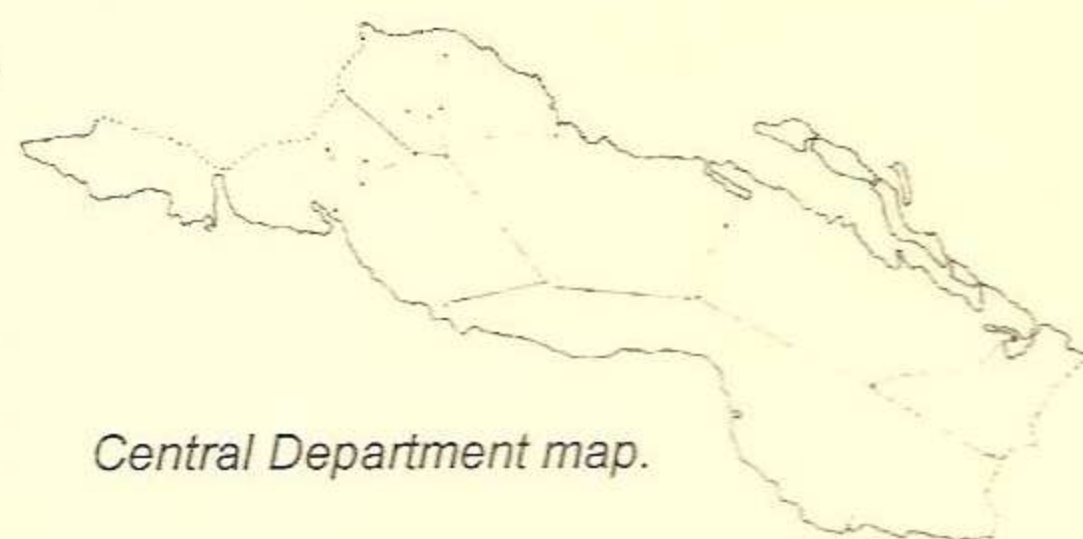
Baeza II handstamp (applied in San Cristobal, 1861) in blue, recorded from 1849 to 1861 (R). The use of oval "parrilla" indicated previous payment of postage due. **Rate** 2 reales (in the back), for a letter weighing 1 ½ ounces (1859 - 1865). **Route** San Cristobal - Havana, through the carrera de Vuelta Abajo.

Baeza II handstamp (applied in San Cristobal, 1860) in green, recorded between 1853 and 1860 (RRR).

Rate 1 ½ reales, corresponding to a letter weighing 1 ounce (1859 - 1865).

Route San Cristobal-Havana-Matanzas.





Central Department map.



FERNANDINA DE JAGUA straightline marking (indicating origin, 1844) in black, used from 1829 to 1844. This is the only type of straightline marking from this town. Rate 2 reales, for a letter weighing between $\frac{1}{2}$ y $\frac{3}{4}$ ounce. Route Cienfuegos- Matanzas-Havana.



Baeza II handstamp (applied in Cienfuegos, 1847) in red, recorded between 1844 and 1848 (R). Route Puerto Principe - Esperanza - Cienfuegos (4 days journey).



NUEVITAS straightline marking (indicating origin) in black, recorded between 1830 and 1843 (RR). This is the only type of straightline marking from this town. The letter was sent by the "Real Servicio", indicated by the manuscript "R.S". The addressee was charged with 10 ½ reales.



Baeza II handstamp (applied in Nuevitas, 1857) in blue, used from 1849 to 1858 (R). No rate marking. Route Nuevitas - Puerto Principe (1 day journey).



Baeza II handstamp (applied in Nuevitas, 1846) in red, recorded from 1845 to 1848 (RRR).

Rate 18 reales, corresponding to a letter weighing 6 ounces.

Route Nuevitas - Puerto Principe.

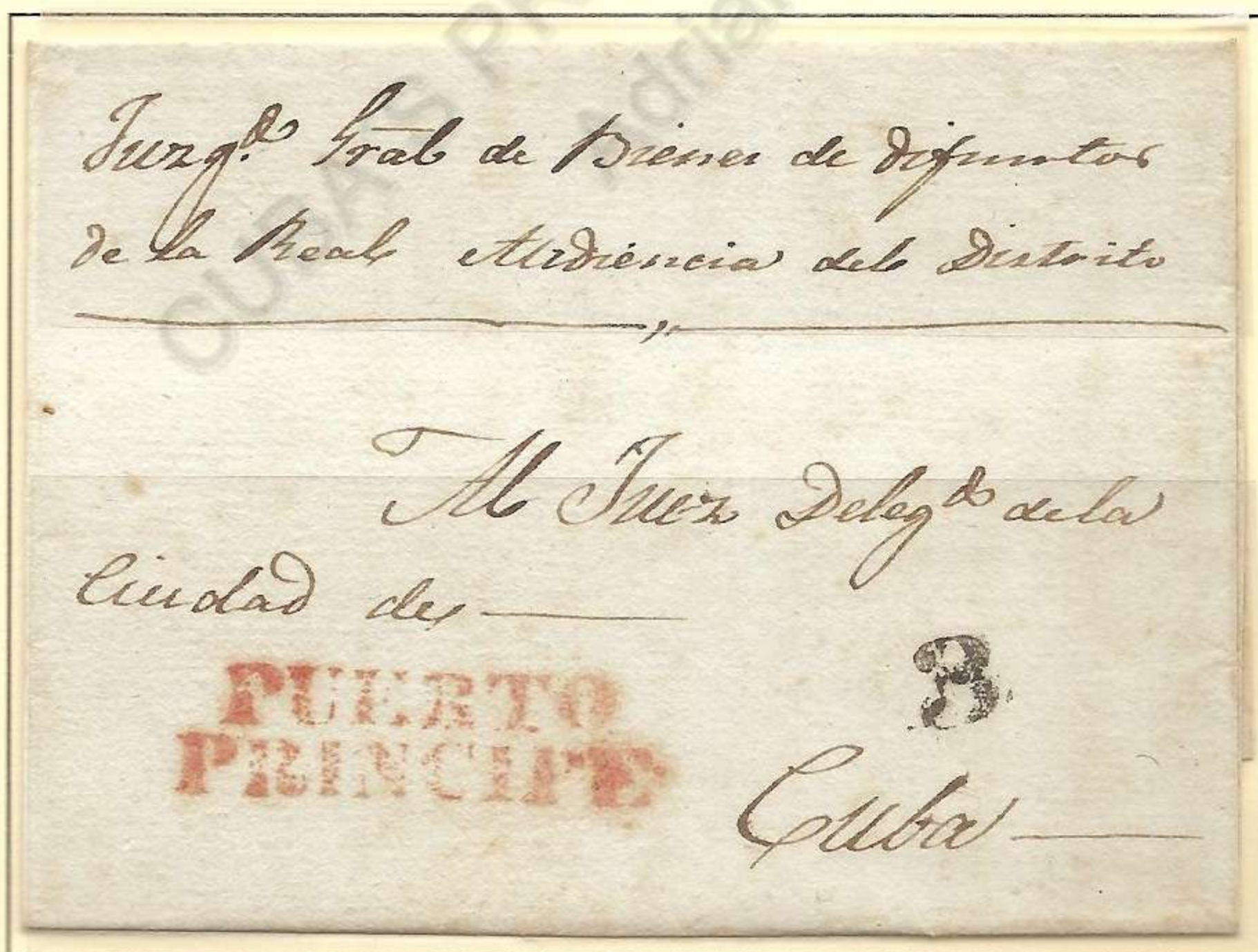
III. CENTRAL DEPARTMENT

Puerto Principe

Puerto Principe was Principal Administration of Posts of the Central Department, created in 1765 and subordinated to Havana's Central Administration. Routes by land from Havana, Matanzas and Santiago de Cuba.



PUERTO PRINCIPE straightline marking (indicating origin) in red, used between 1809 and 1839. Note the wear on the corners of this postmark. Thirty-three reales postage due, cancelled by a cross to indicate previous payment. **Route** Puerto Principe - Matanzas.



PUERTO PRINCIPE straightline marking (indicating origin, 1842) in red, recorded between 1840 and 1843 (R).

Rate 3 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce, according to the distance between Puerto Principe and East.

Route Puerto Principe - Sgo de Cuba.



PUERTO PRINCIPLE straightline marking (indicating origin) in red, recorded from 1809 to 1840. FRANCO marking in red, used between 1803 and 1839. This marking indicated previous payment of postage due. Rate 104 reales (in the back), corresponding to a letter weighing 26 ounces. This was a very high rate at that time. Route Puerto Principe - Trinidad.

104



Baeza I handstamp (applied in Puerto Principe, 1843) in red, used from 1842 to 1848. Twenty-two *reales* postage due. *The manuscript "Pagados" indicated previous payment of postage due.* **Route** Puerto Principe - Santiago de Cuba (4 days journey).



Baeza II handstamp (applied in Puerto Principe, 1852) in blue, recorded from 1850 to 1858. **One hundred twenty-five reales** postage due. *This was a very high rate at that time, which is why we consider this was a wrapper containing official mail.* **Route** Puerto Principe - Santiago de Cuba.



Front fragment with **S. JUAN DE LOS REMEDIOS** straightline marking (indicating origin) in red, used from 1812 to 1840. Sixty-five *reales* (manuscript) postage due, cancelled by a cross to indicate previous payment. **Route** Remedios - Villa Clara - Puerto Principe.



Baeza II handstamp (applied in Remedios, 1848) in red, recorded from 1845 to 1848 (RRR). There were two types of this handstamp, one was brought from Spain and the other was made in Cuba. This letter shows the Spanish one. **Rate** 3 reales, corresponding to a letter weighing 1 ounce. The rate was cancelled by a cross indicating previous payment. **Route** Remedios - Villa Clara - Trinidad (5 days journey).



Baeza II handstamp (applied in Remedios, 1850) in blue, recorded from 1849 to 1852 (R). Sixty-five *reales* postage due, cancelled by a cross to indicate previous payment. **Route** Remedios - Villa Clara - Puerto Principe (2 days journey).

Baeza II handstamp (applied in Remedios, 1853) in blue, recorded between 1852 and 1860. This handstamp was made in Cuba and started to use in 1852.

Rate 2 *reales*, for a letter weighing between $\frac{1}{2}$ and $\frac{3}{4}$ ounce.

Route Remedios - Villa Clara - Matanzas - Havana (3 days journey).



Baeza II handstamp (applied in Sancti Spiritus, 1848) in red, used between 1844 and 1848 (RR). Six *reales* postage due, cancelled by a cross to indicate previous payment.

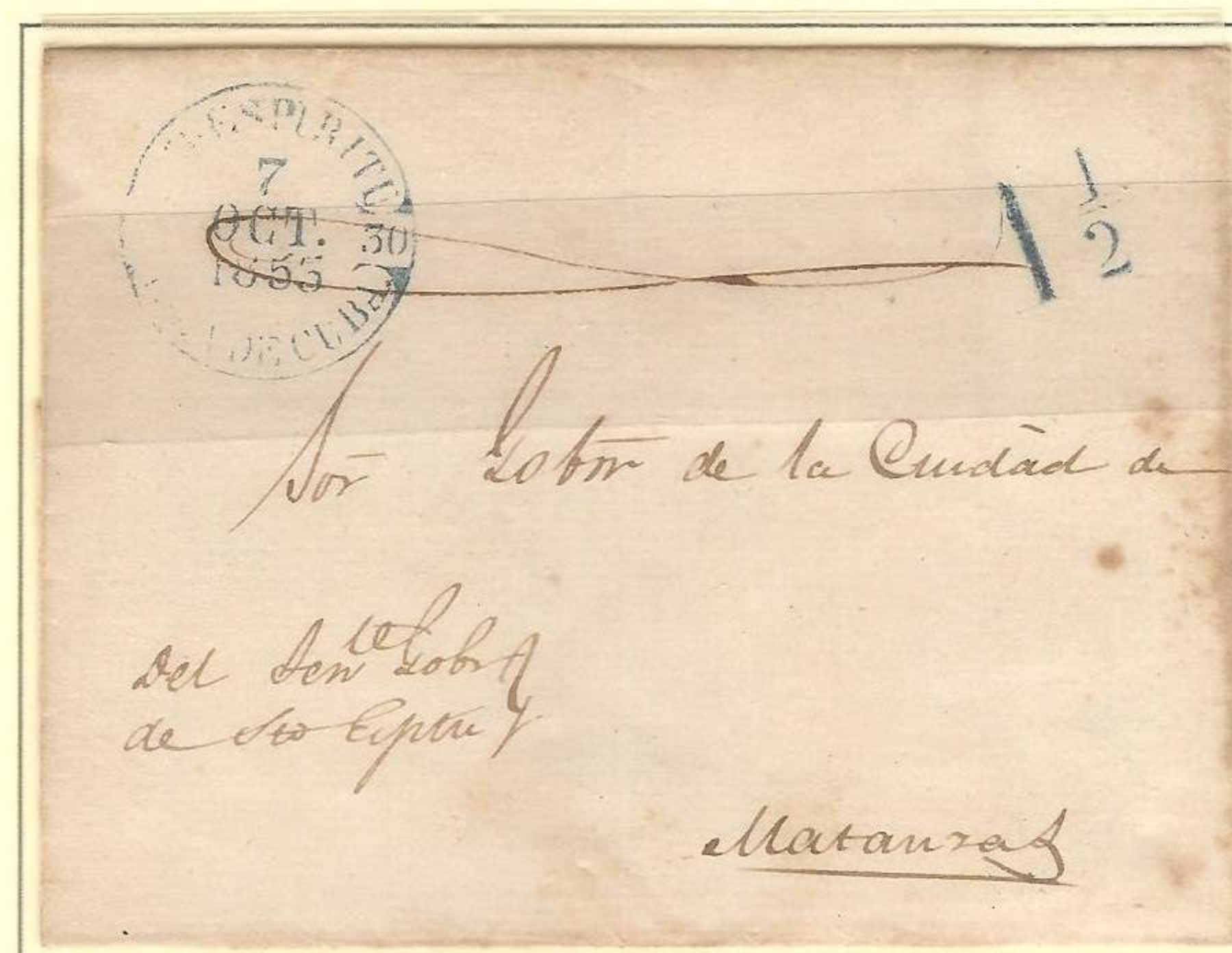
Route Sancti Spiritus-Puerto Principe-Santiago de Cuba (5 days journey).



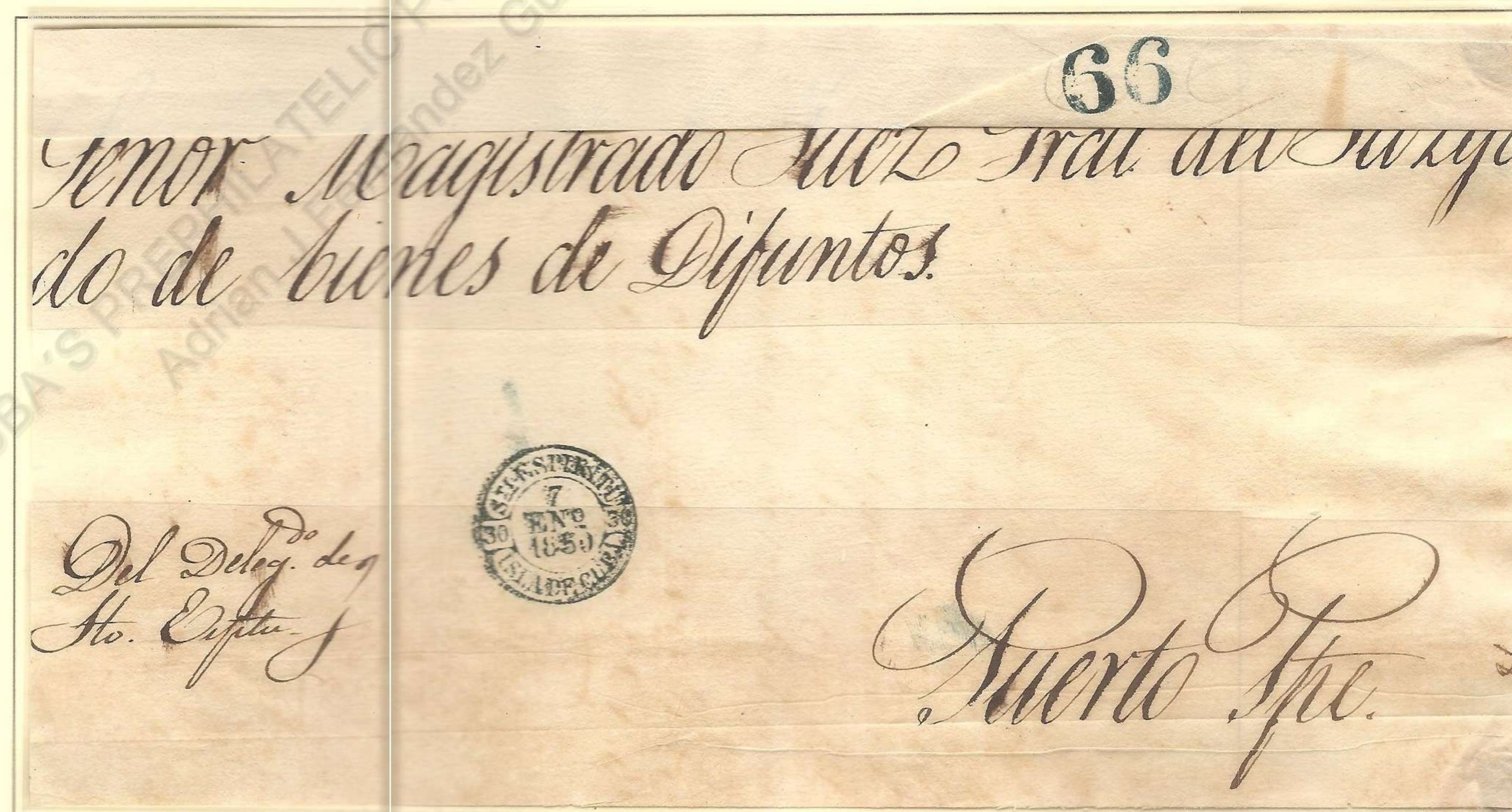
Front fragment with **Baeza II handstamp** (applied in Sancti Spiritus, 1850) in green, used between 1849 and 1853 (R). **Rate** 66 *reales*, corresponding to a letter weighing 22 ounces.

(It is folded to show rate marking).

↓ **Route** Sancti Spiritus - Puerto Principe.



Baeza II handstamp (applied in Sancti Spiritus, 1853) in blue, recorded from 1849 to 1860. **Rate** 1 ½ *reales* for a letter weighing between ½ and ¾ ounce. **Route** Sancti Spiritus - Puerto Principe.



SAGUA LA GRANDE straightline marking (indicating origin, 1843) in black, recorded between 1837 and 1843.

Rate 1 ½ reales, corresponding to a letter weighing between ½ and ¾ ounce.

Route Sagua - Villa Clara - Matanzas - Havana (3 days journey).



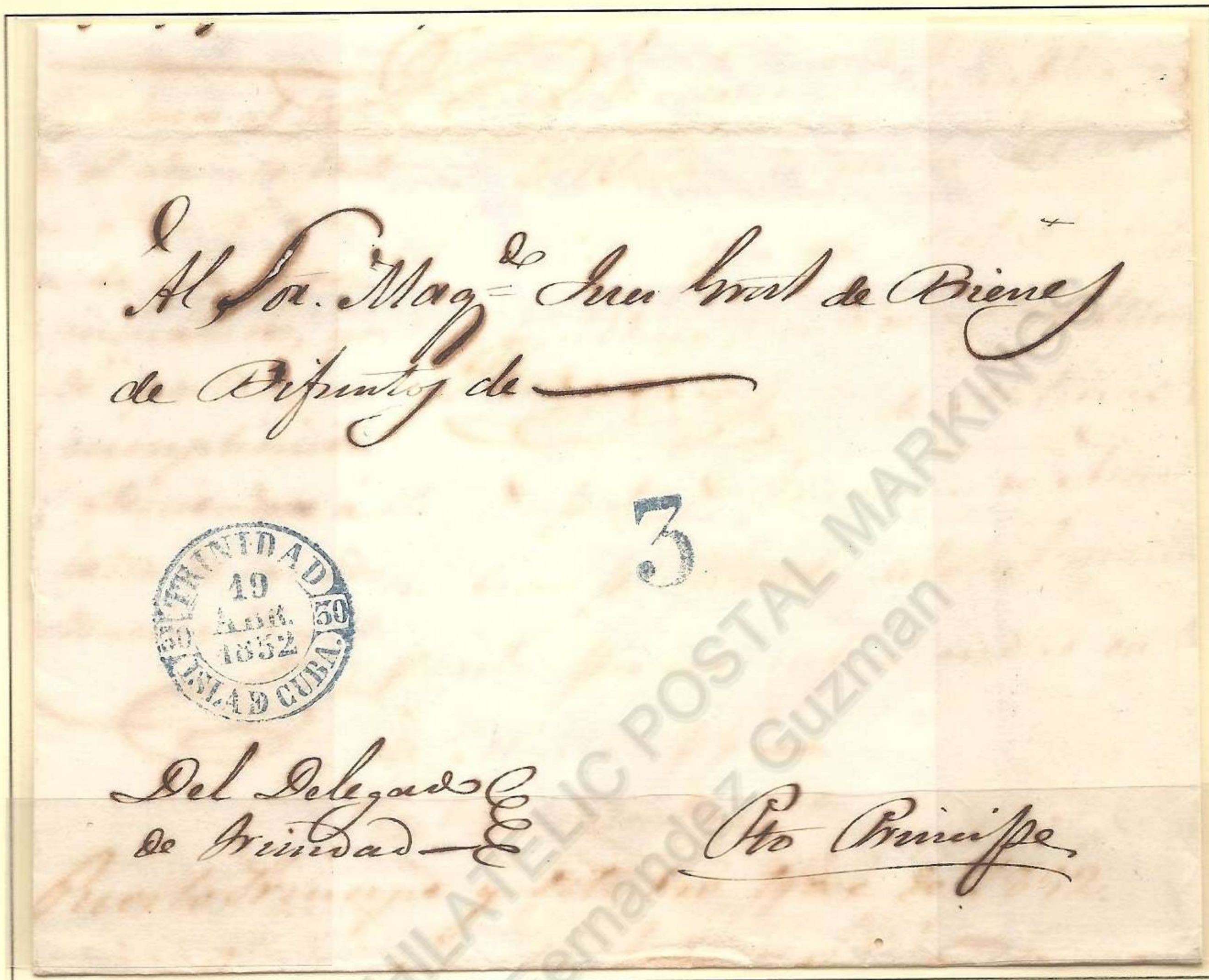
Printed wrapper with **Baeza II handstamp** (applied in Sagua la Grande, 1854) in blue, used between 1849 and 1854 (R). Six reales postage due. **Route** Sagua la Grande - Villa Clara - Matanzas - Havana.



Baeza II handstamp (applied in Sagua la Grande, 1857) in black, recorded from 1856 to 1861 (RR). **Rate** 1 real, corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce (1855-1858). **Route** Sagua la Grande - Villa Clara - Matanzas - Havana.



Baeza I handstamp (applied in Trinidad, 1847) in red, use from 1842 to 1848. **Rate** 3 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Trinidad - Sancti Spiritus - Villa Clara - Havana.



Baeza I handstamp (applied in Trinidad, 1852) in blue, recorded from 1849 to 1852. **Rate** 3 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Trinidad - Puerto Principe (3 days journey).



Baeza I handstamp (applied in Trinidad, 1855) in blue, recorded between 1849 and 1857. **FRANCO** marking in blue, used since 1849 to indicate previous payment of postage due. **Rate** 4 reales (in the back), for a letter weighing 1 ounce. **Route** Trinidad-Sancti Spiritus-Villa Clara-Havana.



VILLACLARA straightline marking (indicating origin, 1838) in black, used from 1822 to 1841. The addressee was charged with 1 ½ reales. **Route** Villa Clara-Havana.



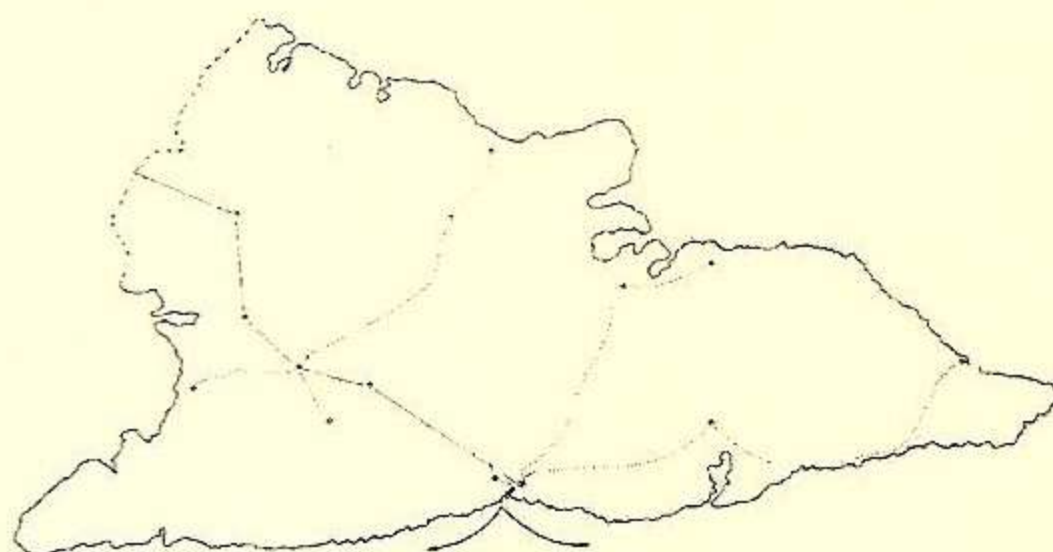
Front fragment with **Baeza II handstamp** (applied in Villa Clara, 1845) in red, recorded between 1844 and 1848 (RR). **Rate** 32 reales, corresponding to a letter weighing 8 ounces. **Route** Villa Clara - Puerto Principe.



Baeza II handstamp (applied in Villa Clara, 1850) in green. This color is not recorded. **Rate** 2 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. **Route** Villa Clara - Puerto Principe.



Baeza II handstamp (applied in Villa Clara, 1856) in blue, used from 1848 to 1856. **Rate** 1 real, corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce (1855 - 1858). **Route** Villa Clara - Havana (8 days journey).



Eastern Department map.



BAYAMO straightline marking (indicating origin, 1843) in red, recorded from 1800 to 1843 (R). This is the only straightline marking from this town. **Rate** 1 ½ reales, corresponding to a letter weighing between ½ and ¾ ounce. **Route** Bayamo - Santiago de Cuba.



Baeza II handstamp (applied in Bayamo, 1844) in red, recorded from 1844 to 1847 (RR). Nine reales postage due, cancelled by a cross to indicate previous payment. **Route** Bayamo - Holguin.

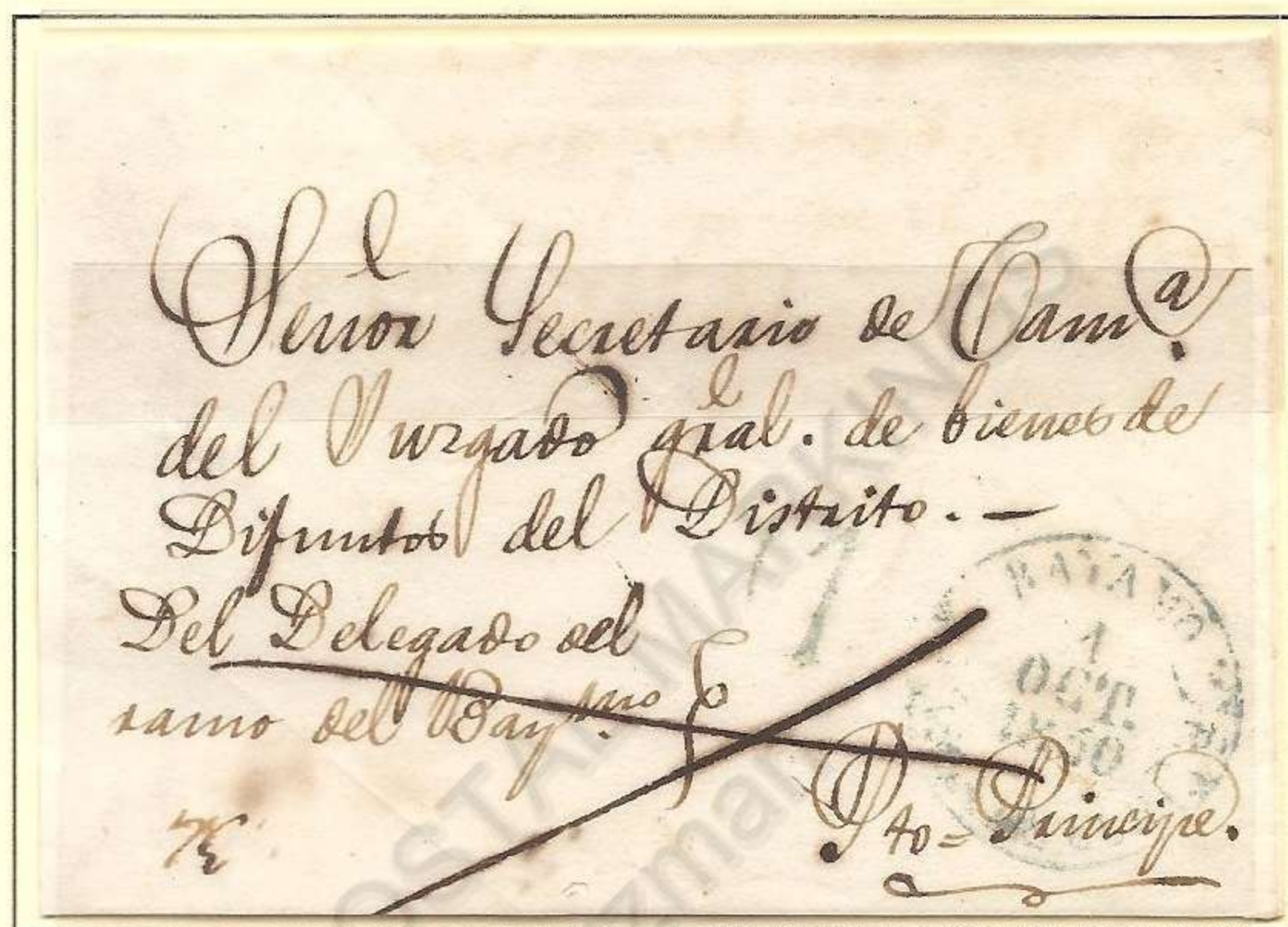


Baeza II handstamp (applied in Bayamo, 1855) in blue, used between 1849 and 1860. **Rate** 3 reales, corresponding to a letter weighing 1 ounce. **Route** Bayamo - Jiguani.

Baeza II handstamp (applied in Bayamo, 1850) in green, recorded from 1850 to 1858 (RR).

Rate 1 real, corresponding to a letter of up to ½ ounce. The cross indicated previous payment.

Route Puerto Principe - Las Tunas - Bayamo (2 days journey).



Baeza II handstamp (applied in Baracoa, 1855) in green, used between 1851 and 1861 (RR).

Rate 1 real, for a letter weighing between ½ and 1 ounce.

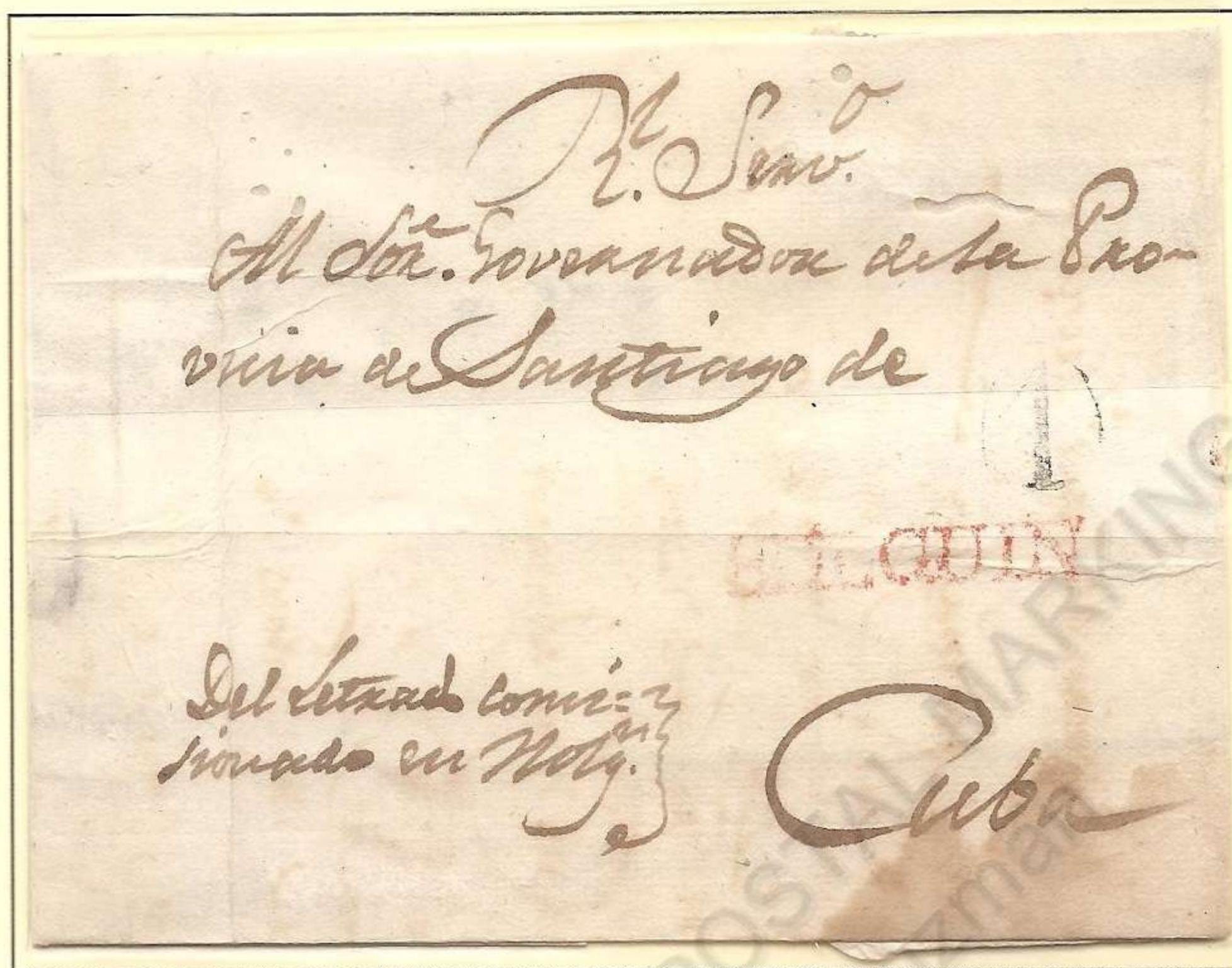
Route Baracoa - Santiago de Cuba - Puerto Principe (6 days journey).



Baeza II handstamp (applied in El Cobre, 1855) in green, recorded from 1852 to 1855. **Rate** 1 real, for a letter weighing between $\frac{1}{2}$ and 1 ounce. **Route** El Cobre-Santiago de Cuba (1 day journey).



Baeza II handstamp (applied in El Cobre, 1857) in blue, used between 1848 and 1857. This letter was sent by the "Real Servicio" as indicates the manuscript "R.S" on top. **Rate** 3 reales, corresponding to a letter weighing $2 \frac{1}{2}$ ounces (1855-1858). **Route** El Cobre - Santiago de Cuba.



HOLGUIN straightline marking (indicating origin) in red (RRR). This was the first marking used in this town. This letter was sent by the "Real Servicio" as indicates the manuscript "R. Serv". **Rate** 1 real, for a letter of up to $\frac{1}{2}$ ounce. The figure 3 appears within an oval, this type of rate marking was only used in Holguin. **Route** Holguin - Bayamo - Santiago de Cuba.



Baeza II handstamp (applied in Holguin, 1845) in red, recorded from 1845 to 1848 (RR). **Rate** 2 reales, corresponding to a letter weighing between $\frac{3}{4}$ and 1 ounce. The cross indicated previous payment. **Route** Holguin - Bayamo - Santiago de Cuba (1 day journey).



Baeza II handstamp (applied in Holguin, 1851) in blue, recorded between 1849 and 1860. **Rate** 1 real, corresponding to a letter weighing up to ½ ounce. **Route** Holguin - Bayamo - Santiago de Cuba (2 days journey).



Baeza II handstamp (applied in Holguin, 1854) in green, used from 1849 to 1857 (R). This letter was sent by the "Real Servicio", according to the manuscript "R.S" on top. **Rate** 2 reales, corresponding to a letter weighing between ¾ and 1 ounce. **Route** Holguin - Bayamo - Puerto Principe - Saltadero.

IV. EASTERN DEPARTMENT

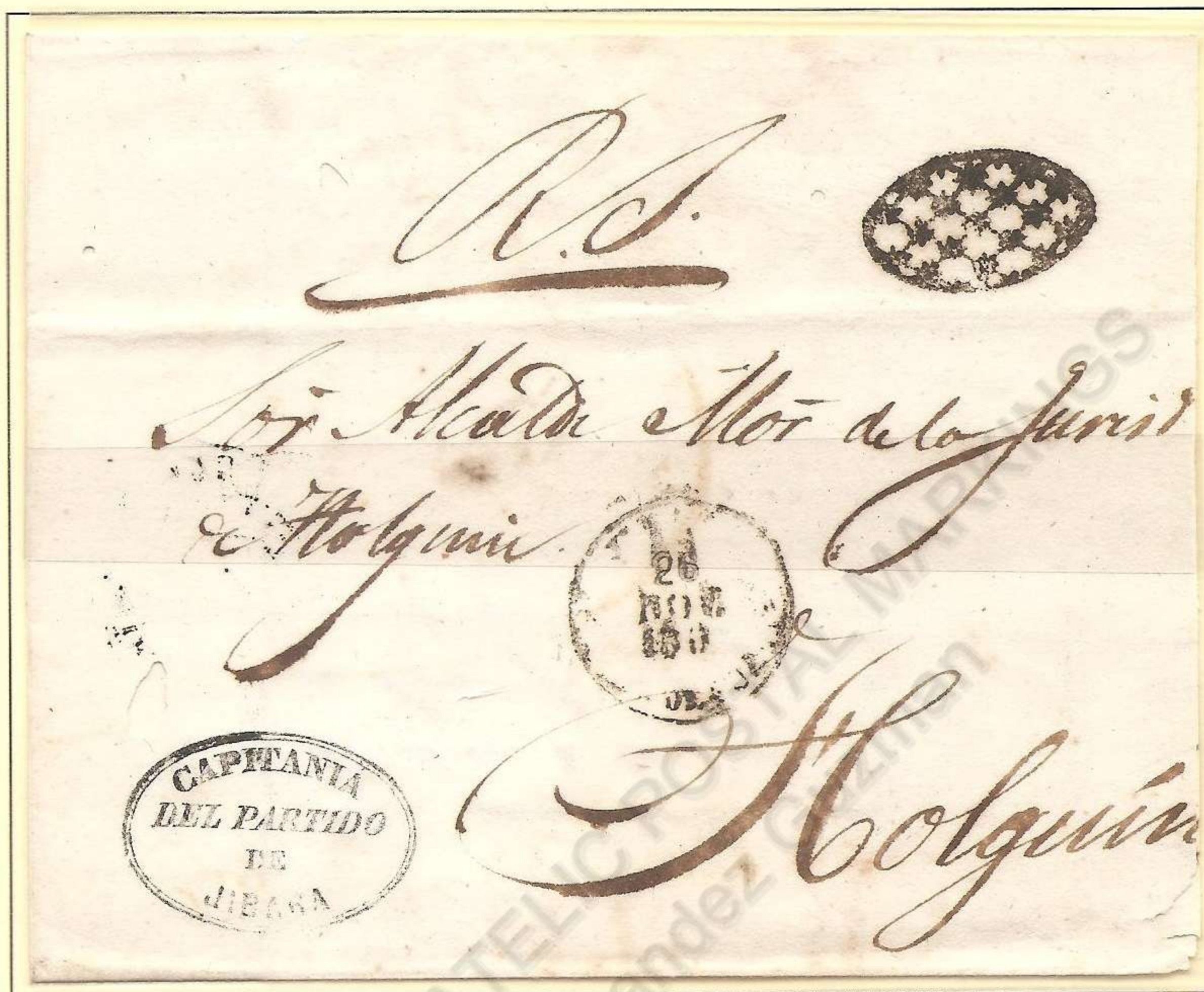
Holguin
Jibara



Baeza II handstamp (applied in Holguin, 1860) in black, recorded from 1853 to 1861 (R). The oval "parrilla" indicated previous payment of postage due. **Route** Holguin-Bayamo-Santiago de Cuba-Mayari.



Baeza II handstamp (applied in Jibara, 1858) in green, used between 1851 and 1858. No rate marking. The oval "parrilla" indicated previous payment of postage due. This letter was sent by the "Real Servicio", according to the manuscript "R.S" on top. **Route** Jibara-Havana (9 days journey).



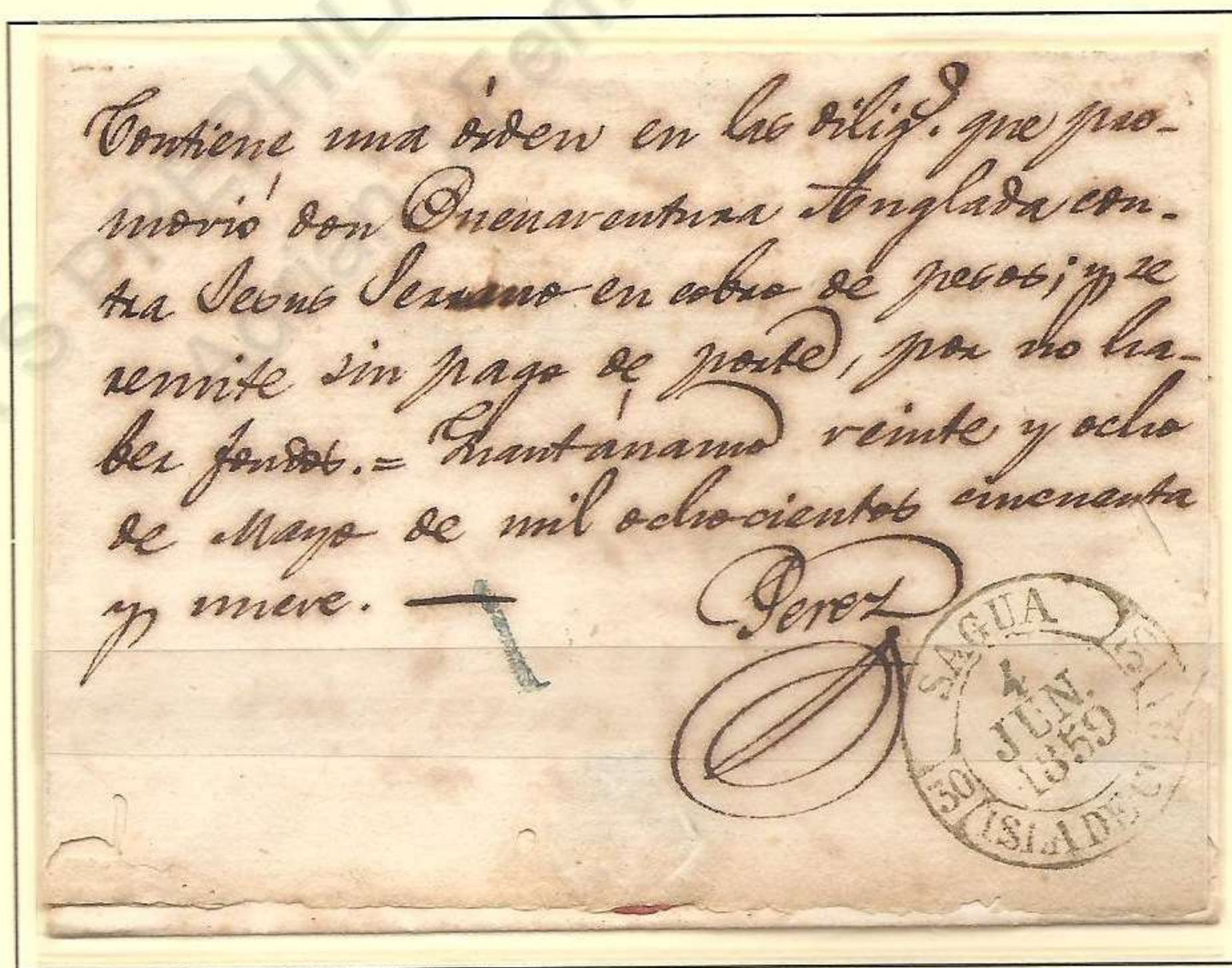
Baeza II handstamp (applied in Jibara, 1860) in black, recorded from 1852 to 1860 (RRR). The oval "parrilla" indicated previous payment of postage due. This letter was sent by the "Real Servicio" as indicates the manuscript "R.S". No rate marking. **Route** Jibara - Holguín (1 day journey).



Baeza II handstamp (applied in Las Tunas, 1850) in blue, used from 1850 to 1860 (R). **Rate** 3 reales, corresponding to a letter weighing between $\frac{1}{2}$ and $\frac{3}{4}$ ounce. Crosses on top indicated that the payment was made by post accounts. **Route** Las Tunas - Puerto Principe - Matanzas (6 days journey).



Baeza II handstamp (applied in Mayari, 1857) in blue, used between 1850 and 1861 (R).
Rate 3 reales, for a letter weighing 2 ½ ounces (1855-1857). **Route** Mayari-Santiago de Cuba-Bayamo-Holguin.



Baeza II handstamp (applied in Sagua de Tanamo, 1859) in green, recorded from
 1854 to 1859. **Rate** 1 real, corresponding to a letter weighing between ½ and 1
 ounce (1858 - 1865). **Route** Santa Catalina - Sagua de Tanamo.



SANTA CATALINA straightline marking (indicating origin, 1843) in red (RR). This was the first straightline marking used in this town and the smallest known in Cuba. **Rate** 8 reales, corresponding to a letter over 2 ounces weight. **Route** Santa Catalina - Santiago de Cuba.



Baeza II handstamp (applied in Santa Catalina, 1848) in red, used from 1844 to 1848 (RR). **Rate** 1 real, for a letter weighing up to ½ ounce. **Route** Santa Catalina - Santiago de Cuba (2 days journey).

Baeza II handstamp (applied in Santa Catalina, 1849) in green, recorded between 1849 and 1860 (RR).

Rate 1 real, corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce.

Route Santa Catalina - Santiago de Cuba (2 days journey).

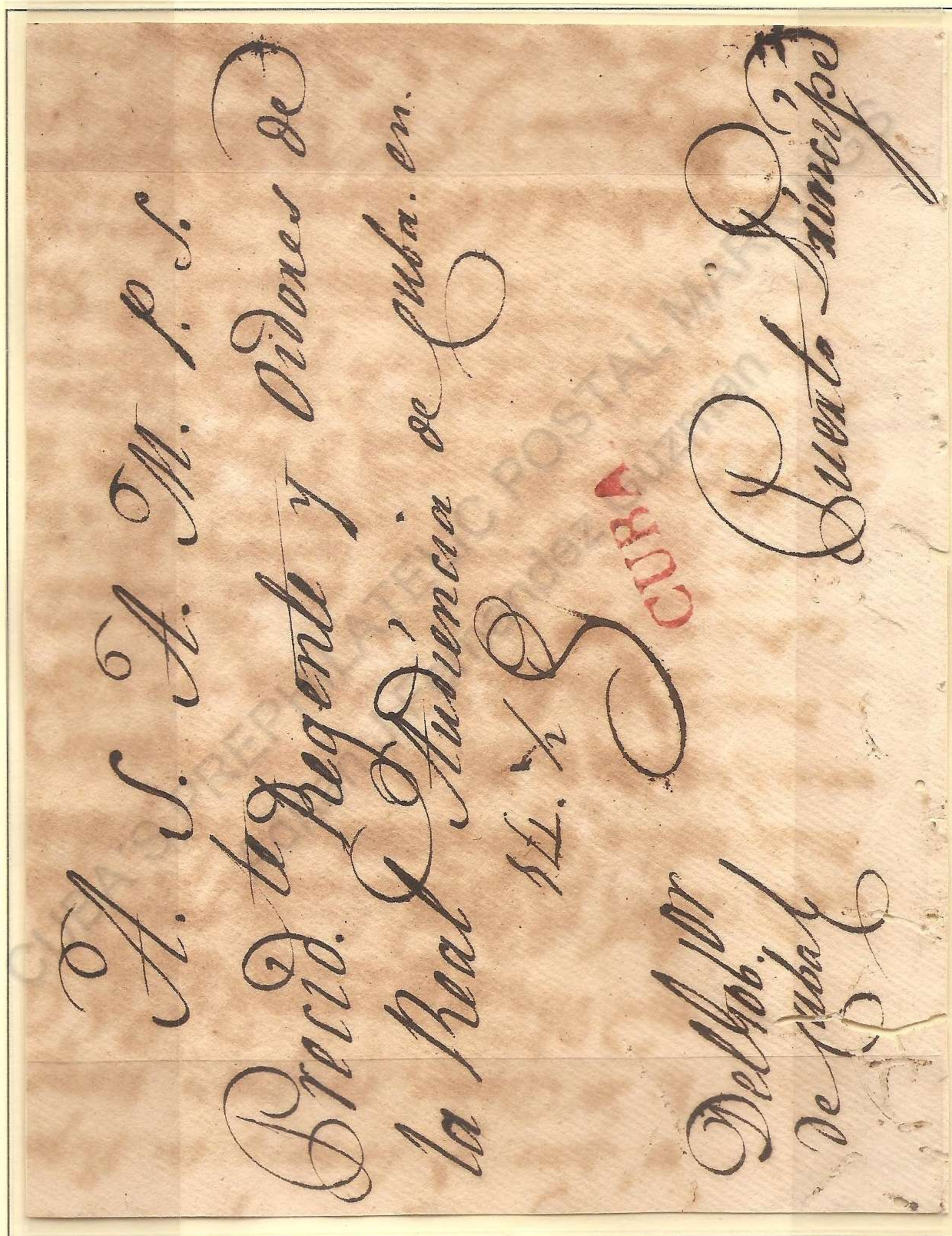


Baeza II (applied in Santa Catalina, 1856) in blue, used between 1849 and 1861.

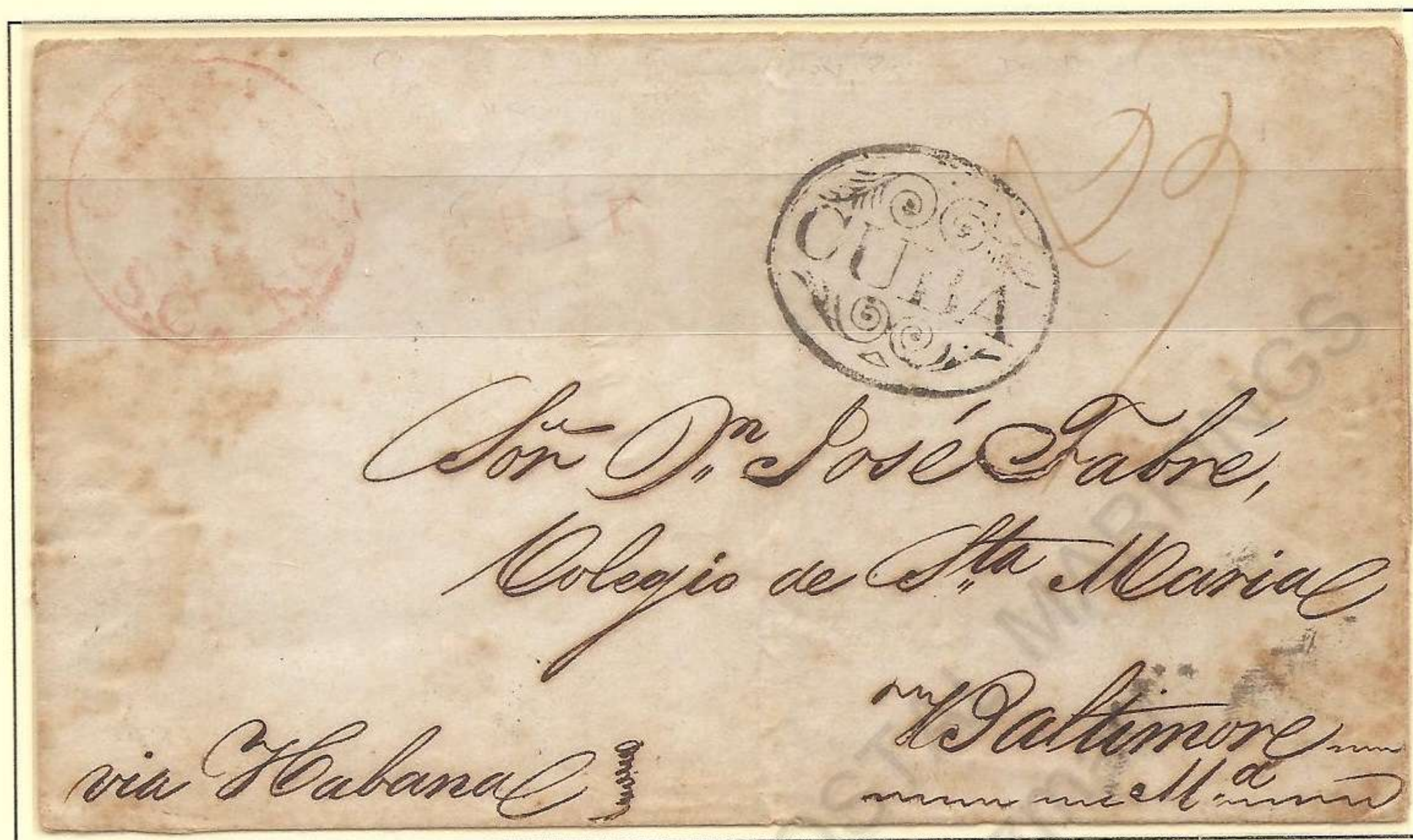
Rate 1 real, for a letter weighing between $\frac{1}{2}$ and 1 ounce.

Route Santa Catalina - Sgo de Cuba (2 days journey).

Santiago de Cuba was Principal Administration of Posts of the Eastern Department, subordinated to Havana's Central Administration. Routes by land from Havana, Matanzas and Puerto Principe.



Front fragment with **CUBA straightline marking** (indicating origin) in red, recorded from 1827 to 1837 (R). The addressee was charged with 14 ½ reales (manuscript). **Route** Santiago de Cuba-Puerto Principe.



CUBA oval marking (indicating origin) in black, used from 1837 to 1842. SHIP straightline marking was applied in the United States to indicate the arrival. CHARLESTON circular marking was used by the United States Post to identify the letters from Cuba. **Route** Santiago de Cuba-Havana-Charleston-Baltimore.



CUBA oval marking (indicating origin, 1838) in red, recorded during 1838 (RRR). **Rate** 1 1/2 reales, for a letter weighing between 1/2 and 3/4 ounce. **Route** Santiago de Cuba-Holguin.



Baeza I handstamp (applied in Santiago de Cuba, 1842) in red, used from 1842 to 1845 (RR). This handstamp was used in Santiago de Las Vegas since 1846. Rate 4 reales, for a letter weighing 1 ounce. Route Santiago de Cuba - Puerto Principe.



Baeza II handstamp (applied in Santiago de Cuba, 1846) with text "S. TIAGO D CUBA", in red, used from 1842 to 1848 (R). This letter was sent by the "Real Servicio" as indicates the manuscript "R.S". Rate 4 reales, for a letter weighing 1 ounce. Route Santiago de Cuba - Puerto Principe.



Baeza II handstamp (applied in Santiago de Cuba, 1852) with text "S. TIAGO D CUBA", in green, recorded from 1849 to 1855 (R). **Rate 3 reales**, for a letter weighing 1 ounce. **Route** Santiago de Cuba - Puerto Principe (3 days journey).



Baeza II handstamp (applied in Santiago de Cuba, 1855) with text "S. TIAGO D CUBA", in green, recorded from 1849 to 1855 (R). **FRANCO marking** in green, indicating previous payment of postage due. The color of this marking is not recorded. **Route** Santiago de Cuba - Havana (10 days journey).



Baeza II handstamp (applied in Santiago de Cuba, 1850) with text "S. TIAGO D CUBA", in blue, recorded between 1849 and 1856. **Rate** 3 reales, corresponding to a letter weighing 1 ounce. The cross indicated previous payment. **Route** Santiago de Cuba - Puerto Principe (3 days journey).



Baeza II handstamp (applied in Santiago de Cuba, 1855) with text "SGO DE CUBA", in blue, used from 1854 to 1858. **Rate** 1 real, corresponding to a letter weighing between $\frac{1}{2}$ and 1 ounce. **Route** Santiago de Cuba - Bayamo - Holguin (3 days journey).