

U.S.-Spain Mails

via

British Convention, 1849-1876

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## U.S.-SPAIN MAILS VIA BRITISH CONVENTION, 1849-1876

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Since the United States never had a postal convention directly with Spain, other postal systems had to be used to effect the control of mails to and from Spain. This article will address the use of the British mail system in that capacity. Mails to Spain carried under postal conventions between the U.S. and France, Bremen, Hamburg, Belgium, and the North German Union will not be discussed here.<sup>1</sup> George E. Hargest provided the principal information on the present subject in 1972.<sup>2</sup> Since that time, new facts have become available. This article will expand upon the information available in the earlier Hargest article and correct some misinterpretations previously published.

### Pre July 1849

Before the U.S.-British Postal Convention of 15 December 1848, there was no way to send letters from the U.S. to Spain except to use private carriers outside the Government mail systems for at least a part of the way. From September 1838, the British regularly operated contract mail steamships from Falmouth to Spain and Portugal under a contract with the Peninsula & Oriental Steam Navigation Company.<sup>3</sup> Letters carried privately to England could be posted there and sent to Spain by these direct steamships; however, prepayment was required. The rate from London to Spain was 2 shilling 2 pence per  $\frac{1}{2}$  oz. until 1 October 1858, when it was reduced to 6 pence per  $\frac{1}{4}$  oz. and 1 shilling per  $\frac{1}{2}$  oz.<sup>4</sup> It was also possible to send letters from London overland through France to Spain. The rate from London to Spain by this route on 1 August 1837 was 1 shilling 7 pence per  $\frac{1}{4}$  oz.<sup>5</sup> By 1844 the rate had been reduced to 10 pence per  $\frac{1}{4}$  oz.,<sup>6</sup> which lasted until 1 January 1857 when the rate was further reduced to 8 pence per  $\frac{1}{4}$  oz.<sup>7</sup> On 1 October 1858 the rate became 6 pence per  $\frac{1}{4}$  oz.<sup>8</sup>

Prior to July 1849 letters to Spain had to be taken privately to England and then posted there by agents acting on behalf of the U.S. sender. No examples of letters to Spain

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1. While very little has been published in the *Chronicle* on the subject of U.S. mails to Spain, the following two articles provide additional information not covered in this article: Charles J. Starnes, "The Belgian Convention Rate to Spain," 111:206-208; Richard F. Winter, "American Packet Mail Directly to Spain," 137:63-66.

2. George E. Hargest, "Mails Between Spain and the United States (1 July 1849-1 January 1868)," *Chronicle* 75:153-160.

3. R. Kirk, *The Postal History of the P&O Service to the Peninsula* (London: Royal Philatelic Society, 1987), p. 9.

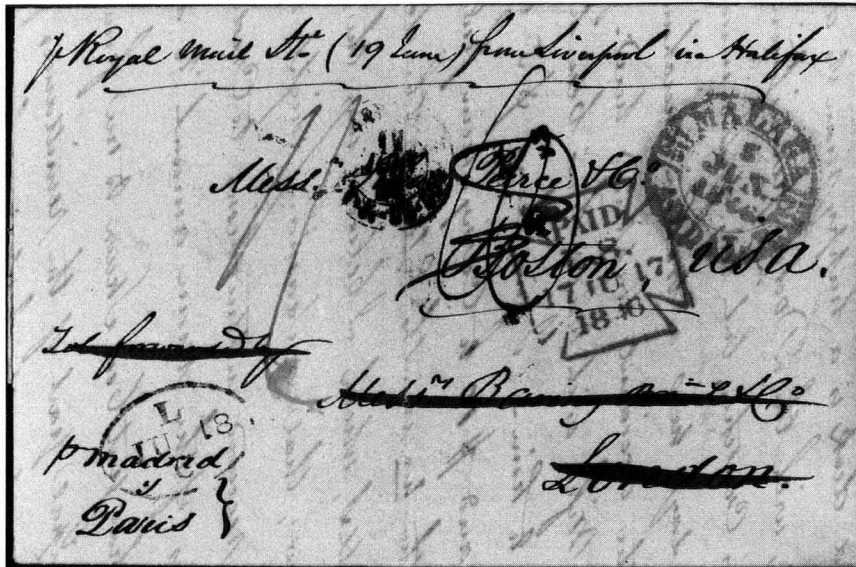
4. *Ibid.*, p. 79.

5. C. Tabcart, *United Kingdom Letter Rates 1657-1900 Inland & Overseas* (Southsea, Hants.: Don Miles, 1989), p. 48.

6. *Ibid.*, p. 53.

7. *Ibid.*, pp. 60, 62.

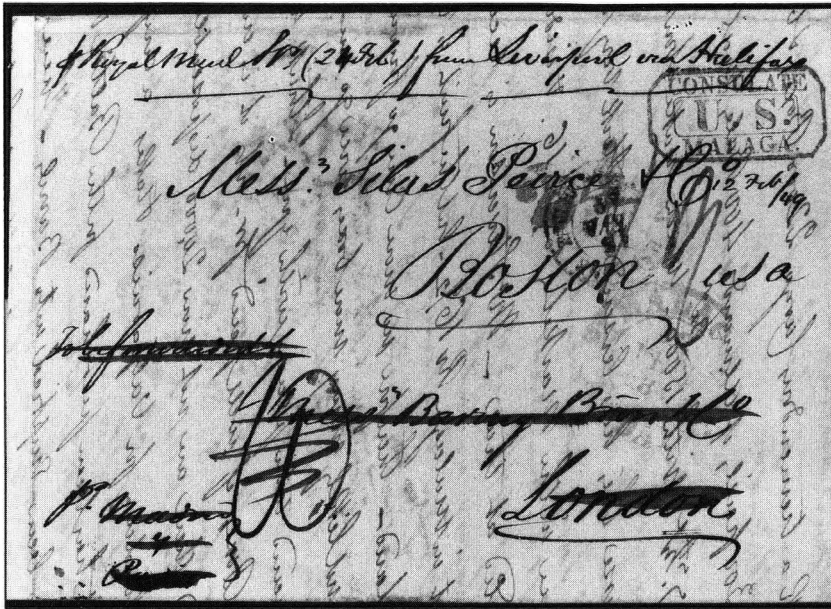
8. *Ibid.*, p. 61.



**Figure 1. Malaga to Boston, 5 Jun 1846, by Cunard *Britannia*. Ten pence paid by Baring Bros. & Co. in London and reposted at 1 shilling packet letter rate.**

during this period can be shown. Figure 1 illustrates a letter from Spain in 1846 which shows how agents were used to aid the letter to its destination in the westbound direction. This is one of a large commercial correspondence to Silas Peirce & Co. of Boston. Originating in Malaga, Spain, on 5 June 1846, the letter was addressed to "Silas Peirce & Co. Boston, USA. To be forwarded by Messrs. Baring Bros. & Co. London," with routing instructions "p Madrid & Paris." The letter was posted in Malaga on 5 June and shows French entry at St. Jean-De-Luz, 12 miles southwest of Bayonne on the Atlantic coast of France near the Spanish border. The letter was sent to Paris, then to London where it was marked for a postage due of 10 pence, the rate for a letter less than  $\frac{1}{4}$  oz. Baring Brothers paid this fee, crossed through the routing instructions on the letter face, identified the desired transatlantic mail routing, and paid the 1 shilling packet rate to send the letter to the U.S. A manuscript red ink marking in the center left of the letter shows this prepayment. London sent the letter to Liverpool for the 19 June sailing of the Cunard steamer *Britannia*, which arrived in Boston on 4 July 1846. Not shown is the Boston postage due of 6 cents, the incoming ship letter rate for mail to the port of arrival. Backstamps show Paris arrival on 11 June and London arrival on 16 June.

A second letter from this correspondence, Figure 2, shows the change in handling mails as a result of the new Postal Convention between the U.S. and G.B. which went into effect on 15 February 1849. This letter was posted in Malaga on 12 February 1849 with the same routing and agent instructions on the letter face as the previous example. It is not clear what service the U.S. Consular Office at Malaga played, but a blue Consular marking was struck in the upper right corner. The letter required the same 10 pence postage due in London, paid by the forwarding agent, Baring Brothers & Co. Now, since there was a postal agreement between the U.S. and G.B., the letter could be sent unpaid to the U.S., leaving the remaining postage to be paid by the recipient. Baring Brothers & Co. reposted the letter unpaid and London marked 19 cents debit to the U.S. Handstamps for debit and credit markings, commonly seen on mails under the U.S.-G.B. Postal Convention, were not yet in place and a manuscript debit was marked in black ink just under the Consular marking in the upper right corner. The letter was endorsed for the 24 February 1849 Royal Mail steamer from Liverpool via Halifax, the *America*, and arrived in Boston on 8 March



**Figure 2. Malaga, 12 Feb 1849, to Boston by Cunard *America* carrying first mails into U.S. under Treaty with G.B. Ten pence paid by Baring Bros. & Co. in London. Letter reposted unpaid. British debit 19 cents to U.S. and 24 cents postage due.**

1849. *America* brought the first British mails under the new Postal Convention into the U.S. on this voyage. Boston marked the letter for 24 cents postage due with a red handstamp “24” just above the word “Boston” in the address. This marking should have been struck in black ink to show the amount was a postage due as required by the new Convention, but the practice of using red ink at Boston, which had been the custom before this Convention, was slow in being replaced. Again, backstamps show handling in Paris on 21 February and in London on 22 and 23 February 1849.

**July 1849-January 1857**

The Postal Convention between the U.S. and Great Britain and Ireland, signed at London on 15 December 1848, provided a new vehicle for sending mails from the U.S. to Spain. Article XI of the Convention addressed sending mails through England to foreign countries, stating:

Letters posted in the United States, addressed to foreign countries, and intended to pass in transit through the United Kingdom, shall be delivered to the British Post-Office free of all United States postage, whether packet or inland [this allowed the use of the 5 cent open mail rate by British packet or the 21 cent open mail rate by American packet]....

In the case of those countries to which letters cannot be forwarded unless the British postage be paid in advance, such British postage shall be collected in the United States, (in addition to the United States rates of postage,) and accounted for to the British Post-Office.

Article XII added:

The rate of postage to be taken by the British Post-Office upon letters arriving in the United Kingdom from the United States, either by British or by United States packets, and to be forwarded through the United Kingdom to colonies or possessions of the United Kingdom ... or to foreign countries, ...shall be the same as the rate which is now, or which may hereafter be, taken by the British Post-Office upon letters to or from such colonies or possessions, or foreign countries respectively, when posted at the port of arrival or delivered at the port of departure of the packets conveying the mails between the United Kingdom and the United States.

A Washington Post Office Notice of 8 January 1849<sup>9</sup> alerted the public to the new Convention and addressed mails to foreign countries as follows:

On letters to be sent to any foreign country or British possession, and mailed for that purpose to any post office in the island of Great Britain, there must be prepaid, if sent by a British packet, 5 cents the single rate, and if by an American packet, 21 cents — to be doubled, tripled, &c, according to weight.

Only the 5 cent and 21 cent British Open Mail rates to England were mentioned with no details of the fully paid rates to countries beyond England. Since mails to Spain from England had to be prepaid, whether by P&O packet directly to Spain or overland through France, it was not possible to use the open mail provisions of the new Convention. With the publishing of the detailed rates to foreign countries more than four months away, the new Convention did not provide immediate assistance on mails to Spain when it went into effect on 15 February 1849.

The Convention was confirmed by exchange of ratification on 26 January 1849. It required the Post Offices of the two nations to agree upon detailed articles to carry the Convention into effect. U.S. Postmaster General J. Collamer approved the Additional Articles on 14 May 1849. After receiving confirmation that the British Postmaster General also approved the Additional Articles, he sent instructions to U.S. Postmasters on 19 June 1849.<sup>10</sup> Contained within those instructions were tables which showed, for the first time, rates to foreign countries, besides the open mail rate to England. Postage to Spain via Southampton<sup>11</sup> was listed as 73 cents per single rate of  $\frac{1}{2}$  oz. Letters intended for this route were sent to London where they were further despatched to Southampton for the British packet directly to the Peninsula. (A thorough listing of the mail voyages from Southampton to the Peninsula is documented by Kirk. His mail sailing tables show that the Peninsula steamships made round voyages from Southampton-Vigo-Oporto-Lisbon-Cadiz-Gibraltar and back via the same ports to Southampton. Departures from Southampton from April 1845 were scheduled at 2 P.M. on the 7th, 17th, and 27th of every month except, when that day fell on a Sunday, the steamer would be despatched the next day.<sup>12</sup> This was a separate P&O service from that which left Southampton for the Mediterranean.) A second rate to Spain via France was also listed at 41 cents per  $\frac{1}{4}$  oz. A note indicated that the foreign portion of this rate, transit through France, was to be increased 10 cents for each additional  $\frac{1}{4}$  ounce. This resulted in a  $\frac{1}{2}$  oz. rate to Spain via France of 51 cents. Mails by this route were made up in London and sent via Dover and Calais to Paris for further transit to the Spanish border. Since the British rate to Spain, whether by P&O steamship directly to Spain or by way of France, paid transit fees only to the Spanish border, postage due was always required at destination.

The author has seen no examples of mails sent from the U.S. at the 73 cent Southampton packet rate to Spain. Such a cover would indeed be rare as this route was much more expensive than the route through France, of which a few covers are known. Figure 3 illustrates one of the covers sent via France to Spain during this period. This envelope was posted in New York addressed to Malaga, Spain. It departed New York on the 5 August 1854 sailing of the Collins Line steamer *Pacific* and arrived at Liverpool on 15 August 1854. A red London arrival datestamp on the cover face indicates the letter passed through the London office on 16 August, while a red French entry marking struck at Paris

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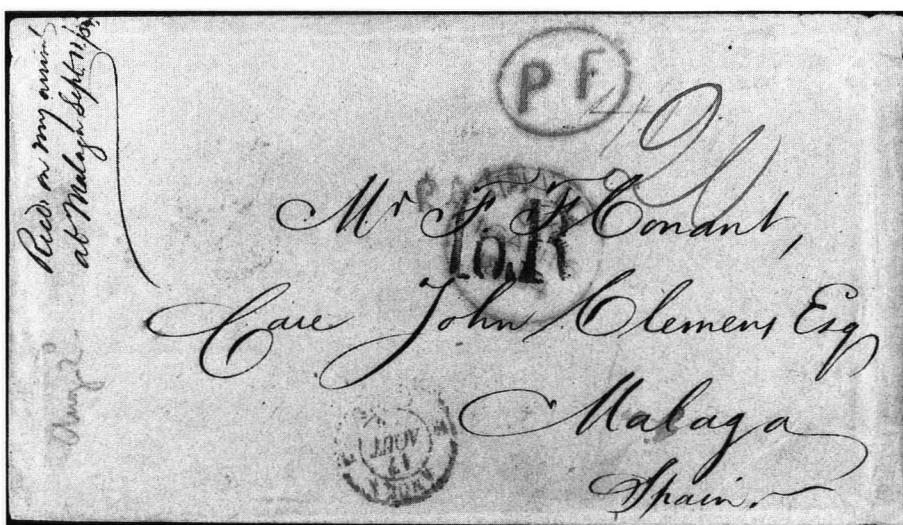
9. A copy of this notice appeared in the New York newspaper *Commercial Advertiser* on 9 January 1849.

10. *Report of The Postmaster General*, 1849, pp. 836-841.

11. Starting in September 1843, P&O steamships departed from Southampton instead of Falmouth. Kirk, *op. cit.*, p. 69.

12. Kirk, *op. cit.*, p.74.

shows arrival via Calais on 17 August. On the reverse is a Malaga arrival marking of 23 August 1854. The letter bears an endorsement on the left edge that shows the addressee received the letter on 11 September at Malaga. The letter was prepaid 41 cents in cash and shows a red PAID handstamp with 41 in pencil to the right of the handstamp. New York credited G.B. with 20 cents (manuscript red ink), retaining the 5 cent U.S. postage and 16 cent sea postage under the Convention since an American contract packet carried the letter to G.B. London marked the letter with a PAID circular datestamp and struck the red oval PF handstamp<sup>13</sup> to show the letter was paid to the French-Spanish border. The Spanish struck a blue *Lo.R* handstamp to show a postage due of 10 reales de vellon. Kirk shows this was the Spanish postage due for a letter up to 4 ardamres (1/4 oz.) in weight.<sup>14</sup> The author has recorded three letters to Malaga in 1854 from this correspondence, each showing the London red oval PF marking and postage due of either 10 or 20 reales in Spain. One cover was sent by British packet from Boston and shows a 36 cent credit to G.B. as the 16 cent sea postage belonged to G.B. in this case.



**Figure 3. New York, 5 Aug 1854, to Malaga by Collins Pacific. Paid 41 cents, 20 cents U.S. credit to G.B., 10 reales postage due. Oval PF struck in London, showing letter paid to Franco-Spanish border.**

#### January 1857-October 1858

On 24 September 1856, a new Postal Convention between Great Britain and France was signed at Paris<sup>15</sup> to become effective on 1 January 1857. The principal feature of this Convention, which was to affect British mails conveyed via France to Spain, was a 2 pence (4 cents) reduction in the transit fee through France. Rates to Spain from the U.S. in the British mails through France were now 37 cents per 1/4 oz. and 43 cents per 1/2 oz. This rate was to remain in effect for only 21 months as the British were soon to negotiate a postal agreement directly with the Spanish. Figure 4 illustrates the only cover seen by the author from the U.S. to Spain during this period, a folded letter which originated in Boston on 22 December 1857 and was addressed to Jerez de la Frontera, Spain, a small town 16 miles N.N.E. of Cadiz. To this day, Jerez is famous for its sherry wines. Mails were closed

13. Under the Postal Convention between Great Britain and France of April 1843, letters forwarded to the French Office by the British Office paid to the point of egress from France were to be marked with a stamp bearing the initials *P.F.*

14. Kirk, *op. cit.*, p. 53.

15. Clive Parry, LL.D, ed., *The Consolidated Treaty Series*, 231 vols. (Dobbs Ferry, New York: Oceana Publications, 1969), vol. 115, pp. 441-490.

at Boston on the 22nd for the next day sailing of the British mail steamer from New York. The Boston postal clerk marked this letter in error with a red BOSTON Am. Pkt. PAID marking (Blake and Davis No. 818) instead of a British packet marking. The letter was prepaid 37 cents which was marked in pencil in the upper right. Boston credited G.B. with 32 cents in red crayon leaving only 5 cents for the U.S., a clear indication that the letter was to go by British packet. The Cunard steamship *Europa* departed New York on 23 December 1857 with this letter on board and arrived in Liverpool on 4 January 1858. The letter face shows a red London PAID datestamp of 4 January 1858. London also struck the circular red *PP*<sup>16</sup> marking, and sent the letter to Paris via Dover and Calais. Backstamps show arrivals at Paris on 5 January and Jerez on 12 January 1858. The Spanish marked this letter in blue for a postage due of 4 reales, shown just below the 32 cent credit marking. Kirk explains the Spanish postage due was reduced to 4 reales for letter weights up to 4 ardamres on 31 March 1855.<sup>17</sup> The author has seen photocopies of two other covers<sup>18</sup> from this period, each originating in St. John's, Newfoundland, and addressed to Santander and Madrid, Spain, via England. Each cover shows the characteristic circular red *PP* marking. All three of these covers are scarce.



**Figure 4. Boston to Jerez de la Frontera, 22 Dec 1857, by Cunard *Europa* from N.Y. on 23 Dec 1857. Paid 37 cents with 32 cents credit to G.B.; 4 reales postage due. Red circle *PP* applied at London to show letter partially prepaid. Red *BOSTON Am.Pkt.PAID* struck in error at Boston.**

#### October 1858-January 1868

The British and Spanish concluded their first Postal Convention on 21 May 1858<sup>19</sup> at Aranjuez, the Spanish royal residence about 28 miles S.S.E. of Madrid. Ratifications were exchanged at Madrid on 10 July 1858. The Convention went into effect on 1 October 1858 as announced in G.B. by Treasury Warrant.<sup>20</sup> Under this Convention, rates from G.B. to

16. The Detailed Regulations for the G.B.-French Postal Convention of 1856 required *P.P.* to be stamped on all letters and printed papers which were prepaid for some part of the distance beyond the territory of the dispatching office. This is a change from the previously used *P.F.* marking of the 1843 Convention. On covers to Spain via France, the *PP* marking is seen only during the period January 1857-October 1858.

17. Kirk, *op cit.*, p. 53.

18. From the collections of Allan Steinhart of Toronto.

19. Parry, *op cit.*, vol 119, pp. 36-51.

20. Tabcart, *op cit.*, p.61.



Spain were reduced to a uniform 6 pence per  $\frac{1}{4}$  oz., if prepaid, or double that amount if unpaid. This rate applied to the direct mail route from Southampton<sup>21</sup> as well as to the overland route through France. The Convention allowed full payment to destination thus permitting letters from the U.S., as well as letters from G.B., to be paid to Spanish destinations with no postage due. Letters from Spain, however, could not be paid to destinations in the U.S. They could be prepaid only to the limits of the British mail system since the Spanish had no postal arrangement with the U.S. This limit was the U.S. border if the letters were conveyed on British packets from the U.K. or to the U.K. departure port if sent on American contract packets. Postage due in the U.S. was either 5 cents by British packet or 21 cents by American packet.

The new Anglo-Spanish Treaty resulted in changed rates for letters from the U.S. to Spain. On 4 October 1858 a U.S. Post Office Department Notice<sup>22</sup> in the Washington, D.C., newspaper *Evening Star* advised the public that another rate reduction was effective for mails to Spain, Majorca, Minorca, and the Canary Islands when sent in the British mails. (Majorca and Minorca are the two principal Balearic Islands in the Mediterranean off the Spanish east coast.) The new rates were 33 cents per  $\frac{1}{4}$  oz. and 45 cents per  $\frac{1}{2}$  oz., paying letters to destination in Spain or possessions for the first time. Very few examples of letters sent under this rate have been recorded, perhaps because single rate letters at  $\frac{1}{4}$  oz. would cost considerably more than if sent by the British Open Mails. (British Open Mails will be discussed later.) Also, the Post Office Department did not list these rates in the Table of Postages to Foreign Countries on p. 4 of each month's *United States Mail and Post Office Assistant*,<sup>23</sup> a Government sanctioned newspaper that was commercially produced from October 1860 and contained *official* rates to foreign countries. It is not known how long the 33/45 cent fully paid rates to Spain remained in effect. Cover examples show use as late as November 1862. These rates may have continued until January 1868 but their use was certainly not encouraged by the Post Office Department.

Figure 5 illustrates one of the eight covers recorded by the author showing the fully paid rate to Spain under the October 1858 arrangements. This envelope originated in Boston in early August 1860 and was addressed to Malaga, Spain. It was included in the mail bags that left Boston 8 August 1860 on the Cunard mail steamer *Canada* which arrived at Queenstown on 20 August. The letter was sent to London where arrival on 22 August was indicated in the red PAID datestamp. While the backstamps on the cover are not known to the author, the letter most likely was sent in closed mails through France to Spain and shows only Spanish arrival datestamps. Postage of 45 cents (5 cent 1860 brown Type II; 10 cent 1859 green Type V; and 30 cent 1860 orange) paid the  $\frac{1}{2}$  oz. rate. A red

21. Kirk, *op. cit.*, p.91, shows a General Post Office notice which indicates the P&O service to Spain and Portugal was terminated at the end of June 1862. Thereafter, all British mails for those countries were sent overland through France. The *United States Mail & Post Office Assistant* of August 1862 announced the P&O withdrawal and mentioned the establishment of the 33 cent per  $\frac{1}{4}$  oz. rate to Portugal, an increase from the 29 cent per  $\frac{1}{4}$  oz. rate, effective from 1 July 1859 by the P&O packets. Fully paid rates to Spain by the British Mails via France were not listed in the Foreign Rate Tables.

22. A clipping of this article is contained in the back of the Wierenga Reprint of *Postal Laws and Regulations of the United States of America 1852* (Holland, Michigan: Theron Wierenga, 1980). The copy which Wierenga used for the reprint had once been owned by Horatio King, Superintendent of the Foreign Mail Service in the Post Office Department. King pasted clippings from local newspapers into his copy of the 1852 edition of the *Postal Laws and Regulations*, showing new postal laws and foreign mail rate changes during the 1850s. This King clipping is annotated 2nd October, but does not indicate the newspaper from which the clipping was taken. The author was able to locate the same article in the *Evening Star* of 4 October 1858.

23. Reprint of *United States Mail and Post Office Assistant*, (Chicago, Illinois: Collectors Club of Chicago, 1975). Further reference to this newspaper will be *USM&POA*.



**Figure 5. Boston to Malaga, on Cunard Canada 8 Aug 1860. Total of 45 cents of 1857-61 issue paying full rate to destination. Boston credited G.B. 40 cents. British credit 4 pence to Spain.**

*BOSTON BR.PKT.40* datestamp (Blake & Davis No. 809A) shows that the Boston Exchange Office credited G.B. with 40 cents of the 45 cents prepaid, confirming British packet service. London marked a 4 pence credit to Spain for a letter up to  $\frac{1}{2}$  oz.

Since the Anglo-Spanish Convention of 1858 directly affected mails from the U.S. when sent through G.B., a few of the more important features of this Convention will be highlighted before discussing cover examples by the British Open Mail rates.

Article I provided for the exchange of letters and newspapers between the U.K. and Spain, the Balearic and Canary Islands.

Article II directed the principal exchange of correspondence between the U.K. and Spain would take place by means of closed mails sent through France. It also allowed the secondary route of direct service by mail packet between the two countries but recognized that this service could be withdrawn at any time.

Article III established British exchange offices at London, Dover, Southampton, Plymouth, and Gibraltar and Spanish offices at Irun, La Junquera, San Roque, Cadiz, Vigo, and Santa Cruz de Teneriffe.

Article IV set the rate in the U.K. for prepaid letters to Spain, the Balearic and Canary Islands at 6 pence per  $\frac{1}{4}$  oz. via France or directly by sea. The rate from Spain to the U.K. was 2 reales de vellon per  $\frac{1}{4}$  oz. when prepaid. Unpaid letters were to be charged double when received and insufficiently paid letters, double the insufficient amount if at least 6 pence or 2 reales was prepaid.

Article V allowed each office to keep the prepayments of postage or the postage due.

Article VII addressed letters going or coming from beyond G.B., requiring Spain to pay the British 2 shillings per ounce (equivalent to 6 pence the  $\frac{1}{4}$  oz.) for British transit and sea conveyance.

Article VIII provided that G.B. credit Spain 2 pence per  $\frac{1}{4}$  oz. for paid letters from beyond G.B. and transiting through G.B. to Spain.

By far, the most commonly seen letters to Spain from the U.S. were sent under the provisions of the British Open Mails. From the time the U.S.-G.B. Postal Convention went into effect in February 1849 there had always been a provision for sending open mails to G.B., which were then dispatched by the British under postal arrangements that they had

TABLE I

U.S. Paid			Spanish Collect
ounces	Br Pkt	Am Pkt	reales
0-1/4	5c	21c	4R
1/4-1/2	5c	21c	8R
1/2-3/4	10c	42c	12R
3/4-1	10c	42c	16R
1-1 1/4	20c	84c	20R
1 1/4-1 1/2	20c	84c	24R
1 1/2-1 3/4	20c	84c	28R
1 3/4-2	20c	84c	32R

concluded with other countries. Because mails to Spain from G.B. required prepayment before October 1858, the 5 cent and 21 cent British Open Mail rates from the U.S. could not be used as the fee from G.B. to Spain had not been paid. The Anglo-Spanish Convention of 1858 now allowed optional payment in G.B. for letters to Spain. This permitted the use of British Open Mail rates on letters from the U.S. to Spain for the first time. Postage due would be collected in Spain based on a 1/4 oz. progression. Under Article VII, Spain was required to pay G.B. 6 pence (2 reales) per 1/4 oz. for the British transit and sea expenses. An additional 2 reales was collected in Spain for the transit through France and for the Spanish internal postage. Thus, the total amount to be collected on a 1/4 oz. letter which had not been fully prepaid, was 4 reales. Table I summarizes the U.S. prepayments in the open mails and the Spanish postage due.

Spanish postage due markings seen on covers are usually consistent with the U.S. prepayments of the British Open Mail rates shown in Table I. Occasionally a cover is seen where the Spanish postage due doesn't agree with the values in Table I. It is most likely that these cases resulted from differences in weight of the letters determined by the U.S. and Spanish clerks. Of the 54 covers examined by the author from this period, all but nine have showed the expected agreement.

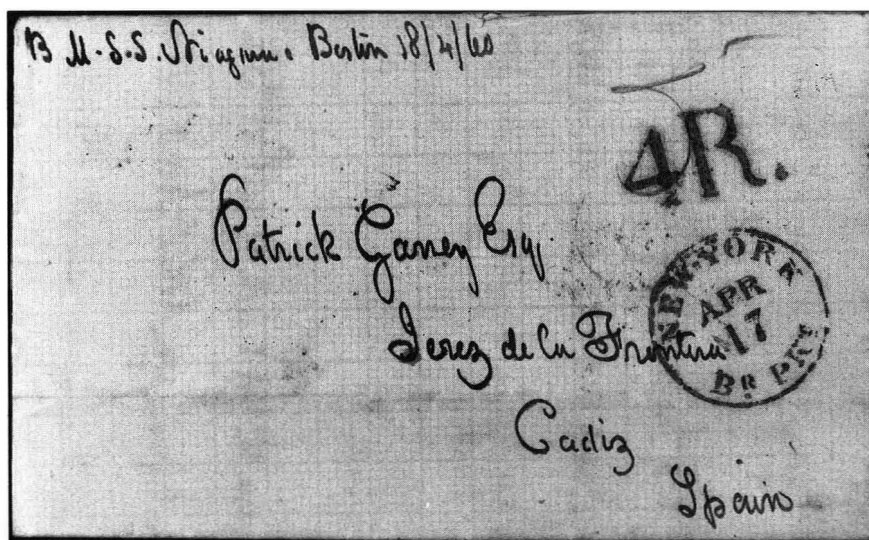


Figure 6. New York, 17 Apr 1860, to Jerez de la Frontera by Cunard *Niagara* from Boston, 18 Apr. Paid 5 cent BOM rate by British packet; 4 reales postage due.

Figure 6 shows the rating under the British Open Mails on a seldom seen stampless cover. Only two covers on the author's listing under the British Open Mails during this pe-

riod are stampless covers with prepayments in cash. All the remaining have adhesive prepayments. A reason is suggested from notes which appeared in *USM&POA*. In the November 1860 issue on p. 3, under "Domestic Postages" is the statement "The law requires postage on all letters, except those to foreign countries ... to be prepaid by stamps." However, in the December issue, in the same location, it reads "The law requires postage on all letters (including those to foreign countries when prepaid) to be prepaid by stamps...." The Figure 6 folded letter originated in New York on 17 April 1860 and was addressed to Jerez de la Frontera, Spain. The letter was prepaid 5 cents, the British Open Mail rate by British packet, as marked with a pencil notation in the upper right corner. It was placed in the mails conveyed from New York on 17 April 1860 for the next day sailing from Boston of the Cunard steamer *Niagara*, which arrived at Queenstown on 29 April. A red London backstamp shows arrival there on 30 April. (Although red in color, this is not a PAID datestamp and this letter was not considered a paid letter by the British.) London placed the letter in a closed mail bag for Spain, where the Spanish marked 4 reales postage due with a blue handstamp. The only other date marking is the arrival at Jerez on 6 May 1860.



**Figure 7. New Orleans to Barcelona, 11 Dec 1860, by Cunard *Asia* from N.Y. 19 Dec. BOM 5 cent rate paid by 1860 brown Type II adhesive. Due 8 reales for  $\frac{1}{4}$ - $\frac{1}{2}$  oz. letter.**

Figure 7 illustrates the British Open Mail rate prepayment with an adhesive stamp. Posted in New Orleans on 11 December 1860, the letter was addressed to Barcelona, Spain. Prepayment was with a 5 cent 1860 brown Type II adhesive. The letter was included in the mails carried out of New York on 19 December 1860 by the Cunard mail steamship *Asia* which arrived at Queenstown on 1 January 1861. A red New York Exchange Office circular datestamp shows British packet service. Backstamps show arrivals at London on 2 January and Barcelona on 6 January 1861. The Spanish marked 8 reales postage due in black ink for a letter weighing between  $\frac{1}{4}$ - $\frac{1}{2}$  oz.

Letters at the British Open Mail rate by American packet are seldom seen. Since the Spanish postage due did not take into consideration how the letter got into the British mails or what the prepayment in the U.S. was, letters in the British Open Mails to Spain by American packet cost at least 16 cents more than by British packet. Unless the letter originator desired to send the letter by a particular American steamship, because of the timing or other inclinations, it made little sense to do so. Figure 8 is one of only six examples on the author's list of British Open Mails to Spain which show American packet service. This



**Figure 8. New York, June 1860, to Cadiz, by Havre Line Arago on 23 Jun. Double 21 cent BOM rate by America packet paid by 1857-61 issue adhesives; 12 reales postage due for  $\frac{1}{2} - \frac{3}{4}$  oz. letter.**

letter was posted at New York in June 1860 addressed to Cadiz, Spain. The New York & Havre Line steamship *Arago* carried this letter in the mails that departed New York on Saturday, 23 June 1860. British mails were put off on 6 July as the steamer stopped in the Solent off the harbor of Southampton. The author has not seen the reverse of this cover so the London and Cadiz arrival dates are not known. The letter was prepaid 42 cents (three copies of the 10 cent 1859 green Type V, 12 cent 1857 black) for a double rate letter in the British Open Mails by American packet. The Spanish marked the letter for 12 reales postage due with a blue handstamp.

Article IV of the 1858 Anglo-Spanish Convention stipulated that unpaid letters were to be charged double when received. Letters from the U.S. paid the 21 cent British Open Mail rate by American packet actually entered the British mail system at the arrival port in Great Britain. These letters were considered "unpaid" under Article IV. In early 1866, the British started marking the 21 cent American packet letters with a special two-lined handstamp which read *PAID-ONLY/TO ENGLAND* when the letters arrived in London. Each of these letters was charged double upon arrival in Spain. Since the rate between the U.K. and Spain was 2 reales per  $\frac{1}{4}$  oz., the double postage collected was 4 reales per  $\frac{1}{4}$  oz. Letters marked *PAID-ONLY/TO ENGLAND*, then, show the same postage due as those sent in the British Open Mails by British packet, a fact that has confused some postal historians in the past. Covers with the *PAID-ONLY/TO ENGLAND* markings are usually seen after 1 January 1868 when the 5 cent and 21 cent British Open Mail rates were no longer effective and letters were often sent with postage only to England. The author has recorded five examples at the 21 cent American packet British Open Mail rate before January 1868 which show the *PAID-ONLY/TO ENGLAND* marking. One other cover was described and illustrated by George Hargest<sup>24</sup> where this marking was applied in error to an 1866 cover by British packet service.

Letters from Spain to the U.S. were prepaid 4 reales per  $\frac{1}{4}$  oz. or the equivalent when changes were made to the monetary system in January 1866, June 1867, and

24. George E. Hargest, *op. cit.*, p. 158, Figure 6.

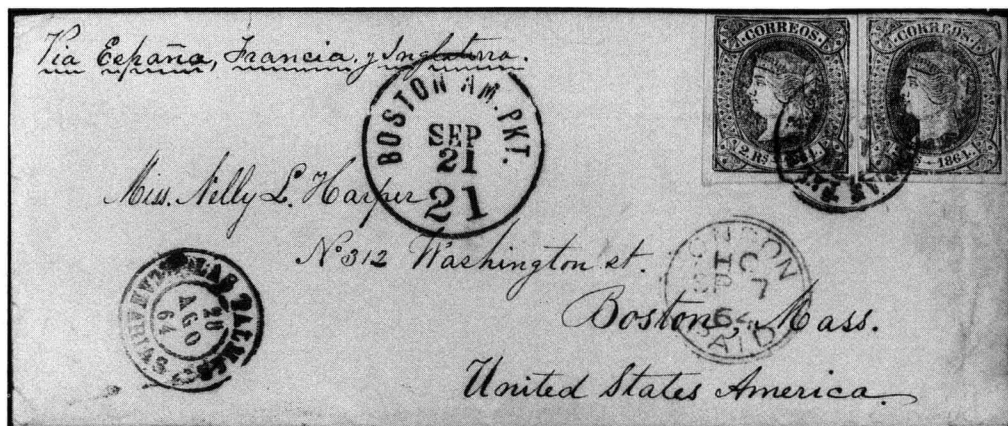


**Figure 9. Seville to Philadelphia, 10 Oct 1863, prepaid 2 reales with 1862 issue adhesives. London sent letter on Cunard *Canada* from Queenstown 19 Oct. Due 5 cent BOM rate in Philadelphia. Spanish paid all transit fees to U.S. border.**

September 1872.<sup>25</sup> The 4 reales covered Spanish internal, French transit, and 2 reales to G.B. for British transit and sea postage for overseas mails when conveyed by British packets. These letters were paid to the U.S. arrival port and 5 cents was due at destination. Letters sent by American packet from G.B. were paid to the departure port in G.B. and 21 cents was due upon delivery in the U.S. Figure 9 provides an example of a letter from Spain carried in the British Open Mails by a British packet. Originating in Seville, Spain, on 10 October 1863, this folded letter was addressed to Philadelphia. Prepayment of 4 reales was provided by two copies of the 2 reales green on pinkish paper adhesive of 1862. The letter was endorsed *Via Inglaterra* to indicate transit by way of England. A red backstamp shows the letter was processed by the Exchange Office in Irun, Spain, on 14 October. Irun is the Spanish office on the Atlantic coast 10 miles east of St. Sebastian near the French border. It appears from the color of the markings that Irun also marked the red *PD*. The letter travelled through France in a closed mail bag which was opened at London on 16 October 1863, the date of the red circular *PAID* datestamp on the cover front. London sent the letter to Queenstown where it went on board the Cunard steamship *Canada* which stopped there on 19 October for mails. *Canada* arrived at Boston on 29 October 1863. Since the letter was in a closed mail bag identified for the Exchange Office at Philadelphia, it was sent there directly. Philadelphia struck the black *PHILADELPHIA BR. PKT.* datestamp and the 5 postage due marking when the mail bags were opened there the next day.

Figure 10 illustrates a letter from Las Palmas, Canary Islands, to Boston and shows the British Open Mail rate by American packet service. The envelope was posted on 28 August 1864 in the former capital of the Canary Islands, Las Palmas, located on the N.E. coast of the island of Gran Canaria. Postage of 4 reales was prepaid with two copies of the 1864 2 reales deep blue on pinkish adhesive. Tenerife, the capital city of the Canary Islands, was an exchange office for the Anglo-Spanish Treaty mails and processed this letter. The cover is endorsed *Via Espana, Francia y Inglaterra* and apparently was sent in a

25. Theo. Van Dam, *A Postal History of SPAIN* (New York: Collectors Club of New York, 1972), pp. 125-126. Van Dam shows the following currency equivalents: from Jan 1866, 1 Escudo = 100 centimos de Escudo = 10 Reales de Vellon; from Jun 1867, 1 Escudo = 1000 milesimos (equivalent to 10 reales); from Sep 1872, 1 Peseta = 100 centimos de Peseta (equivalent to 400 milesimos or 4 reales).



**Figure 10. Las Palmas, Canary Is., to Boston, 28 Aug 1864, by Inman *City of London* from Queenstown, 8 Sep. Paid 4 reales with 1864 issue for transit fees to British departure port where letter entered U.S. mails. Boston marked for 21 cents due.**

closed mail bag from Teneriffe directly to Spain for transit through France to G.B. Mails from Teneriffe were often picked up by the African Steamship Company steamers on their way to and from Liverpool and the West Coast of Africa. This cover shows London handling on 7 September 1864 with a red PAID circular datestamp, and therefore could not have been aboard the African Steamship Company steamer *Athenian* which reached Liverpool the evening of 10 September. The letter was sent to Queenstown for the 8 September mail call there by the Inman Line steamship *City of London*. The steamer arrived in New York on 20 September 1864 and the letter was sent in the unopened mail bags to Boston to be processed there the next day. Boston struck a black *BOSTON AM. PKT. 21* marking (Blake & Davis No. 845) to indicate 21 cents postage due was required, the British Open Mail rate by American packet.

#### January 1868-January 1870

A new Postal Convention between the United States and the United Kingdom of 18 June 1867<sup>26</sup> was to be responsible for the next change to the rates to Spain. This Convention became effective 1 January 1868 and established rates which would last until 1 January 1870 when another substantial change in U.S.-British rates would occur. The governing feature of this new Convention was the first reduction in rates to the U.K. since the U.S.-British Postal Convention of 1848, twenty years earlier. The 24 cent rate to the U.K. was cut in half to 12 cents. A single rate letter in the U.S. was set at 15 grams in weight and 1/2 oz. in the U.K. Each country was to be responsible for transportation of the mails to the other country. This meant that the sea postage would be retained by the sending country. Now, identification of the nationality of the contract mail steamship carrying the mails was no longer a factor in credit or debit accounting of individual letters. American and British packet markings no longer were needed. All mails from the U.S. were carried on American contract packets. Since the reduction of the rates to the U.K. was 12 cents, a similar reduction in the fully paid rates to Spain should result. Again, a British Treasury Warrant<sup>27</sup> provided that:

On every letter posted in the United States of America ... addressed to any of Her Majesty's colonies, or to any foreign country, and transmitted by the post from the said United States to any of Her Majesty's colonies, or any foreign country through the United Kingdom, the said respective letters being conveyed from the said United States to the United Kingdom by packet boat or private ship direct, there shall be charged,

26. U.S. 16 *Statutes at Large* 833.

27. *The London Gazette*, 17 September 1867, pp. 5110-5113.

TABLE II

<u>grams</u>	Partially Paid		Fully Paid	
	U.S. Paid	Spanish Collect	U.S. Paid	Credit to G.B.
		<u>reales</u>		
0-7.5	10¢	4R	22¢	12¢
7.5-15	10¢	8R	34¢	24¢
15-22.5	20¢	12R	56¢	36¢
22.5-30	20¢	16R	68¢	48¢
30-37.5	30¢	20R	90¢	60¢
37.5-45	30¢	24R	102¢	72¢

taken, and paid the rate or rates of British postage which from time to time shall be chargeable and payable for British postage on letters posted at the port in the United Kingdom of the arrival of the packet boat or ship conveying the same from the United States to the United Kingdom, and transmitted to such colony or foreign country to which such letters shall be addressed.

This was similar to a provision in the 1848 Convention and meant letters from the U.S. to foreign countries through the U.K. would require the same postage from the U.K. to the foreign country as British citizens would pay. Prepaid mails from the U.S. to Spain, then, would be charged the U.S. rate to the U.K., 10 cents<sup>28</sup> under the new Convention, plus the 6 pence or 12 cent rate from the U.K. to Spain by way of France. This totaled 22 cents per single rate, down 11 cents from the previous fully paid rate of 33 cents.

For reasons unknown to the author, the Detailed Regulations to the new Convention, signed on 9 August 1867 in London and 5 September 1867 in Washington,<sup>29</sup> did not include Spain in the Table of countries to which mails could be sent through the U.K. As a result, the Table of Postages to Foreign Countries in *USM&POA*, showed a *direct* rate of 10 cents per 1/2 oz. to Spain (which was, in reality, the rate to the U.K. only) and not the fully paid rate of 22 cents per single rate. The term *direct* was not well understood and was modified in the September 1868 issue to *open mail* in the Foreign Rate Tables. An accompanying article on p. 2 explained that the term was changed to avoid further misinterpretation by postmasters, at least one of whom was returning letters addressed to Spain, paid only 10 cents, for additional postage. The British must have notified the U.S. Postmaster General in the early summer of 1868 that the fully paid rate to Spain was 22 cents per single rate for this amount began to appear in the Foreign Rate Tables from July 1868.

Now the U.S. sender had two choices if the British mail system was to be used: pay the full rate to destination in Spain of 22 cents per single rate or pay the rate just to the U.K. of 10 cents per 15 grams, leaving the remainder to be paid by the recipient. Remembering from the Anglo-Spanish Convention of 1858 that unpaid letters from the U.K. were to be charged double postage at destination in Spain, rates on letters to Spain can be constructed as shown in Table II.

For fully paid letters, the rate progression was to increase one foreign rate (12 cents in this case) for each 7 1/2 grams (1/4 oz.) or fraction thereof. The U.S. inland and sea postage, which was 10 cents, was to be increased every 15 grams or fraction thereof. Thus

28. The breakdown of the 12 cent international rate to the U.K. was 2 cents for U.S. postage, 8 cents for sea postage, and 2 cents for British postage per 15 grams (1/2 oz.). A prepayment of 10 cents would pay the letter to the U.K. only. Likewise, on letters paid to foreign countries through the U.K., the U.S. was entitled to 10 cents only and credited the U.K. with the remainder of the prepayment.





**Figure 11. Mobile, 12 Jun 1869, to Barcelona, by NGL *Donau* from N.Y. 17 Jun. Paid 20 cents for double open mail rate with 10 cent 1867 grilled adhesives. London marked *PAID-ONLY/TO ENGLAND*. Due 12 reales for 15-22.5 gram letter.**

the fully paid rates were 22/34/56/68/etc. cents.

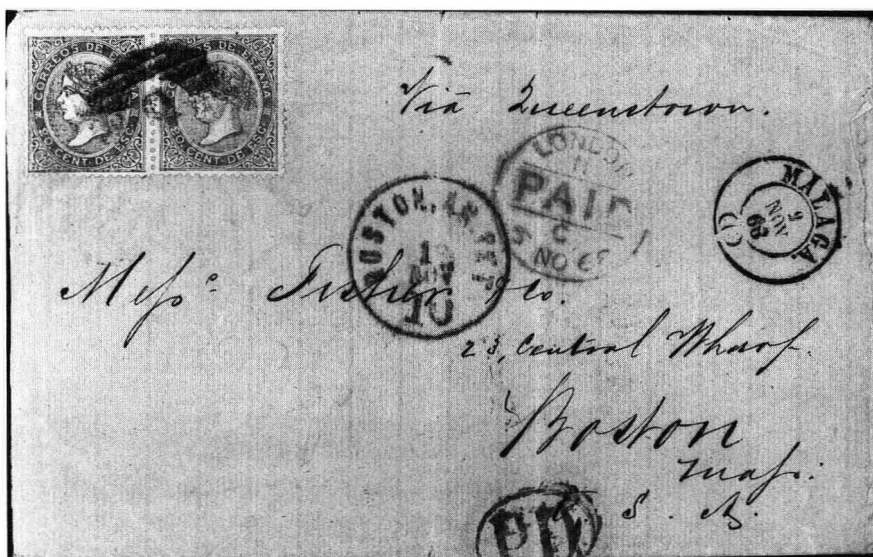
One of the 17 covers recorded by the author from this period showing only the 10 cent prepayment to the U.K. is illustrated in Figure 11. This cover was posted in Mobile, Alabama, on 12 June 1869 addressed to Barcelona, Spain. Twenty cents was prepaid for the double open mail rate to the U.K. by a pair of the 1867 10 cent yellow green F grill adhesives. The letter was sent to New York where it was placed in the mails carried out on 17 June 1869 by the North German Lloyd Line steamship *Donau*. A red *NEW YORK U.S.PACKET* circular datestamp shows 16 June which is believed to be in error, the date slug having not been changed from mail processing for a previous day use. There were no other outgoing mail steamers from New York on either 16 or 17 June 1869. *Donau* arrived off Southampton on 27 June 1869 where the British mails were put off. The letter reached London on 28 June, shown by a red London datestamp on the reverse without *PAID*. Lon-



**Figure 12. New York, 14 Jul 1869, to Barcelona by Cunard *Java* from N.Y. Letter fully paid to destination by 10 cent and 12 cent 1869 issue adhesives. N.Y. credited G.B. 12 cents and British credited Spain 2 pence.**

don marked the letter *PAID-ONLY/TO ENGLAND* in black. The letter was sent from London to Spain via France as an unpaid letter. A backstamp shows the closed mail bag from London was opened on 1 July 1869 at the Spanish exchange office of La Junquera, located in the Pyrenees near the French border about 75 miles N.E. of Barcelona. One additional backstamp shows arrival at Barcelona on 1 July 1869. The letter was marked in black at La Junquera for a postage due of 12 reales, the amount due on a 15-22.5 gram letter.

An example of a fully paid letter to Spain at the 22 cent rate can be shown in Figure 12. This cover was lot #809 in the 14 June 1978 auction of Sotheby Parke Bernet. Prepaid 22 cents with 10 cent yellow and 12 cent green 1869 adhesives, the letter was addressed to Barcelona, Spain. The New York Exchange Office marked the letter with a red 12 cent credit to G.B. and placed it in the mails that left New York on the 14 July 1869 sailing of the Cunard mail steamship *Java*, arriving off Queenstown on 22 July 1869. The London Exchange Office marked the letter with an oval *PD* handstamp in red, a 2 pence credit to Spain (red *2d* handstamp), and dated the letter 24 July 1869 with a red PAID circular datestamp.



**Figure 13. Malaga to Boston, 2 Nov 1868, by HAPAG *Hammonia II* from Southampton. Paid 40 centimos (4 reales equivalent) with 1867-68 issue adhesives. Boston marked letter for 10 cents postage due.**

In Figure 13, an example can be shown of a letter from Spain to the U.S. during this period. This folded letter originated in Malaga, Spain, on 2 November 1868 and was addressed to Boston with transit instructions *Via Queenstown*. Postage of 40 centimos de Escuda (4 reales equivalent) was prepaid by two 20 centimos lilac 1867-68 adhesives, the correct rate to the U.S. via England. Backstamps show arrivals at Madrid on 4 November and London on 6 November, the latter a red PAID datestamp. London sent the letter to Southampton instead of Queenstown since the next mails to the U.S. were to go on board the HAPAG steamship *Hammonia II* which stopped off that port on 7 November for the mails. *Hammonia II* arrived in New York on 18 November 1868, where the mails for Boston were forwarded unopened, arriving on the 19th as shown by the *BOSTON, AM. PKT. 10* marking (Blake & Davis No. 843). Since the Spanish prepayment covered transit fees to the limit of the British postal system, and considering that the British were responsible for the sea transit to the U.S., the letter should have been paid to the U.S. border with 2 cents postage due in the U.S. The author has seen only four covers from Spain to the U.S. in 1868, three of which are addressed to Boston. Each is marked

for American packet service and 10 cents postage due; the reason why is not clear since the letters were carried by steamships under British contract. The remaining 1868 cover from Spain is addressed to New York and marked with a red 3 handstamp. This is believed to be a postage due marking despite the color of the marking and is for the U.S. inland postage due. Two additional covers from Spain in 1869 are known to the author, each addressed to Boston and marked 2 in manuscript with a *IN U.S. NOTES* handstamp. Depreciated currency markings should not have been applied to these two 1869 covers as they were not wholly unpaid letters, only letters that could not be paid to destination. It is believed that the New York 3 cent postage due markings were the proper ones for all of these letters paid to the U.S. border. More research is necessary to determine the reason for the different U.S. postage due markings during this period.

### January 1870-July 1875

Additional Articles to the Postal Convention concluded on 7/24 November 1868 between the U.S. and the G.B. were signed in Washington on 3 December and in London on 14 December 1869.<sup>30</sup> These Articles provided another reduction in the rates between the two countries from 12 cents to 6 cents. The weight basis for a single letter remained unchanged at 15 grams in the U.S. and 1/2 oz. in the U.K. The *USM&POA* of January 1870 noted,

The rate of postage on letters to other foreign countries (except France and Algeria) "by British mail" (or, "via England") has been reduced SIX CENTS per half ounce.

This should have had two immediate effects on the rates to Spain. For fully paid letters from the U.S. via England, the rates should have dropped to 16/28/etc. cents for each 7 1/2 grams.<sup>31</sup> This did happen and is reflected in the Foreign Rate Tables from January 1870. For letters paid only to England, the open mail rate should have dropped from 10 cents to 4 cents. This did not show up in the Foreign Rate Tables, however, until April 1870. The reasons for this delay are not known and seem inconsistent with the advice quoted above. Table III summarizes the rates to Spain and the associated U.S. credits to the U.K. from January 1870.

A fully paid cover to Spain at the 16 cent rate is illustrated in Figure 14. Originating in New York on 26 February 1870, this folded letter was addressed to Iviza, Spain. Known today as Ibiza on the island with the same name, this is the principal town of the westernmost of the Balearic Islands owned by Spain. The letter was franked with two copies of the 1869 3 cent ultramarine and one copy of the 1869 10 cent yellow adhesive to pay the 16 cent rate for a letter up to 1/4 oz. in weight. The New York Exchange Office struck the

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30. U.S. 16 *Statutes at Large* 869. Before the U.S.-British Convention of 18 June 1867 went into operation on 1 January 1868, the British served notice that they intended to terminate this Convention on 31 December 1868. A new Convention was signed at London on 7 November and at Washington on 24 November 1868 to go into effect on 1 January 1869. This new Convention made no changes in the rates between the two countries and, therefore, has not been mentioned previously in this article. It did clean up a few problems that the British had after signing the former Convention. See U.S. 16 *Statutes at Large* 851 for details on the November 1868 Convention.

31. The Additional Articles, which became effective 1 January 1870, based the rates on 1/2 ounce in the U.K. and 15 grams in the U.S. Since 15 grams was approximately 1/2 ounce, both are often used interchangeably. It should be understood that 1/2 ounce was actually 14.175 grams, somewhat less than 15 grams. Since the British rates to Spain were still the same as had been negotiated in 1858, 6 pence per 1/4 oz. (12 cents), the rate progression on mails via France increased 12 cents for each 1/4 oz. while the rates from the U.S. to the U.K. increased 4 cents each 15 grams, or 1/2 oz.

TABLE III

grams	Partially Paid		Fully Paid	
	U.S. Paid	Spanish Collect	U.S. Paid	Credit to G.B.
		reales		
0-7.5	4¢	4R	16¢	12¢
7.5-15	4¢	8R	28¢	24¢
15-22.5	8¢	12R	44¢	36¢
22.5-30	8¢	16R	56¢	48¢
30-37.5	12¢	20R	72¢	60¢
37.5-45	12¢	24R	84¢	72¢

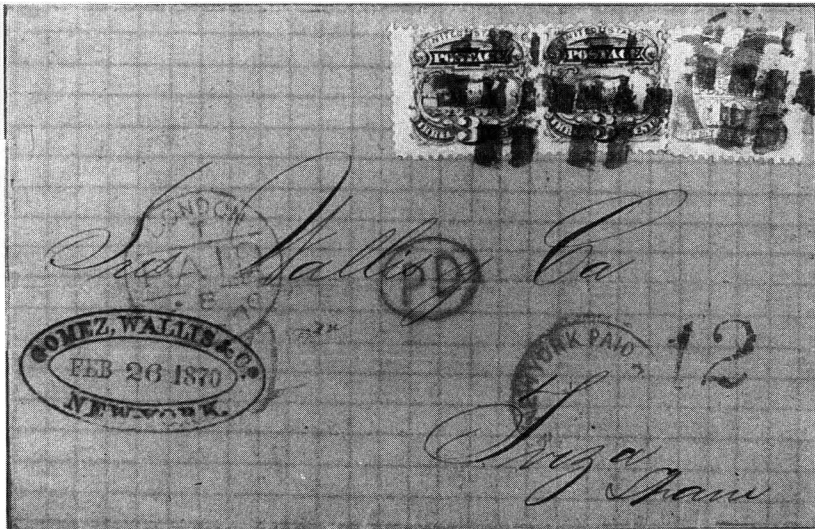


Figure 14. New York to Iviza, 26 Feb 1870, by NGL *Main* the same day. Fully paid 16 cent rate paid with 3 cent and 10 cent 1869 adhesives. N.Y. credited G.B. with 12 cents. Credit of 2 pence to Spain not shown.

red *NEW YORK PAID ALL BR TRANSIT* datestamp and the red 12 handstamp, indicating that the British were entitled to a 12 cent credit, the U.S. retaining only the 4 cent postage to get the letter to England. The letter was placed in the mails carried out of New York on the same day by the North German Lloyd Line steamer *Main*, arriving off Southampton on 9 March 1870. Reaching London later the same day it received a red *PAID* London datestamp and a red oval *PD* handstamp to show the letter was fully paid to destination. An additional red crayon 2 was marked to credit Spain with 2 pence under the 1858 treaty. One black backstamp shows Spanish handling at Barcelona on 12 March 1870. Two other indistinct backstamps are on the cover. One is believed to be an 11 March 1870 marking, probably struck at the Spanish Exchange Office of La Junquera, and the other probably the arrival marking at Iviza with date unknown.

Figure 15 illustrates the 28 cent fully paid rate to Spain for letters weighing over 7.5 grams and under 15 grams ( $\frac{1}{2}$  oz.). This cover was lot #499 in the 16 September 1981 auction of Robert G. Kaufmann, one of five covers from the Gomez correspondence offered for sale in the auction. Each of these letters originated in New York with the firm of Dutton & Townsend and was addressed to Cadiz, Spain. This letter was dated 10 May 1870 and was prepaid 28 cents with pairs of the 2 cent brown and the 12 cent green adhesives of 1869, endorsed for the *Manhattan*. On 11 May 1870, the Liverpool & Great Western



**Figure 15. New York, 10 May 1870, to Cadiz, by Guion *Manhattan*. Paid 28 cents to destination by pairs of 2 cent and 12 cent 1869 issue. Credit 24 cents to G.B. by N.Y. London marked 4 pence credit to Spain.**

Steamship Company Limited (Guion Line) steamer *Manhattan* departed New York with the British and European mails. The New York Exchange Office credited G.B. 24 cents with a red handstamp just to the left of the pair of 2 cent adhesives, the U.S. keeping only 4 cents of the prepayment. *Manhattan* arrived at Queenstown on 23 May 1870, where the letter was sent to London, arriving on 24 May. It was marked with a red PAID datestamp and placed in a closed mail bag for Spain by way of France. London struck the red oval PD marking and credited Spain with 4 pence (this was the proper credit for a letter to 1/2 oz. in weight) in red crayon to the left center of the cover. A black double oval datestamp shows arrival at Cadiz on 28 May 1870.

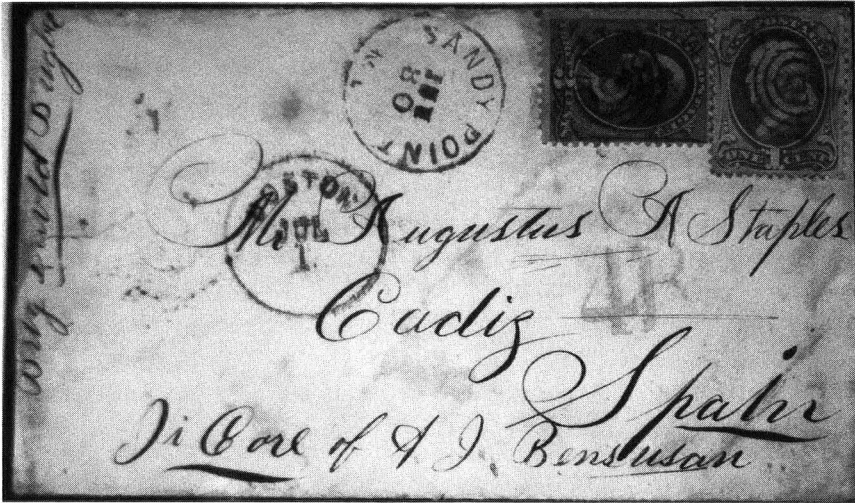
The British negotiated the first changes to the 1858 Convention with Spain in the fall of 1870. An Additional Convention signed at Madrid on 20 September and at London on 25 September 1870<sup>32</sup> increased the weight allowances for a single rate letter and altered the scale of rate progression. The single rate letter was established at 10 grams (up from 7 1/2 grams) in Spain and 1/3 ounce in the U.K. One rate was added for each additional 10 grams or 1/3 oz. This change was effective 1 October 1870 and created a whole new table of fully paid rates for mail from the U.S. to Spain. The new rate progression, as depicted in the December 1870 *USM&POA*, was 16 cents for letters up to 1/3 oz., 28 cents between 1/3 and

**TABLE IV**

<u>grams</u>	<u>Partially Paid</u>		<u>Fully Paid</u>	
	<u>U.S. Paid</u>	<u>Spanish Collect</u>	<u>U.S. Paid</u>	<u>Credit to G.B.</u>
0-10	4¢	4R	16¢	12¢
10-15	4¢	8R	28¢	24¢
15-20	8¢	8R	32¢	24¢
20-30	8¢	12R	44¢	36¢
30-40	12¢	16R	60¢	48¢
40-45	12¢	20R	72¢	60¢

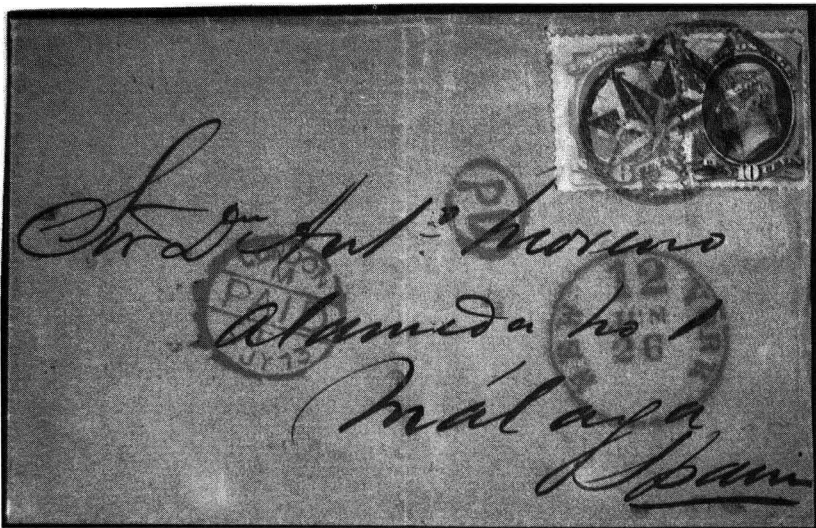
32. Parry, *op. cit.*, vol. 140, pp. 316-318.

$\frac{1}{2}$  oz., 32 cents between  $\frac{1}{2}$  and  $\frac{2}{3}$  oz., and 44 cents between  $\frac{2}{3}$  and 1 oz. This unusual scale accounted for rate increases to the U.K. based on  $\frac{1}{2}$  oz. increments and from the U.K. to Spain based on  $\frac{1}{3}$  oz. increments. Table IV summarizes the rates to Spain and the associated U.S. credits to the U.K. from December 1870.



**Figure 16. Sandy Point, Me., to Cadiz, 30 Jun 1873, by Guion Wyoming from N.Y. 2 Jul. Open mail rate of 4 cents paid by 1 cent and 3 cent National Banknotes. Due 4 reales postage.**

An example of the partially paid rate to Spain is shown in Figure 16. Originating in Sandy Point, Maine, on 30 June 1873, this letter, addressed to Cadiz, Spain, was franked with 1 cent ultramarine and 3 cent green National Banknote adhesives to pay the 4 cent British Open Mail rate to England. The Boston Exchange Office processed the letter on 1 July and sent it to New York for the next day sailing of the Guion Line steamship *Wyoming*, which arrived at Queenstown on 12 July and put off the British mails. Back-stamps show London handling on 14 July, Madrid on 18 July, and Cadiz arrival on 19 July 1873. Madrid marked the letter with a red 4 reales postage due. This cover does not show the two-lined *PAID-ONLY/TO ENGLAND* marking used earlier in London.



**Figure 16. Sandy Point, Me., to Cadiz, 30 Jun 1873, by Guion Wyoming from N.Y. 2 Jul. Open mail rate of 4 cents paid by 1 cent and 3 cent National Banknotes. Due 4 reales postage.**

Figure 17 illustrates another example of the 16 cent fully paid rate to Spain, this time under the 10 gram weight progression effective October 1870. Posted in New York in June 1873, this cover was addressed to Malaga, Spain. The letter was placed in the mails carried from New York on 26 June 1873 by the HAPAG steamer *Cimbria* which arrived at Plymouth on 7 July 1873. London received the letter later that day and struck the red PAID circular datestamp. Backstamps show arrival at Madrid on 12 July and Malaga on 13 July 1873. The letter was franked with the 6 cent carmine grilled and 10 cent brown ungrilled National Banknote adhesives to pay the 16 cent rate for a letter up to 10 grams in weight. New York credited G.B. with 12 cents in the circular datestamp of the Exchange Office, *NEW 12 YORK*, struck in red. London marked the red oval *PD* marking. Not shown is the 2 pence credit to Spain by G.B.

Starting in November 1870, the *USM&POA* listed the fully paid route to Spain as *British mail, via Marseilles* instead of the previous listing *via England*. No explanation is provided by the editor. A connection with the timing of this change and the current events in France can be made. The Franco-Prussian War had been in progress since France declared war on 19 July 1870. By August, the Prussians had crossed into French territory and by the early fall laid siege to Paris. On 13 September 1870, the bridge over the Oise river at Creil, 32 miles to the north of Paris, was blown.<sup>33</sup> This severed the main British mail route by railroad from Calais through Paris to Marseilles, over which most of the British mails to the East, as well as the mails to Spain and Portugal, were conveyed. From 19 September 1870 mails were made up in London and sent by P&O steamer to Marseilles since alternate routes through France were unsuccessful.<sup>34</sup> While Kirk is concerned with the Australian mails in the cited reference, his information makes it logical to conclude that mails to Spain were also conveyed to Marseilles by the P & O steamships. Kirk does explain that the mails to Portugal were similarly disrupted and the outbound P&O steamers were directed to stop at Belem, the coastal port for Lisbon, to deliver mails for Portugal. The P&O steamships stopped calling at Marseilles after 27 December 1870.<sup>35</sup> Apparently, the *USM&POA* continued to use *via Marseilles* in its Foreign Rate Tables, even after the normal rail routes through France from Calais had been reestablished.

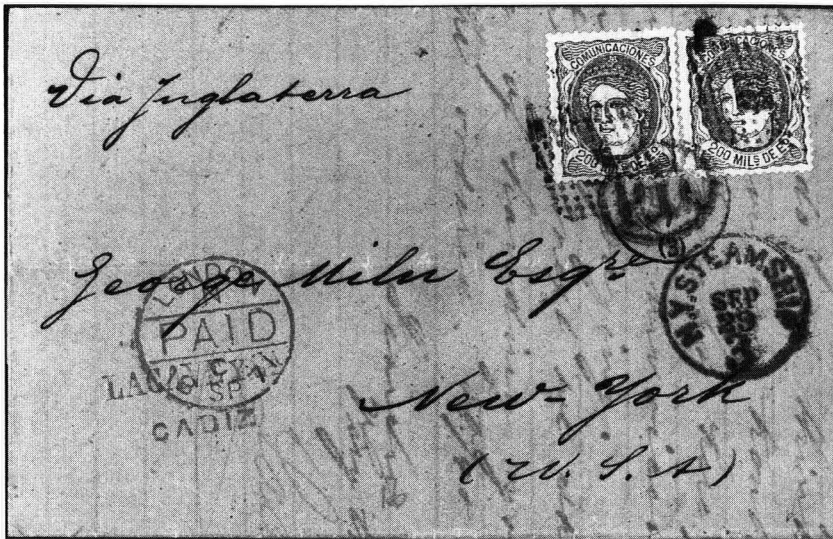
The cover in Figure 18 illustrates mail from Spain during this period. This letter originated in Cadiz on 14 September 1871 and was addressed to New York. Postage of 400 milesimas (4 reales equivalent) was prepaid with two copies of the 1870 200 milesimas pale brown adhesive paying all transit fees through the British mail system. The Spanish considered the letter paid and struck the oval *P.D.* marking in black. A backstamp shows the letter passed through Madrid on 16 September. Arrival at London on 18 September 1871 was shown by a red London PAID datestamp on the letter front. London sent the letter to Southampton where the mails were transferred to the North German Lloyd steamer *Weser II* on 19 September. The steamship arrived in New York on 29 September 1871. The New York Exchange Office struck a postage due circular datestamp in black which read *N.Y.STEAMSHIP 3*.<sup>36</sup> These steamship markings were used for mails

33. R. Kirk, *Australian Mails via Suez 1852 to 1926* (England: The Postal History Society, 1989), p. 127.

34. *Ibid.*, p. 127.

35. *Ibid.*, p. 127.

36. T. Wierenga, *United States Incoming Steamship Mail 1847-1875* (Muskegon, Michigan: Theron Wierenga, 1983), p. 142, mentions the *N.Y.STEAMSHIP 3* marking on covers from Spain and Mexico. In *Chronicle* 108:270, Charles Starnes discusses the U.S.-Mexican Postal Convention, which he concludes did not become effective until July 1870. On letters to the U.S. from Mexico under this Convention, the same *N.Y.STEAMSHIP 3* marking is used to denote the postage due which was the U.S. inland rate. The earliest use of this marking recorded by the author is 8 March 1871.



**Figure 18. Cadiz, 14 Sep 1871, to New York, by NGL *Weser II* from Southampton, 19 Sep. Paid 400 milesimas (4 reales equivalent) with 1870 issue adhesives. N.Y. marked 3 cents postage due.**

brought in by contract steamships that still required postage due since payments to destination were not covered by treaty arrangements. The 3 cents postage due was the U.S. internal postage, this letter having been paid to the U.S. arrival port only. On mails from Spain the New York Exchange Office used 3 cent postage due markings from 1868 on. Depreciated currency markings were not used there even though Boston apparently used them in 1869.

#### July 1875-January 1876

The International Postal Treaty concluded at Berne, Switzerland, on 9 October 1874<sup>37</sup> embraced the postal systems of 21 countries. The U.S., U.K., France, and Spain were among the signatories of the Treaty which went into operation on 1 July 1875. Uniform rates were established for each of the signing countries at 5 cents per 15 grams. This ended the earlier practice of negotiating bilateral agreements for international mail handling and brought a much needed standardization of mail rates. France was allowed to continue using its old rates until 1 January 1876. For a six month period from 1 July 1875 to 1 January 1876, when France started using the new international rates, letters from the U.S. to Spain in the British mails through France required a special rate even though both the U.S. and Spain were under the Berne Treaty. This rate was 12 cents per 15 grams or 1/2 oz. Notes in the Table of Postages to Foreign Countries of the *USM&POA* during this period explained that the higher rate was due to the high transit charges payable to France and that the uniform rate of 5 cents would become effective on 1 January 1876 when France joined the Postal Union.

An example of a cover from the U.S. to Spain at the 12 cent rate can be shown in Figure 19. This folded letter, from the same commercial correspondence as the cover shown in Figure 14, originated in New York on 30 November 1875 and was addressed to Iviza, Spain. The letter was placed in the mails sent from New York on 1 December 1875 on the Cunard steamship *Abyssinia*. The mails were put off at Queenstown on 11 December 1875 and sent to London, arriving on 13 December. Here the letter received a red PAID datestamp and was placed in the closed mails for Spain. Backstamps show the letter

37. U.S. 19 *Statutes at Large* 577.





**Figure 19. New York to Iviza, Spain, by Cunard *Abyssinia* from N.Y. 1 Dec 1875. Rate of 12 cents paid by strip of four 3 cent Continental Banknotes.**

arrived at Iviza on 22 December 1875. The letter was prepaid 12 cents for the fully paid rate to Spain with a strip of four 3 cent green Continental Banknote adhesives.



**Figure 20. Barcelona to Charleston, S. C., 28 Dec 1875, by Cunard *Russia* to New York. Paid 60 centimos by strip of six of 1875 issue.**

Figure 20 illustrates a cover from Spain during this period. This folded letter originated in Barcelona on 28 December 1875 and was addressed to Charleston. Although the state is not written on the cover, other letters addressed to W.P. Hall establish that the destination was Charleston, South Carolina. The letter was prepaid 60 centimos de Peseta (12 cents) with a strip of six copies of the 1875 10c blue. It was placed in a closed mail bag, sent through France to G.B., and put on board the Cunard steamer *Russia* at Queenstown on 9 January 1876. *Russia* arrived at New York on 19 January 1876. The letter was processed in New York on the next day, 20 January 1876, before being sent on to Charleston. Internal docketing shows the letter reached its destination on 22 January 1876. The London PAID marking does not appear on this cover as it was not required after the Berne Convention went into effect for mails between Convention countries.

**TABLE V**

**SPAIN**

	<b>7/49</b>	<b>1/57</b>	<b>10/58</b>	<b>1/68</b>	<b>1/70</b>	<b>10/70</b>	<b>7/75</b>	<b>1/76</b>
Br. v Southampton	73	-	Omit					
Br. v France	41/51	37/43	33/45	22/34	16/28	16	*12	Omit
Br., oA-oB			21-5	Omit				
Br., oA				10	*4	-	Omit	
UPU								*5

oA Open mail, by American packet to England

oB Open mail, by British packet to England

\* Prepayment optional

Omit Previous rate discontinued

**Summary**

Table V summarizes the rates outlined earlier in this article for U.S. mails to Spain by British Convention during the period 1849-1876. This table uses the style and conventions of Charles J. Starnes,<sup>38</sup> the standard reference for U.S. rates to foreign countries.

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38. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU* (Louisville, Kentucky: Leonard H. Hartmann, 1982); revised edition, 1989.

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