

British Postal Agency in Callao, Peru

This is a early stamped cover from Callao with a pair of GB 1862 6d lilac plate 4, which is listed but not priced for the British Postal Agency in Callao in the *Stanley Gibbons Catalogue*; It is very rare on cover.

The 1863 1 peseta brown is also very rare on GB / Peru mixed frankings. The authority *Bargholtz and Potel* only know of two examples on GB / Peru mixed franking covers or pieces.

1866 cover from Callao, Peru to Baltimore USA



3TH.HOS



CDS2



1866 (Nov.) cover to U.S.A. bearing Peru 1863 1 peseta brown paying local postage and Great Britain 1862 6d. plate 4 SD-TD pair, all tied by smudged "C38", with "PANAMA" CDS dated NO. 29 1862 and "STEAMSHIP/20". on the front and CALLAO CDS2 on the back. There is an R.P.S. certificate (2004) stating that it is genuine.

Route By Pacific Steam Navigation Company to Panama, overland to Colon and then by US steamship to Baltimore.

Rate A double rate cover; 1/- paid to Panama and 20 cents on collection in USA.

Provenance R. Pearmund

No. 189405

THE ROYAL PHILATELIC SOCIETY
LONDON



41 Devonshire Place
London W1G 6JY

Meeting of 27 OCT 2004

In the OPINION of The EXPERT COMMITTEE the item
described as

British Post Offices in Peru: 1865-79 S.G. No. Z 40
6D lilac - plate 4 - pair - used with C 38
(Callao) obliteration on lettersheet, with Peru
1863 IP Brown (S. G. 16) to Baltimore - is
genuine

Bevan
Chairman

THE ROYAL PHILATELIC
SOCIETY - LONDON

Submitted by

Richard Bearmund

Peru

Callao

The crowned-circle (crown paid) hand-stamp was supplied to offices abroad from 1842, following pressure from postmasters in dependent territories to provide them with adhesive stamps, which were introduced in Great Britain in 1840.

Under regulations circulated in December 1841, letters and packets to United Kingdom or its territories were to be unpaid, with the postage collected on delivery. Postage between foreign ports was to be paid in advance, the amount indicated in manuscript on the cover and a *crowned-paid hand-stamp* applied.

Callao was supplied with two crowned-paid hand-stamps in 1846 and 1847, which were used until 1865, when Great Britain adhesive stamps were provided.



cca



ccb



cds1



1852 Entire letter (in Spanish) from Lima, Peru, posted to Genoa, Italy via England and France with over inked red CCa Crown Paid at Callao on front with adjacent 2 line unframed VIA DI BEAUVOISON, red paid CDS of London, Calais transit CDS, hand-stamped 5/8 and red PD in circle with 9 and Via Panama in manuscript.

Double arc CDS1 Callao British post office CDS March 9th 1852 and French transit on reverse

British Postal Agency in Callao, Peru

Until 1855 mail had to cross the Panama Isthmus by canoe and mule, (later by steamboat, canoe and mail coach) a journey taking up to 5 days). The railway from Panama to Colon was completed in January 1855, reducing the journey to a few hours. This was carried on one of the first railway crossings over the Isthmus

1855 entire letter from Lima, Peru to Genoa, Italy



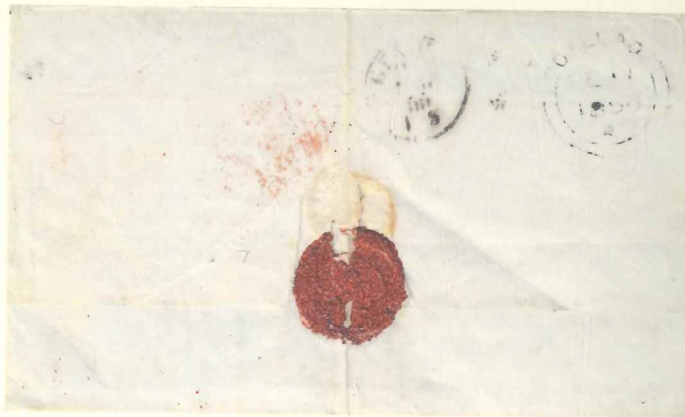
CC2a



CC2b



CDS2



1855 entire letter from Lima, Peru to Genoa, Italy with Callao Crown Circle h/s SG CC2 and "2/10" in red manuscript, red "P-D" (Paid) in oval, London PAID cds (21st March) and Calais transit, back stamped with Callao CDS2 (11th February) and Genoa receiver.

Rate: From Peru to London 2/- per ½ oz; less non-delivery in GB 1d, to Sardinia (Genoa) 10d per ¼ oz total 2/9. Overpaid by 1d if under ¼ oz

Route: By PSNC mail boat to Panama (18 days), overland by railway to Colon, By RMS Clyde from Colon (23rd February) to St Thomas (3rd March), RMS Parana from St Thomas (5th March) to Southampton (21st March) then via London and Calais to Genoa.

Sources:

Kenton P (2000) *Crossroads at Panama* in *Rossiter Postal History Journal* Volume No.1 :2000 Stuart Rossiter Trust Fund, Bristol
Kenton PJ and Parsons HG (1999) *Early routings of the Royal Mail Steam Packet Company 1842- 1879*. Postal History Society,
Parmenter J (1993) *GB Used Abroad: Cancellations and Postal Markings* Postal History Society, Beckenham
Tabart, C 2nd ed (2003) *United Kingdom Letter Rates Inland and Overseas* HH Sales Bradford

Peru



Peru with British Postal agencies

In 1840 the Pacific Steam Navigation Company (PSNC) opened a route from Panama to Valparaiso. From 12 August 1851 mail to Europe was permitted through British consular offices, which became packet agencies. In 1867 the PSNC also started a service to Valparaiso from Liverpool via Cape Horn.

Stamps of Britain were used at packet agencies in Peru:
in 1861-79 at Paita (obliterator C43);
in 1865-79 at Arica (obliterator C36),
in 1865-79 at Callao (obliterator C38)
in 1865-79 at Islay (obliterator C42);
in 1868-78 at Iquique (obliterator D87);
in 1868-70 at Pisco (obliterator D74);
in (dates unknown) at Pisagua (obliterator D65).

After the war of the Pacific 1879 to 1883 Chile gained control of Tarapaca province from Peru, including the ports of Arica, Iquique and Pisagua.

Callao, the first port of entry in Peru was connected to the capital, Lima by a railway 6 miles long. The Packet Agency at Callao was established by the despatch of the first mail from Callao to Panama on 13th April 1846. Great Britain maintained the Postal agency on no statutory basis but simply on the principle of a right of way. British postage stamps, for example, were introduced silently in 1865 without permission being sought from the Peruvian government.

1869 Lima to Bordeaux via Callao



Callao CDS2 Anglo-French accountancy mark



1869 wrapper from Lima to Bordeaux with Callao British Postal Agency CDS2 cancel, 1f90c hexagonal GB/France accountancy / exchange mark and manuscript "28" on front, plus London and France transit and receipt marks

At London it received the boxed 1f90c cancel to show that it was an unpaid letter from overseas and exchanged with France at the bulk rate of 1 franc 90 centimes per 30 grammes of letter weight, to compensate the UK for transit expenses. Upon arrival in France the letter was marked for 28 decimes (2 franc 80 centimes) to be paid on collection to pay the French internal weight and the British debit for the letter.

Peru

Anglo-French Accountancy marks

Even when stamps were supplied to British Packet Agencies abroad, letters to France and Italy were sent unstamped, and at the exchange office, a mark was applied to show the cost (or the article) for which the letter had been forwarded. For France, the Anglo-French convention of 24th September 1856 fixed the tariff:

From 1st January 1857 to 31st December 1865: 2f87½ per 30grammes

From 1st January 1866 to 31st December 1875: 1f90 per 30grammes

Additionally taxes for the destination were applied in manuscript: 1857 – 1866: 12 decimes per 7½g
1867 – 1875: 15 decimes per 10g



Callao CDS1
Lamy type 130



Type I C alongside 5
Anglo-French Accountancy Mark

1860 Lima to Paris via Callao



1860 (April 2nd) wrapper Lima to Paris with "12" in manuscript, 2f87½/10 c hexagonal GB/France accountancy / exchange mark, green oval "Belloc Freres" merchant mark and Calais transit mark on front. On the reverse are black Callao British Postal Agency CDS1 cancel, London and France transit and receipt marks.

At London on April 2nd it received the boxed 2f87½ cancel to show that it was an unpaid letter from overseas and exchanged with France at the bulk rate of 2 franc 87½ centimes per 30 grammes of letter weight, to compensate the UK for transit expenses. Upon arrival in France (18th May) the letter was marked for 12 decimes (1 franc 20 centimes) to be paid on collection to pay the French internal weight and the British debit for the letter between 7½ and 15 grammes..



An entire letter written by Guillermo Schrader & Co of Iquique, Peru on 21 March 1864 to Lanman and Kemp of New York, acknowledging instructions to place L & K advertisements in the local newspaper, *Mercurio*. It travelled in the Royal Mail Steam Packet Company's steamer *Peru* to Panama where it was in transit on 4 April. It crossed the Panama Railroad to Colón where it found no American vessel for the onward journey as a result of the Civil War up there. The solution was to take the route via Great Britain, and the Royal Mail Steam Packet Company's took it to St Thomas in its *Solent* and then to Southampton in the *Shannon*, arriving in London on the 27th. There is an Anglo/American accountancy mark for 48 cents for the two Atlantic crossings. and the Americans charged either 69 cents in coin or \$1.16 in paper money under their depreciating currency regime.



An entire folded letter addressed from Lima, Peru to Lanman and Kemp, Chemists, in New York and dated 13 March 1863. The local British post office at Callao applied the "PAID-TO PANAMA" handstamp and the letter continued in the Pacific Steam Navigation Company's steamer *Bogotá* to Panama, where it was in transit on the 24th before crossing the Isthmus on the Panamá railroad to Colón. There it boarded an American steamship for New York arriving on 5 April and being charged 10 American Notes.

British Postal Agency in Callao, Peru

Mixed frankings are common on mail from Peru sent through the British Postal Agency because local Peruvian postage had to be paid from Peru to the Postal agency and then British stamps applied for external postage. The Peru stamps would normally have a local cancel, but the stamps were often applied at the postal agency and would then be postmarked with the agency cancel (C38 at Callao)

1877 mixed frankings from Callao, Peru to Genoa, Italy



Rate: The local rate to the British Agency in Callao was 10 centavos. From Peru to Italy the rate was 1/8. This rate is extremely rare (*Bargholtz and Potel*) and was in force from 1876-7 for transit via France.



Rate: The local rate to the British Agency in Callao was 10 centavos. From Peru to Italy the rate was 1 1/2d composed of 1/- to London, less 1d for delivery not effected and 2 1/2d extra to Italy. This rate is extremely rare (*Bargholtz and Potel*) and was in force for three months only between July and the end of September 1878.

PETER HOLCOMBE
 PHILATELIC EXPERT
 LUZERN, SWITZERLAND.

Certificate No. 3739/89

November, 5th 1989

PERU

A letter
 intended
 platform
 Call
 via
 It is
 The

Great Britain Used Abroad / Peru 1873. Callao, Peru Folded Entire Sent to
 Genoa, Italy Paid Only with 1d Peru Adhesive Scott 14 Tied with British Canceled
 "C38", Charged 2.30L Postage Due on Arrival; Peruvian Merchant ?Oval Cachet in
 Blue; VERY SCARCE & FINE (46-05932) \$450.00



British Postal Agency Callao

British Postal Agency Callao cancels on stamps of Chile and Bolivia

A GB-Peru Postal Convention treaty was signed on 13th August 1851 stating that all covers to the UK had to have postage paid in local currency; essentially this was a postal tax. Because the Peruvian stamps were often applied at the British Postal Agency, Peruvian stamps are often found with the British Postal Agency cancel, most commonly at Callao.

Although no such treaty existed between Britain and Chile and between Britain and Bolivia there are also mixed frankings of Chile / Bolivia and GB stamps posted at Callao. This mixed franking is not found at any other British postal agency in Peru. In some cases the Chile/ Bolivia stamp is cancelled with the C38 Callao obliterator.

This is not common, and the J. Grant Glassco sale of 25th to 27th November 1969 at Robson Lowe London, which was the greatest ever sale of British Post Offices Abroad, did not have any examples of Chile or Bolivia stamps used in Peru.



Callao 3TH.HOS



Callao 4VOS



3TH.HOS cancel on Chile 1867 Sc17, SG45 5c red



4VOS C38 cancel on Bolivia Sc16, SG 38 10c red
(not on piece; mounted to show full C38 cancels)



British Postal Agency in Callao

Mixed frankings from the British Postal Agency in Callao

True mixed frankings (also called combination frankings) occur when there is no agreement for exchange of fully prepaid letters between two postal administrations. The British Postal Agencies in Peru provided British stamps and cancellations for overseas mail beyond Panama from 1865 to 1979. The Peruvian postal regulations (sometimes flouted) required inland postage to be paid on all overseas letters, including those mailed from a port where there was a British Postal Agency. Peruvian stamps were used, which could be locally postmarked, handed in to British Postal agency and therefore cancelled (in the case of Callao) by the C38 British Postal Agency obliterator or could be handed to the purser on board the mail boat in which case the stamps would be cancelled at Panama, the next port of call.

For some countries e.g. France the mail would be unfranked for the overseas part, with an agreed amount paid on collection.

There are also mixed frankings where mail originated in Chile or Bolivia with local stamps and cancels in combination with British adhesive stamps cancelled in Callao. An example is given below:

British Postal Agency Callao mixed franking with stamps of Chile



Two GB 6d grey plate 15 and two Chile 5 Centavos red stamps in a mixed franking with the GB stamps cancelled by 4VOS Callao C38 and the Chile stamps cancelled by two Chilean local Valparaiso CDS. **An extremely rare mixed franking.**

On the following pages are examples of mixed frankings on piece, showing the wide variety of postal rates and Peruvian stamps used.

Covers with mixed frankings to a variety of destinations are shown, including two examples of triple combination frankings, to Sweden and to New York.



Panama transit from Peru

The Pacific Steam Navigation Company (PSNC) founded in 1840 serviced the west coast of South America between Panama and Valparaiso. It stopped at the British Postal Agencies in Peru, being granted the British Government mail contract to Panama in 1852. The packet fleet grew to over 20 ships and had the monopoly of carrying all ocean mails in the Pacific. The Peruvian government challenged the right, but the company held the monopoly until 1870.

The mail was taken across the Panama isthmus and transferred to the US Mail Steamship Company for the east coast of America or the Royal Mail Steam Packet Company for passage to its terminus in Southampton. The 47½-mile railway between Colon and Panama was opened in 1855 at a cost of thousands of lives. Mail passing through the Panama isthmus was sorted at Panama until 1871 when mail for the Pacific was sorted at Colon. A range of cancellations were applied at Panama to indicate that mail has passed through the British Postal Agency; these were used without any apparent pattern, except that transit 2 was only used for Pacific mails to France.



CDS1



CDS2

PANAMA
MY201848
TRANSIT
TRANSIT 1

PANAMA
TRANSIT
TRANSIT 2



TRANSIT CDS

After Colombia joined the UPU in 1881, British Packet Agency cancels were used. Colon had a smaller range of marks.



BPA CDS1

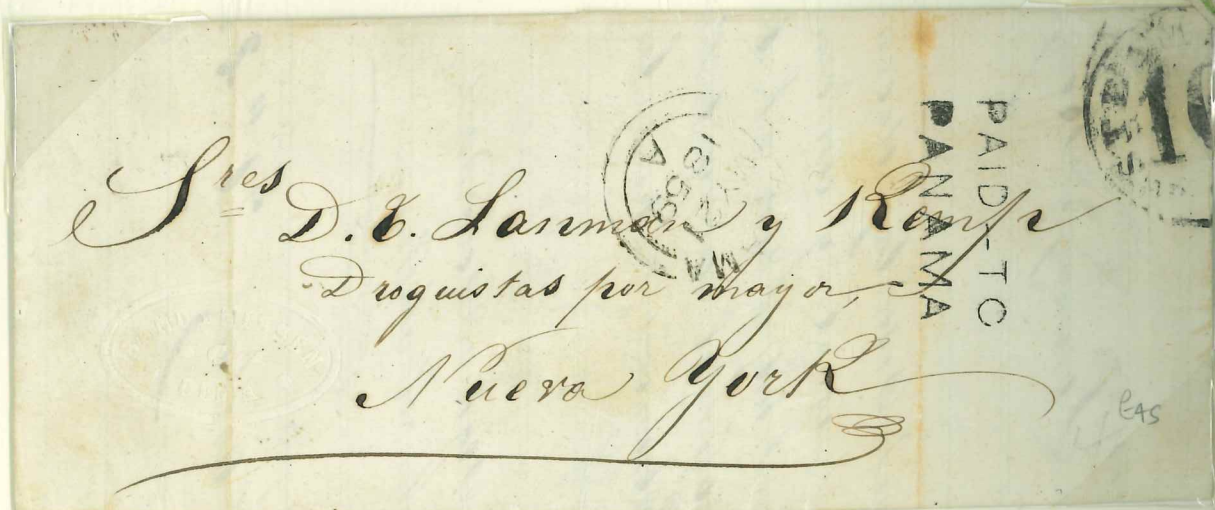


BPA CDS2



1862 1 Dinero green. Scott 14, Michel 15 with part Panama Transit two line cancel

1859 entire from Lima, Peru - Paid to Panama



PAID - TO
PANAMA
Callao PP cancel

1859 (April 26th) entire from Lima to New York. The front has the embossed company stamp "Sand Y Nissen, Peru", black Panama CDS1 cancel May 21st 1859, PAID TO PANAMA 2-line cancel and part STEAMSHIP 10 to pay cancel. Postage was paid to Panama and 10 cents was paid on collection in New York. The letter took nearly 7 weeks from despatch until receipt. There are no Peruvian markings, so it was probably carried privately to Panama

The British Postal Agency in Islay, Peru

Each British Postal Agency were supplied with date stamps and a number of ancillary cancels for use on unstamped letters; most ancillary cancels were rarely used. These "PAID-TO/PANAMA" marks (Parmenter PP) were issued to each of the British Post Offices Abroad on the pacific seaboard of South America.

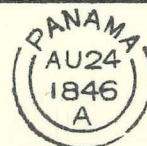
1862 Entire Letter from Arequipa to New York via Islay and Panama



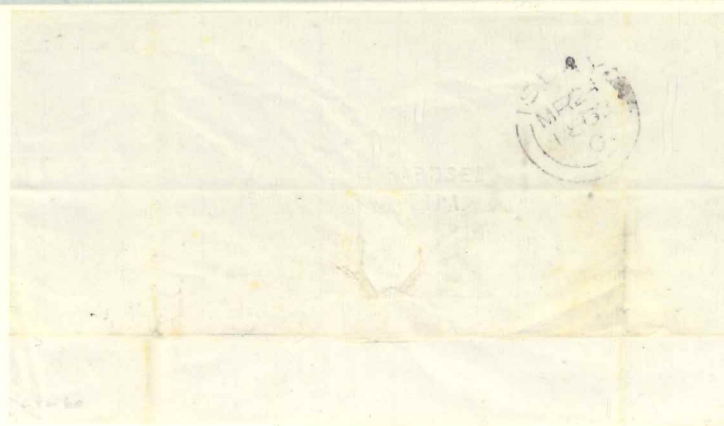
Islay CDS1

PAID-TO
PANAMA

Islay PP Paid to Panama



Panama CDS1



1862 entire letter from Arequipa (Peru) to New York, posted March 24th. The front has manuscript 1/- in red, plus hand-stamps red PP "PAID TO PANAMA", British PO double arc Panama CDS1 cancel August 4th 1864 and "STEAMSHIP 10" in circle, indicating the payment in USA of 10 cents between Panama and New York. The back has a British PO double arc Islay CDS1 cancel.

Route / Rate: This packet had to be prepaid to Panama at a rate of 1/-, written in manuscript (normally in red) to indicate that it is paid. The rate to Panama was 6d per half ounce, so this packet was regarded as double weight. Carried by railway across the Panama Isthmus to Colon and then by US mail boat to New York, with a single rate charge of 10 cents payable on collection.

Sources:

Bargholtz, P and Potel P (2000) *The Peru-GB Combination Frankings* P Potel, St Pair sur Mer, France (privately published)
Kenton P (2000) *Crossroads at Panama* in *Rossiter Postal History Journal* Volume No.1 :2000 Stuart Rossiter Trust Fund, Bristol
Parmenter J (1993) *GB Used Abroad: Cancellations and Postal Markings* Postal History Society, Beckenham

The British Postal Agency in Islay, Peru

The British Postal Agency at Islay was opened in 1850 to serve the town of Arequipa, 90 miles away. It used British stamps from 1865, but was moved to the nearby town of Mollendo in 1877, a few years after a railway was built from Arequipa to Mollendo. It closed in 1879, when Peru joined the UPU

1864 Entire Letter from Arequipa to New York via Islay and Panama



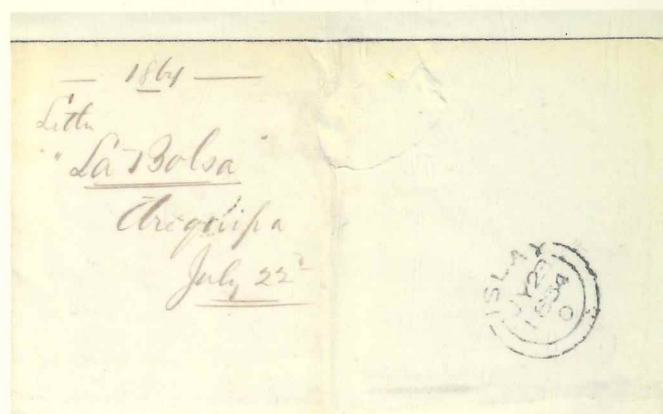
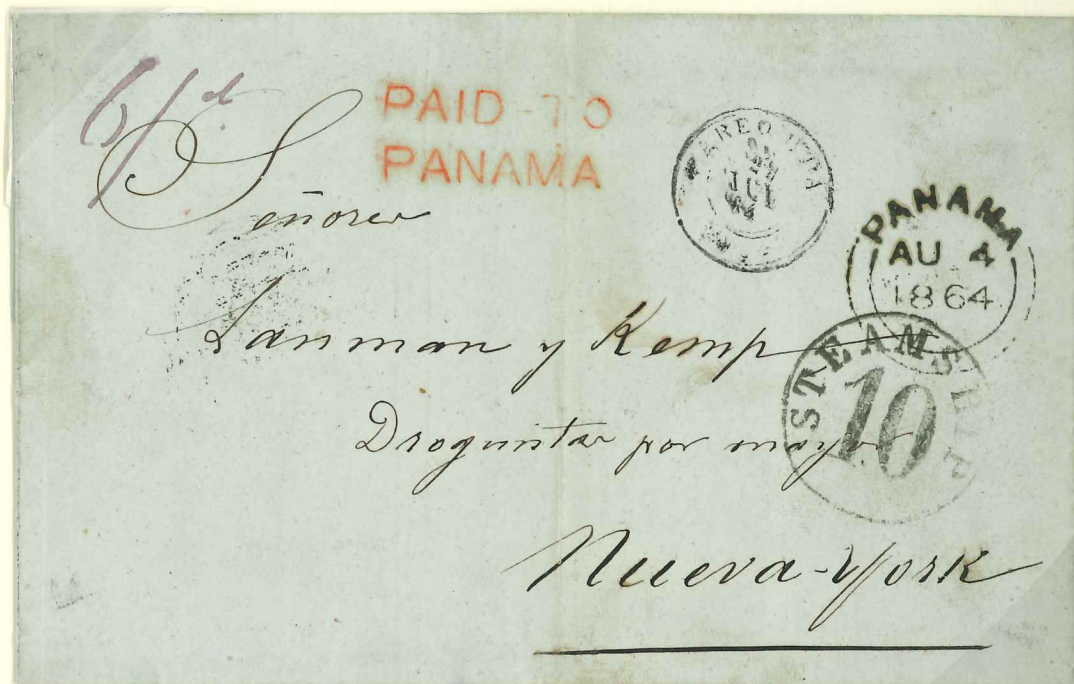
Islay CDS1

PAID-TO
PANAMA

Islay PP Paid to Panama



Panama CDS1



1864 entire letter from Arequipa (Peru) to New York, posted July 21st. The front has manuscript 6d in red, plus hand-stamps red PP "PAID TO PANAMA", British PO double arc Panama CDS1 cancel August 24th 1864, Arequipa CDS and "STEAMSHIP 10" in circle, indicating the payment in USA of 10 cents between Panama and New York. The back has British PO double arc Islay CDS1 cancel dated July 23rd 1864.

Route / Rate: This packet had to be prepaid to Panama at a rate of 6d written in manuscript (normally in red) to indicate that it is paid. Carried by railway across the Panama Isthmus to Colon and then by US mail boat to New York, with a single rate charge of 10 cents payable on collection.

Sources:

Kenton P (2000) *Crossroads at Panama* in *Rossiter Postal History Journal* Volume No.1 :2000 Stuart Rossiter Trust Fund, Bristol
Parmenter J (1993) *GB Used Abroad: Cancellations and Postal Markings* Postal History Society, Beckenham

Peru

Pacific Steam Navigation Company local steamships (Vapor)

Local letters, i.e. not carried beyond Panama carried a VAPOR mark (Vapor is the Spanish word for steamship). There were eight ship-marks for the Pacific Steam Navigation Company (PSNC) ships operating along the Pacific Coast. From November 1853, letters were delivered to the steamers in sealed bags, so the practice of stamping the letter with ships name ceased. VAPOR marks for the ports were used, for example the "ARICA VAPOR" mark on this cover.

TABLES		GENERAL REMARKS.		PANAMA, CALLAO, AND VALPARAISO.											
ARRIVALS AND DEPARTURES				TABLE No. 1.											
CONTRACT PACKETS,				Arrive.		Depart.		Ports of Call.		Dist.		Underweigh.		In Port.	
ALONG THE WEST COAST OF SOUTH AMERICA.				Days.	Hours.	Days.	Hours.	Days.	Hours.	Miles.	Days.	Hours.	Days.	Hours.	
<p>The Company have, at present in the Pacific and on the way out, exclusive of the "Opsey" and "La Perla," six large Mail Packets, four of which will now be required (instead of three as formerly) to work the Trunk line, in consequence of the shortened stoppage at Panama, which will not admit of the immediate return of the in-going Steamer. The additional steaming days, however, allowing of Guayaquil, Lambayeque, Iquique, and Huanchaco being included, have enabled the Company to make arrangements for Day-light Arrivals throughout the entire line of coast, with the exception of Huasco and Iquique; and, in order to avoid the untimely arrival, consequent risk, and almost certain detention, at the former port, it may be found profitable to embrace it in the Itinerary of a Steamer now plying between Valparaiso and Caldera.</p> <p>Pisco.—In order to provide for the growing traffic between Callao and Pisco (the latter port being also very difficult of access except in the morning) it is proposed to keep up a weekly, or, at least, a semi-monthly communication with said port by means of the Company's steamer "Opsey," this vessel to be likewise employed on the Coima and Huasco station, as shown in the foregoing table, should the traffic prove sufficiently remunerative to the Company.</p> <p>The stoppages at the intermediate ports have been put down at the lowest possible estimate, and must therefore be taken as only approximate; and as frequent cases of detention occur thereat, the speed of the Contract Packets may vary from 7 1/2 to 10 knots per hour, as may be required to secure Day-light arrivals at these Ports, and to provide for undeviating regularity at the Ports of Panama, Callao, and Valparaiso.</p>				29	10 A.M.	PANAMA		...	...	...	...	...	...
				3	5 P.M.	4	7	Guayaquil		...	...	...	...	...
				5	9 A.M.	5	7 P.M.	Payta		...	...	...	...	...
				6	1 P.M.	6	4	Lambayeque		...	...	...	...	...
				7	6 A.M.	7	8 A.M.	Huanchaco		...	...	...	...	...
				8	8	8	9	Huacho		...	...	...	...	...
				8	5 P.M.	11	4 P.M.	CALLAO		...	...	...	...	...
				12	8 A.M.	12	10 A.M.	Pisco		...	...	...	...	...
				14	7	13	Noon	Islay		...	...	...	...	...
				15	8	15	2 P.M.	Arica		...	...	...	...	...
				16	6	16	10 A.M.	Iquique		...	...	...	...	...
				17	7	17	11	Cobija		...	...	...	...	...
				19	6	19	2 P.M.	Caldera		...	...	...	...	...
				20	2 P.M.	20	4	Coyumbes		...	...	...	...	...
				21	4	20	11 A.M.	VALPARAISO		...	...	...	...	...
				21	10 A.M.	21	11	Coyumbes		...	...	...	...	...
				...	11 P.M.	...	Midnt.	Huasco		...	...	...	...	...
				1	Noon	1	7 P.M.	Caldera		...	...	...	...	...
				3	7 A.M.	3	8 A.M.	Cobija		...	...	...	...	...
		4	1	4	2	Iquique		...	...	...	...	...
		5	11 A.M.	5	2	Arica		...	...	...	...	...
		7	2 P.M.	7	4	Islay		...	...	...	...	...
		8	6 A.M.	10	10 A.M.	Pisco		...	...	...	...	...
		11	3 P.M.	11	7 P.M.	CALLAO		...	...	...	...	...
		12	7 A.M.	12	9 A.M.	Huanchaco		...	...	...	...	...
		13	6	13	Noon	Lambayeque		...	...	...	...	...
		14	2 P.M.	15	6 A.M.	Payta		...	...	...	...	...
		19	7 A.M.	29	10	Guayaquil		...	...	...	...	...
		19	7 A.M.	29	10	PANAMA		...	...	...	...	...
						Total.		8113	32	12	24	12			

PSNC Timetable from Panama to Valparaiso introduced in 1854

1854 Arica to Cobija Por Vapor



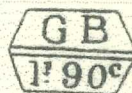
1854 cover from Arica to Cobija with "ARICA VAPOR". Although written on 20th October and received on 19th November, it went on the PSNC packet of 15th November, arriving at Cobija on 17th November. **Rate:** By a Postal Decree in force from 1st July 1853, letters up to 90 decigrammes (this letter weighs 40 decigrammes) were charged 5 centavos / ½ real plus a further charge of 5 centavos for sea carriage. **Route:** By PSNC packet on the route from Panama to Valparaiso, timetabled to depart Arica at 2pm on 15th November, arriving at Cobija at 7am on November 17th, a distance of 250 nautical miles with a stop at Iquique.

Peru, Arica

The British Postal Agency in Arica was established in 1846 and British stamps were issued from 1865 using a horizontal oval obliterator. An earthquake and a sea inundation destroyed the town on 13th August 1868.

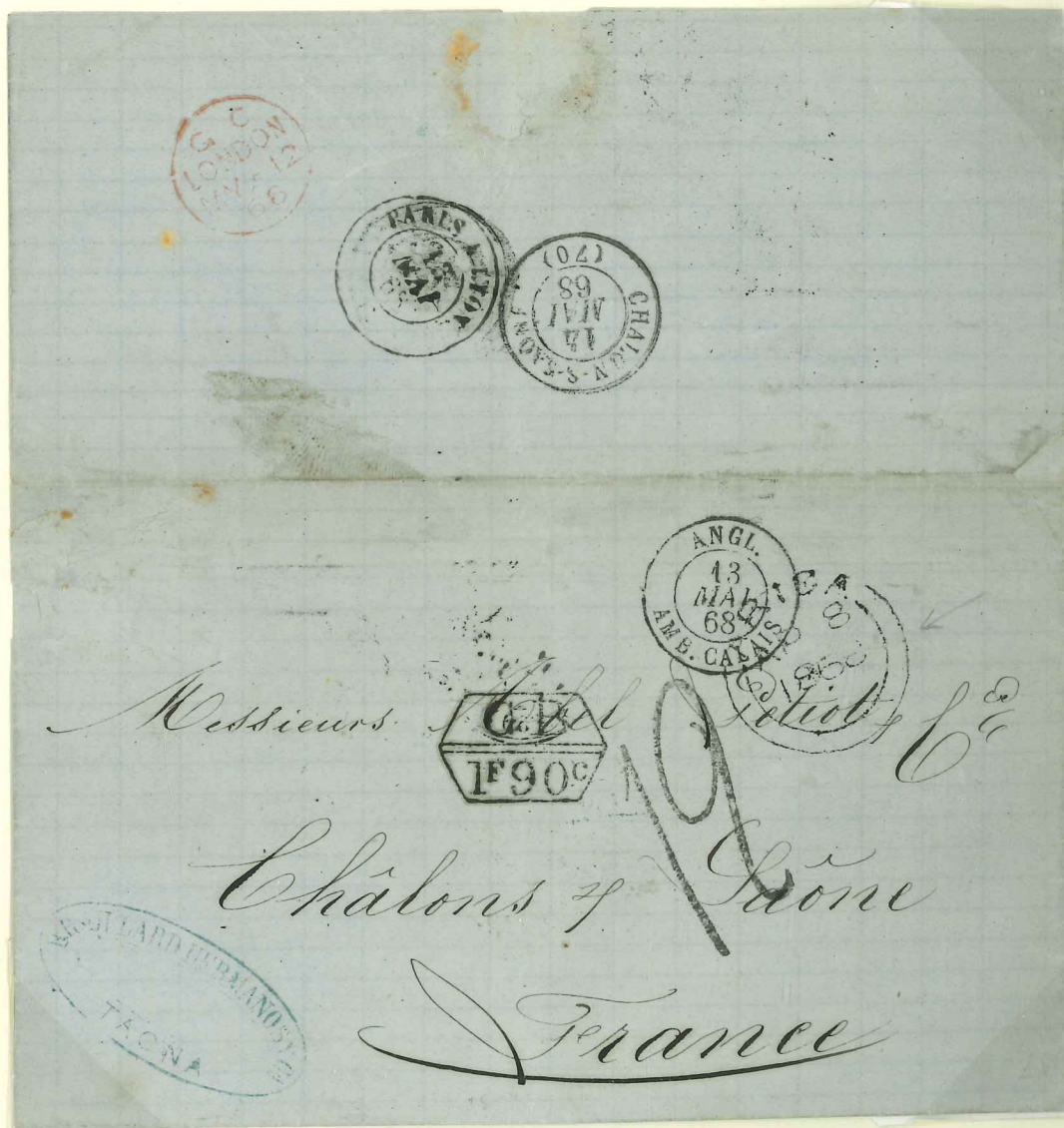
1868 EL from Tacna, Peru to Chalon sur Saone France via Arica.

The entire, sent 4 months before a tidal wave destroyed Arica was dated 3 years after the introduction of Great Britain stamps to Arica. The Anglo-French convention allowed unpaid mail to be sent via packet boat when the final destination was France. Tacna was ceded to Chile after the Chile-Peru war in 1883 and was returned to Peru in 1929.



CDS 1

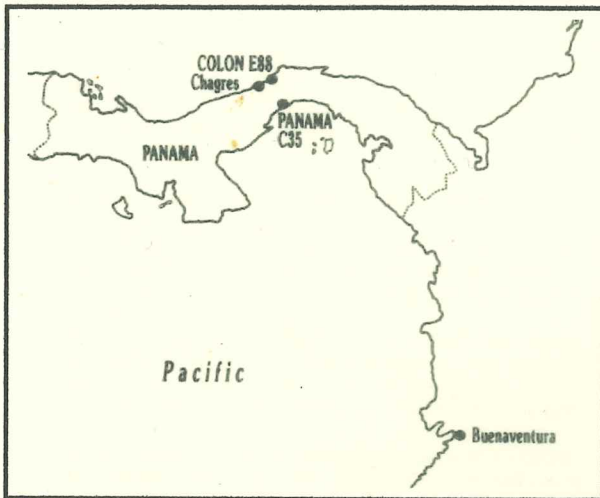
accountancy mark



The front has an Arica CDS1 cancel dated APR 8 1868, 1f90c Anglo-French Accountancy mark, Calais Transit cancel and "12" in manuscript. Reverse has Paris to Lyon Travelling Post Office (TPO) mark and Chalon sur Saone receipt dated 14 Mai 1868.

The foreign office in London struck the accountancy mark GB/1f90c (used from 1st January 1866 to 31st December 1875) to inform the French exchange office that this letter came from the west coast of South America and the French post owed 1f90c per 30 grammes. The French exchange office in Calais to Paris train stamped the front and wrote in manuscript that 12 decimes (1f20c) was to be paid on collection.

Via Panama: through the Pacific Ports of Latin America 1853 – 93

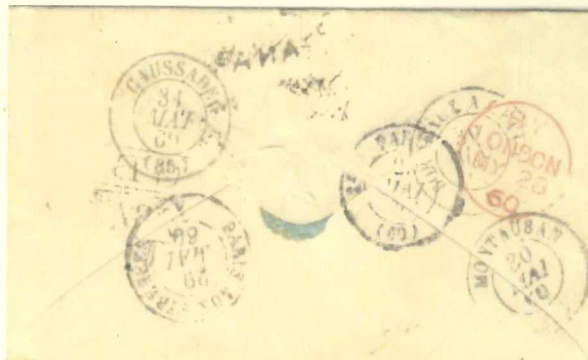


Steam packets operated in the Pacific from Panama (then in Colombia) from 1841 and the GPO Packet Agency at Panama was one of the most strategically important of the British Offices abroad. From 1841 mail was hauled overland to the port of Chagres on the Caribbean coast. The crossing took an average of 4 days from Chagres to Panama (2 days in the reverse direction) and much longer in the rainy season. The crossing was by mule train from Panama to Cruces on the Chagres river and then by canoe (or cayucas) to Chagres. In 1846 a road was constructed on higher ground. It was kept in good condition, but the crossing was still slow.

In 1855 the railway between Panama and Aspinwall was opened, at a cost of millions of Spanish dollars, and thousands of lives. Chinese labourers were employed, and "every sleeper cost a life". Soon afterwards the Atlantic port was moved from Chagres to Aspinwall. Aspinwall was named after the engineer responsible for the construction of the railway; it was later renamed Colon.

Traffic was very heavy, and more than 20 steamers called a month by 1867, each with up to 200 bags of mail. Initially no charge was made for crossing the isthmus, but later letters via Panama were surcharged at 6d per ½ ounce, a huge increase on seamen's letters at 1d. Colombia joined the Universal Postal Union (UPU) in 1881, but the British Packet Agencies at Panama and Colon remained open until at least 1904 (Colon) and 1907 (Panama). The Colombian government stipulated that the railways should charge the country where the correspondence originated for the transit.

1860 small envelope from Paita to Montaubon, France



PANAMA
MY201848
TRANSIT
TRANSIT 1 cancel

1860 small envelope from Paita to Montaubon, France. Redirected to Montebis par Caussade. The front has "12" (i.e 12 decimes to pay) in manuscript, Panama TRANSIT 1 cancel dated May 3rd 1860 and Anglo-French 2f87 5/10 accountancy mark. Back has PAITA straight line Peruvian cancel (there is no British Postal Agency cancel), red London receiver May 28th 1860 and five French cancels; the latest Caussade 31st May

British Postal Agency in Arica, Peru

Anglo-US Convention 1st October 1853 - The exchange of mails was authorised between New York and other US ports and the British packet office at Panama; US Government to provide the mail transmission. Mails to comprise all those between the USA and the foreign ports on the west coast of South America served by British packets. Mail was prepaid to Panama, as shown by the PAID TO PANAMA cancel.

1861 entire letter from Tacna to New York via Arica

PAID - TO
PANAMA

Arica PP



Arica CDS1



1861 entire letter from Tacna to New York with CDS1 British Postal agency ARICA dated SP 8 1861, Arica PAID TO PANAMA and STEAMSHIP 10. in circle.

Rate: Although not stated this would have been 6d paid from Arica to Panama. The Steamship 10 " in circle, indicates the payment in USA on collection of 10 cents for transmissions between Panama and New York.

Route: By Pacific Steam Navigation Company from Arica to Panama, rail over the Panama Isthmus to Colon and US mail boat to New York.

Sources

Bargholtz, P and Potel P (2000) The Peru-GB Combination Frankings Ph Potel St Pair sur Mer, France (privately published)
Parmenter J (1993) GB Used Abroad: Cancellations and Postal Markings Postal History Society, Beckenham

British Postal Agency in Arica, Peru

The Arica CDS cancels are rarely seen in blue or red.

1855 cover from Tacna to Burdeos, France



PANAMA

TRANSIT



1855 cover from Tacna to Burdeos, France with rare blue British Postal Agency Arica CDFS1 cancel, Anglo/Calais cds and Panama Transit 1 straight line cancel, both in red, "Por Panama" in manuscript and "24" hand struck rate. Several transit and arrival cds are back stamped.

1869 entire letter from Arica to Chalon sur Saone France



PANAMA

MY201848

TRANSIT

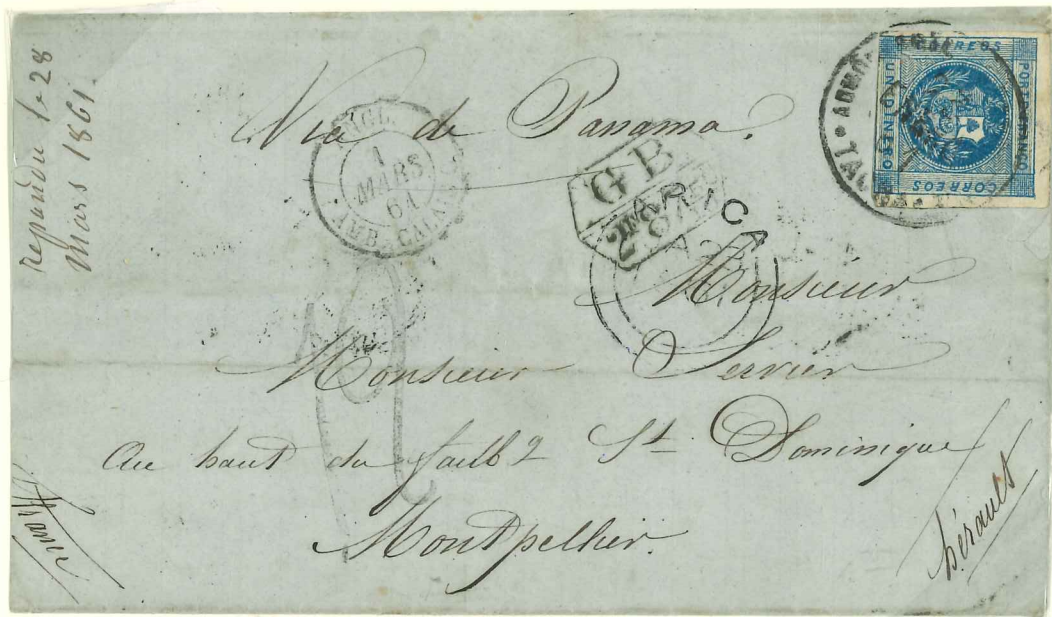


1869 entire letter from Arica to Chalon sur Saone France with red Arica Cds2, BPO PANAMA TRANSIT 23 FE 1869, French PANAMA octagonal 2 MARS 6 .CANCEL. 12 and " Par Panama et St Nazaire" in manuscript. A Peruvian stamp for local postage has been cut out.

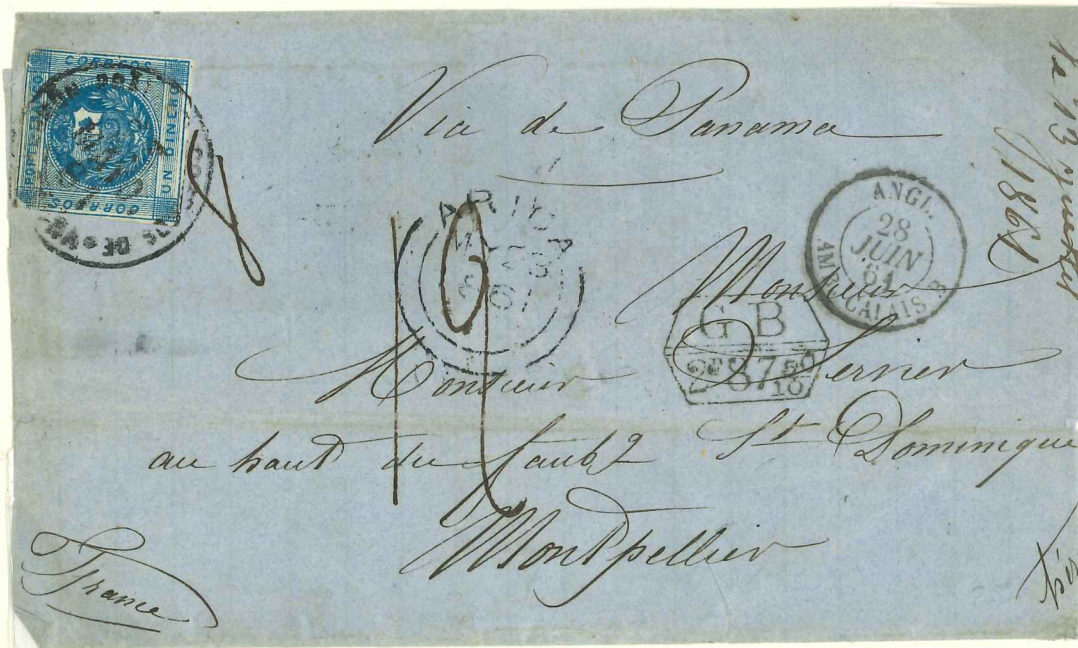
British Postal Agency in Arica, Peru

Two 1861 covers from Tana, Peru to Montpellier, France via Arica, Panama and London

These two covers, originating in the nearby city of Tacna, were sent unpaid from Arica with the internal postage paid with a Peru 1 dinero blue stamp.



1861 Cover from Tacna Peru via Arica, London and Paris to Montpellier, 1857 1 dinero blue, tied by Tacna cds TACNA ENE 20 61, endorsed "Via de Panama", hand struck "12" Decime arrival charge and British Postal Agency Arica CDS2 cancel dated JA 23 1861 partly over struck by framed GB /2f87/5/10 accountancy mark, obverse has ,red London FE 28 transit, Paris cds Montpellier receiver 2 MARS .



1861 Cover from Tacna Peru via Arica, London and Paris to Montpellier, 1857 1 dinero blue, tied by Tacna cds TACNA MAY 61, endorsed "Via de Panama", hand struck "12" Decime arrival charge and British Postal Agency Arica CDS2 cancel dated MY 23 1861 partly over struck by framed GB /2f87/5/10 accountancy mark, obverse has ,red London JU 27 transit, Paris cds Montpellier receiver 29 JUN .

From Cochachamba (Bolivia) to
NY via Arica, Panama
Blue ARICA CD2 (typical for late
usage)
FC 23 76.
On unpaid mail Post ~~see~~ value at \$2.00
Is there Bolivian stamp missing?
There is no payment until Panama.





An entire folded letter dated 31 December 1861 and addressed by Juan B. Bobbio of Paita, Peru to Lanman and Kemp of New York, showing interest in a new gaslight combustible offered by them and asking for a sample. The letter entered the local British post office where it received the "PAID TO PANAMA" handstamp on 1 January plus the 6d m/s in red, and continued to Panamá in the Royal Mail Steam Packet Company's steamer *////*, transiting there on 5 January. It then crossed the Isthmus aboard the Panamá Railroad to Colón and picked up an American steamship for New York at an additional cost of 10 cents and arriving on the 27th.

The British Postal Agency in Islay, Peru

The British Postal Agency at Islay was opened in 1850 to serve the town of Arequipa, 90 miles away. It used British stamps from 1865, but was moved to the nearby town of Mollendo in 1877, a few years after a railway was built from Arequipa to Mollendo. It closed in 1879, when Peru joined the UPU.

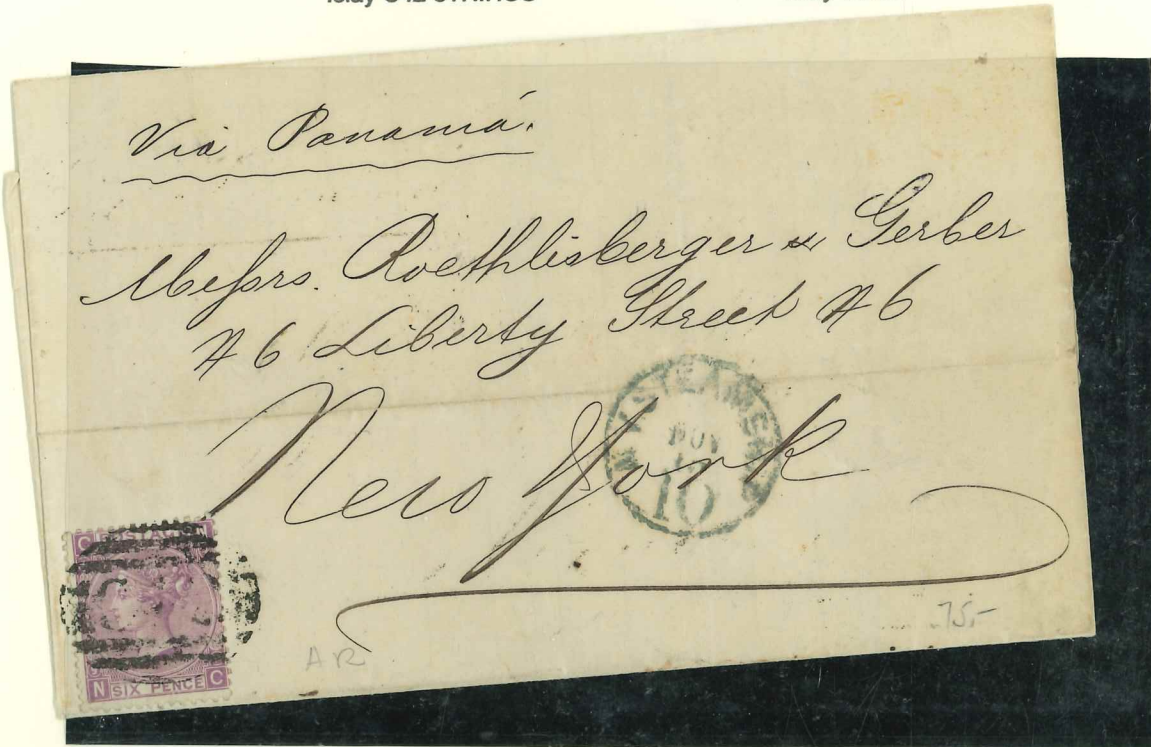
Two 1871 covers from Islay to USA



Islay C42 3TH.HOS



Islay CDS2



1871 cover from Islay to New York with a Great Britain 6 Pence violet plate 9 adhesive stamp cancelled by an Islay C42 barred obliterator. It was sent via Panama with an arrival pmk. "NY STEAMSHIP 10" on front. and an ISLAY CDS2 dated OC 21 71 on back



1871 small cover from Islay to Hartford, Connecticut USA with a Great Britain 6 Pence violet plate 9 adhesive stamp cancelled by an Islay C42 barred obliterator. It was sent via Panama with an arrival pmk. "NY NEW YORK DEC 14 10" on front. and an ISLAY CDS2 dated NO 11 71 on back

Route / Rate: These items were prepaid to Panama at a rate of 6d, paid with a Great Britain 6d stamp, then carried by railway across the Panama Isthmus to Colon and then by US mail boat to New York, with a single rate charge of 10 cents payable on collection.



An entire folded letter addressed to G.D. Seckel & Campana of Arequipa, Peru concerning accounts and dated 22 November 1864, to Lanman and Kemp of New York. "Nov" in the date slug of the local post office is inverted. The letter entered the British Post Office at Islay on the 23rd and received the "PAID-TO PANAMA" stamp in red, arriving at Panama in the Royal Mail Steam Packet Company's steamer *Bogota* on 5 December. It crossed the Isthmus on the Pacific Railroad to Colón and was transported to New York onboard the American steamship *Ocean Queen* at a cost of 10 Notes.

British Postal Agency in Iquique, Peru

The British Postal Agency in Iquique opened in 1868 when it was sent GB adhesive stamps and the D87 obliterator which were used until Peru joined the UPU in 1879. Iquique cancels on piece are always used with Peru stamps to cover the internal Peruvian postage; however these Peruvian stamps were usually applied at the British Postal Agency and thus all of the stamps have a D87 cancel.



4VOS



CDS2

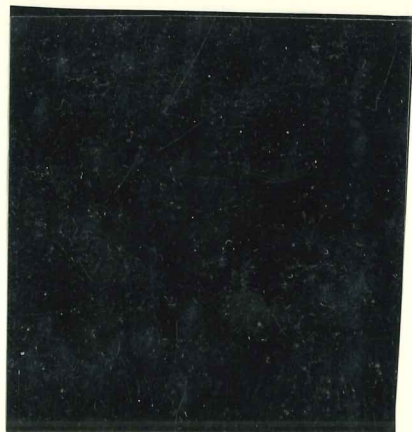
1874 cover from Iquique to Liverpool



1874 cover to Liverpool with a GB 1/- green plate 8, 4d vermilion plate 13 wing margin, 2d blue plate 14 and Peru 1 dinero green (defective) tied to cover front by D87 Iquique 4VOS and with IQUIQUE CDS2 dated FE 5 74; on the reverse are CALLAO CDS and LIVERPOOL CDS dated 15 MR 74. There is a Peter Holcombe 1989 certificate of expertisation.

Iquique mixed frankings with Peru and GB stamps

1/6 rate (to Great Britain)



6d rate (to Panama for USA)



PETER HOLCOMBE
PHILATELIC EXPERT
LUZERN, SWITZERLAND.

Certificate No. 3737/89 -

November, 5th 1989

PERU/BRITISH POST OFFICES ABROAD.

A letter bearing an 1868, 1Din. green, S.G. 20a, (def.), paying the internal postage and GB, 1858, 2d. blue, plate 14, 1865, 4d. vermilion, plate 13, 1873, 1s. green, plate 8, all cancelled D87 of Iquique with the cds. of Feb. 5. 1874 alongside, S.G.Z59,Z62, Z74, sent via Callao, Feb. 7. to Liverpool, England. It is in my opinion genuine.
The address has been partially erased from the cover.



Peru

Arica

The British postal Agency in Arica was established in 1846 and British stamps were issued from 1865 using a horizontal oval obliterator. An earthquake and a sea inundation destroyed the town on 13th August 1868. A new (oval) obliterator was sent in March 1870, but trade did not recover until 1874. The British Postal Agency was closed on the outbreak of the Chile - Peruvian war in 1879 and Arica passed to Chile by the Treaty of Ancón. It returned to Peru in 1929 and purchased by Chile. Then and now it was the main port from Peru to the important city of Tacna.



1874 cover from Tacna, Peru to Castillon sur Dordogne sent on 20 February 1866. 1868 Peruvian 1 dinero green with Tacna cancellation. 15 in manuscript, Arica CDS2 cancel, GB 1f90c hexagonal accountancy mark and Calais transit stamp. Reverse has Callao CDS2 cancel 26 February 74, red London receiver and Castillon sur Dordogne arrival stamp 31st Mars 1874.

Peru

Pisco and Chincha Islands

The Chincha Islands were a source of guano, and hundreds of British ships clustered around them to receive the cargo. The nearby port of Pisco was established as the British Postal Agency in 1868; a D74 obliterator was sent in July 1868 to use on British stamps. The British agency closed in 1870 and by 1872 the guano was worked out and the ships moved on. British covers and stamps using the cancel are extremely rare.



4VOS cancel 1868-70



1862 1 Dinero green. SG20 Scott 14, with 4 good margins. Clear strike of rare D74 used on British stamps 1868-70. Description by seller "Rare. Lamy type #134 Pacific Steam Navigation Company which carries \$135 premium over the price of the basic stamp"

Pacific Steam Navigation Company

In 1857 The Peruvian government agreed to take the Pacific Steam Navigation Company (PSNC) 1 real ($\frac{1}{2}$ onza) blue and 2 reales (1 onza) red stamps as their first issue. Genuine examples are scarce and very valuable. The PSNC also produced 1 and 2 real stamps with other colours for local use. All were widely copied with the Spiro Brothers forgeries the best known; some were good copies; others extremely crude.

The PSNC was formed in London in 1838, commenced operations on the west coast of South America in 1840 and were granted the British Government mail contract to Panama in 1852. The packet fleet grew to over 20 ships and had the monopoly of carrying all ocean mails in the Pacific. The Peruvian government challenged the right, but the company held the monopoly until 1870.



Examples of PSNC stamps used on the Pacific Coast, possibly forgeries. The 1 real blue and 2 reales red were used as the first stamps of Peru.

Trencito (peru)



So called *Trencito*, a commemorative stamp from 1871, one of the first in the world. Note the embossing at the center of the stamp on the coat of arms and on the train itself. It was produced in Lima on a "Lecoq" machine of French manufacture.

It celebrated the opening of the Lima (capital of Peru) to Callao (the principal port for Lima on the Pacific coast), the first railway in Peru opened on May 17, 1851 (13.7 km (8.5 mi) of standard gauge)

The "Trencito" 2-2-2 Locomotives

- Were produced until 1895.
- They were cheap because they had only one traction axle, but for the same reason they lack of traction. Peru never had a 2-2-2 locomotive
 - No record of any 2-2-2 locomotive operating in any line in Peru before 1871.
 - The first locomotive in Peru (1851) was a Stephenson 2-4-0. The depicted combination (locomotive + tender).
 - Probably belongs to the 1830-1845 period. More likely is a fanciful representation of a 2-2-2 locomotive.
 - So far there is no match with any "real" locomotive.
- This makes the combination and its details more unique.



Trencito cancelled C43, at the British Postal Agency in Paita

British Postal Agencies in Peru

British Postal Agency cancels on stamps of Peru

There were six confirmed British Postal agencies in Peru; the vast majority of mail went through the Callao office that served the capital Quito, but the other Postal Agencies also sent on mail with Peruvian stamps affixed to cover the local postage to the agency. According to *Bargholtz and Potel*, mixed frankings from Arica and Iquique are very rare (7-20 examples known on cover); Paita and Islay / Mollendo are extremely rare (2-6 copies known) and Pisco and Chincha Islands is "unknown" – found on one letter and several loose stamps. Examples with the British Postal agency cancels on the Peru stamps are rarely seen.

Arica C36

In 1868 the C36 cancel was lost in an earthquake; the CDS cancel was used until a new one could be sent.



Iquique D84



Paita C43

The C43 obliterator was used in the Peruvian Post Office at Paita after the British Postal agency closed, and many examples are from this period



Pisco and Chincha Islands (D74)

The British Postal Agency here only operated from November 1868 until some time in 1870.

British Postal Agency in Peru - Pisagua

The D65 (*Parmenter* type 4VOS) hand stamp has been attributed to Pisagua in Peru, although no evidence has been produced to conclusively prove this. There is no record of any office opening at Pisagua, or any British Post Office hand stamp being sent there. There is one undated cover, but with nothing to connect this with Pisagua and there are also a few loose stamps with a red D65 cancel.



18661d red plate 99

British stamps are known also with the double rim boxed hand stamp of the Peruvian post office at Pisagua, as below.



British adhesives with Peruvian local hand stamps

Although all packet mail should have been stamped at one of the British Postal Agencies, some examples are known of local Peruvian cancels on British stamps.

The *Robert Kempster* collection auctioned at Harmers on March 9th 1989 included local cancellations on British stamps from Pasco, Lima, Pisagua, Trujillo and Huani. *Bargholtz and Potel* states that local cancellations on British stamps are known from Lima (most common), Tacna (a dozen copies), Arica, Callao, Guanape, Islay, Yquique (1-3 copies each).

Truxillo (Trujillo)

This stamp was sold in the *Kempster* sale (1989). "Trux" is the cancel for Truxillo, now called Trujillo.



Trux local cancel on 1/- green plate 5



Make cancel similar to Emsing E170



Lima
Lima grill Emsing E177

