



Mail from the Kingdom of Italy to foreign countries 1863 - 1879

Historical postal context

Only on 1 January 1863 uniform postal rates valid in the whole Kingdom of Italy, with the Italian law n. 604 of 5 May 1862, were introduced. On 1 December 1863 new postage stamps, called "De la Rue" because prepared by the famous London printer, were distributed in all the Italian post offices to replace the old issues prepared by Matraire.

Purpose

The aim of the exhibit is to illustrate the rates from the Italian Kingdom to the foreign countries, from the unification of the postal system in Italy in 1863 to 1879, when the Universal Postal Union (UPU) was established. In this period, up to 1875, rates and routings of Mail were established with direct Conventions agreed between Italy and the other States. When a direct Convention did not exist Mail was exchanged with the mediation of other countries like France and United Kingdom (UK). From 1875 to 1879 Italy joined the General Postal Union (GPU) therefore rates and routing in this period were regulated by the GPU Convention. The exhibit is organized by country and within each country the different rates are presented chronologically.

At that time most mail was single rate letters; heavier letters, printed matters and registered letters were infrequent. The rarest documents are framed in gold.

Structure of the exhibit

1 st Chapter :	Mail to the other Italian States :	2 - 10
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	Austrian Empire, Belgium, Denmark, Finland (Russian Empire), France, Gibraltar, German States, Luxembourg, Monaco Principality, Norway, Portugal, Russian Empire, Romania, Serbia, Spain, Sweden, Switzerland, The Netherlands, United Kingdom.	
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8 th Chapter :	Mail to the South American Countries :	105 - 120
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Up to 31 December 1862 letters directed to the Papal States had to be prepaid to the Papal border 20 centesimi that was also the domestic rate.

The reduction to 15 cents of the domestic rate from 1 January 1863, was not applied to the letters to the Papal States, which continued to be franked for 20 centesimi to the Papal border, sometimes creating confusion among users.



24 December 1863. Single rate letter from Ancona to Rome (Papal States), prepaid 20 centesimi to the Papal border. No charges on delivery because the addressee enjoyed free postage.



23 June 1864. Single rate letter from Ferrara to Rome (Papal States), prepaid 20 centesimi to the Papal border, charged 2 bajocchi on delivery as required for letters originating in former Papal territory. The letter was readdressed to Frascati prepaid the single domestic rate of 2 bajocchi.



The Postal Law of 1 January 1863 established, for the letters carried by non-contract ships, a rate of 25 centesimi for each port of 10 grams, that included 5 centesimi due to the captain for the sea carriage.

When disembarked in the port of Civitavecchia the letters from Genoa were charged on delivery 12 bajocchi for each 6 denari (7,1 grams) of weight, while those carried from Leghorn by sea, were charged on delivery 7 bajocchi. Letters could be carried to the Papal States also by the French packets. The rate of the letters carried by the French packets was 40 centesimi for each 10 grams of weight. Due to the higher cost letters carried by the French packets are rare.



9 October 1863. Single rate letter from Leghorn to Civitavecchia (Papal States), prepaid 25 centesimi, to the port of disembarkation, charged 7 bajocchi on delivery.

The front bears the handstamp "CIVITAVECCHIA DALLA VIA DI MARE", struck in Civitavecchia.



18 June 1863. Single rate letter from Genoa to Civitavecchia (Papal States), prepaid 40 centesimi to the port of disembarkation, 18 bajocchi was charged on delivery. The letter was embarked on 18 June on the French packet "MEDEAH" of the Fraissinet Company and it was disembarked in Civitavecchia on 20 June 1863.



5 February 1866. Double rate registered letter from Gubbio to Rome, prepaid 70 centesimi to the Papal border (40 centesimi double letter rate, 30 centesimi fixed registration fee), charged 8 bajocchi on delivery (2 bajocchi for each 10 grams for origin from the previous Papal provinces and 4 bajocchi fixed registration fee).



12 May 1864. Four times rate letter (from 30 to 40 grams) from Palermo to Rome, prepaid 80 centesimi to the Papal border. The letter was carried by sea to Naples (transit on 15 May), then overland to Rome where it was charged 80 bajocchi on delivery, 16 bajocchi for each port of 6 denari (corresponding to 7,1 grams).



On 1 October 1867 an agreement between the Italian and Papal Administrations allowed to exchange mail prepaid to destination. Rates of letters prepaid to destination was established in 20 centesimi for each 10 grams.



22 October 1868. Double rate letter from Genoa, carried overland to Civitavecchia (Papal States), prepaid 40 centesimi to destination (20 centesimi for each 10 grams).



9 March 1869. Four times rate letter from Orvieto to Rome (Papal States), prepaid 80 centesimi to destination.



Rates of letters addressed to San Marino were equal to the Italian domestic rates, this was maintained also after that San Marino signed, in 1875, the Convention with the GPU. The Italian Exchange Office with San Marino was the Italian Post Office of Rimini.



17 February 1864. Single rate letter from Florence to San Marino prepaid 15 centesimi to destination (Italian domestic rate effective up to 31 December 1864).



20 March 1879. Triple rate registered letter from Bologna to San Marino, prepaid 90 centesimi to destination (20 centesimi for each 15 grams and 30 centesimi fixed registration fee).



Rates to Austrian Venetia were equal to the rate to the Austrian Empire. Until June 1866 rates depended on distance for each 15 grams of weight, with the rates of 1854 Austro-Sardinian Convention, restored on 15 May 1862 :

- 25 centesimi from the 1st Italian distance to the 1st Austrian distance
- 40 centesimi from the 1st Italian distance to the 2nd Austrian distance or from the 2nd Italian distance to the 1st Austrian distance
- 50 centesimi from the 1st Italian distance to the 3rd Austrian distance
- 55 centesimi from the 2nd Italian distance to the 2nd Austrian distance
- 65 centesimi from the 2nd Italian distance to the 3rd Austrian distance.

A special rate of 10 centesimi was established for the letters originating in Italian locations less than 15 km distant from the Austrian Venetia locations of destination (border zone rate).



19 September 1865. Single rate letter from Campitello to Mantua (Austrian Venetia), prepaid 10 centesimi to destination, because the two locations were less than 15 km distant.

Only a few letters recorded sent to locations of the border zone.



13 May 1863. Single rate letter from Desenzano to Venice (Austrian Venetia), where it arrived the following day, prepaid 25 centesimi from the 1st Italian distance to the 1st Austrian distance.



27 March 1863. Single rate letter from Milan to Mantua (Austrian Venetia), where it arrived the following day, prepaid 40 centesimi from the 2nd Italian distance to the 1st Austrian distance.



28 December 1863. Single rate letter from Crema to Asolo (Austrian Venetia), prepaid 40 centesimi from the 1st Italian distance to the 2nd Austrian distance.



31 January 1863. Double rate letter from Milan to Udine (Austrian Empire), prepaid 1,10 Lire to destination, from the 2nd Italian distance to the 2nd Austrian distance.



1 April 1865. Single rate registered letter from Florence to Vicenza (Austrian Venetia), prepaid 80 centesimi to destination : 40 centesimi letter rate from the 2nd Italian distance to the 1st Austrian distance, 40 centesimi fixed registration fee.



Due to the war events of 1866, the direct postal communications between the Kingdom of Italy and the Austrian Empire were interrupted, but it was possible to send letters in the Austrian Empire and in the Austrian Venetia with the Swiss mediation. The Swiss mediation allowed to prepay letters to destination at a rate of 60 centesimi for each 10 grams : 20 centesimi to the Kingdom of Italy, 15 cents to the Switzerland and 25 cents to the Austrian Empire.



5 July 1866. Single rate letter from Ferrara to Padua, prepaid 25 centesimi as required by the Convention with the Austrian Empire. The letter was routed via Switzerland as confirmed by the transit marking of Zurich. The letter was charged on delivery 25 kreuzer (10 kreuzer for Switzerland and 15 kreuzer for Austrian Empire). The indication "DEBITO ITALIANO CENT. 5" had no significance for letters transiting through Switzerland.



9 August 1866. Single rate letter from Cento (Ferrara) to Venice, prepaid 60 centesimi to destination. The letter was carried through Switzerland, as confirmed by the transit marking of Zurich.



The rates to the Austrian Empire up to 30 September 1867 were equal to the rates presented in section 1.3 for Austrian Venetia.



6 May 1863. Single rate letter from Milan to Vienna (Austrian Empire), where arrived on 9 May, prepaid 65 centesimi to destination, from the 2nd Italian distance to the 3rd Austrian distance.



29 July 1863. Single rate letter from Bergamo to Trieste (Austrian Empire), where arrived on 31 July, prepaid 40 centesimi to destination, from the 1st Italian distance to the 2nd Austrian distance.



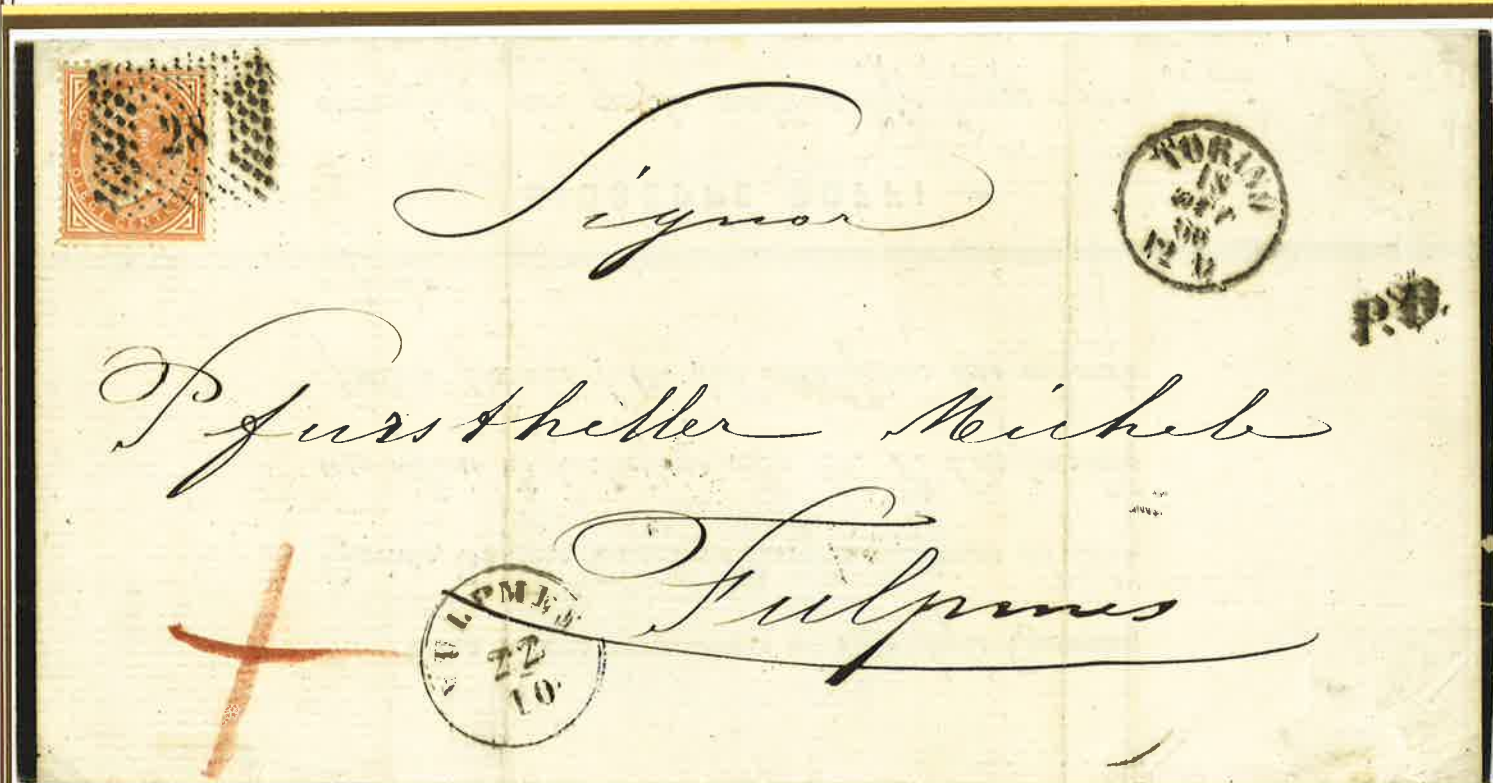
22 September 1867. Single rate letter from Verona to Vienna (Austrian Empire), prepaid 50 centesimi to destination, from the 1st Italian distance to the 3rd Austrian distance.



4 February 1865. Single rate letter from Naples to Trieste (Austrian Empire), prepaid 55 centesimi to destination, from the 2nd Italian distance to the 2nd Austrian distance.



20 August 1867. Single rate registered letter from Venice to Eggenstein in Styria (Austrian Empire), prepaid 90 centesimi to destination : 50 centesimi from the 1st Italian distance to the 3rd Austrian distance and 40 centesimi fixed registration fee.



18 October 1866. Printed matter from Turin to Fulpmes (Austrian Empire), prepaid 10 centesimi to destination, carried via Switzerland, after the Chiavenna transit on 19 October and Feldkirch transit on 20 October.



From 1 October 1867 a uniform rate, independent from distance, of 40 centesimi for each 15 grams, was introduced. A reduced rate of 15 centesimi, was introduced for location less than 30 km distant. These rates were in effect up to 30 June 1875 when the GPU rates were introduced.



27 March 1868. Single rate registered letter from Parma to Trieste (Austrian Empire), prepaid 70 centesimi to destination : 40 centesimi single letter rate and 30 centesimi fixed registration fee.



15 December 1868. Single rate letter from Verona to Trento (Austrian Empire), where arrived the following day, insufficiently prepaid 20 centesimi (equal to 8 Kreuzer) and charged on delivery 17 Kreuzer, the difference to the unpaid letter rate of 25 Kreuzer.



The 1867 Convention allowed for the sending of insured letters with declared value. Insured letters, in addition to the registration fee, had to pay 25 centesimi each 100 lire or fraction of the declared value, up to a maximum of 3,000 lire. These conditions for the insured letters applied also after the introduction of the GPU rates in 1875.



16 September 1871. Single rate letter from Fonzaso near Belluno to Grigno (Austrian Empire), prepaid 15 centesimi to destination because origin and destination were less than 30 km distant.



11 January 1878. Insured triple rate letter from Venice to Meran (Austrian Empire), prepaid 4,20 Lire to destination : 90 centesimi triple GPU letter rate, 30 centesimi fixed registration fee and 3 Lire insured fee for declared value of 1.200 Lire.


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22 May 1877. Double rate registered letter from Venice to Panisawa (Austrian Empire), prepaid 90 centesimi : 60 centesimi double rate letter and 30 centesimi fixed registration fee.



The Sardinian-Belgian Convention of 1851 was updated with effect from 1 October 1863. The updating decreased the rate of letters from 60 centesimi to 40 centesimi for each 10 grams of weight. A new Convention effective from 1 May 1871 increased the weight progression of letters to 15 grams and reduced the rates of printed matters and of the samples without value.



7 June 1867. Single rate letter from Milan to Ninove (Belgium), prepaid 60 centesimi to destination, instead of the 40 centesimi required by the modifications of 1863 to the Sardinian-Belgian Convention.



14 September 1864. Double rate registered letter from Milan to Spa (Belgium), prepaid 1,30 Lire to destination (80 centesimi double rate letter and 50 centesimi fixed registration fee). The letter, after the Turin transit, where was prepared the closed bag to Belgium, arrived in Spa on 17 September.



Belgium was among the 22 Countries that agreed the GPU Convention, therefore the rate of prepaid letters originating in Italy to Belgium from 1 July 1875 was 30 centesimi for each 15 grams.



21 November 1869. Double rate letter from Milan to Verviers (Belgium), prepaid 80 centesimi to destination.
The same day the letter reached Turin,
where the closed bag to Belgium was prepared, it arrived in Verviers on 24 November.



6 February 1878. Double rate letter from Naples to Malines (Belgium),
prepaid 60 centesimi (30 centesimi for each 15 grams) to destination,
in accordance with the rate introduced by the General Postal Union in 1 July 1875.



No direct Convention between Italy and Denmark existed, therefore letter had to be carried to destination with the mediation of a third country. The Convention between the Kingdom of Italy and the Austrian Empire effective from 1 April 1868 established a rate of 50 centesimi for each 15 grams for letters prepaid to destination and the rate of 70 centesimi for the unpaid letters.



23 February 1869. Single rate letter from Florence to Copenhagen (Denmark), prepaid 50 centesimi to destination, as required by the Convention between Italy and the Austrian Empire. The letter after the Verona transit was carried in closed mail via Brennero through Austria and it arrived to Copenhagen after the Hamburg transit. The cover bears indication of the 5 rigbankskillings credited by the North German Postal Union for the Danish inland.



30 January 1869. Single rate letter from Copenhagen (Denmark) to Suvereto (Leghorn), prepaid 20 centesimi with an Italian Postage stamp that was framed with red pencil because not suitable to be used in Denmark, as confirmed by the handwritten indication. The letter via Austria arrived in Verona on 3 February, where it was at first charged 70 centesimi, as required for unpaid letters, but subsequently the stamp of 20 centesimi was canceled with the numeral 197 of Verona and 20 centesimi was deducted to reduce the postage due to 50 centesimi. With Leghorn transit the letter arrived in Suvereto on 6 February.



The Convention between the Kingdom of Italy and the North German Postal Union effective from 1 April 1869 established a rate of 55 centesimi for each 15 grams for letters prepaid to destination. The rate was reduced to 45 centesimi from 1 November 1873.



27 August 1869. Single rate letter from Bologna to Copenhagen (Denmark), insufficiently prepaid 20 centesimi instead of 55 centesimi, as required by the Convention between Italy and the State Union of Northern Germany.

The Italian handstamp "NA" (Non Addebitato) indicated that the Italian postal rights were satisfied. The NGPU struck the boxed handstamp confirming insufficient franking and charged to Denmark 4½ groschen decreased to 2½ groschen to account for the insufficient franking, that corresponded to 10 Danes rigsbankskilling (rbsk), as required for insufficiently prepaid letters. Denmark added 9 rbsk for a destination more than 75 km distant from the NGPU border to determine the 19 rbsk charged on delivery.



The Franco-Sardinian (Italian) Convention, effective from 1 January 1861, indicated a rate of 40 centesimi for each 10 grams of weight. A reduced rate of 20 centesimi for each 10 grams was introduced for letter exchanged between Italian and French locations distant less than 30 km straight line.



29 May 1863. Double rate letter from Turin to Lyon (France), prepaid 80 centesimi to destination.
The letter was carried in a closed mail through the Mont Cenis
and arrived in Lyon on 31 May, where received the handstamp "ITALIE/4 LANSLEBOURG 4".



27 June 1863. Six times rate letter from Ravenna to Paris (France), prepaid 2,40 Lire to destination.
The letter, after the Turin transit on 28 June, was carried in a closed mail through the Mont Cenis
and arrived in Paris on 30 June, where it received the handstamp "ITALIE/5 LANSLEBOURG 5".



31 October 1863. Single rate letter from Ventimiglia to Menton (France), prepaid 20 centesimi to destination, reduced rate for locations less than 30 km distant.

The only letter recorded franked with a 5 centesimi Sardinia and a 15 centesimi lithographic Kingdom of Italy, to compose the reduced rate to France.



5 July 1870. Single rate letter from Milan to Marseille (France), insufficiently prepaid only 6 centesimi as a single rate printed matter.

The letter was charged 6 décimes on delivery, as required for unpaid letters, because it contains a handwritten text.



The fixed registration fee was set, by the 1861 Franco-Sardinian (Italian) Convention, in 50 centesimi.



13 August 1869. Single rate registered letter from Milan to Paris (France), prepaid 90 centesimi to destination : 40 centesimi letter rate and 50 centesimi fixed registration fee. The letter after the Turin transit, with routing Lanslebourg and Mont Cenis, arrived in Paris where the datestamp "ITALIE/ 5 LANSLEBOURG 5" was struck.



3 December 1870. Double rate registered letter from Genoa to Marseilles (France), prepaid 1,30 Lire to destination : 80 centesimi double letter rate and 50 centesimi fixed registration fee. The letter was carried by a French packet from Genoa to Nice, where the datestamp "GENES/BAT. A VAPEUR " was struck. On the reverse the delivery datestamp of Marseille dated 5 December.



The General Postal Union postal convention was effective 1 July 1875, France joined only from 1 January 1876. The rate of letters remained unchanged until 31 December 1875, the rate was reduced to 30 centesimi since 1 January 1876.



12 July 1875. Single rate letter from Messina to Marseille, prepaid 40 centesimi to destination. The letter was embarked on 12 July on the French packet "ERYMANTHE" of the Line of Syria, and it was disembarked in Marseille on 16 July.



26 November 1876. Single rate registered letter from Ivrea to Bordeaux (France), prepaid 60 centesimi to destination : 30 centesimi single rate letter and 30 centesimi fixed registration fee.

From 1809 Finland was an autonomous Grand Duchy belonging to the Russian Empire and therefore was subject to the Conventions and the rates stipulated between the Kingdom of Italy and the Russian Empire. The direct Italian-Russian Convention was effective from 1 January 1874.

Russia and then Finland, joined the General Postal Union therefore the GPU letter rate of 30 centesimi for each 15 grams was introduced on 1 July 1875, when the GPU Convention came in effect.



4 March 1867. Single rate letter from Messina to Abo (Swedish language) in Finland (Finnish name Turku), insufficiently prepaid 60 centesimi, instead of 1 Lira, as required by the Italo-Swiss Convention.

The letter was carried with the Swiss mediation, as confirmed by the transit datestamp of St. Gallen.

The Swiss administration noted the insufficient prepayment, deleted the "P.D." and charged 4 Reinisch kreuzer (rhkr) to Württemberg. In Prussia, where the letter has transited, the 4 rhkr were converted into 1 groschen that was charged to the Russian Empire. At destination, after the Russian transit, 13 kopecks were charged : 3 kopecks (corresponding to 1 groschen) to Prussia, and 10 kopecks Russian inland rate.



31 August 1878. Single rate letter from Messina to Borga (Swedish language) in Finland (Finnish name Porvoo), on reverse the datestamp indicating Russian transit.

With transit Milan-Udine-Vienna and Semmering, the letter arrived at destination on 6 September.



Up to 31 December 1870, letters could be prepaid to destination in Gibraltar with the British mediation, at the rate of 80 centesimi for each 7,5 grams.

Gibraltar joined the GPU Convention as a British Colony on 1 January 1876. The letter rate from Italy to Gibraltar was determined in 30 centesimi for each 15 grams of weight.



28 May 1867. Double rate letter from Genoa to Gibraltar, insufficiently prepaid 80 centesimi as a single rate letter, but the Italian Administration credited UK 1,20 Lire, as required for a double rate letter then the letter was considered fully paid by the British Administration, as confirmed by the datestamp struck in London, 1 penny was credited to Gibraltar as for the red notation on the cover.

After the London transit the letter was embarked in Southampton on 4 June on board of the British packet "PERA" of the P. & O. Lines, which arrived in Gibraltar on 9 June 1867.



31 May 1878. Single rate letter from Genoa to Gibraltar, prepaid 30 centesimi in accordance with the rate introduced by the General Postal Union, effective from 1 July 1875.



Up to 1 April 1869, when the direct Convention with Prussia, Bavaria, Württemberg and Baden was signed. Mail to the German States was delivered with the mediation of Switzerland, Austria or France. Up to 1867 letters were mainly sent with the Swiss mediation at a rate of 60 centesimi for each 10 grams of weight and a fixed registration fee of 60 centesimi. Mail from Sicily was mainly sent with the French mediation at a rate of 60 centesimi for each 7,5 grams.



3 December 1863. Single rate letter from Milan to Frankfurt am Main (German States), prepaid 60 centesimi to destination. The letter carried with the Swiss mediation, as confirmed by the Chur transit, arrived in Frankfurt am Main on 5 December.



8 December 1866. Double rate letter from Messina for Saxony, prepaid 1,20 Lire to destination. The letter was placed on board the French packet "ERIDAN" of the U Levant Line and it was disembarked on 13 December in Marseille, then through Switzerland the letter arrived at destination on 16 December.



22 August 1867. Single rate letter from Venice to Lindau (Bavaria), prepaid 50 centesimi to destination, because Venice was less than 75 km distant from the Austrian border.



24 Februar 1866. Single rate letter from Turin to Eichstadt (Bavaria), prepaid 65 centesimi to destination, because Turin was more than 75 km distant from the Austrian border.



From 1 October 1867 the mail was carried to German States via Austrian Empire in accordance with the new Austro-Italian Convention that established a uniform rate of 40 centesimi for each 15 grams of weight.



19 August 1870. Single rate letter from Castellammare to Tharandt (Saxony), prepaid 40 centesimi to destination. The letter was carried with the Austrian mediation, with transit Verona on 20 August, the letter arrived to destination on 23 August.



17 April 1875. Postcard of 10 centesimi with an additional franking of 20 centesimi to meet the rate to destination in effect from 1 January 1874, carried in closed mail from Milan to Frankfurt am Main (German States),



To further facilitate the exchange of mail between Italy and the German States, Italy and Germany signed the 11 May 1873 a new convention that, effective from 1st November 1873 reduced to 30 centesimi the rate of letters.



11 May 1875. Single rate registered letter from Barga (Lucca) to Munich (German States), prepaid 70 centesimi to destination (30 centesimi single rate letter and 40 centesimi fixed registration fee).



24 December 1873. Double rate letter carried in closed mail from Florence to Berlin (German States), prepaid 60 centesimi to destination.



The General Postal Union Convention in effect from 1 July 1875, established in 30 centesimi the letter rate, unchanged with respect to the 1873 Convention with the German States.



24 November 1876. Single rate registered letter from Rome to Gnesen, in the province of Posen, at that time in Prussia, now in Poland, prepaid 60 centesimi (30 centesimi single rate letter and 30 centesimi fixed registration fee), in accordance with the rates introduced by the General Postal Union.



9 August 1877. Printed matters from Messina to Dresden (German States), prepaid 5 centesimi to destination, in accordance with the rate introduced by the General Postal Union.



Up to 30 June 1875 when Luxembourg joined the GPU, letters could be prepaid to destination in Luxembourg with the French or the German mediation. The General Postal Union introduced a special rate for Postcard of 15 centesimi.



26 March 1878. Italian postcard of 10 centesimi from Rome to Luxembourg, integrated with a 5 centesimi postage stamp to match the rate of 15 centesimi to destination, introduced by the General Postal Union. The postcard was delivered in Luxembourg on 29 March 1878.



Up to 1875, when the Principality of Monaco agreed the GPU Convention, rates to Monaco were equal to rates to France.



22 January 1865. Single rate letter from Messina to the Principality of Monaco, prepaid 40 centesimi to destination.
The French Exchange Office of Nice struck the red datestamp "ITALIE/2 MENTON 2".
On the reverse the delivery datestamp of Monaco dated 29 January.



29 January 1877. Single rate letter from Milan to the Principality of Monaco,
prepaid 30 centesimi to destination, in accordance with the rates introduced by the General Postal Union.



Up to 1875, when Norway entered the GPU, no direct Convention between Italy and Norway existed, letters were mainly carried to Norway with the Swiss, the Austrian or the German mediation.



30 July 1869. Single rate letter from Sorrento to Bergen (Norway), prepaid 65 centesimi to destination. The letter has been carried with the Austrian mediation in accordance with the rates in effect up to 30 June 1869, reduced to 60 centesimi from 1 July. The cover bears indication of the 13 rigbankskilling (rbsk) credited to Denmark by NGPU (North German Postal Union).



30 December 1874. Single rate letter from Rome to Christiania, today Oslo, prepaid 60 centesimi to destination. The letter was carried via Austria and Germany in closed mail in accordance with the 1873 German-Italian Convention that required a 50 centesimi franking. The cover bears indication of the 34 centesimi credited to Germany by the Italian Postal Administration and indication of 7 rbsk credited to Denmark by NGPU.



The direct Italian-Portuguese Convention, effective from 1 September 1863, established a rate of 80 centesimi for each 10 grams for letters prepaid to destination. Letters were carried in closed mail through France and Spain. A new Convention effective from 1 October 1871 reduced the rate of letters prepaid to destination to 60 centesimi. The fixed registration fee was determined in 50 centesimi. On 1 July 1875 Portugal entered in the General Postal Union.



26 September 1867. Single rate letter from Genoa to Lisbon (Portugal), prepaid 80 centesimi to destination.
The letter was carried in closed mail through France and Spain.



16 January 1875. Double rate registered letter from Udine to Faro in the Algarve (Portugal), prepaid 1,70 Lire to destination : 1,20 Lire double letter rate (60c. x 2) and 50 centesimi fixed registration fee.
The letter was carried in closed mail through France and Spain.



Only from 1 January 1876, when France joined in the General Postal Union, it was possible to extend the GPU rates to the Mail sent to Spain and Portugal.



11 November 1876. Single rate letter from Bologna to Lisbon (Portugal), prepaid 30 centesimi in accordance with the rate introduced by the General Postal Union, effective from 1 January 1876.



5 December 1877. Single rate printed matters from Leghorn to Lisbon (Portugal), prepaid 5 centesimi to destination, in accordance with the rate introduced by the General Postal Union, effective from 1 January 1876.





 Russia - St Petersburg
 Baron F. de Rosen
 per Leve Michail
 Eberle & Co. Leipzig
 P.D.

20 November 1871. Single rate letter from Florence to Ievve (Johvi - Estonia), prepaid 70 centesimi to destination.
The letter was carried with the Austrian mediation as confirmed by the transit datestamp of Vienna.



15 June 1870. Single rate letter from Florence to Ploska (Ukraine), prepaid 80 centesimi to destination, as required by the French mediation. The letter weighing more than 7,5 grams was indicated as insufficiently prepaid. The letter was carried with Austrian mediation that required only 70 centesimi each 15 grams; 2 groschen was credited from Prussia to Russian Empire.



13 June 1871. Double rate registered letter from Milan to Moscow (Russian Empire), prepaid 1,80 Lire to destination : 1,40 Lire double letter rate and 40 centesimi fixed registration fee.



Russia, like Italy, joined the General Postal Union therefore the GPU letter rate of 30 centesimi for each 15 grams was introduced on 1 July 1875.



15 November 1875. Single rate letter from Genoa to St. Petersburg (Russian Empire), prepaid only 25 centesimi instead of the required 30 centesimi. As required by the GPU rules a "T" was struck on the cover and the value of the insufficient franking was noted in centimes of French francs. The GPU indicated that the amount of the insufficient franking had to be deducted from the postage due required for unpaid letters.



26 November 1878. Single rate letter from Ancona to Tulza (Russian Empire), prepaid 30 centesimi to destination. The letter carried via Austria, was delivered on 1 December.



Romania up to 1878, when became fully independent, was formally part of the Ottoman Empire. Letters to Romania were mainly exchanged with the Austrian mediation. Romania joined on 1 July 1875 the GPU.



28 June 1875. Single rate letter from San Remo (Imperia) to Romania, insufficiently prepaid 40 centesimi, as noted on the cover. The Italian Administration struck "N.A." to indicate that the Italian postal rights were paid. Austria debited Romania 9 Nkr, corresponding to 22,5 Romanian bani, 45 bani was charged on delivery



13 January 1878. Single rate letter from Florence to Bukarest (Romania) prepaid 30 centesimi, in accordance with the rate introduced by the General Postal Union.



Serbia became independent from the Ottoman Empire in 1867. No direct convention between the Kingdom of Italy and Serbia was in effect, therefore the letters had to be delivered with the Austrian mediation.
The letter rate was set at 45 centesimi (85 para) for each 15 grams, while the printed matters rate was established in 7 centesimi (15 para) for each 40 grams.



30 September 1870. Single rate printed matter from Verona to Orsova (Serbia), prepaid 7 centesimi to destination. Even though belonging to the Serbian Banat, in 1870 Orsova was part of the Austrian Empire, therefore the printed matters could have been prepaid only 5 centesimi.



16 April 1870. Double rate letter from Verona to Mitrovitz (Serbia), insufficiently prepaid 40 centesimi. The letter, carried via Austria, resulted to be a double rate letter to Serbia then the Italian debit to Serbia was reduced to 4 centesimi (instead 27 centesimi) : 40 centesimi less 18 centesimi Italian and Serbian postage rights, that doubled to account for the double rate makes 36 centesimi. Postage due was 30 kreuzer that decreased by 2 kreuzer, corresponding to 4 centesimi, determined the 28 kreuzer charged on delivery.



Up to 30 September 1868 no direct Convention between Italy and The Netherlands was in place, letters were mainly carried with the French mediation. The letter rate to destination was established by the Franco-Italian Convention of 1861 : 70 centesimi for each 7,5 grams.



23 October 1864. Single rate letter from Ancona to Amsterdam, prepaid 70 centesimi to destination. The letter was carried through France in the open mail and received in the Exchange Office in Paris the handstamp "ITALIE/ 5 LANSLEBOURG 5". On the reverse the delivery datestamp of Amsterdam dated 26 September.



6 October 1864. Double rate letter from Palermo to Amsterdam, prepaid 1,40 Lire to destination. The letter was carried through France in the open mail and received in the Exchange Office in Paris the handstamp "ITALIE/ 5 LANSLEBOURG 5" and it arrived in Amsterdam on 12 October.



The direct Italian-Dutch Convention, effective from 1 October 1868 established a letter rate of 50 centesimi for each 10 grams of weight, later the rate was reduced to 40 centesimi for each 15 grams. Letter were carried in closed mail through France, Switzerland or Austria.



5 February 1869. Single rate letter from Leghorn to Amsterdam, prepaid 50 centesimi to destination.
The letter was carried in closed mail through France and Belgium.



30 November 1869. Double rate letter from Genoa to Amsterdam (The Netherlands), prepaid 1 Lira to destination.
The letter arrived in Amsterdam on 3 December and the following day
was re-directed to Cardiff (Wales – United Kingdom) where arrived on 6 December
and where 6 pence was charged on delivery, to absolve the rate from Amsterdam.



From 16 July 1870, Mail to the Netherlands could also be sent with the Austrian mediation that was cheaper than the French mediation.



3 July 1871. Single rate letter from Naples to Amsterdam, prepaid 40 centesimi to destination. The letter was sent to Verona where on 5 July was prepared the closed mail to The Netherlands, that, through the Brenner Pass, arrived in Amsterdam on 7 July.



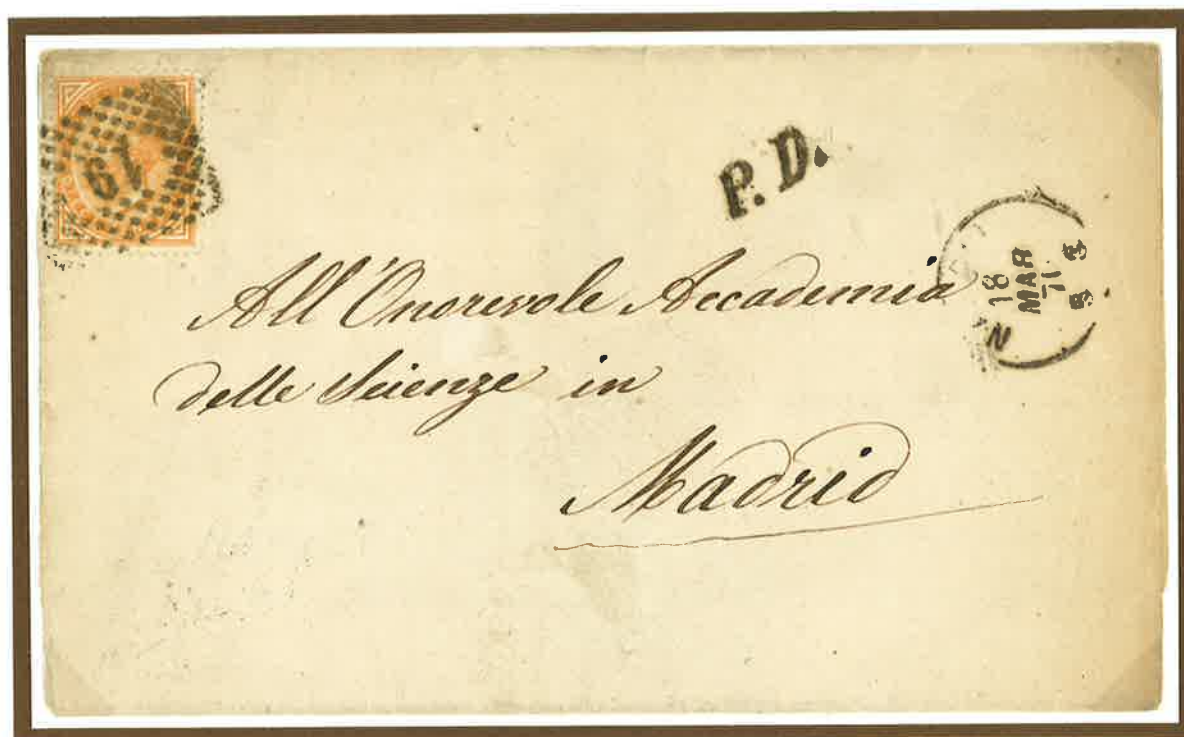
23 August 1871. Double rate letter from Naples to Amsterdam, prepaid 80 centesimi to destination. The letter transited Verona where the closed mail to be carried through the Brenner Pass was prepared.



Up to 30 June 1868 the stipulations of the Spanish-Sardinian Convention did not allow to prepay letters to destination. The Italo-Spanish Convention effective from 1 July 1868, allowed to prepay letters to destination at a rate of 50 centesimi for each 10 grams of weight. Letters were carried in closed mail through France.



8 March 1871. Single rate letter from Genoa to Araya (Spain), prepaid 50 centesimi to destination. The letter was carried in closed mail through France, as confirmed by the absence of French marking.



18 March 1871. Single rate printed matter from Milan to Madrid (Spain), prepaid 10 centesimi to destination. The printed matter was carried in closed mail from Turin (transit datestamp on reverse on 20 March) through France to Madrid.



Only from 1 January 1876, when France joined in the General Postal Union, it was possible to extend the GPU rates to the Mail sent to Spain and Portugal.



11 March 1876. Single rate letter from Genoa to La Escala (Spain), prepaid 30 centesimi in accordance with the rate introduced by the General Postal Union.



10 December 1878. Postcard of 10 centesimi from Venice to Barcelona (Spain), with additional franking of 5 centesimi to destination, to meet the rate introduced by the General Postal Union.



No direct Convention between Italy and Sweden was in place, letter had to be carried from Italy to Sweden with the mediation of a third country. The Swiss-Italian Convention of 1862 indicated a rate of 1 Lira for each 10 grams for letters prepaid to destination. The Convention between the Kingdom of Italy and the North German Postal Union effective from 1 April 1869 established a rate of 60 centesimi for each 15 grams for letters prepaid to destination, reduced to 50 centesimi from 1 November 1873.



13 January 1864. Single rate letter from Genoa to Stockholm (Sweden), prepaid 1 Lira to destination, as required by the Italian-Swiss Convention effective from 1 July 1862.

Crossed Switzerland the letter reached Hamburg where it was handed to Prussia that, due to the war with Denmark, sent the letter via Stralsund to Ystad. On the cover indication of the 5 sgr credited by Prussia to Sweden : 2,5 sgr for carriage from Starlund to Ystad, 2,5 sgr Sweden inland.



8 November 1873. Single rate letter from Rome to Stockholm (Sweden), prepaid 50 centesimi to destination, as required by the Italian-German Convention. Italy credited to Germany 34 centesimi, as noted in red, Germany credited to Sweden 1 ¼ groschen, corresponding to 12 øre.



2 March 1877. Italian postcard of 10 centesimi from Rome to Stockholm, integrated with a 5 centesimi postage stamp to match the rate of 15 centesimi to destination, in accordance with the rate introduced by the General Postal Union on 1st July 1875.



22 Februar 1879. Double rate letter from Rome to Stockholm, where it arrived on 2 March, prepaid 60 centesimi to destination, in accordance with the rate introduced by the General Postal Union. Sweden joined the GPU on 1 July 1875.

The Italian-Swiss Convention, effective from 1 July 1862 indicated a prepaid letter rate from Italy to Switzerland of 30 centesimi for each 10 grams of weight.



15 March 1863. Double rate letter from Signa to Boniswil (Switzerland), prepaid 60 centesimi to destination.
The letter with transit Turin on 16 March, arrived to destination on 19 March.



28 June 1864. Single rate letter from Palermo to a not readable Swiss location, prepaid 30 centesimi to destination. The letter was reposted in Gex (France), prepaid 40 centimes to destination in Naples.



A reduced rate of 10 centesimi was established for locations less than 45 km distant from the Exchange Post Offices. The fixed registration fee was established in 30 centesimi.



26 September 1866. Double rate registered letter from Milan to Lugano, prepaid 50 centesimi to destination :
20 centesimi double reduced letter rate (locations less than 45 km distant from the Exchange Office)
and 30 centesimi fixed registration fee.



7 November 1866. Double rate printed matter from Nizza Monferrato to Magadino (Switzerland),
where arrived on 8 November, prepaid 6 centesimi to destination.



Insufficiently prepaid letter from Italy to Switzerland were charged on delivery 40 centesimi for each 10 grams as the unpaid letters decreased by the value of the postage stamps applied. These differences had to be counted for and were indicated by a manual annotation or a handstamp.



15 April 1865. Single rate letter from Genoa to Schönenwerd (Switzerland), insufficiently prepaid 10 centesimi and charged 30 centesimi on delivery : 40 centesimi for the unpaid letter rate decreased by the value of the franking. On the cover the indication of the Italian debit of 10 centesimi to complete the postage share due to Italy.



5 November 1868. Single rate letter from Feltre to Neuchatel (Switzerland), insufficiently prepaid 20 centesimi and charged 20 centesimi on delivery : 40 centesimi for the unpaid letter rate decreased by the value of the insufficient franking.



The Convention of General Postal Union in effect from 1st July 1875 indicated that the rate of letters had to be established between 25 and 32 centesimi. The Italian Administration adopted the rate of 30 centesimi equal to the rate indicated by the Italian-Swiss Convention.



22 August 1877. Single rate registered letter from Florence to Lugano (Switzerland), prepaid 60 centesimi : 30 centesimi single rate letter and 30 centesimi fixed registration fee.



20 November 1878. Double rate registered letter from Genoa to Lugano (Switzerland), prepaid 90 centesimi : 60 centesimi double rate letter and 30 centesimi fixed registration fee.



The direct Anglo-Sardinian Convention, effective from 1 February 1858, indicated a prepaid rate to destination in the UK of 60 centesimi for each 7,5 grams of weight. Prepaid rate for printed matter was established in 10 centesimi for each 40 grams. These rates were in effect up to 30 June 1875, on 1 July 1875 UK joined the General Postal Union.



1 February 1863. Single rate letter from Florence to Burton on Trent (United Kingdom), prepaid 60 centesimi to destination.



21 March 1864. Double rate letter from Leghorn to London (United Kingdom), underpaid 60 centesimi and charged 12 pence on delivery : 6 pence integration to the double rate and 6 pence the fixed fee due on unpaid or insufficiently prepaid letters.

In Turin, on 22 March, was prepared the closed mail bag to be opened in London, where it arrived on 24 March.



6 April 1869. Triple rate registered letter from Genoa to Huddersfield (United Kingdom), prepaid 2,40 Lire : 1,80 Lire triple letter rate, 60 centesimi fixed registration fee. The letter was carried in closed mail through France to London (transit on 8 April) and then taken to Huddersfield, where it arrived on 9 April.



17 May 1873. Single rate printed matters sent in closed mail from Florence to London (United Kingdom), prepaid 10 centesimi to destination.



Even though it is not indicated on the letters, because they were carried to UK in closed mail, from September 1870 letters to UK, due to the Franco-Prussian war were routed via Germany.



12 October 1870. Single rate letter from Florence to Liverpool (United Kingdom), prepaid 60 centesimi to destination. The letter was carried in closed mail through Germany.



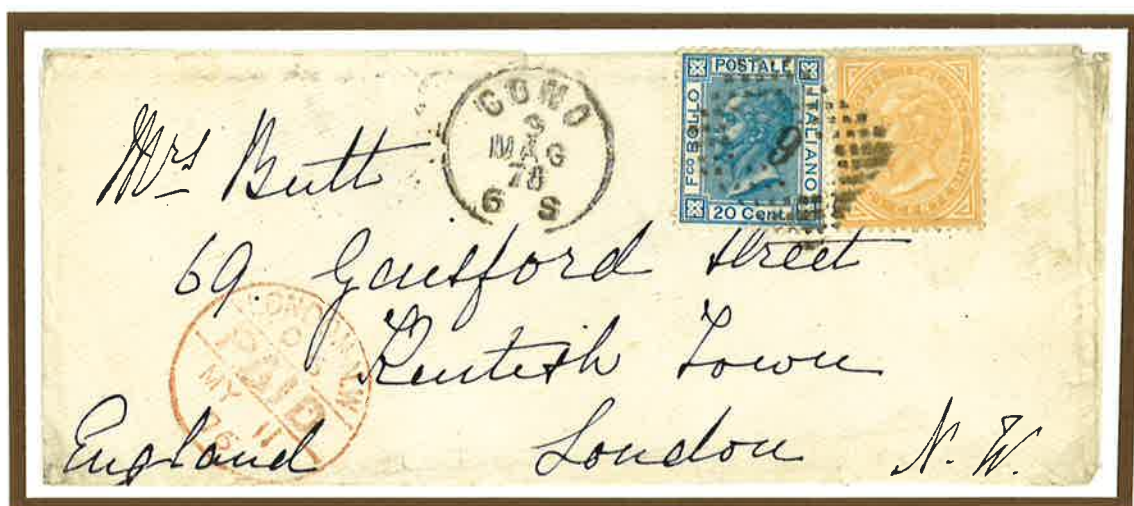
19 November 1870. Double rate letter from Ancona to Manchester (United Kingdom), prepaid 1,20 Lire (60c. x 2) to destination. The letter was carried in closed mail through Germany.



The Convention of the General Postal Union was effective from 1 July 1875. France joined the Convention only from 1 January 1876. The rate of letters to the United Kingdom was reduced to 30 centesimi but when letters were carried through France the rate was 40 centesimi until 31 December 1875.



9 October 1875. Double rate letter from Venice to Aberfeldy (United Kingdom), prepaid 80 centesimi to destination, as required for letters carried via France up to 31 December 1875.



9 May 1878. Single rate letter from Como to London (United Kingdom), prepaid 30 centesimi to destination, in accordance with the rate introduced by the General Postal Union.



Albania remained under Ottoman control up to 1912. The Austrian-Italian Convention, effective from 1 October 1867, established a prepaid rate from Italy to the Austrian Post Office within the Ottoman Empire, then also to Antivari in Albania, of 60 centesimi for each 15 grams.



5 August 1870. Single rate letter from Venice to Shkoder of Albania (Turkey)
prepaid 60 centesimi to the disembarkation port of Antivari and charged 2 piasters on delivery in Scutari.
The letter was on 6 August embarked in Trieste on an Austrian Lloyd packet and it was disembarked in Antivari.



19 December 1871. Double rate letter from Venice to Shkoder of Albania (Turkey)
prepaid 1,20 Lire to the disembarkation port of Antivari and charged 4 piasters on delivery in Scutari.
The letter was on 20 December embarked in Trieste on an Austrian Lloyd packet and it was disembarked in Antivari.



Up to April 1863, the Italian packet of the Ancona-Alexandria of Egypt Line carried letters paid to the port of disembarkation of Corfu at a rate of 40 centesimi for each port of 7,5 grams. From 1 May 1863 the Italian-Ionian Islands Convention indicated a rate of 40 centesimi for each port of 7,5 grams. With the annexation of the Ionian Islands to Greece, from 3 January 1865, Italian-Greek Convention was extended to the Ionian Island.



29 January 1863. Single rate letter from Messina to Corfu (Ionian Island), prepaid 40 centesimi to the port of disembarkation, charged 1 penny on delivery for the domestic rate.



2 April 1863. Single rate letter from Messina to Corfu (Ionian Islands), prepaid 40 centesimi to the port of disembarkation, charged 1 penny on delivery for the domestic rate.



11 June 1863. Double rate letter from Ancona to Corfu (Ionian Islands), prepaid 80 centesimi to destination. The letter was embarked on an Austrian Lloyd packet of the Trieste-Constantinople Line that disembarked it in the port of Corfu on 13 June 1863.



23 December 1863. Single rate letter from Naples to Corfu (Ionian Island), prepaid 40 centesimi to destination. The letter was carried via Messina (transit datestamp on 30 December) with an Italian packet of the Accossato e Peirano Company, that disembarked it in Corfu on 1 January 1864.



The Italian-Greek Convention effective from 2 March 1862 established a letter rate of 1 Lira for each 10 grams of weight. The rate was independent from the nationality of the packets carrying the mail. On 1 February 1865 the letter rate was reduced to 60 centesimi.



25 July 1863. Single rate letter from Leghorn to Athens (Greece), prepaid 1 Lira to destination. The letter was embarked in the same day on the French packet "AUNIS" of the Italian Line that disembarked it in Messina on 28 July and then the letter was embarked on the French packet "EUPHRATE" of the Levante Line that disembarked it in Pireo on 30 July (18 July of the Julian calendar).



27 December 1864. Triple rate letter from Leghorn to Patras (Greece), prepaid 3 Lire to destination. The letter was embarked in Ancona on an Austrian Lloyd packet of the Greek-Oriental Line coming from Trieste that arrived in Patras on 3 January 1865 (22 December 1864 of the Julian calendar).



From 1 February 1865 was effective a new Convention that reduced the rate to 60 centesimi for letters carried by Italian and Austrian packets and to 80 centesimi for letters carried by French packets. This Convention was effective until 30 June 1875, when the Convention of the General Postal Union was introduced.



30 November 1865. Single rate letter from Castellammare di Stabia (Naples) to Corfù (Greece), where it arrived on 27 November of the Julian calendar (on 9 December of our Gregorian calendar) carried through Brindisi by the Italian packets of the Adriatico-Orientale Company, prepaid 60 centesimi to destination.



22 May 1868. Double rate letter from Messina al Porto to Corfu (Greece), prepaid 1,20 Lire to destination. The letter was placed on board the Austrian Lloyd packet of the Greek-Oriental Line in Brindisi on 24 May. The letter was disembarked in Corfù on 25 May 1868 (13 May of the Julian calendar).



13 March 1866. Five times rate letter from Messina to the island of Syra (Greece), prepaid 4 Lire to destination. The letter was embarked on 20 March in Messina on the French packet "GODAVERY" of the Syria Line that disembarked the letter in Syra on 23 March (11 March of the Julian calendar).



18 February 1869. Triple rate letter from Messina to Corfu (Greece), prepaid 1,80 Lire to destination. The letter was placed on board the Austrian Lloyd packet of the Greek-Oriental Line in Brindisi on 21 February. The letter was disembarked in Corfu on 22 February 1869 (10 February of the Julian calendar).



The Italian-Greek Convention allowed for the integration of the insufficient prepayment when it was indicated. Unpaid or insufficiently prepaid letters were charged on delivery in Greece the amount required to complete the franking. The missing amount was noted in red or bleu, in addition postage stamps utilized as a postage due stamp were applied for a value corresponding to this missing amount.



18 March 1867. Single rate letter from Milan to Corfu (Greece), insufficiently prepaid 55 centesimi. The missing amount of 5 centesimi was indicated then the letter was charged 5 lepta on delivery, as noted in red and confirmed by the 5 lepta used as a postage due stamp. The letter was carried to Corfu from Brindisi by an Austrian Lloyd packet of the Greek-Oriental line that arrived in Corfu on 23 March 1867 (11 March 1867 of the Julian calendar).



28 March 1873. Single rate unpaid letter from Genoa to Syra (Greece), charged 65 lepta on delivery, as noted in bleu and confirmed by the 65 lepta (corresponding to 60 centesimi) used as a postage due stamp. The letter was carried to Syra from Brindisin by an Austrian Lloyd packet of the Greek-Oriental line that arrived in Syra on 2 April 1873 (21 March of the Julian calendar).



5 December 1869. Single rate letter from Catania to Piraeus (Greece), insufficiently prepaid 60 centesimi. The missing amount of 20 centesimi as indicated, then 20 lepta was charged on delivery, as noted in bleu and confirmed by the 20 lepta used as a postage due stamp. The letter was carried to Messina and on 7 December it was embarked on the French packet "VOLGA" of the Ligne "U" of the Mediterranean Sea, that disembarked the letter in Piraeus on 10 December.



1 August 1870. Single rate unpaid letter from Messina to Patras (Greece), charged 90 lepta on delivery, as noted in red and confirmed by the 90 lepta (corresponding to 80 centesimi) used as a postage due stamps. The letter on 2 August was embarked on the French packet "SAID" of the Ligne "U" of the Mediterranean Sea, that disembarked the letter in Piraeus on 4 August, that was then carried to Patras where it arrived on 6 August 1870 (25 July 1870 of the Julian calendar).



Rates of letters addressed to Malta were indicated in the Anglo-Sardinian Convention of 1858 : 40 centesimi for each 7,5 grams of weight : 12,5 centesimi to Italy, 12,5 centesimi to Malta and 15 centesimi for the sea carriage. The sea carriage was credited to Malta when it was made by the French packets, was credited to Italy when made by the Italian packets of the Florio lines. Printed matter was rated 10 centesimi for each 40 grams.



17 June 1864. Double rate letter from Naples to Malta, prepaid 80 centesimi to destination.
The letter was carried to Malta by an Italian packet of the Florio lines.



7 October 1866. Single rate letter from Milan to Malta, prepaid 60 centesimi to destination,
as required for carriage by the French packet via Marseille.
The letter was carried to Leghorn where on 8 October it was embarked in closed mail
on the French packet "QUIRINAL" bound for Marseille where it arrived on 12 October.
The letter in Marseille on 13 October was embarked on the French packet "GODAVERY"
of the Line of Levant and it was disembarked in Malta on 16 October 1866.



15 October 1864. Single rate printed matters from Genoa to Malta, prepaid 10 centesimi to destination.
The printed matters were carried to Malta by an Italian packet of the Florio line.



24 October 1866. Double rate letter from Naples to Malta, underpaid 40 centesimi
and charged on delivery 1 shilling (pen notation).



The letters sent to Rhodes in the Ottoman Empire could be carried by the Austrian packets via Brindisi and Alexandria of Egypt at the rate of 60 centesimi for each 15 grams, or with the French packets from Marseille and transit through Naples, Palermo and Messina, at a rate of 60 centesimi for each 10 grams.



7 May 1873. Single rate letter from Florence to Rhodes (Ottoman Empire), prepaid 60 centesimi to destination.
The letter was in Brindisi placed on board of Austrian Lloyd packet of the Egypt Line to Alexandria and then it was transferred to a packet of the Syria Line that reached Rhodes.



20 November 1872. Double rate letter from Florence to Rhodes (Ottoman Empire), prepaid 1,20 Lire to destination.
The letter was in Brindisi placed on board of Austrian Lloyd packet of the Egypt Line to Alexandria where it was transferred to a packet of the Syria Line that reached Rhodes.



Letters, even though rightly prepaid were considered unpaid, therefore charged the unpaid letter rate, if not obliterated in the country of origin.



16 April 1873. The letter, written on 16 April in Florence, was prepaid 60 centesimi as required for carriage via Palermo, as endorsed. The letter was, in Messina, directly handed, on 23 April, to the French packet "TANAIS" of the "U" Line of the Levant, therefore the postage stamp was not obliterated. On 29 April the letter was disembarked in Constantinople and received the handstamp "MER.MEDIT. COSTANTINOPLE".

In Constantinople the letter was transferred to the French packet "SCAMANDRE" of the Levant Line to Smyrne where arrived on 9 May it was transferred on the French packet "EBRE" of the Syria Line that disembarked the letter on 11 May to Rhodes, 25 days after departure from Florence. On delivery, the letter was charged 9 décimes as required for unpaid letters from the Kingdom of Italy to Rhodes with the French packets, because the Italian stamp, not properly obliterated, was not considered valid.



From 1 January 1867 the letter rate for Cyprus carried by the Austrian packet was 60 centesimi for each 15 grams of weight. From 1 January 1870 an Italian service from Brindisi to Alexandria of Egypt was established, from Alexandria letters could be carried to Larnaca in Cyprus by the Austrian Lloyd packets at a rate of 80 centesimi for each 15 grams.



28 June 1872. Single rate letter from Genoa to Larnaca (Cyprus, Ottoman Empire), prepaid 60 centesimi to destination. The letter was in Brindisi placed on board of Austrian Lloyd packet of the Greek-Eastern Line to Smyrna and then to Cyprus by an Austrian Lloyd packet of the Syria Line.



20 November 1870. Single rate letter from Leghorn to Larnaca (Cyprus, Ottoman Empire), prepaid 80 centesimi to destination. The letter was in Brindisi on 22 November placed on board of Italian packet of the Egypt Line to Alexandria and then it was embarked on an Austrian Lloyd packet of the Syria Line to destination.



Mail to the Ottoman Empire was exchanged with the French or the Austrian mediation. Up to 31 March 1866 the letter rate of 80 centesimi for each 7,5 grams of weight, indicated by the 1861 Franco-Sardinian Convention, was in effect. From 1 April 1866 the rate was decreased to 60 centesimi for each 7,5 grams. The French packet carried mail to destination in the French Postal Offices of the Ottoman Empire from Marseille, via Naples or Messina.



12 September 1864. Single rate letter from Naples to Smyrna (Turkey), prepaid 80 centesimi to destination.

The letter was placed on board the French packet "VATICAN" in Messina on 13 September, then it was transferred on board the French packet "PHASE" of the Levante Line that arrived in Smyrna on 18 September.



14 November 1868. Single rate letter from Palermo to Constantinople (Turkey), prepaid 60 centesimi to destination.

The letter was taken to Messina, where on 15 November was placed on board the French packet "NIEMEN" of the Levante Line. The letter was disembarked in Constantinople on 21 November.



The Austrian mediation up to 30 September 1867 indicated different rates, that depended on the Austrian Lloyd rate that had to be added to the Austrian postage. From 1 October 1867 the letter rate to destination in the Austrian Post Offices was unified in 60 centesimi for each 15 grams.

The Ottoman Empire joined the GPU Convention from 1 July 1875, therefore the prepaid letter rate from Italy to a destination in the Ottoman Empire was established at 30 centesimi for each 15 grams.



5 July 1865. Double rate letter from Florence to Constantinople (Turkey) underpaid 80 centesimi and charged 12 *décimes* on delivery (equivalent to 7 piastre and 20 para, handwritten on the verso) : 2 Francs the unpaid double rate letter rate, decreased by the 80 centimes of the value of the franking.

The letter was taken to Leghorn and on 7 July it was embarked on the French packet "PAUSILLIPE" that disembarked on 10 July in Messina. The following day the letter was embarked on the French packet "CYDNUS" of the Levant Line that disembarked the letter on 15 July in Constantinople.



13 July 1877. Single rate letter from Ferrara to Smyrna (Turkey), prepaid 30 centesimi to destination. The letter was carried to the Austrian Post Office of Smyrna by a packet of the Austrian Lloyd.



Kustendje with Dobruja belonged to the Ottoman Empire up to 1878 when it became part of Romania. Letters up to 30 September 1867 could be addressed from Italy to the Austrian Post Office of Kustendje with the Austrian mediation in accordance to the Sardinian-Austrian Convention restored on 15 May 1862.



20 April 1867. Single rate letter from Vicenza to Kustendje (Dobruja), insufficiently prepaid 60 centesimi instead of 85 centesimi required, corresponding to 34 Nkr. Italy, as noted, credited Austria 40 centesimi, corresponding to 16 Nkr, 10 Nkr was charged on delivery in the Austrian Post Office of Kustendje to total the 34 Nkr of the required postage : 8 Nkr Italian share, 26 Nkr due to Austria.

The letter transited Verona (21 April) and then Pest (Austrian Empire) to reach the Danube route from Vienna and through a mixed route rail/navigation it arrived in the Austrian post office of Kustendje on the Black Sea.



Letters originating in Italy addressed to Syria, were carried via Brindisi to Alexandria of Egypt by the Italian packets. From Alexandria to Alexandretta by the French packet of the Syria Line at a rate of 80 centesimi for each 15 grams of weight.



8 July 1871. Single rate letter from Leghorn to Alexandretta (Syria), prepaid 80 centesimi to destination.

The letter was placed on board on an Italian packet in Brindisi on 10 July
and disembarked in Alexandria of Egypt on 14 July.

The letter then was transferred to the French packet "AMERIQUE" of the Syrian Line in Alexandria on 17 July
and (after transiting Beirut on 20 July) disembarked in Alexandretta on 22 July.



23 September 1871. Double rate letter from Leghorn to Alexandretta (Syria), prepaid 1,60 Lire to destination.

The letter was placed on board on an Italian packet in Brindisi on 25 September
and disembarked in Alexandria of Egypt on 29 September.

The letter then was transferred to the French packet "ILLISSUS" of the Syrian Line on 9 October and
(after transiting Beirut on 12 October) disembarked in Alexandretta on 14 October.



The Italian post office of Alexandria was officially opened on 1 March 1863 for exchanging the mail with the Italian offices by the mean of the Italian packets via Ancona and then via Brindisi at the rate of 60 centesimi for each 10 grams, by French packets of the Egypt Line via Messina at the rate of 80 centesimi for each 7,5 grams of weight and by British packet via Marseille at the rate of 60 centesimi for each 10 grams of weight. Letters addressed beyond Alexandria were delivered by the "Posta Europea" up to 31 March 1865, by the "Poste Vicereali Egiziane" thereafter. Letters delivered beyond Alexandria were charged on delivery for the domestic rate.



12 December 1866. Single rate letter from Leghorn to Alexandria (Egypt), prepaid 60 centesimi to destination. The letter was placed on board on a packet of the Adriatic-Oriental Italian Company in Brindisi on 16 December and it was disembarked in Alexandria of Egypt on 26 December.



2 March 1872. Single rate letter from Leghorn to Cairo (Egypt), prepaid 40 centesimi to the disembarkation port of Alexandria of Egypt. The letter was placed on board on an Italian packet of the "Rubattino" Company to Alexandria of Egypt and then carried by the Egyptian Post to Cairo, where the letter was charged 1 piaster on delivery for the domestic fee from Alexandria to Cairo.



10 April 1869. Single rate letter from Leghorn to Cairo (Egypt), prepaid 40 centesimi to destination. The letter was placed on board on a packet of the Adriatic-Oriental Italian Company in Brindisi on 12 April and it was disembarked in Alexandria of Egypt on 16 April and then carried by the Vice-Royal Egyptian Postal Service to Cairo that charged 2 piasters on delivery.



5 June 1871. Double rate letter from Genoa to Alexandria (Egypt), prepaid 80 centesimi to destination. The letter was placed on board on an Italian packet in Brindisi on 7 June and it was disembarked in Alexandria of Egypt on 16 June.



11 January 1873. Single rate letter from Leghorn to Cairo (Egypt), prepaid 60 centesimi to destination.

The letter after the Brindisi transit on 12 January, was embarked
on the Italian packet to Alexandria of Egypt, where it arrived on 16 January.

The letter was then delivered to Cairo, by the Vice-Royal Egyptian Postal Service that charged 1 piaster on delivery.



22 February 1876. Single rate letter from Venice to Alexandria of Egypt, prepaid 30 centesimi to destination,
in accordance with the rate introduced by the General Postal Union, effective from 1st January 1876.

The letter on 3 March was readdressed to Cairo, prepaid 1 Egyptian piaster to destination.



Algeria was considered a province of France and the postal rates from Italy to Algeria were the rates indicated for the mail addressed to France.



7 October 1869. Single rate printed matter from Milan to Algiers (Algeria), prepaid 6 centesimi to destination. The printed matter was placed on board in Genoa on a French non contract ship to Marseille and then embarked on a French packet to Algiers.



3 March 1871. Single rate letter from Messina to Philippeville (Algeria), prepaid 40 centesimi to destination. The letter was placed on board on the French packet "MOERIS" of the "V" Line of Egypt that arrived in Marseilles on 6 March and then it was embarked on a Messagerie Maritimes packet of Marseilles-Philippeville Line and disembarked on 12 March 1871.



Tunisia was independent but the Bey of Tunisia had to be approved by Constantinople. Letters from Italy were carried to the Italian Post Office of Tunis by the Italian packets, at a rate of 40 centesimi for each 10 grams.



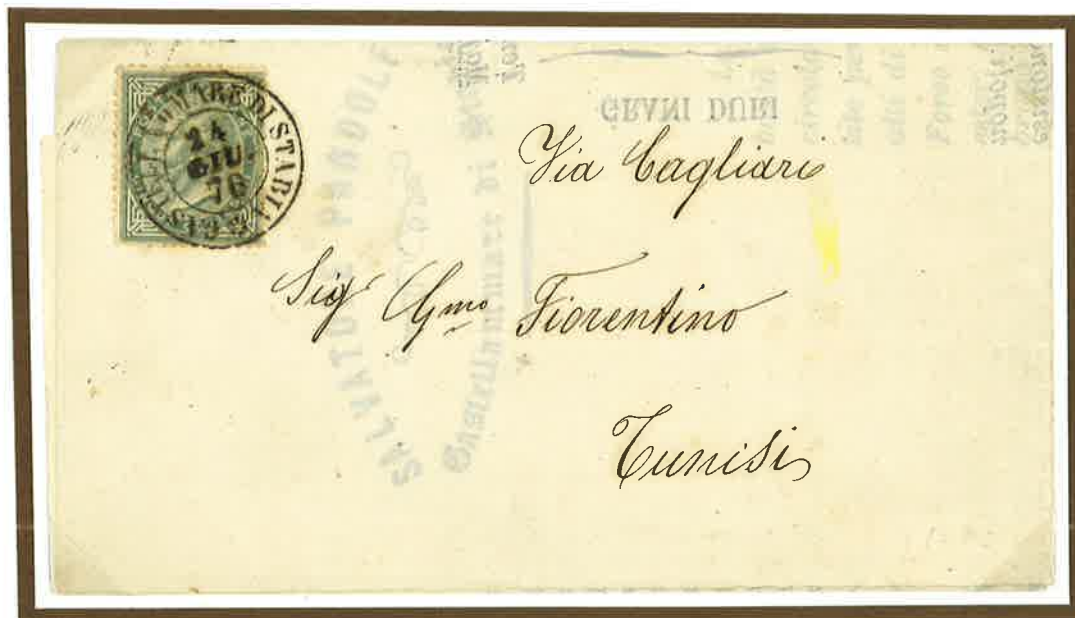
26 December 1863. Triple rate letter (23 grams) from Cagliari to the Italian Post Office of Tunis, prepaid only 80 centesimi as a double rate and charged 6 decimes on delivery, the single rate for unpaid letters to Tunis.



25 September 1864. Double rate letter from Cagliari to the Italian Post Office of Tunis, prepaid 80 centesimi to destination.



Tunisia entered the GPU Convention on 1 January 1876. The prepaid letter rate from Italy to Tunisia was established at 30 centesimi for each 15 grams; the printed matter rate was established at 5 centesimi for each 40 grams.



24 June 1876. Single rate printed matters from Castellammare di Stabia to Tunis, prepaid 5 centesimi to destination, after the transit of Leghorn and Cagliari, in accordance with the rate introduced by the General Postal Union, effective from 1 January 1876.



24 February 1876. Single rate letter from Genoa to Tunis, prepaid 30 centesimi to destination, after the transit from Leghorn on 25 February and Cagliari on 27 February, in accordance with the rate introduced by the General Postal Union, effective from 1 January 1876.



Letters to the British colony of the Cape of Good Hope were carried either with the direct Anglo-Italian Convention or with the French mediation. Letters were carried by the British packet, in some period letters could be carried only be carried by the non-contract ships.



13 July 1873. Single rate letter from Rome to Cape Town (Cape of Good Hope), prepaid 1 Lira to destination as required by the French mediation. The letter was carried in the open mail trough France as confirmed by the Paris transit datestamp and it was in Plymouth placed on board of a British packet of the Union Steam Ship Company, that disembarked the letter in Cape Town.



Up to 1867, when the Suez Canal was opened, letters were carried across the Sinai Peninsula overland from Alexandria to Suez to be placed on board of the British packets of the Peninsular and Oriental Steam Navigation Company (P&O) that carried Mail to Aden and then India, China, Japan and Australia.

Even though the Suez Canal opened in 1867, up to 1874, Mail was carried through the overland route from Alexandria to Suez, because of disagreement between the P&O Company and the British Government in relation to the subsidy to be granted to the P&O.

From 1869 the "India Mail" was mainly carried to Brindisi by train and then placed on board the British packets of the P&O that from 1872 were also under contract with the Italian Administration to carry Mail from Brindisi to Alexandria of Egypt.

From 1 January 1871 the rate of letters to Aden was established in 70 centesimi for each 15 grams.



10 October 1874. Double rate letter from Venice to Aden, prepaid 1,40 Lire to destination.

The letter carried to Brindisi by train, was embarked on a P&O packet and it was disembarked in Alexandria of Egypt. Crossed the isthmus, the letter was embarked on the P&O packet "HINDOSTAN" and disembarked in Aden on 21 October 1874, as confirmed by the handstamp "ADEN STEAMER POINT" struck on the reverse in the port of Aden.

Only 2 letters recorded to Aden before 1879.



Mail to Ceylan was mainly carried with the English mediation with the Peninsular & Oriental Lines packet from Brindisi to Alexandria of Egypt and from Suez to Galle.

From 1 July 1871 the rate was established at 70 centesimi for each 15 grams of weight. Ceylan was accepted in GPU on 1 April 1877 as a British Colony, the letter rate was set at 60 centesimi for each 15 grams.

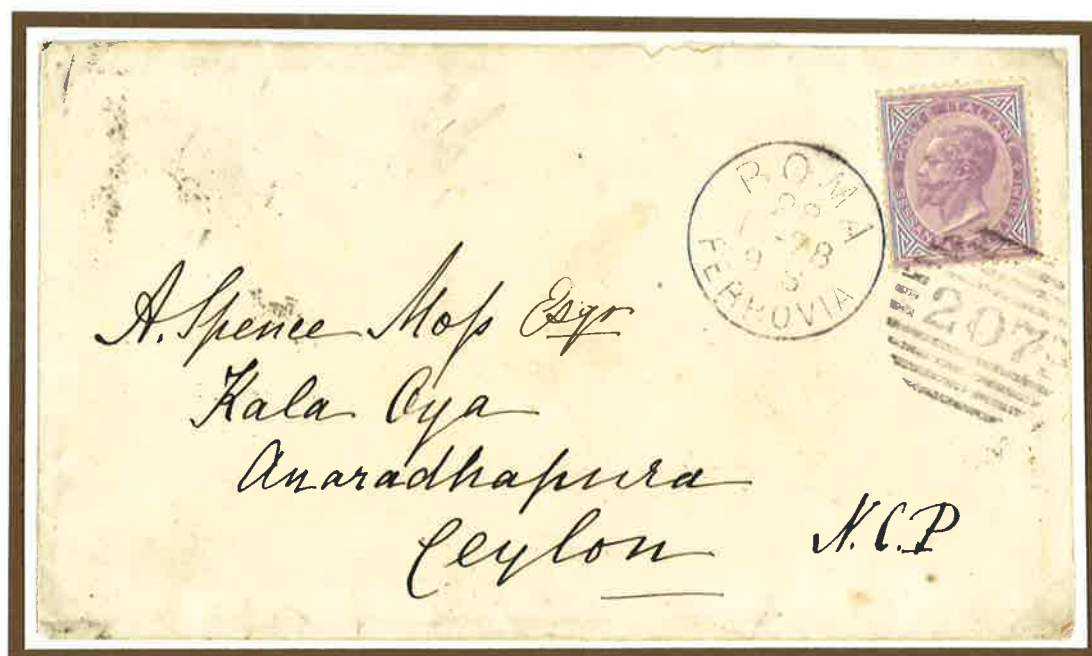


14 October 1873. Single rate letter from Bassano to Colombo (Ceylan), prepaid 70 centesimi to destination.

The letter, carried to Brindisi, was placed on board on 20 October on a P&O packet

"MALTA" that it was disembarked on 23 October in Alexandria of Egypt.

Crossed the isthmus, the letter was embarked in Suez on 25 October on the P&O packet "PEKIN" to Galle that it was disembarked on 8 November and then carried to Colombo.



28 January 1878. Single rate letter from Rome to Anaradhapura (Ceylan), prepaid 60 centesimi to destination.

The letter was in Brindisi placed on board on a P&O packet "CEYLON" that disembarked on 7 Februar in Alexandria of Egypt. Crossed the isthmus, the letter was embarked in Suez on 8 Februar on the P&O packet "POONAH" to Galle that disembarked on 22 Februar and then carried to Anaradhapura.



Mail to China was mainly carried with the English mediation at the different rate with destination Hong-Kong, Shanghai and the rest of China.



26 Februar 1865. Single rate letter from Milan to Shanghai (China), prepaid 80 centesimi to the port of disembarkation. The letter, carried to Ancona, was placed on board of an Italian packet of the "Adriatic-Oriental" Company and on 2 March it was disembarked in Alexandria of Egypt. Crossed the isthmus, the letter was in Suez put on board of the British P.&O packet "BENGAL" that disembarked in Galle (Ceylon) where the letter was transferred to the P.&O. packet "EMEU" that disembarked in Hong-Kong on 10 April. The following day the letter was carried by the P. & O. packet "GANGES" to Shanghai, where arrived on 15 April.



In the nineteenth century most of India was under the direct control of England as a colony of the British Empire. Letters from the Kingdom of Italy were carried to India with the French mediation at the rate of 1 Lira for each 7,5 grams. The English mediation indicated a rate of 90 centesimi for each 7,5 grams, decreased from 1 January 1870 to 70 centesimi for each 15 grams. The British colonies (and then also India) joined in the GPU from 1 July 1876.



1 July 1865. Double rate letter from Torre Pellice to Bombay (India), prepaid 2 Lire to the port of disembarkation, as noted in red 2 pence was credited to the Indian Postal Administration. The letter was in Ancona on 1 July placed on board of an Italian packet to Alexandria of Egypt. Carried overland through the isthmus the letter was in Suez embarked on the British P&O packet "MALTA" and it was disembarked in Bombay on 24 July.



25 May 1867. Single rate letter from Turin to Kurachee, ancient name of Karachi (at that time in India, now in Pakistan), prepaid 90 centesimi to destination, as required by the Sardinian-British Convention of 1858, with the indication of 1 penny credited to Indian Postal Administration. The letter was carried via Brindisi, where on 27 May was embarked on a "Adriatic-Oriental" Italian Company packet to Alexandria of Egypt. Crossed the isthmus, the letter on 5 June was embarked in Suez on the P. & O. packet "BARODA" and disembarked in Bombay on 15 June, then carried to Kurachee where arrived on 21 June.



20 August 1867. Double rate letter from Turin to Kurachee, ancient name of Karachi (at that time in India, now in Pakistan), prepaid 1,10 Lire instead of 1,80 Lire then marked "FRANCOBOLLO INSUFFICIENTE". The letter was charged on delivery 1s 8d as a fully unpaid letter. The close bag prepared in Turin was embarked in Marseille on the British on the P. & O. packet "TAN JORE" and disembarked in Alexandria of Egypt on 3 September. After the crossing of the isthmus, the letter was embarked in Suez on the P. & O. packet "SALSETTE" and it was disembarked in Bombay on 24 September, then carried to Kurachee.



16 December 1872. Single rate letter from Florence to Calcutta (India), prepaid 70 centesimi to destination. The letter was in Brindisi placed aboard the P&O packet "POONAH", under contract, it was disembarked in Alexandria. Carried overland through the isthmus the letter was in Suez embarked on the British P&O packet "AUSTRALIA" to be disembarked in Bombay. As confirmed by the handstamp "SEA POST OFFICE", struck by the travelling Post Office of the packet "AUSTRALIA" that put the letter in the closed bag to be carried to Calcutta by train, the letter was delivered on 5 January 1873.



Letters were carried to Japan with the British mediation at a rate of 70 centesimi for each 15 grams.
From 1 June 1877 Japan entered in the General Postal Union, the letter rate was set at 60 centesimi for each 15 gr.



6 August 1871. Front of single rate letter from Naples to Yokohama, prepaid 70 centesimi to destination.

The letter was embarked in Brindisi and disembarked in Alexandria of Egypt.

After the crossing of the isthmus the letter was carried from Suez by the British P&O packets, with transit from Singapore, Hong Kong, Shanghai to Yokohama, where the was delivered on 15 October.



23 July 1878. Single rate letter from Turin to Yokohama (Japan), prepaid 60 centesimi to destination. The letter was in Naples placed on board on 30 July on the French packet "SINDH" that disembarked the letter in Hong Kong, where it was transferred to the French packet "VOLGA" that disembarked the letter in Yokohama.



Mail to New Zealand was carried with English mediation in accordance to the Anglo-Sardinian Convention at the rate of 80 centesimi for each 7.5 grams.

Mail to Singapore was mainly carried with the English mediation with the Peninsular & Oriental Lines packet from Brindisi to Alexandria of Egypt and from Suez to Galle and Singapore.



17 June 1869. Single rate letter from Florence to Napier (New Zealand), prepaid 80 centesimi to the port of disembarkation. The letter, carried to Brindisi, not to Marseille as endorsed, was placed aboard of an Italian packet of the "Adriatic-Oriental" Company and it was disembarked in Alexandria of Egypt. Crossed the isthmus, the letter was in Suez put on board of the British P.&O packet "CHINA" that disembarked in Galle (Ceylon) where the letter was transferred to the P.&O. packet "AVOCA" that disembarked in Sidney on 8 August. In Sidney the letter was carried by a packet of the "Intercolonial" Lines to Auckland. From Auckland the letter was delivered in Napier as confirmed by the datestamp struck in Napier on 14 August.
Only 2 letters recorded to New Zealand before 1879.



18 November 1874. Single rate letter from Camogli to Singapore, prepaid 1,20 Lire to destination with the rate indicated for letters carried by the Italian packets from Brindisi to Alexandria and by the French packets from Alexandria to Singapore; this rate exceeded by 20 centesimi the rate required for carriage from Naples.

The letter was in Naples placed aboard the French packet "Provence" which, with transit through the Suez Canal disembarked the letter in Singapore on 22 December 1874.

Only 2 letters recorded to Singapore before 1879.

The letter rate to the Australian colonies (Victoria, New South Wales) was established by the Anglo-Sardinian Convention in 80 centesimi for each 7,5 grams. Later the letter rate was decreased to 70 centesimi.



21 April 1871. Single rate letter from Florence to Melbourne (Victoria), prepaid 80 centesimi to the port of disembarkation. The letter, taken to Brindisi by train, was on 25 April placed aboard the P&O packet "MASSILIA" and it was disembarked in Alexandria of Egypt on 28 April.

Crossed the isthmus, the letter was embarked on the P&O packet "HINDOSTAN" and then the letter was transferred to the P&O packet "RANGOON" in Galle (Ceylon) that on 6 June disembarked the letter in Melbourne, as confirmed by the datestamp struck on the reverse.



1 September 1873. Single rate letter from Rome to Sydney (New Wales of South), prepaid 70 centesimi to destination. The letter carried via Brindisi, was on 8 September put on board on the P&O packet "MALTA" and it was disembarked in Alexandria of Egypt. Crossed the isthmus, the letter was carried by the P&O packet "HINDOSTAN" to Galle (Ceylon) where it was transferred to the P&O packet "BARODA" that disembarked the letter in Sidney on 23 October, as confirmed by the delivery datestamp struck on the reverse.



Up to 1 April 1868, when the direct Italian-American Convention became effective, rates of letters prepaid to destination in the U.S.A. were determined by the French mediation in 1,20 Lire for each 7,5 grams. Letters were disembarked in the U.S.A. ports (New York, Boston or Portland) from the British packets of the Cunard Line sailing from Liverpool or by the American packets sailing from Liverpool or Southampton (indirect service). Letters could be also carried by the American packets from the French port of Le Havre (direct service).



3 October 1863. Single rate letter from Turin to U.S.A., prepaid 1,20 Lire to destination.

The letter was carried to Paris through the Mont Cenis and arrived in Paris on 5 October and received the handstamp "ITALIE/5 LANSLEBOURG 5". The letter continued in closed mail to Liverpool and on 7 October was placed on board the Steamer "CITY OF NEW YORK" of the Inman Line under American contract, that disembarked in New York on 19 October. The letter bears the notation of the 9 cents credited by France to the U.S.A., 3 cents USA inland, 6 cents for carriage by an American packet from a British port.



28 June 1866. Double rate letter from Palermo to New York (U.S.A.), prepaid 2,40 Lire to destination.

The letter was carried in the open mail to Paris where it was put in the closed bag that in Liverpool was embarked on the American packet "EDINBURGH" of the Inman Lines. Disembarked in New York on 19 July, as confirmed the hardly readable red datestamp that confirmed the carriage by an American packet. On the cover the red indication of 18 cents credited by France in case of carriage by an American packet from a British port : 6 cents (2x3 cents) American inland rate, 12 cents (2x6 cents) for transatlantic carriage (indirect service).



The direct Italian-American Convention, effective from 1 April 1868, established a letter rate of 80 centesimi for each 7,5 grams. Letters were carried in closed mail directly to the port of embarkation in UK on an American or on a British packet to be disembarked in an American port.



1 June 1868. Single rate letter from Florence to New York (U.S.A.), prepaid 80 centesimi to destination. The letter transited Turin, where was prepared the closed mail bag, that, after crossing the France, was embarked in Liverpool on the British packet of the Cunard Line "AUSTRALIAN". The letter was disembarked in New York on 17 June.



2 March 1869. Double rate letter from Florence to New York (U.S.A.), prepaid 1,60 Lire to destination. The letter transited Milan, where was prepared the closed mail bag, that after crossing the France, was embarked in Queenstown on the British packet of the Cunard Line "HECLA" that disembarked in Boston on 24 March and then carried to New York where on 25 March, the circular stamp "NEW YORK BR: TRANSIT - PAID ALL - MAR 25" was struck.



An additional act to the Convention, effective from 15 February 1870, decreased the rate to 55 centesimi for each port of 15 grams. Letters were carried in closed mail through France, the closed mail bag was directly placed, in a British port, on board of the British or the American packets that disembarked the closed mail bag in an American port.



27 February 1875. Single rate letter from Rome to New York (U.S.A.), prepaid 55 centesimi to destination. The letter, crossed France in a closed mail, was put on board in Liverpool on the British packet of the Cunard Line "ABYSSINIA" that disembarked the letter in New York on 20 March where the circular stamp of the American Exchange Office of New York was struck.



15 May 1874. Double rate letter from Piano di Sorrento to New York (U.S.A.), prepaid 1,10 Lire to destination. The letter transited Verona where the closed mail bag carried through France, was prepared. It was put on board of the British packet "ALGERIA" of the Cunard Line that disembarked the letter in New York on 7 June.



The United States of America joined the General Postal Union since 1 July 1875, when the rate of the letters was reduced to 40 centesimi for each 15 grams, 10 centesimi to pay the transatlantic carriage and the new rate of the postcards of 20 centesimi was introduced.



10 October 1875. Italian postcard of 10 centesimi from Florence to New York (U.S.A.), integrated with a 10 centesimi postage stamp to match the rate of 20 centesimi to destination, in accordance with the rate introduced by the General Postal Union, effective from 1 July 1875. The postcard carried in a closed mail through France to Liverpool was embarked on the British packet "ALGERIA" of the CUNARD LINE on 16 October and it was disembarked in New York on 29 October 1875.



12 March 1877. Triple rate letter from Perugia to Rhode Island (U.S.A.), prepaid 1,20 Lire to destination, in accordance with the rate introduced by the General Postal Union, effective from 1 July 1875. The letter was carried in a closed mail to New York where arrived on 28 March and then forwarded to Rhode Island.



The correspondences with the Canadian territories were exchanged with the British mediation mainly reached by the American or by the British packet.



29 June 1872. Single rate letter from Porto Maurizio to Halifax (Nova Scotia), prepaid 1 Lira to destination (over franked 30 centesimi, because the rate was changed on 1 April 1872).

The letter was carried in the closed mail to London and then carried to Queenstown where was embarked on a Canadian packet of the Allan Lines to Halifax.



24 June 1877. Single rate letter from Rome to Rimouski (Quebec, Canada), and then readdressed to St. Epiphane, prepaid 45 centesimi to destination. The letter was carried in the closed mail to London and then carried to Liverpool and embarked on a Canadian packet of the Allan Lines that disembarked the letter in Quebec.



An additional act of the Anglo-Sardinian Convention of 1858, effective from 1 January 1871, indicated a letter rate to the port of disembarkation in Mexico of 1,60 Lire for each 15 grams.

Registered letters to Mexico could be sent with the English mediation from 1 March 1871, the fixed registration fee was established in 1 Lira.



31 May 1875. Single rate registered letter from Rome to Mexico City (Mexico), prepaid 2,60 Lire to the port of disembarkation in Mexico and charged 25 centavos on delivery (domestic Mexicans rate).

The letter carried in closed mail through the France, transited from London and then was embarked in Southampton on 2 June on the RMSP Company packet "NILE" and it was disembarked in St. Thomas on 16 June. On 18 June the letter was placed on board on the RMSP "EBRO" and it was disembarked in Vera Cruz on 28 June.



With the English mediation, the letter rate prepaid to the port of disembarkation in Mexico of 1,60 Lire, was decreased from 1 July 1875 to 1,40 Lire. This rate lasted up to 31 March 1879.



9 June 1875. Single rate letter from Florence to Mexico City, re-addressed to Oaxaca (Mexico), prepaid 1,60 Lire to the port of disembarkation in Mexico and charged 25 centavos on delivery (domestic Mexicans rate). The letter carried in closed mail through the France, with transit London, was embarked in Southampton on 17 June, on the RMSP Company packet "TASMANIAN" that disembarked the letter in St. Thomas. On 16 July the letter was placed on board on the RMSP "CORSICA" and it was disembarked in Vera Cruz on 28 July.



5 December 1878. Single rate letter from Genoa to Vera Cruz (Mexico), prepaid 1,40 Lire to the port of disembarkation in Vera Cruz. The letter carried in closed mail through the France, with transit London, was embarked in Southampton on 17 December, on the Royal Mail Steam Packet Company packet "MEDWAY" that on 2 January 1879 disembarked the letter in St. Thomas. On 18 January the letter was placed on board on the RMSP Company packet "SOLENT" and it was disembarked in Vera Cruz on 28 January 1879.



The Franco-Italian Convention indicated in 1 Lira for each 7,5 grams, the letter rate prepaid to the port of disembarkation in Mexico, increased from 1 January 1876 to the rate of 1,10 Lire for each 15 grams of weight. Mexico did not joined the General Postal Union, but only the Universal Postal Union on 1 April 1879, up to that date the Franco-Italian Convention indicated a rate of 1,10 Lire, that included a "prix de livraison" to be credited to France.



17 June 1875. Single rate letter from Genoa to Vera Cruz (Mexico), prepaid 1 Lira to the port of disembarkation. The letter was, on 20 June in Saint Nazaire, embarked on the French packet "VILLE DE BREST" of the "B" Line and it was disembarked in Vera Cruz on 20 July.



17 March 1879. Single rate letter from Voltri (Genoa) to Vera Cruz (Mexico), prepaid 1,10 Lire to the port of disembarkation. The letter, was embarked in Saint Nazaire on 21 March on the French packet "VILLE DE ST. NAZAIRE" of the "B" Line and it was disembarked in Vera Cruz on 18 April. The covers bears indication of the 80 centesimi of the "prix de livraison" credited to France.



Letters to Central America countries were rated in accordance with the Franco-Italian Convention or with the Anglo-Italian Convention. Mail was mainly carried to Central America countries with British packets Lines of the Royal Mail Steam Packet Company (RMSP) sailing from Southampton, or by the French packets Lines sailing from Saint Nazaire.

Dominican Republic was independent from Spain since 1844. Until 31 December 1870, letters could be prepaid to destination from Italy to the British Post Office of St. Domingo with 1,50 Lire for each 15 grams of weight.



25 March 1865. Single rate letter from Zoagli (Genoa) to St. Domingo, prepaid 1,50 Lire to destination, as required by the British mediation. The letter, carried in closed mail through France, was embarked on 3 April on the Royal Mail Steam Packet Company packet "TASMANIAN" in Southampton and it was disembarked in St. Thomas, on 16 April. In the following day the letter was embarked on the RMSP Company packet "TRENT" and it was disembarked in St. Domingo on 19 April. The cover bears indication of 1,20 Lire credited to UK by the Italian Postal Administration, no indication of the amount charged on delivery on the cover.



Mail to Trinidad, British colony until 1962, was mainly exchanged with the British mediation at the rate of 1,50 Lire for each port of 7,5 grams, and with the French mediation at the rate of 1 Lira for each port of 7,5 grams. Mail to Bahamas, British colony until 1973, were exchanged only with the British mediation. British colony joined the GPU from 1 April 1877, the single letter rate was established in 60 centesimi for each 15 grams of weight.



12 February 1869. Single rate letter from Leghorn to Trinidad, prepaid 1,50 Lire to destination. The letter, after crossing France in closed mail, on 17 February was embarked on the Royal Mail Steam Packet Company packet "ATRATO" in Southampton, that disembarked the letter in Trinidad on 8 March.

The cover bears indication of the 1,20 Lire credited to UK by the Italian Postal Administration and the UK credit of 1 penny to Trinidad.

Only 3 letters recorded to Trinidad before 1879.



26 November 1877. Single rate letter from Milan to Nassau (Bahamas), prepaid 60 centesimi to destination. The letter was sent in a closed mail bag and embarked in Liverpool on a British packet of the "Cunard" Line.

Arrived in New York, the closed mail bag was embarked on a packet of the "Murray Ferris Company" with British contract, that disembarked the letter in Nassau.

Only 2 letters recorded to Bahamas before 1879.



Mail to Jamaica, British colony until 1962, were mainly exchanged with the French mediation and the British mediation at the rate of 1,60 Lire for each 15 grams of weight, effective from 1 January 1871.

Mail to Puerto Rico, Spanish colony, were mainly exchanged with the French mediation at the rate of 1 Lira for each 7,5 grams of weight and only later with the British and Spanish mediation.



18 January 1872. Single rate letter from San Remo to St. Thomas (Jamaica), prepaid 70 centesimi. The letter was considered fully paid to destination by the British Postal Administration that in London struck the handstamp "LONDON / PAID /", as required by the old rate in effect up to 31 December 1870.

The letter, after crossing France in closed mail, on 2 February was embarked on the British packet "ELBE" of the Royal Mail Steam Packet Company in Southampton, that disembarked the letter in Kingston on 20 February. The letter was then carried to St. Thomas. The cover bears indication of 1 penny, credited by UK to the Jamaica Postal Administration.

Only 3 letters recorded to Jamaica before 1879.



1 November 1868. Single rate letter from Rivello (Potenza) to Mayaguez (Puerto Rico), prepaid 1 Lira to the port of disembarkation. The 60 centesimi postage stamp was removed, but later it was replaced in the original position. The letter was carried via Mont Cenis and Paris to London.

The letter was embarked on 17 November on the British packet "DOURO" of the Royal Mail Steam Packet Company that disembarked the letter in St. Thomas on 1 December. The letter, carried to San Juan, was charged 10 centavos on delivery.



The Mail to St. Thomas were mainly carried with the English or the French mediation at a letter rate of 1 Lira for each 7,5 grams of weight. The Mail with Guatemala were exchanged with the English and French mediation, with the British packets from Southampton or with the French packets from Saint Nazaire.



2 December 1866. Single rate letter from Varignano, near La Spezia to St. Thomas (Danish West Indies), prepaid 1 Lira to the port of disembarkation.

The letter, after the La Spezia and Genova transit, was carried to France through the Mont Cenis and it arrived in Paris on 5 December, where the datestamp "ITALIE/ 5 LANSLEBOURG 5" was struck.

The letter was carried to St. Nazaire where it was embarked on 16 December, on the French packet "IMP.EUGENIE" of the "B" Line to Vera Cruz, that disembarked the letter in St. Thomas on 1 January 1867.



27 May 1876. Front of single rate letter (up to 15 gr.) from Rome for the Guatemala, prepaid 1,10 Lire to the port of disembarkation and charged 4 reales on delivery as required for the letter of the weight between 4 and 8 adarmes (from 7.2 to 14.4 grams). The letter was carried via France to London.

The letter was embarked on 2 June on the British packet "NILE" of the Royal Mail Steam Packet Company in Southampton that disembarked the letter in Kingston (Jamaica) on June 16 June.

The letter then was embarked, on 25 June, on the British packet "BELIZE" of the RMSP Company that disembarked the letter in Belize (British Honduras) on 30 June. The letter was then carried overland to Guatemala.

The only recorded letter to Guatemala before 1879.



Letters to Cuba were rated with French mediation at the rate of 1 Lira for each port of 7,5 grams or with English mediation at the rate of 1,60 Lire for each port of 15 grams.
Cuba joined the General Postal Union from 1 May 1877.



11 September 1867. Double rate letter from Genoa to Havana (Cuba), prepaid 2 Lire to the port of disembarkation in Havana, charged 2 reales on delivery (handstamp "NE2" Northern Europe 2 reales). The letter was carried via Mont Cenis to Paris and then carried to Saint Nazaire where on 16 September it was embarked on the French packet "LOUISIANE" (handstamp LIGNE B*/PAQ FR *N°3) struck by the agent aboard the packet.



25 January 1865. Single rate letter from Savona to Trinidad de Cuba, prepaid 1 Lira to the port of disembarkation, charged 2 reales on delivery as indicated of the handstamp "NE2" (Northern Europe 2 reales).

The letter after the Paris and London transit, was embarked on 2 February on the British packet "TASMANIAN" of the Royal Mail Steam Packet Company in Southampton and it was disembarked in St. Thomas on 17 February, in the same day it was embarked on the RMSP Company packet "EIDER" that disembarked the letter in Havana on 24 February. On the reverse the transit handstamp of Havana and the delivery datestamp of Trinidad de Cuba struck on 25 February.



26 February 1865. Front of double rate letter from Savona to Trinidad de Cuba, prepaid 2 Lire to the port of disembarkation, charged 4 reales on delivery for double rate letter.

The letter after the Paris and London transit, was embarked on 28 February on the British packet "LA PLATA" of the Royal Mail Steam Packet Company in Southampton and it was disembarked in St. Thomas on 17 March and the same day it was embarked on the RMSP Company packet "SOLENT" that disembarked in Havana on 23 March.



Letters to Venezuela were exchanged with the English mediation at the rate of 1,50 Lire (later 1,60 Lire) for each 15 grams of weight.



5 January 1871. Single rate letter from Como to La Guayra (Venezuela), prepaid 1,50 Lire to the port of disembarkation, 1,20 Lire was credited to the English postal administration. From 1 January 1871, the rate was increased to 1,60 Lire, but the underpayment was not acknowledged by the Italian postal administration.

The letter, transited in closed mail through France and was considered prepaid to destination by the English Postal Administration that in London, on 9 June, struck the handstamp "LONDON/PAID". The letter was embarked on 17 January on the RMSP Company packet "NEVA" and it was disembarked in St. Thomas on 1 February. The letter was then carried to La Guayra with a non-contract ship.



Letters to Venezuela were exchanged with French mediation at the rate of 1 Lira for each 7,5 grams of weight, increased from 1 January 1876 to the rate of 1,10 Lire for each 15 grams of weight.



2 February 1871. Single rate letter from Genoa to La Guayra (Venezuela), prepaid 1 Lira to the port of disembarkation. The letter was carried through the Mont Cenis to Paris, as confirmed by the handstamp "ITALIE/AMB.M.-CENIS A" where it arrived on 5 February. The letter was carried to St. Nazaire and on 16 February it was embarked on the French packet "VILLE DE ST. NAZAIRE" of "B" Line, that disembarked the letter in Forte de France on 2 March. Subsequently embarked on the French packet "CACIQUE" the letter arrived in La Guayra on 6 March 1871.



30 July 1876. Single rate letter from Como to La Guayra (Venezuela), prepaid 1,10 Lire to the port of disembarkation. The letter was carried through the Mont Cenis to Paris, as confirmed by the handstamp "ITALIE/AMB.M.-CENIS A". The letter was carried to St. Nazaire and on 7 August it was embarked on the French packet "VILLE DE PARIS" of "A" Line, that disembarked the letter in La Guayra on 20 August 1876.



Mail to Argentina were mainly carried with the France mediation at the rate of 1 Lira for each port of 7,5 grams, as indicated by the Franco Sardinian Convention effective from 1 January 1861 and extended to the Kingdom of Italy. From 1 January 1871 mail to Argentina was sent also with the English mediation at the rate of 1,60 Lire for each port of 15 grams.



5 August 1863. Double rate letter from Genoa to Buenos Aires (Argentina), prepaid 2 Lire to the port of disembarkation. The letter, carried via Mont Cenis, with transit London and Paris, was on 10 August, placed on board in Southampton on the RMSP Company packet "PARANA" that disembarked in Buenos Aires on 12 September.



22 June 1864. Four times letter from Genoa to Buenos Aires (Argentina), prepaid 4 Lire to the port of disembarkation of Buenos Aires, charged 40 centavos on delivery. The letter was carried via Mont Cenis to Bordeaux and then placed on board on the French packet "NAVARRE" that disembarked the letter in Rio de Janeiro on 24 July. The letter then was embarked on the packet "SAINTONGE" that disembarked it in Buenos Aires on 15 August.
Less than 5 letters recorded with the lone pair of the 2 Lire postage stamps.



2 October 1865. Single rate printed matter from S. Margherita Ligure to Buenos Aires (Argentina), prepaid 15 centesimi to the port of disembarkation. The printed matter, with transit Genoa, was carried to London where it arrived on 5 October. In Southampton, on 9 October, the letter was placed on board on the English packet "RHONE" and it was disembarked in Buenos Aires on 13 November.



6 February 1868. Triple rate letter from Genoa to Buenos Aires (Argentina), prepaid 3 Lire to the port of disembarkation of Buenos Aires.

The letter was carried via Mont Cenis to Southampton and then on 10 February placed on board on the British RMSP packet "ONEIDA" that disembarked in Buenos Aires on 16 March, charged 5 centavos on delivery.



From 1874 also the Italian packets of Lavarello Company activated a regular periodic service between Italy and the Plata countries. From 1875 a new rate of 70 centesimi for letters sent by Lavarello was established, the rate was reduced from 12 April 1876 to 50 centesimi, it was effective up to 15 March 1878 for each port of 15 grams.



10 February 1875. Single rate letter from Genoa to Rosario di Santa Fè (Argentina), prepaid 70 centesimi to the port of disembarkation of Buenos Aires. The letter was embarked in Genoa on the packet "EUROPA" of the Lavarello Company, that disembarked the letter in Buenos Aires on 12 March and then delivery in Rosario de Santa Fè on 15 March.

Only 2 letters recorded carried to Argentina by the "Lavarello" Company at the 70 centesimi rate.



30 September 1876. Single rate letter from Genoa to Buenos Aires (Argentina), prepaid 50 centesimi to the port of disembarkation of Buenos Aires. The letter was embarked in Genoa on the packet "NORD AMERICA" of the Lavarello Company, that disembarked the letter in Buenos Aires on 28 October 1876.

Only 2 letters recorded carried to Argentina by the "Lavarello" Company at the 50 centesimi rate.



3 May 1876. Single rate letter from Genoa to San Nicolas (Argentina), prepaid 1,10 Lire to the port of disembarkation of Buenos Aires. On the cover indication of the 80 centesimi of the "prix de livraison" due to France. The letter was carried via France as confirmed to the handstamp "5 ITALIE 5/MODANE" struck in Modane on 5 May. The letter was, in Bordeaux, placed on board of the French packet "NIGER" and it was disembarked in Buenos Aires on 30 May.



5 June 1875. Single rate letter from Rome to Buenos Aires (Argentina), prepaid 1,60 Lire to the port of disembarkation of Buenos Aires, 1,20 centesimi was credited to UK, 10 centavos charged on delivery. The letter, carried in closed mail to London, was placed on board to the Royal Mail Steam Packet Company packet "BOYNE" in Southampton that disembarked the letter in Buenos Aires on 9 July. This was the last trip of the "BOYNE". Departed for the return from Buenos Aires on 15 July, during the trip, on 13 August, was wrecked on a reef near the French island of Ouessant due to the dense fog.



As a consequence of the entry in the General Postal Union of numerous overseas Countries, Italy established in 60 centesimi the rate for letter sent overseas to these Countries. Argentina joined the General Postal Union from 1 April 1878.



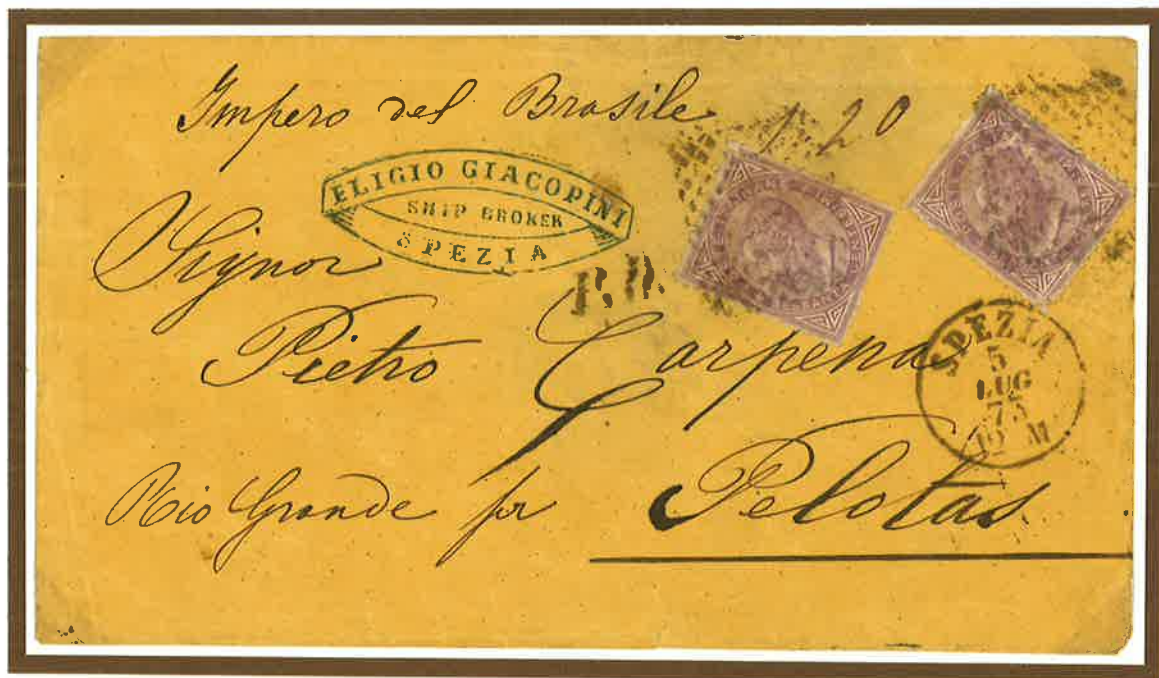
13 July 1876. Single rate letter from Genoa to Buenos Aires (Argentina), prepaid 30 centesimi to the port of disembarkation, carried by non-contract ship, at the rate of 30 centesimi for each 15 grams, 20 centesimi Italian inland and 10 centesimi to the Captain of the ship for the sea carriage.



13 March 1879. Single rate letter from Genoa to Buenos Aires (Argentina), prepaid 60 centesimi in accordance with the rate introduced by the General Postal Union, effective from 1 April 1878 to 31 March 1879.



From 1 May 1865 was in effect the first Italo-Brazilian Convention and the single rate rate was established in 1,20 Lire for each 7,5 grams of weight. Mail to Brazil were mainly carried with the British packet. Brazil joined the General Postal Union from 1 July 1877.



5 July 1873. Single rate letter from La Spezia to Pelotas (Brazil), prepaid 1,20 Lire to destination. The letter was carried in closed mail to Brazil through England and on 9 July in Southampton was placed on board on the Royal Mail Steam Packet Company packet "DOURO" that disembarked the letter in Rio de Janeiro on 31 July. The letter then was carried to Pelotas, in the region of Rio Grande do Sul.



4 July 1876. Single rate letter from Milan to Cuyabà (Brazil), prepaid 1,10 Lire to destination. The letter was carried in closed mail to Brazil through England and on 10 July it was placed on board in Southampton on the Royal Mail Steam Packet Company packet "DOURO" that disembarked the letter in Rio de Janeiro on 1 August and then it reached Cuyabà.



30 December 1877. Single rate letter from Camajore (Lucca) to Bage, prepaid 60 centesimi to destination, in accordance with the rate introduced by the General Postal Union from 1 July 1877. The letter, after the transit of Genoa on 31 December, was carried in a closed mail through England to Southampton, where on 9 January was embarked on the Royal Mail Steam Packet Company packet "NEVA" that disembarked it in Rio de Janeiro on 30 January 1878. The letter then carried to Bage in the region of Rio Grande do Sul (Brazil).



American countries beyond Panama, were mainly reached by the British packets of the Royal Mail Steam Packet Company and the French packets to Colon. After the rail transit Colon-Panama the mail to the South American Pacific coast was mainly carried by the British packet of the Pacific Steam Navigation Company.

The letters to Equator were mainly carried with the English mediation at the rate of 2,20 Lire (2 Lire from 1st July 1875) for each 15 grams of weight and with the French mediation at the rate of 1,40 Lire for each 7,5 grams of weight.



2 October 1875. Single rate letter from Rome to Quito (Equator), prepaid 2,10 Lire to the port of disembarkation, over franked 10 centesimi, because the rate was 2 Lire.

The letter was sent in closed mail to London where on 18 October in Southampton it was placed on board of the Royal Mail Steam Packet Company packet "NILE" and disembarked in Colon on 10 November.

After the railway transit of Panama, the letter was embarked on a "Pacific Steam Navigation Company" packet to Guayaquil and then it was carried to Quito.

Only 3 letters recorded to Equator before 1879.



The Mail addressed to the countries of the South American coast of the Pacific, arrived in Colon with the British, French and German packets, it was carried to Panama by the railway across the isthmus.

From Panama the Mail to the port of the South American coast of the Pacific, was mainly carried with the British packets of the Pacific Steam Navigation Company and was mainly exchanged with the English and French mediation. Chile joined the UPU very late, on 1 April 1881.



11 February 1864. Single rate letter from Savona to Santiago de Chile, prepaid 1,40 Lire to the port of disembarkation, as indicated by the Franco-Sardinian Convention in effect since 1 January 1861, and charged 15 centavos on delivery, as indicated by a red handstamp, struck in the port of disembarkation. The letter, was carried via Mont Cenis and on 17 February in Southampton was placed on board of the Royal Mail Steam Packet Company packet "ATRATO" that disembarked it in St. Thomas. The letter then was embarked on 3 March on the English packet "TAMAR" and it was disembarked in Colon on 8 March. After the railway transit to Panama, on 9 March, the letter was embarked on a "Pacific Steam Navigation Company" packet and it was disembarked in Valparaiso. From Valparaiso the letter was carried to Santiago de Chile.



26 March 1867. Single rate letter from Genoa to Valparaiso (Chile), prepaid 1,40 Lire to the port of disembarkation, as indicated by the Franco-Sardinian (Italian) Convention in effect from 1 January 1861. The letter, carried in the open mail through France, transited London on 29 March and it was embarked in Southampton on 2 April on the Royal Mail Steam Packet Company packet "TASMANIAN" that disembarked the letter in St. Thomas on 15 April, where on 17 April it was embarked on the British packet "TAMAR" that disembarked the letter in Colon on 21 April. After the railway transit to Panama on 22 April, the letter was embarked on a "Pacific Steam Navigation Company" packet that disembarked the letter in Valparaiso.



12 April 1875. Single rate letter from Rome to Santiago de Chile, prepaid 2,20 Lire to the port of disembarkation in Valparaiso, charged 10 centavos on delivery in Santiago de Chile, 1,80 Lire credited to UK. The letter was carried in closed mail to London and on 17 April it was placed on board of the RMSP Company "ELBE" that disembarked the letter in Colon on 9 May. After the railway transit to Panama, the letter was embarked on a Pacific Steam Navigation Company packet and it was disembarked in Valparaiso on 29 May and then carried to Santiago de Chile.



Mail to Peru, was mainly carried with the French mediation in accordance to the 1861 Franco-Sardinian (Italian) Convention that indicated a rate of 1,40 Lire for each 7,5 grams.



12 June 1863. Single rate letter from Genoa to Callao de Lima (Peru), prepaid 1,40 Lire to the port of disembarkation.

The letter was carried to Paris where on 15 June the handstamp "ITALIE/5 LANSLEBOURG 5" was struck. Carried to Southampton on 17 June, it was placed on board on the RMSP Company packet "TASMANIAN" that disembarked the letter in St. Thomas on 1 July where it was embarked on the English packet "CLYDE" that disembarked in Colon on 8 July. After the railway transit to Panama the letter was embarked on a "PSN Company" packet that disembarked in Callao on 17 July.



9 December 1869. Double rate letter from Rapallo to Paita (Peru), prepaid 2,80 Lire to the port of disembarkation, the indication of the postage due on delivery of 2 dineros is missing.

The letter was carried via Lanslebourg and on 17 December it was placed on board the English packet "ATRATO" in Southampton that disembarked in Colon on 9 January. After the railway transit to Panama was placed on board on a "PSN Company" packet that disembarked in Callao and then carried to Paita.



The French packets of the Line F of the "Compagnie Général Transatlantique" that connected Panama to Valparaiso (Chile) operated from January 1872 to February 1874. Before and after that date the mail was carried to the ports of the Pacific coast of South America by the British packet of the "Pacific Steam Navigation Company".



28 May 1872. Single rate letter from S. Pier d'Arena (Genoa) to Lima (Peru), prepaid 1,40 Lire to the port of disembarkation, as required by the Franco-Sardinian (Italian) Convention effective from 1 January 1861 and extended to the Kingdom of Italy.

The letter, carried in the open mail, reached Paris (travelling railway datestamp Lyon-Paris on the reverse) where the closed bag embarked on 7 June in St. Nazaire on the French packet "Guadalupe" was prepared.

The letter disembarked on 1 July in Colon, crossed the isthmus and in Panama it was embarked on the French packet "VILLE DE BREST" that disembarked the letter in Callao (Peru) to be delivered in Lima, the indication of the 1 dinero charged on delivery is missing.



Mail to Peru was carried with the English mediation with the letter rate of 2,20 Lire for each 15 grams of weight until 30 June 1875 and subsequently with the letter rate of 2 Lire until 31 March 1879, when Peru joined the UPU.



12 August 1873. Single rate letter from Genoa to Callao (Peru), prepaid 2,20 Lire to the port of disembarkation, 1,80 Lire was credited to UK. The letter was carried in closed mail to London where it arrived on 15 August and subsequently in Southampton, on 18 August, the letter was embarked on the RMSP Company packet "ELBE" and it was disembarked in Colon on 9 September. After the railway transit Colon-Panama the letter was embarked on a "Pacific Steam Navigation Company" packet that disembarked in Callao on 17 September.



27 February 1876. Single rate letter from Genoa to Callao (Peru), prepaid 2 Lire to the port of disembarkation, 1,70 Lire was credited to UK. The letter was carried in closed mail to London where the mail bag was opened on 29 February. The letter in Southampton on 2 March was placed on board the RMSP Company packet "TASMANIAN" that disembarked in Colon on 24 March. After the railway transit Colon-Panama the letter was placed on board a "Pacific Steam Navigation Company" packet that disembarked the letter in Callao on 31 March.



The letter was carried via Lanslebourg to Southampton and then placed on board on the packet "DANUBE" that disembarked the letter in Montevideo on 10 January 1869.



21 August 1869. Double rate letter from Genoa to Montevideo (Uruguay), prepaid 2 Lire to the port of disembarkation. With transit Paris, the letter was in Bordeaux, on 25 August was placed on board of the French packet "ESTRAMADURE" of the Ligne "J" that disembarked the letter on 20 September in Rio de Janeiro where the letter was embarked on the French packet "AUNIS" bound for Montevideo.



Letters to Uruguay were carried with the English mediation at the rate of 1,60 Lire for each 15 grams of weight, reduced from 1 July 1875 to the rate of 1,40 Lire.



16 July 1873. Single rate letter from Genoa to Montevideo (Uruguay), prepaid 1,60 Lire to the port of disembarkation and charged 10 centèsimos on delivery for the Uruguayan domestic rate.

The letter, carried in closed mail through the France, with transit London, was embarked in Southampton on 9 August on the RMSP Company packet "NEVA" that disembarked the letter in Montevideo on 5 September.



6 July 1877. Single rate letter from Bogliasco to Montevideo (Uruguay), prepaid 1,40 Lire to the port of disembarkation and charged 10 centèsimos on delivery for the Uruguayan domestic rate.

The letter, carried in closed mail through the France, with transit London, was embarked in Southampton on 9 July on the RMSP Company packet "NEVA" that disembarked the letter in Montevideo on 20 August.



On 15 March 1873, a Convention was stipulated between the Italian Postal Administration and the Company Lavarello of Genoa for a monthly service between Genoa and the ports of South America. The Convention established the single letter rate at 30 centesimi for letters prepaid to the port of disembarkation. From 1875 a new rate of 70 centesimi for letters sent by Lavarello was established, the rate was reduced from 12 April 1876 to 50 centesimi, it was effective up to 15 March 1878. Uruguay did not join in the General Postal Union, but joined the UPU from 1 July 1880.



31 May 1876. Single rate letter from Chiavari to Paysandù (Uruguay), prepaid 50 centesimi to the port of disembarkation and charged 10 centèsimos on delivery for the Uruguayan domestic rate. The letter was carried to Genoa and it was embarked on the packet "NORD AMERICA" of the Lavarello Company, that disembarked the letter in Montevideo on 26 June for delivery in Paysandu.

Only 3 letters recorded carried to Uruguay by the "Lavarello" Company at the 50 centesimi rate.



13 July 1878. Single rate letter from Chiavari to Montevideo (Uruguay), prepaid 30 centesimi to the port of disembarkation of Montevideo : 20 centesimi Italian inland, 10 centesimi to the Captain of the ship for the sea carriage; the covers bears indication of the 10 centèsimos charged on delivery for the Uruguayan inland.

The rate of 30 centesimi was notified in 1876 for transporting letters by non-contract ship, weighting up to 15 grams, prepaid to the port of disembarkation.