

# Postal Communications from the United Kingdom to Italy 1840 -1874

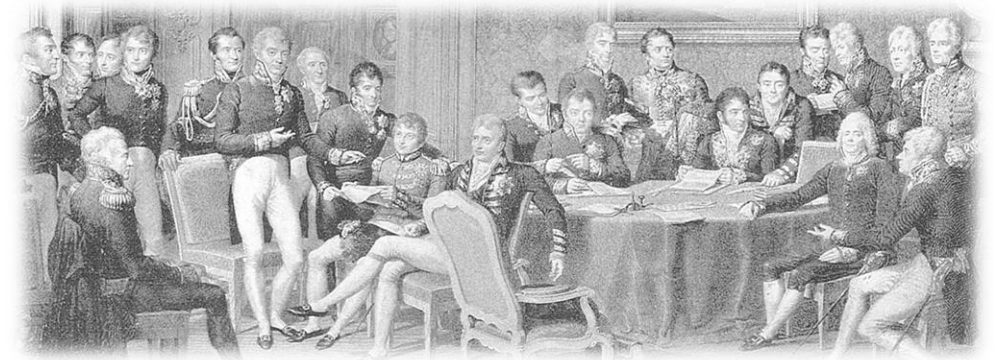
This exhibit addresses the postal communications between the United Kingdom and Italy, focusing on the complex historical period from 1840 to 1874. These dates saw the introduction of the first postage stamp (1840), the explosion of the industrial revolution in Britain, and the struggle of the Italian states to gain national unity after the Congress of Vienna. During this time, new and much faster ways of communication (mostly the train and the steamship) co-existed with the remnants of old agreements, or in some cases the lack thereof, which allowed for the mail to be carried at different rates and through different routes and different countries. The result is a complex, fascinating array of rates and routes that this exhibit aims to describe.



The **first section** covers rates and routes separately for each of the following major Old States: Two Sicilies, Tuscany, States of the Church & Rome, Parma, Modena and Lucca, Lombardy Venetia and Sardinia, covering the period 1840 to the time when each state joined the kingdom of Italy.

The **second section** is simpler as it focuses on rates that had been unified for the entire country, and it shows additionally the impact that disease and war had on postal routes.

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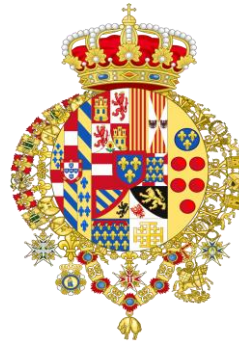
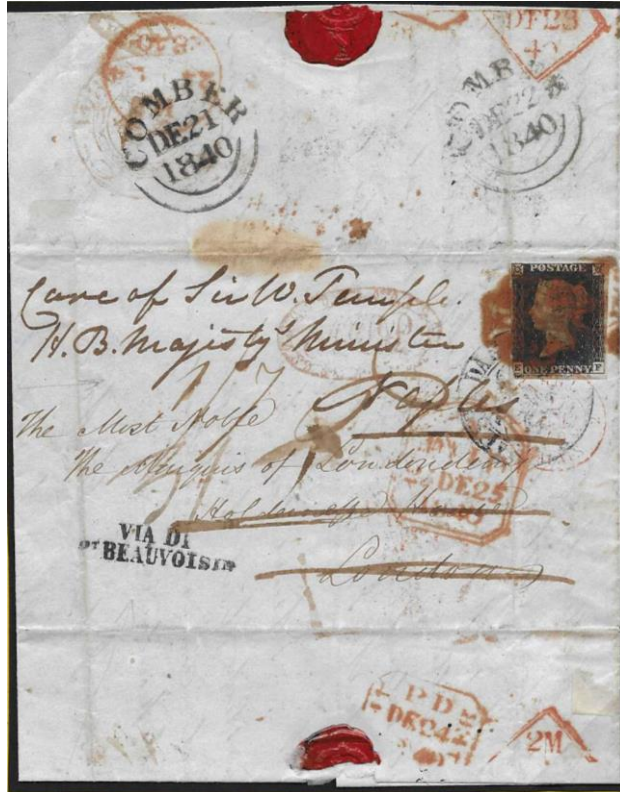
The Congress of Vienna (1814-1815) reshaped Europe

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## Chapter 1 – The Kingdom of the Two Sicilies

The Kingdom of the Two Sicilies was created in 1814 by the Congress of Vienna and given to Ferdinand I of Bourbon, the legitimate King of Naples and King of Sicily, who had been dethroned by Napoleon and replaced with Joseph Bonaparte. Great Britain was among the main promoters of this solution at the Congress of Vienna; the relations between the two countries were always intense and cordial, and that is reflected in the exchange of mails.



However, over the decades the combination of the yearning for national unity under Sardinia, the emerging power that fought at the side of GB in the Crimean war, contributed to the shifting of British support from Naples to Turin. So Britain was supportive of Giuseppe Garibaldi who – with his 1000 "red shirts" militia - in 1860 set sail for Sicily and eventually captured the whole south of Italy- 'giving' it to the King of Sardinia and ending the Bourbon rule.



1849 from Liverpool to Naples via Savoy, Sardinia and Tuscany. Full prepayment being impossible, the sender could paid to Calais (5d, P in red oval). The balance was charged to the addressee (MS 23 grana)



This 1840 letter from Comber, Ireland, franked 1d reached London on December 24<sup>th</sup>. On Christmas day; it was forwarded to the Marquis of Londonderry in Naples at the current 1/7 rate (red MS 1/7) traveling through Savoy (Via di Pt. Beauvoisin), Sardinia, Genova and Leghorn (Corrisp.a Estera da Genova). This must have been among the first times that post officers along the route were seeing a postage stamp. The 'Penny Black' – issued in May of that year – was intended for internal use

As of 2/1/1854 it became possible to prepay letters directed to the Two Sicilies to destination. The rate as of 1/1/1857 was 11d. This letter to Palermo was franked only with 9d and hence the two-line "Insufficiently Stamped"



## Kingdom of the Two Sicilies



Each weight paid 11d for registration. Here shown is an 1859 letter franked with a rate of 11d postage plus 11d for registration. This one travelled via Marseille. Of note the three different **CHARGE'** marks



The rate for items weighing between  $\frac{1}{2}$  and  $\frac{3}{4}$  oz was 1/10, and each weight paid 11d for registration. Here shown is an 1857 letter via Marseilles, franked to destination with a rate of 1/10 plus 11d x 2 ie. 44d (3s/8d). Of note the two sets of marks (Red **PD**, **Registered/Crown**, **CHARGE'**)

In December 1851, when the letter here on the right was sent from Bridgenorth to Naples, prepayment to destination was still not possible for the Two Sicilies, but the sender could prepay to the Sardinian border. The rate for a letter between  $\frac{1}{4}$  and  $\frac{1}{2}$  oz was 1/9 (21d). The letter traveled through Savoy, Genova, Leghorn and Civitavecchia ('*Transito per lo Stato Pontificio*'). It was charged 23 grana upon arrival. The 10 d stamp was the first one to be issued for use on external mail (1848)



The rate for heavier items weighing between  $\frac{3}{4}$  and 1 oz was 2s/9d until 24 July 1860. This letter traveled from Leeds to Naples at that rate



## Kingdom of the Two Sicilies



According to the same agreement, double weight letters (between  $\frac{1}{4}$  and  $\frac{1}{2}$  oz paid 1s/4d. This letter to Naples -shows several changes to the rate, a testimony to the uncertainty of a new rate. It was finally charged at 1s/4d, plus the late fee (1d stamp)



Between 20 October 1860 and 1 June 1861 a rate for the transportation via Italian packet via Genoa was available. During these 8 months the single weight paid 8d, as this letter which was posted in Bristol on 16 Jan 1861. Of note the red boxed **FRANCA** still of Bourbon type. The letter arrived in Naples less than two months before the final capitulation of the Kingdom of Naples



When General Garibaldi entered in Naples on 7 September 1860 (below) his victorious troops included a contingent of British volunteers (right)



No uncertainties in London when franking this letter on the 11<sup>th</sup> of January 1861 with the correct rate of 1s/4d. Of note the fact that the letter took only 5 days in transit through France and Sardinia (MS in the upper left corner) in spite of the chaotic situation in Italy in general and in Naples in particular





## Chapter 2 – The Grand Duchy of Tuscany

The Grand Duchy of Tuscany existed, with interruptions, from 1569 to 1859. After 168 years of rule by the Medici family, in 1737 Tuscany passed under the Habsburg Lorraine domination. In 1797 the Treaty of Campo Formio put it under Napoleonic rule as Kingdom of Etruria. The Grand Duchy was reinstated by the Congress of Vienna in 1815. When in 1859 the Second Austro-Sardinian war broke out, the current Grand Duke Leopold II – who was brother of the Austrian Emperor – espoused Austria's cause. Victor Emmanuel II of Sardinia captured Tuscany in its entirety.

Although the Peace of Villafranca allowed Leopold to regain power, he abdicated in favor of his elder son, Ferdinand IV, whose reign didn't last long. The House of Habsburg was formally deposed by the National Assembly on 16 August 1859. In December 1859 the Grand Duchy was joined to the Duchies of Modena and Parma to form the United Provinces of Central Italy, which were annexed by the Kingdom of Sardinia on 22 March 1860 when a referendum voted for the union with Sardinia, and Tuscany thus ceased to exist as an independent state.

21/8/1840 from Manchester via London (red "PAID/22AU22/ 1840") via Calais and Pont de Beauvoisin to Leghorn prepaid 1s/7d as per the 1838 French convention. Late fee was paid with a copy of the 'penny black', the first ever postage stamp, issued only a few weeks earlier. The letter weighed 6 denari (MS in the upper left corner), so 18 crazie were charged upon its delivery



Ferdinand IV  
the last Archduke



As of 1/2/1858, a rate of 7d was established for single rate letters ( $\frac{1}{4}$  of an ounce) paid to destination from the UK to Tuscany (Straight boxed **Prepaid** and oval PD on this letter sent from London to Florence on 5 July 1858). Under the Anglo-Sardinian Convention these letters paid 10 cents to the Kingdom of Sardinia and 20 cents to Tuscany for a total credit of 30 cents (red MS '30')



1847 from London to Pisa prepaid to the Tuscan - Sardinian border of Sarzana ("FRANCO SARZANA") This letter weighted between  $\frac{1}{4}$  and  $\frac{1}{2}$  ounce so it was a single rate for UK and a double rate for France and Sardinia as per the manuscript notation in the upper left corner for a total amount of 2s1d paid to 'destination' from the sender in London (red British PD in oval). Eight crazie charged upon local delivery, the 1836 rate for prepaid UK letters via France to the Sarzana Frontier (red Tuscan PF in the upper right corner)

The rate increased by 7d for each  $\frac{1}{4}$  oz; above is an example of a double rate letter ( $\frac{1}{2}$  oz), which paid one shilling and two pence (i.e. 7d x 2) plus a one penny late fee



## Grand Duchy of Tuscany



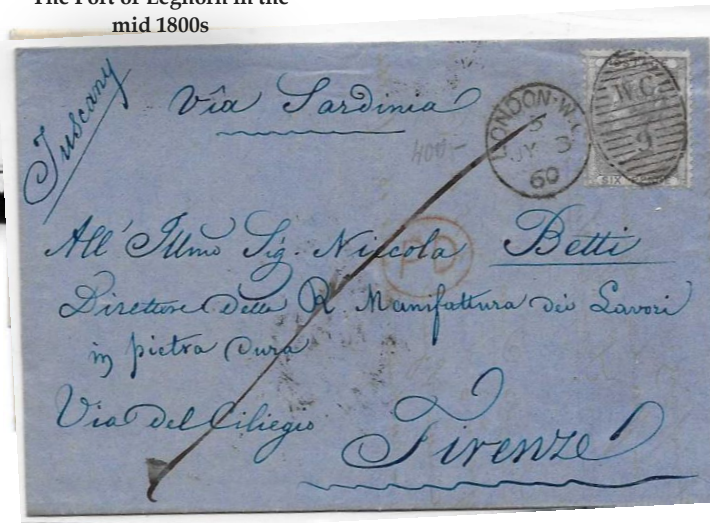
Above is a treble rate letter ( $\frac{3}{4}$  oz – see MS '3' in top left corner), which was accordingly charged 1/9 (i.e. 7d x 3) and that also paid a 1d late fee



Registration was 11d per each weight, therefore a double weight letter like the one shown above paid 1 shilling and two pence plus 11d x 2 i.e. 22d for a total of 36d, i.e. 3 shillings



The Port of Leghorn in the mid 1800s



With effect from 20 April 1860 the Anglo-Sardinian Convention rates were extended to Tuscany, and letters sent from the UK required 6d for each  $\frac{1}{4}$  oz



1857 from Leeds to Florence via Belgium and Prussia, "**AUS ENGLAND PER AACHEN)/ FRANCO**". From 1/8/1852 the rate for up to  $\frac{1}{2}$  oz via Belgium, was 10  $\frac{1}{2}$  d. This letter paid 11 pence (5 pence for the UK and 6  $\frac{1}{2}$  for Belgium and the Austro-German Postverein) to the Austro-Italian border (red oval P). The routing of letters to Tuscany through Belgium and Prussia is much less common than the standard routing via France



This letter went through Belgium and Aachen (boxed **Franco Preuss/ Resp Vereinsl: Aus. Gr.**) but then continued through Switzerland (Luzern & Basel) and Sardinia (Alessandria and Genoa). As of 6/1 the rate for the Ostend route had gone up to 1s/2d, hence the deletion of the red PD and the application of the two line red **Insufficiently Stamped**, plus the addition of the MS







## States of the Church and Rome



On January 1<sup>st</sup> 1857 a new set of rates was adopted for the mail traveling through France and Austria. The first weight paid 11 d, like this letter sent on 23/3/1857 to Albano, near Rome



This letter dated Edinburgh 10 July 1851 traveled through France, Sardinia, and Tuscany at the rate of 2s/1d, the current one via Austria. Of note that the addressee was care of **Macbean & Co.**, a British forwarding agent active in Rome (oval black stamp and dated MS arrival note on the back). Also interesting to note how the embossed stamps in the PO of Moorgate were kept partially severed by scissors and fully separated by hand according to the rate



The simplest way to frank a letter with the 1s/1d rate was to use the 1s embossed stamp, like on this cover of March 1856 from Uttoxeter to Rome, then redirected to Naples at a surcharge (red MS '9')

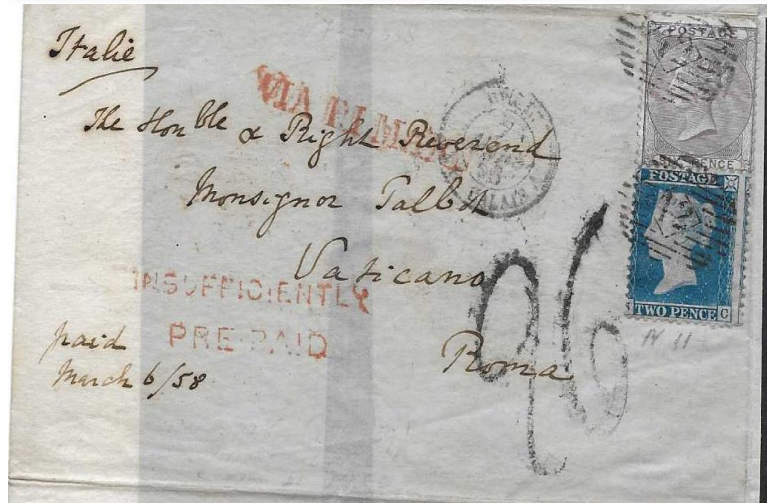


The same rates (11d for the single weight items) applied whether the letter traveled overland via Austria or by sea from Genoa to Civitavecchia. Here the red **'Via di Mare'** on this 1858 entire tells the story





## States of the Church and Rome



The routing Via Belgium was used less frequently for the mail directed to the Rome given the higher cost. Additionally, the actual routing was not very different from the cheaper one via France, as proven by this single weight cover, posted in London on July 6 1860 and correctly franked with a 1s/4d rate for the Belgium route to Cardinal Antonelli (in the inset). Had it been routed through France the sender would have been charged 5d less (11d vs 1s/4d)



Above are two letters from the same rate period (1857-1866). They both travelled through France, Genoa and then by sea ('Via di Mare' on the top one, and 'Civitavecchia dalla Via di Mare' on the bottom one) to Civitavecchia and Rome. They were both 'Insufficiently Prepaid'; the top one from 1858 – franked with a total of 8d and thus missing 3d to make the 11d rate -was taxed 26 (underpaid letters were considered unpaid and charged the entire rate). The bottom one was franked (March 1865) with 11d, which would have been right if the letter had been below ½ oz. However the Chief Letter Carrier's office at Victoria docks must have found the letter to be a double weight and thus underpaid, hence the red oval 50 covering the initial PD, **Insufficiently Prepaid** and the tax of 52, this probably expressed in bajocchi



On this letter the internal rate of 1d to Dublin, and the 11d rate from Dublin to Rome coexist. Rome was reached via London, Genoa and Civitavecchia (Via di Mare cds for May 15<sup>th</sup> 1865 on the back ). After several months the letter was "**Sent back to England/Without a reason for non delivery**" following the same route through which it had come (Roma Via di Mare cds, London fancy square for Dec 8 and Dublin Dec 29<sup>th</sup> 1865)



## Chapter 4 – The Duchies of Parma, Modena and Lucca

From November 1814 to June 1815 diplomats from all Europe met in Vienna to shape the post-Napoleonic world. Although they aimed at the balancing of powers so as to maintain peace, they were also acting in the interest of the ruling dynasties. This led to a complicated division of power with the creation of several small states. This chapter deals with the three small Duchies of Parma, Modena and Lucca.

### The Duchy of Parma

in existence since the mid 1500's, it was ruled by the Farnese then by the Bourbons. After being annexed by Napoleon's France as the Department of Taro, the Congress in 1814 assigned it to Maria Luigia, Napoleon's Habsburg wife. Upon her death in 1847 it was returned to the Bourbons who were ruling the Duchy of Lucca.



### The Duchy of Modena

in existence since the mid 1400's, it was ruled by the Este family then by the Habsburg Lorraine. After being occupied by Napoleon's armies it was annexed to the Cispadane Republic. In 1814, the Congress returned it to the Habsburg Lorraine dynasty. In December 1859 Modena joined Tuscany and Parma to form the "United Provinces of Central Italy", which were annexed to the Kingdom of Sardinia-Piedmont in March 1860, ultimately.



### The Duchy of Lucca

was created in 1815 by the Congress out of the former Principality of Lucca and Piombino, which had been ruled by Elisa, Napoleon's sister. It was created to compensate the House of Bourbon Parma for the loss of the Duchy of Parma, which had been given to Maria Luigia. By ruling of the Congress, the territory was given back to Tuscany once the Bourbon line ended, which happened in 1847 when Elisa died and her son took over Parma.



On 1/8/1852 the rate to Modena via Belgium was set at 9 ½ d.



Mail to Parma could travel via Austria (Via di Uninga – above) to the Casalpusterlengo frontier. This route however (1s/3d) for single weight was 3x more expensive than the route through France (5d)



Left: 1848 through France (Via di Pt Beauvoisin) at the rate of 10d for up to 1 oz.

Right: 1850 to same address through Austria (Via di Uninga), at a rate of 1s/3d, just like the mail for Parma



The mail to the Duchy of Lucca travelled along the same routes and at the same rates as that for Tuscany. The letter above went through France and Savoy (Via di Pt Beauvoisin) at the rate of 10d for up to 1 oz. On this letter the accountability of the split of the 10 d is clearly shown: 5d for the British and 5d for the French, plus a charge of 16 Crazie for local delivery. Lucca ceased to exist as a separate entity on 17/12/1847



## Chapter 5 – The Kingdom of Lombardy-Venetia

The Kingdom of Lombardy–Venetia was a crown land of the Austro-Hungarian Empire. It was created in 1815 by resolution of the Congress of Vienna in recognition of the House of Habsburg Lorraine's rights to Lombardy after the Napoleonic Kingdom of Italy, proclaimed in 1805, had collapsed. In 1859, after being defeated at the Battle of Solferino during the Second Austro-Sardinian War (better known in Italy as the "Second Italian War of Independence"), with the Treaty of Zurich Austria ceded Lombardy up to the Mincio River, (except for the fortresses of Mantua and Peschiera) to the French Emperor Napoleon III, who immediately passed it on to the Kingdom of Sardinia to be incorporated into the Kingdom of Italy. Maximilian, the kingdom's Viceroy, then

retired to the Castle of Miramare, near Trieste, and relocated the capital to Venice. In 1866. However, in the aftermath of the Third Austro-Sardinian war ('Third Italian War of Independence') as a consequence of the defeat of Austria by the Prussians, Venetia and Mantua likewise were ceded to France who transferred them to the Kingdom of Italy. For diplomatic reasons this was confirmed by a plebiscite held on 21–22 October 1866. This marked the end of the independent state. As for Trieste, Trento and the Trentino region, they became part of Italy only in 1918, after the end of World War 1



1854: The mail to the kingdom of Lombardy-Venetia traveled under the Austrian/Prussian agreements. The use of the route via Belgium and Prussia was by far the most frequent. The route is confirmed by the hand endorsements ("Via Belgium" on this 1854 cover to Milan and by the "Aus England Per Aachen/Franco" cds. Here the 10d rate – as per the 1852 agreements - plus the 1d paying the late fee were initially regarded as insufficient and therefore taxed 6 Kreuzer but then recognized to be correct, hence the '6' charge was deleted and the back "X" was added



1854: Mail to Trieste travelled at the rates for Austria. As of 1/8/1852 single weight letters paid 8d and the registration fee was 6d



1856: the 1852 agreements called for a 10d rate for letters sent via Belgium up to 1 oz. Note the red "Aus England Per Aachen" cds, the red P in oval and the charge of 5 ½



## Kingdom of Lombardy-Venetia



1856: the single weight rate for this registered letter – sent from Queenstown (Ireland, today Cobh) on 10/12/1860 to Trieste was 6d, obtained – together with the 6d registration fee - with a 1 shilling stamp



In 1857 the rate for single weight letters had decreased to 9d, like on this December 1857 entire from London (North Kensington) to Milan. Note the 3d MS charge



This letter – which travelled from London to Padua in January 1860 – shows that the franking could be partial as long as the right amount had been paid in full. Hence the London Post Officer at the Southgate office (Oval 51) marked this letter with a red MS “1” to show that one shilling had been paid covering the full rate for an item weighing up to ¾ oz



In 1859 when this letter was mailed in London (Deptford) the rate to Austria for a single weight item was 8d. Note the red 3d charge



Shown on this registered entire sent in November 1857 from Passage West (Cork, Ireland) to Trieste are the single rate to Austria of 8d together with the recommendation fee of 9d (total 1s/5d)



## Kingdom of Lombardy-Venetia



This letter travelled to Trieste leaving London on November 8<sup>th</sup>, 1859. The current rate for the route via Belgium was 2 shillings for quintuple weight items



This letter from London (Barnstaple) on 1/6/ 1860 to Venice travelled through France and Sardinia (MS endorsement on upper left corner). This route was used only rarely for the mail to this destination as it was way more expensive than the traditional route via Belgium. In fact this double weight letter was charged 1s/4d instead of the 1s that would have sufficed for the cheaper option as on the cover below from Hull to Trieste via Belgium



This registered letter sent from Sligo (Ireland) to Venice on October 13<sup>th</sup> 1862 shows a rate of 1s/4d for a double weight plus 11d for the registration fee. It bears a most unusual MS endorsement "Via Amburgo", and it travelled through Aachen







1864: Meran is part of Tirol, and - with Trieste - it was annexed to Italy only after World War I in 1918. The regular Austrian rates applied to the mail directed there, as shown on this letter from Hitchin (Hertfordshire) franked with 6d

## Kingdom of Lombardy-Venetia



1864: This letter left London on July 7<sup>th</sup> travelling to Trieste at the 6d rate – current for Austria since July 1 1859. The item was delivered late at the Stepney post office (46 in double oval) and therefore it paid the 1d late fee for a total rate of 7d



1865: This entire travelled from London to Udine in July 1865 at an 8d rate, which was the correct rate for mail traveling through France and Austria. Venetia would have become part of Italy only the year after



On 10/11/1859 Lombardy was given to the Kingdom of Sardinia, and the current rates of the 1857 postal agreement between Great Britain and Sardinia applied. This entire therefore travelled from London (Chelsea oval 11) via France to Milan in December 1860 at the rate of 6d



Trieste remained in Austrian hands well after the Veneto region was given to the Kingdom of Italy in 1866. This 1872 entire shows a rate of 9d, which paid for a quintuple weight (up to 1 ¼ oz) to Austrian dominions. Trieste would remain part of Austria for another 46 years

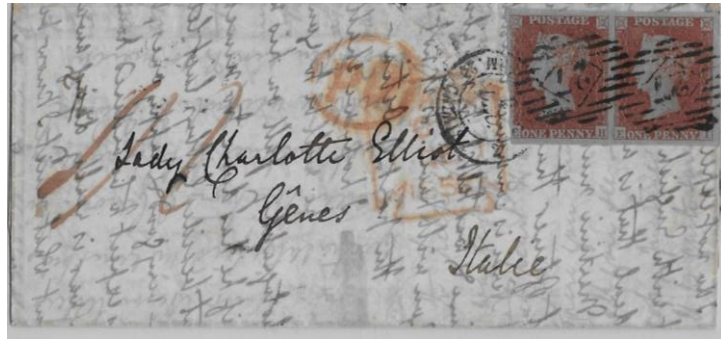




## Chapter 6 – The Kingdom of Sardinia

The Kingdom of Sardinia had existed – under diverse dominations - since the 13<sup>th</sup> century. In 1720, the island was ceded by the Habsburg and Bourbon claimants to the Spanish throne, to the Duke of Savoy Victor Amadeus II. The Savoyards united it with their historical possessions on the Italian mainland, and the Kingdom came to be progressively identified with the Mainland states, which included, besides Savoy and Aosta, dynastic possessions like the Principality of Piedmont and the County of Nice. The Congress of Vienna (1814–15) returned to Savoy its Mainland possessions and augmented them with Liguria, taken from the Republic of Genoa. In 1847–48, the various Savoyard states were all unified under one legal system with the existing

capital in Turin, and granted a constitution, the Statuto Albertino. By the time of the Crimean War in 1853, the Savoyards had built the kingdom into a strong power which took the lead in driving the desire of national unity. In little more than a decade, through smart political moves and alliances, and various military endeavors Sardinia was able to take from Austria, the Bourbons, the Habsburgs and the Pope respectively Lombardy (1859), the central Italian states and the Two Sicilies (1860) Venetia (1866) and Rome (1870). On 17 March 1861, the Kingdom of Sardinia ceased to exist and the new Kingdom of Italy was proclaimed; its capital was eventually moved first to Florence and then to Rome.



The most widely used route obviously was through France, so much so that mail was carried through this route even without any endorsement. According to the agreement with France of June 1843, the single weight rate was 10d to the frontier, and 1s/1d to destination. The 1852 letter above is an example of the rate to destination (see MS "1/1" in red and oval red PD (Paid to Destination)). The April 1851 letter here below is an example of the rate to the frontier: note the oval red PF (Paid to the Frontier) and the MS charge "2". The issuance of the embossed 10d stamp in 1848 allowed to fully frank the international correspondence, which otherwise could be done at best only partially

As of 1/1/1855 new rates were introduced. The single weight still paid 10d but this amount was now sufficient to pay for delivery to destination (see red PD on the cover above)



According to the same 1855 rates, quadruple weight paid 3s/4d as on this letter posted in London Greenwich with a 1 d late fee on 30/10/ 1855. Note the MS "4" denoting a quadruple rate



## Kingdom of Sardinia



The route via Belgium was used much less frequently, it had to be requested by a specific endorsement, and items were charged different rates. Above is an example of the single rate via Belgium to Nice (then part of Sardinia) at the 1854 rate of 1 shilling



1857: The bi-lateral Postal Agreement with Sardinia was the only one ever stipulated by Britain with an Italian state. It introduced much lower rates: single weight letters went down from 10d to 6d (above), and double weight went down from 1/8d to 1 shilling (below). The late fee for items delivered to the post office after hours did not change



November 1858, from Bristol to Genoa the rate via France was 1s/1d for letters weighing between  $\frac{1}{2}$  and  $\frac{3}{4}$  oz and 2s for weights between  $\frac{3}{4}$  and 1 oz. (The same 2s rate would apply for both weight categories if the letter had traveled via Belgium)





## Section 2 – The Kingdom of Italy

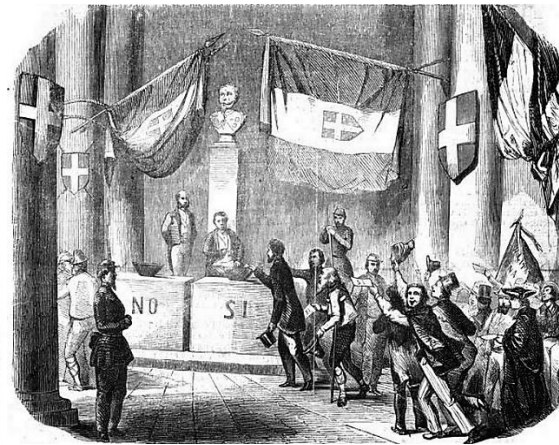
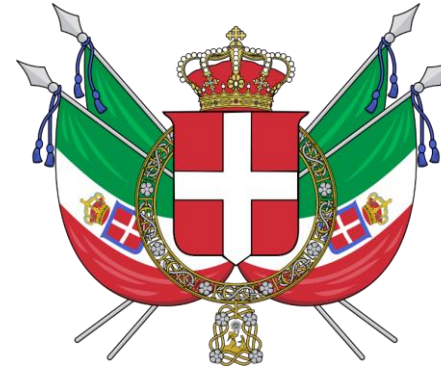
Under king Victor Emmanuel II and the minister Count Camillo Benso di Cavour **Count** the Kingdom of Sardinia had become the engine driving the unification of Italy. The alliance with Britain in the Crimean War had gained British support and a strong military alliance with France was instrumental in obtaining from Austria the territories of Lombardy (1859) and Venetia (1866). The south was taken largely thanks to the military endeavors of the thousand 'red shirts' militia of General Giuseppe Garibaldi (1860) and the Central Italian States (including Parma, Modena, the Romagna, Tuscany and Umbria) voted a plebiscite to be annexed to the Kingdom of Sardinia (1860).



The basic rate for single weight – ie. items up to ¼ oz – was 6d



### Chapter 7: New Rates



21/10/1860: Naples votes for the annexation to Sardinia

On 17 March 1861 the Sardinian Parliament proclaimed the Kingdom of Italy, thus ratifying the annexation to the Kingdom of Sardinia of all other Appennine states, plus the Kingdom of the two Sicilies. The Italian capital remained in Turin until 1865, when it was moved to Florence. The final chapter of the unification of the country had to wait until 1870, when the Italian army took Rome from the Pope, and made it Italy's capital. The administrative bodies of all the annexed territories were abolished, and the laws and regulations of the Kingdom were quickly extended to all Italy. This included postal regulations, and therefore the 1857 agreement stipulated by Sardinia with Great Britain applied to all the newly minted kingdom.



The new rates were in place until the beginning of the General Postal Union on 1/7/1875



The rate for letters weighing up to ½ oz was 1 shilling





The same rates now applied to the entire country, and a double weight letter paid 1s to Palermo (above) or Turin (below)



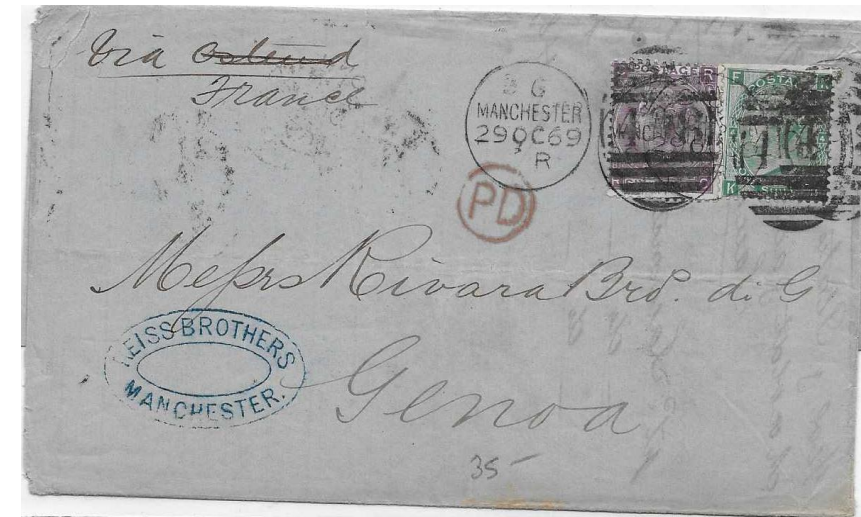
## Kingdom of Italy



The new kingdom had opened new railways thus improving significantly communication



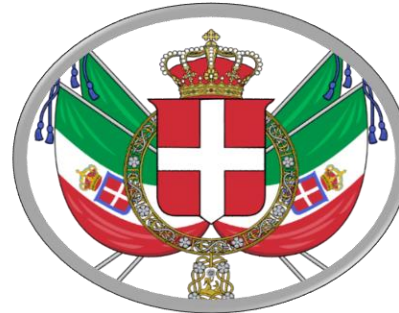
The rate progressed by 6d for each successive weight category, and 1s/6d was the rate for letters weighing up to  $\frac{3}{4}$  oz



The rate via France was cheaper than via Belgium. Replacing the MS endorsement 'Via Ostend' with 'Via France' the treble weight item on the left paid 1s/6d vs 1s/10d if it had been sent via Belgium. The cover here above paid the same 1s/6d for a single weight rate via Belgium



## Kingdom of Italy



Shown on this page are six examples of the higher rates: 2s for quadruple, 2s/6d for quintuple, 3s and 4s for higher ones. Of note the fact that the heavier items containing 'Campioni di Nessun Valore' (Samples of No Value) were paid to destination in cash to the post officer as witnessed by the MS endorsement (3/- and 4/- respectively) and by affixing only the 1d late fee stamp



Turin was the capital of Italy from 1861 to 1865





Single rate plus 1d stamp

# Kingdom of Italy



Late fees were collected on the mail that was delivered to the post office after closing time. It varied both in the amount (1d,2d,4d) and in the way it was documented: with an actual postage stamp, with a mark (usually a framed red L plus the amount paid), or with both



No Late Fee marks but basic 1s rate with additional 2d postage



Red framed L1 and Too Late but no additional postage stamp



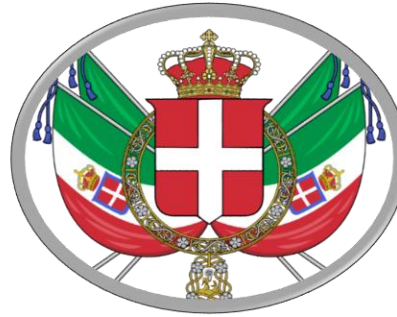
Red framed L2 and 2d additional postage stamps



No mark but additional postage (12d+1d) 20



## Kingdom of Italy



Additional examples of late fees presented here, all showing the additional franking (1 d for the covers on the left, 2d and 4d respectively for those on the right)



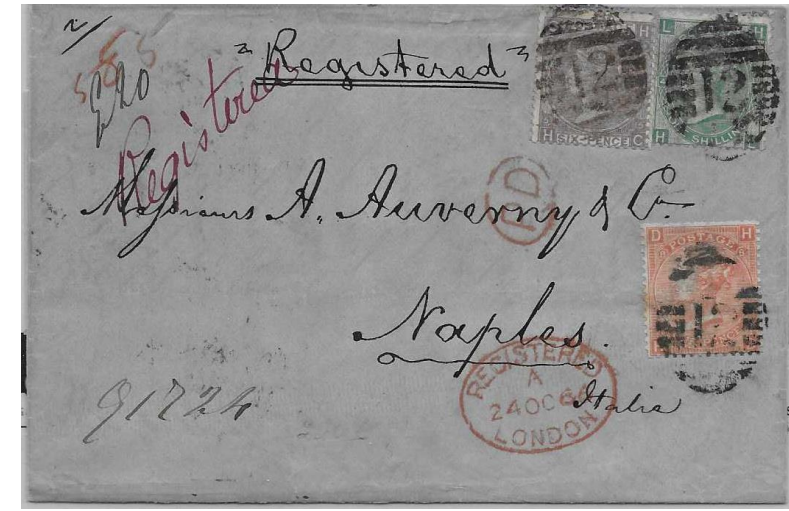
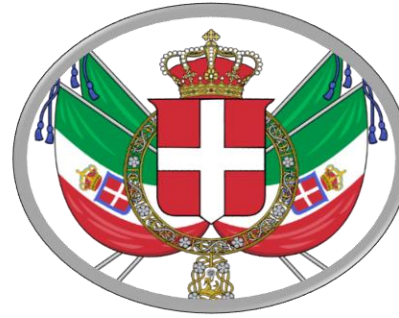
Late Fees were charged on letters posted after closing hours — provided the sender was willing to pay an extra charge — which was for the post officer to keep



## Kingdom of Italy



From 1<sup>st</sup> January 1857 through 31 Jan 1866 the fee for registration was 6d for each ¼ oz of weight. This September 1861 letter from Limerick (Ireland) to Genoa paid 6d for the mail and 6d for the registration



The 4d registration fee continued at 4d until the GPU rates were introduced in 1875. 1864 registered treble weight letter (1s/6d ) plus 4d registration



This 1866 cover is another example of a registration rate that matched exactly the mailing rate. In this case it was 2 shillings for the mail at a quadruple rate and 2 shillings for the registration



From 1<sup>st</sup> February 1866 the registration fee decreased to 4d irrespective of weight. This June 1868 letter paid 1 shilling for the mail and 4d for registration



The 4d registration fee could be applied as unique franking, as on this 1872 letter to Genoa, provided that the amount for the delivery was fully paid



## Kingdom of Italy

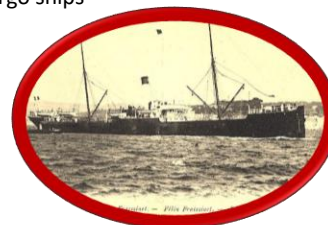
### Chapter 8: New Challenges - Cholera



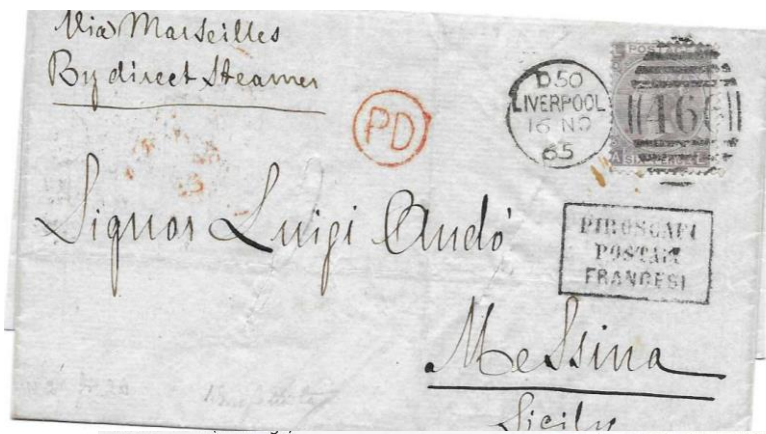
Three traveling Post Office CDS on this cover from the years of the cholera including the one "Da Susa a Torino"

The French packet service was mainly used for Naples Sicily and Rome until 1870. Its itineraries were subject to change in the attempt to control the persistent spread of Cholera. This proved a particularly serious problem during the epidemic of 1865. From December 1865 health officers in Naples, Messina and Palermo refused to allow any packets capable of carrying infection to land from French ships. All such consignments were to be sent by land via Susa.

Between October 1865 and February 1866 the French packets for the Italian ports discontinued calling at Naples and Messina, and in August 1866 it was announced that no French packet at all would call at the latter port. Closed mails would be sent hitherto via Susa and Turin only. Although they all resumed in December, there was further disruption in February 1867. After 1870 Messina and Palermo were the only destinations reached by the French packets. Occasional covers are found bearing a red-brown handstamp "**Coi Postali Francesi**" denoting the use of the Fraissinet line of private cargo ships



This cover was carried by a private cargo of the Fraissinet line



Single, double and treble rate covers to Sicily by French Packet via Marseilles

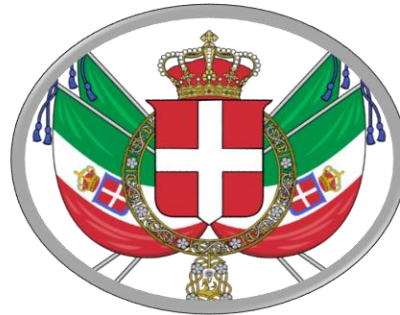




From  
1/1/1863  
through  
21/11/  
1869 the  
single  
rate for  
this  
route  
was 11d  
(vs 6d  
via  
France)

## Kingdom of Italy

### Chapter 9: New Challenges – The Impact of War



On  
1/7/1870  
new  
competitive  
rates were  
introduced:

5d for  
single (top),  
10d for  
double  
(middle  
right) and  
1s/4 t d for  
treble  
weight  
(bottom  
right)

The route via Belgium and Prussia, in use mostly for the Austrian dominions, was not a favorite for the rest of Italy because of its higher costs (almost double). The rates were adjusted downwards, and when France declared war on Prussia on 19<sup>th</sup> July 1870, the transport of mail was disrupted, and this alternative route became immediately popular. Its rates became competitive, and in fact even lower than the ones via France

From  
22/11/  
1869 the  
rate was  
lowered  
to 8d



Late fees did not change: 3x2d+1d and 'L2' bottom left,  
and 2x2d +3d+and no L mark here above

