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Transatlantic Relations Europe-America

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Message from the president

Bruno Crevato-Selvaggi
President

infin che 'l mar fu sovra noi richiuso
(until the sea closed over us)
Dante, *Inferno*, XXVI, 142.

Ulysses spent some ten years on his wanderings in the waters of the Mediterranean. Whilst of course he did not carry letters, it does show that already in the second millennium BC, our ancestors were ploughing the waters of that sea from East to West, in boats propelled by rowers' arms or by the wind. They kept closely to the coast, navigating by known landmarks and always watchful for danger. That did not however hold back the Greeks who with considerable courage continued to explore and travel these seas. When the Romans learned the arts of navigation, the Mediterranean became *Mare Nostrum*.

However none of these great navigators dared to venture beyond the Pillars of Hercules, apart from a few tentative forays along the shoreline. Ulysses tried after his return from Ithaca, but, as Dante wrote, "the sea closed over him" and he sank. He had not been able to manage the straits which we now know as Gibraltar.

For over two and a half thousand years this position remained unchanged, until navigation improved, ships became bigger and sails larger, instruments better suited to their purpose and with much greater sailing experience to call on...

It was a Genoese Christopher Columbus, Christophe Colomb, Cristoforo Colombo, Cristóvão Colombo, Cristóbal Colón, who is the first recorded to have made the effort. Portugal refused him, but Spain backed him. For three months in 1492, without clearly knowing what he was seeking, he discovered a new continent, doubled the extent of the known world and the rest is history.

It was not however his destiny to have the honour of naming this New World, that went to another Italian, a Florentine, Amerigo Vespucci: America. In truth the Americas, huge lands with such different histories. Some more tied to Europe than others. Large ships began to cross both the North and South Atlantic in both directions, carrying men and goods and in time letters. How, otherwise, could individuals and countries keep in touch except by correspondence? And how could this be done except by sea borne mail? Although of course in the last ninety years air travel has also entered the picture.

The story of trans-Atlantic correspondence, letters carried on the waves or which speak of the sea began immediately. Lorenzo Carra tells of this with letters from Amerigo Vespucci.

The tale of colonial settlements starts with Spain, which dominated South and Central America. Jesús Sitja

continues on this, as does Bolaffi with much supporting correspondence. Jacques Renollaud presents the consequences of the American War of Independence, when the thirteen colonies broke away from the British crown in the eighteenth century, while Adriano Cattani writes about commercial mail from South America in the same period.

The nineteenth century saw the greatest growth of correspondence. Routes became more established and regular and faster, but before the UPU the rates charged were often quite complex. AEP members have studied these with considerable competence, Luis Frazão with some interesting letters, Yamil H. Kouri who covers a particular pre UPU convention and Chris Hitchen who looks at mail from France to the United States. Francis Carcenac deals with mail from Mexico to Spain, Hansmichael Krug that between Germany and the United States and Arnaud de La Mettrie that carried by the great trans-Atlantic liners.

But also, thanks to Postal History, collectors learn about little known aspects of history such as the Belgian colonisation of Guatemala explained by Patrick Maselis, James Mazepa and Vincent Schouberechts, or a US naval base in Liguria, Italy, in 1860, described by Paolo Vaccari. This is followed with Emilio Simonazzi and Angelo Piermattei, who present an archive of trans-Atlantic letters.

Interest does not stop with the UPU, as shown by Maurice Hadida, with Morocco, and Julian Auleytner with Poland. After the war, the story continues with the adventure of air flights: Jean-Claude Vasseur and the Challenge in 1929, Hal Vogel with Byrd in 1927, Robert Lisabeth with Zeppelins to South America and Mark Bottu with Belgian airmails in the thirties.

This issue of OPUS finishes with an astonishing tale of a flight in the Second World War by Jacques Stes.

As befits the trans-Atlantic subject of this OPUS it will be presented at New York during the world stamp exhibition. This will be an excellent opportunity to discuss philately at the highest level and to show on the other side of the ocean the quality and work of our Academy.

Thank you to all the authors and to all who in some way or other have been involved in achieving this outcome, and of course it goes without saying to our editor in chief Guy Coutant. All academicians thank you and are proud of this work.

This *OPUS* is of a high standard and it will be hard to equal or even surpass it with the next one!

Après OPUS XV, qui n'avait pas de thème central, le Conseil d'administration de l'AEP a décidé de réaliser OPUS XVI autour d'un sujet très vaste : les relations transatlantiques Europe-Amérique, excluant cette année tout article n'entrant pas dans ce thème.

Le choix de ce sujet me semble heureux, car, à l'encontre des difficultés que j'avais éprouvées l'année passée, où j'avais dû stimuler les bonnes volontés pour obtenir des articles, j'ai dès l'annonce de ce sujet reçu de nombreuses promesses de plusieurs auteurs.

Certains auteurs d'une fidélité à toute épreuve ont contribué une fois de plus à partager leur savoir philatélique par des articles de très haut niveau.

Mais j'ai aussi eu le plaisir de recevoir des articles de grande qualité de plusieurs membres dont c'est la première contribution à OPUS. L'affiliation à l'AEP de certains de ces auteurs est toute récente, ce qui démontre que le Conseil d'administration a pris une excellente décision en les admettant au sein de notre Académie.

Mes remerciements commencent à ressembler à une litanie qui revient tous les ans, mais cela n'atténue en rien la sincérité et la profondeur de ma gratitude.

Cette gratitude va en premier lieu à Serge Kahn. Après avoir adapté les articles aux normes de publication d'OPUS, je les lui fais parvenir pour un ultime contrôle avant le "bon à tirer". Aucune erreur de typographie ou d'orthographe, que ce soit en français ou en anglais, n'échappe à son oeil d'aigle.

Ma gratitude va également à Myrsini Vardopoulou, dont c'est la quatrième couverture pour OPUS, avec un niveau artistique unanimement reconnu et admiré. C'est un véritable plaisir de pouvoir compter sur son talent.

Je remercie également Annie Goddaer et son équipe, sur qui je peux toujours compter pour résoudre les problèmes de traduction avec compétence et célérité.

Et je tiens enfin à dire un grand merci à Michel Letaillieur. En tant que trésorier de l'AEP, il est très concerné par le coût de l'élaboration d'OPUS, et pour maintenir ce coût dans des limites acceptables, il est mon meilleur fournisseur des pages publicitaires incluses dans cet OPUS.

Alors que j'ai toujours recherché un parfait équilibre entre la langue française et la langue anglaise, cette fois-ci cet équilibre est rompu en faveur de l'anglais, pour la simple raison que cet OPUS XVI sera présenté au "World Stamp Show", la grande exposition philatélique qui se tiendra à New York du 28 mai au 4 juin 2016. C'est également ce fait qui a imposé cette année-ci un "deadline" extrêmement sévère aux auteurs. Ils n'en ont que plus de mérite de l'avoir respecté et de m'avoir fait parvenir leur article dans les délais prévus.

Bonne lecture !

After OPUS XV, which did not have a central theme, the board of directors of the AEP decided that OPUS XVI should be based on the very broad topic of transatlantic links between Europe and America. This year, only articles on this subject would be published.

This topic strikes me as an excellent choice, in view of the difficulties that I experienced last year, when I had to appeal to everyone's goodwill, in order to obtain articles. As soon as this theme was announced, several authors promised to send in articles.

Some authors showed their unstinting loyalty by contributing once again and sharing their philatelic knowledge by means of articles of an extremely high standard.

But I also had the pleasure of receiving high quality articles from several members who were contributing to OPUS for the first time. Some of these authors only recently become AEP members, which shows that the board of directors made an excellent decision, when it welcomed them to our academy.

Whenever I thank people, it begins to sound like a litany that is repeated every year, but this in no way detracts from the sincerity and depth of my gratitude.

First and foremost, I would like to thank Serge Kahn. After adapting the articles to the publication standards of OPUS, I sent them to him for a final check before they were declared "ready for printing". No typographical or spelling mistakes, whether in French or in English, ever escape his eagle eye.

My thanks also go to Myrsini Vardopoulou, who has created her fourth OPUS cover and is universally recognised and admired for her artistic standards. It is a real pleasure to be able to rely on her talent.

I would also like to thank Annie Goddaer and her team, on whom I can always depend to resolve any translation problems skillfully and promptly.

Last but certainly not least, I wish to say a big thank you to Michel Letaillieur. As treasurer of the AEP, he is very concerned about the cost of producing OPUS. In order to keep costs within reasonable limits, he has provided me with most of the advertising pages featured in this OPUS.

While I have always aimed to strike the perfect balance between French and English, on this occasion, the balance has tilted towards English, for the simple reason that OPUS XVI will be presented at the "World Stamp Show". This major philatelic exhibition will be held in New York from 28 May until 4 June 2016. This also made it necessary to impose an extremely strict deadline for authors this year. They deserve every credit for respecting this deadline and sending me their articles on time.

Happy reading!



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The "Vito Viti correspondence" that crossed the Atlantic

Emilio Simonazzi - Angelo Piermattei

Amongst the great number of letters crossing the Atlantic in the 19th century, during the high-growth period of postal exchange that developed especially thanks to the use of steamships, a prominent position must be reserved to what is known in the history of philately as the "Vito Viti correspondence".

The correspondence is a thick set of letters that bear witness to the organizational process set in place by an overseas entrepreneur who needed to keep in constant touch with the providers of the raw materials he traded.

The correspondence bundle is comprised of about 350 letters, sent between 1853 and 1876, mainly from the city of Carrara and hence stamped with stamps issued by the Duchy of Modena. In addition, part of the correspondence was also sent from the cities of Livorno and Volterra, the latter was stamped with stamps issued by the Grand Duchy of Tuscany and later on, although minimally, with stamps of the Kingdom of Italy up until the last years of 70's of the eighteen-hundreds. All the letters were addressed to the Viti family of Philadelphia, trader of alabaster artifacts and marble from the city of Carrara.

The news regarding the discovery of this correspondence was first published in 1907 in Boston's *Mekeel's Weekly Stamp News* a few years after the finding, which should date back to the early years of the nineteen-hundreds since the first letters of this correspondence set were offered to Italian collectors in June 1904.

The discovery was also covered by Emilio Diena, whose article on the topic was published in 1931 in the journal *Il Corriere Filatelico*; his article was re-published in the journal *Vaccari Magazine* (vol. 3, Apr. 1990).

The above mentioned articles narrate the history of the find through a story titled *The Vito Viti Find*, recounted by distinguished philatelic collector Alfredo F. Henkles, also President of the local philatelic association, who narrated how he was able to contact, thanks to an acquaintance, a paper merchant wishing to sell a set of old letters addressed to the Viti company of Philadelphia that had decided to send the bundle

of documents to the pulping mill.

Henkles further explained how he had accepted to acquire the letters without being able to inspect the documents in person and how, once in possession of the papers, he realized that it was a bundle of little over 250 letters, mainly sent from the Duchy of Modena and the Grand Duchy of Tuscany addressed to either *Vito Viti* or *Vito Viti and Son* and later *Viti Brothers in Philadelphia*, importers of Carrara marble and alabaster, and franked with stamps issued by the two pre-unification states.

Diena's article also mentioned another collector from Philadelphia, Eugenio Klein, who narrated how around the same period that we referenced earlier he met with a Mr. Hemingway, who offered to sell him a bundle of twenty letters postmarked with Saint Louis's first releases and a bundle of one hundred letters that belonged to the Vito Viti correspondence (these last ones were all franked with stamps from the Duchy of Modena).

Among the letters in this last bundle of papers appeared the renowned letter franked with a horizontal stripe of three samples of the eighty centesimi stamp of the temporary government of Modena. This is the only letter known to have such a franking and it is one of the treasures of Italian philately. In time it became part of famous, Italian and foreign collections such as the Achillito Chiesa and Baron Rothschild ones. The letter finally came back to Italy thanks to the purchase made by Paolo Vaccari (fig. 1).



Fig. 1 - Letter franked with a horizontal stripe of three 80 centesimi stamps of Modena

Vito Viti was born in 1785 in Volterra, Grand Duchy of Tuscany; he was the first of five brothers and hailed from an important merchant family that primarily traded in alabaster. At the time, there was a significant trade of alabaster with the United States hence, in order to avoid the involvement of third parties in the family business, he moved to Philadelphia in 1818, became an American citizen in 1823 and settled by marrying a young woman from Scotland (fig. 2).

The Viti Italian group still live in Volterra in the family building, which is reach of alabaster artifacts and a section of which has been turned into a museum.

Upon Vito death in 1866, his son Alonzo, first of four brothers, inherited the business up to 1904 when the Viti marble activity finished.

As previously mentioned, most of the letters in the *Viti correspondence* were sent from the Duchy of Modena and were franked with stamps of the Duchy. However, some were also franked with stamps from the Grand Duchy of Tuscany, sent from Livorno and Volterra. Most of these latter ones had been franked with a rare stamp worth 9 *crazie*, along with stamps worth a little less; however, four had been franked with the rarest 60 *crazie* stamp (fig. 3). The 60 *crazie* stamp, hailing from Tuscany, is a stamp that belongs to the Ancient Italian States and it is extremely rare and nearly impossible to find on a postal document. To date, there are only 37 known letters carrying such franking and eight were sent to the United States.



Fig. 2 - Vito Viti and two of his four sons: Frank (left) and Alonzo (right)
(Archivio Viti)



Fig. 3 - Letter franked with a 6 *crazie* stamp, two 9 *crazie* stamps and the rare 60 *crazie* stamp.

Most of the letters of the "Vito Viti treasure" sent from the Duchy of Modena have been franked with stamps of different amounts along with the 1 Lira stamp that at time of discovery was considered one of the rarest Ancient Italian States stamps (fig. 4). It is important to keep into consideration that, to date, only as few as 135 letters are known to have been franked with the *Modenese Lira*. This fact alone should suffice to stress how important the discovery of the *Vito Viti correspondence* is and how rare should be considered the few letters carrying this stamp that are not part of the correspondence.

Furthermore, the letters in the *Vito Viti correspondence* detail the route of all post exchanges sent to the United States, in their voyage from Italy to Liverpool, where they were loaded on steamships that followed the Cunard Line.

The route originated from the brilliant idea of a merchant from Halifax (Nova Scotia) who obtained an exclusive contract with the British Government for the transportation of mail towards the new continent.

The correspondence leaving from Liverpool arrived from all Italian states through France and was generally unloaded in the harbors of Boston and New York (until March 1857) and later in the Philadelphia harbor. If we take into account the date in which the letters were postmarked and the date in which they reached American harbors, the correspondence generally took a whole of 25 days on average. For further details, please refer to fig. 5 in which we list a sample of dates from the period of 1856-1857.

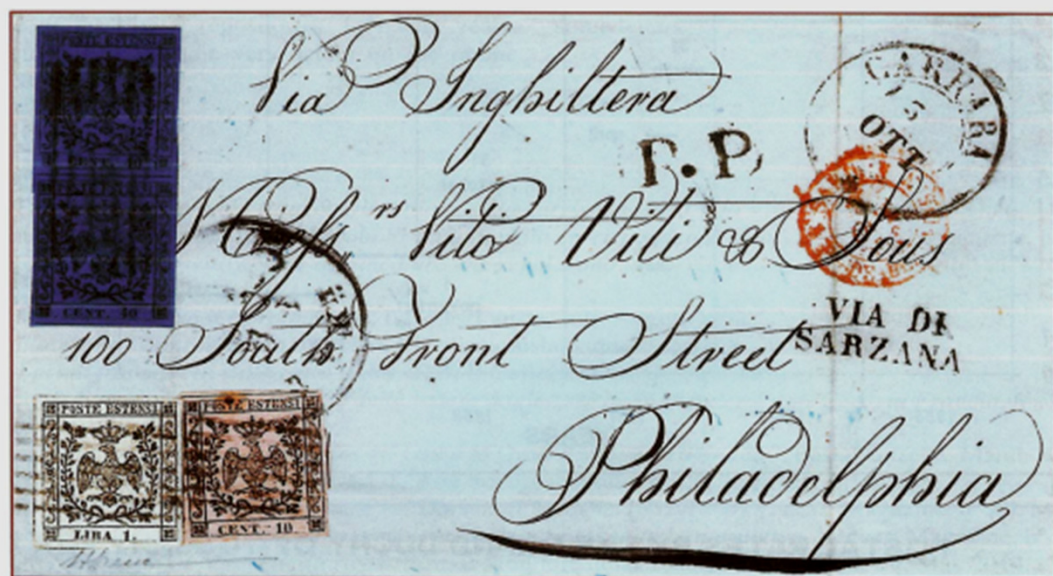


Fig. 4 - Letter sent on October 3, 1856 from Carrara to Vito Viti in Philadelphia, franked 1,90 lire: a vertical pair of 40 centesimi, one 10 centesimi, all without dot after the numerals, and the rare 1 lira.

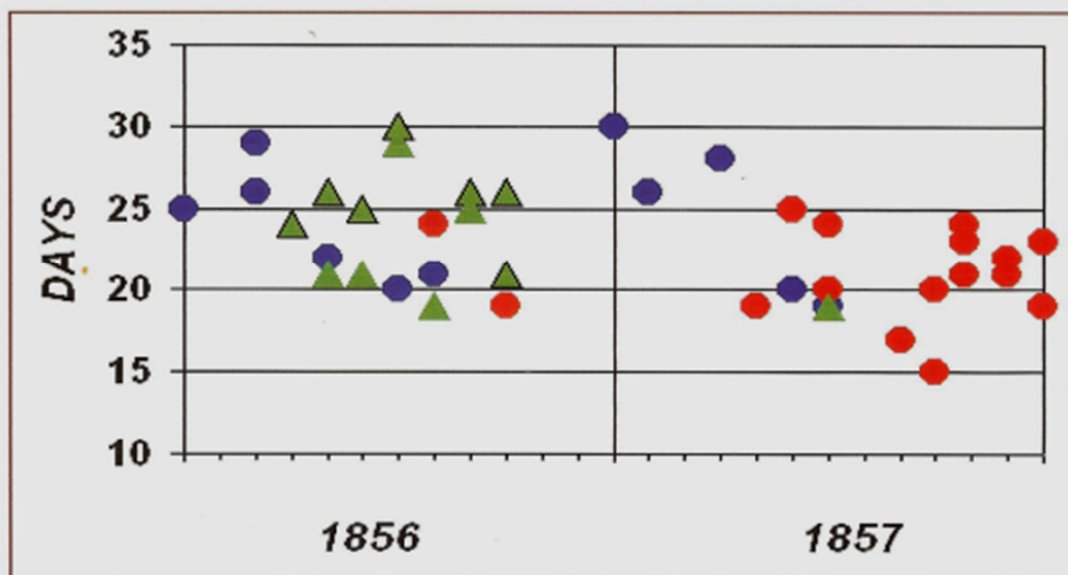


Fig. 5 - Samples of the duration for the correspondence to reach America: blue is Boston, green is New York, and red is Philadelphia.

The bundle of letters in the *Viti correspondence* that survived the pulping account only for the ones sent from Tuscany and Modena, which would have amounted, most likely, to the vast majority of the papers. The bundle serves as a testimony of the different kinds of stamps and different tariffs applied in over the period of 1853-1861.

It should not come as a surprise that the first letters in the bundle are the ones sent from the Grand Duchy of Tuscany, while the ones sent from the Duchy of Modena are dated only starting from 1855. As a matter of fact, it should not be forgotten that it is only with the

implementation of the Sardo-Estense Convention in 1855 that all letters sent from the Duchy of Modena were required to be franked; prior to this, all missives were sent and paid for in cash.

In light of this, we cannot exclude the possibility that other letters could have been sent originally from Carrara. However, we can state that, should this have been the case, the letters have most certainly been destroyed over time due to the lack of official postmarks.

The different postal charges required by the different countries are indicated in detail in fig. 6.

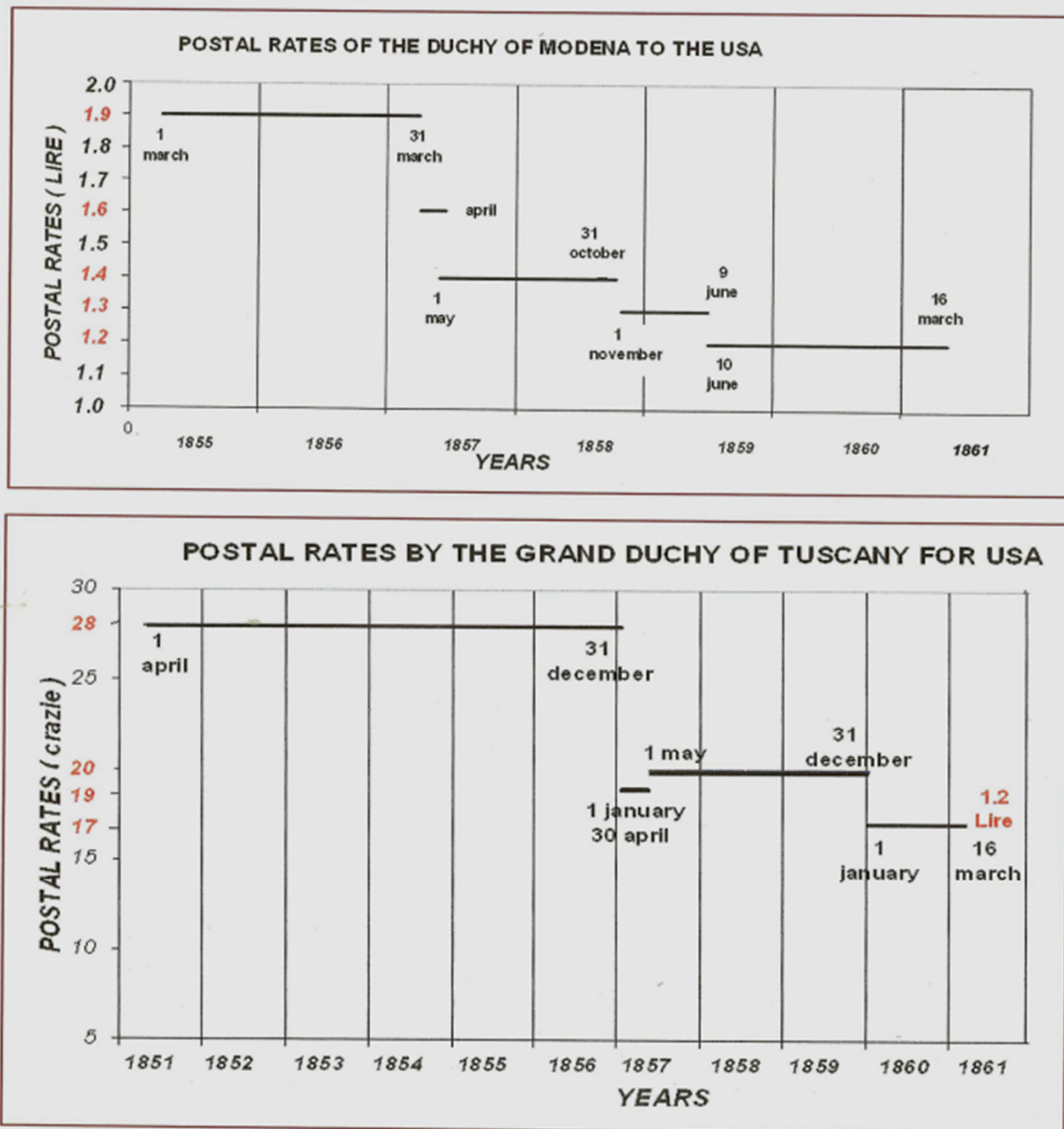


Fig. 6 - Postal rates of Modena and Tuscany for correspondence to the USA

The incredible relevance and importance that these letters hold, from a historical-postal point of view as well as for collectors worldwide, has inspired several articles and texts in the philatelic academia that can be added to the aforementioned ones published in 1907 and 1931.

Among many, it is important to mention the contribution Gabriele Serra (recently departed), who had a keen interest in stamps from Modena and who gave a great contribution on how postage was regulated in Modena in an article published on November 6, 1991 in the *Vaccari Magazine*.

In recent years, philatelic articles have become more easily accessible thanks to creation of several online digital repositories of some of the major philatelic journals and publications.

A simple analysis of database-accesses certifies that stamp collectors are well aware of this new tool and make intensive use of the digital repositories. In recent years, stamp collectors have become very active on the online

forums of some philatelic associations and exchange news, opinions and findings. Hence, the attempt to catalogue online all the letters in the *Viti correspondence* should not come as a surprise.

The *Italian Philatelic and Numismatics Association* - *Alberto Diena* in Rome, that celebrate 100 years in 2014, thus joining some of the oldest and most respected Associations worldwide, has recently begun to catalogue all the letters sent to Viti in Philadelphia and has made the content available online at www.afi-roma.it (fig.7).

To date, it was possible to take census of 171 letters. The census has awakened interest and stimulated research both in the history of the correspondence itself and in the quest for new documents and letters that may not have been accounted for; this in the hope of spreading knowledge of such documentation to a wider public of new collectors who could be, unknowingly, in possession of some letters.

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Fig. 7 - The next pages show the catalogue of all the letters sent to Viti in Philadelphia, from 1853 till 1876.

Used abbreviations in fig. 7:

- S	Sarzana
- S-D	Sarzana - De Beauvoisin
- S-C	Sarzana-Culoz
- MAR	Marseille
- GEN	Genova
- LAN	Lanslebourg
- BOS	Boston
- NEW	New York
- PHI	Philadelphia
- Cr	Craze
- Gr	Grana
- L	Lire Modena
- LI	Lire Italiane

YEAR	DEPARTURE			FIRST-EXIT	ARRIVAL		
	CITY	DATE	RATE		CITY	DATE	DAYS
1853							
	Volterra	20/04	28 Cr	S- D	BOS	13/05	23
	Livorno	10/08	112 Cr	MAR	BOS	03/09	24
	Livorno	08/11	28 Cr	MAR	NEW	06/12	28
1854							
	Volterra	01/02	29 Cr	S-D	BOS	07/03	34
	Livorno	04/04	56 Cr	S-D	BOS	27/04	
	Volterra	31/07	28 Cr	S-D	NEW	24/08	24
	Livorno	10/08	28 Cr	S-D	BOS		
1855							
	Livorno	05/01	56 Cr	MAR	BOS	14/02	
	Carrara	11/04	1.9 L		PHY	04/05	23
	Carrara	07/05	1.9 L	S- C	BOS	07/06	31
	Carrara	16/05	2 L	S-D	BOS	07/06	22
	Carrara	18/05	1.9 L	S-C	BOS	07/06	20
	Carrara	22/05	1.9 L	S-D	BOS	21/06	30
	Carrara	24/06	3.8 L	S-D	NEW	13/07	19
	Carrara	01/07	1.9 L	S-D	NEW	26/07	25
	Carrara	07/07	1.9 L	S-D	NEW	26/07	19
	Massa C.	12/07	1.1 L	S-D	BOS	02/08	21
	Carrara	15/07	1.9 L	S-D	NEW	08/08	24
	Carrara	17/07	3.8 L	S-D	NEW	Aug	
	Carrara	15/08	1.9 L	S-D	NEW	06/09	22
	Carrara	15/08	1.9 L	S-D	NEW	06/09	22
	Carrara	18/08	1.9 L	S-D	NEW	06/09	19
	Carrara	21/08	1.9 L	S-D	NEW	11/09	21
	Massa C.	19/09	3.2 L	S-D	BOS		
	Carrara	23/09	1.9 L	S	NEW	18/10	25
	Carrara	27/09	1.9 L	S-D	NEW	18/10	21
	Carrara	30/09	1.9 L	S-D	BOS	26/10	26
	Carrara	01/10	1.9 L	S-D	BOS	26/10	25
	Carrara	08/10	1.9 L	S-D	NEW	03/11	26
	Carrara		1.9 L	S-D	NEW	03/11	
	Livorno	29/10	112 Cr	S-C	BOS	24/11	26
	Carrara	07/11	1.9 L			01/12	24
	Carrara	25/11	1.9 L	S-D	BOS	20/12	25
	Carrara	25/11	1.9 L	S-D	NEW	13/12	18
	Carrara	13/12	1.9 L	S-D	BOS	01/11	29
	Carrara	25/12	1.9 L	S-D	BOS	18/01	24

1856							
	Livorno	07/01	28 Cr	S-D	BOS		
	Carrara	07/01	1.9 L	S-D	BOS	02/02	26
	Carrara	22/01	1.9 L	S-D	BOS	20/02	29
	Carrara	04/02	1.9 L	S-D	BOS	02/03	25
	Volterra	06/02	28 Cr	S-D	NEW	01/03	24
	Carrara	11/02	1.9 L	S-D			
	Carrara	07/03	1.9 L	S-D	NEW		
	Carrara	18/03	1.9 L	S-D	BOS		
	Carrara	19/03	1.9 L	S-D	BOS	16/04	28
	Livorno	21/03	28 Cr	S-D	NEW	04/04	14
	Carrara	01/04	0.9 L	S-D	BOS	23/04	22
	Carrara	07/04	1.9 L	S-D	NEW	29/04	22
	Carrara	08/04	3.8 L	S-D	NEW	29/04	21
	Carrara	24/04	1.9 L	S-D	NEW	19/05	25
	Carrara	06/05	1.9 L	S-D	NEW	27/05	21
	Volterra	15/05	56 Cr	S-D	NEW	15/06	31
	Carrara	16/05	1.9 L	S-D	NEW	05/06	20
	Carrara	17/05	1.9 L	S-D	BOS	06/06	20
	Carrara	28/05	1.9 L	S-D	BOS	20/06	23
	Carrara	14/06	1.9 L	S-D	BOS		
	Livorno	14/06	120 Cr	S-D	BOS	03/07	19
	Carrara	22/06	1.9 L	S-D	NEW	11/07	19
	Carrara	08/07	1.9 L	S-D	BOS	30/07	22
	Carrara	09/07	1.9 L	S-D	BOS	30/07	21
	Carrara	12/07	1.9 L	S-D	NEW	11/08	30
	Carrara	13/07	1.9 L	S-D	NEW	08/08	26
	Carrara	17/07	1.9 L	S-D	NEW	11/08	25
	Carrara	01/08	1.9 L	S-D	NEW	20/08	19
	Volterra	02/08	28 Cr	S-D	NEW	20/08	19
	Carrara	10/08	1.9 L	S-D	BOS	31/08	19
	Carrara	12/08	1.9 L	S-D	NEW	08/09	27
	Carrara	16/08	1.9 L	S-D	NEW	11/09	26
	Carrara	23/08	1.9 L	S-D	BOS	14/09	22
	Carrara	28/08	1.9 L	S-D	NEW	18/09	21
	Carrara	05/09	1.9 L	S-D	NEW	26/09	21
	Carrara	24/09	3 L	S-D			
	Carrara	30/09	1.9 L	S-D			
	Carrara	03/10	1.9 L	S-D			
	Carrara	10/10	1.9 L	S-D	NEW	03/11	24
	Carrara	13/10	1.3 L	S-D	NEW	Nov	
	Carrara	Oct	1.9 L	S-D	NEW	10/11	
	Carrara	01/11	1.9 L	S-D	BOS	21/11	20
	Carrara	06/11	1.9 L	S-D	NEW	25/11	19

	Carrara	13/11	1.9 L	S-D			
	Carrara	25/11	1.9 L	S-D	BOS	25/12	30
	Carrara	25/11	1.9 L	S-D	BOS	25/12	30
	Carrara	29/11	1.9 L	S-D	NEW	28/12	29
	Carrara	03/12	1.9 L	S-D	NEW	05/01	33
	Carrara	22/12	1.9 L	S-D	BOS		
	Carrara	22/12	1.9 L	S-D	BOS	21/01	30
1857							
	Carrara	03/01	1.9 L	S-D	NEW		
	Carrara	05/01	1.9 L	S-D	BOS	31/01	26
	Livorno	22/02	19 Cr	S-D	NEW	24/03	
	Carrara	01/03	1.9 L	S-D	BOS		21
	Carrara	01/03	1.9 L	S-D	BOS	29/03	28
	Carrara	20/03	1.9 L	S-D	BOS	11/04	22
	Carrara	28/03	1.9 L	S-D	PHI	16/04	19
	Carrara	01/04	1.9 L	S-D	PHI	26/04	25
	Carrara	04/04	1.9 L	S-D	PHI	01/05	27
	Carrara	19/04	1.9 L	S-D	PHI	15/05	26
	Carrara	23/04	1.9 L	S-D	PHI	23/04	
	Carrara	11/05	1.9 L	S-D	PHI		
	Carrara	12/05	1.9 L	S-D	PHI		
	Carrara	15/05	1.9 L	S-D	PHI	05/06	21
	Carrara	16/05	1.4 L	S-D	PHI	05/06	20
	Carrara	25/05	1.9 L	S-D	PHI	18/06	24
	Carrara	29/05	1.4 L	S-D	PHI	18/06	20
	Carrara	04/06	1.4 L	S-D	PHI	23/06	19
	Carrara	14/06	1.4 L	S-D	PHI	06/07	22
	Carrara	25/06	1.9 L	S-D			
	Carrara	15/07	1.5 L	S-D	PHI	07/08	23
	Carrara	16/07	1.9 L	S-D			
	Carrara	24/07	1.4 L	S-D	PHI		
	Livorno	01/08	156 Cr	S-D	PHI	19/08	18
	Carrara	02/08	1.4 L	S-D	PHI	19/08	17
	Carrara	02/08	1.4 L	S-C	PHI	19/08	17
	Carrara	17/08	1.4 L		PHI	11/09	25
	Carrara	22/08	1.4 L	S-C	PHI	11/09	20
	Carrara	30/08	1.4 L	S-C	PHI	14/09	15
	Carrara	06/09	1.4	S-C	PHI	25/09	20
	Carrara	12/09	1.6 L	S-C		Oct	
	Carrara	15/09	1.4 L	S-C	PHI	09/10	24
	Carrara	29/09	1.4 L	S-C	PHI	22/10	23
	Carrara	12/10	1.4 L	S-C	PHI	03/11	21
	Carrara	16/10	1.4 L	S-C	PHI	06/11	21
	Carrara	21/10	1.4 L	S-C	PHI	Nov	

	Carrara	05/11	1.4 L	S-C	PHI	27/11	22
	Carrara	22/11	1.4 L	S-C	PHI	11/12	19
	Carrara	08/12	1.4 L	S-C	PHI	31/12	23
1858				S-C			
	Carrara	14/01	1.4 L	S-C	PHI	08/02	25
	Carrara?	17/01	1.4 L	S-C			
	Carrara	04/02	1.4 L	S-C	PHI	24/02	20
	Carrara	18/03	1.5 L ?	S-C	PHI		
	Carrara	23/03	1.4 L	S-C	PHI		
	Carrara	27/03	1.4 L	S-C	PHI	16/04	20
	Carrara	26/04	1.4 L	S-C	PHI	21/05	25
	Carrara	27/05	1.9 L?	S-D	PHI	20/06	24
	Carrara	03/06	1.4 L	S-C	PHI	23/06	20
	Carrara	30/06	1.4 L		PHI		
	Carrara	02/07	1.4 L	S-C	PHI	28/07	26
	Volterra	02/07	11 Cr?	S-D	NEW	29/07	27
	Carrara	15/07	1.4 L	S-D	PHI	03/08	19
	Carrara	15/07	1.4 L	S-D	PHI	03/08	19
	Carrara	11/08	1.4 L	S-C	PHI	03/09	23
	Carrara	29/08	1.4 L	S-C	PHI	Sep	
	Carrara	17/09	1.4 L		PHI	09/10	22
	Carrara	27/09	3.8 L?	S-D	PHI		
	Carrara	04/10	1 L	S	PHI	26/10	22
	Carrara	20/11	1.4 L	S	PHI	19/12	29
	Carrara	dec	1.3 L	G-B	PHI	05/01	
	Carrara	07/12	1.3 L	S-C	PHI	05/01	29
	Carrara	09/12	1.4 L ?	S-C	PHI	05/01	27
1859	Carrara	13/01	1.3 L	S-C	PHI	03/02	21
	Carrara	20/01	1.3 L	S-C	PHI		
	Carrara	21/02	1.3 L	S-C	PHI	16/03	23
	Carrara	14/06	1.2 L	S-C	PHI	03/07	19
	Carrara	13/08	1.2 L	S-C			
	Carrara	14/10	2.4 L	GEN	PHI	09/11	26
	Carrara	13/12	2.4 L	S-C	PHI	09/01	27
1860	Volterra	02/07	1.2 LI			20/07	18
1861	Carrara	13/01	1.2 LI	S-C	PHI	05/02	23
	Volterra	17/08	1.2 LI	S-C	PHI	04/09	18
	Volterra	28/08	1.2 LI	S-C	PHI	18/09	21
1862	Napoli	11/06	29 Gr		PHI	01/07	18
	Volterra	15/09	0.8 LI ?	LAN	PHI		

	Livorno	08/12	2.4 LI		PHI		
1863	Livorno	23/08	3 LI	S-C	PHI		
	Carrara	05/11	1.2 LI		NEW		
1866	Livorno	02/03	1.2 LI	LAN			
	Livorno	13/06	1.2 LI	LAN	PHI	03/07	20
	Livorno	08/06	2.4 LI		PHI		
1867		23/02	1.2 LI				
	Genova	03/06	2.55 LI	LAN	NEW		
1874	Carrara	26/12	0.55 Lire	LAN	NEW	25/06	30
1876	Volterra	30/11	0.55 Lire		NEW	26/12	26

Résumé

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Summary

L'auteur décrit un ensemble de lettres qui sont un véritable trésor pour l'histoire postale de Modène et de Toscane : il s'agit de la correspondance, échangée entre 1853 et 1876 par les membres de la famille Viti, commerçants de marbre, entre l'Italie et les États-Unis. Ces lettres ont échappé de justesse à la destruction, et comportent de splendides affranchissements de Modène et de Toscane.

The author describes a set of letters that represent a real treasure trove when it comes to the postal history of Modena and Tuscany. This correspondence was exchanged between 1853 - 1876 by members of the Viti family, who were marble traders, between Italy and the USA. These letters were almost destroyed and include splendid stamps from Modena and Tuscany.