

# Russian Mail via Austrian Galicia

## to General Postal Union 1875

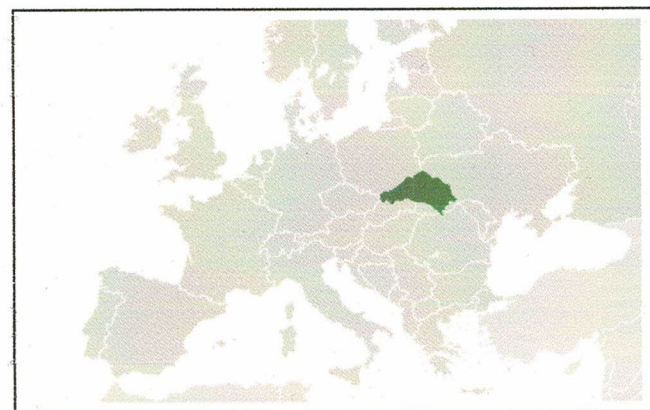
This exhibit is a study of the Routes, Rates and Markings of Russian mail transiting Austrian Galicia from the Third Partition of Poland, which created a common border [and required border crossings] between the Russian and Austro-Hungarian Empires to the formation [1874] and ratification [1875] of the General Postal Union by the Treaty of Bern.

This unique study of mail from the Russian Empire to and through the Austrian Empire is of exceptional importance in postal development to support the expanding commercial contacts between the rapidly developing areas in South Russia and the Mediterranean ports for which Austria provided the natural routes. This is underlined by the five Postal Conventions [1843-1873] between the Empires which are crucial to the development and the understanding of the exhibit. The expansion of rail networks was a critical supportive component in mail transport.

Postal routes, rates and markings were established prior to the first Postal Convention in 1843, This and the subsequent Conventions ratified existing arrangements establishing the rules on the transfer of mail, the routings and postal charges. One of the key aims of all postal conventions was to expedite mail transport and this is highlighted throughout the exhibit.

Preceded by **Forerunners** that predate the Third Partition of Poland in 1795, the exhibit is arranged chronologically with each of 4 sections defined by the entry and exit from the territory of Austrian Galicia.

1. Mail entering Galicia from the East, exiting to the South
2. Mail entering Galicia from the North, exiting to the South
3. Mail entering Galicia from the East, exiting to the West
4. Mail entering Galicia from the South, exiting to the West



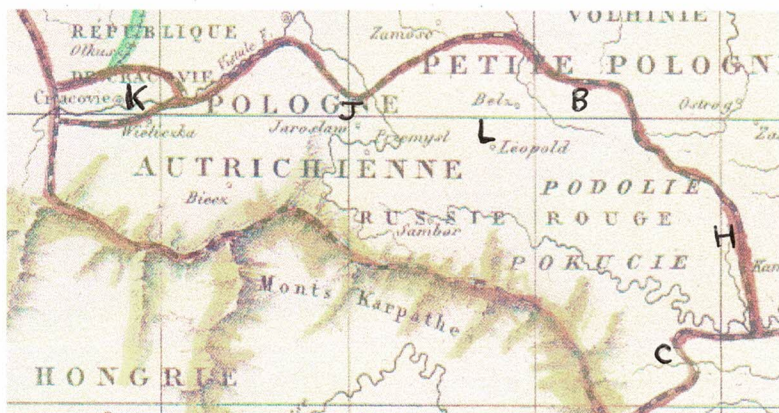
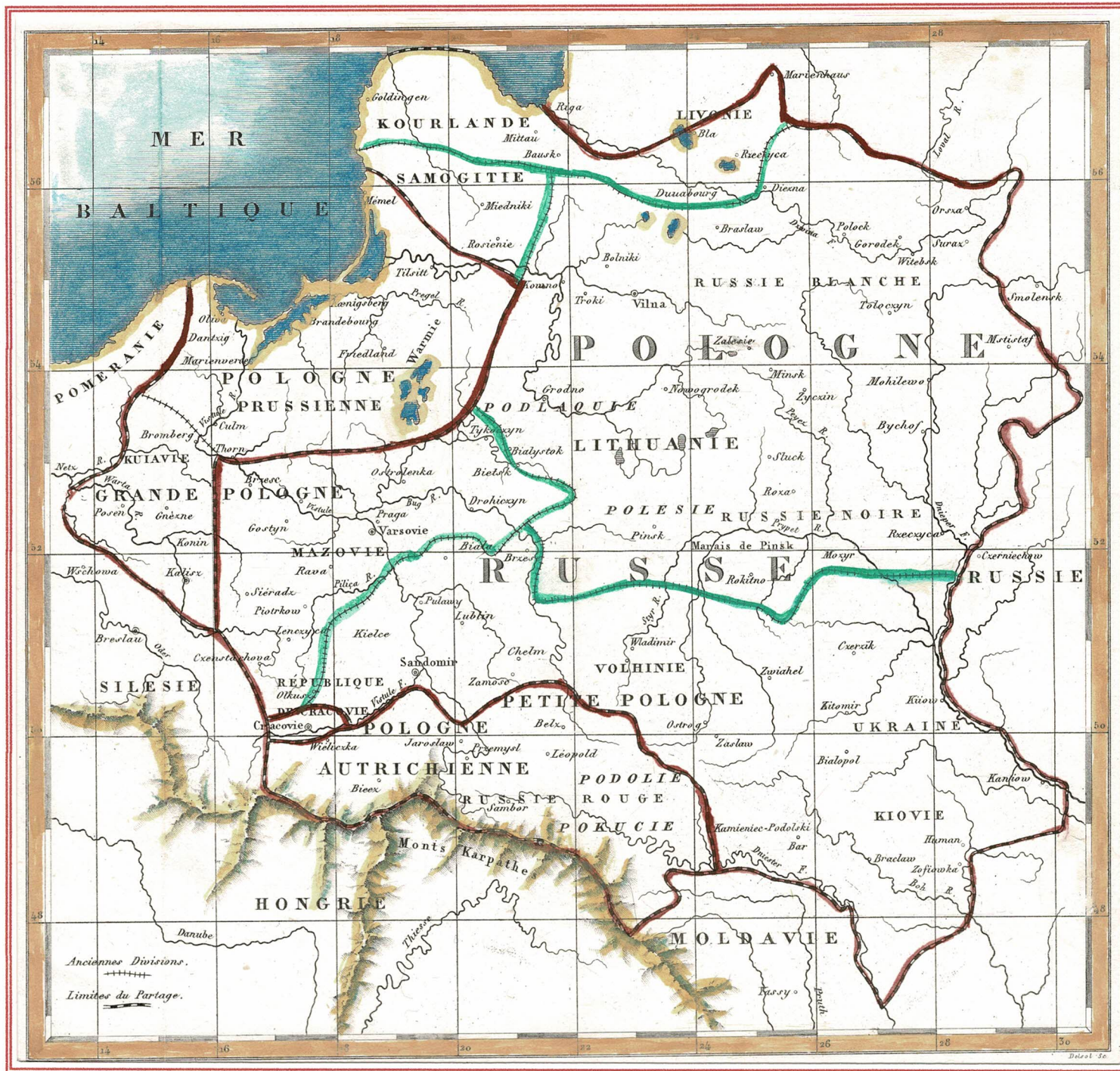
Material has been selected to tell the story of developing mail routes. Significant items are **framed in red** with accompanying explanations. The **fill colour** used is the colour associated with the Hapsburg Austrian Empire. The development of the story [routes, rates, markings] is shown in text boxes with **light blue background**. **Text in light blue** adds additional information, social, geographical and historical adding context to the development of the story in the exhibit.

**Galicia**, in this exhibit, is the part of what was to become the Austrian Empire north of the Carpathian mountains. Galicia was the largest part of the area annexed in 1772 by Austria in the First Partition of Poland. Bukovina, to the East, was added after it was annexed from Moldavia by Austria in 1775. Krakau, initially part of Poland, then the Duchy of Warsaw was created a free city by the Congress of Vienna 1815, Austria operated postal services from 1816 and annexed it in 1846. It was the Third Partition of Poland in 1795 that brought a common border between the Empires of Russia and Austria that required designated border crossings.

#### References:

- *Postal Relations Between Austria and Russia in the Nineteenth Century*. W. Elias, Postal History Journal, February 1988
- *1843 Postal Convention Between Austria and Russia*, Translated by Dave Skipton, Rossica No 117, October 1991
- *Postal Conventions Between Russia & Austria 1854, 1866, 1870 [all in German], 1872. [in French]*
- *Catalogue des Marques de Passage*. James Van der Linden, 1993
- *Russian Mail to the West 1693-1843*. W J de Jongh & I J Steyn, British Journal Russian Philately #75, December 1993
- *Postal Arrangements Between Russia and Austria Before 1874*. A R Marshall, POCHTA #19, January 1996
- *Hussiatyn, Russo-Austro-Hungarian Border Post Office*. A R Marshall. POCHTA #32, July 2002.
- *The Economic Rise of the Habsburg Empire 1750-1914*. Good

"Carte General de la Pologne" by Theodore Duvoteny [1796-1875] published in Volume of "L'Universe Pittoresque" Paris 1840 showing  
**Lines of Polish Partitions**



<b>K</b>	<b>Krakau</b>
<b>J</b>	<b>Jaroslavl</b>
<b>R</b>	<b>Rawaruska</b>
<b>L</b>	<b>Lemberg</b>
<b>B</b>	<b>Brody</b>
<b>H</b>	<b>Hussiatyn</b>
<b>C</b>	<b>Czernowitz</b>

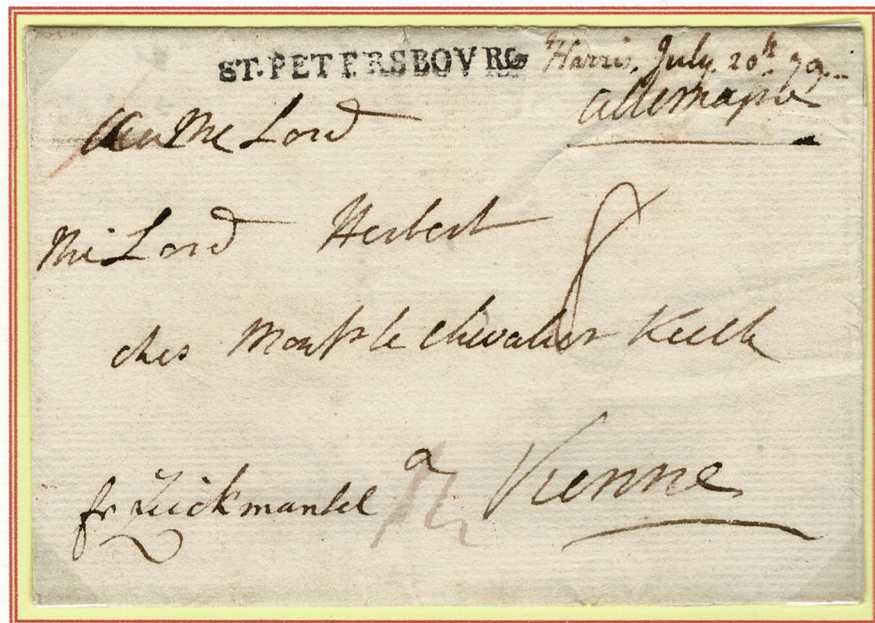
Austrian gains from the Partitions of Poland, created a common border between the Russian and Austrian Empires and included all Border Exchange Offices in Galicia. Each of these offices had a handstamp **RUS Russie RUSSIE RUSSIE** that was used [for some periods] on mail to/through Austrian Galicia transferring from the corresponding Russian Border Post Office

## Forerunners - Before Third Partition of Poland 1795

During the 18th Century, the most travelled road between cities in North Russia and the West ran through Poland and Austrian Silesia to Prague or via Saxony to Central Europe. The loss of Austrian Silesia to Prussia in 1743 and the 1772 Partition of Poland made Prussia totally dominant in European postal activity. It was not until the 3rd Partition of Poland in 1795, creating a common border between Russia and Austria, that Austria began to receive a share in Russian mail.

1779, July 20. St Petersburg to Vienna. [Earliest 2-numner to Austria]<sup>1</sup>

St Petersburg - Memel - Berlin - Breslau - Niesse - Zukmantel - Olmutz - Vienna



Recipient recorded "*Harris July 20th 79*"

ST.PETERSBOVRG - example of the first Russian postal name stamp - introduced 1765.

"2-44" [Second Number] applied at Memel Earliest known - 44 kopecks Prussian transit charge

"fr" = franco applied at Memel "8" Austrian collect - 8 Kreuzer Endorsed by the writer "*Allemaigne*" - Germany = Prussia.

"*Fr Zuckmantel*" - this is a small town on the border between Prussia and Austria after 1st Partition of Poland in 1772.

The "Second Number" system noted on the backs of entires sent from Russia was probably introduced by the Prussians who were invited by the Tsar to organised the Russian Postal Administration in the late 1700s. This number is the postal charge, in kopecks, from Memel border office as far as postal agreements allowed. Prior to the 1821 Postal Convention between Russia and Prussia, only 40 examples<sup>2</sup> have been noted in the literature

The addressee, Lord Herbert [George Augustus] [11th Earl of Pembroke 1794] 1759-1827 was on the Grand Tour of Europe from 1775 to June 1780 and was in Vienna from June 1779. His father, 10th Earl of Pembroke, is recorded as expressing concern about the expense of his travels.

1791, November 18. St. Petersburg to Livorno

<sup>3</sup>Earliest Letter St Petersburg to Tuscany "via Austria"

St Petersburg - Warsaw - Prague - Vienna - Milan - Livorno

This entire letter written 18/30 November 1791 from St Petersburg has a manuscript marking "5k a A" indicating an Austrian transit charge of 5kr. There are no Prussian "second numbers" confirming that this letter did not go via Memel and the Prussian mail coach system.



Entire letter with merchant details. St Petersburg 18 November 1791 [O.S.] to Livorno, Tuscany. Annotated as received 29 December.

ST.PETERSBOVG - 41mm straight-line name stamp  
LIVORNO name stamp in heart-shaped ornamental frame

"51" Russian counter reference number "3---" written on flap  
"5k a A" [written on the 'a' of 'Valle' in address] - Austrian transit charge  
5 kr [Kreuser]

"10" [soldi] collect postage charged address at Livorno 30 days delivery

Distance St Petersburg-Vienna-Milan-Livorno = 2745km - 91km/day average by post-horse or coach

Livorno [Leghorn] in Tuscany a sea port on the Mediterranean was a base for many of the major European trading companies. Tuscany was taken over by France in 1808 during the Napoleonic Wars and incorporated into the French Empire. In 1861 after the Italian Wars of Independence it was incorporated into the Kingdom of Italy.

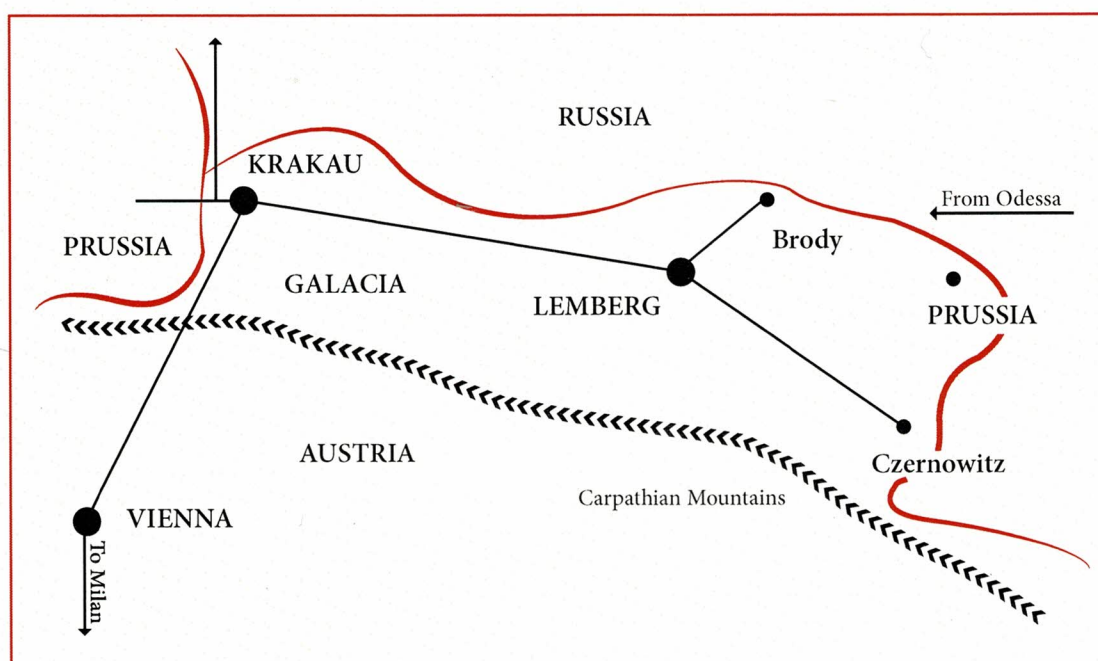
<sup>1</sup> Earliest 2-number marking on Austrian mail. Pochta Journal Australia & New Zealand Society Russian Philately Volume 19 p9

<sup>2</sup> Personal Research <sup>3</sup> Personal communication Vittoria Morani

## Mail entering Galicia from the East, exiting to the South

This is mail from South Russia, Black Sea and Azov Sea Ports and the area to the north-east of Galicia entering Galicia for the Austrian Empire, Mediterranean Ports and Italian States. It is presented in 7 sections:

- **Mail sent through Forwarding Agents in Brody:**
- **Mail with Austrian Border Office Markings:**
- **Closed Mail via Brody-Lemberg-Krakau for Sardinia**
- **Closed Mail via Brody-Lemberg-Krakau for Tuscany**
- **Closed Mail via Brody-Lemberg-Krakau for Austro-Hungarian Empire**
- **Closed Mail via Czernowitz-Lemberg-Krakau**



**Galicia showing Austrian Border Offices**

In the course of the 1830's, postal relations between Austria and Russia intensified. By that time Galicia had been incorporated into the Hapsburg road network permitting improved mail service to the capital Vienna. The business correspondence between Odessa and other Black Sea ports and the merchants in Northern Italy and Marseilles had grown substantially with a flourishing important and export trade. Austria was the natural routing for such mail and this was one of the incentives to more formal Postal Conventions between the Empires.

**Postal Conventions Between Russia and Austria** were signed at St Petersburg [At Vienna some weeks later]:

- **30 January / 11 February, 1843** - Ratified 29 May 1843
- **14 / 26 July, 1849** - Additional Treaty, effective January 1, 1850
- **23 April / 4 May, 1854** - Effective July 1, 1854
- **9 / 21 February, 1866** - Effective October 1, 1866
- **9 / 21 May, 1873** - Effective April 1874

Both the Russian and Austro-Hungarian Empires were signatories to the **Treaty of Berne signed October 9, 1874, effective July 1, 1875** creating the **General Postal Union** which became the **Universal Postal Union** in 1878.

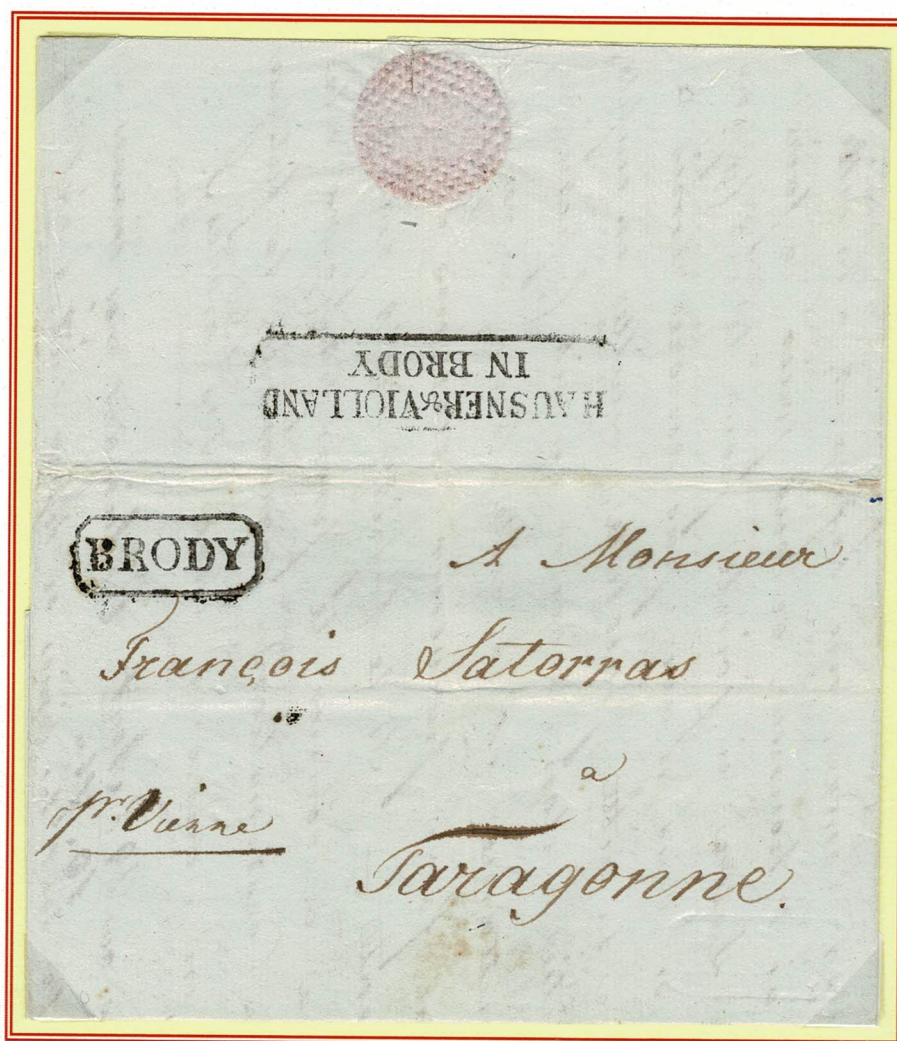
Mail Entering Galicia from the East, exiting to the South

### Mail sent through Forwarding Agents in Brody

**Brody**, a small town 90km NE from Lemberg was part of Poland annexed by Austria in the First Partition. It developed as a commercial centre on the **trade route via Odessa** from the areas of Russian expansion in the late 1790's. Much of the mail was handled by **Forwarding Agents**<sup>1</sup> in Brody who were operating from late 1804 until the 1830's overlapping with the Austrian Border Post Offices which received specific markings in 1819 for use on Russian mail. A Forwarding Agent was a person or business which undertook to forward mail by whatever route or means they or their principals considered to be the safest or quickest or cheapest.

1805, August 25. Odessa to Tarragona, Spain

Odessa - Brody - Vienna - Tarragona, Spain



Entire letter written **Odessa 25 August / 6 September 1805** via Brody to Spain endorsed "*p Vienna*"

**HAUSNER & VIOLLAND** 47mm x 13mm boxed 2-line marking. **Forwarding Agent** Brody 1804-1825  
**IN BRODY**

**BRODY** 35mm x 10mm boxed marking of **Austrian Post Office** in Brody.

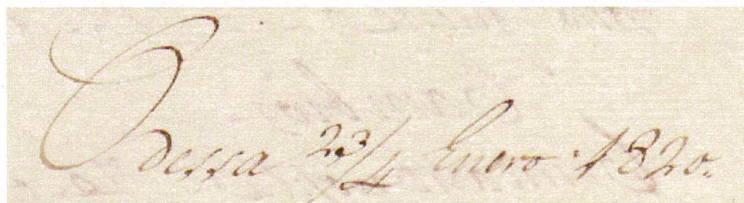
No postage marks or transit or receiving postmarks.

Mail Entering Galicia from the East, exiting to the South

Mail sent through Forwarding Agents in Brody

1820, January 23. Odessa to Barcelona, Spain

Odessa - Brody - Austria - France - Barcelona, Spain



Entire letter written in Spanish **Odessa** 23/4 January 1820 addressed to Barcelona, carried to Brody by **Forwarding Agent** and entered mail system at Brody



**HAUSNER & VIOLLAND** 2-line unboxed marking. **Forwarding Agent** in Brody 1804-1825  
**IN BRODY**

**BRODY IN GALLIZIN** 30mm x 12mm oval marking of Austrian Post Office

**"X"** large cross indicates Austrian transit charges paid. **"14/12/26"** on back - Austrian charge.

**B.**

**F PO 18** Foreign Post Office **Barcelona**

**9R** - 9 reale collect postage - French & Spanish charges

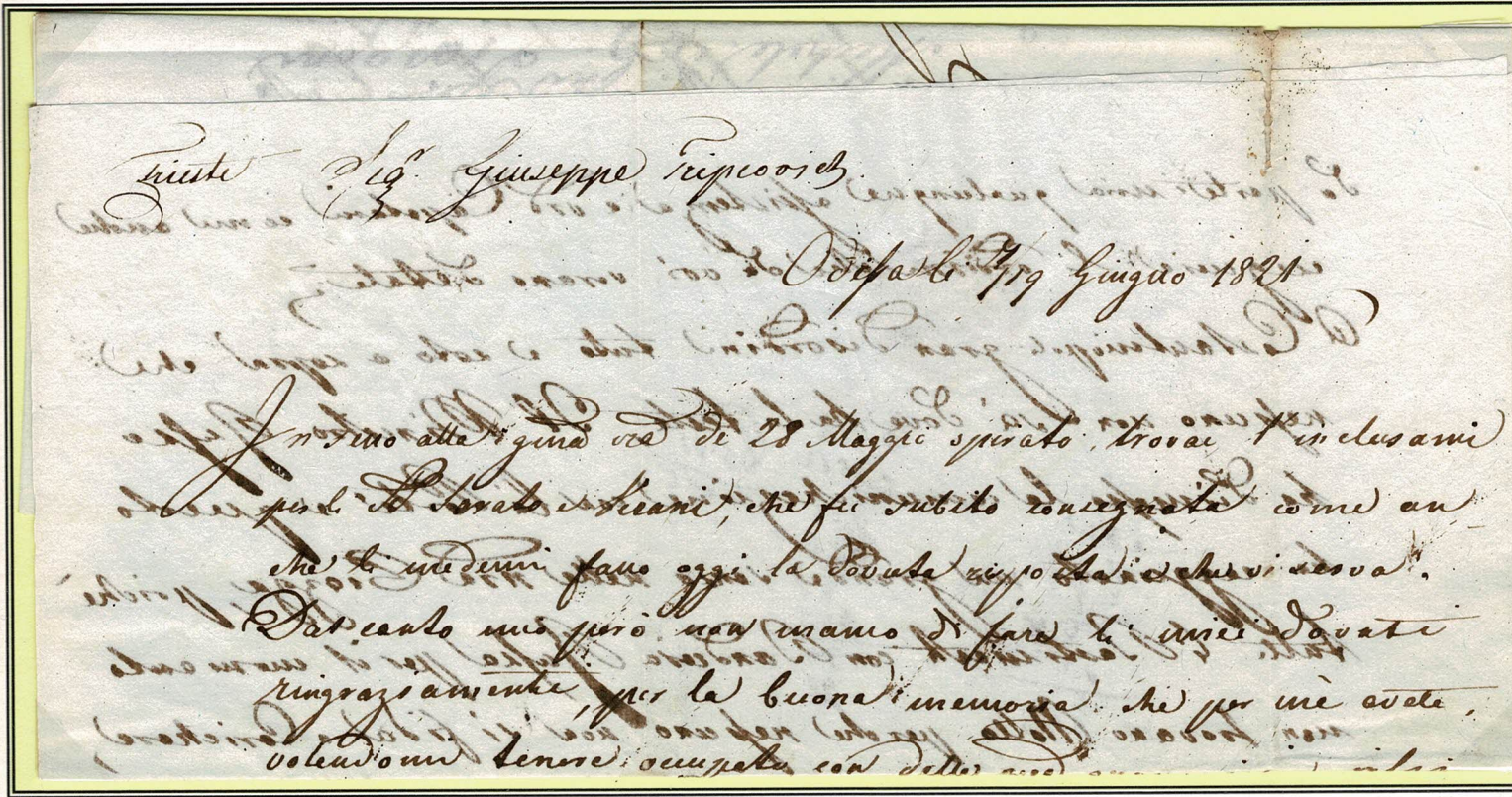
**Odessa** was part of the area annexed by Russia after the Russo-Turkish ended as part of the **Treaty of Jassy 1791**. Odessa itself was founded in 1794 by Catherine the Great and made a Free Port in 1819 - exempt from customs duties. The population was 20,000 in 1815 and it was the largest grain exporting port in the Russian Empire.

Mail Entering Galicia from the East, exiting to the South

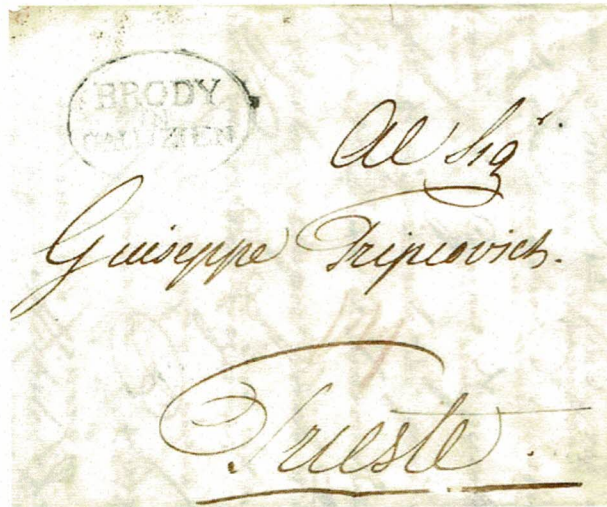
Mail sent through Forwarding Agents in Brody

1821, June 7. Odessa to Trieste

Odessa - Brody - [Vienna] - Trieste



Entire letter from Odessa 7/19 June 1821 to Trieste



**HAUSNER & VIOLLAND** 2-line unboxed marking. Forwarding Agent in Brody 1804-1825  
**IN BRODY**

**BRODY IN GALLIZIN** 30mm x 12mm oval marking of Austrian Post Office

**Red** marking indicates Austrian charge paid

**TRIEST 5 JULY 1821** 17 days

Mail Entering Galicia from the East, exiting to the South

Mail sent through Forwarding Agents in Brody

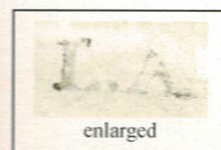
1821, August 16. Odessa to Marseilles, France.

Odessa - Brody - Austria - [Milan - Sardinia] - Marseilles

*"par T. L. Voight de Brody"*

Entire letter written **Odessa** 16/28 August 1821 addressed to Marseilles, carried to Brody by **Forwarding Agent** and entered mail system at Brody

**T L Voight** a Forwarding Agent<sup>1</sup> known to be active in Brody 1818-1822, a notation on reverse of entire



**BRODY** 19mm x 9mm boxed marking of Austrian Post Office

*"20"* weight of letter [double]

*"X"* large cross indicates Austrian transit charges paid. *"38"* on back - Austrian charge.

**L.A.** - border marking indicating transit Austria - **unlisted** by James Van der Linden.

**AUTRICHE  
PAR  
HUNINGUE**

23mm x 17mm boxed marking on entry to France at Huningue - known from 1819<sup>2</sup>

*"48"* collect 48 decime charge at Marseilles - no receiving datestamp.

Marseille was historically the most important trade center in the region and functioned as the main trade port of the French Empire. Marseille is France's largest city on the Mederranean coast and largest commercial port.

<sup>1</sup> "The Forwarding Agents" by Kenneth Rowe - Philatelic Specialists Society, Toronto, Canada

<sup>2</sup> "Marques de Passage" James Van der Linden, Mark 399 p 41



Mail Entering Galicia from the East, exiting to the South

Mail sent through Forwarding Agents in Brody

1825, April 12. Taganrog to Genoa.

Taganrog - {Odessa} - Brody - [Vienna] - Voghera - Genoa

Letter written Taganrog 12/24 April 1825. carried to Forwarding Agent in Brody and into the Austrian Post

*"Per Basilio G Paserli  
Brody au 5 April 1825"*

Forwarding Agent known to be active in Brody 1818 -1833.



**BRODY IN GALLIZ** in oval - Austrian Post Office "6" letter weight "X" "3" Austrian charges paid

**VOGHERA** - applied at the Lombardy-Venetian border with Sardinia

**21.5 AF** - Genoa marking. "23" collect 23 soldi from addressee. Transit 27 days

**Taganrog** on the Sea of Azov was founded as a Russian Military Base in 1698. After the victory over the Turks in 1791 it was incorporated into the Russian Empire becoming a commercial port especially for grain exports. Besieged three times but not captured during the **Crimean War 1853-1856**.

**Mail with Austrian Border Office Markings:**

There were border disputes between St Petersburg [Russian Empire] and Vienna [Austrian Empire] during 1815 and again in 1818. In the negotiations and agreements that followed there was specific mention of the old trade route from Odessa to Brody. The Austrian Border Office of Brody used **R u s s i e .** from 1827-1841. Brody, Lemberg [not a border office but largest town], Czernowitz and Hussiatyn used **RUSSIE** or **RUSSIE** on mail from Russia.

1828, October 1. Odessa to Genoa, Sardinia

Odessa - Brody - [Lemberg- Krakau - Vienna] - Milan - Voghera - Genoa



**ODESSA** 1828 OCT 1 [Oct 13 N.S.] - laureated circular datestamp. "8" letter weight

**R u s s i e .** [2 strikes] Austrian border office Brody

**MILANO / LT** - <sup>3</sup>marking applied at Milan on foreign mail Transiting Lombardy-Venice

**VOUGHERA** marking at Sardinian border with Lombardy-Venice

**Genoa 3 NOV**

"21" soldi collect postage 20 days in transit

<sup>3</sup> "Marques de Passage" illustration 1997a p 176

Mail Entering Galicia from the East, exiting to the South

1828, November 30. Odessa to Trieste

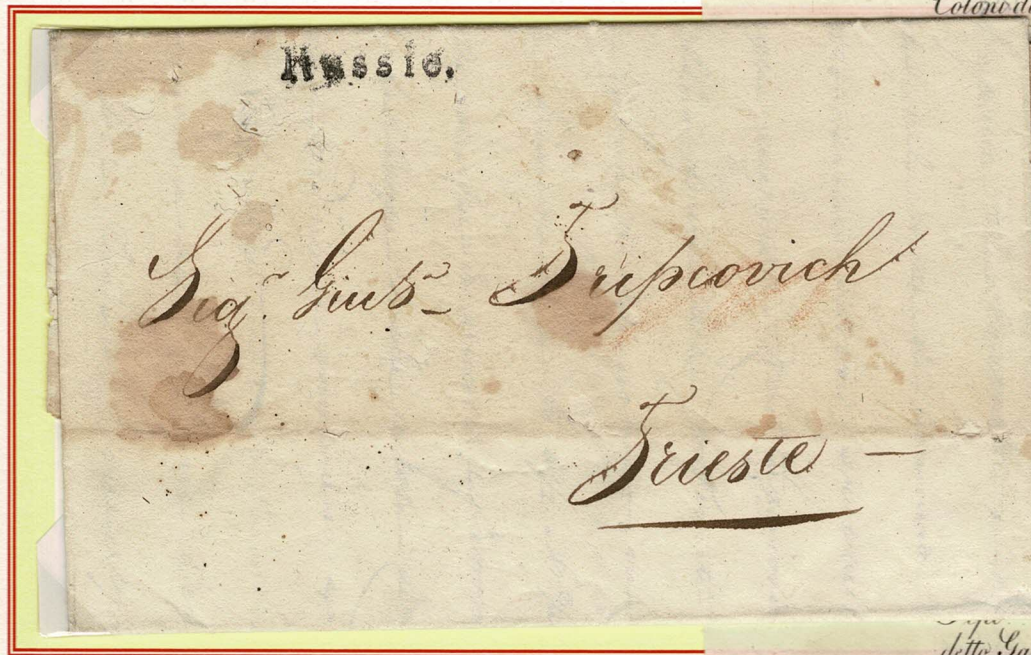
Odessa - Brody - [Lemberg - Vienna] - Trieste

Entire double-sheet letter with **rare enclosure** - a rice paper double-sided commercial report.

Written in Italian from Odessa and dated **30 November/12 December 1828 to Trieste**

**The entire has been disinfected against Cholera using vinegar which stains the letter and contents.**

The **Second Cholera Epidemic** arrived in Southern Russia in late 1828 sweeping rapidly through Russia and Poland to Europe peaking in 1830 -1831. Quarantine and treatments were largely ineffective as the causal organism was not discovered until 1886



**ODESSA** laureated CDS 1828 DEC 1  
December 13th N.S.

**R u s s i e .** Austrian Border office **Brody**

**Trieste** straight-line 29 DECEMBER 1828  
16 days

Trieste was part of the Habsburg Empire from 1509 becoming a Free Port in 1719. After the Napoleonic Wars ended and Treaties that followed in 1813-14, Trieste fell under the Austrian Empire. Trieste was the most important port of the Austrian Empire with all the major trading houses being represented.

Mail with Austrian Border Office Markings:

**PORTO-FRANCO D'ODESSA**

**Prezzo-Corrente**

L. 30. *Nov* 1828

**B. PONTIO O. NLO.**

<b>IMPORTAZIONE</b>	Prezzo		Diritti	
	in	Porto-franco	Porto-franco	Porto-franco
Argento vivo il pud	-	-	-	-
Bianca il pud	16	17	1	-
Bande Stagnate la Capsa	65	72	12	-
Caffe Verdolino il pud	32	30	3	70
detto Corrente idem	26	30	3	70
Cannellina di Goa	40	-	7	28
Capsia lignea	3	1	-	30
Carubbe di Cipro	600	650	6	-
Coccioniglia	30	32	-	18
Cremor di tartaro	30	34	-	16
Cotone di Smirne	110	120	6	-
di Alessandria	48	50	3	70
di Rossi bianchi	8	10	-	60
di Smirne	60	-	3	70
di Parma	5	-	-	-
di Lizzera	36	40	-	18
di Chlanda	28	30	-	54
di Arabica	350	400	2	-
di ampeccio	11	-	-	08
di allo	5	1/2	-	-
di de dolci	28	30	1	10
di in Sorte	30	-	-	franco
di rafino	30	-	-	1
di ordinario	22	26	-	-
di detto Garofolato	18	-	2	20
di Piombo d'Inghilterra	50	-	-	04
di Scerze d'Arancio	12	-	-	10
di Stagno in Verghe	5	-	-	18
di Sugo di Limone	38	-	-	10
di Turaccioli di Unghera mille	7	6	-	10
di Tartarugli di Alessandria il	5	12	-	20
di Tartaro rosso	5	11	-	11
di Tabacco di Turchia in foglie	11	10	-	18
di Vinobianco di Francia Cozzoli	18	30	3	70
di detto Nero	125	200	26	-
di detto di trapelago il Vedico	8	9	-	80
di Zolfo in sorte pud	3	1/2	-	15
di Zucchero raffinati in pani	32	40	3	30
di detto pile	27	29	1	85
di detto Avanna bianchi	-	-	-	-

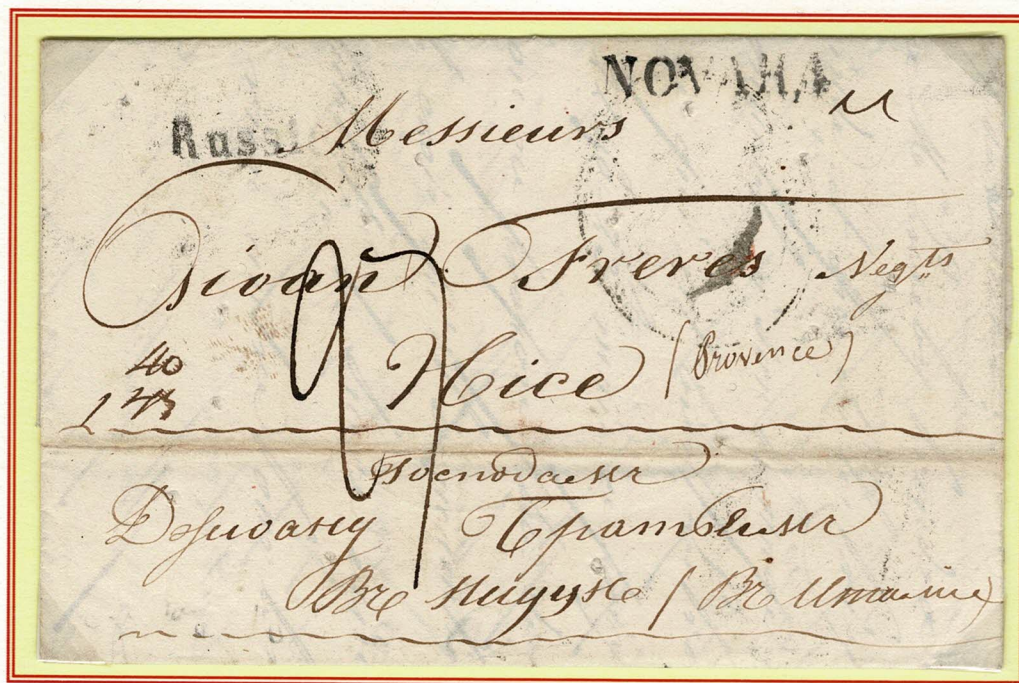
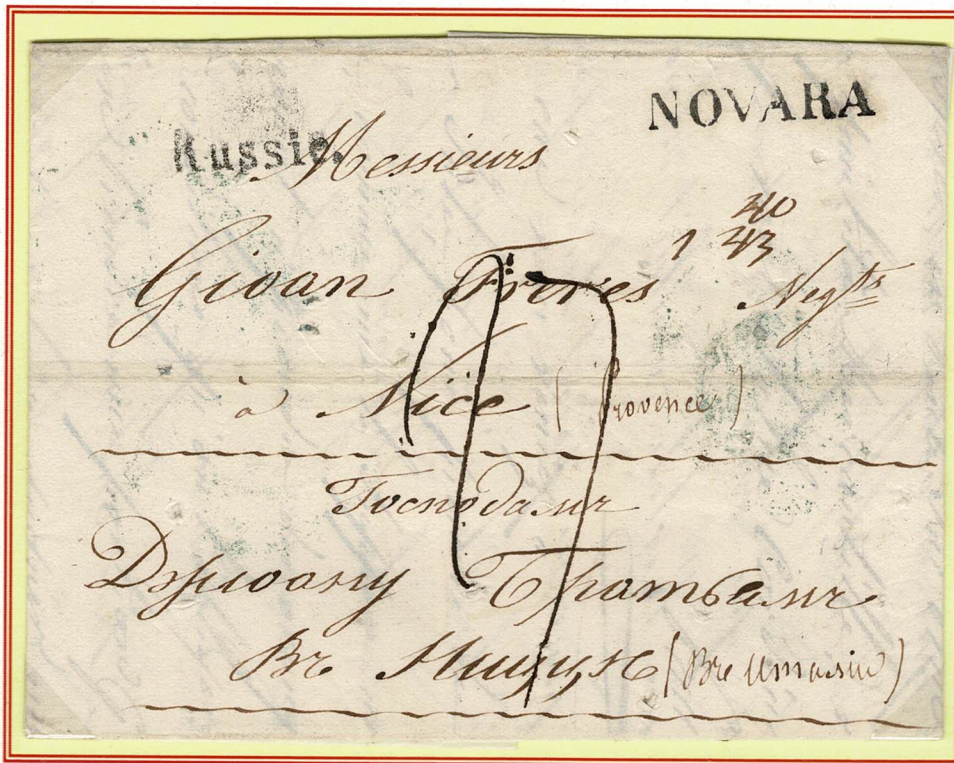
Mail Entering Galicia from the East, exiting to the South

Mail with Austrian Border Office Markings:

1831, March-May. Taganrog to Nice, Sardinia - disinfected

Taganrog - Odessa - Brody - [Lemberg - Krakau - Vienna] - [Milan] - Novara - Nice

Both entire letter-sheets have been disinfected and show "Rastel Holes" with oval cachet of the Quarantine Office at Odessa on the back. Part of the postal attempts to control the Cholera epidemic 1828-1837



TAGANROG laureated cds 11/23 March; 6/18 May 1831. "40" "143" postal charges

Disinfected at Odessa R u s s i e . Austrian Border Office Brody

NOVARA - border office Lombardy-Venice with Sardinia en route from Milan

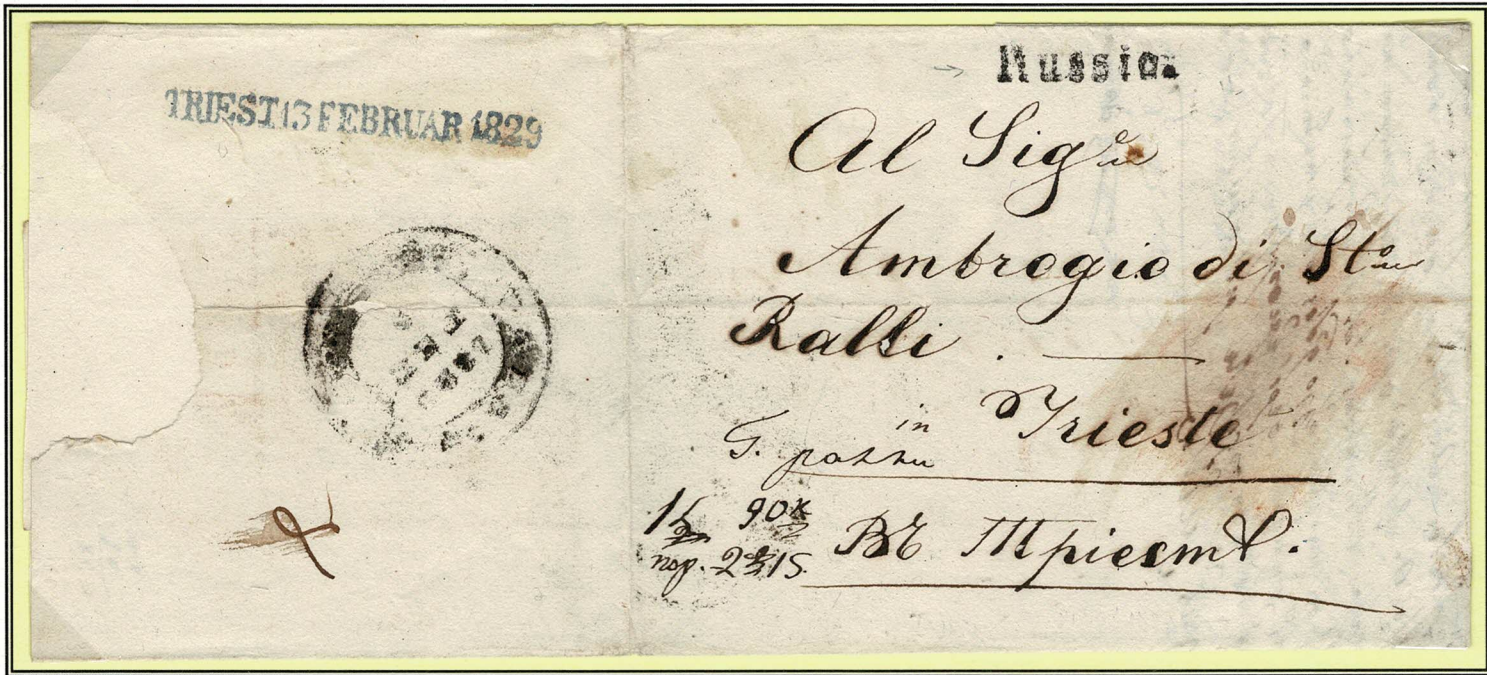
"27" decime collect at Nice received 29 APR and 20 JUN

Mail Entering Galicia from the East, exiting to the South

Mail with Austrian Border Office Markings:

1829, January 9. Odessa to Trieste

Odessa - Brody - [Lemberg - Krakau -Vienna] - Trieste

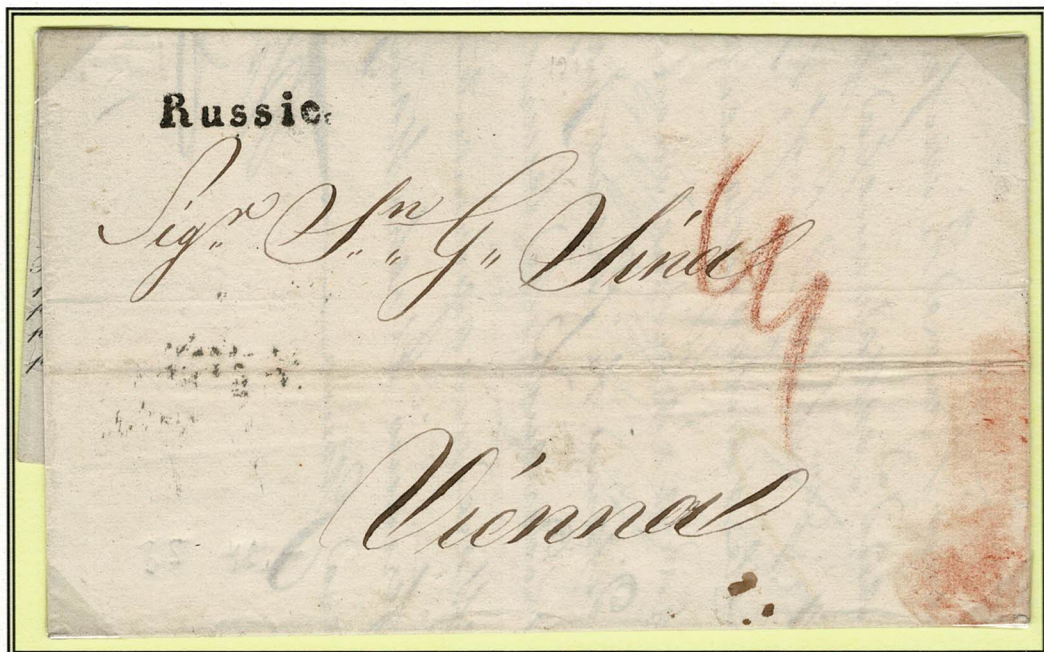


ODESSA 1828 JAN 9 laureated cds. "8" letter weight Postal charges on front 23 days

R u s s i e . Brody Austrian Border Office TRIEST 13 FEBRUARY 1829

1833, March 24 Odessa to Vienna

Odessa - Brody - [Lemberg - Krakau] - Vienna



Entire letter-sheet written Odessa 24/5 March 1833 to Vienna - a merchant letter with Prices realised

ODESSA 2-line d/s MARCH 24 1833. "104" counter reference "3" Austrian postal charge

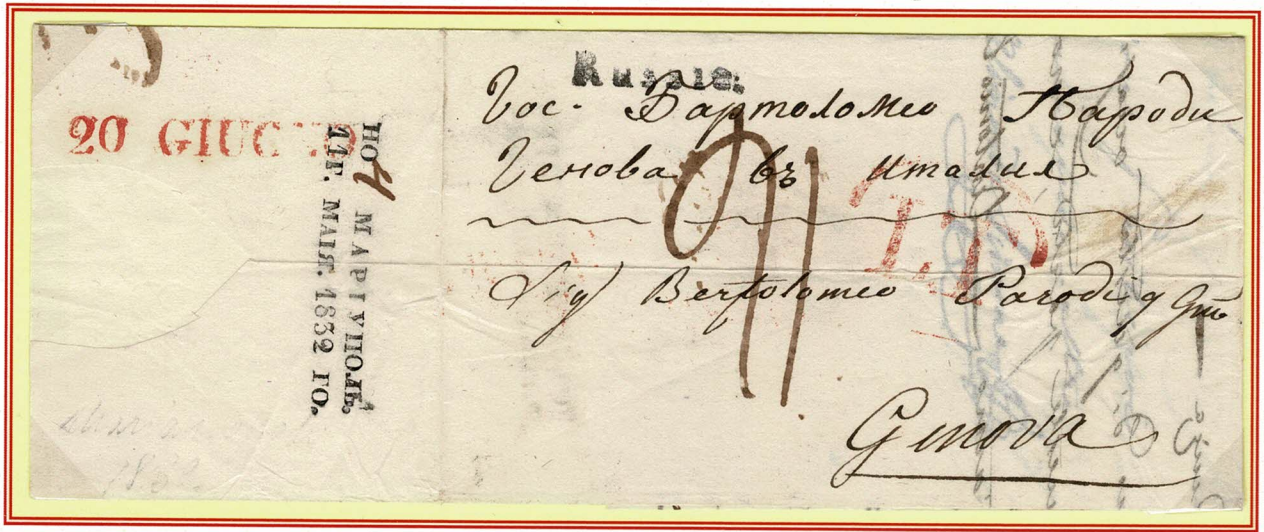
R u s s i e . Brody Austrian Border Office VIENNA 16 APR 11 days

Mail Entering Galicia from the East, exiting to the South

Mail with Austrian Border Office Markings:

1832, May 24. Mariupol to Genoa, Sardinia

Mariupol - [Odessa] - Brody - [Lemberg - Krakau - Vienna] - Milan - Genoa



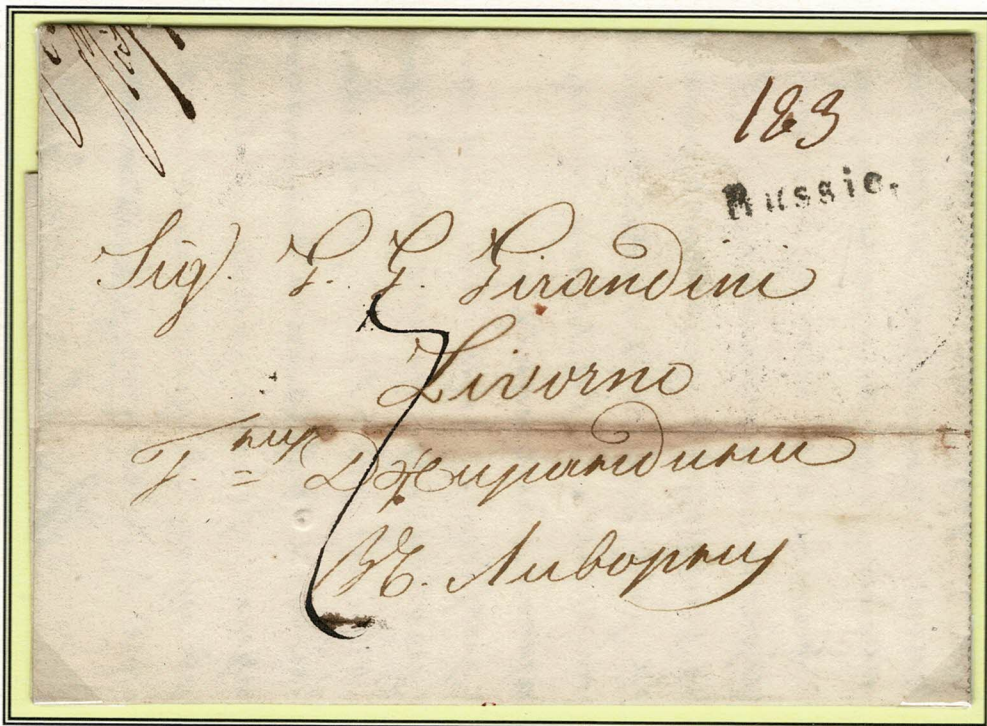
MARIUPOL 2-line handstamp 11 MAY 1832 [23 May N.S. - datestamp error Letter written 24th May]

R u s s i e . Brody Austrian border office

LT Milan on foreign transit mail. Genoa 20 JUN "21" soldi collect - 28 days

1833, October 7. Taganrog to Livorno, Tuscany

Taganrog - [Odessa] - Brody - [Lemberg - Krakau - Vienna] - [Venice] - Livorno



Letter written on back of printed commercial report TAGANROG 2-line datestamp 1833 OCT 7.

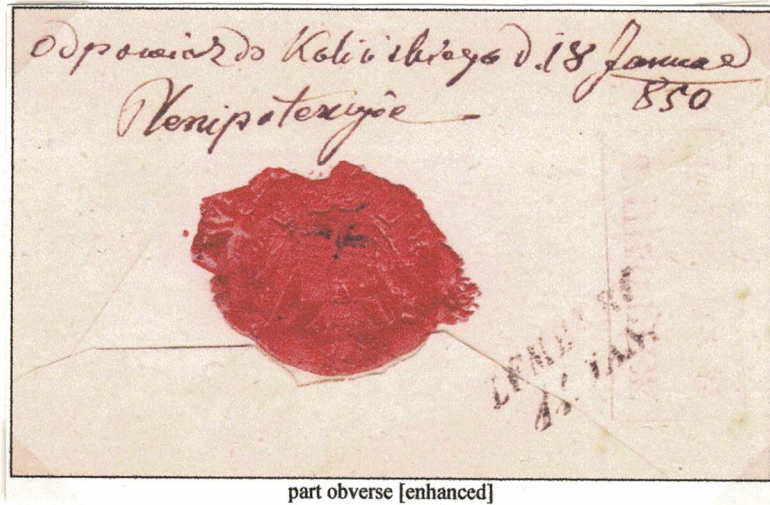
"123" counter reference number

R u s s i e . Austrian border office Brody

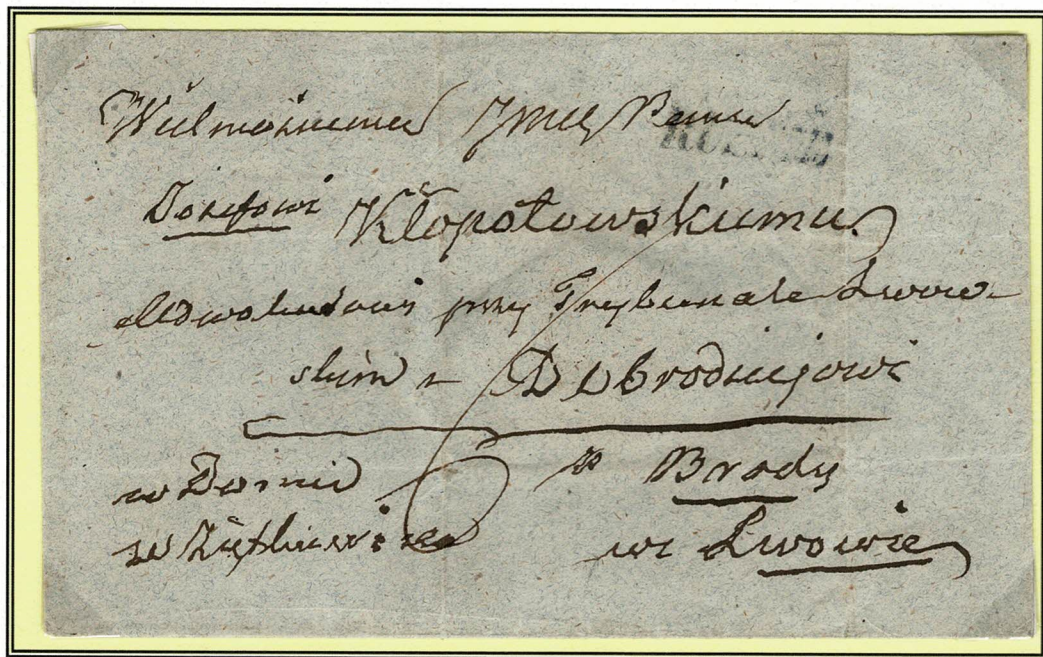
Received 18 NOVEMBER 1833 - "7" collect postage. 30 days in transit.

1849, December 24. Zhitimir to Livorno, Tuscany

Zhitomir - Brody - Lemberg - [Krakau -Vienna] - [Venice] - Livorno



part obverse [enhanced]



Envelope from Zhitomir 24 December 1849 [5 Jan 1850 NS] endorsed by writer 'via Brody' to Livorno

**ZHITOMIR** 2-line boxed datestamp [faint] on reverse

**RUSSIE** [12mm no full stop] - applied at **BRODY** Austrian Border Office - 90km from Lemberg

**LEMBERG** 11 JAN - 2-line Austrian transit marking. No Vienna marking so closed mail from Lemberg on railway from Krakau via Vienna to Venice

"6" collect postage at Livorno. Annotated as received 18th January - 13 days.

Zhitomir [Zhytomyr] was annexed by Russia in 1793 in the Second Partition of Poland. In the **Volhynia Province** - the 1843 Treaty instructed such mail to be sent **via Brody**. It was on the historic route from Kiev to the West via Brest - manufacturing centre. Now in Ukraine since 1991

1858, September 7. Novozelitz to Vienna

Novoselitz - Czernowitz - [Brody - Lemberg - Krakau] - Vienna

Proving cover for **RUSSIE** at Czernowitz



Entire letter written **Novoselitz 7/19 September 1858** to Vienna endorsed "**Porto**"

**NOVOZELITZ** 2-line datestamp 7 SEPT 1858 - the Russian Post Office on Post Road [c]

**CZERNOWITZ** 23 SEPT - the Austrian Border Office - **Proving cover** for

**RUSSIE** - <sup>4</sup>applied at Czernowitz on mail entering Austria from Russia

**"9 / 18"** Austrian accountancy calculation - total **18kr** with **9kr** [10kop] due to Russia

**WIEN 29 IX** [Vienna] 10 days

Novozelitz [Novoselitsy] is a small town now in Chernovitsy Oblast, Ukraine. From 1774 to 1877 it was at the tri-point of the Austrian, Ottoman and Russian Empires. Following the Russian victory over the Ottomans, it was on the border with Austria on the post road [c] from Czernowitz. A closed mail operated twice weekly between Novozelitz and Czernowitz [Article III in 1843 Postal Convention] and maintained in the 1854 Treaty.

<sup>4</sup> Marques de Passage, van der Lindon, illustration 2473



Mail Entering Galicia from the East, exiting to the South

Mail with Austrian Border Office Markings:

1859, August 30. Taganrog to Genoa

Taganrog - [Odessa] - Czernowitz - [Lemberg - Krakau - Vienna - Milan] - Turin - Genoa



Unpaid outer letter-sheet Taganrog to Genoa

**TAGANROG** boxed 2-line datestamp 30 AUGUST 1858 [11 September NS] *Porto* in 26mm circle

**RUSSIE** - applied at Austrian Border office of Czernowitz

**CZERNOWITZ** cds 22 9 [proving cover]

**"15/15"** Austrian accountancy showing Russia and Austria sharing the postal charge of 30 Nkr.

Torino-Genoa Italian RTPO to **GENOA 30 SEP "11"** collect postage. 19 days

Closed mail from Czernowitz - Krakau [Mail coach] the railway to Sardinia

From November 1, 1858, Austria introduced a new decimal currency of 100 Kreuzer to 1 Gulden - designated New Kreuzer [Nkr]. The previous currency was 60 Kreuzer to 1 Gulden. This made the Austrian through rate 30Nkr [Previously 18 Kr] shared equally between the two postal administration.

Mail Entering Galicia from the East, exiting to the South

Mail with Austrian Border Office Markings:

1862, April 13. Hussiatyn to Naples

Hussiatyn - Lemberg - Krakau - [Vienna] - Chur - Naples



Part reverse



Entire double letter-sheet written **Hussiatyn 13 April 1862** [NS] to Naples via Austria and Switzerland

**HUSSIATYN** 6 April - Russian Border Post Office

**PORTO "20"** [Russian 20 kop unpaid]

**HUSSIATYN** cds 16 4 - Austrian Border post office **RUSSIE** in box applied at <sup>5</sup>Hussiatyn Austrian office

Proving cover for Postal Exchange point between Russia and Austria under 1854 Treaty

~~"5/15"~~ ~~"13"~~ ~~"23½"~~ Austrian accountancy - amounts due to Russia, Austria and Switzerland

**LEMBERG** 20 4 **KRAKAU** 21 4 - Galician Austrian transit markings

**CHUR** 23 IV 62 [Switzerland] near border with Austria. **NAPLES** 27 April 1862. **"10"** collect postage 14 days

**Hussiatyn** a small town north from Czernowitz came under Austrian control in 1772 in the First Partition of Poland. Close to the [then] border between the Russian and Austrian Empires it became an exchange point under the 1854 Postal Treaty with establishment of both Russian and Austrian Post Offices.

<sup>5</sup> Marques de Passage. Van der Linden illustration 2477

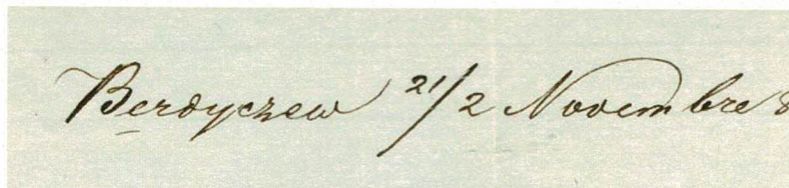
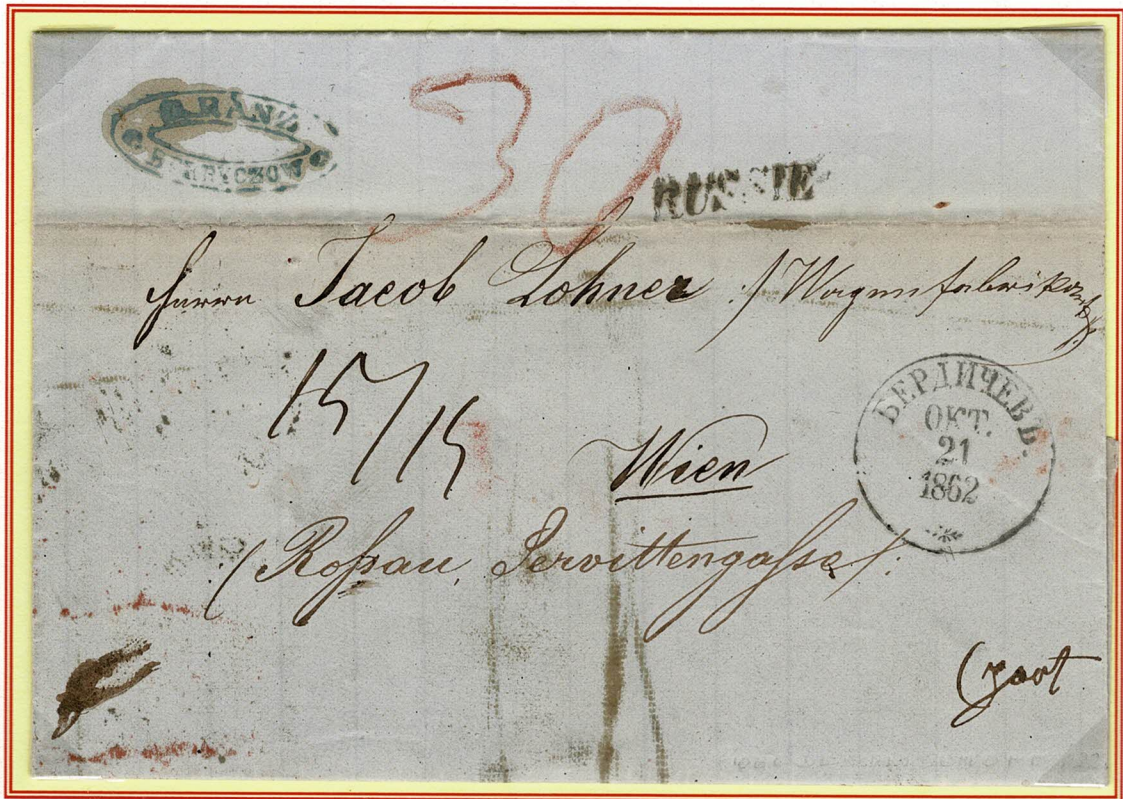
Mail Entering Galicia from the East, exiting to the South

Mail with Austrian Border Office Markings:

1862, October 21. Berdichev to Vienna

Berdichev - Brody - Lemberg - [Krakau] - Vienna - Vienna

Proving cover *RUSSIE* for BRODY



Entire letter written Berdichev 21/2 November 1862

**BERDYCHEV OKT 21 1862**

*RUSSIE* - proving cover **BRODY 6 NOV**

**LEMBERG 7 11 VIENNA 9 XI**

Lemberg-Krakau railway completed 1861

"15/15" the Austrian through rate of 30 Nkr - shared equally Austrian and Russian Post.

2-3 days Lemberg-Vienna



**Berdichev** is in the Volhynia Province or Russia annexed from Poland in the Third Partition in 1795. It was an important trading and banking centre in the Lithuanian-Polish Commonwealth and later the Russian Empire but declined from 1850 when the banking centre was moved to Odessa. The 1843 Treaty required the Russian Post to direct mail from Volhynia to Radzivilov-Brody - this was confirmed in the 1854 Treaty.

## Closed Mail via Brody-Lemberg-Krakau for Sardinia

The 1843 Postal Convention confirmed that Closed mails were in operation between Odessa and Vienna on the old Post Road via **Brody** 3 times weekly. This situation was confirmed in subsequent Postal Treaties. **Sardinia**, with its major port of Genoa, was not part of the Austro-Italian Postal League and had different mail handling systems. Closed Mail from South Russia was initially resorted only at Milan but from 1852 at Vienna as well.

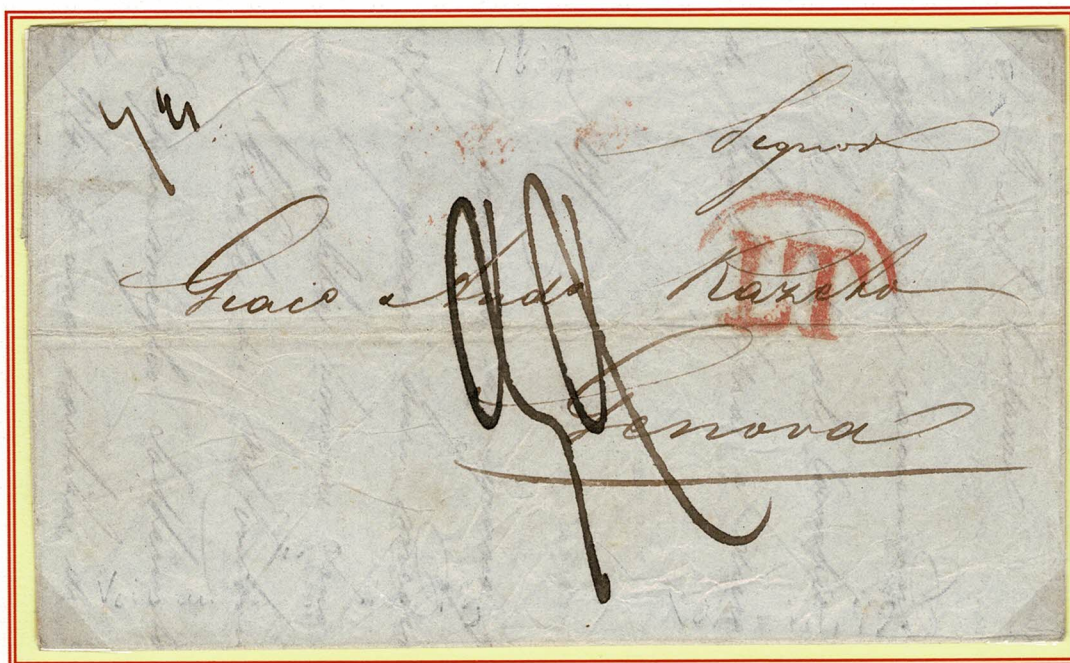
### Development of Closed Mails.

With the continued agricultural and industrial development of South Russia and increased trade with Mediterranean ports, there was a corresponding increase in merchant correspondence with the major trading companies. As the mail volumes were increasing with more efficiency in transport, the era of each letter being individually handled along its journey was being replaced by bundling of letters and mailbag systems. The border post offices where mail exchanges occurred decreased in importance as closed mail systems were developed and the use of the Austrian markings on Russian mail was reduced.

### 1832, July 1. Odessa to Genoa

Entire letter [in Italian] written 14/26 June 1832 Odessa - **closed mail** across Austria to Italy

Odessa - [Brody - Lemberg - Krakau] - [Vienna] - Milan - Genoa



ODESSA cds 1832 JUL 1 [July 13th N.S.]

**LT** in keyhole<sup>6</sup> "**Lettero di Transito**" applied at **MILAN** [Lombardy-Venetia] on foreign transit letters. Known from 1830

**13 AGOSTO** [13 August] at Genoa.

"32" soldi collect postage.

31 days in transit



<sup>6</sup> "Marques de Passage" James van der Linden. Ad63 p303

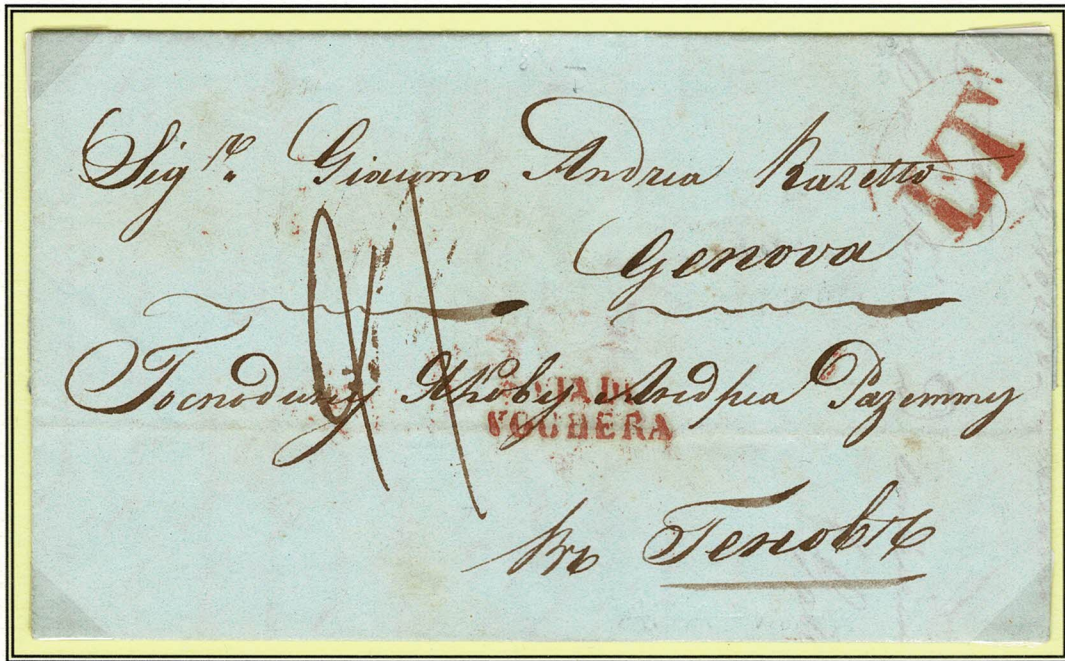
Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Sardinia

1842, February 15. Mariupol to Genoa

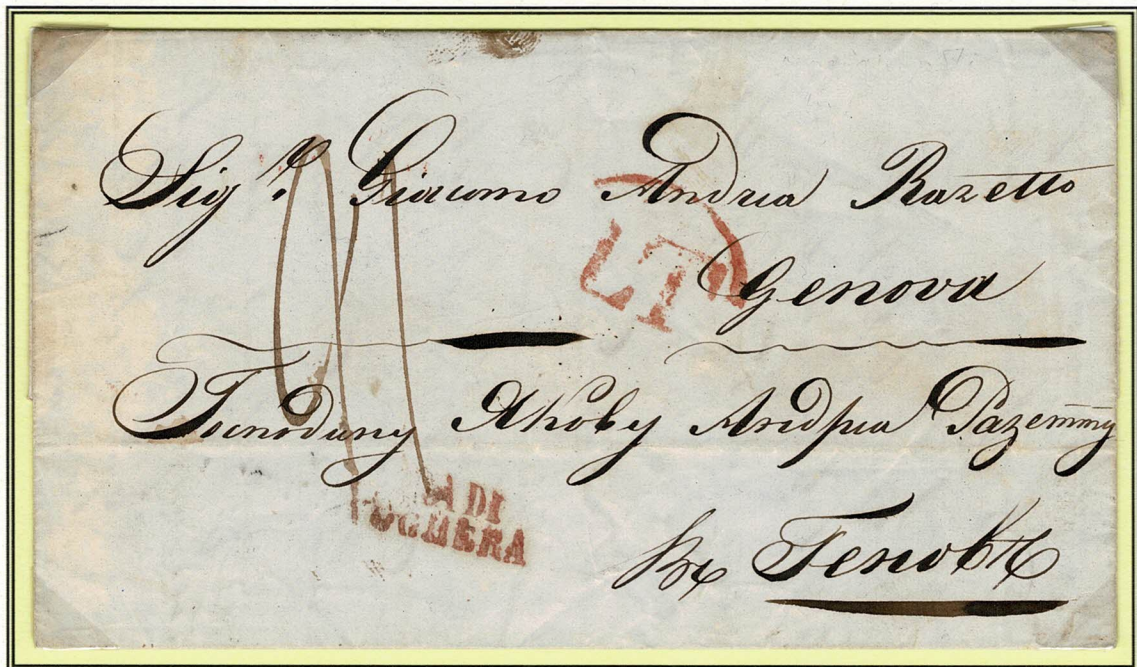
1842, March 29. Mariupol to Genoa

Mariupol - [Odessa] - [Brody - Lemberg - Krakau] - [Vienna] - Milan - Voghera - Genoa



Entire letter written in Italian from Marianopol 15/27 February 1842 - addressed in Italian and French

Entire letter written in Italian from Marianopol 29 March / 10 April 1842 -



MARIUPOL 2-line datestamp 29 March 1842

**LT** - applied at Milano on transit letters through Lombardy-Venetia.

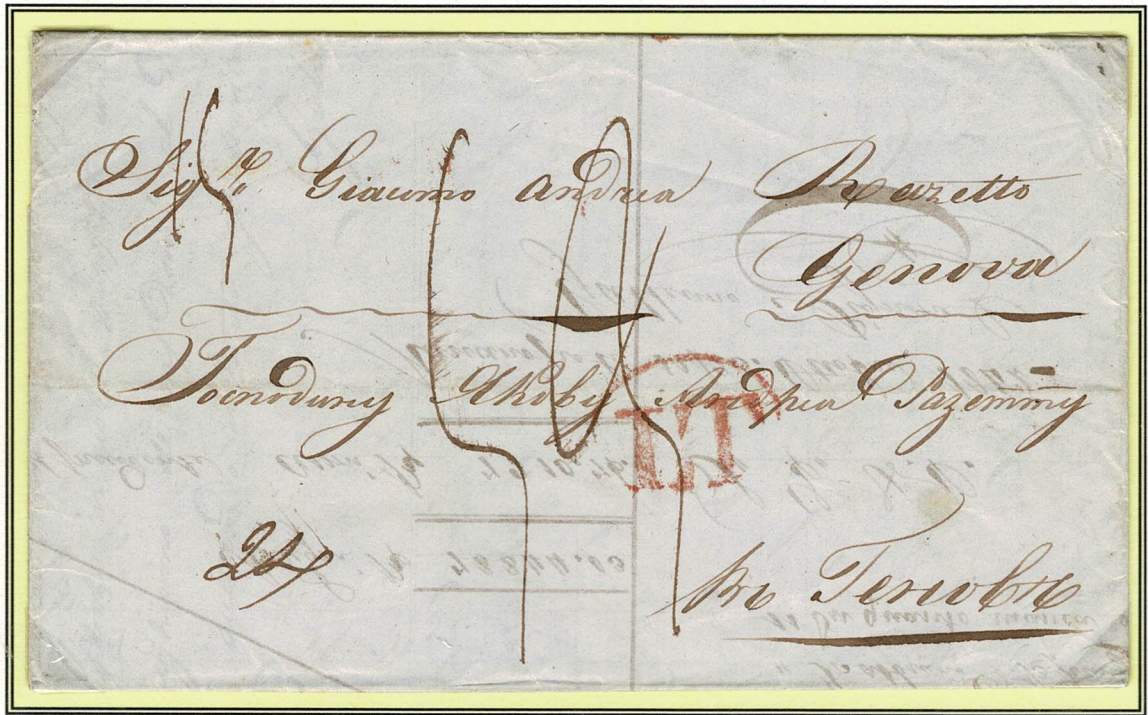
**VIA DI VOUGHERA**<sup>8</sup> - in 2 lines at Voghera on border with Sardinia [Known 1839-1842]

"21" Soldi collect postage

<sup>8</sup> "Marques de Passage" James van der Linden. 2941 p254

1842, October 11. Mariupol to Genoa

Mariupol - [Odessa] - [Brody - Lemberg - Krakau] - [Vienna] - Milan - Genoa

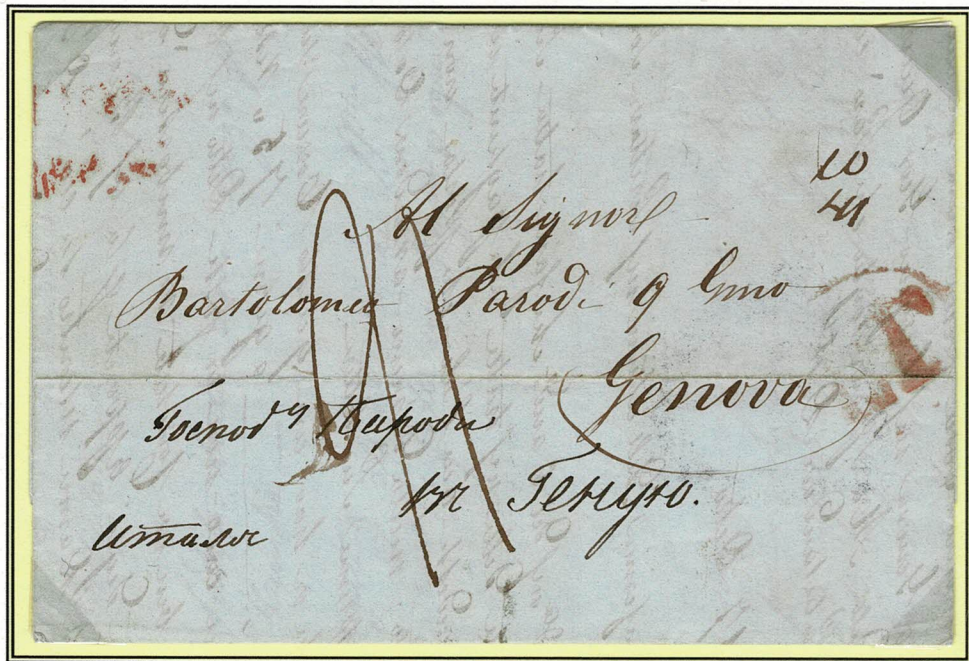


Double letter-sheet "2L" [double letter] **MARIUPOL** 11/23 October 1843.

**LT** "Lettero Transito" at **MILAN** the absence of Voughera marking indicates closed mail Milan to Genoa "52" collect postage - received **14 NOV.** 22 days in transit

1843, May 6. Taganrog to Genoa

Taganrog - [Odessa] - [Brody - Lemberg - Krakau] - [Vienna] - Milan - Genoa



Letter written Taganrog 6/16 May 1843. **TAGANROG** cds 8 MAY 1843. "10/41" postal calculations. No Austrian markings [Closed mail] **LT** at Milano "21" collect postage Received **7 JUN** at Genoa. 20 days

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Sardinia

1846, February-March. Taganrog to Genoa

Taganrog - Odessa - [Brody - Lemberg - Krakau] - [Vienna] - Milan - Genoa



**TAGANROG**

cds 1846 FEB 10  
[22 Feb 46 NS]

**ODESSA** 2 13

**T.A.3.** MILAN

**GENOA** 17 March

"16" collect

23 days

**TAGANROG**

cds 1846 MAR 10  
[22 Mar 46 NS]

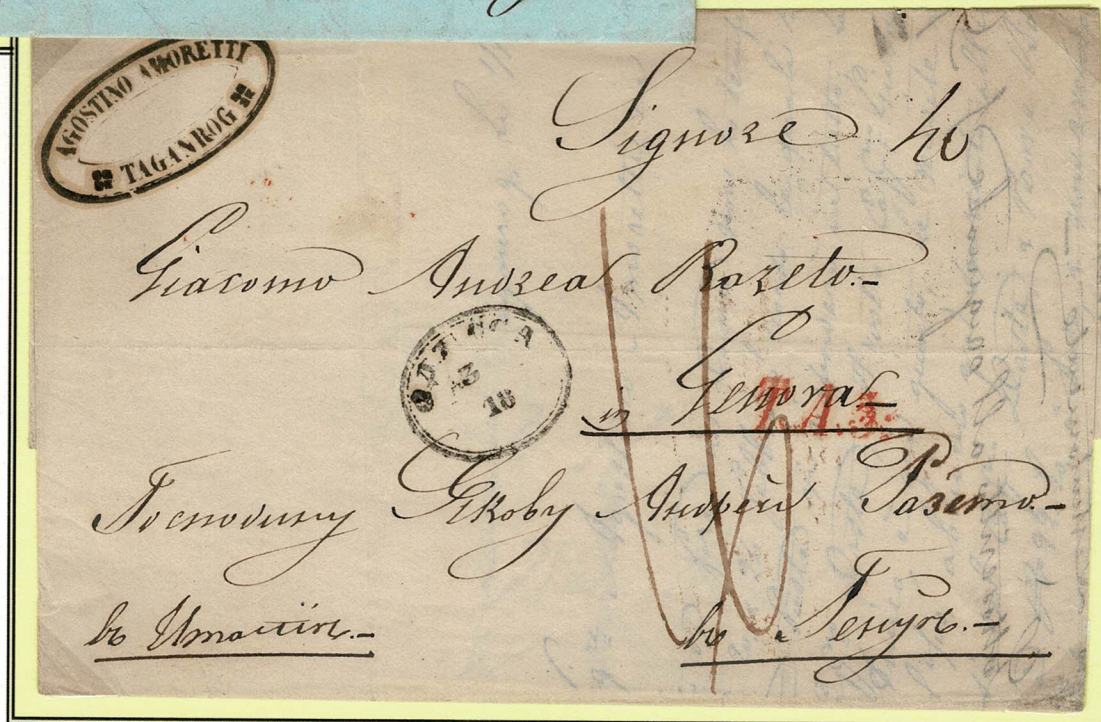
**ODESSA** 3 18

**T.A.3.** MILAN

**GENOA** 14 April

"16" collect

21 days



Mail from the towns on the Black Sea and Sea of Azov was directed through Odessa, but did not always receive cancellation, then by Closed mail across Galicia to Vienna as confirmed by the **1843 Russo-Austrian Postal Treaty**.

Russian mail to the **Kingdom of Sardinia** [eg **Genoa**] was resorted in Lombardy-Venetia at Milan. Under the Postal Convention of March 14, 1844 between the Kingdom of Sardinia and France, a series of markings **T.A.1 - T.A.5** were introduced for transit mail from Austria. The **T.A.3** marking was used at the **3rd canton in Milan** on mail from Russia, Poland, Sweden, Denmark and Norway. Replaced **L.T.** & replaced by **D.A.a.L** marking in 1853.

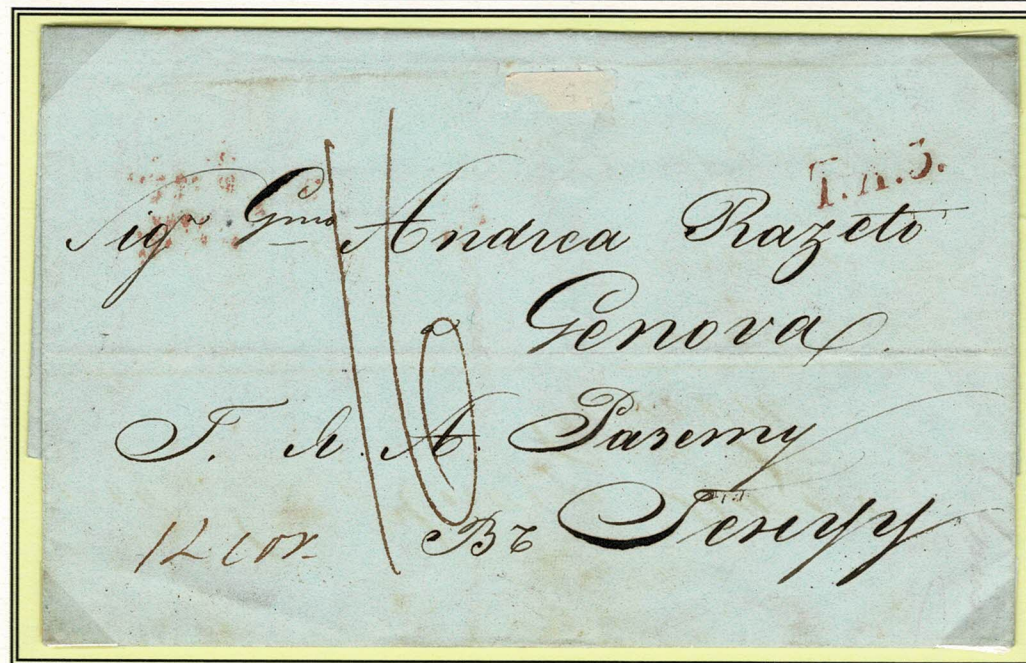
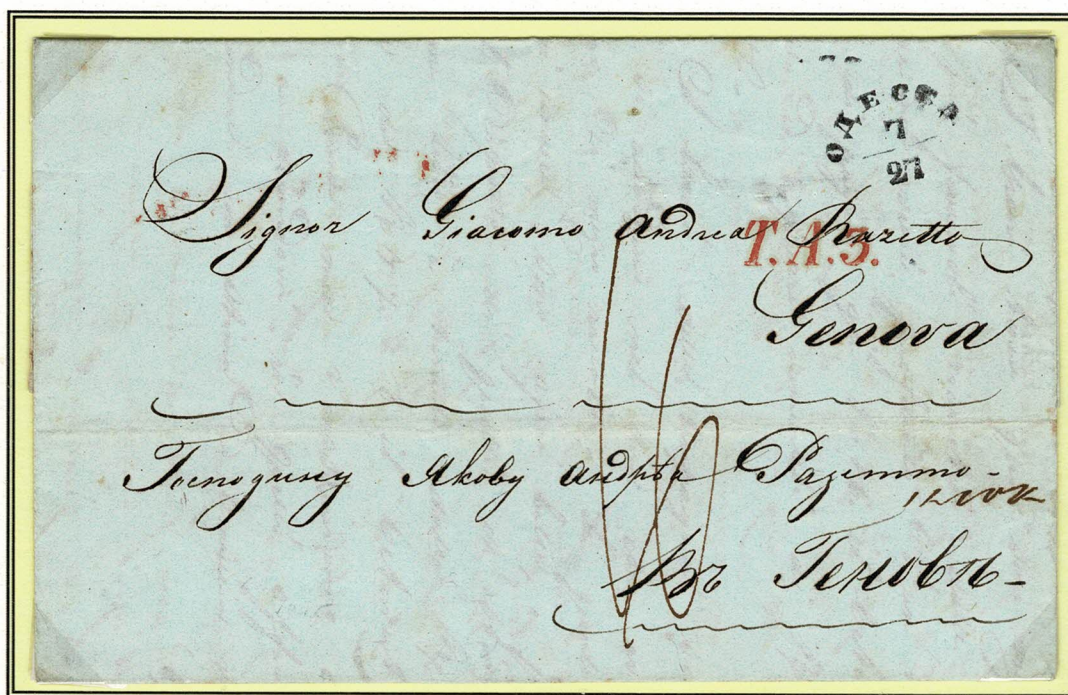
Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Sardinia

1845, July 22. Mariupol to Genoa

1847, January 5. Mariupol to Genoa

Mariupol - Odessa - [Brody - Lemberg - Krakau] - [Vienna] - Milan - Genoa



MARIUPOL 5/17 January 1847, via ODESSA, MILAN [T.A.3.] to Genoa [6 Feb] with "12 cop" notation  
 MARIUPOL 22/3 August 1845, via ODESSA, MILAN [T.A.3.] to Genoa [12 Aug] with "12 cop" notation  
 This service has been recorded only from Mariupol [1845-1854]<sup>9</sup>

**Article VIII of 1843 Postal Treaty.** "Letters addressed to the Austrian Empire and submitted to Russian posts... must be franked up to the borders of both empires, so that ... the postal administration may collect the necessary postage from these letters for their own benefit." From January 1, 1844, this was **10 kopecks**. The Russian postal administration provided a service if the sender wished to have a **receipt for a letter** - this was provided at an additional cost of **2 kopecks** - making a total of **12 kopecks** prepaid to the border with Austria.

<sup>9</sup> Personal study



Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Sardinia

1854, January 18, Mariupol to Genoa

Mariupol - [Odessa - Brody - Lemberg - Krakau] - Vienna - Milan - Genoa



MARIUPOL 18/30 January 1854 "12 cop" - VIENNA 15 2 cds

*D.A.a.L.*<sup>10</sup> - "Diritto Austriaco Austriache Lire" applied in Milan [Lombardy-Venetia] border with Sardinia.

Received **GENOA 19 FEB.** "11" collect postage 20 days

The 1843 Treaty provided for a Receipt at 2 kop if the sender wished to have a record

Mail from The Odessa region of Russia transiting Galicia to Sardinia was sent closed mail from Odessa via Vienna to Milan in Lombardy-Venetia [controlled by the Austrian Empire] for resorting. From at least **January 1852** [example in exhibit] the mail was also sorted in **Vienna** receiving a transit cancellation before travelling to **Milan** for further distribution. At Milan, mail received a **L.T.** marking until replaced by **T.A.3** in 1844 then the **D.A.a.L.** from 1853, transit markings on mail to the Kingdom of Sardinia and its port of Genoa.

<sup>10</sup> D.A.a.L. van der Linden Number 869 - from 1853

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Sardinia

1854, April 6. Kerch to Genoa.

Kerch - [Odessa - Brody - Lemberg - Krakau] - Vienna - Milan - Alessandria - Italian RTPO - Genoa

Entire letter written Kerch 6/18 April 1854 endorsed "*via Vienna*"

During the **Crimean War** [Russian Eastern War], [Oct 1853-Feb 1856], mail via Austria was largely suspended. Although officially neutral Austria had given diplomatic support to Russia's enemies.



**KERCH - APRIL 6 1854** - 2-line name and datestamp **CRIMEAN WAR COVER**

**WIEN 3 5** [Vienna] - no Odessa marking but **closed mail Odessa-Vienna** - 15 days to Vienna

**D.A.a.L.** - applied on Austrian mail at Milan on the border Lombardy-Venetia with Kingdom of Sardinia

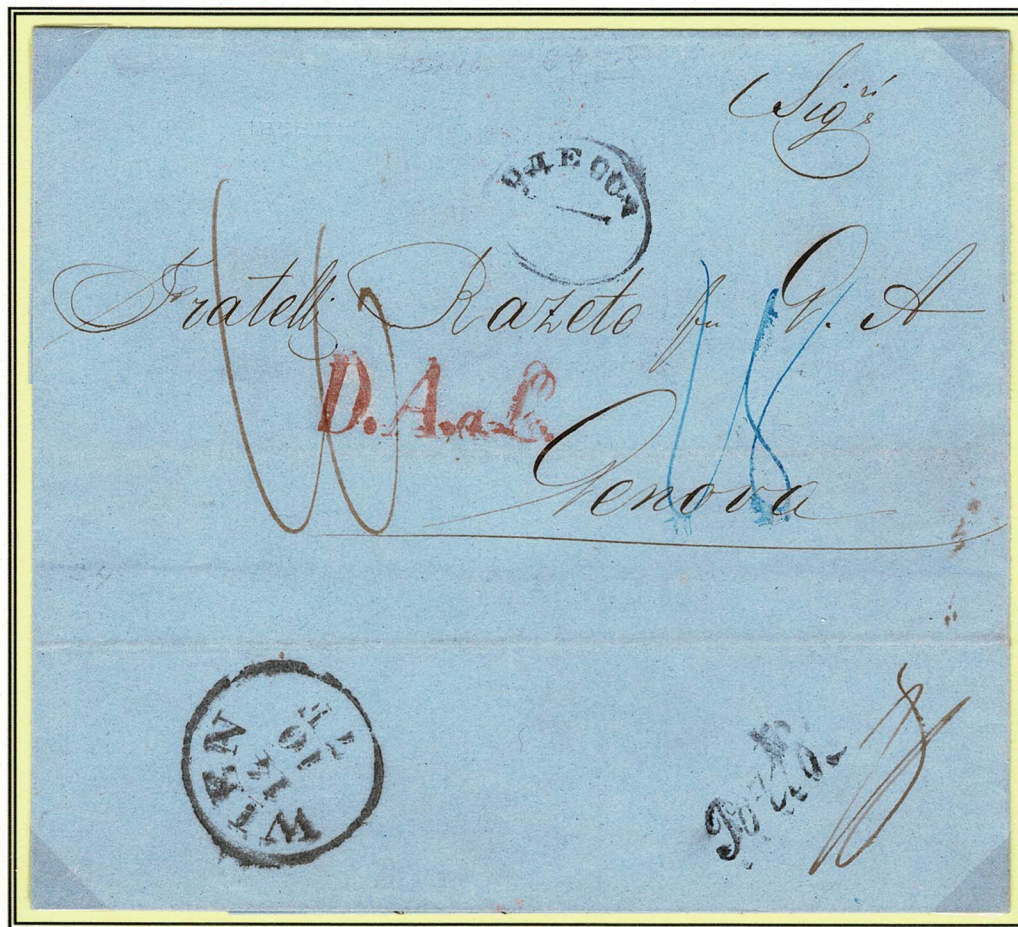
**ALESSANDRIA 7 MAY**, Italian RTPO received **7 MAY 54** - 19 days. "**6**" collect postage

**Alessandria** is a commercial and agricultural city in Piedmont, part of the Kingdom of Sardinia 90km from Turin.

**Kerch** is an ancient town on the Kerch peninsula in the Crimea. It was ceded to Russia from the Ottoman Empire by the Treaty of Kuchik-Kainarji in 1774. From 1821 it developed as an important fishing and trading port with iron work [1846] based on extensive iron ore deposits. During the **Crimean War** [Russian Eastern War October 1853-February 1856] Kerch was devastated by British bombardment and captured 25 May 1855. The Treaty of Paris 30 March 1856 ratified 17 April, 1856 restored Kerch to Russian control.

1856, September 24. Odessa to Genoa

Odessa - [Brody - Lemberg - Krakau] - Vienna - Milan - Genoa



ODESSA 24 September / 6 October 1856. *Porto* "18"

VIENNA 14 10. "18" *D.A.a.L.* [Milan], GENOA 18 10.

"18" Kreuzer the Through Austria rate with Russia and Austria 9 kr each

"10" collect charge [Sardinian rates had reduced from 16 to 10 soldi - 1 Sardinian Lira]

Until the **1850 Supplementary Treaty**, it was compulsory to pay the Russian postage but this treaty made it optional. The consensus of opinion is that "**Porto**" means no postage has been paid and the letter is entirely unpaid with the addressee to pay the total.

Russia and Austria negotiated a new **Postal Treaty effective July 1, 1854**. The through Austrian rate was set at **18 Kr = 20 kop**. The weight was increased from to about 14 grams. Postage collected was to be shared equally. The Treaty increased the Border offices to seven. Most mail was resorted in Vienna.

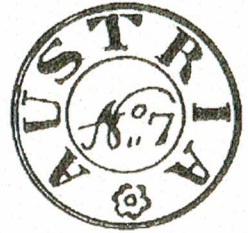
Mail Entering Galicia from the East, exiting to the South

**Closed Mail via Brody-Lemberg-Krakau for Tuscany**

Tuscany with its major centres of **Florence** and **Livorno** was a member of the **Austro-Italian Postal League**. Mail from Russia for Livorno was resorted at Vienna and Florence and special markings applied.

*T.A.  
Rufsia merid<sup>le</sup>*

*T.A. Rufsia Merid<sup>le</sup>*  
used at **Vienna** on mail from Odessa to Tuscany via Laibach [Ljubljana] to **Florence** where associated with **AUSTRIA No.7** [Florence].  
Known from 1842 to 1853



1842, September 27. Taganrog to Livorno

Taganrog - Odessa - [Brody - Lemberg - Krakau] - Vienna - [Ljubljana] - Florence - Livorno

**TAGANROG** cds

1842 SEP 27 [OS]

Letter written Taganrog  
27/10 September 1842

**TA**

*Rufsia merid<sup>le</sup>*

Vienna

**AUSTRIA No 7**

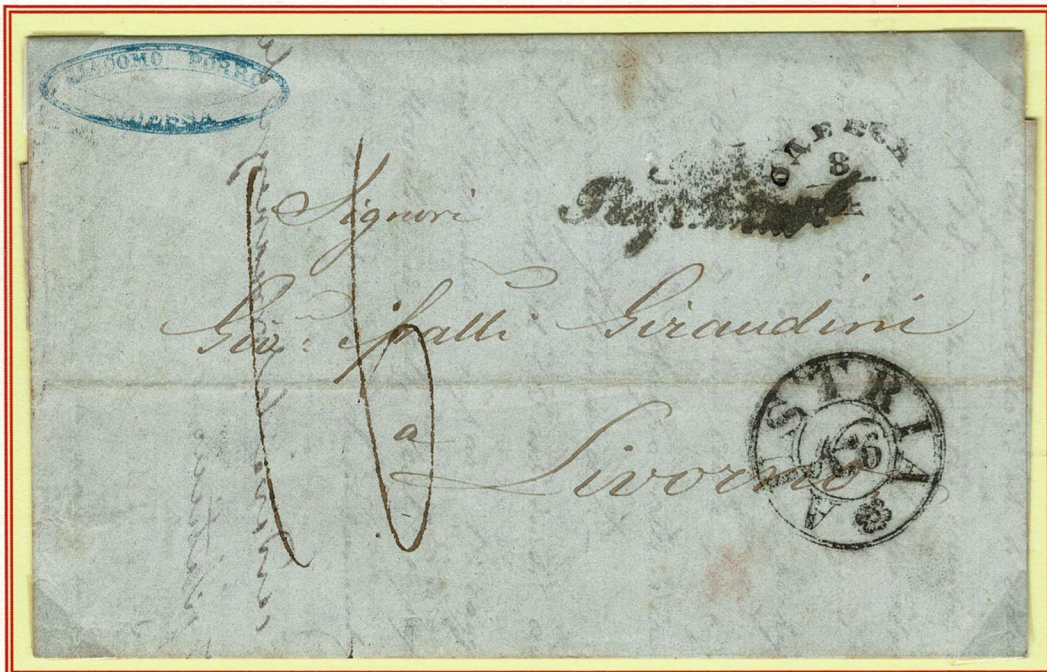
Florence

"16" collect postage

received **31 October 1842**



1844, August 4. Odessa to Livorno



Letter written 4/16 August 1844

with **ODESSA 8/4**

**T.A.**

*Rufsia Merid<sup>le</sup>*

Vienna

**AUSTRIA No.6** [Florence] -

This marking applied in **error** - should have used **AUSTRIA No.7** marking on mail from **South Russia**

**LIVORNO 1 SEP 1844**

"16" soldi collect postage

15 days

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Tuscany

1845, January 26. Odessa to Livorno

Odessa - [Brody - Lemberg - Krakau] - Vienna - [Ljubljana] - Florence - Livorno



Letter written Odessa 26/7 February 1845 received Livorno 24 Feb 1845 - 17 days

1850, September 29. Odessa to Livorno

Odessa - [Brody - Lemberg - Krakau] - Vienna - [Ljubljana] - Florence - Livorno



Letter written Odessa 27 September [9 October] cancelled 29th received Livorno 27 Oct 1850 - 16 days

*T.A.*

*Russia Merid<sup>e</sup>* applied at Vienna. AUSTRIA No.7 at Florence

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Tuscany

1851, September 21. Odessa to Livorno

Odessa - [Brody - Lemberg - Krakau] - Vienna - [Ljubljana] - Florence - Livorno



Entire printed freight report **Odessa 21/3 September 1851** to Livorno, received 16 October

**ODESSA** boxed 20-line datestamp Sept 21 1851. "3" = 3kr = 10 kop = Russian charge to Austrian border

*T.A.*

*Rufsia Merid<sup>e</sup>* applied at Vienna on transit letters from Odessa **WIEN 12 OCT** [Vienna]

**AUSTRIA No 3.** Circular marking [applied here in error] at Florence. No 3 was to be used on only mail from Switzerland via Austria to Tuscany. This letter should have received **AUSTRIA No 7**

**LIVORNO 16 OTT 1851**

"45" collect postage. **13 days**

As the Vienna - Laibach [Ljubljana] railway was extended southward - it was completed in 1854], the speed of mail delivery increased. The Odessa - Livorno transit Galicia & Austria **reduced from 17 days in 1845 to 13 days in 1851**

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Tuscany

1858, November 27. Odessa to Casteluovo, Tuscany

Odessa - [Brody - Lemberg - Krakau] - Vienna - [Ljubljana] - Trieste - [Florence] - Casteluovo



Entire letter Odessa - Tuscany with Vinegar stains from Disinfection against Cholera

ODESSA 27 11 1858 [9 December N.S.] *Porto* = paid "30" Nkr

WIEN 18 12 [Vienna] TRIESTE 19 12 Vienna-Trieste railway opened 1857

CASTELUOVO 25 12 "20" collect 16 days in transit

Disinfected using Vinegar at Trieste against Cholera - The 3rd pandemic.

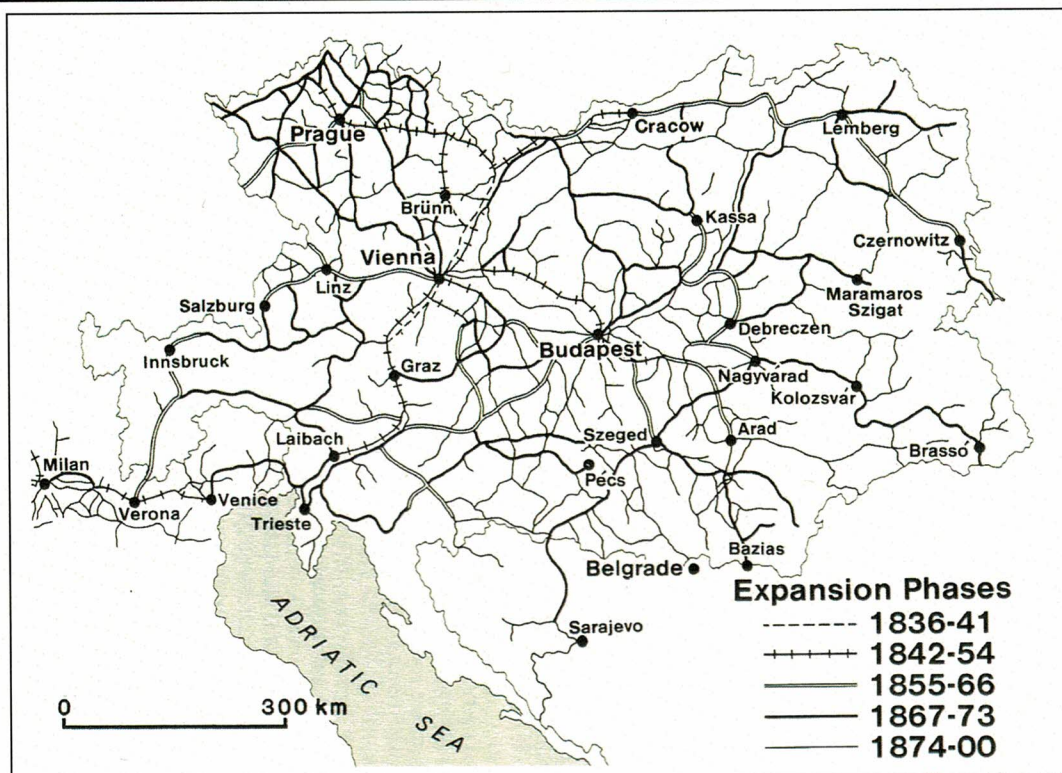
Trieste was the major trading and ship building Port of the Austrian Empire and the Austrian Lloyd shipping line was of supreme importance. The **3rd Cholera pandemic** arrived by ship from the <sup>11</sup>Levant in early **November 1858** with the shipping and mail being held up during the disinfection and quarantine processes which lasted until January 1859. The **days** between the Trieste and Casteluovo dates are compatible with this process.

<sup>11</sup> Personal communication V Moreno

Mail Entering Galicia from the East, exiting to the South

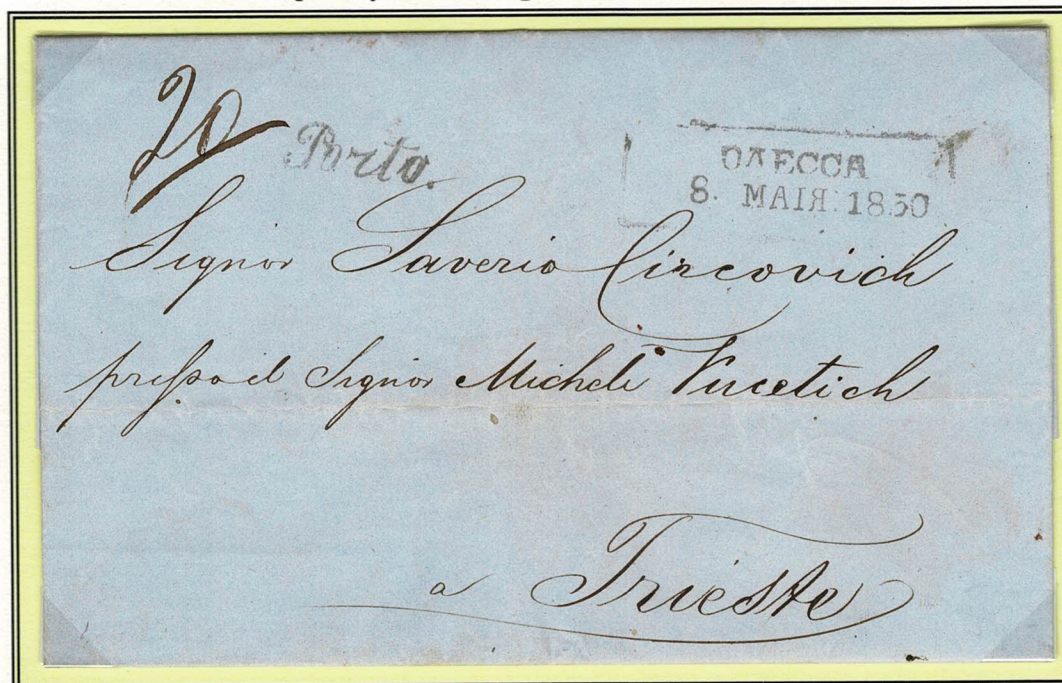
### Closed Mail via Brody-Lemberg-Krakau for Austro-Hungarian Empire

As the Railway network expanded mail delivery times reduced. Odessa - Trieste 11 days in 1850; 9 days in 1854



1850, May 8. Odessa to Trieste

Odessa - [Brody - Lemberg - Krakau - Vienna] - Trieste



ODESSA 8/20 MAY 1850. *Porto* "20" - Austrian through rate. **TRIESTE** 31 MAY 1850. 11 days

A **Supplementary Postal Treaty** between Austria and Russia was agreed July 1849 effective **March 1 1850**. The compulsory prepayment of Russian postage to the border was rescinded. Transit charges were to be shared equally. A **through rate of 20kop or 20kr** was set for a letter of about 11gm.

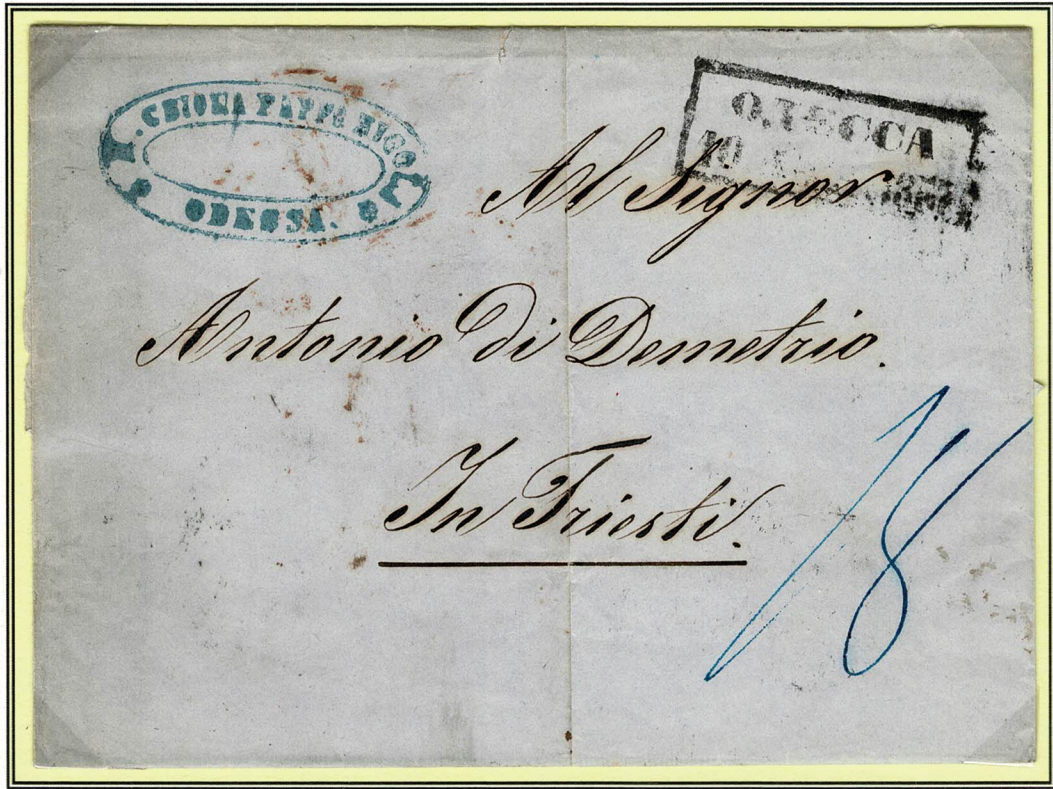


Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Austro-Hungary

1857, May 10. Odessa to Trieste

Odessa - [Brody - Lemberg - Krakau] - Vienna - Trieste



ODESSA 10 MAY 1857 boxed d/s [NS 22 MAY] WIEN 24 5 [Vienna] "30" TRIESTE 27 5 7 days

1857, September 28. Odessa to Bucharest

Odessa - [Brody - Lemberg - Krakau - Vienna] - Bucharest

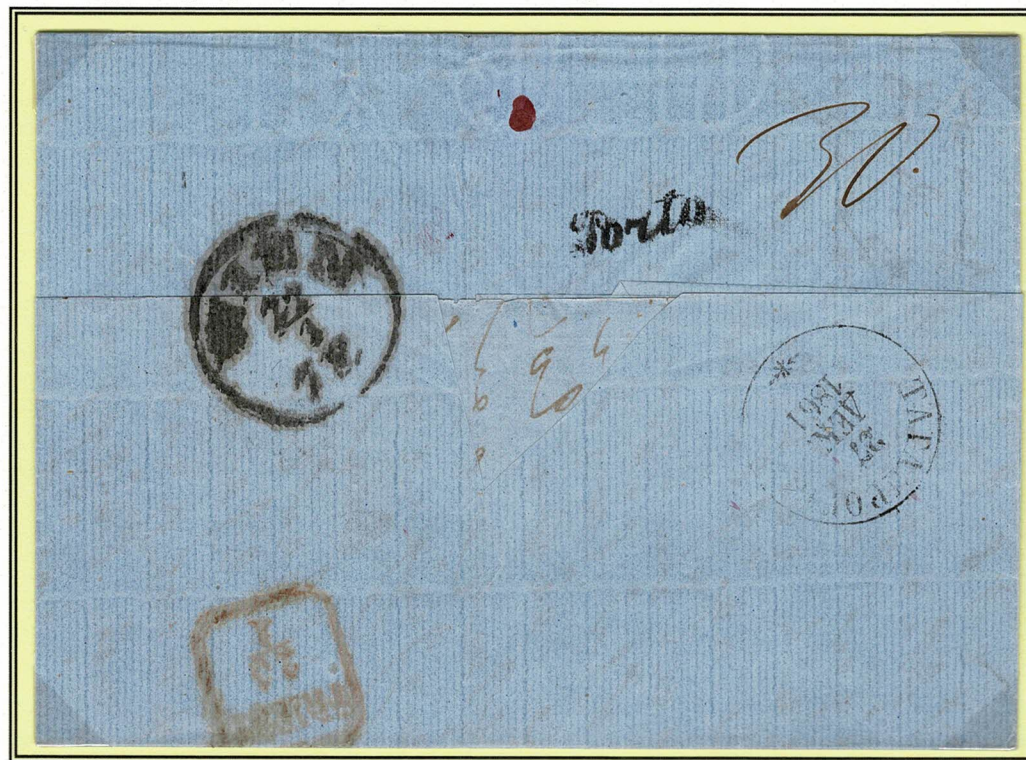


ODESSA lozenge 28 SEPT 1858 "2" = double letter rate No Vienna or Bucharest d/s

Mail Entering Galicia from the East, exiting to the South Closed Mail via Brody-Lemberg-Krakau for Austro-Hungary

1861, December 27. Taganrog to Trieste

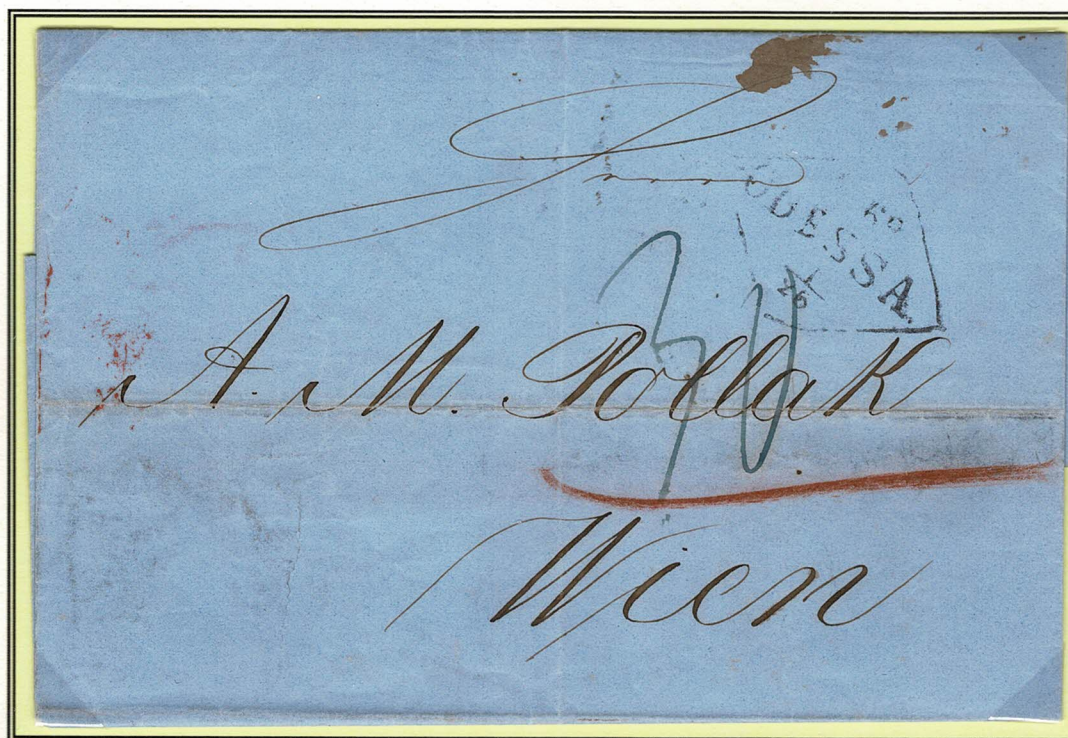
Taganrog - [Odessa - Brody - Lemberg - Krakau] - Vienna - Trieste



**TAGANROG** cds 27 DEC 1861 [8 Jan. 1862 NS]. *Porto* "30" "20 kps" - 30 Nkr 20 kop = Austrian through rate from 1854 Treaty. **WIEN** 22 1 [Vienna] "30" **TRIESTE** 25 1 18 days

1862, January 26. Odessa to Vienna

Odessa - [Brody - Lemberg - Krakau] - Vienna



**ODESSA** lozenge 1862 1/26 [7 Feb 1862 NS]. *Porto* "30" **WIEN** 14 2 [Vienna] "30" - Through rate

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Brody-Lemberg-Krakau for Austro-Hungary

1871, September 3. Berdichev to Klentsch

Berdichev - Radzivilov - [Brody] - Lemberg - [Krakau - Vienna - Prague] - Taus - Klentsch



Berdichev to Klentsch, Austria-Hungary, endorsed "via Brody"



BERDICHEV 3 SEP 1871 [15 Sep NS]

Triple franking = 14kop Oval FRANKED marking indicating fully prepaid.

RADZIVILOV 6 SEP 1871 - the Russian office at the **Border Crossing** with Austria to Brody

**RUSSIE.** Austrian border marking of **LEMBERG** 19/9/71 [<sup>12</sup>latest date]

TAUS 22 9 [now Domazlice] KLENTSCH 22 9 [now Kienec Pod Cerchoven]

The railway line from **Brody - Lemberg** was completed **July 12, 1869** but was not extended to Radzivilov until 1873. The route Russian mail coach Berdichev to Radzivilov then Austrian mail coach to Brody then by rail to Lemberg, Krakau, Vienna, Prague, Pizen to Taus, then postman route to Klentsch.

The **1866 Postal Convention** between Russia and Austria allowed the use of postage stamps to prepay postal charges - it was not compulsory until the 1874 Supplementary Treat effective April 1874 when the foreign rate was reduced to 10 kop. The Russian foreign postage rate from 1866 was **14 kop**.

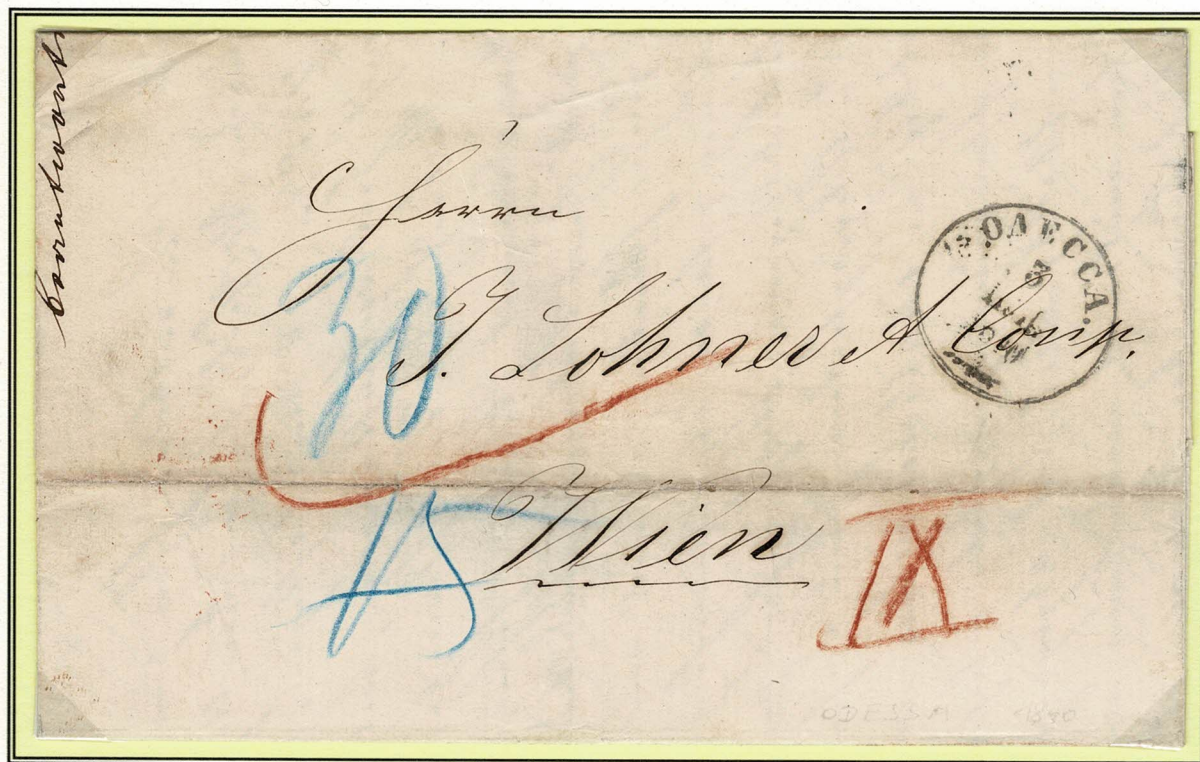
Klentsch is a tiny market village with population under 1000, 9km from Taus [Domazlice] near the border with Prussia - now in Czech Republic. Cancellation regarded as RRRR

## Closed Mail via Czernowitz-Lemberg-Krakau

The Galician railway from Lemberg reached Czernowitz in 1866 and mail from the Odessa region now entered Galicia at Czernowitz instead of Brody. When the railway link to join the Russian rail network was completed in 1871, mail from Odessa now entered Galicia by rail. Odessa-Vienna delivery times were further improved to 4-5 days. Delivery times were improved to **6 days Odessa - Genoa** for the 2000 Km distance. In 1849 it was 12 days

1870, June 1. Odessa to Vienna

Odessa - [Czernowitz - Lemberg- Krakau] - Vienna - Alsergrund



**ODESSA 3 JUN**  
1870 [15 June N.S.]

"30/15"

accountancy 15  
Nkr each to Russia  
and Austria.

**WIEN 20 6 870**

Alsergrund  
Vienna 20 6

**IX** - Ninth District  
of Vienna

5 days

1872, 15 August, Berdichev to Vienna

Letter headed  
"Berdisceff 15/27  
August 1872" endorsed  
"Porto"

**BERDICHEV**

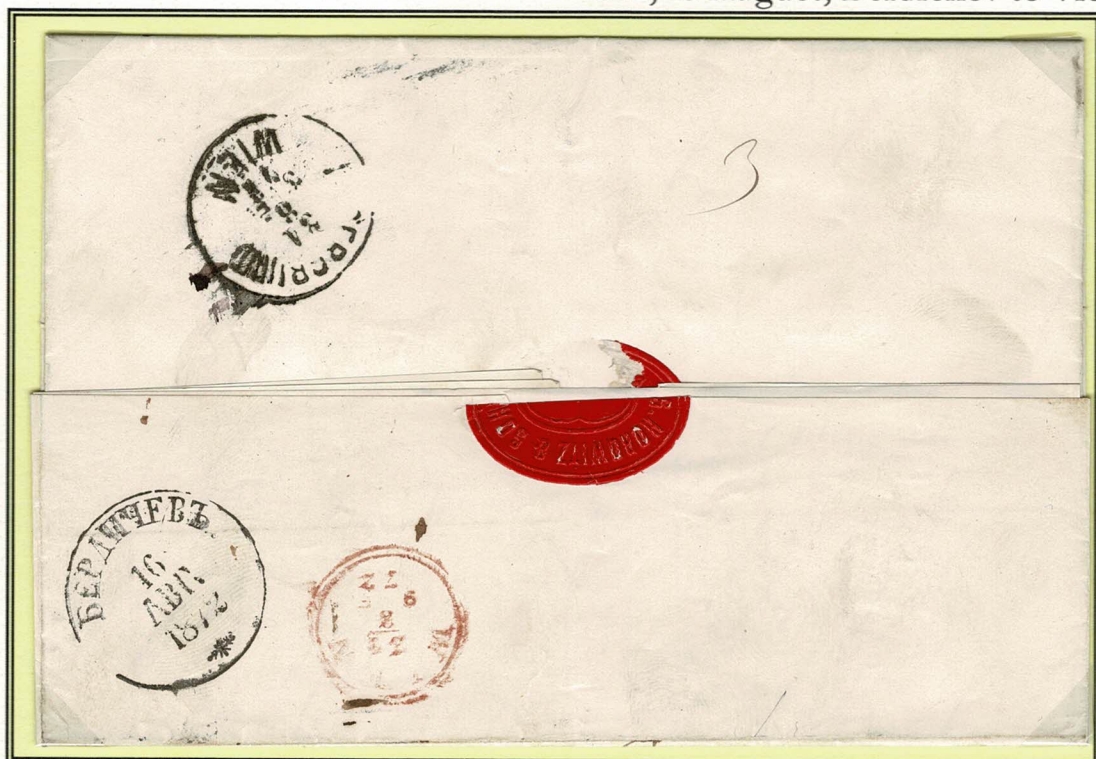
16 AUG 1872.

"15/15" "30"  
accountancy markings

**WIEN 31 8** [Vienna]

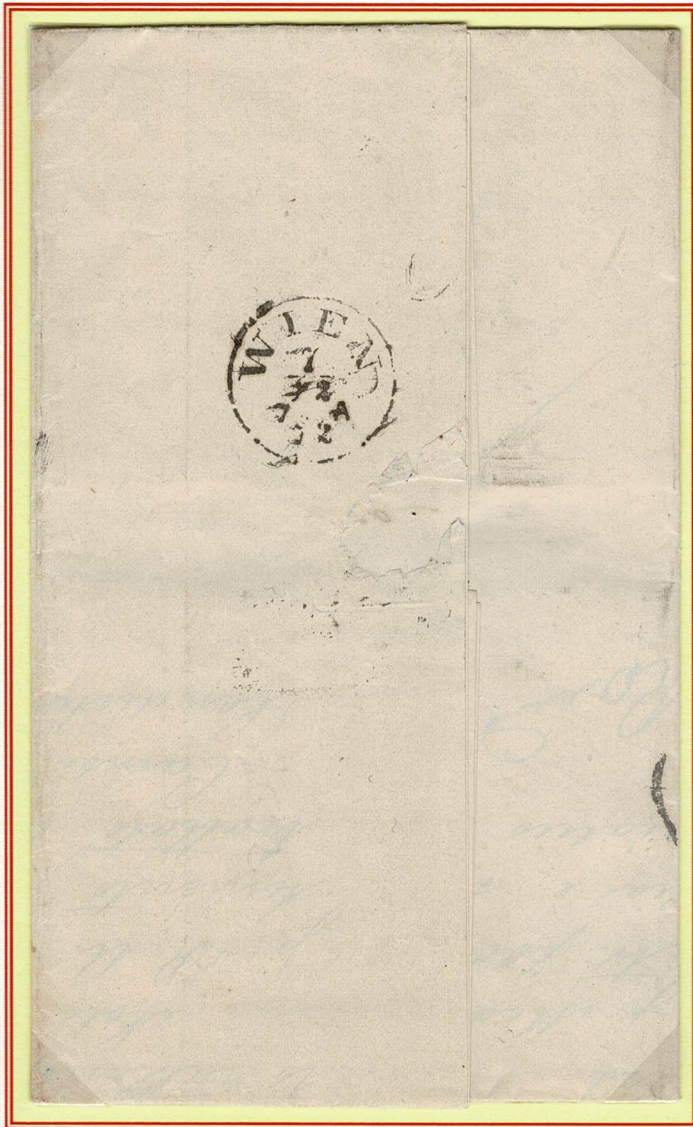
Alsergrund  
Vienna 31 8  
[IX District]

4 days



1872, November 23. Odessa to Genoa

Odessa-[Czernowitz-Lemberg-Krakau]-Vienna-Genoa



Front, reduced enhanced

Unpaid Letter headed "Odessa 23/5 December 1872"

**ODESSA 23 NOV 1872** [5 December]  
"30" "15" accountancy markings Nkr shared

**WIEN 7/12** [Vienna]

"10" postage collect - 1 Lira issue **GENOA 10 DEC 72.**  
5 days

The correct charge under the 1872 Postal Treaty was **18 kop**

The "10" and the 1 Lira postage stamp on this unpaid letter are equivalent to **25 kop.**

The Postal Treaty had reduced the Russia-Italy through rate by **7 kop - or 28%**

The **1872 Postal Treaty** between Russia and Italy only makes provision for **closed mail** - with the letter rate being 13 kopecks paid and **18 kopecks unpaid**. The purpose of this Postal Treaty was to reduce the postal charges between Russia and Italy and simplify the transfer of mail.

The **1872 Postal Treaty between Italy and Russia** was signed in St Petersburg **22/3 June 1872** and to be ratified within two months of signing. The date of introduction is considered to be **21/2 August 1872**.

- **Article 2** includes: "*This exchange will be effected by land in closed dispatches* or by sea."
- **Article 6** includes: "The fee for a letter sent from Italy to Russia or from Russia to Italy is fixed at 50 centimes per basic unit if it is pre-paid, and at 70 centimes per basic unit if it is not pre-paid."
- **Article 13** includes: "... an Italian Lire to one fourth of a silver ruble the centime to one-fourth of a silver kopeck., with fractions of a kopeck being considered as a whole kopeck."

An **unpaid letter to 15gm** should be 70 centimes = 17.5 rounded up to **18 kop.**

1 Lira = **25 kop.**

This Unpaid letter has been **sorted at Vienna** in direct contraindication of the 1872 Postal Treaty which stipulated Closed mails. It was treated at the pre-Treaty postal rate.

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Czernowitz-Lemberg-Krakau

1868, January 31. Taganrog to Trieste

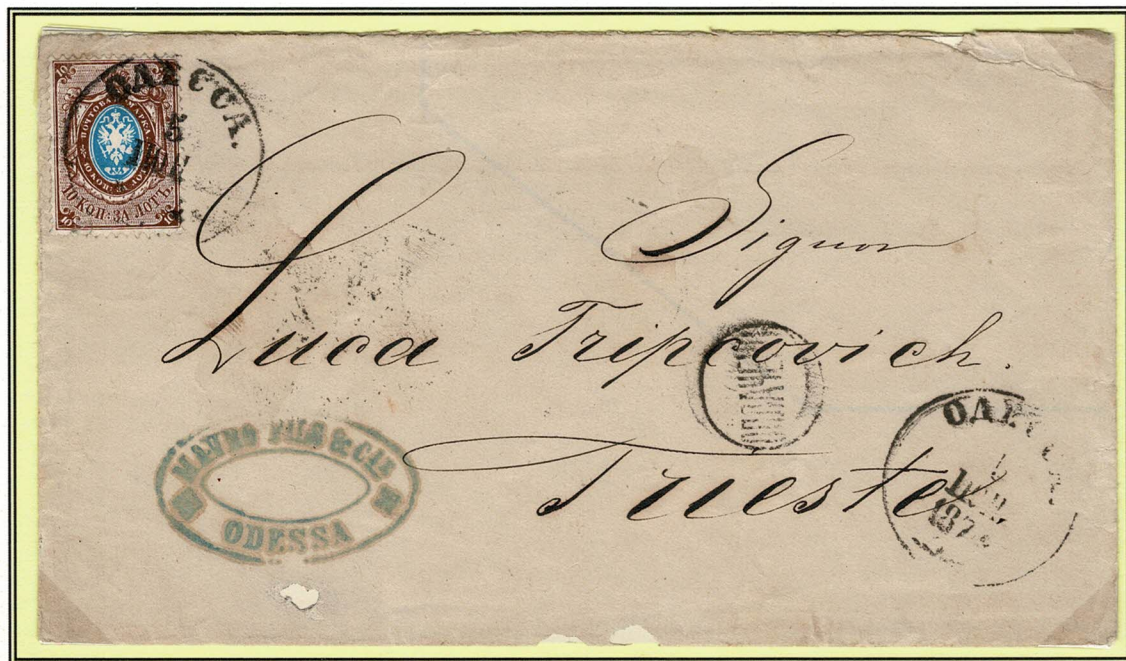
Taganrog - Odessa - [Czernowitz - Lemberg - Krakau] - Vienna - Trieste



TAGANROG 31 JAN 1868 [N.S. 11 February] ODESSA 1 FEB 1872. WIEN 21 Feb. TRIESTE 25 2  
"Fr 20" FRANKED 20 kop = Russian 10kop + Austrian 9kr = 10 kop.

1874, June 5. Odessa to Trieste

Odessa - [Czernowitz - Lemberg - Krakau] - Vienna - Trieste



ODESSA 5 JUN 1874 [June 17 N.S.] WIEN 19 6 TRIESTE 20.6 FRANKED 10 kop

Russia and Austria signed a **Supplementary Postal Treaty** effective **April 1874**. It reduced the Austrian through rate compulsory prepaid letters to 15Nkr [10kop]. The Russian foreign rate was reduced to **10 kop**. - a reduction from the 1866 Treaty which was Russian charge to border [10kop] + Austrian distance charge [3Nkr, 6Nkr, 9Nkr.] - 9kr = 10 kop making the 1866 rate to Trieste of 20 kop.

Mail Entering Galicia from the East, exiting to the South

Closed Mail via Czernowitz-Lemberg-Krakau

1874, 8 June. Taganrog to Genoa

Taganrog - Russian Post-Wagon 47-48 - [Czernowitz - Lemberg - Krakau - Vienna] - Italian RTPO - Genoa



Postage paid 13kop, cancelled **TAGANROG 8 JUN 1874** [N.S. 20 June] Boxed **FRANKED** marking

Post-Wagon 47-48 8 JUN 1874 of the Russian railway TPO from Odessa Station.

Italian **RTPO 28 JUN - GENOVA 28 JUN - 8 days**

The **Italian - Russian Postal Treaty of 1872** set the charge for letters to 15gm at 50 centimes if paid - **13 kop.** or 70 centimes if unpaid - 18 kop. This charge applies regardless of the route used between the 2 countries. For mail from the Odessa region, this was by Russian rail via Austrian Galicia entering via Czernowitz [rail network connected in 1871] then across to Krakau to Austria.

This letter Taganrog - Odessa by sea then Odessa to Genoa [1900km] by the Russian, Austrian and Italian rail networks in 8 days

**Mail entering Galicia from the North, exiting to the South**

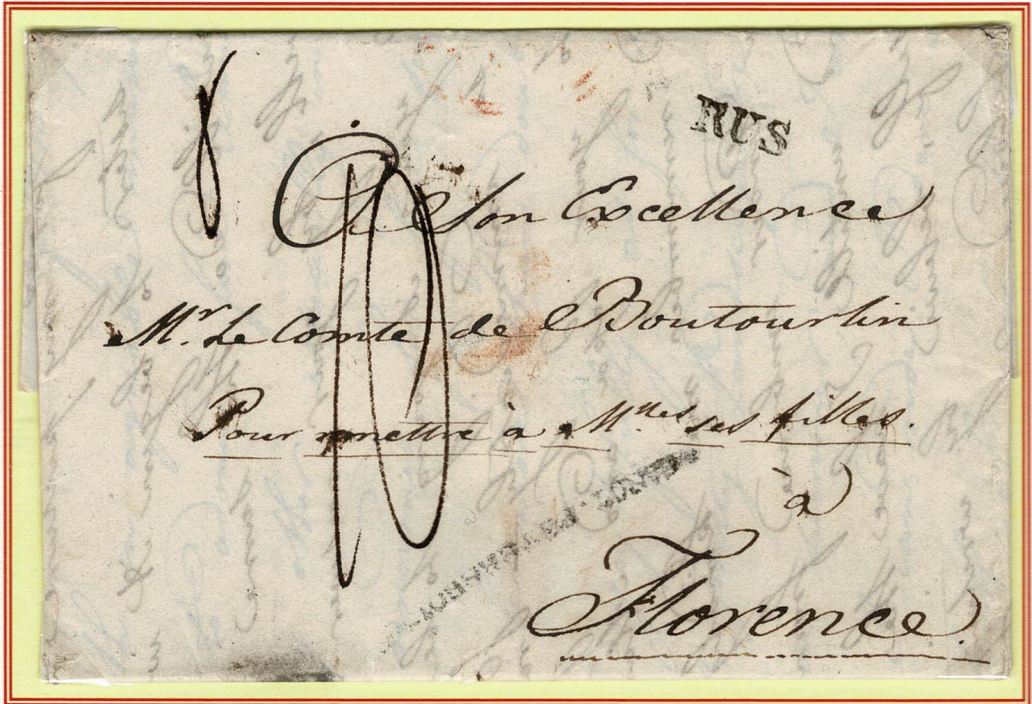
Mail from St Petersburg, Moscow and Poland, entered Austrian Galicia from the North via Kovno, Warsaw to Krakau. Presented in Three Sections based on the development of railway transport.

**Merchant Route to 1848**  
**Warsaw-Vienna Railway Period 1848-1862**  
**St Petersburg-Warsaw Railway Period 1863-1874**

**Merchant Route to 1848:** Mail from the Northern Russia initially travelled to Rawaruska - Lemberg - Krakau then south to Vienna and beyond. The 1843 Treaty made Podgorze/Krakau the entry point.

1819, March 3. St Petersburg to Florence [Tuscany].

St Petersburg - Kovno - Warsaw - Lublin - Rawaruska - Lemberg - Krakau - Vienna - Milan - Florence



*St. Petersburg. March 3<sup>rd</sup> 1819.*

Letter written [in English] St Petersburg March 3/15 1819 to Florence

**SANCT PETERSBOURG** marking. "8" [Kr. Austrian transit] **RUS** - Rawaruska Austrian Border office  
 "10" [soldi] collect postage. Boxed **17 APRIL** at Florence. 30 days

An Austrian official document, Number 1873 reported in a pre-philatelic review published in Vienna in 1934 states that in 1819 the Austrian office of **Brody, Lemberg** and **Rawaruska** were issued with a hand-struck marking **RUS** for use on mail from Russia. Van der Linden illustrates this **RUS** marking just with the 1819 date. The de Clercq reference [1986] records this **RUS** marking between 1833-1842. **Earliest date now March 1819**

**Rawa-Ruska.** Small town in part of the Territory of Poland annexed by Austria in 1772 in the 1st Partition. It was on the merchant route between Lublin and Lemberg. It is now situated on the border between Poland and Ukraine.



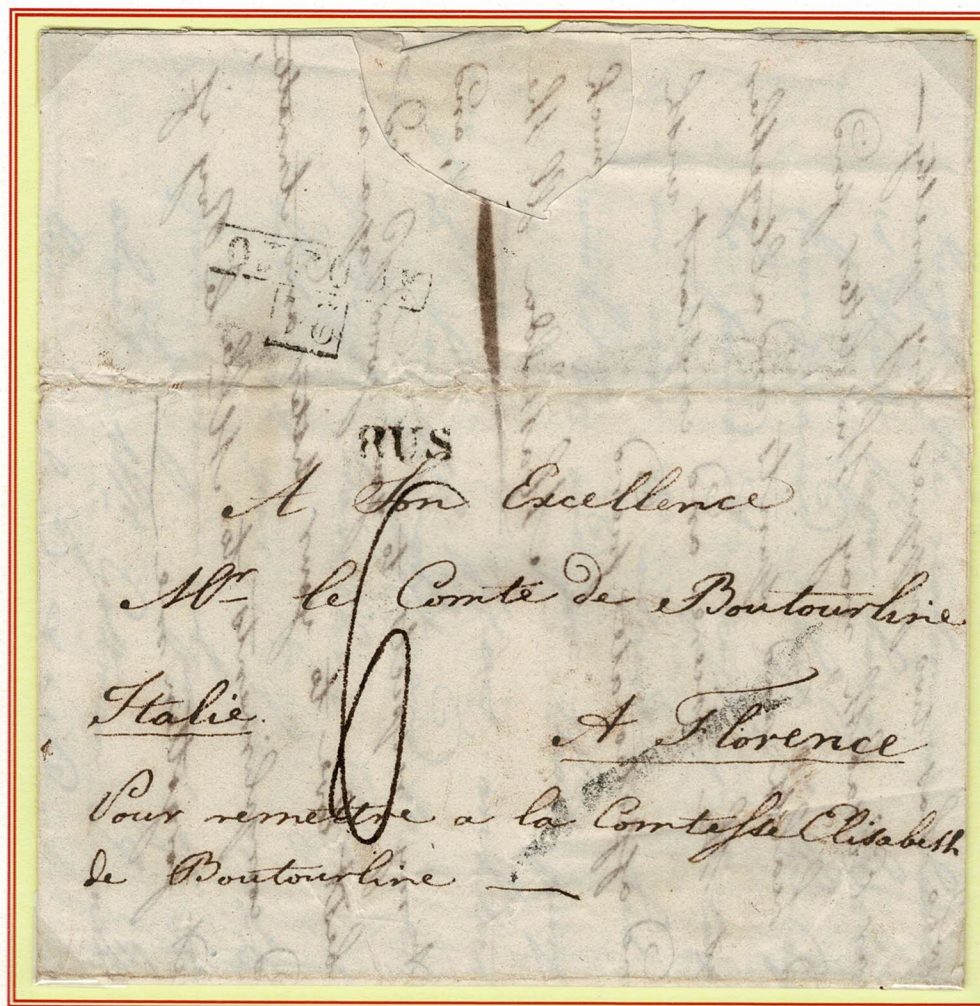
1821, July 11. St Petersburg to Florence [Tuscany].

St Petersburg - Kovno - Warsaw - Lublin - Rawaruska - Lemberg - Krakau - Vienna - Milan - Florence

Letter written in English - St Petersburg 11/23 July 1821

[Personal letters, especially in English are exceptional - most surviving mail is commercial]

Written by Matilda de Betancourt, daughter of Augustinovich Betancourt later appointed the first Director of the Corps of Communications Engineers established in 1809 by Tsar Alexander I. Betancourt, a Spanish engineer, is considered the father of the Russian Technical School of higher education



**SANCT PETERSBOURG** straight line marking. [1817-1824]

No Russian accountancy markings but regulations suggest prepayment to Austrian border

**RUS** - Rawaruska Austrian Border office [second earliest date]

No Austrian transit accounting marks or datestamps - possible closed mail from Austrian border with Russia

"6" soldi collect postage. Boxed **24 AUGUST** at Florence. **31 days**

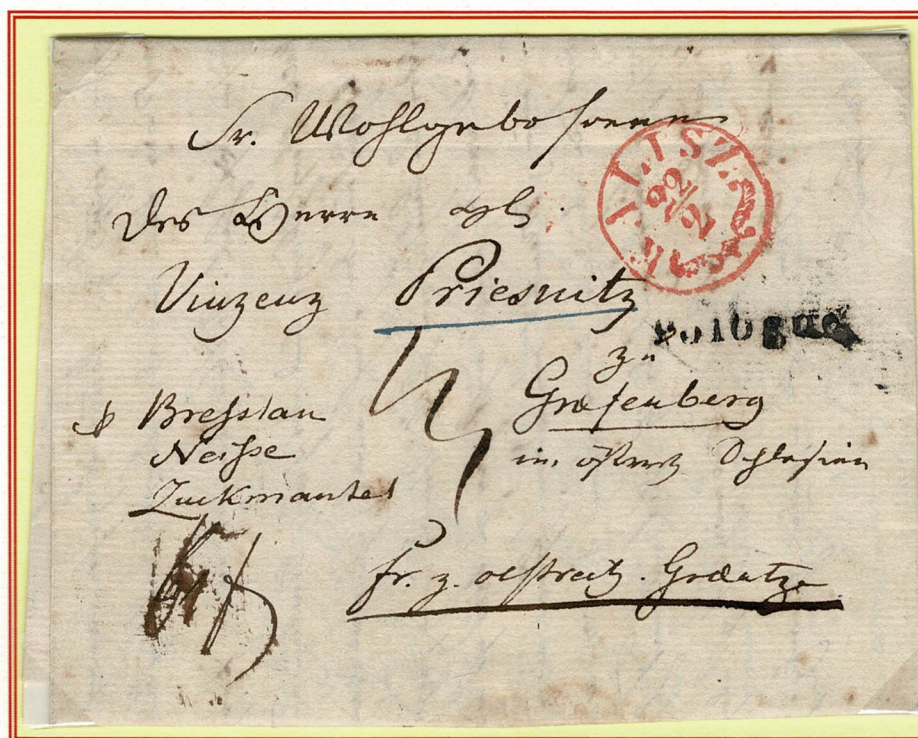
**Count Dmitru Petrovich Boutourline** 1763-1829 was the adjutant to Prince P M Volkonsky and Tsar Alexander I during the **Napoleonic Wars**. He was involved in the Spanish Expedition and at the battle of Trocadero. He became a Senate leader in the **Russian State Council**. His first library was destroyed in the burning of Moscow in 1812. He lived in Florence for 15 years developing a second library [sold in Paris 1839-1841] and as a military historian was also in charge of the Russian Imperial Library. . He retired as Major-General after the Russo-Turkish War of 1828-29.

## 1837, August 6. Koscielce, Poland to Grafenberg, Prussia

The writer has endorsed this letter "p Breslau Neisse Zuckmantel"

This was the **earlier routing** through the territory gained by Prussia in the Partitions of Poland. No transit markings of **Breslau, Neisse** or **Zuckmantel** suggesting that the Polish Post decided that the "**via Krakau**" route to Austria was quicker. The Postal Administrations had the ability to change routings if delivery was quicker. This was ratified in the 1843 Postal Convention.

Koscielce - Kalisz - Krakau - Vienna - Prague - Grafenberg



Double letter-sheet written Koscielce, Poland 18/30 February 1837

**KALISZ** 22/2 - oldest town in Poland "2" double letter weight

Pologne [Krakau]

**Pologne** attributed by Van der Linden to **Krakau**<sup>15</sup> Austrian Border office and used on mail transit Poland to Austria  
[only recorded used in 1837]

"8 kr" 8 Kreuzer Austrian postage 'zigzag' confirming payment No receiving marks at Grafenberg.

**Krakau** was created a **Free City** by the Congress of Vienna in 1815. It established its Post Office on June 1, 1816. A Prussian Post Office was opened in Krakau December 1, 1816 to handle mail to Prussia. An **Austrian Post Office** was opened May 5, 1816 to handle mail from Galicia and transit mail from Russia.

Koscielce and Kalisz became part of Prussia after the Partitions of Poland 1772-1795, and became part of the Duchy of Warsaw established by Napoleon in 1807. After the Napoleonic wars ended in 1814, Russia established the [almost independent] Kingdom of Poland under the rule of Tsar Alexander I. The 1831 Polish uprising was crushed by Russia which annexed Poland in all but name exerting total control of its affairs.

<sup>15</sup> "Marques de Passage" illustration 2214

1844, April 4. St Petersburg to Naples

St Petersburg - [Kovno - Warsaw - Podgorze - Krakau] - Vienna - Venice - Rome - Naples



Entire written St Petersburg 4 April 1844 [OS] 16 April 1844 [NS] to Naples

St PETERSBURG 6 APR 1844 boxed d/s "23" [ref number] "107" [kopecks prepaid]

**ADP** in fancy oval - unlisted by Van der Linden - Affranchissement Destination Paye [paid to destination]

*Transito  
Per l'Austria*

<sup>16</sup>Applied at Venice on mail transiting Lombardy-Venetia to Papal States  
known 1843-1844

**NAPOLI** 11 MAG 1844 - 25 days

Article III of the 1843 Postal Convention established how the dispatch of closed mails between the two Empires was organised. Vienna had arrangements directly with St Petersburg. Mail from St Petersburg to Austria and the Italian Peninsula was directed, as per Article VII, via Kovno [Kaunas, now in Lithuania] Kingdom of Poland and Podgorze [Krakau] closed mail to Vienna. Mail would be resorted at Vienna, some receiving Vienna transit cancellations and some mail was re-bagged and sent closed mail to distribution centres.

<sup>16</sup> Van der Linden Illustration 2821.

Mail entering Galicia from the North, exiting to the South

### Warsaw-Vienna Railway Period 1848-1862

In 1848 the Warsaw-Vienna Railway was linked to Krakau with the border crossing at Podgorze. This enabled mail to transit the **700km in 1-2 days**. The 1854 Postal Convention confirmed this and closed mail arrangements between St Petersburg and Vienna. The railway St Petersburg was not completed to Warsaw until December 1862

1850, November 11. Warsaw to Klentsch, Bohemia [Austrian Empire]



Letter written Warsaw 14 November [NS] **WARSAW 25/11** "20" Austrian through rate

**PRAG** [Prague] 27 NOV.

**KLENTSCH 28 11** [rated RRRR]

Distance Warsaw to Prague 520km - by rail in **1-2 days**

A **Supplementary Postal Treaty** between Austria and Russia was agreed July 1849 effective from **March 1, 1850**. The compulsory prepayment of postage to the border was rescinded. Transit charges were to be shared equally. A **through rate was set at 20 kr** for a letter of about 11gm

Klentsch is a tiny market town with a population <1000, near the border with Prussia, now in Czech Republic

1852, January 26. St Petersburg to Livorno [Tuscany]

St Petersburg - [Kovno - Warsaw - Podgorze - Krakau] - Vienna - Florence - Livorno



Double Letter-sheet written [in French] 26 January 1852 [7 Feb] to Livorno annotated as received 19 February.

St PETERSBURG boxed 2-line datestamp DEN 26 JAN 1852. "2" double weight letter

WIEN 15 FEB [Vienna] - closed mail as per Treaty. St Petersburg-Vienna - 8 days

*T.A.*

*Rufsia Sett*<sup>18</sup> Applied at Vienna on mail to Tuscany from St Petersburg and Moscow [1842-1853]

AUSTRIA No.3 - applied at <sup>2</sup>Florence [in error] No. 3 was for mail from Switzerland via Austria. This should have received AUSTRIA No.6 marking for mail from Northern Russia - introduced 1839

LIVORNO 19 FEB 1852. "30" soldi collect 12 days [4 days from Vienna]

<sup>18</sup> Van der Linden # 2751    <sup>2</sup>Van der Linden # 349/352

Mail entering Galicia from the North, exiting to the South

Warsaw-Vienna Railway Period 1848-1862

1855, January 27. Warsaw to Trieste

Warsaw - Podgorze - Krakau - Vienna - Trieste

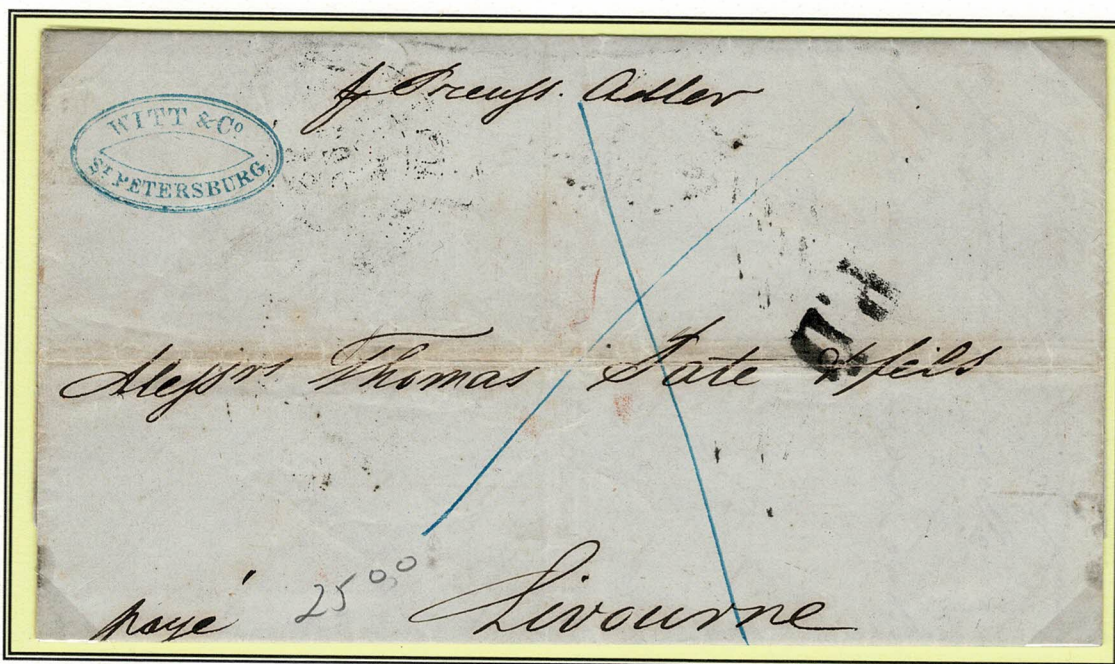


**WARSAW 27 1 [1855]**      **WIEN 29.1**      **TRIESTE 31.1**

Unpaid "18" [Kreuzer] the Austrian trough rate established by 1854 Treaty. "9" [Kr] = Austrian share  
Warsaw-Vienna-Laibach by rail then mailcoach to Trieste - 1100km in 3-4 days

1856, July 7. St Petersburg to Livorno, Tuscany

St Petersburg - Kovno - Warsaw - Podgorze - Vienna - Florence - Livorno



**St PETERSBURG VII 7 1856 [OS] = 19 July NS]**      **WIEN 23/7**      **LIVORNO 28/7**

**PD = Paid to Destination. St Petersburg-Vienna 4 days**

1856, August 17. St Petersburg to Livorno [Tuscany]

St Petersburg - [Kovno - Warsaw - Podgorze - Krakau] - Vienna - Florence - Livorno



Entire written St Petersburg 17/29 August 1856 annotated "payé" = postage paid

St PETERSBURG 1856 VIII 18 P.D. Paid to Destination applied Vienna

WIEN 5 9 [Vienna] "X" 6 days St Petersburg-Vienna

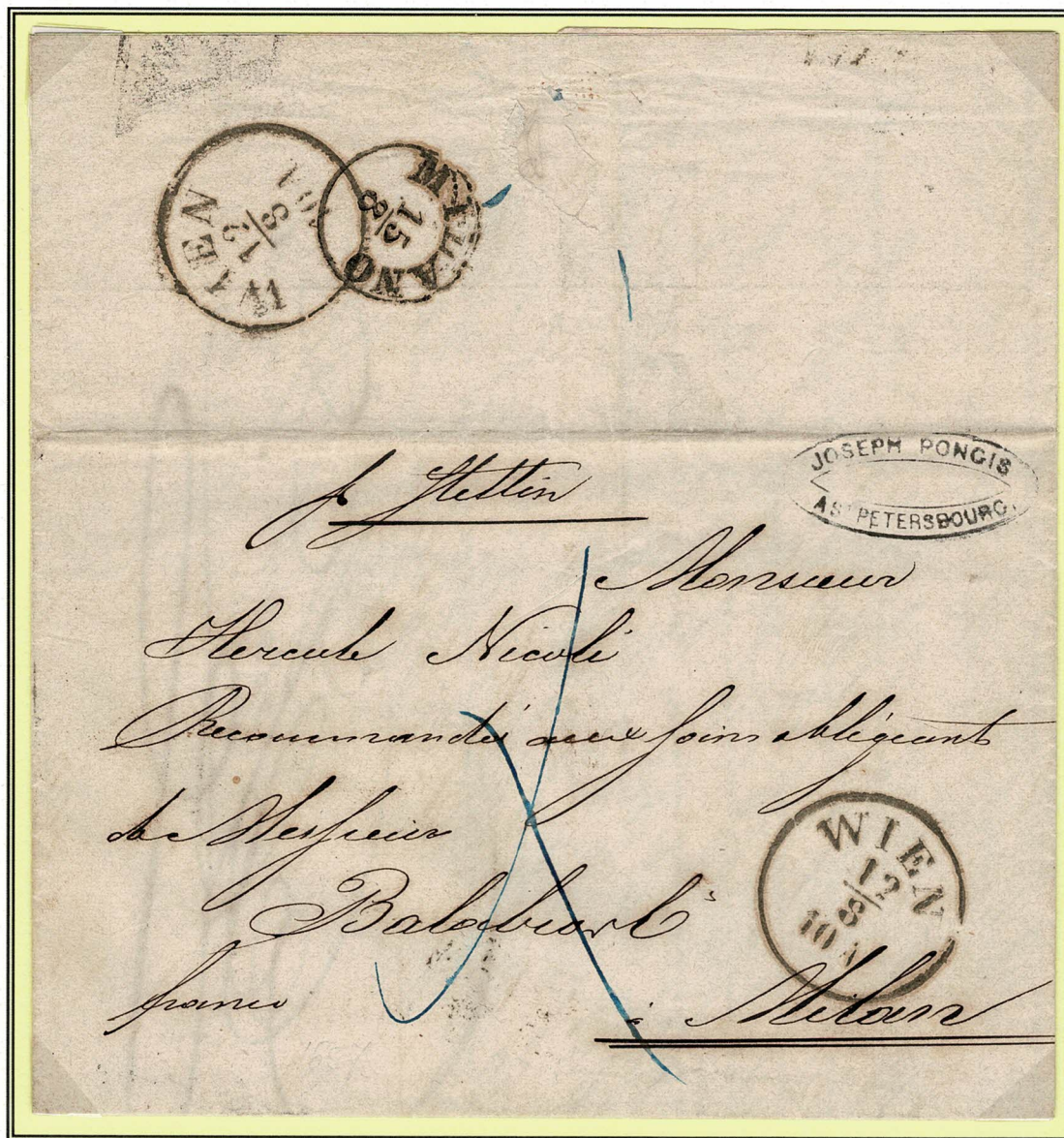
LIVORNO 9 SET 1856. 10 days for 2800km distance

P.D. and "X" and absence of collect postage = prepaid Austrian through rate [18kr] + Tuscany charge.

The 1854 Postal Treaty made the prepayment of the postage to the Austrian border optional. It set an Austrian through rate of 18kr [30Nkr from 1/11/58] which equalled 20 kop. This Treaty allowed the provision for the sender to prepay all postal charges including those of third countries contiguous with the Austrian Empire. Special markings "P D" = Paid to Destination were used. The sender could inscribe "franco" or "payé" or "franco tout" to indicate prepayment. Such correspondence usually has a large X in confirmation of payment.

1857, July 27. St Petersburg to Milan [Lombardy-Venetia]

St Petersburg - [Warsaw - Podgorze - Krakau] -Vienna - Milan



Entire written St Petersburg 27 July / 8 August 1857 to Milan [Lombardy-Venetia]

"*franco*" - sent fully prepaid confirmed by "X"

St PETERSBURG 27 VII 1847. WIEN 12 8 [Vienna] MILANO 15 8;

4 days St Petersburg - Vienna. 3 days Vienna - Milan - 7 days to travel 2800km

Annotated "*p Stettin*" An agreement in 1845 to the 1843 Russo-Prussian Postal Treaty established a steamer service between St Petersburg and Stettin with each Postal Administration to share the costs and revenue - the mail travelling on the Stettin-Berlin railway [opened 1843] then on the Prussian rail network.

The Russian Postal Administration in the Articles in Postal Treaties with both Prussia and Austria had clauses that gave a degree of discretion "*inasmuch as the transportation of these letters through Austria can be accomplished as fast as through other states, and will cost less.*"



1859, April 4. St Petersburg to Livorno [Tuscany]

St Petersburg - [Warsaw - Podgorze - Krakau] - Vienna - [Venice - Florence] - Livorno



St PETERSBURG 1859 IIII 4 [4/16 April 1859

"*franco*" - sent fully prepaid confirmed by P.D. [Paid to Destination - Vienna] "X"

. WIEN 23 4 [Vienna] Just 6 days before the Declaration of War by Austria]  
7 days St Petersburg - Vienna

LIVORNO 27 APR 1859 11 days for 2800 km

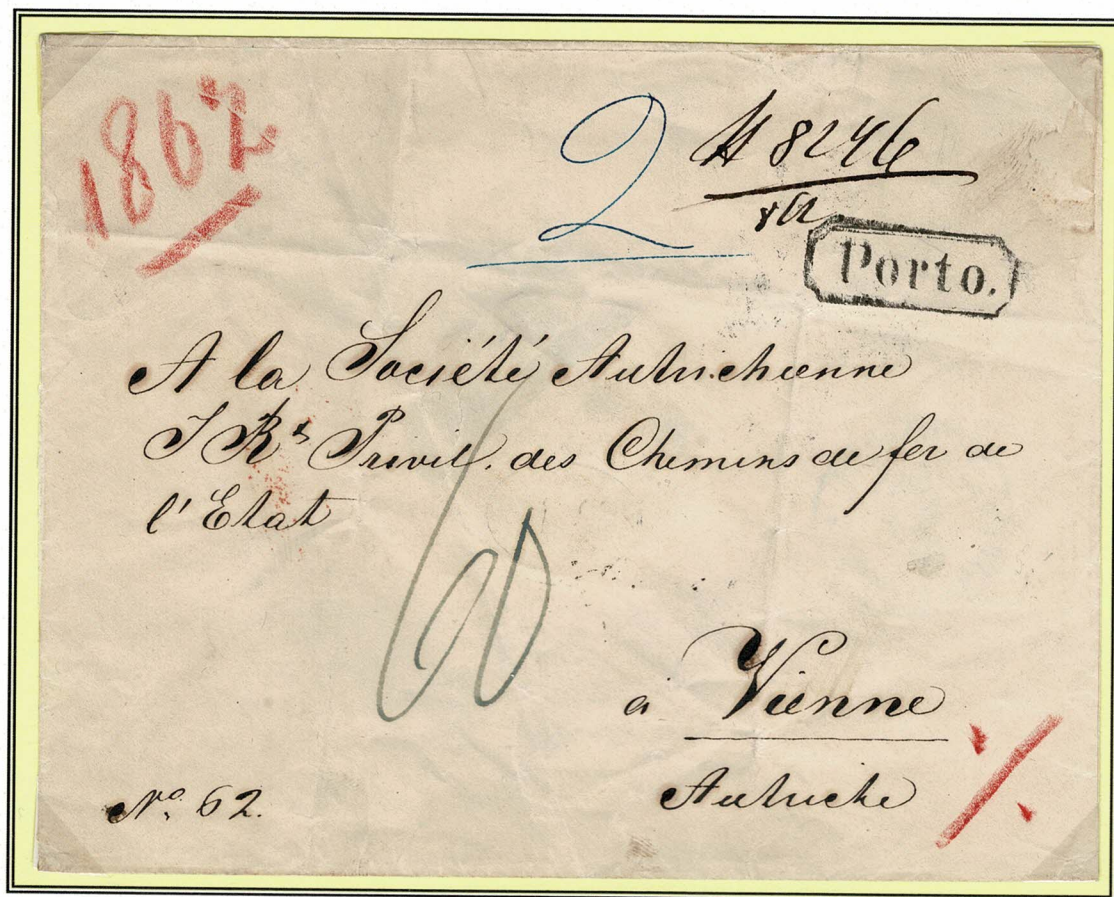
The **Second Italian War of Independence** - Franco-Prussian War - Austro-Sardinian War - of 1859 was a direct consequence of Austria's defeat of Piedmont in the First War of 1848-49. In 1858 Napoleon III signed an agreement to support Sardinia-Piedmont if attacked by Austria. Austria demanded a demobilisation **23 April 1859** which was ignored and War was declared **29 April 1859**. Austria suffered a series of military defeats and the Emperor signed an armistice with Napoleon 11 July 1859. It marked the start of the decline of Austria as a "**Great Power**" and reduced its influence in Italy.

Mail entering Galicia from the North, exiting to the South

Warsaw-Vienna Railway Period 1848-1862

1862, January 20. St Petersburg to Vienna

St Petersburg - [Warsaw - Podgorze - Krakau] - Vienna



ST PETERSBURG cds 20 JAN 1862 [Feb 1 N.S.]

Double weight "2"

**Porto** in frame applied in St Petersburg = **unpaid letter**

The 1854 Treaty has rescinded the compulsory prepayment of Russian postage to the border and allowed both "porto" unpaid and "franco" prepaid mail at the same rate 20 kop or 18 Kreuzer.

**WIEN 7 II** 6 days St Petersburg - Vienna

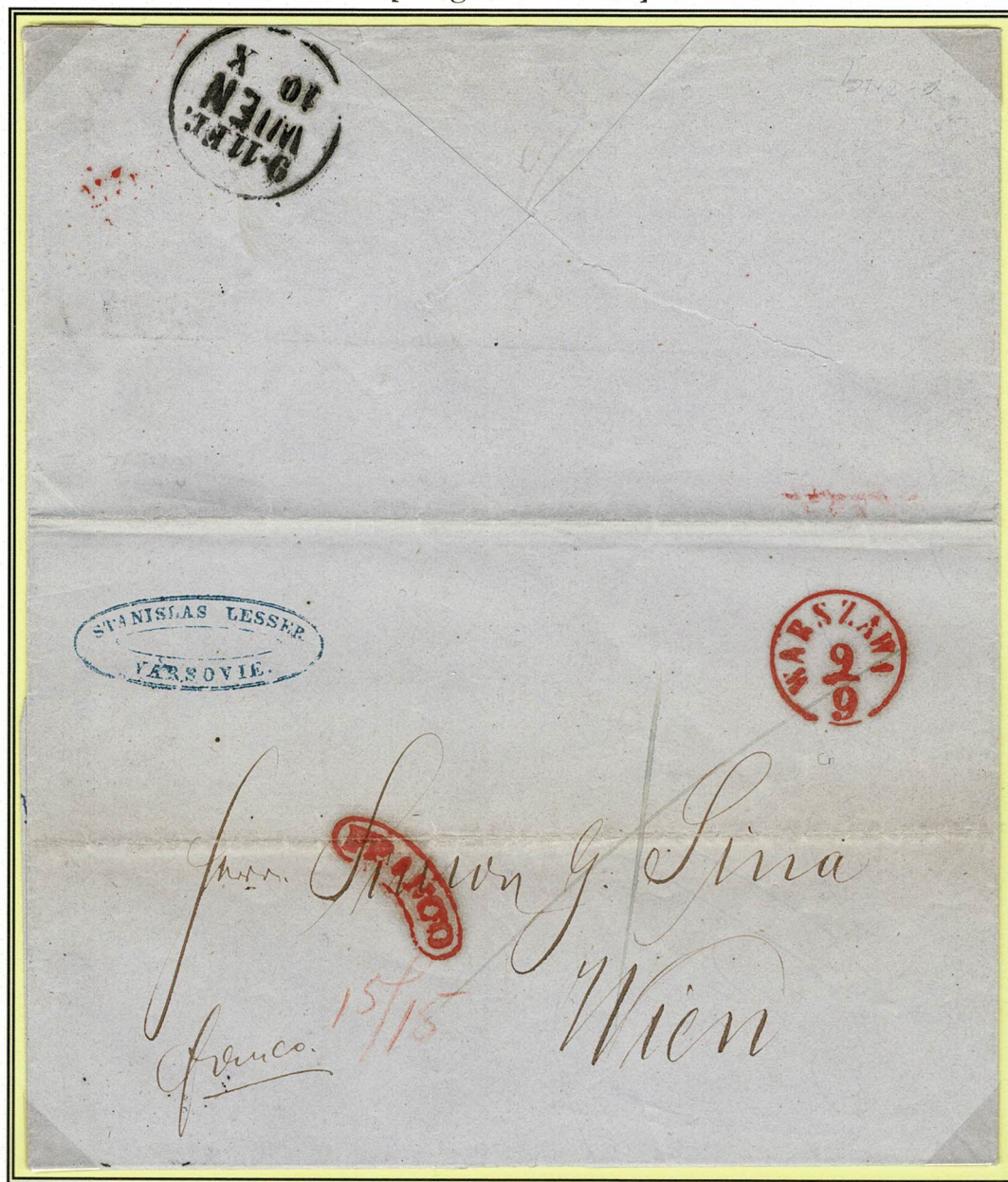
"60" Double Rate 60 Nkr collect postage [The through rate was 30 New Kreuzer from November 1858]

Envelope sent from St Petersburg with wax seal of the Director of the Grand Society of Russian Railways addressed to Austrian State Railway Society.



1862, September 9. Warsaw to Vienna

Warsaw - [Podgorze - Krakau] - Vienna



Letter written "Warschau 8/20 Sept 1862" to Vienna annotated '*franco*'

**WARSZAWA** [Warsaw] 9/9 - Note the date is Not Old Style as used by Russia at this time.

**FRANCO** in boxed arc = applied at Warsaw = Prepaid "*15/15*"

**WIEN** [Vienna] 10 IX

Distance Warsaw to Vienna 685 km - Delivery next day

The **St Petersburg - Warsaw Railway** was commenced in 1851. It reached Gatchina October 31, 1853, Pskov July 19, 1858 and Vilnius September 16, 1860. A branch line connected this line to the Prussian border in 1861. The line was completed to Warsaw **December 15, 1862**. As the railway progressed, the Russian Postal Administration moved the postal wagons to the railhead **progressively speeding the mail**, reducing the time down from about **10 days** in 1848.

When the line was completed the mail between **St Petersburg and Vienna** took 4-5 days.

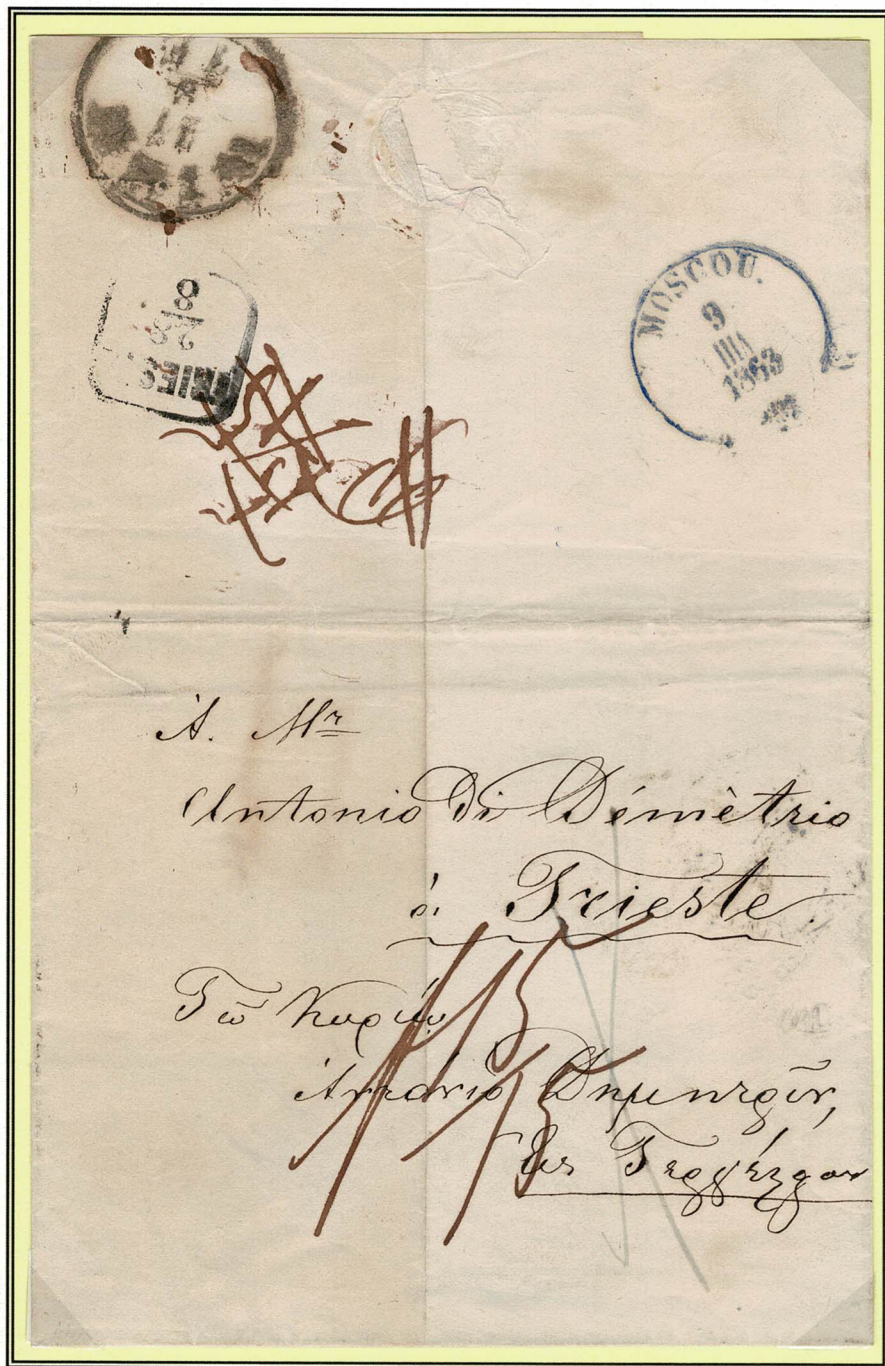
Mail entering Galicia from the North, exiting to the South

### St Petersburg-Warsaw Railway Period 1863-1874

In late December 1862 the St Petersburg-Warsaw Railway was opened and mail could be transported from both St. Petersburg and Moscow by rail through Austria or to the Italian rail network. The transit time between the Capitals of both Empires was reduced from 8-10 days to 4-5 days.

1863, August 9. Moscow to Trieste

Moscow - [Brest-Litovski - Warsaw - Podgorze - Krakau] - Vienna - Trieste



Outer letter-sheet addressed in Italian and Russian initially treated as Unpaid "**Porto**" but corrected to Paid "**Franco**"

**MOSCOU** 9 VIII 1863  
[month inverted]  
[21 August 1863 NS]

**WIEN** 27 8 [Vienna]

6 days Moscow-Vienna

**TRIESTE** 28.8

Vienna-Trieste 1 day

**"P 15/15"** [unpaid] deleted and replaced by **"f 15/15"** [paid] confirmed by **"X"**

Indicates the equal share of the postage **30Nkr** [Russian 10 kop - 15Nkr] + 3rd distance Austrian rate [15Nkr]

7 days for 2500km by rail  
Moscow-Trieste

The **1854 Postal Convention** between Austria and Russia in Article VII c. states that mail from **Moscow** was to be carried to Vienna via the Kingdom of Poland to Brest-Litovski and Podgorze. Article IV states that mail was to be exchanged between Moscow and Vienna on this route **twice weekly**. A twice weekly service was also running between Moscow and Vienna via Brody. **Closed mails** were authorised with the route selected being the fastest - no sorting so no Galician Border Post markings applied.

1870, August 7. St Petersburg to Bordeaux [France]

Outer Letter-sheet endorsed "*via Austria & Switzerland*"

St Petersburg - [Kovno - Warsaw - Podgorze - Krakau] - Vienna - [Innsbruck - Culoz] - Paris - Bordeaux



**ST PETERSBURG CITY POST** 7/19 August 1870. **ST PETERSBURG** 8 APR 1870

Boxed **UNFRANKED** - unpaid Porto mail.

A. **WIEN** 23.8 [Vienna]; St Petersburg-Vienna 3-4 days

<sup>19</sup>**AUTRICHE 3 COLUZ 27 AUG 70** applied in Paris; Culoz was the entry point from Switzerland  
**BORDEAUX 28 AUG 70**. "10" decime collect.

St Petersburg - Vienna - Paris 8 days for 2649km by rail

During the **Franco-Prussian War** [July 19, 1870 - May 10, 1871] the usual mail routes from Russia via Prussia to France were severely disrupted. The Postal Treaties between Russia and Prussia made no allowances for the contingencies of War but had clauses that allowed the Russian postal Administration to send mail by other routes if faster and cheaper. The 1866 Russo-Austrian Treaty also allowed for the wishes of the sender to be recognised.

1872, May 1. Berdyansk to Genoa via Moscow

Unusual Routing from South Russia to Moscow

No Austrian transit cancellations but postal charges indicate Austrian transit.

Berdyansk - [Odessa] - [Russian TPO] - Moscow - [Russian TPO] - [Krakau - Vienna] - Genoa



Outer letter-sheet endorsed by recipient "Berdyansky 30 April / 12 May 1872"

**BERDYANSK** 1 MAY 1872 [13 May NS] Boxed **PORTO** = unpaid mail applied Moscow?

"15/15" "30" Austrian accountancy markings 15Nkr each to Russia and Austria

**MOSCOW** 5 MAY 1872 Lozenge datestamp of Moscow 5 MAY 1872

"10" postage collect paid by 1 Lira postage due cancelled **GENOA** 21 MAY 72 8 days

This letter has travelled Berdyansk [via Odessa] in **Closed mail** to Moscow by rail, a distance of over **1250 km**. Then Moscow by rail to Austria on the Warsaw-Vienna railway joining the Italian rail network to Genoa, a distance of **2950 km**. Total distance **4300 km in just 8 days** - average of over **50 km/hour**. Demonstrates the effectiveness of railway in moving mail throughout Europe.

1872, November 9. Kalisz to Pest

Kalisz - Breslau - [Podgorze - Krakau - Vienna] - Budapest



1872 Envelope: Poland - Germany - Austria - Hungary

**10kop** Russian adhesive paying the **Russian foreign rate** confirmed in the 1866 Russian-Austrian Postal Treaty

**FRANCO** in boxed arc = prepaid applied in Kalisz

**KALISZ 9 NOV 1872** - Polish city using Russian calendar - 21 November N.S.

**BRESLAU 22 11 [1872] 10-11am**

**PEST 23 11 72 7-8am**

**Closed mail** from Breslau [Germany] to Pest [Hungary]. By Russian [Polish] railway joining the Railway Post V at Breslau then on the Warsaw-Krakau-Vienna railway and rail to Pest [Budapest]. Distance **Breslau-Pest is 980km** and delivery time in **21 hours [47kph]** demonstrates the importance of railway in mail transportation.

Breslau was annexed by the Kingdom of Prussia along with most of Silesia in the War of Austrian Succession and formally ceded in the Treaty of Breslau. Austria unsuccessfully tried to regain Breslau during the Seven Years War and the Battle of Breslau. Sixth largest city after Unification of Germany in 1871. Now Wroclaw in Poland.

## Mail entering Galicia from the East, exiting to the West

This is mail from South Russia and the area to the north-east of Galicia entering Galicia for Europe at Krakau then via Austria [Prague not Vienna] and Prussia or via Prussia directly, it is presented in three sections:

**Mail with Austrian Border Office Markings:**

**Mail with Austrian Transit Markings**

**Mail resorted on Prussian Eisenbahn V**

**Mail with Austrian Border Office Markings:** This section shows the markings applied on mail from Russia: **RUS R u s s i e . R U S S I E R U S S I E** - each of these markings is discussed in detail.

1827, April 12. Odessa to Oriz, Wurtemberg

Odessa - Brody - Krakau - Prussia - Saxony - Bavaria - Wurtemberg



Single letter-sheet written in German. Odessa 12/24 April 1827

**ODESSA** laureated cds 1827 APR 12      **R u s s i e .** New Earliest Date    Austrian border office

No receiving datestamp or notation

Russian postage to Brody on Austrian border paid [compulsory till 1854]

**Accountancy markings:** "55" Total Charge in Kreuser: Austria - Prussia - Saxony - Bavaria -Wurtemberg;

**Austrian Border Office Markings**

**R u s s i e .**

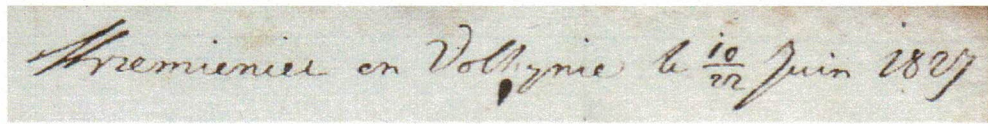
Van der Linden lists this marking as #2470 illustrating it with a Krakow datestamp and gives a date of 1834. The de Clercq reference also allocates this marking to Krakau with a date range of 1828-1835. The **new date range is from April 1827 to April 1841** [both in this exhibit]. Further, I show **proving covers** from 1827; 1830 and 1841 showing that this **R u s s i e .** marking was used at **BRODY**.



Mail entering Galicia from the East, exiting to the West

Mail with Austrian Border Office Markings

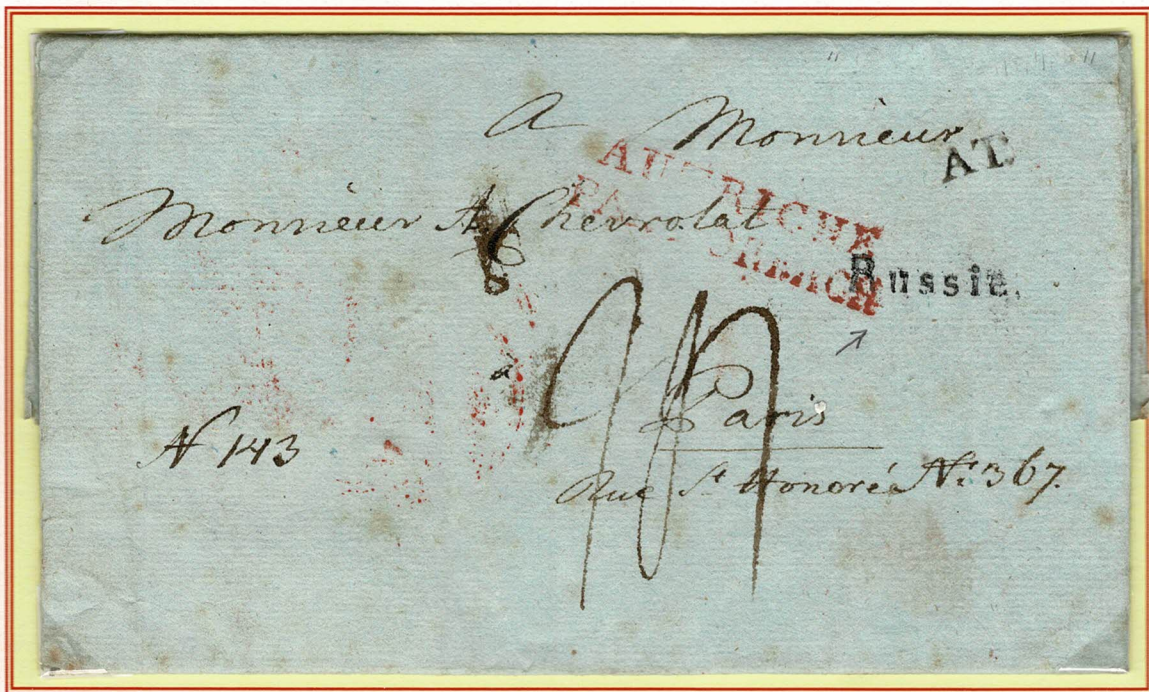
1827, June 10. Krzemieniec to Paris



Letter written, in French **Krzemieniec Volhynia 10/22 Juin 1827**

The 1843 **Postal Convention** between Austria and Russia confirmed existing arrangements that mail would be transferred on "**post road (b) between the Radzivilov and Brody offices.**" Article VII states that the "**Russian Postal Administration** is directed to dispatch: (a) to Radzivilov and Brody (2) **Correspondence of the Volhynia, Podolia and Kiev provinces...**"

**Krzemieniec - Brody - [Krakau - Austria] - Forbach - Paris**



**R u s s i e .** [Brody] Second earliest date; As this letter is from the **Volhynia Province** which should have been directed via Brody, this 1827 letter can be accepted as a **Proving cover for BRODY.**

**AT "Austrian Transit"** applied at Austrian border offices [Brody] [type introduced 1818 at Austrian border offices] Austrian Transit markings discussed in next section. Applied at Brody and mail bagged and sent **closed mail** to Forbach [Austria via Prague, Southern Germany - Bavaria and Wurtemberg]

**AUTRICHE  
PAR FORBACH**

Applied at Forbach on mail via Austria entering France [Recorded from 1828]  
Earliest date 1827

**Juliet 11 1827** [Paris] "**24**" decime collect postage charge **19 days in transit - 1800km**

Krzemieniec [Kremenets] in Volhynian Province was annexed by the Russian Empire in the Third Partition of Poland in 1795. A small town 40km from Brody it was renowned for the Polish Lyceum, a centre for superior learning. After the Polish uprising in 1831 was crushed by Russia, the Lyceum was transferred to Kiev. The famous Botanical gardens, developed 1806-1809, was also closed and moved to Kiev after the 1831 uprising. Now part of Ukraine.

1828, August 3. Odessa to Marbach, Wurtemberg Germany

Odessa - Brody - [Krakau - Prussia - Saxony] - Bavaria - Marbach, Wurtemberg



Double letter-sheet written in German replying to letter received 24 July 1828. Odessa 3/15 August 1828

**ODESSA** laureated cds 1828 AUG 3 [August 15 1828 NS]

The Russian postage to the Austrian border had to be prepaid by the sender

**R u s s i e .** Austrian border office **Brody** - Two impressions

**AUSLAGE VON AUGSBURG** handstamp with "24/8"

"24" is the postage charge 24Kr against Saxony and Bavaria with "8" Kr Collect at Marbach

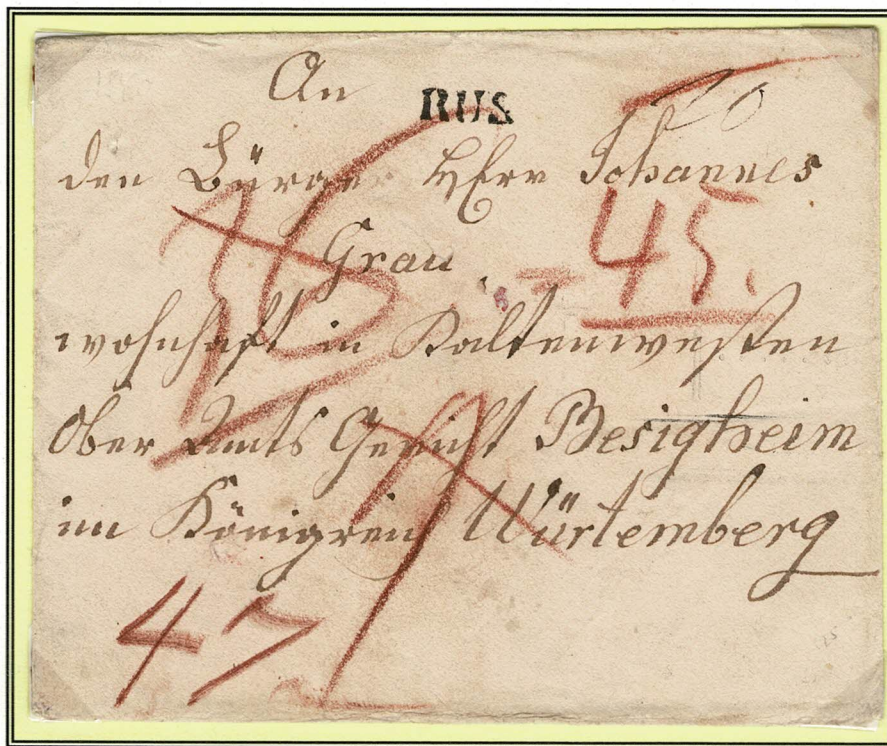
No receiving dated notation or handstamps

"36" = Austrian transit 16 Kr + Prussian Transit 20 gG

Marbach is a small town near Ludwigsburg, Wurtemberg, known for textile manufacturing. Augsburg in Bavaria is small industrial town manufacturing especially textiles. This letter is a commercial report outlining the difficulties the agent is experiencing in sourcing adequate supplies of cotton and arranging the required shipping from Odessa to Hamburg.

1841, June 8. Odessa to Besigheim, Wurtemberg

Odessa - Brody - Lemberg - [Krakau - Prussia - Saxony - Bavaria] - Besigheim, Wurtemberg



**ODESSA** boxed 2-line datestamp 8 JUNE 1841.

**RUS** [Lemberg]

The Russian postage charge to the Austrian border office [Brody] had to be prepaid.

The border office for mail from Odessa was **Brody** and in theory this office should have used the **R u s s i e .** marking but this envelope was probably bundled and sent the 70km to **Lemberg** for distribution.

"45" "36/7" deleted "47" - postal charge accountancy markings for **closed mail** transit charges from Lemberg across Austria, Prussia, Saxony and Bavaria to Wurtemberg.

**Austrian Border Office Markings**

**RUS**

An Austrian official document, Number 1873 reported in a pre-philatelic review published in Vienna in 1934, states that in **1819** the Austrian office of **Brody, Lemberg** and **Rawaruska** were issued with a hand-struck marking **RUS** for use on mail from Russia. **Earliest date [in this exhibit] is now from Rawaruska in March 1819.**

I can prove in this exhibit that **Brody** was using the **R u s s i e .** marking between 1827 and 1841.

This makes it almost certain that this **RUS** was used at **Lemberg** - the largest population centre in Galicia but **NOT a border office.** Lemberg is recorded as using a **RUSSIE** marking in 1843

1841, April 16. Odessa to Bessigheim, Wurtenburg, Germany

Odessa - Brody - [Krakau - Prussia - Saxony] - Bavaria - Bessigheim Wurtemberg

Proving Cover for R u s s i e . Use at BRODY

BRODY  
2. MAI.



ODESSA boxed 2-line datestamp 16 APR 1841 [28 May N.S.]

R u s s i e . on front with BRODY 2 MAI datestamp on reverse - Proving cover. Latest date

Multiple postal accountancy markings postage due to Austria, Prussia Saxony  
Red marking Ausberg with "15/8" 15 Kr Bavaria; 8 Kr Wurttemberg

The R u s s i e . markings are known April 24, 1827 to May 2, 1841 [NS or Julian calendar as used by Austria] both early and latest dates are shown in this exhibit<sup>20</sup>

From examples within the exhibit, noted in auction catalogues and from reference books, Brody, Lemberg, and Czernowitz were all using markings, unframed capital letters RUSSIE or RUSSIE on mail entering Galician Austria from Russia. The earliest example known of a RUSSIE marking is June 1842. This is suggestive of a policy change that may be related to negotiations that were the preliminary work before the 1843 Postal Treaty.

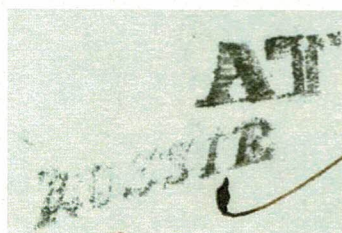
<sup>20</sup> Personal study

Mail entering Galicia from the East, exiting to the West

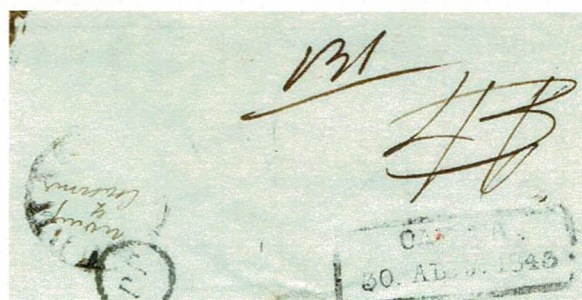
Mail with Austrian Border Office Markings

1843, August 20. Odessa to Paris, France

Odessa - Radzivilov - Brody - [Austria - Forbach] - Paris



**RUSSIE AT**



**ODESSA** boxed 2-line marking 30 AUG 1843 [11 September 1843 NS] "131" counter reference  
**PP** [laureated] applied at Odessa indicating Russian and Austrian charges paid. "46" 46 kop "3" 3Kr

**RADZIVILOV** [faint] the Russian border office close to Brody

**RUSSIE** applied at **Brody** Austrian Border office **Proving Cover for RUSSIE at Brody**

**AT** Austrian transit applied at **Brody - Closed mail** to Paris across Austria

**AUTR 2 FORBACH 27 SEP 43** applied in **Paris** on mail entering from Austria at Forbach

"17" decime collect postage

16 days in transit

#### The 1843 Postal Treaty, Article II

Transfer of correspondence between Russia and Austria shall be handled by these post offices on the borders of the two Empires and the Kingdom of Poland:

On post road "a" - the Cracow and Podgorze offices.

**On post road "b" - the Radzivilov and Brody offices.**

On post road "c" - the Novoselitsy and Czernovitsy offices.

Mail entering Galicia from the East, exiting to the West

Mail with Austrian Border Office Markings

1846, September 20. Vinnitsa to Grafenberg

Vinnitsa - Lemberg - Prussia - Freidwaldau - [Prague] - Grafenberg, Bavaria

Endorsed by writer

"par **Kamieniec**  
**Nowazielice**  
**Lemberg**  
**Troppau** [Opava]

Large Cyrillic **Vinitza** [faint] 1-line

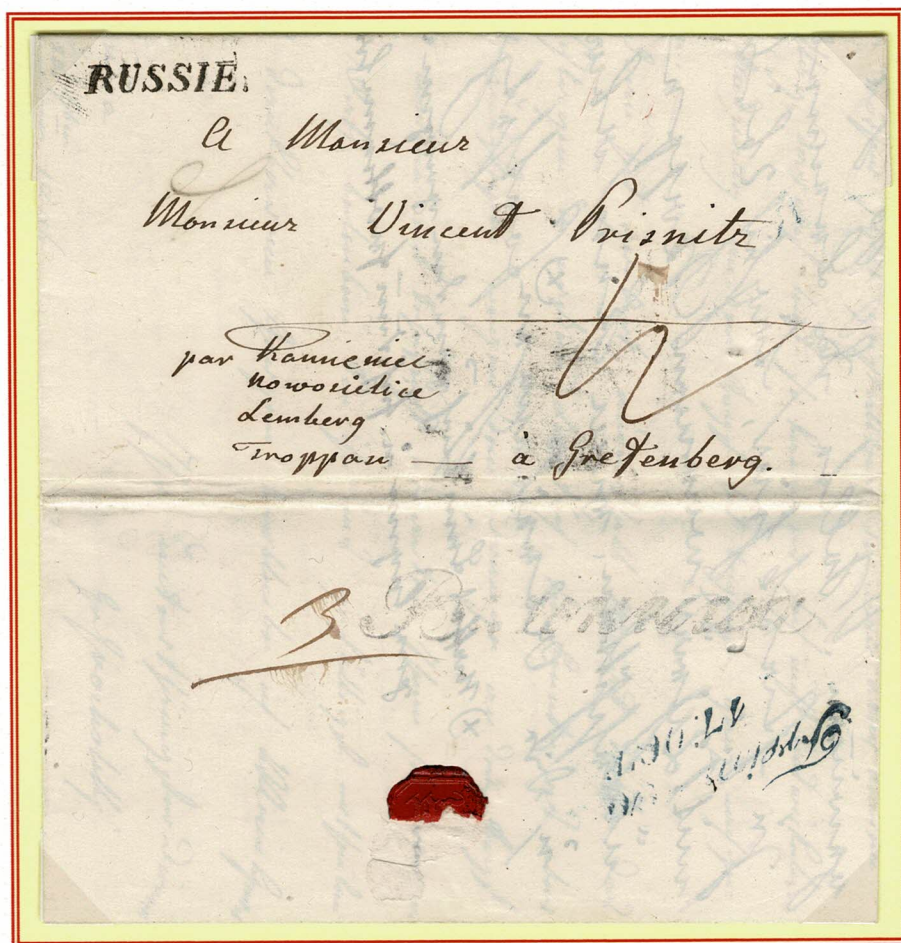
"3" prepaid [Austrian transit]

**RUSSIE.** [Lemberg]  
[Earliest example known]

**FRIEDWALDAU** 17 OCT  
[Jesenik]

**Vinnitsa, Kamieniec, and**  
**Nowazielice** were all Russian  
towns annexed from Poland in the  
3rd Partition of Poland 1795

**Lemberg** was Austrian so  
**RUSSIE.** must have been applied  
at this border office - identical to  
other proving covers.



Letter headed "Winnitsa" 29. 9 / 2. 10. 1846 to Grafenberg

Vinnitsa is in the **Podolia Province**. Article VII of the **1843 Postal Convention** instructed that correspondence from Podolia Province was to be dispatched to **Radzivilov and Brody**. Brody was using **R u s s i e** from 1827 to 1841, and **RUSSIE** [A above] 1842-1843. Lemberg was not listed as a Border Post Office in the 1843 Convention but definitely had the **RUSSIE**. Marking.

The routing of the letter is interesting. It should have travelled via Radzivilov and Brody in Galicia to Lemberg and then to Krakau. The writer had requested via **Troppau** [this is now Opava] on the Austrian border with Prussian Poland. It bears the 2-line datestamp of **Friedwaldau** - now Jesnik in the Czech Republic - very close to Zuckmantel [Zlate Hory] the **old established Border crossing between Prussia and Austria**. By **closed mail** across Austria via Prague to Bavaria.

### Austrian Border Office Markings

### RUSSIE

- A 19 x 3mm with more slope to letters **BRODY** - proving cover 1842. Recorded 1842-1843
- B 22 x 5mm. **BRODY** Proving cover in exhibit 1852. Recorded 1832-1862
- C 21 x 3.5mm with full stop. **LEMBERG** Proving covers in exhibit 1846, 1852, 1862. Recorded to 1872

Mail entering Galicia from the East, exiting to the West

Mail with Austrian Border Office Markings

1852, August 15. Odessa to Paris, France

Odessa - Lemberg - Krakau - [Prussian Railroad] - Valenciennes - Paris



Merchant letter written 15/27 August 1852 Odessa to Paris received 7 September

**ODESSA** oval datestamp 8 15 . "8" weight of letter. "826" counter reference

**RUSSIE.** Applied at **LEMBERG** with **LEMBERG 2 SEP** - Proving cover

**KRAKAU** 3 9 - Austrian office marking

**AUTR 2 VAL<sup>nes</sup> 7 SEPT 52** - applied in Paris on mail entering France from Austria at Valenciennes

Recorded 1849-1852

**PARIS** 7 SEPT 52 "26" decime collect postage **11 days total**

The route indicates **closed mail** from Krakau across Prussia on the newly completed **railway link via Myslowitz**. Transit time for this **1400km trip** was **4 days** - [the Odessa - Krakau 950km took 7 days] clearly showing the delivery time advantage of the closed mail arrangement between Austria and Prussia to France.

1852, September 19. Kharkov to Bordeaux, France

Kharkov - Brody - [Krakau - Prague] - Bodenbach - [Dresden - Prussian railway] - Valenciennes - Paris



Letter written "Charkov 18/30 Sept 1852" received 18 October 1852

**KHARKOV** 19 SEP 1852 - boxed 2-line datestamp

**RUSSIE** applied at Austrian Border office **BRODY**. **BRODY 10 OCT** - proving usage and earliest<sup>21</sup>

**BODENBACH 14 10** [Now Decin north from Prague on border with Prussia]

**AUTR 2 VAL<sup>nes</sup> 17 OCT 52** - applied in Paris on mail entering France from Austria at Valenciennes

**PARIS 17 OCT 52** "4" deleted "13" 13 decimes collect postage

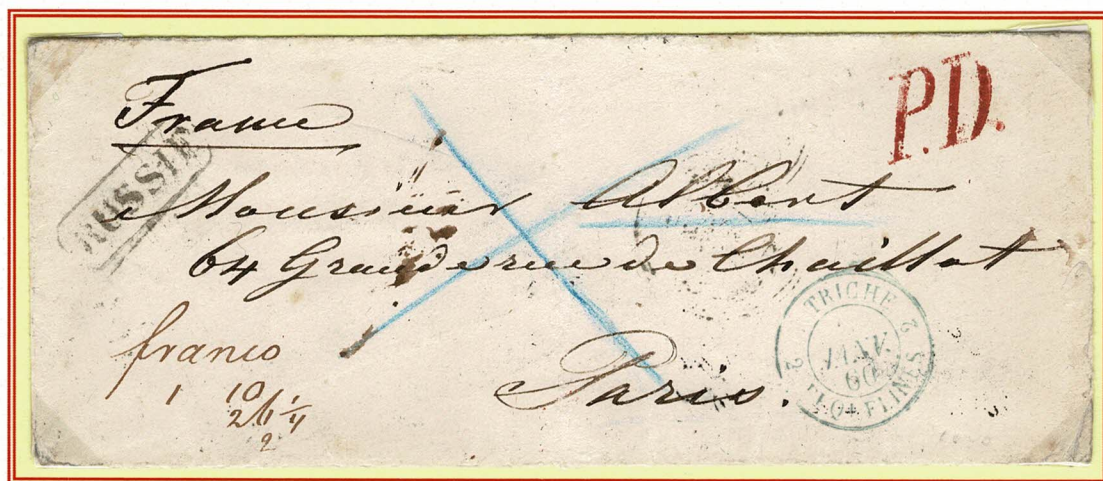
This has travelled to Brody in Galicia then via Lemberg to Krakau and then across Austria via Prague [not on Prussian railway via Myslowitz] to **Bodenbach the border crossing with Prussia** close to Dresden where it entered the Prussian railway system. Kharkov - Brody [350km] **10 days**; Brody - Bodenbach [430km] **4 days**; Bodenbach - Paris [1000km] **3 days**. 17 days total.

<sup>21</sup> Van der Linden gives early date as 1862.



1859, December 29. Ushytsia to Paris

Ushytzia - Hussiatyn - Lemberg - Krakau - [Prussian Railroad] - Erquelines - Paris



*Ushytzia 29/12 59* Name stamp with manuscript date to Paris [Small town 50km from Hussiatyn]

HUSSIATYN 1 JAN - Russian Post Office at Border

"franco" **P.D.** "X" - confirmation of prepayment to destination

"1 10" = 1 lot weight 10 kop paid the Russian postal charge to border

"26¼" "2" = Austrian transit and French postal charges - Total 38¼ kop

HUSSIATYN 13 1 cd - Austrian Border office **RUSSIE** in box proving cover - <sup>22</sup>Earliest date

LEMBERG 15 1 **KRAKAU** 16 1 - Austrian Galician transit cancellations

AUTRICH 2 ERQUELINES 19 JANV 60 - applied in Paris on mail from Austria via Erquelines

Closed mail across Prussia by rail. 3 days to **PARIS 19 JANV 60** 9 days 2200km

The 1854 Postal Convention between Russia and Austria increased the border exchanges to seven. **Hussiatyn**, a town 120km SE from Brody on the route from Kamenetz in Russian Podolia via Tarnopol, Galicia. Hussiatyn straddled the border and harboured both the **Russian and Austrian exchange offices**.

<sup>22</sup> Marques de Passage. Illustration 2477 - Van Der Linden lists 1860

Mail entering Galicia from the East, exiting to the West

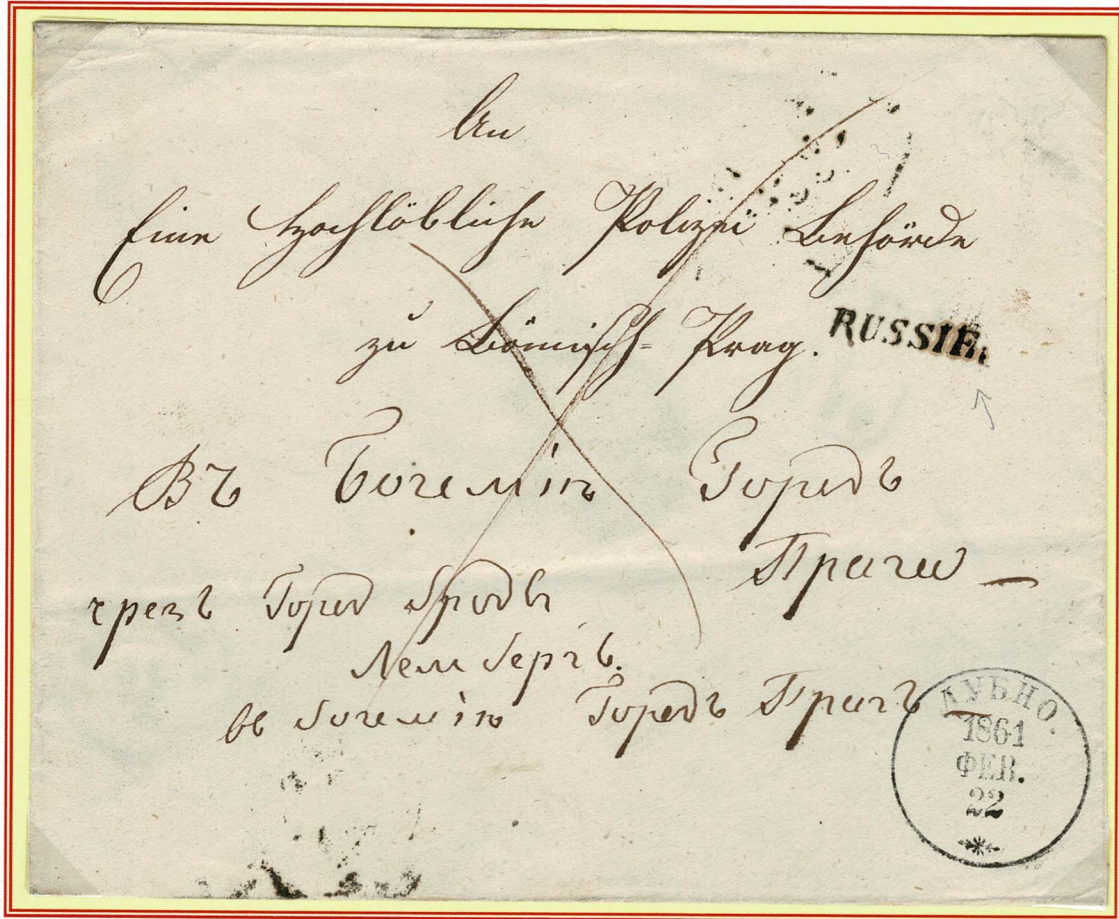
Mail with Austrian Border Office Markings

1861, February 22. Dubno to Prague

Dubno - [Brody] - Lemberg - [Krakau] - Prague



Proving Cover *RUSSIE*. For LEMBERG



Envelope addressed in both Russian and German Dubno to Prague

**DUBNO 1861 FEB 22** [March 3, 1861 N.S.]

"15/15" on reverse - The prepaid Austrian through rate of 30 Nkr [from November 1858] = 20 kop. 10 kop paying Russian Charge, 15kr paying the Austrian third distance charge to Prague.

"X" on front confirms postage paid.

***RUSSIE***. - **LEMBERG** 10/3 [March 10th] **Proving Cover**

**PRAG 12 3** [March 12th] **Closed mail** Lemberg - Prague in 2 days

Dubno is a small town 50km NE of Brody and 120km NE Lemberg in **Volhynia Province** which became part of Russia as a result of the 3rd Partition of Poland in 1795.

1865, July 5. Hussiatyn to Paris, redirected to Chambéry France

Hussiatyn - Hussiatyn - Lemberg - [Galician & Prussian railroad] - Strasbourg - Paris

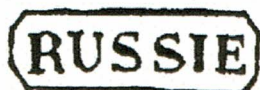


Russian Post Office  
5 JULY



Austrian Post Office  
17 7

Proving cover



Hussiatyn 1865



Unpaid double weight envelope Hussiatyn to France

**HUSSIATYN** 5 JULY - Russian Border Post Office **PORTO** "2" double weight

**HUSSIATYN** cds 17 7 - Austrian Border post office **RUSSIE** in box applied at <sup>23</sup>Hussiatyn Austrian office

"5/20" Austrian accountancy - amounts due to Russia, Austria and Prussia

**LEMBERG** 19 7 Closed mail Lemberg-Paris across Prussia by Rail

**AUTR 3 STRASBOURG 24 JUL 65** applied in Paris on mail from Austria entering France via <sup>24</sup>Strasbourg

PARIS; THONON; redirected to CHAMBERY 28 JUL 65. "20" decimes collect 11 days

The **Krakau - Lemberg Railway** was completed in 1861 allowing for closed mail by rail across Galicia, Prussia to France. The connection to Czernowitz was opened in 1866. Lemberg - Brody opened in 1869.

<sup>23</sup> Marques de Passage, Van der Linden illustration 2477

<sup>24</sup> Marques de Passage illustration 412

Mail entering Galicia from the East, exiting to the West

### Mail with Austrian Transit Markings

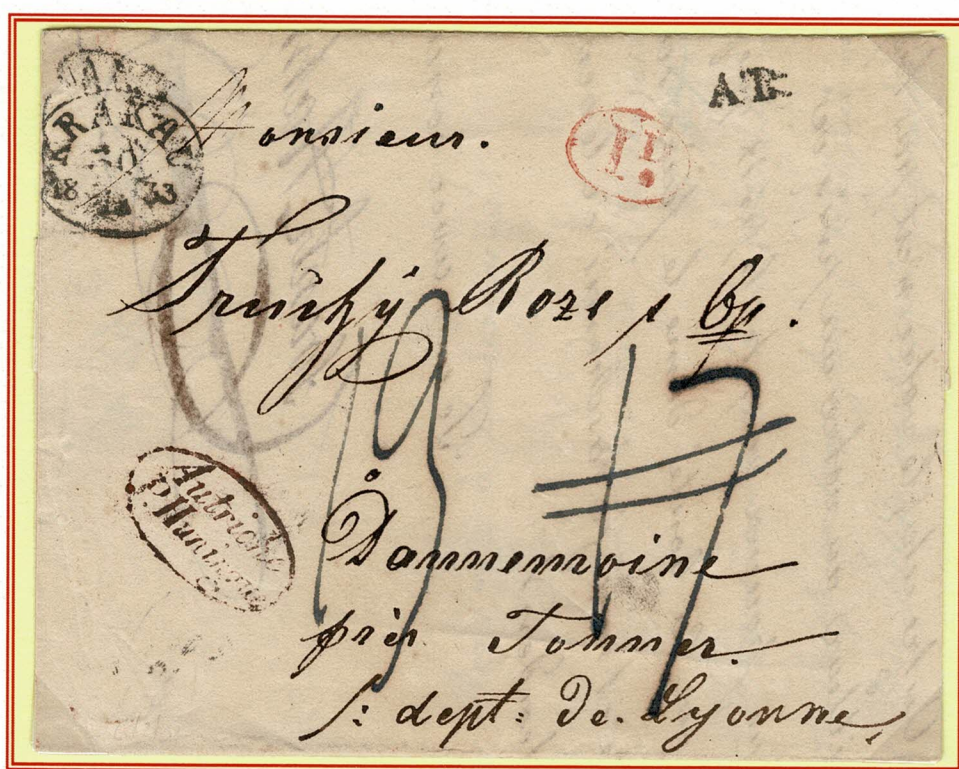
These **AT** or **T.A** [Austrian Transit] markings were used at all of the Austrian border offices on mail entering Austria and destined for foreign countries - the earliest example recorded is from 1818. I can show AT markings which are associated with the Austrian Border offices in Galicia - **Krakau, Brody and Lemberg**. They occur on mail that has **NOT travelled on the Prussian road and rail network via Krakau** but travelled across Austrian via Prague. Examples are very uncommon.

1833, November 30. Krakau to Dannemoine, France

Krakau [Russian PO] - Krakau [Austrian PO] - [Prague] - Hunningue - Paris - Dannemoirne



9mm x 4mm AT Proving cover for KRAKAU



Entire written in French, headed Cracovie [Polish] 30 November / 12 December 1833

**KRAKAU** 30 11 1833 [Russian Office with OS - Gregorian - date] [Prussia and Austria used Julian calendar]

**AT** applied at Austrian Post Office in Krakau

**Austriche / P. Hunningue**<sup>25</sup> in oval applied in Paris on mail entering France from Austria.

"17" deleted "13" collect postage

**Dannemoirne 15 DEC 1833**



Red **1D** marking in 17 x 12 oval - **unlisted** by Van der Linden. This is reported to be a French rural delivery fee of **1 decime**

<sup>25</sup> "Marques de Passage" illustration 400 recorded 1827-1833

1836, January 6. Odessa to London



Odessa - Lemberg - [Austria - Continental Port] - London

A.T in double-line box 18mm x 12mm. Proving cover for LEMBERG



Entire letter written **Odessa 6/18 January 1836** Closed mail Lemberg-London

**ODESSA** laureated cds 1836 JAN 6

"86" counter reference

**RUS** - applied at Austrian Border Office [**LEMBERG**] on Russian mail transiting Austria

**A T** boxed marking - Austrian transit - **unlisted by van der Linden** - at **Brody**

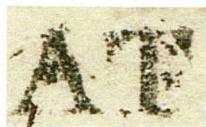
**FPO FE 9 1836** - Foreign Post Office London - 22 days via Austria and Prussia **closed mail**

"3/10" - [on back and front] 3 shillings and 10 pence] collect postage

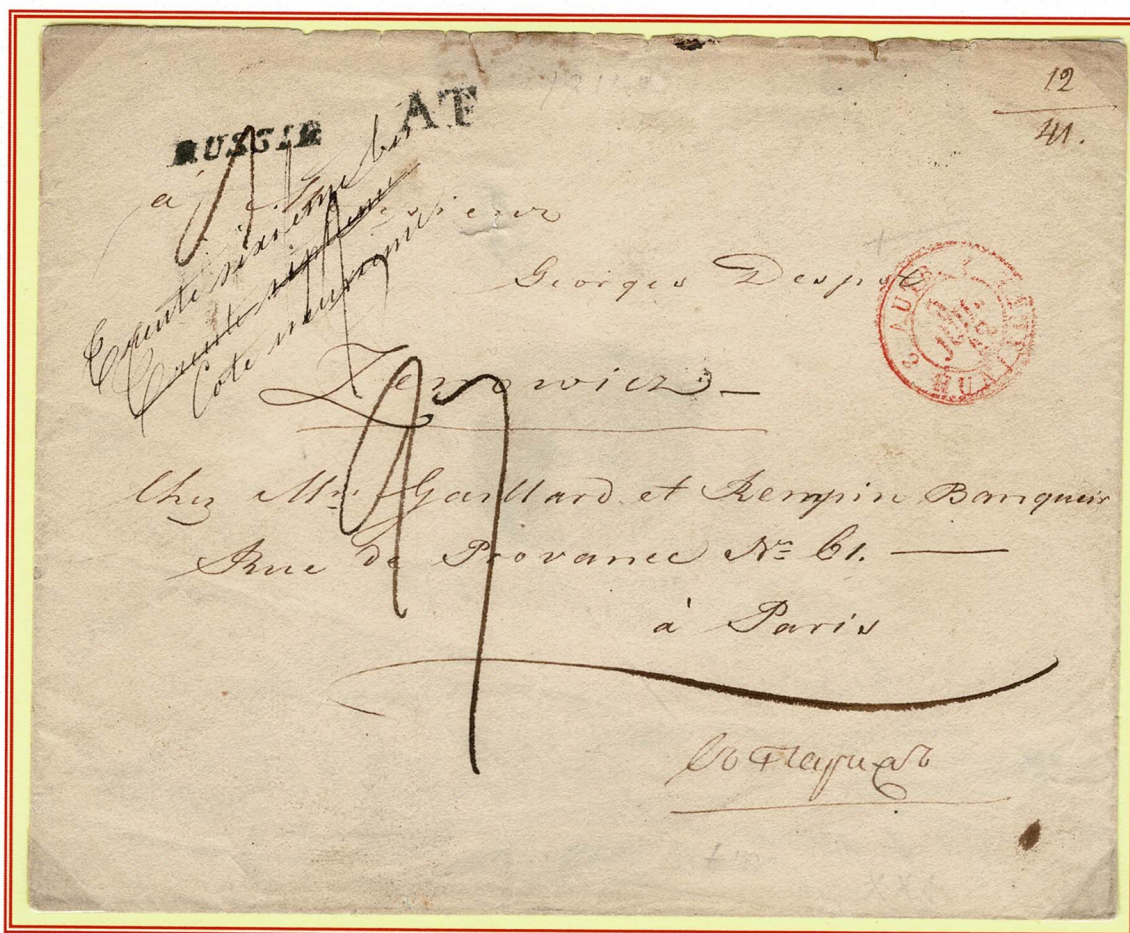
This is a commercial letter to Pascoe Grenfell [1761-1838] a merchant with interests in metallurgy. It contains an account shipping 42 barrels of "**Bar Tin**" to value of **£16,148.43** less charges for Duty, entry stamps, cartage, quarantine costs, brokerage, weighing, interest on loan and commission leaving **£14,787.53**. Odessa agents John & James Cortazzi - wealthy Greek merchants and ship owners.

1842, June 6. Odessa to Paris, France

Odessa - Brody - [Austria] - [Switzerland] - Hunnigue - Paris



AT 11mm x 5mm Proving cover with *RUSSIE* of **BRODY**



Envelope endorsed Odessa **6 June 1842** [OS] [18 June NS] but without an Odessa cancellation  
Confirmed by Wax seal

***RUSSIE*** [in italics] - applied at **Brody** the Austrian Border Office on mail from Russia. [earliest example]

**AT** - Austrian Transit applied at Brody. "**12/41**" notation for Russian and Austrian postal charges

**AUTR 2 HUNNIGUE 5 JUL 42** applied in Paris on Austrian mail entering France via Hunnigue<sup>26</sup>

"**27**" collect French charge 27 decime.

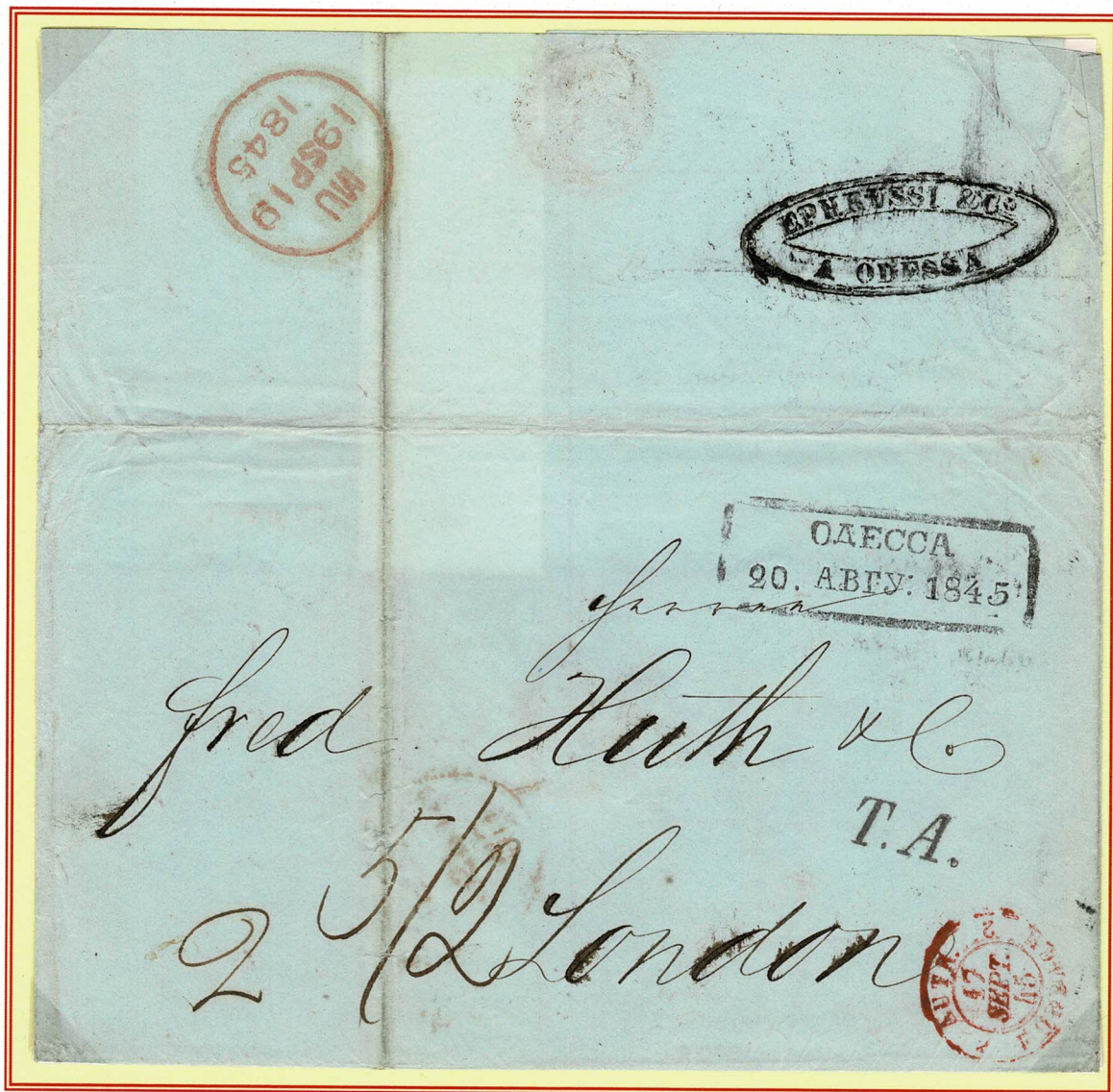
17 days Odessa - Paris via Galicia and Prague and Switzerland

**Hunnigue** is on the **Border between Switzerland, Prussia and France**. There are three Markings known on Austrian mail entering France via Hunnigue - the earliest are from 1819

<sup>26</sup> "Marques de Passage" Entry and illustration 400 - known from 1827

1845, August 20. Odessa to London

Odessa - [Austria] - Forbach - Paris - [Continental Port] - London



Double letter-sheet Odessa 20/1 September 1845

ODESSA 20 AUG 1845 [boxed 43 x 15mm] "2" - double weight letter

T.A. - unlisted by Van der Linden. Transit Austria.

**AUTR 2 FORBACH 17 SEPT 45** - applied in Paris on mail from Austria entering via Fobach

LONDON 19 SEPT 1845 "5/2" collect 5 shillings 2 pence. 18 days

Van der Linden lists a boxed T.A.<sup>27</sup> marking and allocates this to Hermannstadt on mail transiting Austria to France. Hermannstadt [now Sibiu in Romania] is south from Czernowitz. If this unlisted T.A. was applied there, the routing becomes: Odessa - Hermannstadt - Closed mail across Austria - Fobach - Paris - London

The 1843 Postal Treaty sets out in Article VII the destinations of mails that Russia was to transfer to Austria. Mail to countries not contiguous with the Austrian Empire was not to be sent 'via Austria' - this is mis-routing

<sup>27</sup> Illustration 2741

Mail entering Galicia from the East, exiting to the West

### Mail resorted on Prussian Eisenbahn V

The **1854 Postal Convention between Russia and Austria** made provision for possible rail transit of mails between Russia and Prussia, to be routed via the recently opened Myslowitz line. Russia was assured that such shipments would not be subject to any additional transit fees. The rail link was opened by 1848 but the RTPO service did not commence until 1852. Closed mail transiting Galicia through Krakau to the Prussian railway was resorted on the Railway receiving **various RTPO cancellations of Eisenbahn V**.



Railway Connections to Prussian Eisenbahn V

1852, April 28. Odessa to Marseilles, France

Odessa - [Galicia - Krakau] - Prussian Railway - Valenciennes - Paris - Marseilles



ODESSA undated marking. Letter written 28 April / 10 May 1852

"3" Austrian transit charge 3 kr "3" Prussian transit charge 3 sgr established April 1852.

AUS RUSSLAND - serrated boxed marking of **Railway Post V** with RTPO Breslau-Myslowitz; Berlin-Breslau; Berlin-Minden. PRUSSE 3 VALENCIENNES 21 MAI; PARIS; MARSEILLES 23 MY 52. "21" decime collect 8 days Odessa-Myslowitz [Post horse or coach]; 3 days Myslowitz-Paris



1852, September 24. Odessa to Marseilles, France

Odessa - [Galicia - Krakau] - Prussian Railway - Valenciennes - Paris - Marseilles



ODESSA. Letter written 12/24 September 1852

"3" Austrian transit charge 3 kr "3" Prussian transit charge 3 sgr established April 1852.

**K.PR.POST-SPED BUREAU No V 1 10** Krakau - Prussia Railway Posy No. 5  
**AUS RUSSLAND** - serrated boxed marking [Krakau railway]

MYSLOWITZ - KANDRZIN 1 10 [Railway Post No. 5]

BRESLAU - BERLIN 1 10 [Railway Post No. 4]

BERLIN - MINDEN 2 10 [Railway Post No. 8]

**PRUSSE 3 VALENCIENNES 4 OCT 52.** PARIS 4 OCT 52; MARSEILLE 6 OCT 52

"42" decime collect postal charges.

This demonstrates the efficiency of rail transport in mail transportation with the rail link from **Krakau** in Austrian Galicia to Paris [1400km] in **3-4 days** cancelled October 1st, received October 4th. Compare the Odessa - Krakau [via Brody & Lemberg] by post horse or mail coach [950km] which took **6-7 days**. The Krakau-Lemberg railway completed in 1861, extended to Brody in 1869 and joined the Russian railway network in 1871. The Postal Treaties between Russia and Austria and Russia and Prussia ensured that the quickest routes were used.

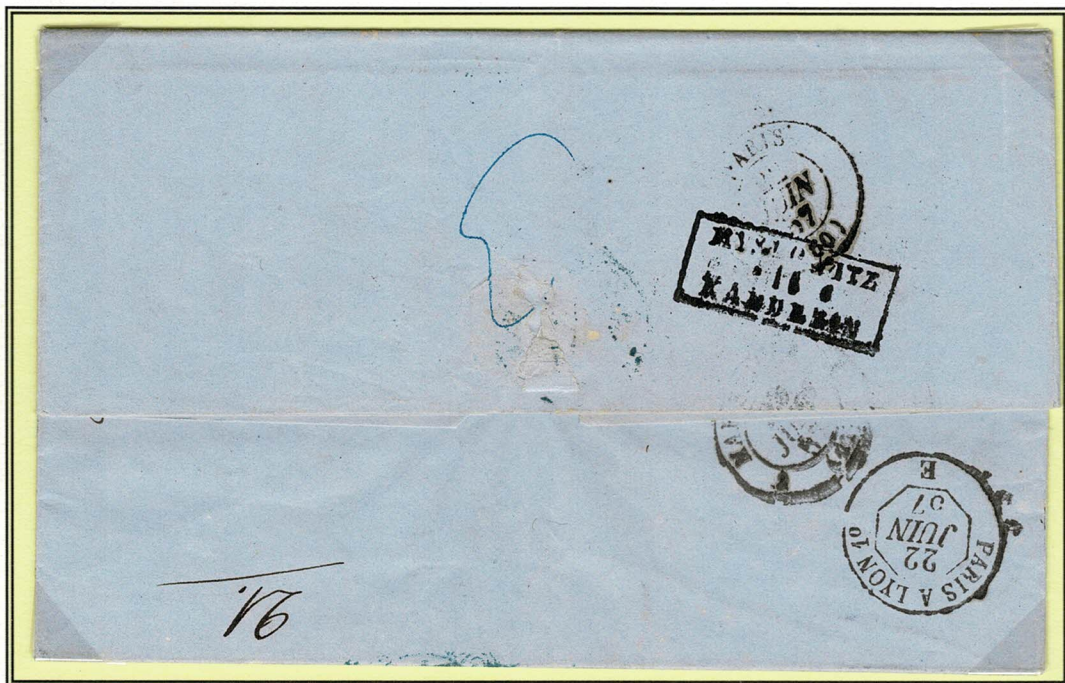
**Prussian Eisenbahn V** markings, with specific names found with AUS RUSSLAND serrated box in red, on Russian mail **transiting Galicia [1852-1857]** to join the Prussian network for sorting on to further destinations include: unframed BRESLAU-MYSLOWITZ: 3 line boxed markings: K PR POST SPED BUREAU; BRESLAU KATTOWITZ; BRESLAU MYSLOWITZ; MYSLOWITZ KANDRZIN; OSWIECIM BRESLAU; OPPELN BRESLAU; ODERBERG BRESLAU.

1854, February 6. Odessa to Marseilles, France



Odessa undated oval used on foreign mail dated 8/20 February 1854. "2" double letter PORTO [unpaid] ODERBERG 13 BRESLAU [Railway post V] via Valenciennes, Paris to Marseilles. "24" decime 13 days

1857, June 8. Berdyansk to Marseilles, France



Letter written Berdyansk 27 May / 8 June 1857. Porto / 3 - postage to Russian/Austrian border AUS RUSSLAND MYSLOWITZ 15 6 KANDRZIN. Via Valenciennes, Paris, Paris-Lyon, "11" collect

Mail entering Galicia from the East, exiting to the West

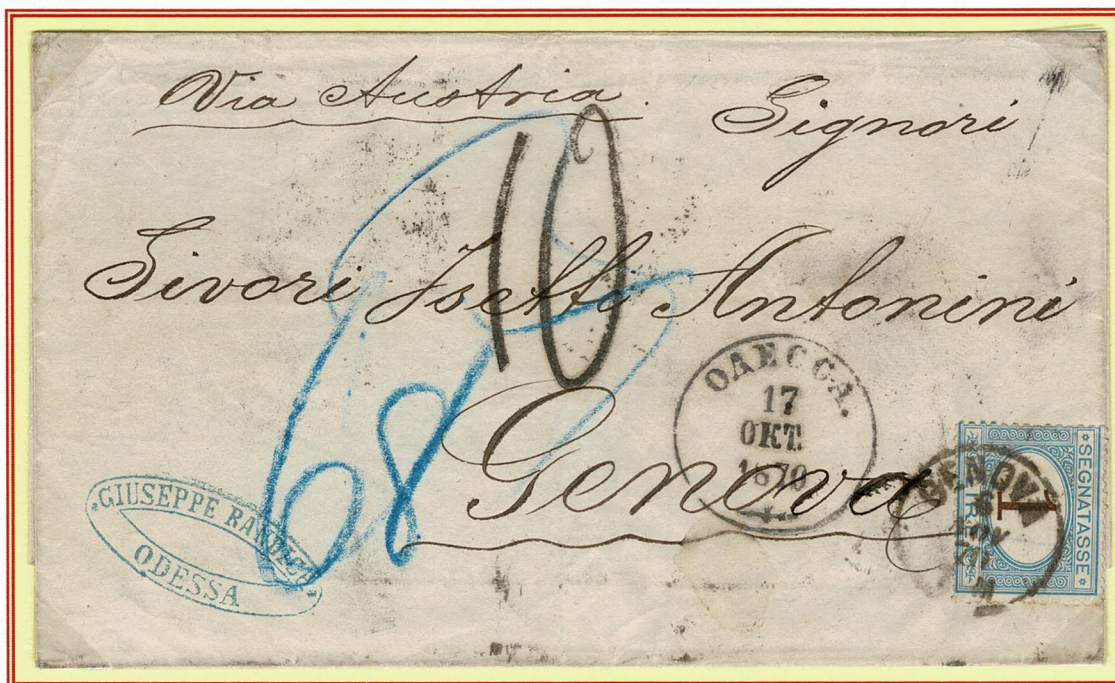
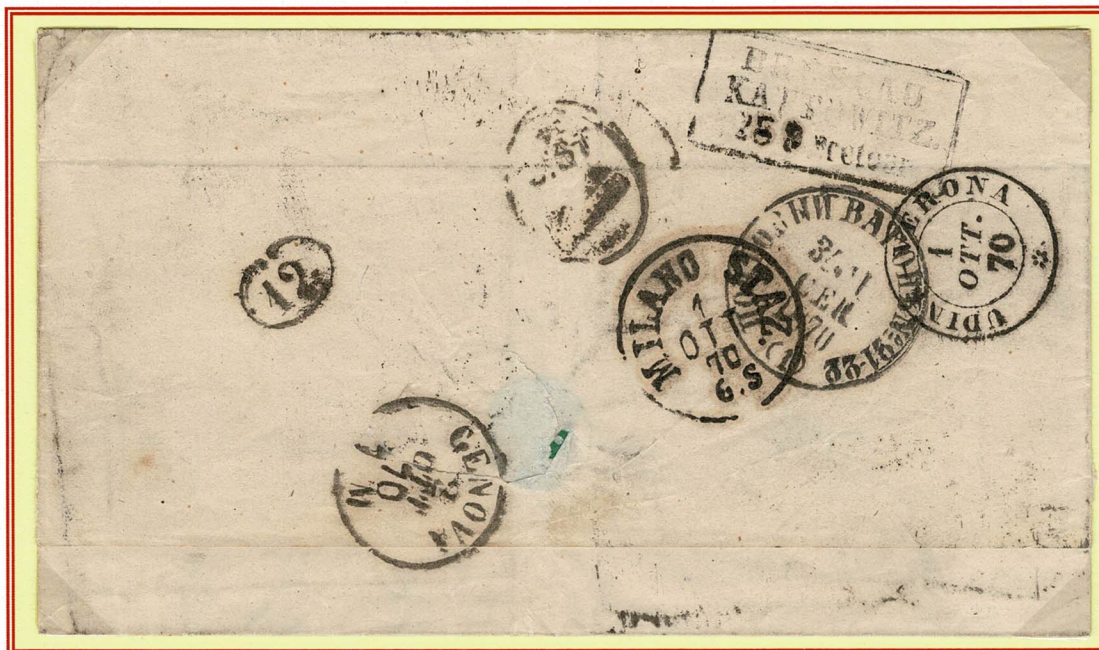
Mail resorted on Prussian Eisenbahn V

1870, September - October. Odessa to Genoa

Unusual routing during **Franco-Prussian War** [July 1870 - May 1871] endorsed "*Via Austria*"

**Odessa - Kiev - Warsaw - Prussian Railway V - [Krakau - Vienna] - Milan - Italian TPO - Genoa**

Unpaid letters from Odessa 1870 to Genoa endorsed "*Via Austria*" - to be considered under the 1866 Postal Treaty which permitted the sender's endorsement to be considered. Both have **POSTWAGON 21-22** of **Odessa-Kiev** route. **AUS RUSSLAND** of the Prussian TPO service. Upper letter has **BRESLAU-KATTOWITZ** and lower **OSWIECIM-BRESLAU** Prussian markings of Eisenbahn V.



Unpaid letters Odessa-Genoa carried and sorted on **Railway Posts of Russia, Prussia and Sardinia.**

**By rail:** Odessa 11/23 September - Genoa 2 October; Odessa 17/29 October - Genoa 6 November 8 days

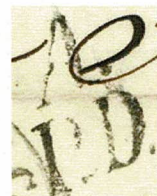
Both have accountancy markings "3" "68" with "10" collect paid by **1-Lira postage due** cancelled at Genoa.

## Mail entering Galicia from the South, exiting to the West

The **Austro-Russian Postal Treaty of February 1866** provide the possibility of the exchange of mail by sea - a clause that legitimised the transmission of letters via Constantza. The Krakau - Vienna - Pesth railroad was extended in early **1864** to **Basiasch** [Bazias], a Danube port in Southern Hungary some 600km west from **Czernavoda**, another of the Danube ports that had been linked to **Constantza** by rail in 1860. The Danube Steam Navigation Co carried the mail on the Danube between these ports. This extension improved mail transit times between the Black Sea ports and Vienna. When the Russian rail network was connected to the Austrian network via Czernowitz during **1871**, this faster route replaced the Odessa-Constantza-Vienna service.

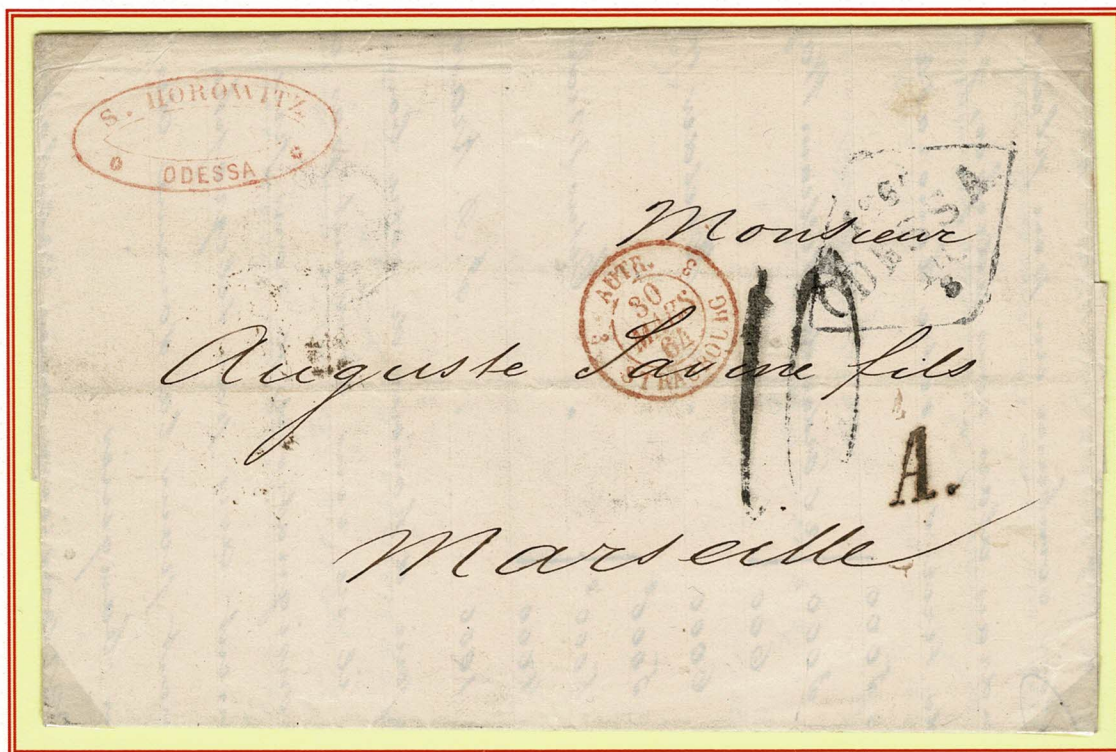


This **A.** marking is attributed by Van der Linden to mail from Turkey to foreign countries and its use at Kustenjie [Constantza] and Czernovoda. Known usage **March 1864 to January 1872**. **A. / P.D.** two examples are known used **April 1871- December 1872** unlisted by Van de Linden.



All known letters with these markings are from **Odessa to Marseilles**. The Routing will be **Odessa** by the Russian **ROPIT** shipping line to **Constantza** on, rail to **Czernavoda**, **Danube Steam Navigation Co** to **Basiasch**, Rail to **Vienna - Krakau - Prussian rail network - Strasbourg - Paris - Marseilles**. The 1854 Postal Treaty made specific allowance for **Closed mails** from Vienna across Southern Germany to Paris. Mail sorted Vienna and Paris

**1864, March 8. Odessa to Marseilles**



Unpaid letter **ODESSA 8/20 March 1864**

**PORTO "3"** [Russian postage 10 kop = 3kr] <sup>28</sup>Constantza **A.**

**Vienna 28 3; Paris 30 3; Marseilles 31 3. "10"** decime collect postage **Odessa-Vienna 8 days**

<sup>28</sup> Earliest known - personal research

Mail entering Galicia from the South, exiting to the West

1866, April 4. Odessa to Marseilles.



Letter endorsed "*via Cortengi*" - Constansa - [Turkish] Kustendje. A port on the Black Sea

**ODESSA** 1866 IV 4 [4/16 April 1866] 4 days after 1866 Treaty effective.

**PORTO** in circle "30" Austrian through rate 30 Nkr shared equally

A. - Constantsa or Czernavoda

**WIEN** 21 4 [Vienna] **AUTR 3 STRASBOURG** [Paris] **PARIS; LYON-MARSEILLES;**  
**MARSEILLES** 25 AVRIL 66 "8" deleted "10" decime collect 9 days

The Postal Treaty between Russia and Austria was signed in November 1865 effective **April 1, 1866**. It set different through rates for **prepaid** [14 kop=20Nkr] and **unpaid** letters [20 kop=30Nkr]. The revenues were shared equally. It authorised the use of **postage stamps** for prepaid letters. The border offices no longer featured with closed mails and sorting at Vienna being the norm. It confirmed the Sea route Odessa to Constantsa.

Mail entering Galicia from the South, exiting to the West

1871, April 17. Odessa to Marseille [via Austria & Italy]



ODESSA 17 APR 1871. **FRANKED** in oval *A. / P.D.* <sup>29</sup>Paid to Destination via Austria  
28kop = 14 kop [20 Nkr] prepaid through Austria rate by postage stamps set in the 1866 Treaty.  
+ 14kop [20Nkr] the Austria-Italy-France through rate **Marseille 7 MAY 71 - 8 days**

1872, November 16. Odessa to Marseille [via Austria]



Entire letter written **Odessa 16/28 November ODESSA 16 NOV 1872** **FRANKED** in oval  
*A. / P.D.* [Vienna] - **Paris Gare de Lyon 3 DEC 72 - 5 days**  
24 kop = 14 kop prepaid via Austria + 10 kop through rate

<sup>29</sup> Personal Research - two examples known to exhibitor - unlisted by van der Linden use probably at Vienna

## The Last Page

1875, July 4. Odessa to Messina

Russia: Odessa - Zhmerinka-Volochisk - by rail - ferry across the Zbrucz River  
Galicia: [Podwoloczyska - Lemberg - Krakau] by rail  
Austria: [Vienna - Ljubljana] by rail  
Italy: Cormons - Bologna - Reggio di Calabria by rail - Messina by sea



ODESSA 4 JUL 1875 [16 JUL 1875 [N.S.] **FRANCO** and 8kop issue of 19 June 1875  
4 days after ratification of the **General Postal Union**

POSTWAGON 47-48 5 JUL 1875 Zhmerinka-Volochisk - on Russian railway network the across the Zbrucz River to Podwoloczyska then on Austrian railway to Lemberg [link completed 1871, bridge 1882]

Closed mail across Galicia and Austria entered Italy at Cormons

CORMONS-BOLGNA TPO 20 JUL 1875 then on Italian rail network to Reggio di Calabria and by ship to

MESSINA d/s 22 7 Annotated as received 22 July

6 days Odessa-Messina Distance 3700 km by rail and 15km by sea.

**Treaty of Berne October 9, 1874.** This was the result of a conference arranged by Heinrich von Stephan a German postal official. It was attended by the representatives of 22 Postal Administrations including both the **Russian and Austro-Hungarian Empires**. The Treaty was signed October 9, 1874 and **ratified July 1, 1875**. The Treaty established the **General Postal Union** and it was very successful in unifying a confusing international maze of postal services and regulations into a **single postal territory for the reciprocal exchange of letters**. All other Postal Treaties were superseded. **All mail was to be prepaid**. The Russian foreign letter rate was reduced to **8 kop**.

The **General Postal Union** was a major advance in postal arrangements but had little impact on Routes or transit times. The development of the railway and expansion to form a connected European railway network was of greater importance improving efficiency and speeding mail delivery. These remained of prime importance in postal arrangements until the establishment of permanent airmail routes 60 years later.