



CATALOGUE



Celebrating 400 years
of Danish Post

HAFNIA 24 EUROPEAN PHILATELIC EXHIBITION **17-20 OCTOBER 2024 IN COPENHAGEN, DENMARK**

Organized by Kjøbenhavns Philatelist Klub (KPK)
Under the patronage of the Federation of European Philatelic Associations (FEPA).

King Christian IV, founder of organized post in Denmark 1624.



Literature



Hafnia 2024 Literature English

By Chris King

The display aims to show some of the earliest material associated with Danish philatelic literature, some of the more unusual items, and publications which have defined their subject, or which represent the best of the literature available. Geographically, the areas covered are Denmark, Greenland, Iceland, The Faroe Islands, and The Danish West Indies.

Most of the material on display is in Danish, but contributions in other languages are relevant, such as *GF10 Faroe Islands Stamps and Postal History*, published in Denmark in 2010, but written in English by Geoffrey Noer, Brian Hague and Preben Jensen, and *An Introduction to the Postal History of Denmark 1625-1950* by David Cornelius, published in 2004.



Fig. 01. **Nordisk Frimærketidende**: udgivet af en Forening Nr. 1-12, Carl Lund, Kjøbenhavn, 1867-1868, Hardback 90pp. The first philatelic magazine in Norden.



Fig. 02. **GF10 Faroe Islands Stamps and Postal History**, Brian Hague, Preben Jensen and Geoffrey Noer, Philtrade Danmark A/S, DAKA, Copenhagen, 2010, 264pp. ISBN 87-91932-10-6

Danish literature which has received international recognition is shown, such as *The Postage Stamps of Denmark 1851-1951* by Johannes Schmidt-Andersen (1902-1976), translated by Roland King-Farlow (1907-1974), and *Denmarks Helsager Den Tofarvede Udgave 1871-1905* in two volumes by Lars Engelbrecht, both of which were awarded the Crawford Medal in 1952 and 2023, respectively, and *Danish Postal History 1875-1907* in six volumes by Henrik Mouritsen which received the FEPA award for Exceptional Philatelic Study and Research in 2019.

Other authors include Gunnar Hagemann (1877-1971) and his work on the Danish West Indies published between 1929 and 1948 and that of Victor Engström (1913-2000), an American who wrote on the same subject. Lasse Nielsen (1945-2023) who wrote *Denmarks tofarvede frimærker 1870-1905 Bicoloured Stamps of Denmark 1870-1905*, in 2001, in six volumes, also belongs

in this display, as do the prolific writers in journals such as Aage Tholl (1896-1976), Kurt Hansen and Jan Bendix.

The display is in the philatelic literature area of the exhibition, and is in three parts:

1. Philatelic Literature

Material published since 1840 aimed at supporting philatelists and collecting generally.

Catalogues,

Single country catalogues e.g. *AFA Specialkatalog 1987-88* which included Lars Jørgensen's article on Danish postal labels.

Geographic area catalogues e.g. *Facit 1974 Nordiska Ländernas Frimärken*, which listed Danish official envelope closing labels.



Fig. 03. **AFA Specialkatalog 1987-88 Danmark, Færøerne, Grønland, Dansk Vestindien, Slesvig-Holsten**, Lars Boes, Aarhus Frimærkehandel, Aarhus, 1988, including Lars Jørgensen's article on Danish postal labels, pp531-546. ISBN 97-7012-164-8

Date limited catalogues e.g. *Bogen om danske skillingsbreve 1851-1874* by Ole Steen Jacobsen (1941-2015).

Specialised catalogues (postmarks, plate blocks, perfins, etc.) e.g. *Danmarks posttempler* by Vagn Jensen (1944-2011) which forms the basis of the KPK stempelregister, and *Sønderjyske Stempler 1864-1920* published by Erik Paaskesen (1949-2000) in 1986.

Postal history catalogues e.g. *Grønland Censurpost under anden Verdenskrig* by Kristian Hopballe (1935-2021), published in 1983, and *Dansk Luftpost: Tillægstakster og rutebeskrivelser for luftpostbrevforsendelser fra Danmark*, by Mats Hedelius (1952-2018) in 1992.

Worldwide catalogues belong in this section but none have been published in Danish.

Periodicals

Journals, either specialist or general, including society and trade journals. The Key Journals in Denmark are *Nordisk Filatelistisk Tidsskrift*, first published in January 1894, and taken over by KPK on 18 January 1965, *Posthistorisk Tidsskrift* published by Dansk Posthistorisk Selskab since 1972, *Dansk Filatelistisk Tidsskrift*, published by Danmarks Filatelist Union 1934-1954 and Danmarks Filatelist Forbund thereafter, and *Skilling*, which was published by Jan Bendix between 1972 and 2000.



Fig. 04. **Skilling**, Published between 1972 and 2000. The last issue of November 2000 is illustrated.

Auction catalogues

Postiljonen, a Swedish company, held its first auction on 30 May 1970 at Falsterbohus, Sweden, and its first in Copenhagen on 4 September 1974.

The Thomas Høiland auctions were held in Copenhagen from 1991-2010, and the catalogues are an invaluable record of Danish philately.

Valuation or sales listings, e.g. the AFA, Wowern, DAKA and other catalogues in modern times, but also the sales lists produced by Dr. M. Vedel from 1886 and Edvard M Ruben in Copenhagen from 1889.

Handbooks, monographs and pamphlets

- including histories of postal services, often national, sometimes local, and possibly covering a specialist area such as railway mail or sea posts, e.g. *Skibspost til og fra Danmark i midten af 1800-tallet* by Kurt Hansen and Ole Maintz in 1996, and *The Classic Stamps of Denmark*, published by the Philatelic Foundation of Denmark in February 1992.

Bibliographies of philatelic literature

The first Danish list of philatelic publications appeared in *Nordisk Frimærketidende* with issue 5 on 20 December 1867 under the heading *Udenlandske Frimærkelitteratur*, and concluding in issue 10 on 31 May 1868. The listing covers philatelic literature



Fig. 05. **The Knud Mohr Grand Prix Auction**, Postiljonen's Special Auction held at the D'Angleterre Hotel, Copenhagen, on 24 March 2000. The Kingdom of Denmark and the Duchies Schleswig-Holstein 1851-1884 & Copenhagen Cancellations and Postmarks 1806-1884.

in Belgium, France, Germany, Great Britain, Italy, and the United States, recording handbooks, journals, albums, and sheet music. This was the first philatelic journal in Denmark beginning on 26 August 1867, and closing after 12 issues with its last publication dated 30 June 1868. It was published by a 'Frimærkesamlerforening' (stamp collectors' association) from Klaraboderne, Nr. 5, in the heart of the old city.

Printed stamp albums

The first stamp album produced in Denmark was the *Album til postfrimærker med fortegnelse over de forskellige landes brev- og couvertsmerker*, (udstedte i Aarene 1840-1865), by Erik Ritzau (1839-1903), published by Chr. Falkenbergs Boghandel, printed at Thieles Bogtrykkeri in 1865, and advertised in the run up to Christmas that year.

Some collectors specialise in philatelic incunabula - in bibliophilic terms publications before 1500, but philatelically referring to the early years of philatelic literature - generally before 1870.

2. Postal and Commercial literature relating to postal services

Non philatelic material useful to philatelists, including published matter concerning the postal services, usually contemporary, and what historians would describe as primary sources.

This includes rate books and listings produced by the postal service to advise their staff and customers of postage rates and routes. It encompasses notices of service updates and changes to postmasters, usually in advance. For example, compilations

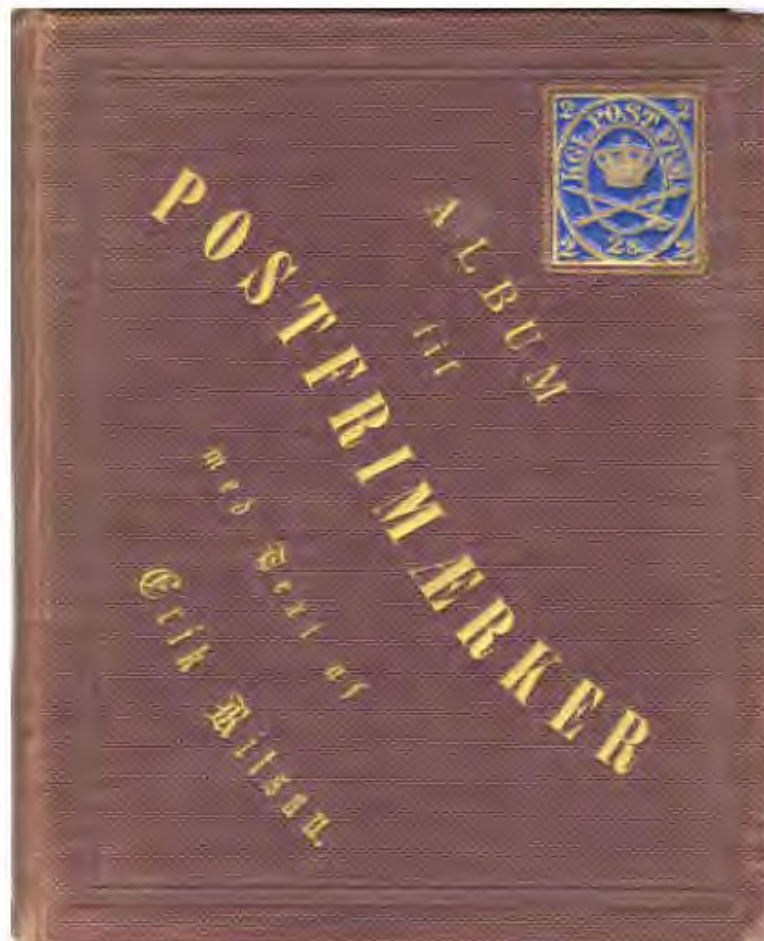


Fig. 06. **Album til postfrimærker med Tekst af Erik Ritzau**, The first stamp album produced in Denmark, 1865.

and codifications of rates, routes and services generally advising postal officials, and primary legislation concerning the post, often resulting in postal notices distributed throughout the postal network.

Other official publications include service yearbooks, published in retrospect, advisory publications and notices aimed at the service user. These may include international treaties, often bilateral, but from 1874, international, first through the General Postal Union, and later through the Universal Postal Union. These can be found as primary treaties but as important are the later explanatory and practical notices dealing with the implementation of these international agreements locally.

Associated with 'official literature' are publications aimed at the commercial or domestic user, often in the form of almanacs or advisory guides to businesses, organisations or individuals, ranging from advice on routings, rates, arrival and departure dates of the mails, and time taken from departure to arrival.

Published currency exchange rates, postal and other maps, and newspapers etc. are included in this category.



Fig. 07. **Forordning om Post-Budde**, On Christmas Eve 1624, Christian IV established the “Ordinance on Postal Services,” creating the Nordic region’s first public postal system. The regulation introduced a basic letter transport network, with messengers traveling on horseback and on foot across nine routes originating from Copenhagen. Letters were delivered to post offices along these routes for collection by recipients. Although the King’s postal service held a monopoly on letter transport, covering costs with postage charges initially proved challenging.

In Denmark the official literature begins with Christian IV’s *Forordning om Post-Budde* decreed on 24 December 1624 and continues to the late 20th century with *Post- og Telegrafhåndbogen med post- og telegrafkort over Danmark* issued by the Post- og Telegrafvæsenet from 1927 to the 1980 - and later material.

The common factor in all of the above is that they are likely to be printed. Written minutes, for example, have more in common with museum artefacts, although there is inevitably a grey area where items can be associated with either libraries or museums.

3. Philatelic History

Finally, there is ‘literature’ associated with philatelic history. Exhibition catalogues and documentation including competition results, ephemera such as dinner menus, entry tickets, advertising and other commemorative material. Cinderella ‘stamps’, anniversary and celebratory material relating to events, society membership cards, membership lists, minutes and agendas, statutes, rules and constitutions, printed matter related to annual meetings of clubs and societies etc.



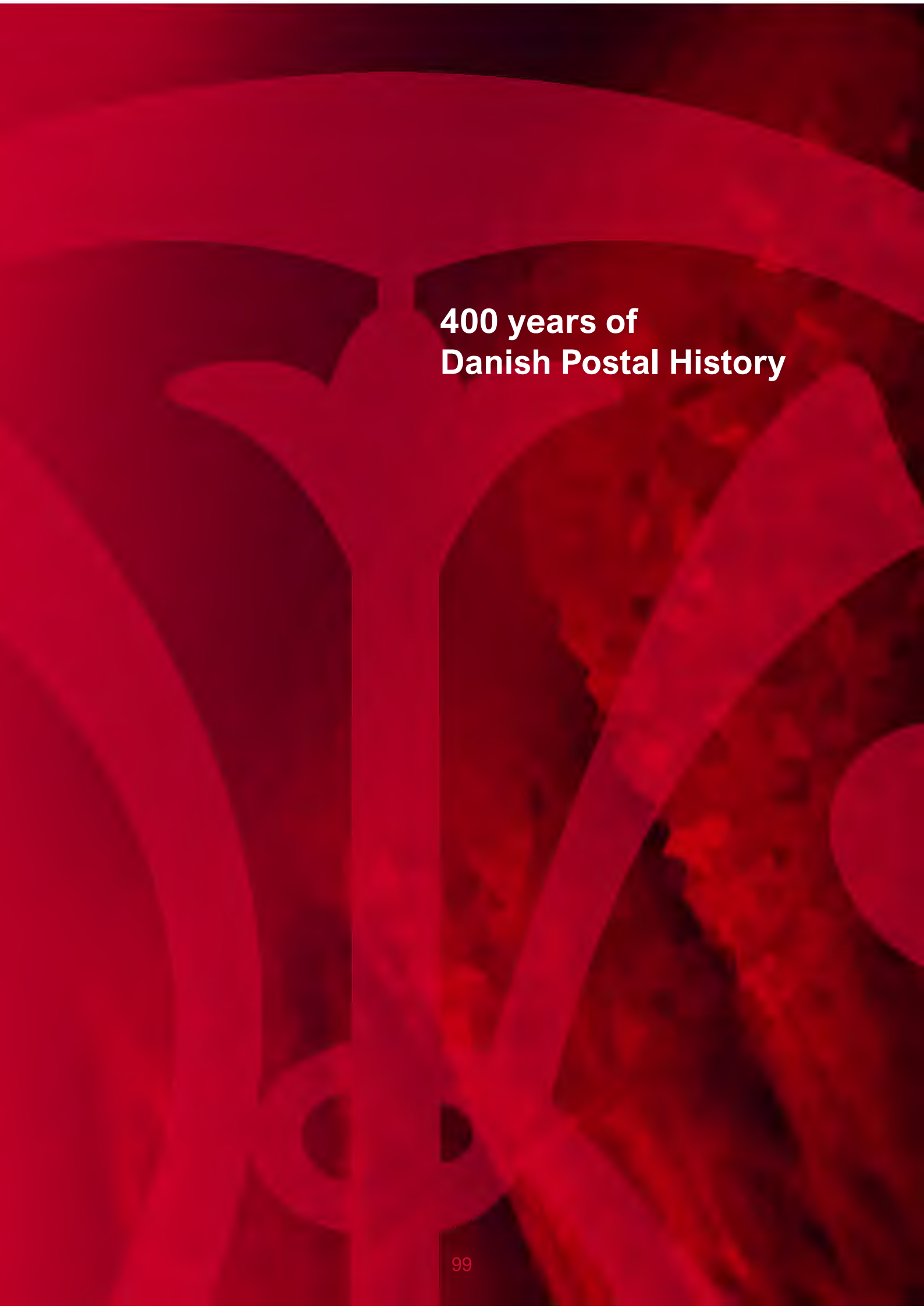
Fig. 08. Hafnia 76 Denmark International Stamp Exhibition Copenhagen August 20.-29. 1976. The exhibition published two bulletins, the catalogue and the Palmares.

This includes congresses, national and international, discussion papers and minutes, either voluntary, or commercial in the case of dealer associations, or administrative in the case of postal museums, libraries and other public or charitable bodies.

Hafnia 1976, 1987, 2001 exhibition catalogues, bulletins, palmares etc., and also local exhibitions in Denmark, including club ephemera.

The catalogue for the display can be downloaded using the QR code above.





400 years of Danish Postal History

The postal service in Denmark before stamps

Postvæsenet i Danmark før vi fik frimærker

By Morten Pieper

(Translated by Chris King)

Introduktion til dansk præfilateli set fra en samlers vinkel

Der er skrevet mange bøger på dansk om det danske postvæsen og den tidlige periode før frimærket blev indført i Danmark den 1. april 1851. Denne tidlige periode kalder vi traditionelt for "Den præfilateliske periode", eller bare *dansk præfil.*

Det vil føre for vidt at nævne den litteratur, der er skrevet om dansk præfil, men alle disse værker er repræsenteret i KPK's righoldige bibliotek og er således tilgængelig for interesserede samlere.

Fælles for de fleste af disse bøger, der omhandler dansk præfil, er, at de har deres hovedfokus på den organisatoriske udvikling af postvæsenet. Denne udvikling er naturligvis nødvendig viden for at forstå perioden, men fakta er, at det ikke er det vi samlere ser, når vi sidder med et gammelt brev i hånden og prøver at forstå påtegninger, kruseduller, tal og hvad man ellers kan finde på en forsendelse fra før 1851.

Introduction to Danish pre-philately from the perspective of a collector

Many books have been written in Danish about the Danish postal service and the early period before the postage stamp was introduced in Denmark on 1 April 1851. We traditionally call this early period "The pre-philatelic period", or simply *Danish pre-philately.*

It would go too far to mention the literature that has been written about Danish pre-philately. All these books are represented in KPK's extensive library, and are thus available to interested collectors.

Common to most of these books dealing with Danish pre-philately is that they have their main focus on the organisational development of the postal service. This development is of course necessary knowledge to understand the period, but the fact is that it is not what we collectors see when we sit with an old letter and try to understand endorsements, doodles, numbers and whatever else you can find on a letter from before 1851.



Fig. 1. Brev uden indhold sendt til Johan Rantzau i Breitenburg (syd for Itzehoe i Holsten). Brevet er noteret modtaget den 4. november 1559.

Fig. 1. Letter without content sent to Johan Rantzau in Breitenburg (south of Itzehoe in Holstein). The letter is endorsed as received on 4 November 1559.

Derfor har jeg valgt at have fokus på det vi kan se i dag, nemlig det enkelte brev, og hvordan vi skal læse takster, påtegninger og forordninger. Vi starter fra begyndelsen og kommer således igennem 300 års posthistorie, som ikke kan behandles i dybden i denne artikel, så derfor har jeg også kaldt det for en introduktion til dansk præfil.

Tiden før Postloven af 1624

Før vi fik et postvæsen i Danmark, har man naturligvis også benyttet sig af brevskrivning og fremsendelse af breve med gående eller ridende bude. Hvornår man skrev det første brev i Danmark fortæller sig i historien, men Rigsarkivet i København har flere meget gamle forsendelser, som kan dateres tilbage til 1200-tallet og før dette.

Ude blandt samlere er det tidligste brev, som vi har en scanning af, fra Schleswig-Holstein, og er dateret den 4. november 1559 (fig. 1). Derudover kan vi se af et auktionskatalog fra 1990'erne, at der har været et brev til salg fra ca. 1460 afsendt fra Kancelliet i København. Hvor dette brev befinder sig i dag ved vi ikke.

Derudover er det tidligst kendte brev fra kongeriget Danmark fra 1585 (fig. 2). Det samlede antal bevarede breve fra før postloven 1624, der stadig er ude blandt samlere, er begrænset, og foreløbigt har jeg registreret 20 forsendelser.

Før 1624 blev der gjort flere forsøg på at etablere et postvæsen i Danmark, idet man fra landene syd for grænsen kunne iagttage, at budordninger og postvæsener begyndte at dukke op.

I 1461 ser vi de første spor af en postrute mellem Hamburg og Kongen af Danmark, der i 1460 havde opnået Hamburgs anerkendelse som Greve af Holsten.

That is why I have chosen to focus on what we can see today, namely the individual letter and how we should read tariffs, endorsements and regulations. We start from the beginning and thus get through 300 years of postal history, which cannot be dealt with in depth in this article, so I have also called it an introduction to Danish pre-philately.

The time before the Postal Act of 1624

Before there was a postal service in Denmark, people naturally also wrote letters and sent them by foot or by couriers on horseback. When the first letter was written in Denmark is lost in history, with the National Archives in Copenhagen having several very old despatches which can be dated back to the 13th century and before this.

Out among collectors, the earliest letter of which we have a scan is from Schleswig-Holstein, and is dated 4 November 1559 (fig. 1). In addition, we can see from an auction catalogue from the 1990s that there has been a letter for sale from approximately 1460 sent from the Chancellery in Copenhagen. We do not know where this letter is today.

In addition, the earliest known letter from the Kingdom of Denmark is from 1585 (fig. 2). The number of preserved letters among collectors from before the Postal Act of 1624 is limited, and so far, I have registered twenty.

Before 1624, several attempts were made to establish a postal service in Denmark, as one could observe from the countries south of the border that delivery systems and postal services had begun to appear. In 1461 we see the first traces of a postal route between Hamburg and the King of Denmark, who in 1460 had obtained Hamburg's recognition as Count of Holstein.



I Chr. II's Lov af 1522 nævnes postløbere, der mod 2 skilling pr. mil skulle besørge breve, samt andre tiltag så som færgersteder, færgemænd og takster.

Fra et missive (*lukket kongebrev udstedt gennem Danske Kancelli til en enkelt person eller en mindre gruppe*) fra 1567 kender vi følgende beskrivelse:

Bjørn Andersen skal holde i København 4 postklippere, som skulle føre (post) til Køge, Roskilde, Helsingør og Frederiksborg; i Roskilde 2, som skulle føre (post) derfra til København og til Ringsted, og i Køge 2, som skulle føre (post) derfra til København og til Tryggevælde.

Abbeden i Ringsted skal holde 2 postklippere, som skulle føre (post) derfra til Sorø

King Christian II's Act of 1522 mentions mail runners who had to deliver letters for 2 skilling per mile (Danish mile = 7.532 km), as well as other measures such as ferries, ferrymen and rates.

From a missive (sealed royal letter issued through the Danish Chancellery to a single person or a small group) from 1567, we have the following description:

Bjørn Andersen had to keep four horses in Copenhagen, which were to carry mail to Køge, Roskilde, Helsingør and Frederiksborg; two in Roskilde, which were to carry post from there to Copenhagen and to Ringsted, and two in Køge, which were to carry post from there to Copenhagen and to Tryggevælde.

The abbot in Ringsted had to keep two horses, which were to carry mail from there to Sorø and to Roskilde. The abbot in Sorø



Fig. 2. Kongebrev til borgmesteren i Rendsburg. Brevet er skrevet på Frederiksborg Slot i Hillerød af en af Kongens skrivere, signeret af Frederik II og sendt med Kongens eget bud den 29. april 1585.

Fig. 2. Royal letter to the mayor of Rendsburg. The letter was written at Frederiksborg Castle in Hillerød by one of the king's scribes, signed by Frederik II and sent by the king's own courier on 29 April 1585.

og til Roskilde. Abbeden i Sorø skal holde 2 postklippere, som skulle føre (post) derfra til Andvorskov og til Ringsted.

... og således fortsætter beskrivelsen hele vejen til Ålborg.

Det blev dog aldrig rigtig til noget, selvom behovet for et postvæsen var stort. Det havde Chr. II allerede sandet, da han begyndte at udsende trykte forordninger og retsskrifter i 1521 og frem.

Først omkring 1600 blev det almindeligt at udsende trykte meddelelser. Den almindelige korrespondance fra Kancelliet – både som åbne breve (ofte med et halvt hundrede enslydende kopier) og lukkede breve (missiverne) - udgjorde en stadig stigende udgift for Kongen.

Antallet af ekspeditioner var i 1570'erne ca. 500 årligt, stigende til over 2.000 i 1630'erne.

Året 1624 var et rekordår med 70 eksemplarer af en enkelt skrivelse, i alt 1239 journalnumre og dermed anslået 4.500 breve udsendt fra Kancelliet.

I perioden 1616-39 blev der trykt 177 forordninger, og regeringen lagde stor vægt på, at disse skulle ud til borgerne. Kongens behov for trykning og distribution af agitatoriske pamfletter med indenrigspolitisk indhold var ligeledes stigende, bl.a. i forsøg på at påvirke opinionen mod arvefjenden – Sverige.

Den stigende udgift til distribution af Kongens breve var den direkte drivkraft bag Forordningen om Budde i 1624, og som det kan ses af datidens interne korrespondancer, skulle alle betale de anordnede postpenge - selv breve fra Kongen og Kancelliet var i begyndelsen ikke portofrie.

Selvom vi således kan læse i historiebøgerne, at der blev sendt mange breve, så er disse kun bevaret i begrænset omfang i arkiverne, og slet ikke ude blandt samlerne.

had to keep two horses, which were to carry mail from there to Andvorskov and to Ringsted.

... and thus the description continues all the way to Aalborg in Jutland.

However, it never really came to fruition, even though the need for a postal service was great. Christian II had already realised this when he began issuing printed ordinances and court documents from 1521 onwards.

It was not until around 1600 that printed communications became commonplace. The regular correspondence from the Chancellery - both as open letters (often with half a hundred identical copies) and closed letters (the missives) - constituted an ever-increasing expense for the King.

The number of despatches in the 1570s was approximately 500 annually, rising to over 2,000 in the 1630s.

The year 1624 was a record year with 70 copies of a single letter, a total of 1239 journal numbers and thus an estimated 4,500 letters sent out from the Chancellery.

In the period 1616-39, 177 ordinances were printed, and the government placed great emphasis on these going out to the citizens. The King's need for the printing and distribution of propagandist pamphlets with domestic political content was also increasing, i.a. in an attempt to influence public opinion against the hereditary enemy – Sweden.

The rising cost of distributing the King's letters was the direct driving force behind the Postal Law in 1624, and as it can be seen from the internal correspondences of the time, everyone had to pay the arranged postage - even letters from the King and the Chancellery were in the beginning not postage free.

Although we can read in the history books that many letters were sent, these have only been preserved to a limited extent in the archives, and not at all among collectors.

Postloven af 1624

Før 1624 var der ikke noget organiseret postvæsen i hele Norden. Danmark var det første land i Norden, der oprettede et postvæsen i 1624. Sverige fik et postvæsen i 1636, og Finland, der var en del af Sverige frem til 1809, fik et postvæsen i 1638. Alle de øvrige nordiske lande var en del af Danmark, da deres postvæsen blev etableret. Norge fik et postvæsen i 1647, og de øvrige lande først langt senere.

The Postal Act of 1624

Before 1624 there was no organised postal service in the whole of the Nordic countries. In 1624 Denmark was the first country in the Nordic region to establish a post office. Sweden established a post office in 1636, and Finland, which was part of Sweden until 1809, had a post office in 1638. All the other Nordic countries were part of Denmark, when their postal service was established. Norway's postal service came in 1647 and the other countries only much later.



I de filatelistiske historiebøger kan man læse meget om Chr. IV's nye postlov. Vi kan læse, hvordan budsystemet blev organiseret, og hvilke byer, der fik et posthus eller en mindre postekspedition, men det interessante for os samlere er imidlertid, hvad vi kan se på de bevarede breve. Svaret er her ganske enkelt – intet.

Indtil dato har jeg ikke fundet ét eneste indenlandsk brev fra de første 50 år af postvæsenets levetid, der bærer nogen form for postal påtegning. Der kendes således ingen breve fra før ca. 1670, der bærer tydelige tegn på, at postvæsenet har haft brevene i hænde.

Det betyder i praksis, at vi ikke kan afgøre, om de breve vi kender fra før ca. 1670, er befordret med postvæsenet eller med private bude. Derfor er der – set fra et samlersynspunkt - reelt set heller ikke nogen grund til at gå i dybden med den første postlov.

Fakta er også, at postvæsenet i de første 30 år ikke fungerede særlig godt på grund af 30-års krigen. Det var ustabil, og gik ofte helt i stå i de områder, der var ramt af krigshandlingerne. Så selvom vi kan se af regnskaberne, at postvæsenet havde en indtjening og dermed faktisk befordrede post, så var den private postbefordring stadig den mest benyttede måde at befordre breve på.

Det er også bemærkelsesværdigt, at vi heller ikke kender særlig mange bevarede breve på samlerhænder fra de første 30 år af postvæsenets levetid. Jeg har kendskab til lidt over 30 breve, og der findes næppe ret mange flere bevarede breve fra denne periode udenfor arkiverne.

In the philatelic history books, you can read a lot about Christian IV's new postal act. We can read how the courier system was organised and which cities had a post office or a smaller postal despatch office, but what is interesting for us collectors is what we can see on the preserved letters. The answer here is quite simple - nothing.

Until today, I have not found a single domestic letter from the first 50 years of the postal service's existence that bears any form of postal endorsement. Thus, no letters are known from before approximately 1670 which bear clear signs that the postal service has handled them.

This means in practice that we cannot determine whether the letters we know from before approximately 1670, is carried by the postal service or by private couriers. Therefore - from a collector's point of view - there is really no reason to go into depth with the first postal law either.

The fact is also that in the first 30 years the postal service did not function very well because of the Thirty Years War. It was unstable, and often came to a complete standstill in the areas affected by the hostilities. So, although we can see from the accounts that the postal service had an income and thus actually delivered mail, private carriage was still the most frequent way of delivering letters.

It is also noteworthy that we also do not know of very many preserved letters in the hands of collectors from the first 30 years of the postal service's life. I am aware of just over 30 letters, and there are hardly many more preserved letters from this period outside the archives.



Fig. 3 Postrutenettet som det så ud i 1624 (Kilde P&T's Historie af Otto Madsen). Enkelte ruter blev tilføjet og andre nedlagt i de første 100 år, men det overordnede billede forblev stort set uændret

Fig. 3 The postal route network as it looked in 1624 (Source P&T's History Vol. I, by Otto Madsen). Some routes were added and others closed in the first 100 years, but the overall picture remained basically unchanged.

Postrutenettet i Danmark

Helt frem til indførelse af frimærkerne i 1851, havde postvæsenet kun etableret posthuse og et postalt befordringsnet i København og i provinsbyerne. Det var imidlertid ikke der befolkningen boede, idet 80% af den danske befolkning boede på landet i de enkelte sognekommuner. Her var der ikke noget postvæsen, og man måtte klare sig som man altid havde gjort, med private budordninger, landpostordninger eller man måtte selv bringe sit brev til byen.

Dette er baggrunden for, at langt over 50% af de bevarede forsendelser fra før 1851 er privat befordrede i større eller mindre grad.

Postrutenettet, se fig. 3, udviklede sig kun langsomt i de første 225 år, mens antallet af posthuse udviklede sig fra lidt over 30 i 1624 til 175 frem til 1851.

The postal route network in Denmark

Right up until the introduction of the stamps in 1851, the postal service had only established post offices and a postal transport network in Copenhagen and the provincial towns. However, that was not where most of the population lived, as 80% of the Danish population lived in the countryside in the individual parishes. Here there were no post offices, and you had to make do as you had always done, with private delivery arrangements, rural post arrangements or you had to bring your letter to town yourself.

This is the reason why well over 50% of the preserved letters from before 1851 are privately carried to a greater or lesser extent. The postal route network, see fig. 3, developed only slowly in the first 225 years, while the number of post offices developed from just over 30 in 1624 to 175 by 1851.

Klingenberg overtager postvæsenet i 1653

Christian IV's postvæsen gav økonomisk underskud, og Riget fattedes penge efter 30 års krig. Efter at Frederik III overtog tronen i 1648 besluttede han derfor at privatisere postvæsenet, og fra 1653 – 1685 havde Paul Klingenberg overtaget postentreprisen.

Paul von Klingenberg (1615-1690) var købmand og generalpostmester. Klingenberg var født i Hamburg, men flyttede til København, og han forstod at gøre postvæsenet til en rentabel forretning. Paul Klingenberg var underlagt en bestalling (se fig. 6). I den skrevne litteratur kan man læse en del mere om personen Klingenberg, og den bestalling som Klingenberg blev underlagt er transskriberet og gengivet på dansk i Posthistorisk Tidsskrift PHT nr. 1/2022.

Generelt ved vi faktisk ikke så meget om Klingenberg og om hans organisering af postvæsenet i perioden frem til 1685. Der mangler således detaljeret viden om, hvilke regler og retningslinjer Klingenberg indførte for at få postvæsenet til at fungere. Årsagen hertil skulle være, at de arkiver, der har indeholdt disse oplysninger, er gået tabt under Københavns brand i 1728, hvor næsten 30% af byen gik op i flammer.

Med udgangspunkt i de bevarede breve kan vi imidlertid få en god indsigt i, at Paul Klingenberg både var driftig, havde mange ideer til effektivisering af postvæsenet og evnede at føre dem ud i praksis. Han skabte grundlaget for, hvordan danske præfil breve skal forstås og analyseres. I hans periode blev følgende indført:

Klingenberg takes over the postal service in 1653

Christian IV's postal service produced a financial deficit and the Kingdom ran out of money after 30 years of war. After Frederik III took over the throne in 1648, he therefore decided to privatise the postal service, and from 1653 – 1685 Paul Klingenberg had the postal contract.

Paul von Klingenberg (1615-1690) was a merchant and Postmaster General. Klingenberg was born in Hamburg but moved to Copenhagen, and he understood how to turn the postal service into a profitable business. Paul Klingenberg was subject to a Royal Charter (see fig. 6). In the written literature, you can read a lot more about the person Klingenberg, and the charter to which Klingenberg was subjected is transcribed and reproduced in Danish in Posthistorisk Tidsskrift PHT no. 1/2022.

In general, we actually do not know much about Klingenberg and about his organisation of the postal service in the period up to 1685. There is thus a lack of detailed knowledge about which rules and guidelines Klingenberg introduced to make the postal service work. The reason for this might be that the archives containing this information were lost during the Copenhagen fire in 1728, when almost 30% of the city went up in flames.

Based on the preserved letters, however, we can gain a good insight into the fact that Paul Klingenberg was enterprising, had many ideas for making the postal service more efficient and was able to put them into practice. He created the basis for how Danish pre-philatelic letters should be understood and analysed. During his term the following were introduced:



Fig. 4. Privat befordret brev med tjenesteligt indhold sendt den 8. februar 1627 fra Borgmester og Råd i Rendsburg til Christian IV.

Fig. 4. Privately carried official letter sent on 8 February 1627 from the Mayor and Council of Rendsburg to Christian IV.

Dem Durchlauchtigsten Grossmechtigen Fürsten und Herrn, Herrn Christiano Dem Vierten Zu Dänemarcken, Norwegen, Den Wenden und Gothen König, Hertzogen Zu Schlesswig, Holstein, Stormaren und den Dithmarchen, Graffen Zu Oldenburg und Delmenhorst, Unsereren gnädigsten Könige, Landesfürsten und Hern.



Fig 5. Paul von Klingenberg, Portrait malet af Karl van Mander (omkring 1660)

Fig 5. Paul von Klingenberg, Portrait made by Karl van Mander (approximately 1660).

- Kartering af breve med nummer
- Sondring mellem almindelige breve og tjenestebreve
- Sondring mellem francobreve og portobreve
- Rødkridtpåtegning på breve
- Ridende post og kørende post
- Effektivisering af postrutenettet

- Listing of letters with numbers on letter bills
- Distinction between ordinary letters and royal service letters
- Distinction between prepaid letters and letters paid by receiver
- Red crayon endorsements on letters
- Mail by horse and horse-drawn carriage
- Streamlining the mail route network

Alle disse initiativer er stort set uforandret gældende helt frem til 31. marts 1851, og flere af dem fortsatte frem til 1871.

All these initiatives remained largely unchanged until 31 March 1851, and several of them continued until 1871.

Kartering af breve med nummer

Frem til indførelsen af frimærkerne i 1851, blev breve sendt med postvæsenet registreret på et karte, som var en liste, hvorpå alle breve fra en by til en anden blev opført. Brevet fik et nummer på kartet, som ligeledes blev skrevet på brevets bagside. Modtagerens navn og adresse samt brevets porto eller franco blev skrevet på kartet ud for brevets nummer. Karterne blev udfærdiget i to eksemplarer – originalkartet og duplikatkartet. Det ene karte fulgte brevet til modtagerpostkontoret og det andet forblev på afsenderpostkontoret.

Listing letters with numbers on letter bills (waybills)

Until the introduction of stamps in 1851, letters were sent by the postal service entered on a letter bill, which was a list on which all letters from one city to another were listed. The letter was given a number on the letter bill, which was also written on the back of the letter. The recipient's name and address as well as the letter's prepaid postage or postage to be charged were written on the letter bill next to the letter's number. The letter bills were produced in two copies – the original letter bill and the duplicate letter bill. One letter bill accompanied the letter to the recipient post office and the other remained at the sender's post office.



Fig 6. Paul von Klingenberg's bestalling fra 1653, som er bevaret på Det Kongelige Bibliotek.

Fig 6. (Paul von Klingenberg's Royal Charter from 1653, which is preserved in the Royal Library.)



Fig. 7. Karte udstedt den 3. september 1831 fra det Lollandske Postkontor i København til Hofskriverstuen på Frederiksberg Slot, med 8 breve til bl.a. kong Frederik VI, prinsesse Caroline, prinsesse Wilhelmine, nogle hofdamer, general Bülow samt et kongeligt tjenestebrev. Der kendes 9 karter fra perioden 1800 – 1851 udenfor arkiverne, men ingen fra perioden før 1800. Kun et enkelt karte fra 1641 kendes på Rigsarkivet.

Fig. 7. Letter bill issued on 3 September 1831 from the Lolland Post Office in Copenhagen to the Royal Court Clerk's Room at Frederiksberg Castle, with eight letters to King Frederik VI, Princess Caroline, Princess Wilhelmine, some ladies of the royal court, General Bülow and a royal service letter. There are nine letter bills from the period 1800 – 1851 known outside the archives, but none from the period before 1800. Only a single letter bill from 1641 is known at the National Archives.

Denne ekspeditionsform var meget tidskrævende, og det betød stor tilfredshed hos postvæsenets medarbejdere, da postloven af 1851 blev indført. Ved denne lejlighed blev den gamle måde at kartere breve på afskaffet og erstattet af summarisk kartering.

This process was very time-consuming, and it caused great satisfaction among the postal service's employees when the Postal Act of 1851 was introduced. On this occasion the old way of listing letters was abolished and replaced by summary listing.



Fig. 8. Brev fra Stevns og Faxøe Herreds kontor i Store Heddinge til Major von Bülow i København. På bagsiden af brevet, er først påtegnet 26-7 i Store Heddinge for transporten til hovedpostkontoret i Køge. Herefter er brevet påtegnet 65-7 i Køge for transporten til København. Brevet er sendt 29. december 1826.

Fig. 8. Letter from Stevns and Faxøe parish's office in Store Heddinge to Major von Bülow in Copenhagen. On the back of the letter, 26-7 is endorsed in Store Heddinge for the transport to the main post office in Køge. The letter is then endorsed 65-7 in Køge for transport to Copenhagen. The letter is send 29 December 1826.

I fig. 8 vises et eksempel på, hvorledes et brev bliver postbehandlet og opført på kartet. På bipostkontoret i Store Heddinge, bliver brevet opført som nr. 26 på kartet til Køge, og påtegnet 7 (skilling) for den porto der skal opkræves hos modtageren. Når brevet kommer til Køge, bliver brevet skrevet på et nyt karte til København. Her bliver den gamle påtegning udstreget, og brevet får nu nr. 65. Portoen er stadig den samme, nemlig 7 skilling, som modtageren skal betale.

Fig. 8 shows an example of how a letter is handled and listed on the letter bill. At the post office in Store Heddinge, the letter is listed as no. 26 on the letter bill to Køge, and endorsed 7 (shilling) for the postage to be paid by the recipient. When the letter reaches Køge, the letter is entered on a new letter bill to Copenhagen. Here the old endorsement is crossed out, and the letter is now number 65. The postage is still the same, namely 7 skilling, which the recipient must pay.

Den tidligste påtegning med et kartenummer vi kender er fra den 27. oktober 1685. Det er således rimelig sikkert, at det er Klingenberg der har indført påtegningen, selvom postvæsenet blev overdraget til Christian V's uægte søn, Christian Gyldenløve, i 1685. Det er næppe sandsynligt, at den 11-årige dreng har bidraget til postvæsenets udvikling i 1685. Først i 1688 kommer hans onkel Mathias Moth til undsætning som Generalpostmester. Han siges at have stor fortjeneste af postvæsenets udvikling frem til 1699.

The earliest endorsement with a letter bill number that we know is from 27 October 1685. It is therefore reasonably certain that it was Klingenberg who introduced the endorsement, even though the post office was handed over to Christian V's illegitimate son, Christian Gyldenløve, in 1685. It is unlikely that this 11-year-old boy contributed to the development of the postal service in 1685. It was not until 1688 that his uncle Mathias Moth came to the rescue as Postmaster General. He is said to have a great influence in the development of the postal service until 1699.



Fig. 9. Tjenestebrev med fuldt indhold fra København til Bürgermeister und Rath der Stadt "Rensborg" sendt den 18. november 1676. Portoen var 10 Skilling Dansk i 81 år (30. november 1653 – 31. december 1734). Tjenestebrevet er kun opkrævet $\frac{1}{2}$ porto, hvilket er markeret med et rødt V (romertal 5). Brevet er IKKE karteret, men postalt behandlet.

Fig. 9. Royal service letter with full content from Copenhagen to the mayor and council in Rendsburg sent on 18 November 1676. Postage was 10 Skilling Danish for 81 years (30 November 1653 – 31 December 1734). The royal service letter is only charged $\frac{1}{2}$ postage, which is marked with a red V (Roman numeral 5). The letter had no endorsement referring to a letter bill, but it is postally handled.

Rødkridtpåtegning på breve

Lige siden slutningen af 1600-tallet har det tilsyneladende været almindelig praksis, at den porto, som modtageren skulle betale, blev påført brevets adresseside med rød kridtfarve.

Red crayon endorsements on letters

Ever since the end of the 17th century, it has apparently been common practice to endorse the postage that the recipient had to pay in red crayon on the address side of the letter.



Fig. 10. Francobrev fra Nationalbanken i København til Skifteretten i Frederikssund. Porto på 6 skilling (1. juli 1833 – 31. marts 1851) er betalt af afsender, og noteret i øverste højre hjørne. Modtageren har betalt 2 skilling i bærepeng (rødkridt)

Fig. 10. Prepaid letter from the National Bank in Copenhagen to the Probate Court in Frederikssund. The postage of 6 skilling (1 July 1833 – 31 March 1851) is paid by the sender, and noted in the upper right corner. The recipient has paid 2 skilling as a delivery fee (red crayon)

Det kan kun være i den private periode under Klingenberg, at denne praksis er blevet indført. Der er imidlertid aldrig fremkommet en instruks eller en forordning fra denne periode, der beskriver dette helt eksplicit. Vi har kun breve som dokumentation for, at rødkridtpåtegningen blev indført under Klingenberg i 1653-1685.

It can only be during the private period under Klingenberg that this practice was introduced. However, there has never been an instruction or regulation from this period that describes this quite explicitly. We only have letters as documentation that the red crayon endorsement was introduced under Klingenberg in 1653-1685.

Anvendelsen af rødkridt er altså udtryk for en anvendt praksis og ikke en regel der baserer sig på et konkret cirkulære eller en forordning. Helt frem til 1851 er der kun én skriftlig kilde der omtaler anvendelse af rødkridt. Generalpostamtet skriver til det nyoprettede Fodpostkontor i København den 17. maj 1806, at den porto der skal opkræves skal anføres med rødkridt. Der kendes ingen kilder rettet mod de øvrige postkontorer, og det er der en ganske enkel forklaring. Det var ikke nødvendigt.

The use of red crayon is therefore an expression of an established practice and not a rule based on a specific circular or regulation. Right up until 1851, there is only one written source that mentions the use of red chalk. The General Post Office writes to the newly established Fodpostkontor in Copenhagen on 17 May 1806 that the postage to be charged must be indicated in red chalk. There are no known sources directed at the other post offices, and there is a very simple explanation for this. It was not necessary.

Før 1851 skulle afsenderposthuset som tidligere nævnt, opføre brevene på et karte og ud for det enkelte brev skrive den porto, der skulle opkræves.

Before 1851, as previously mentioned, the sending post office had to list the letters on a letter bill and write next to the individual letter the postage to be charged.

Samtidig skulle brevet karteres på bagsiden med brevets nummer på kartet efterfulgt af den porto, der skulle betales. Var det et francobrev, så skulle der ikke stå noget efter brevets nummer.

At the same time, the letter had to be endorsed on the back with the number of the letter from the letter bill followed by the postage that had to be paid. If it was a prepaid letter, then nothing should be written after the letter number.

I denne arbejdsproces er der ikke brug for rødkridt. Først når brevet er fremme hos modtagerposthuset og skal udleveres til modtageren, opstår der et behov - og det er mere af praktisk karakter.

Portoen står med blæk på bagsiden af brevet, men når postmesteren eksempelvis også skal opkræve udleveringsgebyr eller bærepenge, eller bare vil sikre sig, at postbuddet opkræver det rigtige beløb, så er det praktisk, men ikke et krav, at det samlede beløb står med rødkridt.

Denne rødkridtpåtegning står som regel på forsiden, men det var der heller ingen krav om.

I fig. 9 ses det foreløbigt tidligst kendte portobrev der er blevet påtegnet med rødkridt. Det interessante ved brevet er, at der ikke er nogen kartering på bagsiden. Dette kunne tyde på, at en praksis omkring benyttelse af rødkridt er indført før påtegningen om kartering på bagsiden. Der skal dog findes flere breve fra perioden, før dette kan siges med sikkerhed.

Brevet i fig. 9 fortæller også, at et brev fra før 1676 godt kan være postalt befordret, selvom der ikke er hverken rødkridtpåtegninger eller karterings-påtegninger på brevet.

Det kan også iagttages, at kongelige tjenestebreve kun betalte $\frac{1}{2}$ porto i perioden 1676 – 1688. Der er foreløbigt ingen postale kilder, der bekræfter dette, men dokumentationen foreligger alene ved bevarede tjenestebreve.

Rødkridt var også praktisk ved francobreve, hvor portoen netop var betalt af afsenderen. Her kunne man så med rødkridt skrive det udleveringsgebyr eller bærepenge, der skulle opkræves hos modtageren.

At det netop er en praksis og ikke en regel underbygges af, at det ikke var alle posthuse, der benyttede rødkridt. Eksempelvis

In this working practice there is no need for red crayon. Only when the letter arrives at the recipient's post office and must be delivered to the recipient does a need arise - and it is more of a practical nature.

The postage is written in ink on the back of the letter, but when, for example, the postmaster also has to charge a delivery fee or handling fee, or simply wants to make sure that the postman charges the right amount, it is practical, but not a requirement, for the total amount to be written in red crayon. This red crayon endorsement is usually on the cover front, but there was no requirement for that either.

Fig. 9 shows the provisionally earliest known letter that has been endorsed with red crayon. The interesting thing about the letter is that there are no letter bill markings on the back. This could indicate that a practice around the use of red crayon was introduced before the marking from the letter bill on the back. However, more letters from the period must be found before this can be said with certainty.

The letter in fig. 9 also indicates that a letter from before 1676 may well have been delivered by post, even if there are neither red crayon endorsements nor letter bill endorsements on the letter.

It can also be observed that royal service letters only paid $\frac{1}{2}$ postage in the period 1676 – 1688. There are currently no postal sources that confirm this, but the documentation is only available through preserved service letters.

Red crayon was also practical for pre-paid letters, where the postage had just been paid by the sender. Here you could then write the delivery fee or handling fee that had to be collected from the recipient in red crayon.

That it is precisely a practice and not a rule is supported by the fact that not all post offices used red crayon. For example, red

blev rødkridt ikke anvendt på indenlandske breve til København i perioden 1806 – 1851, se eksemplet i fig. 8.

crayon was not used on domestic letters to Copenhagen in the period 1806 – 1851, see the example in fig. 8.



Fig. 11. Kongeligt tjenestebrev fra København til Rendsburg, sendt den 9. februar 1676, med de kongelige insignier i nederste venstre hjørne.

Fig. 11. Royal service letter from Copenhagen to Rendsburg, sent on 9 February 1676, with the royal insignia in the lower left corner.

Francobreve og portobreve

I Christian IV's postlov af 1624 nævnes der ikke noget om, at modtageren kan betale hele portoen. Det blev fra starten bestemt, at afsenderen skulle betale hele portoen frem til modtager. Der nævnes en enkelt undtagelse, hvor modtageren skal betale for en del af ruten, men det er ikke relevant i denne fremstilling.

Det var således først under Klingenbergs regering, at afsenderen kunne sende et brev ufrankeret og dermed pålægge modtageren at betale. Et eksempel herpå er brevet i fig. 9. Senere i 1700-tallet indføres der mulighed for delvis frankering af breve.

Almindelige breve og tjenestebreve

I forbindelse med Klingenbergs bestalling, se fig. 6, fik Klingenberg pålagt at befordre Kongens breve gratis. Dette galt også for breve til og fra Dronningen og et mindre antal personer i det danske Kancelli. Portofriheden var nu indført.

I starten var det næppe det store problem, men af det bevarede brevmateriale kan vi se, at personkredsen, der fik bevilget portofrihed, var stigende op gennem 1660'erne.

Pre-paid letters and unpaid letters

In Christian IV's Postal Act of 1624, there is no mention of the recipient being able to pay for the postage. It was decided at the start that the sender would have to pay the entire postage up to the recipient. A single exception is mentioned where the recipient must pay for part of the route, but this is not relevant in this presentation.

Thus, it was only under Klingenberg that the sender could send a letter unpaid and thus require the recipient to pay. An example of this is the letter in fig. 9. Later in the 18th century, partial franking of letters is introduced.

Ordinary letters and service letters

In connection with Klingenbergs appointment, see fig. 6, he was ordered to carry the King's letters free of charge. This also applied to letters to and from the Queen and a smaller number of people in the Danish Chancellery.

In the beginning it was hardly a big problem, but from the preserved letter material we can see that the circle of people who were granted free postage was increasing

Klingenberg var derfor nødsaget til at gøre noget for ikke at miste kontrollen med de portofrie breve.

Klingenberg introducerer "Insignier"

Et insigne er et værdigheds- eller magtsymbol (tegn) som har været kendt på mønter allerede under Christian I i 1400-tallet. På breve er det tidligst kendte eksempel fra 1661, og det er meget nærliggende at knytte symbolets anvendelse på breve til Enevældens indførsel i Danmark i 1660. Det må antages, at det er Klingenberg, der har ønsket at få de breve, der blev afsendt i kongelig tjeneste, markeret på en særlig måde, så der kunne tages stilling til eventuel portofrihed for disse breve.

De kongelige insignier kendes på de kongelige tjenestebreve helt frem til omkring 1830. De blev principielt afskaffet ved forordningen af 17. juni 1771, hvor påtegningen "Sager Kongelig Tjeneste angaaende" blev indført som erstatning for de over 100 år gamle insignier.

De officielle insignier, eller monogrammer, er gengivet i fig. 12, og de blev påført alle de kongelige tjenestebreve på en mere eller mindre kunstfærdig måde. Det skal bemærkes, at insignier ikke er ensbetydende med, at et kongeligt tjenestebrev er portofrit, men fortæller alene, at indholdet er den kongelige tjeneste vedrørende.

through the 1660s. Klingenberg was therefore forced to do something in order not to lose control of the postage-free letters.

Klingenberg introduces "Insignia" (Monograms)

An insignia is a symbol of dignity or power (sign) which has been known on coins already under Christian I. On letters, the earliest known example is from 1661, and it is very likely that the use of insignia on letters is linked to the introduction of absolutism in Denmark in 1660. It must be assumed that it is Klingenberg who wanted to get the letters that were sent in royal service, marked in a special way so that a decision could be made as to whether these letters were free of postage.

Royal insignia are known on the royal service letters right up to around 1830. They were abolished in principle by the regulation of 17 June 1771, where the endorsement "Matters concerning Royal Service" was introduced as a replacement for the more than a century old insignia (monograms).

The official monograms, are reproduced in fig. 12, and they were added to all the royal letters of service in a more or less elaborate manner. It should be noted that an insignia does not mean that a royal service letter is free of postage, but tells only that the content is related to royal service.



Fig. 12. Her ses de enkelte kongers officielle monogrammer, som har dannet grundlaget for de kongelige insignier.

Fig. 12. Here can be seen the official monograms of the individual kings, which have formed the basis of the royal service insignia.

Takstforordning/ Tariff regulation	Gyldig fra/ Valid from	Gyldig til/ Valid to	Møntfod/ Currency
24-12-1624	01-01-1625	29-11-1653	Skilling
30-11-1653	30-11-1653	24-12-1694	Skilling Dansk
25-12-1694	25-12-1694	30-12-1734	Skilling Dansk
31-12-1734	31-12-1734	27-09-1779	Lybske Skilling
28-09-1779	28-09-1779	31-03-1788	Lybske Skilling
13-02-1788	01-04-1788	30-04-1801	Lybske Skilling
01-05-1801	01-05-1801	30-06-1809	Lybske Skilling
01-07-1809	01-07-1809	31-12-1811	Lybske Skilling
01-01-1812	01-01-1812	31-01-1813	Lybske Skilling
01-02-1813	01-02-1813	06-08-1813	Rigsbank Skilling *)
07-08-1813	07-08-1813	31-07-1818	Rbsk. Navneværdi/ Published value
01-08-1818	01-08-1818	31-12-1837	Rigsbank Skilling Sølv / Silver
01-01-1838	01-01-1838	31-03-1851	Rigsbank Skilling Sølv / Silver

*) Rigsbank Skilling = Rbsk.

Taksering af breve 1624 - 1851

I hele perioden frem til 1. april 1851 har det danske postvæsen haft portotakster for almindelige indenlandske breve. Takster for dokument- forsendelser, pakker og pengefor- sendelser blev først indført i 1734. Indtil da var taksten for en pakke eller et pengebrev ikke fast, men blev aftalt individuelt.

Oversigten viser, hvornår de enkelte takst- forordninger blev udsendt i perioden.

Udover de viste takstperioder er der flere mindre takstændringer både for breve og pakker, og når nye posthuse blev oprettet. Derudover er der flere takstperioder og takstændringer som berører Norge og Dansk Vestindien, som ikke behandles nærmere i denne fremstilling.

Ved beregning af portoen for en enkelt for- sendelse eller kontrollen af den porto, der er påført en forsendelse, skal man være opmærksom på den forskel der er mellem breve før 1838 og efter 1838.

Postage calculation of letters 1624 - 1851

In the entire period up to 1 April 1851, the Danish postal service had postage rates for ordinary domestic letters. Tariffs for docu- ment consignments, parcels and money consignments were first introduced in 1734. Until then, the tariff for a parcel or money order was not fixed, but was agreed individually.

The overview shows when the individual tariff regulations were issued during the pe- riod.

In addition to the tariff periods shown, there are several minor tariff changes both for let- ters and parcels and when new post offic- es were established. In addition, there are several rate periods and rate changes that affect Norway and the Danish West Indies, which are not dealt with in detail in this pre- sentation.

When calculating the postage for a single letter or checking the postage applied to a letter, one must be aware of the difference between letters before 1838 and after 1838.

Start date	End date	Kurs (Rate)	Start date	End date	Kurs (Rate)
01.07.1809	- 16.09.1809	200	01.07.1817	- 29.11.1817	500
16.09.1809	- 31.03.1810	200 / 500	29.11.1817	- 02.02.1818	450
31.03.1810	- 15.12.1810	200 / 600	02.02.1818	- 04.04.1818	400
15.12.1810	- 07.05.1811	200 / 800	04.04.1818	- 01.08.1818	350
07.05.1811	- 07.11.1812	200 / 1200	01.08.1818	- 23.03.1819	250
07.11.1812	- 01.02.1813	200 / 2400	23.03.1819	- 25.09.1819	200
01.02.1813	- 19.06.1813	200	25.09.1819	- 25.12.1819	263
19.06.1813	- 07.08.1813	200 / 400	25.12.1819	- 24.03.1820	288
07.08.1813	- 30.10.1813	266 / 620	24.03.1820	- 25.06.1820	263
30.10.1813	- 19.02.1814	200	25.06.1820	- 26.06.1824	250
19.02.1814	- 24.05.1814	600	26.06.1824	- 28.12.1824	238
24.05.1814	- 31.12.1814	500	28.12.1824	- 25.06.1825	225
31.12.1814	- 06.05.1815	600	25.06.1825	- 24.09.1825	213
06.05.1815	- 04.07.1815	700	24.09.1825	- 26.06.1826	206
04.07.1815	- 06.01.1816	600	26.06.1826	- 20.09.1827	225
06.01.1816	- 02.03.1816	650	20.09.1827	- 20.09.1828	219
02.03.1816	- 05.10.1816	700	20.09.1828	- 23.12.1828	213
05.10.1816	- 09.11.1816	750	23.12.1828	- 26.09.1835	206
09.11.1816	- 03.05.1817	650	26.09.1835	- 31.03.1851	200
03.05.1817	- 01.07.1817	550			

Fig. 13. Inflationsperiodens omregningskurs mellem sølvpenge og papirpenge. Parikurs = 200 (16. september 1809 – 26. september 1835)

Fig. 13. The inflation period's conversion rate between silver money and paper money. Par rate = 200 (16 September 1809 – 26 September 1835)

Breve fra inflationsperioden

I perioden 16. september 1809 – 26. september 1835 blev Danmark ramt af en inflation, der skabte en forskel på værdien af sølv og værdien af papirpenge. Der er skrevet flere artikler om denne periode og betydningen for beregningen af porto, men for indenlandske breve kan man grundlæggende sige, at den porto der skulle betales, blev oplyst i Rigsbank skilling Navneværdi på brevene, men da porto i taksttabellerne blev oplyst i sølv (bortset fra taksttabellen fra 7. august 1813), skulle der foretages en omregning efter gældende kurs, se tabellen i fig. 13.

Er porto for et brev fra Ålborg til København, afsendt den 1. december 1824 oplyst til 21 skilling sølv, skulle man således betale $21 \times 238/200 = 24,99$ der afrundes til 25 skilling Navneværdi.

Letters from the period of inflation

In the period 16 September 1809 – 26 September 1835, Denmark was hit by inflation, which created a difference between the value of silver and the value of paper money. Several articles have been written about this period and the significance for the calculation of the postage, but for domestic letters it can basically be said that the postage that had to be paid was stated as a nominal value in Rigsbank skilling, but since the postage in the rate tables was stated in silver (apart from the tariff table from 7 August 1813), a conversion had to be made according to the current exchange rate, see the table in fig. 13.

If the postage for a letter from Aalborg to Copenhagen, sent on 1 December 1824, is stated to be 21 silver skilling, one would thus have to pay $21 \times 238/200 = 24.99$, which is rounded up to 25 skilling.

Et ark papir

Alle taksterne fra 1624 og op til 1838 tager udgangspunkt i **et ark papir**. For datidens brugere var dette en velkendt størrelse ligesom vi i dag ikke er i tvivl om, hvor stort et A4-papir er.

Ud fra det bevarede brevmateriale kan vi se, at et ark papir typisk havde målene 41-42 cm i bredden og 32-33 cm i højden. Der var ingen målfast standard på arkstørrelserne pga. den fremstillingsmetode der blev anvendt, og det var heller ikke muligt at sikre sig en ensartet tykkelse af papiret. Hele dette emne kunne der skrives meget mere om, men i posthistorik sammenhæng er det interessante, at den porto der skulle betales afhang af et ark papir, men ikke, hvor meget papirarket vejede – og dog, for så enkelt var det alligevel ikke, men det kommer vi til.

Et enkelt brev

Bortset fra taksterne fra 1624 blev et enkelt brev sidestillet med et helt ark papir, eller derunder (dvs. $\frac{1}{4}$ ark, et $\frac{1}{2}$ ark eller et helt ark). I perioden 1624 – 1653 blev et enkelt brev defineret til et $\frac{1}{2}$ ark papir, og det var der en god grund til, idet buddene først blev ridende efter Klingenberg overtog postvæsenet i 1653.

Indtil da var buddene gående, og havde dermed begrænsede muligheder for at bære tunge breve.

Når vi således sidder med et brev foran os og skal finde ud af, hvilken porto der skulle beregnes for brevet, kan vi i første omgang nøjes med at folde brevet helt ud. Hvis målene på arket ligger i omegnen af 41 x 32 cm eller derunder, så kan vi grundlæggende tage udgangspunkt i, at der er tale om et enkelt brev.

Det er her væsentligt at bemærke, at betegnelsen et **Enkelt Brev** er en **definition** og dermed en standardbetegnelse, der benyttes i alle forordninger vedr. taksering af breve før 1838.

A sheet of paper

All the rates from 1624 up to 1838 are based on a sheet of paper. For the users of the time, this was a well-known size, just as we have no doubt today how big an A4 sheet is (standard paper size in Denmark).

From the preserved letter material, we can see that a sheet of paper typically measured 41-42 cm in width and 32-33 cm in height. There was no fixed standard for the sheet sizes due to the manufacturing method used and it was also not possible to ensure a uniform thickness of the paper. Much more could be written about this whole subject, but in the context of postal history it is interesting that the postage that had to be paid depended on a sheet of paper, but not how much the sheet of paper weighed – even so it wasn't that simple, but we will come to that.

A single letter

Apart from the rates of 1624, a single letter was equated to a full sheet of paper, or less (ie $\frac{1}{4}$ sheet, a $\frac{1}{2}$ sheet or a full sheet). In the period 1624 – 1653, a single letter was defined as a $\frac{1}{2}$ sheet of paper, and there was a good reason for that, as carriers of mail only used horses after Klingenberg took over the postal service in 1653.

Until then, carriers of mail were on foot, and thus had limited opportunities to carry heavy letters.

Therefore, when we are sitting with a letter in front of us to find out what postage should be calculated for the letter, we can initially content ourselves with unfolding the letter completely. If the dimensions of the sheet are around 41 x 32 cm or less, then we can basically assume that it is a single letter.

It is important to note here that the term **Single Letter** is a **definition** and thus a standard term that is used in all regulations regarding postage of letters before 1838.

Et brev med omslag

Et omslag blev defineret som et stykke papir, hvorpå der ikke var skrevet andet end modtagerens navn og eventuelt nærmere adresse. Der måtte således ikke være skrevet nogen form for tekst på omslaget, og omslaget skulle alene tjene som beskyttelse af indholdet.

Dette blev typisk anvendt til tjenesteforsendelser og Kongens breve. I de enkelte takstforordninger bliver omslaget ofte nævnt specifikt, og det var ikke altid, at disse var gratis. Det vil fremgå af oversigten.

Indlæg i brevene

Det stod meget hurtigt klar for postvæsenet, at man var nødsaget til at forholde sig til det faktum, at der kunne være behov for at fremsende dokumenter inden i et brev. Disse indlæg kunne være vekslers, konnossementer, regninger og andre dokumenter, som i sig selv ikke kunne klassificeres som breve, men som nødvendige indlæg, der skulle takseres på en anden måde.

Et meget tidstypisk indlæg for breve fra 1600 og 1700-tallet var stemplet papir. Det kunne være en fuldmagt, et borgerbrev, et skøde eller noget tilsvarende, som blev udfærdiget på et dokument, hvorpå det var præget et "stempelmærke". I takstforordningerne gennem tiden ser vi forskellige måder at håndtere indlæg på.

A letter with cover

A cover was defined as a piece of paper on which nothing was written other than the recipient's name and, if applicable, detailed address. Thus, no text of any kind was to be written on the cover, and the cover was to serve only as protection for the contents.

This was typically used for official letters and the King's letters. In the individual tariff regulations, the cover is often mentioned specifically, and it was not always that these were free. This will be apparent from the overview.

Content within the letters

It was very quickly clear to the postal service that they had to deal with the fact that there might be a need to send documents inside a letter. These submissions could be bills of exchange, bills of lading, bills and other documents which in themselves could not be classified as letters, but as necessary submissions to be valued in a different way.

A very typical insert for letters from the 17th and 18th centuries was stamped paper (revenue). It could be a power of attorney, a certificate of citizenship, a deed or something similar, which was drawn up on a document with a "revenue" stamp. In the tariff regulations over time, we see different ways of handling inserts.

Tariff regulation	A single letter	Free envelope	Max. weight Single letter	Next two tariff limits	Postal rate
24-12-1624	½ sheet of paper	No	No limit	A sheet of paper 1½ sheets of paper	1½ x single letter 2 x single letter
30-11-1653	A sheet of paper	No	No limit	2 sheets of paper 3 sheets of paper	1 1/3 x single letter 1 2/3 x single letter
31-12-1734	A sheet of paper	No	No limit	2 sheets of paper 3 sheets of paper	2 x single letter 3 x single letter
23-02-1788	A sheet of paper	Yes	1 lod	1 lod – 2 lod 2 lod – 3 lod	1½ x single letter 2 x single letter
01-07-1809	A sheet of paper	No	¾ lod	¾ lod – 1½ lod 1½ lod – 2 lod	1½ x single letter 2 x single letter
01-01-1812	A sheet of paper	No	1 lod	1 lod – 2 lod 2 lod – 3 lod	1½ x single letter 2 x single letter
01-08-1818	A sheet of paper	No	1 lod	1 lod – 2 lod 2 lod – 3 lod	1½ x single letter 2 x single letter
01-07-1838	Envelope regardless of content	Yes	¾ lod	¾ lod – 1 lod 1 lod – 2 lod	1½ x single letter 2 x single letter

Indlagte breve

Postvæsenet opdagede allerede i 1600-tallet, at de høje portotakster havde den konsekvens, at brevskriverne kunne omgå de høje takster ved at sende breve med andre indlagte breve, som ikke var fra afsenderen selv, eller som skulle befordres videre til andre modtagere end den person det takserede brev skulle fremsendes til.

I næsten hele perioden var det ikke ulovligt at medsende indlagte breve, når blot dette blev oplyst ved takseringen, og afsenderen accepterede at betale portoen for de indlagte breve.

I takt med at papirfremstillingen blev bedre, papiret tyndere og dermed lettere, blev det i stigende grad vanskeligere for postmesteren at "mærke", om der var indlagte breve som burde være blevet betalt.

I erkendelse af, at der ofte blev "snydt på vægten", blev der i slutningen af 1700-tallet givet tilladelse til, at postmesteren – hvis der var en begrundet mistanke – måtte åbne forsendelsen og kontrollere, om der var ulovligt indhold i brevet. Dog skulle dette ske i overværelse af enten afsenderen eller modtageren. Hvis der blev fundet ubetalte indlæg, så kostede det den fulde porto samt et (for datiden) svimlende beløb i bøde. Vi kan se af det bevarede brevmateriale, at det nok har afskrækket de fleste, men ikke alle.

Med forordningen af 1838 tog man den fulde konsekvens af, at man ikke kunne styre om der var indlagte breve i et "moderbrev" og ændrede hele takstberegningen til alene at være afhængig af vægten.

Letters inside other letters

As early as the 17th century, the postal service realised that high postage rates had the consequence of letter writers circumventing these by sending letters with other enclosed letters that were not from the sender himself or that were to be forwarded to recipients other than the person to whom the letter was to be sent.

For almost the entire period, it was not illegal to include enclosed letters, as long as this was disclosed at the assessment and the sender agreed to pay the postage for the enclosed letters.

As paper production improved, the paper became thinner and therefore lighter, it became increasingly difficult for the postmaster to "notice" whether there were enclosed letters that should have been paid for.

Recognising that people often "cheated on the scales", permission was given at the end of the 18th century for the postmaster - if there was a justified suspicion - to open the letter and check whether there was illegal content in the letter. However, this had to be done in the presence of either the sender or the recipient. If unpaid posts were found, it cost the full postage and a (for the time) staggering amount in fines. We can see from the preserved letter material that it probably discouraged most, but not all.

With the regulation of 1838, the full consequence of the fact that it was not possible to control whether there were letters enclosed in a "parent letter" was accepted. The entire tariff calculation was changed to be solely dependent on weight.

Gebyrer ved ind- og udlevering af breve

Ser man bort fra takseringen af kvalificerede forsendelser som pakker, værdiforsendelser og anbefalede breve, har vi i tiden før 1851 principielt kun 4 gebyrtyper, som vi kan iagttage på et brev, der er befordret med postvæsenet.

Indleveringsgebyr	1812 - 1848
Gebyr for sen indlevering	1841 - 1851
Udleveringsgebyr	1812 - 1844
Bærepenge	1807 - 1851

Indleveringsgebyr på breve

Indleveringsgebyret, også kaldt for "gebyrskilling" eller ekspeditionsgebyret, blev indført den 23. maj 1812 og afskaffet igen den 31. december 1848.

Gebyret var 1 sk. for alle de breve, hvor portoen var 8 sk. eller mere. Kongelige tjenestebreve var dog fritaget for indleveringsgebyr.

Indleveringsgebyret ses kun sjældent påtegnet de bevarede breve, hvor breve fra Thisted dog udgør en særlig undtagelse. Personalet på Thisted Postkontor havde for vane at påtegne francobreve med et lille 1-tal i øverste højre hjørne.

Gebyr for sen indlevering

Flere af de særlige københavnske postkontorer blev pr. 1. januar 1841 slået sammen til Københavns Brevpostkontor. I denne forbindelse indførte man en ny service for de handlende, hvor man indtil 2 timer efter ophør af den normale indleveringstid, kunne indlevere breve mod at betale et gebyr. Gebyret var 4 sk. for tiden op til 1 time efter normal indleveringstid, og 8 sk. for tiden mellem 1 – 2 timer efter normal indleveringstid.

Fees for the submission and delivery of letters

Disregarding the assessment of qualified items such as parcels, value items and registered letters, in the period before 1851 we have in principle only 4 types of fees that we can observe on a letter that is transported by the postal service.

Submission fee	1812 - 1848
Fee for late submission	1841 - 1851
Handling fee	1812 - 1844
Delivery fee	1807 - 1851

Submission fee on letters

The submission fee, also called the "skilling fee", was introduced on 23 May 1812 and abolished again on 31 December 1848.

The fee was 1 sk. for all letters where the postage was 8 sk. or more. However, royal service letters were exempt from this fee.

The submission fee is only rarely seen endorsed on the preserved letters, where letters from Thisted are, however, a special exception. The staff at Thisted Post Office had the habit of endorsing franked letters with a small number 1 in the upper right corner.

Fee for late submission

Several of the special Copenhagen post offices were per 1 January 1841 merged into Copenhagen Letter Post Office. In this connection, a new service was introduced for traders, where you could deliver letters for a fee up to 2 hours after the end of the normal closing hour. The fee was 4 sk. currently up to 1 hour after normal closing hour, and 8 sk. currently between 1 – 2 hours after normal closing hour.



Fig. 14. Francobrev sendt den 26. november 1843 fra Allested på Fyn til Randers, og betalt med 13 Rbs. Brevet er udleveret efter kartet mod betaling af 1 Rbs. i udleveringsgebyr.

Fig. 14. Franco letter sent on 26 November 1843 from Allested on Funen to Randers, and paid with 13 Rbs. The letter is handed out according to the letter bill against payment of 1 Rbs. in handling fee.

Dette særlige gebyr skulle betales ud over det almindelige indleveringsgebyr på 1 sk., hvorfor de to gebyrer blev slået sammen til ét beløb. Man kan derfor iagttage gebyrpåtegninger på 4, 5, 8 og 9 sk. på de breve, der blev indleveret sent. Gebyret blev altid påtegnet med blæk og skrevet øverst midtfor på brevets adresseside.

This special fee had to be paid in addition to the regular submission fee of 1 sk., which is why the two fees were combined into one amount. One can therefore observe fee endorsements of 4, 5, 8 and 9 sk. on the letters that were submitted late. The fee was always signed in ink and written at the top, center of the address page of the letter.

Denne særlige ordning er nærmere beskrevet i "Grundbog i Analyse af Danske Præfilatelistiske Breve" af Ole Maintz, side 64.

This special system is described in more detail in "Grundbog i Analysis af Danske Præfilatelistiske Breve" by Ole Maintz, page 64.

Udleveringsgebyr for breve

Udleveringsgebyret blev indført den 23. maj. 1812 og afskaffet igen den 21. december 1844 med virkning fra 1. januar 1845.

Handling fee for letters

The handling fee was introduced on 23 May 1812 and abolished again on 21 December 1844 with effect from 1 January 1845.

Gebyret blev kun beregnet, hvis et brev blev afhentet på postkontoret, mens kartet var udhængt til gennemsyn på postkontoret. Kartet var typisk udhængt i karteskabet på postkontoret i 1-2 timer efter postens ankomst.

The fee was only calculated if a letter was picked up at the post office while the letter bill (waybill) was displayed for inspection at the post office. The letter bill was typically left hanging in the letter bill locker at the post office for 1-2 hours after the mail arrived.

Udleveringsgebyret skulle beregnes med 1 Lbsk. (Lybsk Skilling) frem til den 6. august 1813, hvorefter udleveringsgebyret var 1 Rbs. (Rigsbankskilling). Kongelige tjenestebreve var undtaget fra udleveringsgebyret,.

Nærmere informationer kan hentes i min artikel om "Udleveringsgebyret 1812-1845" i PHT nr. 3/2020.

Bærepenge

Begrebet bærepenge eller udbringningsgebyr kan vi finde helt tilbage i 1600-tallet, hvor der i diverse historiebøger omtales lokale bude, som postmesteren for egen regning ansatte, så de kunne udbringe brevene i byen. I posthistorisk forstand tillægger vi imidlertid ikke disse bærepenge eller udbringningsgebyrer nogen særlig værdi, da vi ikke har andet end beretningerne om gebyrets eksistens. De relativt få bevarede breve bærer ingen tegn på disse gebyrer.

Frem til 1807 er der kun få kilder, der omtaler bærepenge, og vi kan ikke med sikkerhed sige noget om, hvor meget, der blev opkrævet i bærepenge. Vi har kilder der fortæller om bærepenge fra ½ Lbsk. til 2 Lbsk., men der kendes stort set ingen breve, der bærer tydelige påtegninger om bærepenge.

Først efter 1807 er der sikre kilder, der behandler bærepenge, men der er ikke fundet tilstrækkeligt med kilder til at påstå, at vi har et samlet billede over datidens forhold.

I denne fremstilling vil jeg derfor indskrænke mig til perioden 1813 – 1851. Her har vi to perioder med bærepenge:

07-08-1813 til 31-12-1844: 2 – 3 Rbs.

01-01-1845 til 31-03-1851: 2 Rbs.

Et eksempel på bærepenge er vist i fig. 10. For mere detaljerede oplysninger henvises til min artikel i PHT nr. 3/2021.

The handling fee had to be calculated with 1 Lbsk. (Lybsk Skilling) until 6 August 1813, after which the handling fee was 1 Rbs. (Rigsbank skilling). Royal service letters were exempt from the handling fee.

More information can be found in my article on "The handling fee 1812-1845" in PHT no. 3/2020.

Delivery fee or carry money

The concept of carrying money or delivery fee can be found as far back as the 17th century, where various history books mention local couriers, whom the postmaster employed at his own expense so that they could deliver the letters in the city. In a postal historical sense, however, we do not attach any special value to these carrying money or delivery fees, since we have nothing but the history of the fee's existence. The relatively few surviving letters bear no evidence of these fees.

Up until 1807, there are only a few sources that mention delivery fee, and we cannot say anything with certainty about how much was collected in delivery fee. We have sources that tell about delivery fee from ½ Lbsk. to 2 Lbsk., but virtually no letters are known that bear clear endorsements of this delivery fee.

Only after 1807 are there reliable sources dealing with delivery fees, but not enough sources have been found to claim that we have a comprehensive picture of the conditions at the time.

In this presentation, I will therefore limit myself to the period 1813 – 1851. Here we have two periods of delivery fees:

07-08-1813 to 31-12-1844: 2 – 3 Rbs.

01-01-1845 to 31-03-1851: 2 Rbs.

An example of delivery fee is shown in fig. 10. For more detailed information, please see to my article in PHT no. 3/2021.

Kongelige tjenestebreve var ikke fritaget for bærepenge. Forskellen på udleveringsgebyr og bærepenge er, udover gebyrets størrelse, at udleveringsgebyret blev opkrævet mens kartet stadig var ophængt i karteskabet, mens bærepenge først blev beregnet, når brevet fysisk blev udbragt til modtageren.

Afrunding ved takstberegningen

Det sidste element vi skal have styr på inden en takst kan beregnes er afrundingen. I stort set alle takstforordninger vil der være mulighed for, at en takstberegning kan ende ud med beløb, der ikke er et helt antal skilling. I alle tilfælde gælder den regel, at alle beløb under 1 skilling skal rundes op til en hel skilling.

Beregning af portoen for et brev

Ved brevenes taksering skal man således først finde ud af, hvor brevet er sendt fra og til, og hvornår brevet er dateret. Som udgangspunkt er det ligeledes afgørende, om et brev har indhold eller ej, og dernæst, hvordan et enkelt brev blev defineret i den aktuelle takstperiode. Da 1 lod = 15,5 gram kan det ofte være praktisk at vej brevet på en brevvægt.

Modtagerens navn og by, skrifttypen, et stempel, et læsbart laksegl, takst- og andre påtegninger, kan lejlighedsvis give tilstrækkelige oplysninger til, at et brev kan dateres inden for en periode. Er dette ikke muligt, er den posthistoriske værdi af et sådan brev yderst begrænset.

På de efterfølgende 2 sider er gengivet en takstoversigt for breve sendt mellem København og de fleste større byer i kongeriget og Schleswig-Holstein. Yderligere takstoplysninger kan findes i de enkelte forordninger eller speciallitteratur.

Med de redskaber der således er givet her i artiklen, burde man kunne beregne / efterregne portoen på over 90% af de breve, der er sendt med postvæsenet i perioden 1624 – 1851.

Royal letters of service were not exempt from delivery fees. The difference between delivery fee and handling fee is, in addition to the amount of the fee, that the handling fee was charged while the letter bill was still hanging in the letter bill locker, while delivery fee was only calculated when the letter was physically delivered to the recipient.

Rounding in the rate calculation

The last element we need to control before a rate can be calculated is the rounding. In virtually all tariff regulations, there will be the possibility that a tariff calculation may end up with amounts that are not a whole number of skilling. In all cases, the rule applies that all amounts under 1 skilling must be rounded up to a whole skilling.

Calculating postages for a letters

When calculating postage for letters, it must first be found out where the letter was sent from and to, and when the letter was dated. As a starting point, it is also decisive whether a letter has contents or not and, secondly, how a single letter was defined in the current tariff period. Since 1 lot = 15.5 grammes, it can often be practical to weigh the letter on a letter scale.

The recipient's name and city, the handwriting style, a postmark, a legible seal, rate and other endorsements can occasionally provide sufficient information for a letter to be dated within a period. If this is not possible, the post-historical value of such a letter is extremely limited.

On the following pages a rate overview for letters sent between Copenhagen and most major cities in the Kingdom and Schleswig-Holstein is reproduced. Additional tariff information can be found in the individual regulations or special literature.

With the tools thus given in this article, one should be able to calculate / recalculate the postage on over 90% of the letters sent by the postal service in the period 1624 – 1851.

Posthus/ post office	Oprettet/ established	24-12-1624	30-11-1653	25-12-1694	31-12-1734	28-09-1779	01-05-1801	01-07-1809	01-01-1812	01-02-1813	07-08-1813	01-08-1818	01-01-1838
Aabenraa	7.12.1723				5	5	5	5	7	26	15	19	19
Aalborg	1.1.1625	18	18		9	9	8	9	12	32	24	21	21
Aarhus	1.1.1625	16	14		7	7	7	7	10	28	21	18	18
Altona	≤1703			12	6	6	7	8	17	39	21	29	29
Assens	1653		8	8	4	4	4	4	6	16	12	11	11
Bogense	≤1655						4	4	6	16	12	11	11
Christiansfeld	18.1.1782						5	5	7	20	13	13	13
Ebeltoft	25.12.1694							9	12	32	24	21	21
Faaborg	25.12.1694							6	6	16	12	11	11
Fredensborg	31.12.1734						2	2	3	8	6	2/5	5
Fredericia	≤1654				6	6	6	6	8	24	18	16	16
Frederikshavn	25.12.1694						9	10	14	36	27	24	24
Frederiksværk	20.2.1805						2	2	3			5	
Grenaa	25.12.1694							9	12	28	21	18	18
Haderslev	1.1.1625	6	8	8	4	4	5	5	7	20	15	13	13
Hals	25.12.1694						8	9	13	32	24		
Hamburg	1.1.1625	8	12	12	6	6	7	8	12	39		29	29
Helsingør	1.1.1625	4			2	2	2	2	3	5	4	4	4
Hjørring	25.12.1694						8	9	13	32	24	21	21
Hobro	25.12.1694				9		7	8	11	28	21	18	18
Holbæk	1.1.1625	6					4	4	3	8	5	5	5
Holstebro	25.12.1694				10	10	7	8	11	28	21	18	18
Horsens	1.1.1625	12	14		7	7	6	6	9	24	18	16	16
Hørsholm	1.1.1772						2	2	2	2	2	2	2
Kalundborg	1.1.1625	8					5	5	4	12	9	8	8
Kolding	1.1.1625	6	12		6	6	5	5	7	20	15	13	13
Korsør	1.1.1625	3	6	6	3	3	3	3	4	12	9	8	8
Køge	1.1.1625	4	4	4	2	2	2	2	2	5	4	3	3
Lemvig	26.7.1732						7	8	11	28	21	18	18
Lyngby	1.1.1772						2	2	2	2	2	2	2
Maribo	1.1.1625	8	8	8	4	4	4	4	5	16	12	11	11
Middelfart	1.1.1625	5									16	16	16
Nakskov	1.1.1625	8	8	8	4	4	4	4	6	16	12	11	11
Nordborg	31.12.1734				6	6	7	7	9	33	21	26	26
Nyborg	1.1.1625	5	8	8	4	4	3	3	5	12	9	8	8
Nykøbing F.	1.1.1625	8	8	8	4	4	3	3	4	12	9	8	8

Posthus/ post office	Oprettet/ established	24-12-1624	30-11-1653	25-12-1694	31-12-1734	28-09-1779	01-05-1801	01-07-1809	01-01-1812	01-02-1813	07-08-1813	01-08-1818	01-01-1838
Nysted	15.9.1779	8	8	8	4	4	4	4	5	16	11	11	11
Næstved	1.1.1625	6					3	3	3	12	9	8	8
Odense	1.1.1625	5	8	8	4	4	4	4	5	16	12	11	11
Præstø	1653		6	6	3	3	3	3	3	12	9	8	8
Randers	1.1.1625	18	16		8	8	7	7	10	28	21	18	18
Ribe	1.1.1625	14	14		7	7	6	6	8	24	16	16	16
Ringkøbing	1652		18				7	8	10	28	21	18	18
Ringsted	1.1.1625	3		6	3	3	2	2	3	8	6	5	5
Roskilde	1.1.1625	3/4	4	4	2	2	2	2	2	5	4	3	3
Rudkøbing	≤1711						4	4	6	16	12	11	11
Rødby	1653	8	8	8	4	4	4	4	5	18	12	11	11
Sakskøbing	1653	8	8	8	4	4	4	4	5	16	12	11	11
Skagen	25.12.1694						9	10	15	36	27	24	24
Slagelse	1.1.1625	3	6	6	3	3	3	3	4	12	9	8	8
Sorø	1711		6	6	3	3	3	3	3	12	9	8	8
Stege	24.9.1711			6	3		3	6	4	12	9	8	8
Stubbekøbing	31.12.1734	8			3	4	3	3	4	12	8	8	8
Svendborg	25.12.1694						4	4	5	16	12	11	11
Sæby	25.12.1694						8	10	15	36	24	21	21
Sønderborg	1701						6	6	9	33	18	26	26
Tønder	1713				7	7	7	7	9	33	26	26	26
Varde	1652		16		8	8	6	6	9	24	18	16	16
Vejle	1.1.1625	10	12		6	6	6	6	8	24	18	16	16
Viborg	1.1.1625	14	16		8	8	7	8	11	28	21	18	18
Vordingborg	1.1.1625	6	6	6	3	3	3	3	4	12	9	8	8
Ærøskøbing	31.12.1734							7	6	16	16	16	16

Takstoversigt for et enkelt brev sendt mellem København og et udvalg af større byer i kongeriget og Schleswig-Holstein. Takster for mindre byer, Norge, Dansk Vestindien m.m. kan findes i forordningerne eller i speciallitteraturen.

Tariff overview for a single letter sent between Copenhagen and a selection of larger cities in the Kingdom and Schleswig-Holstein. Tariffs for smaller cities, Norway, the Danish West Indies, etc. can be found in the regulations or in specialist literature.

Copenhagen Footpost 1806-1876. THE HISTORY

Københavns Fodpost 1806–1876. HISTORIEN

By Niels Schou

(Translated by Morten Lintrup)



Fig. 1. Christian IV. Kobber-stik fra omkring 1630.

Figure 1. Christian IV. Copperplate ca. 1630.

Christian IV, Danmarks store og folkekære renæssancekonge gennem (omtrent) 60 år fra 1588–1648, var godt begavet og initiativrig, men ikke altid lige heldig eller med “happy end” hver gang for sine dispositioner og gøremål. Han attråede pomp og pragt og levede gerne i sus og dus, som det alt sammen stadig bekræftes ved besøg på hans elskede Rosenborg Slot, hvor han døde 29. februar 1648 70 år gammel.

Hans visioner og planer for dobbeltmonarkiets residensstad Kjøbenhavn indebar væsentlige anlæg og betydelige byggerier, der nu fremdeles markant præger hovedstaden i vort danske rige.

Og Sundtolden fyldte hans pengekister.

“Forordning om Post-Budde. Givet på Vort Slot København 24. Decembris/Aar 1624” er typisk for Kongen personligt og hans sans for detaljen. Den er baseret på kongemagtens regale til post og vejruiter og kom til verden efter flere års forarbejder med kansleren (Christian Friis) og tovtrækkerier

Christian IV, Denmark’s prominent and popular renaissance king through (roughly) 60 years 1588-1648, was talented and enterprising, but not always lucky and able to crown his endeavours with a happy ending. He craved for pomp and splendour and preferred life in a whirl of pleasures - as it can still be witnessed at his beloved Rosenborg Castle, where he passed away 29 February 1648, aged 70.

His visions and plans for the residential city Copenhagen (København) of the dual monarchy of Denmark and Norway resulted in significant installations and monumental construction projects that still leaves their mark on the capital of Denmark.

And the Sound Toll at Elsinore (Helsingør) filled his coffers.

“Regulation concerning Mail-Men. Given at Our Castle Copenhagen 24 December 1624” is typical of the King and his attention to detail. It is based on the Crown’s regal right to all mail and its routing and ap-

med rigsråder for at indrette et postvæsen for publikum. Kongens motiv var overordnet dels at sikre kancellibude i særlig sendefærd med regeringsbreve dels at ophjælpe handelslivet. Dette er nærmere beskrevet i Festskriftet for 100 år siden om Det kgl. danske Postvæsen 1624 - 1924. Det første bureau fik navnet "Københavns danske Postkontor", og derfra er alle senere ekspeditionskontorer under kancelliets bestyrelse, (i 1711–1848 Generalpostamtet, derefter Ministeriet) udviklet for at besørge forsendelser indenrigs såvel som udenrigs.

Omkring år 1800 ses en væsentlig administrativ ændring omkring kontorernes organisation, nemlig fra at være rute- og egnbestemte, til at være bestemte af forsendelsens art, såsom breve, pakker, aviser, pengepost, personer.

Forherligelsen af rigets hovedstad under Koen og hans efterfølgere (Enevælden 1660–1849) med adelsgårde, palæer, kirker, ministerialkontorer, lagre og handelshuse skete, begunstiget af gode tider, i overensstemmelse med hans planlægning, der for den centrale by er forblevet stort set uforandret til nutiden.

Christian VII (1766–1808) traf beslutning om anlæggelse af bypost ved allerhøjeste resolution af 20. december 1805 med gående post for København, Christianshavn, Citadellet, Forstæderne og Frederiksberg. Første navn til denne lokale budtjeneste blev "Det kongelige Fod Post Contoir", senere Fodpostkontoret, der ingensinde omfattedes af kongemagtens monopol.

peared after several years of preparatory planning and discussion with his Chancellor, Christian Friis, and a tug-of-war with leading members of his national Council in order to establish a public mail system. The Kings intention was to secure both a messenger service for the Council and a boost to private enterprise by one and the same initiative. This is described in detail 100 years ago in the Festschrift about the royal Danish mail 1624-1924. The first bureau was named "Københavns Danish Post-office", and thence all subsequent dispatch offices under chancellery auspices and guidance (1711-1848 the General Post Office, later the Ministry) were developed to handle dispatches domestically as well as internationally.

About 1800 a significant administrative change concerning the organisation of the mail offices occurred: from being organised around routes and localities to being determined by the nature of the mail: such as letters, parcels, printed papers, money orders, persons.

The glorification of the Capital of the Realm during the reign of Christian IV and his successors (absolute monarchy 1660-1849) by noble houses, aristocrat's mansions, churches, governmental institutions, storage buildings and trade houses took place - furthered by good times - in accordance with the King's planning and has remained largely in place to this day.

Christian VII (1766-1808) founded a City Post by supreme ordinance 20 December 1805 in the form of a footpost for København, Christianshavn, The Citadel, suburbs, and Frederiksberg. The original name of this local messenger service became "Det kongelige Fod Post Contoir" (The royal Foot Post Office), which was to never be included by the royal monopolies. The royal affiliation was later dropped.

Initiativet til oprettelsen var privat, og byggede på erfaringer fra større europæiske byer. Fodpostkontoret (FP-kontoret) blev fra 1. marts 1806 indrettet i Postgården i Købmagergade til lokalforsendelse af breve og småpakker, som et traditionelt kontor til ekspedition for alle forsendelser indenfor voldene og udenfor disse til de nære forstæder. Kontoret var offentligt og drevet under Generalpostamtets ledelse til 1809. Bestyreren var kongelig udnævnt.

Imidlertid gik forretningen ikke godt, Danmark blev grundet slet ledelse forarmet i Napoleonstiden, gik statsbankerot i 1813, mistede Norge ved Kielerfreden vinteren 1814, og kom først atter på fode igen en generation senere.

Derfor kom institutionen "FP-kontoret" nu - fra 1809 - som nævnt på private hænder, og blev genrejst med dygtighed og forretningssnilde gennem fyrré år til 1849, hvor indretningen blev tilbagekøbt af Generalpostdirektoratet (under Finansministeriet), og atter fik sit kontor ved vestibulen i Postgården, Købmagergade, til bypost-tjenesten som hidtil.

Inden for voldene blev Staden i 1806 ved kort-optegning, fig. 3, inddelt i otte distrikter, Postgården med kvarteret her, Regensen, Universitetet etc. i centrum var no. 1, Citadellet no. 7 og Christianshavn no. 8. Udenfor voldene blev der herefter, hvad jeg ved, alene gået "ruter".

The footpost initiative was private and based on experiences from major European cities. From 1 March 1806 the Footpost office (FP office) was located at Postgården (the Post Yard) in Købmagergade (lit. Butcher's street) for local despatch of letters and small parcels, as a common office for handling all mail within the city walls and outside areas close by. It was available to the public and managed under supervision of the General Post Office until 1809. The manager was nominated by royal appointment.

Nevertheless, business was not good due to bad management during Napoleonic times. Danish government defaulted in 1813, Norway proper (i.e. Iceland, Greenland and Faroe Isles not included) was lost by the peace of Kiel 1814. It took a generation for Denmark to regain its footing.

From 1809, for those reasons the institution (FP office) came entirely into private hands and was revitalized by skills and business acumen through 40 years until 1849, at which point it was repurchased by the General Postal Directorate (under Ministry of Finance) and as before the city mail service was located in the lobby of the Post Yard in Købmagergade.

Inside the Walls, the city of Copenhagen was divided into eight districts: Regensen [student residential hall], the University, etc. all centrally was no. 1 ... the Citadel no. 7, and Christianshavn no. 8. Outside the ramparts, as far as I know, there were only specific "routes" being walked.



Fig. 2. Christian VII's monogram

Figure 2. Monogram of Christian VII.



Fig. 3. Kortet viser København indenfor voldene i 1806, der blev inddelingen i otte distrikter

Figure 3. Map of Copenhagen inside the ramparts 1806 and division into 8 postal districts.



Fig. 4. FP-brev til madam Borup, Waldbye Kroe, der til denne via forstæderne "afleveres Westerbroe no. 31", 1806-07.

Figure 4.FP-letter to madam Borup, Waldbye Kroe [Inn], delivered to the suburbs via "Westerbroe no. 31", 1806-07.

Kontoret var pligtigt at servicere og at udveksle post gratis med andre kontorer, og til at respektere "Kongens bud" (Kongelig Tjeneste, K.T). I privattiden med kongeligt privilegium var FP-hovedkvarteret altid bekvemt nært beliggende ved Postgården, men tillige med ekspeditionssteder hos handlende både inden for voldene og ude i forstæderne.

Før frimærketiden gjaldt lokaltakst inden for voldene. Ved passage af - en af stadens fire - voldporte blev taksten dobbelt, dvs. reelt landsporto, se kortet fig. 3 med indtegninger.

Franco- og portobreve var ens takst. Der blev fra starten anvendt stempeling til dokumentation for lovlig forsendelse efter portokontrol. For sikkerheds skyld blev der befalet anvendelse af rød stempelsvæerte på ankomne, ubetalte forsendelser, som vi kalder portobreve, fra 17. maj 1806. For at øge denne sikkerhed blev der yderligere i

The FP Office was obliged to service and exchange mail free of charge with other offices, and to respect "royal orders" (Kongelig Tjeneste, KT).

During times of private operation by royal privilege, FP headquarters was always located conveniently close to the Post Yard - but additional service points were set up at shops both inside and outside city ramparts.

Prior to the era of postage stamps local rates applied inside city ramparts. By passing in or out of one of four city gates the rate was doubled, i.e. effectively the domestic rate applied, see map Fig. 3 with number markings.

Prepaid and collect mail was the same rate. Initially stamps were applied to document legal despatch with prior check of the rate. From 17 May 1806, for security the use of

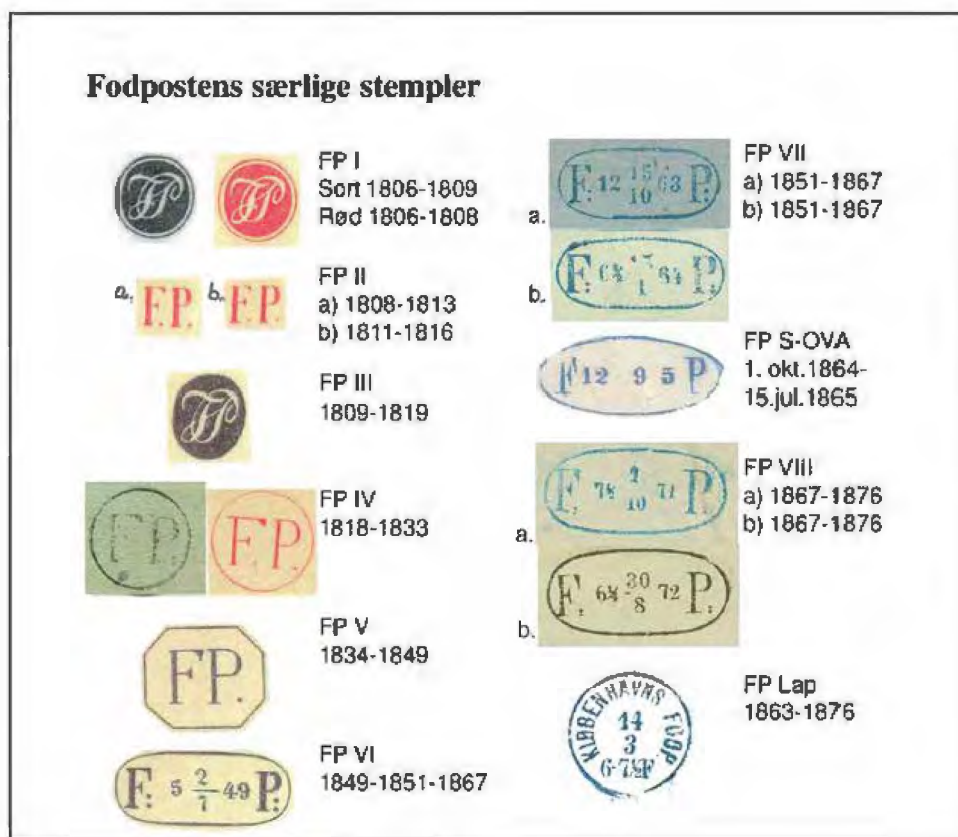


Fig. 5. De røde er brugt til porto-breve (1806-1876). Om beskrivelse og anvendelse henvises til speciallitteraturen.

Figure 5. Special Foot Post stamps. The red ones are used for collect mail (1806-1876). See article text and special literature for details.

cirka ti år fra FP-kontoret (1808–1817) anvendt særligt bogstavstempel “F.P.” kun til portobrevene og altid med rød farve.

Da disse stempler og den røde stempel-svæerte siden blev udtaget af brug, foreskrev man fremtidigt for portobreve at angive på forsiden med rødkridt den skyldige takst, som modtager måtte erlægge for at erholde forsendelsen.

Dette svarede til den ældre forvaltnings sædvane i Postvæsenet generelt for forsendelser, der måtte betales af modtager til frigørelsen.

Ved tilbagekøbet forblev Fodpostkontoret en selvstændig, privat entreprise og var fortsat ikke omfattet af postlovgivningen, medens forvaltning deraf og økonomi samt personale overgik til det offentlige.

Kontorets chef var kontrollør (Bartholin), og overbestyrelsen tilkom Københavns Overpostmester (F.C. von Jessen).

red ink on incoming, unpaid mail was mandated. For further security, in the years 1808-1817, a special “F.P.” letter cancel was in use exclusively for collect mail and always in red.

When these FP stamps and the red ink was subsequently disused, for collect mail it was prescribed to indicate the rate to be paid by the recipient at delivery in red chalk on the front of the letter.

This corresponded to general prior administrative customary use by the Post for any mail to be monetarily redeemed by the recipient.

By the repurchase the Foot Post office became an independent, private enterprise. It was still not governed by postal law, even though management, economics and personnel were all in the domain of public administration.

Head of Office was designated Controller (Bartholin), and a supervisory capacity was entrusted with the Copenhagen Head Postmaster (F. C. von Jessen).



Fig. 6. Brev sendt med skib fra Riga 1.maj 1807, portobrev med FP i København (rød sværte).

Figure 6. Letter by ship from Riga 1. May 1807. Collect item with FP in red (Copenhagen).



Fig. 7. Brev sendt fra Rønne, Bornholm med dansk fartøj 12. oktober 1810, portobrev i København med rødt F.P. stempel.

Figure 7. Letter from Rønne, Bornholm by Danish vessel 12 October 1810. Collect item with red FP applied in Copenhagen.



Fig. 8. Landsportobrev - tidligst kendte via FP-kontoret - fra Klampenborg 22. juli 1853. Se røde afsenderpåtegning

Figure 8. Domestic rate [4 RBS] letter from Klampenborg 22 July 1853. Earliest known by way of the FP Office. (See red chalk marking. Kl = Klampenborg.)



Fig. 9. FP-Landsportobrev med 4 RBS-frimærket (Thiele III oliven) til Christianshavn 24. nov. 1854.

Figure 9. FP domesticrate letter with 4 RBS stamp (Thiele III, olive brown) to Christianshavn 24 November 1854.

På min fortegnelse, fig. 5, ses de anvendte fodpoststempler i tiden fra 1806 til 1849, kaldet FP I – V. De røde portobreve er med FP I- og FP II-stemplet, forekommer som nævnt udelukkende med rød stempel-svæerte.

Frederik VII, Danmarks sidste oldenburgske konge 1848–1863, underskrev 11. marts 1851 postloven med en takst på 6 RBS som grundporto, medmindre brevet blev frigjort med frimærket 4 RBS. samtidig ophævedes de gældende afstandstakster i kongeriget efter engelsk forbillede. Loven kom til verden efter kommissionsarbejde påbegyndt i 1842 med ikrafttræden 1. april 1851 dog alene med gyldighed inden for det danske postgebet: Bilande og kolonier var ikke indbefattet, og hertugdømmerne var udeladt.

Frimærket var det smukke kvadratiske 4 RBS med tekstramme, laurbærkrans og krone samt regalia, chokoladebrunt og med motiv som de senere brune utakkede mærker.

Taksterne var detaljeret opgjort, og deri var “almindeligvis indeholdt alt”, som kunne afkræves en forsendelse. Bærepenge for breve fra andre postterritorier bortfaldt. Postloven tog hverken højde for monarkiets tyske sprogområder, for lokale behov samt bypost.

Hvad der var en smule uheldigt i forbindelse med frimærkets indførelse var, at de fra starten 13 brevpostkasser, der blev ophængt i Staden til publikums nytte, ikke omfattede ufrankerede lokalbreve, idet de blev betragtet som private portobreve. Og hvad værre var, Postloven hjemlede ikke tiltag, reguleringer eller udstedelse af andre frimærker. Dog kunne Postvæsenets bestyrelse vedtage “reglementariske bestemmelser, som med hensyn til forsendelserne er nødvendige og hensigtsmæssige”. Der sås som bekendt hurtigt vanskeligheder om postbetjening og takster, og overordnede udfordringer til monarkiets hertugdømmer tillige om gammelkendte stridsspørgsmål.

In my registrar, Fig. 5, is seen the applied foot post stamps from 1806 to 1849, named FP 1 - V. The collect mail is marked by the red FP I and FP II stamps. They are only found in red.

On 11 March 1851, the last Danish King of the Oldenburg line, Frederik VII (1848-1863), signed a new postal law with a basic rate of 6 RBS - unless the letter was prepaid with a new postage stamp of 4 RBS. At the same time varying rates by distance within the realm were abolished following the British example. The law was the result of preparations by a commission established as early as 1842, and it went into force 1 April 1851; only, however, applied in Denmark proper - dependencies, colonies and the duchies were excluded.

The postage stamp was the beautiful quadratic 4 RBS with text frame, laurel wreath and crown as well as regalia - in chocolate brown and with the same design as later brown imperforates.

The rates were laid out in detail and “usually included everything” to be paid for a mail item. Carrier’s fee (bærepenge) for letters originating in other postal territories was abolished. The mail law included no provision for the largely German speaking duchies, for postage stamps of different value [other than 4 RBS], or for local requirements and city posts.

In connection with the novel issue of postage stamps it was somewhat unfortunate that 13 letterboxes initially distributed around the city for public use made no provision for unfranked local letters. They were considered a wholly private matter. And worse, Postal Law did not allow for measures, regulations or issue of other postage stamps. Still, the Post Office board could decide prescribed measures of a necessary and expedient character. As indicated, difficulties concerning service procedures and rates as well as general challenges in relation to the Duchies’ historical position within the Realm soon became apparent.



Fig. 10. Parstykke 2 RBS-frimærker på brev FRA København brugt undtagelsesvist 16. december 1853, frankeret ved afsendelsen fra FP-kontoret, til Vesterbro no 52. (Pl II 88-98 m. stor retouch).

Figure 10. Pair of 2 RBS stamps on letter FROM Copenhagen used exceptionally 16 December 1853. Franked at despatch from FP Office, to Vesterbro no. 52. (Pl. II.88-98 w. large retouch)



Fig. 11. Parstykke 2 RBS-frimærker på brev TIL København brugt undtagelsesvist 2. december 1853, frankeret kontant ved afsendelsen, berigtiget på FP-kontoret, til adressaten. (Pl II 59-60 m. spids fodstreg).

Figure 11. Pair of 2 RBS stamps on letter TO Copenhagen used exceptionally 2 December 1853, paid in cash when sent, converted at the FP Office. (Pl. II 59-60 w. pointed base of '2')

Men retligt set var det Postvæsenet tilhørende, veletablerede og velfungerende, men ganske private bypostkontor med sine bærepenge og bude helt overset i sammenhængen.

Sondringen mellem bærepenge og lokal-takster må være glemt og har efter alt foreliggende fremkaldt en mangesidet, øjeblikkelig postkrise for byposten.

Legally the established, postally owned and fully operational private city service with carrier's fees and foot postmen had been completely overlooked.

The distinction between carrier's fees and local rates must have been forgotten and appears to have caused an immediate multi-faceted crisis for the city post.

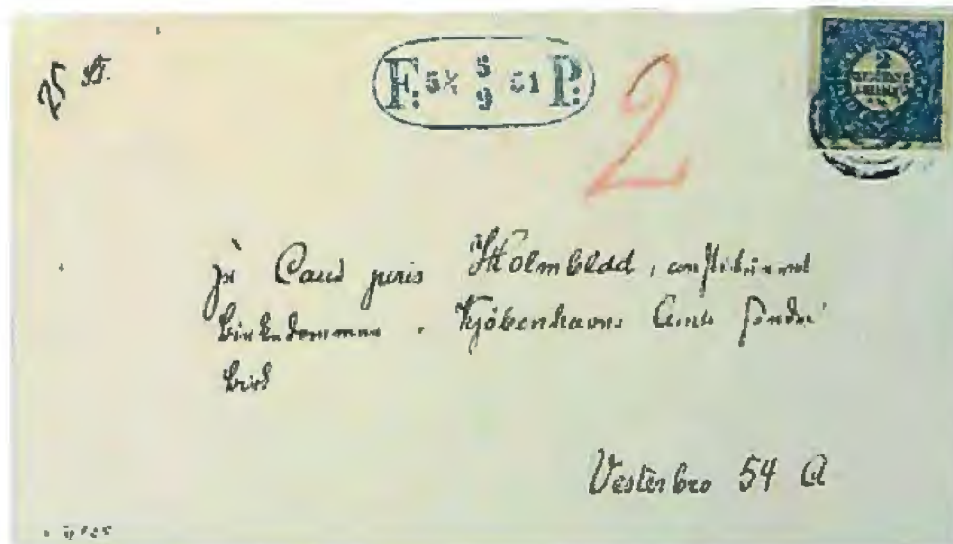


Fig. 12. FP-lokalbrev, underfrankeret til adresse udenfor voldene, portokrav + 2 sk med rød påtegning, 5. september 1851, FP-kontoret direkte (tidligst kendte).

Figure 12. FP local letter, underfranked to address outside ramparts. Collect postage +2 sk noted in red chalk, 5 September 1851, FP Office direct. (Earliest known)



Fig. 13. FP-Lokalbrev, underfrankeret til adresse udenfor voldene, portokrav +2 sk med rød påtegning, 2. november 1851, via Brevpostkontoret (tidligst kendte).

Figure 13. FP local letter, underfranked to address outside ramparts. Collect postage +2 sk noted in red chalk, 2 November 1851, via Letter mail Office. (Earliest known)

Både med hensyn til breve udefra til byen og med lokale breve, der ikke var frigjorte, men indleveret via postkasse, hvor afsenderen med den ny lov havde mistet muligheden for kontant at frigøre sin forsendelse, må - som jeg ser det - have fremkaldt akutte principielle problemer efter bærepengenes bortfald. Derfor greb overpostmesteren (von Jessen) nødvendigvis ind og løste vanskelighederne ved at beslutte udgivelsen af et fodpostmærke til lokal brug. I samme åndedrag blev de hidtidige regler for byposten stadfæstet som hidtil.

Both in respect to incoming letters and to unfranked local letters submitted in public letterboxes, by the new postal regime the sender had lost the option to prepay in cash for the delivery. I can imagine this abolishment of carrier's fees must immediately have caused problems of a fundamental character. Therefore, the head postmaster (von Jessen) stepped in and solved the matter by deciding the issue of a foot post postage stamp for local use. At the same time regulations in existence for the city post were confirmed with no changes.

Det kongelige postfrimærke 2 RBS udkom 1. maj 1851, tegnet og graveret af Ferslew, kvadratisk blå og utakket, og faktisk blev denne takst først legaliseret som lokaltakst for riget ved næste Postlov i 1865.

På min fortegnelse, fig. 5, ses det ovale fodpoststempel anvendt fra 1849, kaldet FP VI, som i 1851 suppleres med to tilsvarende kaldet FP VII. Disse stempler blev alle kasseret i 1867.

The royal postage stamp 2 RBS was issued 1 May 1851, designed and engraved by Ferslew, quadratic, blue, and imperforate. Actually, the legal basis for the local rate within the Realm was not established until 1865, when the next postal law was introduced.

In my registrar, Fig. 5, is seen the oval foot post stamp used from 1849, named FP VI, which in 1851 is supplemented by two similar stamps, named FP VII. These stamps were all discarded in 1867.



Fig. 14. Sent FP-lokalbrev til forstæderne, landstakst til 1861, portokrav + 2 sk som hidtil med rødkridt, 3. januar 1857 (2 sk 1855 og senest kendte).

Figure 14. Late FP local letter to suburbs. Domestic rate to 1861, +2 sk in red chalk as before, 3 January 1857. (2 sk 1855 and latest known)



Fig. 15. Brev fra Godthåb, Grønland indkommet med skibet "Hvalfisker" 25. oktober. 1858 til Kongelig Grønlandske Handel (KGH) Christianshavn og derfra portobrev til kolonibestyreren i forstaden med rødkridt + 4 sk.

Figure 15. Letter from Godthaab [Nuuk], Greenland arriving by boat "Hvalfisker" [The Whale Fish] 25 October 1858 to Royal Greenland Trade Co. (KGH), Christianshavn. From there sent collect to the manager of the colony with red endorsement + 4 sk.



Fig. 16. Gaabensebrevet 20.april 1865 indkommet via dagvogn til Købmagergade og udbragt pr. fodpostrute til Joenstrup

Figure 16. Letter from Gaabense 20 April 1865 arrived by day carriage to Købmagergade and distributed from there by foot post route to Joenstrup.



Fig. 17. Skibsbrev 24.dec 1864 nummerstempel 190 og Dampsk-Post-Rute nr. 3 unikt FP-brev.

Figure 17. Ship letter 24 December 1864, numeral canceller 190 and 'Dampsk-Post-Rute' no. 3, unique FP letter.

Indgrebet med frimærket til bypost sikrede FP-kontoret, som fremover med gode initiativer blev af stor betydning for Postvæsenets udvikling i hele kongeriget.

Bypostkontoret tillod fra starten, at fodpostmærker undtagelsesvis kunne anvendes til hel eller delvis frankering til og fra forstæderne. Disse breve skulle ved voldspassage frankeres med parstykke eller forsynes med rødkridtpåtegning +2. Sådanne breve er som bekendt sjældne.

Swift intervention by the issue of a postage stamp for use by city local mail secured the succesful operation of the FP office. By taking further initiatives the office became very important for the development of postal services in the whole Kingdom.

From the earliest times the city post office allowed that foot post stamps could exceptionally be applied for whole or partial franking to and from the suburbs. When passing through the city wall gates, these letters had to be franked with a pair of 2

Til historien hører, at byportene blev nedlagt 30. juni 1856, mens Postvæsenet først fem år senere afskaffede landsportokravet for forsendelser fra København med adressat udenfor voldene, i forstæderne og Frederiksberg.

RBS, or be marked with +2 in red chalk. As is well known, such letters are rare.

It should also be noted that the ramparts were legally abolished 30 June 1856. But not until five years later did the Post discontinue the domestic rate requirement for mail from inside Copenhagen addressed to Frederiksberg and other suburbs outside the ramparts.



Fig. 18. Lokalt FP-brev 5.april. 1869 med fodpostmærket, der nu var alm. frimærke.

Figure 18. Local FP letter 5 April 1869 with the foot post rate postage stamp - by now an ordinary stamp.



Fig. 19. Eneste kendte værdibrev sendt med Fodposten 14. oktober 1870

Figure. 19. Only known insured letter sent by Foot Post 14 October 1870.

Herefter tillod Generalpostdirektoratet, med Ministeriets samtykke, brug af fodpostmærket i fornødent omfang ved portobehov, altså brevpost udenfor FP-området (15. juli 1854) Fodpostmærket - nu 2 sk blå 1855 - autoriseres 1. januar 1861 som lokalporto i 17 byer i kongeriget, hvor bybreve omdeles for Postvæsenets regning, (Aalborg var helt specielt dog kommet delvis med fra

From then on the General Postal Directorate, by ministerial consent, allowed the foot post postage stamp for general use as necessary, i.e. including letter mail outside the FP-area (15 July 1854). The foot post postage stamp - by now 2 sk blue 1855 - is authorised 1 January 1861 for local mail in 17 cities and towns within the Realm, where local mail was distributed at the ex-

26. april 1852). Overpostmesterembedet i København benyttede lejligheden til at afskaffe forskellen for fodpostbreve inden for voldene og til eller fra Stadens forstæder, således at lokalporto i hele det københavnske postdistrikt blev 3 skilling (sk) eller et postfrimærke 2 sk pr. brev, uden hensyn til vægten, der dog ikke herefter måtte overstige et pund.

Postloven af 26. september 1865 tillod fodpostmærket 2 sk anvendt frit som frankering sideordnet med rigets øvrige frimærker til almindelige portobehov, mens kontant frankering ophørte i 1868. Samtidig traf man en beslutning af stor betydning for FP-kontoret om, at Fodpostkontoret fremover skulle tjene som ekspeditionskontor for alle forsendelsestyper, og andre ekspeditionskontorer og tillige skulle modtage bypost. Brevmængden blev øget betragteligt i disse år, helsagerne kom til med konvolutten (1865) og brevkortet (1871). Mens Fodpostkontoret fra da af i sagens natur mistede sin betydning. Med den helt reorganiserede budtjeneste løstes et hastigt omsiggribende problem i København forårsaget af den rivende udvikling i omegnen. Fodpostkontoret blev sluttelig nedlagt primo marts 1876 som overflødig.

På min fortegnelse, fig. 5, ses et spids-ovalt stempel FP S-OVA, uden årsangivelse, brugt i tiden 1. oktober 1864 – 15. juli 1865, og de to tilkomne stempler fra 1867 FP VIII samt et lapidarstempel (FP Lap), der som dagstempel formentlig er brugt i budstuen til rutemarkering. Stempelsværten er sort før frimærketiden, og fra 1849 efter tilbagekøbet altovervejende blålig/blå.

Stempelfarven har - udover de røde - grøn-blå, blå eller sort ikke postal betydning, efter 1871/72 ses næsten udelukkende sort sværte anvendt.

En del af disse posthistoriske emner er nærmere behandlet i hæftet om Fodposten København 1806–1876, udgivet ved årsskiftet 2023–2024 som “FP-Antologi”, med litteraturhenvísninger.

pense of the Post. (As a special case, certain uses were allowed in Aalborg from 26 April 1852.) The Head Postmaster Office in Copenhagen took this opportunity to discontinue the distinction between footpost letters within the ramparts and to or from City suburbs, so that local postage in all of the Copenhagen district became 3 skilling (sk), or an affixed postage stamp of 2 sk per letter, disregarding weight, which was not to exceed 1 lb., though.

The Postal Law of 26 September 1865 allowed the foot post postage stamp of 2 sk to be used freely alongside other Danish postage stamps for ordinary postage requirements, while the cash prepayment option was discontinued in 1868. Simultaneously, a major decision was made with respect to the FP-office, that henceforth the Foot post office should serve as a common office for all types of mail and other offices should also take in city mail. The volume of mail increased considerably during these years; postal stationery was introduced with envelopes (1865) and post cards (1871). The Foot post office from then on, by the nature of developments, lost its special significance. By the completely reorganised carrier service a problem on the rise in the City was solved, caused by rapid development of surrounding areas. By early March 1876 the Foot post office was finally shut down having lost all importance.

In my registrar, Fig. 5, is seen a pointed oval stamp, FP S-OVA, with no year indication, in use 1 October 1864 to 15 July 1865; and the two additional stamps from 1867 FP VIII as well as a lapidary style stamp (FP Lap), which was applied as a day cancel, presumably used in the carrier lounge to indicate routes. The ink colour is originally black in pre-philatelic times, and predominantly blue, or bluish, after the 1849 repurchase.

Ink colour has - except for red - no postal significance, whether greenish blue, blue, or black. From 1871/72 black is used almost exclusively.

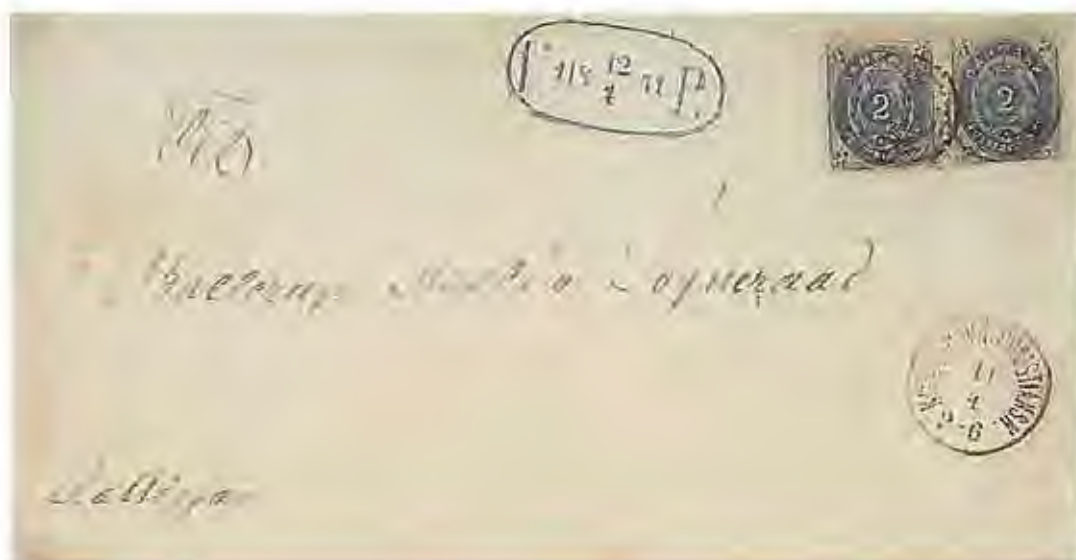


Fig. 20. Fodpostens kronjuvel, Landsportobrevet frankeret med parstykke tofarvet linietakket 2 sk dateret den 11. april 1871 og afstemplet den 12. april 1871.

Figure. 20. The crown jewel of Foot Post: Domestic rate letter franked with a pair of bicoloured line-perforated 2 sk dated 11 April 1871, cancelled on 12 April 1871.

I 1876 var rigets lokale forsendelser således blevet almindelig posttjeneste, og næste store landvinding for Posten blev rigets øde egne, landdistrikternes budtjeneste og postbesørgelse. Dog, det er en anden historie. Men ikke alle i hovedstaden var tilfredse med lukningen af den effektive og hurtige københavnske Fodpost, som udviklingen – også teknisk med telegrafene – skred frem, så Staden fik den private “Kjøbenhavnske Bypost” 1879–1887. Og det er ligeledes en anden historie.

Digitaliseringen har nu vundet stort indpas i Danmark, og se, derfor er Fodpostens historie 1806–1876 en rig og rigtig historie.

A part of these postal history subjects are treated in more detail in the booklet about the Foot Post in Copenhagen 1806-1876 (in Danish), issued around New Year 2024 as “FP-Anthology”, with further references to literature.

Thus, by 1876 local mail had become ordinary mail throughout the Realm. The next great achievement of the Post aimed at desolate districts of the Realm, rural district carrier service and mail delivery. That is a different story, though. But not everyone in the capital was happy with the end to the efficient and fast City Post, which developments – technically including the telegraph – brought. Thus appeared the privately held and operated “Kjøbenhavnske Bypost” in the Capital 1879-1887. And that is likewise a different story.

Digitalization has now gained a strong momentum in Denmark, and look, therefore the Foot Post history 1806-1876 is a rich and important story.

A postal reform - The Postal Act of 11 March 1851

En postreform - Postloven af 11. marts 1851

By, Karsten Jensen

(Translated by Chris King)

Da jeg blev forespurgt, om jeg ville skrive en artikel om “dansk filateli i den klassiske periode og gerne med posthistorisk afsæt”, svarede jeg straks ja. Området var naturligt for mig, da det i mange år har været mit foretrukne interesseområde, og arbejdet begyndte.

Ret hurtigt kunne jeg konstatere, at det meget nemt kunne blive “*gammel vin på nye flasker*”, derfor har jeg udover den almindelige beskrivelse af postloven ved eksempler søgt, at beskrive nogle af de aspekter, der ikke direkte kommer til udtryk i postloven, men meddelt ved cirkulærer og bekendtgørelser samt den almindelige praksis i postbehandlingen.

Tiden før postlovens ikrafttræden

Den i England i 1840 indførte portoreform med bl.a. ensartede takster og indførelse af frimærker til dækning af porto gik selvfølgelig ikke ubemærket hen, idet flere lande efterfølgende indførte lignende reformer. I Danmark blev der også tænkt tanker i den retning, idet det danske system med afstandsafhængige takster var besværligt og tidskrævende for postpersonalet og ikke mindst en hindring for den almindelige udvikling i kommunikation, hvilket også fremgår af de senere sagsakter og motivationen for den nye postlov.

En dansk portoreform kunne have været iværksat tidligere, end det faktisk skete, idet en kommission, nedsat allerede i 1842 med F. C. von Jessen (senere overpostmester for Københavns Brev- og Pakkepostkontor) som formand, fremkom med forslag i 1846 og 1848 til nye portosatser, men arbejdet blev midlertidigt indstillet

When I was asked if I wanted to write an article about “Danish philately in the classical period and preferably with a post-historical reference”, I immediately answered yes. The area was natural for me, as it has been my favorite area of interest for many years, and so the work began.

Quite quickly I could see that this could very easily become “*old wine in new bottles*”, therefore, in addition to the general description of the Postal Act, I have sought to describe through examples some of the aspects that are not directly expressed in the Postal Act, but announced by circulars and announcements as well as by the general practice in mail processing.

The time before the Postal Act was effected

The postage reform introduced in England in 1840, which included standardised rates and the introduction of stamps to cover postage, did not go unnoticed, of course, as several countries subsequently introduced similar reforms. In Denmark, thoughts along these lines were also considered, as the Danish system of distance-dependent rates was cumbersome and time-consuming for postal staff and, not least, an obstacle to the general development of communication, which is also evident from the later case files and the initiative for the new postal law.

A Danish postage reform could have been initiated earlier than it actually happened, as a commission, set up as early as 1842 with F. C. von Jessen (later chief postmaster of the Copenhagen Letter and Parcel Post Office) as chairman, made proposals in 1846 and 1848 for new postage rates, but the work

pga. 3-års krigen. Om de to fremsatte forslag i 1846 og 1848 kan siges, at de ikke helt levede op til de intentioner, der lå i en postreform, idet de to forslag stadig byggede på afstandsafhængige portosatser, endvidere kan tilføjes, at den politiske udvikling i Danmark ændrede sig drastisk i 1848, og tidslinjen ser således ud:



Figure 1. Christian VIII

Den 20 januar 1848 dør Kong Christian VIII, og nystillet kong Frederik VII tiltræder hvis valg-sprog var "*Folkets Kærlighed, min Styrke*".

Den 28. januar 1848 nedsættes en forfatningskommission med det formål at udforme en konstitutionel forfatning. En forfatningsændring var i øvrigt blevet anbefalet overfor Frederik VII af hans far Christian VIII.

Ved udgangen af marts 1848 udbrød der krig mellem Danmark og hertugdømmerne Slesvig og Holsten, krigens stridspunkt var spørgsmålet om hertugdømmernes løsrivelse fra Danmark.

Den 5. juni 1849 "*Danmarks Riges Grundlov*" vedtages. Frederik VII blev således den sidste enevældige konge og den første konstitutionelle konge.

Oktober 1850 efter afslutningen af 3-års krigen (oktober 1850) blev arbejdet genoptaget, og forslag til "*Lov om Postforsendelser*" samt motivation til samme blev forelagt Rigsdagen i oktober 1850.

was temporarily suspended due to the Three Years' War. It can be said that the two proposals made in 1846 and 1848 did not quite live up to the intentions of a postal reform, as they were still based on distance-dependent postage rates. It can also be added that political developments in Denmark changed drastically in 1848, and the timeline was as follows:



Figure 2. Frederik VII

On 20 January 1848, King Christian VIII died, and a new King Frederik VII took office with the motto "*The people's love, my strength*".

On 28 January 1848, a constitutional commission was set up with the aim of drafting a new constitution. A constitutional amendment had also been recommended to Frederick VII by his father Christian VIII.

At the end of March 1848, war broke out between Denmark and the German Confederation over the Duchies of Schleswig and Holstein, the casus belli being the question of the Duchies' secession from Denmark.

On 5 June 1849 the "*Constitution of the Kingdom of Denmark*" was adopted. Frederik VII thus became the last absolute and the first constitutional monarch.

October 1850, after the end of the Three Years' War (October 1850), work was resumed, and proposals for the "Postal Act" with the same intention were submitted to Parliament in October 1850.

Lovforslaget blev godkendt af Rigsdagen og stadfæstet af Kongen den 11.3.1851 og gældende fra den 1.4.1851.

Mht. hvad der lå til grund for ændring af den danske postlov henvises til: *"Kilder til den danske Posthistorie"* v/Ole Maintz udgivet af Dansk Posthistorisk Selskab 2022, hvor der i fulde ordlyd gengives *"Motiver til Lov-udkastet angående Post-forsendelser 1.4.1851"*. Interessant læsning, der giver indblik i de datidige forhold samt visioner for fremtiden. Endvidere henvises til *"Danmarks Første Frimærke"* v/J. Schmidt Andersen udgivet 1961, hvor der i indledningen gives en gennemgang af sagsakter forud for postlovens vedtagelse.

Med den nye postlovs ikrafttræden blev meget ændret, og mere kom til i årene derefter. Jeg har valgt, at slutte artiklen ved krigsudbruddet 1864, hvor så meget blev ændret, og henvise interesserede i netop denne tidsperiode til bogen *"Postbesørgelsen i Danmark under 1864-krigen"* v/Max Meedom udgivet i 1998.

The bill was approved by Parliament and confirmed by the King on 11.3.1851 with effect from 1.4.1851.

For further information on the basis for changing the Danish Postal Act, please refer to: *Kilder til den danske Posthistorie* (Sources for Danish Postal History) by Ole Maintz published by the Dansk Posthistorisk Selskab 2022, where *"Intentions for the Draft Law regarding Postal Matters 1.4.1851"* is reproduced in full. This interesting reading gives an insight into the conditions at the time as well as a vision for the future, and also refers to *Danmarks Første Frimærke* (Denmark's First Postage Stamps) by J. Schmidt Andersen published 1961, where the introduction provides a review of case files prior to the adoption of the Postal Act.

With the coming into force of the new Postal Act, much was changed, and more was added in the years that followed. I have chosen to end the article at the outbreak of war in 1864, when so much was changed, and refer those interested in this particular period to the book *Postbesørgelsen i Danmark under 1864-krigen* (Postal delivery in Denmark during the 1864 war) by Max Meedom published in 1998.



Figure 3. The Postal Law of 11.3.1851

Bemærkninger til Postloven

Det primære i postloven er anført i §.1 nemlig: *Fra 1ste April 1851 indføres en eensformig Porto for Breve, som afgaae fra og afleveres paa indenlandsk Sted, Bilandene og Colonierne ikke derunder indbefattede, hvilket blev iværksat iflg. loven, men i §1 er også anført: Fra 1ste April 1852 ophører den hidtil gjældende Portofrihed eller Portonedsættelse, saavel for Breve som andre Postforsendelser.*

Årsagen til tidspunktet for denne ændring, 1.ste april 1852, skal søges i, at finansåret strækker sig over perioden 1. april - 31. marts det følgende år, hvilket gjorde det umuligt at implementere allerede i 1851, idet budgetter osv. allerede var fastlagt ved lovens ikrafttræden. Noget andet er, at det for en del personers vedkommende ville betyde en indskrænkning i den enkeltes portofrihed, for nogle endda et ophør. Det kan til tider være enkelt at give andre goder, men det kan være uhyre svært at fratage disse igen!

I det efterflg. angives henvisninger til og „citater” fra Circulaire (circ.) og Cours-Circulaire samlingen (cours-circ.)

Ved circ.8/1851 af 19.3.1851 meddeles det: *Ved at tilstille det Kgl. Postcontoir hoslagne tvende Exemplarer af den under 11te dennes udfærdigede Lov angaaende Postforsendelser, skulde jeg herved have Contoiret meddeelt Følgende, deels som Veiledning til Lovens rette Anvendelse og deels som yderligere Bestemmelser. ad Lovens § 1. Samlige ved Indleveringen paa befaleet Maade, som Kongelige Tjenestesager, frigjorte Forsendelser blive fra 1ste April og indtil videre at taxere ligesom private Breve og Sager, men indenfor Linien; løvrigt forbeholdes ligesom hidtil. Ad Lovens § 1. Samlige ved Indleveringen paa befaleet Maade, som Kongelige Tjenestesager, frigjorte Forsendelser blive fra 1ste April og indtil videre at taxere ligesom private Breve og Sager, men indenfor Linien; løvrigt forbeholdes ligesom hidtil.*

Comments on the Postal Act

The primary purpose of the Postal Act is stated in §1, namely: *From 1st April 1851, a uniform rate of postage will be introduced for letters that depart from and are delivered to a domestic location, the dependencies and colonies not included, as implemented according to the law, but in §1 it is also stated: From 1st April 1852, previously applicable postage exemptions or reductions will cease, both for letters and other postal items.*

The reason for the timing of this change, 1st April 1852, is to be found in the fact that the financial year extended from 1st April - 31st March the following year, which made it impossible to implement earlier in 1851, as budgets etc. were already determined when the law came into force. Another consideration was that for some people it would mean a reduction in their freedom from postage, and for some even an end to the privilege. It can sometimes be simple to give benefits to others, but it can be extremely difficult to take them away again!

In the following, references to and *citations* from the Circulaire (circ.) and the Cours-Circulaire (cours-circ.) collection are given. (These are circulars distributed to post offices by the Head Post Office informing postmasters of changes in procedures and regulations.)

By circ.8/1851 of 19.3.1851 it is announced: *By submitting to the Royal Post Office the enclosed two examples of the law dated the 11th inst. (March) concerning postal matters, I should hereby have notified the office of the following, partly as guidance for the proper application of the law and partly as additional provisions.* According to § 1 of the Act, all deliveries made in the required manner, as (K.T.) Royal Official matter, will from 1st April and until further notice be taxed in the same way as private letters etc, but within the line; otherwise reserved as before. According to § 1 of the Act, all deliveries made in the required manner, as (K.T.) Royal Official matter, will from 1st April and until further notice be taxed in the same way as private letters etc, but within the line; otherwise reserved as before.

NB: Udtrykket “indenfor Linien” voldte mig en del problemer, hvordan skulle det tolkes? Med hjælp fra posthistorikeren Toke Nørby blev problemet løst. Toke kunne oplyse, at udtrykket stammer fra forordningen om portofrihedens indskrænkelse fra 1771 hvor-efter nærmest samtlige typer KT-breve skal sættes i Porto. Før 1771-loven kunne KT-breve opføres på Kartet udenfor linien, men efter skulle de opføres inden for linien, altså i den rubrik, hvor de frigjorte breve også opførtes.

Ved circ.5/1852 af 29. marts 1852 meddeles det: *Det meddeles herved foreløbig, at der under 26de dennes er udkommet en Lov angaaende Portofriheden i Finantsaaret 1852 - 1853 samt angaaende Portonedsættelsens Ophør saa lydende:*

“Den hidtil bestaaende Portofrihed vedbliver fremdeles indtil den 1ste April 1853. Derimod bortfalder, i Medfør af Loven af 11te Marts 1851, §1, fra den 1ste April 1852 den Portonedsættelse, som flere Postforsendelser hidtil have nydt, medmindre den ved Lov eller Kongelig Resolution er tilstaaet for et vist Tidsrum, indtil hvis Udløb den da vedbliver. Saadan Nedsættelse kan ikke for Fremtiden bevilges.”

Frem til 1856 blev den gældende portofrihed forlænget hvert år, hvorefter den blev gjort permanent frem til den nye postlovs ikrafttrædelse 1.4.1871.

Jeg har valgt i nærværende artikel ikke at behandle Kongelige Tjenesteforsendelser eller andre portofrie forsendelser, men blot fremhæve hvad der er anført i postloven mv., da emnet er stort og omfattende og strækker sig over en tidsperiode på flere hundrede år.

NB: The expression “within the line” caused me a lot of problems, how should it be interpreted? With the help of postal historian Toke Nørby, the problem was solved. Toke was able to explain that the term originates from the regulation on the restriction of freedom from postage of 1771, according to which almost all types of K.T. (Kongelige Tjeneste = Royal Service) letters must be treated as payable on delivery. Before the 1771 Act, K.T. letters could be entered on the waybill outside the line, but afterwards they had to be entered within the line, i.e. in the box where the free letters were also entered. (All Danish letters were individually listed on Karte, waybills, which accompanied the mail as it travelled from office to office.)

By circ. 5/1852 of 29 March 1852 it is announced: *It is hereby announced provisionally that as of the 26th inst. (of this month) a law has been enacted regarding the freedom of postage in the financial year 1852 - 1853 and regarding the end of the reduction in postage as follows:*

“The previously existing freedom of postage will continue until 1st April 1853. On the other hand, pursuant to the Act of 11th March 1851, §1, from 1st April 1852 the reduction in postage that several postal items have enjoyed until now will cease to exist, unless permitted for a certain period of time by law or by Royal Resolution, until the expiry of which it will then continue. Such a reduction cannot be granted for the future.”

The current postage exemption was extended every year until 1856, after which it was made permanent until the entry into force of the new Postal Act on 1 April 1871.

I have chosen in this article not to deal with Royal Service or other postage-free mail, but simply to highlight what is stated in the Postal Act, etc., as the subject is extensive, and spans a period of several hundred years.



Figur 4. Vejledning af 27.3.1851. Faksimiletryk "Hafnia 1976"

Figure 4. Guidance of 27.3.1851. Facsimile "Hafnia 1976"



*Figure 5.
F. C. v. Jessen
1810 - 1853*



*Figur 6. Danmarks første frimærke,
udgivet 1.4.1851*

*Figure 6. Denmark's first postage stamp,
issued 1.4.1851*



Figur 7. Fodpost frimærket, udgivet 1.5.1851

Figure 7. Foot Post stamp, issued 1.5.1851

Vejledning til publikum dateret 27de Marts 1851 (også kaldet "Dåbsattesten")

Jeg er af den opfattelse, at denne vejledning kun er møntet på det københavnske publikum, hvilket indirekte fremgår af de to sidste afsnit 7 og 8.

7. Fodpostbreve mellem Kjøbenhavn og Broerne m.v. frankeres ved 1 paaklæbet 4 Skillings Frimærke.

8. For indenbyes Fodpostbreve i Kjøbenhavn ville Frimærker, lydende paa 2 sk. blive at erholde.d. 27de Marts 1851 F. v. Jessen
Afsnit 7 og 8 er således ganske uden interesse for publikum udenfor København.

Vejledningen er underskrevet af F. v. Jessen, der på daværende tid var overpostmester for Kjøbenhavns Brev- og Pakkepostkontor og chef for Fodpostkontoret.

NB: Iøvrigt skal der gøres opmærksom på, at i afsnit 8 i "Vejledningen af 27.3.1851" omtales et 2 skillings frimærke. Denne oplysning har ikke tidligere været omtalt i litteraturen, og er som sådan den tidligste officielle omtale af det kommende frimærke!

Ovennævntekantolkessåledes, at beslutning om et 2 sk. frimærke var truffet, og det indledende arbejde sat i gang!

J. Schmidt Andersen omtaler i jubilæumsbogen *"The Postage Stamps of Denmark 1851-1951"* s.34 den officielle introduktion af 2 RBS ved foto af annonce dateret 30.4.1851 med ordene, citat *"So far no official circular announcing the introduction of the 2 Rigsbank-Skilling stamp has been found"*.

Guidance for the public dated March 27th, 1851 (also called the "Birth certificate")

I am of the opinion that this guidance is aimed only at the Copenhagen audience, which is indirectly evident from the last two sections 7 and 8.

7. Foot Post letters between Copenhagen and the bridges, etc. to be franked with one 4 Skilling Stamp affixed.

8. For domestic Foot Post letters in Copenhagen, stamps amounting to 2 Sk. should be obtained. 27th March 1851 F. v. Jessen
Sections 7 and 8 are thus of no interest to the public outside Copenhagen.

This guidance was signed by F. v. Jessen, who at the time was the chief postmaster of the Copenhagen Letter and Parcel Post Office and head of the Foot Post Office.

NB: It should also be noted that in section 8 of the "Guidance of 27.3.1851", a 2 Skilling stamp is mentioned. This information had not previously been referred to in the literature, and as such is the earliest official indication of the future stamp!

The above can be interpreted as meaning that a decision on a 2 Sk. stamp had been made and the initial work started!

J. Schmidt Andersen mentions in the anniversary book *The Postage Stamps of Denmark 1851-1951*, p.34, the official introduction of 2 RBS with a photo of an advertisement dated 30.4.1851 with the words, quote *"So far no official circular announcing the introduction of the 2 Rigsbank-Skilling stamp has been found"*.

Lokalporto

I Postlovens §7. står anført: *Regjeringen fastsætter som hidtil de fornødne Søtaxter og Taxter for Bybreve. Disse Taxter bringes til offentlig Kundskab.*

På daværende tidspunkt var København den eneste by, der havde en organiseret form for omdeling af lokale breve, nemlig; "Fodposten" der havde eksisteret siden 1806. For det andet blev der efter statens overtagelse af den Københavnske Fodpost den 1 januar 1849 ved "**Bekjendtgørelse fra Det kongelige Fodpostcontoir**" dateret den 14. maj 1849 meddelt: *I Forbindelse hermed overtages Fodpostindretningen af Postvæsenet naar Brevet indleveres og besørges i selve Staden, erlægges 2 Rigsbankskilling, og naar Brevet indleveres paa eller besørges til Broerne og Frederiksberg, i Porto 4 Rigsbankskilling for hvert Brev.*

Ovennævnte bekendtgørelse (gengivet i Sten Christensen's bog Denmark 2 Rigsbank-Skilling 1851-1852 s.23, udgivet af Trelleborg Philatelic Society 1980) var saaledes dækkende for denne postordning, der på daværende tid kun forefandtes i København, og poststyrelsen må derfor ikke have fundet anledning til at præcisere dette nærmere i postloven.

En udvidelse af ordningen for lokalbreve fandt sted den 1. januar 1861. Ordningen var dog kun gældende for byer med mere end 6000 indbyggere hvilket, udover København, omfattede 17 byer: Aalborg, Aarhus, Altona, Elmshorn, Flensborg, Fredericia, Haderslev, Heide, Helsingør, Horsens, Kiel, Itzehoe, Neumünster, Odense, Randers, Rendsborg og Slesvig. Endelig skal nævnes, at der allerede fra den 26. april 1852 blev givet tilladelse til i Aalborg at indføre 2 sk. frimærker til dækning af porto for lokalportobreve i Aalborg, og fra den 1. oktober 1852 mellem Aalborg og Nørresundby. Det har i litteraturen været anført, at byen Slesvig skulle have haft tilladelse til lokalpostordning for postvæsentes regning.

Local postage

§7 of the Postal Act states: *"The Government shall, as hitherto, fix the necessary sea postage rates and rates for city letters. These rates shall be brought to the public's attention"*.

At that time, Copenhagen was the only city that had an organised distribution of local letters, namely the "Fodpost", which had existed since 1806. Secondly, after the State's takeover of the Copenhagen Foot Post on 1st January 1849, it was announced by "**Bekjendtgørelse fra Det kongelige Fodpostcontoir**" (Announcement from the Royal Foot Post Office) dated 14th May 1849: In connection with this, the **Foot Post service** is taken over by the Postal Service *when a letter is handed in and delivered in the city itself, pay 2 Rigsbankskilling, and when the letter is handed in or delivered to the bridges and Frederiksberg*

The above-mentioned order (reproduced in Sten Christensen's book "Denmark 2 Rigsbank-Skilling 1851-1852" p.23, published by the Trelleborg Philatelic Society 1980) was thus adequate for this postal system, which at that time only existed in Copenhagen, and the postal authority must therefore have found no reason to specify it in the Postal Act.

An extension of the local letter scheme took place on 1st January 1861. However, the scheme applied only to towns with more than 6000 inhabitants, which, in addition to Copenhagen, included 17 places: Aalborg, Aarhus, Altona, Elmshorn, Flensborg, Fredericia, Haderslev, Heide, Helsingør, Horsens, Kiel, Itzehoe, Neumünster, Odense, Randers, Rendsborg and Schleswig. Finally, it should be mentioned that from 26th April 1852 permission was given to introduce 2 sk. stamps to cover the postage for local letters in Aalborg, and from 1st October 1852 between Aalborg and Nørresundby. It has been stated in the literature that the town of Schleswig should have been authorised to have a local postal system at the expense of the post office.

I NFT 1965 nr.2 s.31-36, behandles dette emne meget indgående af posthistorikeren A. Tholl, som når frem til den konklusion, at intet tyder på en sådan ordning. Jeg kan supplere med, at der ligeledes ikke kendes forsendelser, der kan dokumentere en sådan ordning.

Hertugdømmerne og Hamborg

I postloven er der ikke angivet takster til Hertugdømmerne og Hamborg, og i "Vejledning til Postlovens rette anvendelse" ved circ.8/1851 af 19.3.1851 meddeles det: *Angaaende Breve til Hamborg samt Hertugdømmerne Slesvig, Holsteen og Lauenburg kunne forventes nærmere Bestemmelser.*

Den 31.3.1851 udsendes "*Bekjendtgjørelse til Veiledning for de Corresponderende i Danmark*" hvorefter fremgår:

§ 1. *Fra 1ste April d. A. er Portoet for Breve, der afsendes til et Sted i Kongeriget eller Hertugdømmet Slesvig, fastsat til 6 Rigsbanksskilling for hvert Lod dansk Handelsvægt, som Brevet veier.*

Foruden den sædvanlige Maade at frankere et Brev ved contant Betaling og med Paategning af Ordene "frit", "betalt" eller deslige, kunne Breve herefter frigjøres uden Frankeringspaategning ved Paaklæbning af Frimærker.

For hvert Lod Brevet veier paaklæbes 1 Frimærke.

Ved cours-circ.7/1851 af 12.4.1851 meddeles det: *Breve og Pakkepostsager, som forsendes fra Kongeriget til Hertugdømmet Slesvig, blive, saaledes som tidligere ved Løbeseddel er kundgjort, at taxere efter Loven af 11.3.1851 som Forsendelser til indenlands Sted.*

NB: Den løbeseddel der henvises til, må være "*Bekjendtgjørelse til Veiledning for de Corresponderende i Danmark*" af 31.3.1851, og jvf. ovenstående, er jeg af den opfattelse, at der har været problemer i kommunikationen fra postvæsenet til publikum vedr. postlovens anvendelse overfor hertugdømmet Slesvig.

In NFT 1965 no.2 p.31-36, this subject is treated in detail by the postal historian A. Tholl, who concluded that there is no evidence of such an arrangement. I can add to this the fact that there are also no known mailings that can document such an arrangement.

The Duchies and Hamburg

The Postal Act does not specify tariffs for the Duchies and Hamburg, and in "Guidance on the proper application of the Postal Act" by circ. 8/1851 of 19th March 1851 it is stated: *Regarding letters to Hamburg and the Duchies of Schleswig, Holstein and Lauenburg, more detailed provisions are to be expected.*

On 31.3.1851, the "*Notice for the Guidance of Letter Writers in Denmark*" was issued, where it states:

§ 1. *From 1st April this year, the postage for letters sent to a place in the Kingdom or Duchy of Schleswig is fixed at 6 Rigsbank Skilling for each Lod of Danish commercial weight that the letter weighs.*

In addition to the usual method of franking a letter by cash payment and with endorsement of the words "frit" (free), "betalt" (paid) or the like, letters could then be carried with stamps affixed, and without franking endorsement.

For each Lod the letter weighs, 1 stamp is to be affixed.

By cours-circ.7/1851 of 12th April 1851 it is announced: Letters and parcels dispatched from the Kingdom to the Duchy of Schleswig will, as previously announced by way of circular, be taxed in accordance with the Act of 11.3.1851 as shipments to domestic destinations.

NB: The leaflet referred to must be "*Bekjendtgjørelse til Veiledning for de Corresponderende i Danmark*" of 31.3.1851, and in view of the above, I am of the opinion that there have been problems in the communication from the postal service to the public regarding the application of the postal law to the Duchy of Schleswig.

For fuldstændighedens skyld skal det oplyses, at der kendes fire breve sendt fra kongeriget til hertugdømmet Slesvig før 12. april, de to af disse endda på førstedagen 1. april, det ene fra København til byen Slesvig, og det andet fra Vordingborg til Augustenborg pr. Sønderborg. Det tredje kendte brev er sendt 4. april fra København til Haderslev, og det fjerde er sendt 8. april fra Stege til byen Slesvig.

Postloven bliver gældende for hertugdømmet Slesvig

Ved "Lov for Hertugdømmet Slesvig angående Postforsendelser af 18de April 1851" bliver postloven også gældende i hertugdømmet Slesvig fra den 1. maj 1851, og danske frimærker bliver gyldige til frankering i og fra hertugdømmet Slesvig

Ved cours-circ. 9/1851 af 26.4.1851 meddeles det:

4. Fra 1ste Mai næstkommende bliver Postloven af 11te Marts gjort gjældende for Slesvig og følgelig ogsaa for Forsendelser fra Slesvig til Danmark, med de Modificationer, som ere fornødne paa Grund af den i Slesvig brugelige Courantmønt, saaledes at t. Ex. Portoet for et enkelt Brev fra Slesvig er 2 sk. Courant...

Postloven bliver gældende for hertugdømmerne Holsten og Lauenborg

Hertugdømmet Holsten havde siden den 1. juli 1850 været medlem af den tysk-østrigske postforening, hvilket ophørte ved, at Generalpostdirektionen i København den 15. april 1852 overtog postvæsenet.

Ved circ. 12/1853 af 25.6.1853 meddeles: *Hoslagt tilstilles det Kongelige Postcontoir til fornøden Efterretning 2 Exemplarer af den under 22de Dennes udkomne Bekjendtgørelse for Kongeriget Danmark angaaende Postforholdet til de øvrige Landsdele, saaledes som dette fra 1ste Juli d.A. vil blive ordnet i Henhold til de af Hs. Majestæt Kongen under 17de Dennes udfærdigede Patenter for Hertugdømmerne.*

For the sake of completeness, it should be noted that four letters are known to have been sent from the kingdom to the Duchy of Schleswig before 12th April, two of these even on the first day of 1st April, one from Copenhagen to the town of Schleswig, and the other from Vordingborg to Augustenborg near Sønderborg, the third known letter was sent on 4th April from Copenhagen to Haderslev, and the fourth was sent on 8th April from Stege to the town of Schleswig.

The Postal Law becomes applicable to the Duchy of Schleswig

By the "Act for the Duchy of Schleswig on Postal Services of 18th April 1851", the Postal Act also applies in the Duchy of Schleswig from 1st May 1851, and Danish postage stamps became valid for franking in and from the Duchy of Schleswig. By cours-circ. 9/1851 of 26.4.1851 it is announced:

4. From the 1st of May next, the Postal Act of the 11th of March will be made applicable to Schleswig and consequently also to dispatches from Schleswig to Denmark, with the modifications that are necessary on account of the Courant currency used in Schleswig, so that, for example, the postage for a single letter from Schleswig is 2 Sk. Courant ...

The Postal law becomes applicable to the Duchies of Holstein and Lauenborg

From 1st July 1850, the Duchy of Holstein had been a member of the German-Austrian Postal Union, which ended when the Directorate General of the Post Office in Copenhagen took over the postal service on 15th April 1852.

By circ. 12/1853 of 25.6.1853 it is announced:

The enclosed, sent to the Royal Post Office for essential information, are two copies of the announcement for the Kingdom of Denmark issued on the 22nd of December regarding the postal relationship with the other parts of the country, as it will be arranged from the 1st of July this year in accordance with the decree issued by His Majesty the King on the 17th of December this year for the Duchies.

Fra den 1. juli 1853 gives der saaledes tilladelse til, at danske frimærker kan anvendes i hertugdømmerne Holsten og Lauenborg.

Ved circ. 17/1853 af 9.8.1853 meddeles: *Ved hoslagt at tilstille det Kongelige Post-contoir et Exemplar af det under 17de Juni sidstleden emanerede allerhøieste Patent for Hertugdømmet Lauenborg angaaende Postforsendelser, meddeles herved samme til fornøden Efterretning og lagttagelse, at alle Brev- og Pakkepostforsendelser til og fra bemeldte Hertugdømme, hvis Porto respective Franco bliver at oppebære i Lauenborg, skulle taxeres efter de i dette Patent fastsatte Taxtbestemmelser, hvor imod alle Forsendelser til og fra Hertugdømmet Lauenborg hvis Franco respective Porto opkræves ved det Kongelige Postcontoir skulle taxeres i Overeenstemmelse med Loven af 11te Marts 1851.*

1.4.1851 Den nye postlovs anvendelse

I det flg. gives i kronologisk rækkefølge eksempler på nogle af de væsentligste ændringer, den nye postlov medførte.

Teksterne til de viste forsendelser, er de samme, som i min traditionelle samling, derfor er oplysninger om frimærker og tryk medtaget.

Postlovens §.1. *Fra 1ste April 1851 indføres en eensformig Porto for Breve, som afgaae fra og afleveres paa indenlandsk Sted, Bilandene og Colonierne ikke derunder indbefattede.*

§2. 1. *Portoen for løse Breve er 6 Rbsk. pr. Enkeltbrev, med mindre de ved Indleveringen ere frigjorte ved paaklæbede Frimærker, som i det Øiemed udfærdiges af Postvæsenet og betales pr. Stk., gjældende for et Enkeltbrevs Porto, med 4 Rbsk., pr. Hundrede med 4 Rbdlr.*

From 1st July 1853, permission is therefore granted for Danish stamps to be used in the Duchies of Holstein and Lauenborg.

By circ. 17/1853 of 9.8.1853 is announced: *By enclosing herewith to the Royal Post Office a copy of the paramount decree for the Duchy of Lauenborg concerning postal consignments, issued on 17 June last, the same is hereby notified for the necessary information and observation that all letter and parcel post consignments to and from the said Duchy, whose postage or postage paid will be collected in Lauenborg, should be taxed in accordance with the tax provisions laid down in this decree, whereas all consignments to and from the Duchy of Lauenborg whose postage or postage paid is collected at the Royal Post Office should be taxed in accordance with the Act of 11th March 1851*

1.4.1851 Application of the new postal law

The following are, in chronological order, examples of some of the main changes introduced by the new Postal Law.

The texts of the items shown are the same as in my traditional collection, therefore information on stamps and printing is included.

§.1. of the Postal Act. *From 1st April 1851, a uniform postage rate is introduced for letters originating from and delivered at a domestic location, not including the Dependencies and the Colonies.*

§2. 1. *The postage for loose letters is 6 Rbsk. per single letter, unless they are paid at the time of posting by means of adhesive stamps, which for this purpose are issued by the postal service and are paid per item, applicable to the postage of a single letter, at 4 Rbsk. and per hundred at 4 Rbdlr.*

Breve, som veie 1 lod dansk Handelsvægt, eller derunder, ere Enkeltbreve.

For Breve, som veie over 1 Lod indtil 2 Lod, erlægges dobbelt Brevporto eller anvendes 2 Frimærker,

over 2 Lod indtil 3 Lod, erlægges 3-dobbelt Brevporto eller anvendes 3 Frimærker,

over 3 Lod indtil 4 Lod, erlægges 4-dobbelt Brevporto eller anvendes 4 Frimærker,

over 4 Lod indtil 5 Lod, erlægges 5-dobbelt Brevporto eller anvendes 5 Frimærker,

over 5 Lod indtil 6 Lod, erlægges 6-dobbelt Brevporto eller anvendes 6 Frimærker,

over 6 Lod indtil 7 Lod, erlægges 7-dobbelt Brevporto eller anvendes 7 Frimærker,

over 7 Lod indtil 8 Lod, erlægges 8-dobbelt Brevporto eller anvendes 8 Frimærker,

og saa fremdeles enkelt Brevporto (1 Frimærke) pr. Lod indtil 32 Lod.

Letters weighing one Lod Danish commercial weight or less are single letters.

Letters weighing more than 1 Lod and up to 2 Lod shall be subject to double postage or 2 stamps shall be used,

above 2 Lod and up to 3 Lod, triple postage is charged or 3 stamps are used,

over 3 Lod up to 4 Lod, pay quadruple postage or use 4 stamps

over 4 Lod up to 5 Lod, pay 5 times the letter postage or use 5 stamps

over 5 Lod up to 6 Lod, pay 6 times the letter postage or use 6 stamps

over 6 Lod up to 7 Lod, pay 7 times the letter postage or use 7 stamps

above 7 Lod up to 8 Lod, pay 8 times the letter postage or use 8 stamps,

and so on, single letter postage (1 stamp) per Lod up to 32 Lod.



Figur 8. 4 RBS Ferslew plade II no.66. Landsportobrev sendt 2.4.1851 fra Kjøbenhavn til Hirschholm (Hørsholm) Takst landsporto 1.4.1851 - 30.9.1865: 4 sk. pr. lod uanset afstand.

Figure 8. 4 RBS. Ferslew plate II no.66. Inland letter sent 2.4.1851 from Copenhagen to Hirschholm (Hørsholm). Inland tariff 1.4.1851 - 30.9.1865: 4 sk. per Lod regardless of distance.

Frimærket er annulleret med stumt stempel og blå sværte. Stumt annulleringsstempel med blå sværte kendes anvendt i København frem til den 7.4.1851. Udover København kendes blå annulleringssværte kun anvendt i byerne Slagelse, Slesvig og Stege i perioden 1.4 - 7.4.1851.

The stamp is cancelled with a mute canceller and blue ink. The mute cancellation with blue ink is known to have been used in Copenhagen until 7.4.1851. Apart from Copenhagen, blue cancellation ink is only known to have been used in the towns of Slagelse, Schleswig and Stege in the period 1.4 - 7.4.1851.

Indtil 30.9.1865 anvendes vægtbetegnelsen pr. Lod, herefter vægtenheden gram. (1 Lod = 15,625 gram).

Until 30.9.1865 the weight designation per Lod is used, after that the weight unit becomes the gramme (1 Lod = 15.625 grammes).

Der kendes 5 frimærkefrankererede breve sendt på andendagen for frimærkets indførelse, heraf de 2 fra København.

There are 5 known stamped letters sent on the second day of the stamp's introduction, 2 of them from Copenhagen.

Bestemmelser vedr. frankering, herunder frimærkets anbringelse på tegn. mv.

Postlovens §8. 1. Forsendelser, som ere paategnede "fri", "betalt" eller "franco", kunne ikke frigjøres ved Frimærker.

Provisions regarding franking, including the affixing of the stamp, endorsements, etc.

§8. 1 of the Postal Act. Consignments labelled "fri" (free), "betalt" (paid) or "franco" (unpaid) cannot be paid with stamps.



Figur 9. 4 RBS Ferslew plade I no.54. Brev sendt lokalt i Thisted (intet dagstempel) til Baron v. Rosenkrantz. (Gottlob Georg Emil Frederik v. Rosenkrantz 1803 - 1884. Amtmand for Thisted Amt 1843-1866) Takst landsporto 1.4.1851 - 30.9.1865: 4 sk. pr. Lod.

Figure 9. 4 RBS Ferslew plate I no.54. Letter sent locally in Thisted (no date stamp) to Baron v. Rosenkrantz. County Sheriff for Thisted County 1843-1866. Inland tariff 1.4.1851 - 30.9.1865: 4 Sk. per Lod.

Brevet fig. 9 er pånet frit (overstreget). Påtegningen var i strid med Postloven af 11.3.1851, meddelt ved circ.8/1851 af 19.3.1851: *Da Forsendelser, som ere paa-tegnede "frit", "betalt" eller "franco", i-følge Lovens § 8 ikke kunne frigjøres ved Frimærker, undergives saaledes paaskrevne Breve m. v. fuld Taxt af 6 RBS. pr. Enkelt-Brev, i hvis Beløb dog fradrages 4 sk. for hvert paahæftet Frimærke. De Kongelige Postcontoirer ville i saadanne Tilfælde søge saavidt muligt at erholde den manglende Franco, for at Forsendelsen ikke skal opholdes. Men naar Restfrancoen ikke kan erholdes (f. Ex. naar Forsendelsen findes nedlagt i en Brevkasse) forbliver Forsendelsen beroende i Contoiret, indtil den berigtiges; og optages paa en Liste over henliggende Forsendelser, hvilken ophænges i eller udenfor Contoiret til de Corresponderendes Eftersyn, for muligt senere at berigtiges til Afgang med Posten. Francopaategning maa ligesaa lidt som hidtil overstryges eller raderes.*

Restfranco 2 sk. betalt kontant af afsender og brevet påtegnet med blæk "2" og "frc".

NB: Frimærket er annulleret med blæk hvilket indikerer, at brevet kan være sendt i den såkaldte "blækannulleringsperiode" 8-15. april 1851, dette kan dog ikke dokumenteres idet brevet ikke bærer nogen dato!

Ved circ.11/1851 af 8. april 1851 meddeles det: *Da det er indberettet, at den af flere Postcontoirer til Tilintetgjørelse af Frimærker afbenyttede Sværte ikke er hensigtssvarende, paalægges det herved det Kgl. Postcontoir indtil videre med omhyggelighed at gennemstryge Frimærkerne med Blæk og pen, saaledes at Blækstregen er synlig paa Brevet udenfor Mærket. Ved circ.12/1851 af 15. april ophæves ordningen.*

The letter is endorsed free (crossed out). The endorsement was contrary to the Postal Act of 11.3.1851, announced by circular 8/1851 of 19.3.1851: *Since, according to section 8 of the Act, items marked "free", "paid" or "franco" cannot be paid by stamps, letters etc. so endorsed are subject to a full rate of 6 RBS. per single letter, from the amount of which, however, 4 Sk. for each stamp affixed is reduced. In such cases the Royal Post Offices will endeavour as far as possible to obtain the missing postage, so that the despatch need not be held up. But when the remaining postage cannot be obtained (e.g., when the consignment is deposited in a letter box), it will remain in the office until it is rectified, and is entered on a list of detained consignments, which is posted inside or outside the office for the sender's inspection, so that it can be rectified later for departure by post. As hitherto, a franco endorsement must be crossed out or erased.*

Remaining franking of 2 Sk. due paid in cash by the sender and the letter endorsed in manuscript "2" and "frc" (Franco).

NB: The stamp is cancelled in ink which indicates that the letter may have been sent during the so-called "ink cancellation period" 8-15 April 1851, however, this cannot be proven as the letter bears no date!

By Circular 11/1851 of 8th April 1851 it is announced: *Since it has been reported that the ink used by several Post Offices for the obliteration of stamps is not appropriate, it is hereby ordered that for the time being, the post office is to carefully cross the stamps with pen and ink, so that the ink is visible on the letter beyond the margins of the stamp.* By Circular 12/1851 of 15th April, the scheme is cancelled.



Figur 10. 4 sk. tryk 1. Landsportobrev 1.vægtklasse sendt 6.10.1859 fra Gettorff Hertugdømmet Slesvig til Kiel Hertugdømmet Holsten. Takst landsporto 1.7.1853 - 29.2.1864: 4 sk. pr. Lod.

Figure 10. 4 Sk. Print 1. 1st weight class inland postage letter sent 6.10.1859 from Gettorff, Duchy of Schleswig, to Kiel, Duchy of Holstein. Inland postage rate 1.7.1853 - 29.2.1864: 4 Sk. per Lod.

Brevet er påtegnet franco (overstreget). Påtegningen var i strid med Postloven af 11.3.1851, meddelt ved circ.8/1851 af 19.3.1851:

The letter is endorsed Franco (crossed out). The endorsement was not in accordance with the Postal Act of 11.3.1851, announced by circ.8/1851 of 19.3.1851:

Ved circ. 11/1858 af 12.7.1858 stk. 4 ændres de hidtil gældende bestemmelser således: at de Frimærker, der ere anbragte paa francopaa-tegnede Forsendelser eller paa Francopaskriftens Plads, herefter (med 4 sk. R. M. for hvert) skulle fradrages i det Portobeløb, hvori Forsendelsen er ansat, og som Følge heraf ogsaa deleres. I viste ex. 6 sk. fuld porto minus 4 sk. frimærke, efterporto i alt 2 sk. påtegn. med rødkridt.

By Circular 11/1858 of 12th July 1858, paragraph 4, the provisions previously in force are changed so that: the stamps affixed to franked items or in the place of the franked item were in future to be deducted (with 4 Sk. Rigsmønt for each), from the amount of postage in which the item is assessed and, as a consequence, also to be divided. The example shown illustrates 6 Sk. full postage minus the 4 Sk. stamp, postage due totalling 2 sk. inscribed in red crayon.



Figur 11. 4 sk. tryk 1

Landsportobrev 1.vægtklasse sendt 5.1.1860 fra Altona Hertugdømmet Holsten til Heiligenhafen Hertugdømmet Holsten. Takst landsporto 1.7.1853 - 29.2.1864: 4 sk. pr. Lod.

Figure 11. 4 Sk. Print 1. 1st weight class inland postage letter sent 5.1.1860 from Altona, Duchy of Holstein, to Heiligenhafen, Duchy of Holstein. Inland postage rate 1.7.1853 - 29.2.1864: 4 Sk. per Lod.

Brevet fig. 11 er påtegnet 2 (sk.) med rødkridt, som modtager bliver at opkræve, idet frimærket ikke er anbragt forskriftsmæssigt i øverste højre hjørne.

Ved circ. 8/1851 af 19.3.1851 stk.4 meddeles: *Det eller de Frimærker, hvormed Forsendelsen skal frankeres, maa ikke anbringes nederst tilvenstre, ... betragtes som francopaategnede og behandles jvf. stk. 3 og sættes i fuld porto af 6 sk. pr. lod.*

Ved circ. 1858/11 af 12.7.1858 stk. 4 ændres ovenstående bestemmelse således, at der fradrages de ved frimærker frankerede beløb, i viste ex. 6 sk. fuld porto minus 4 sk. frimærke, i alt i efterporto 2 sk. påtegnet med rødkridt.

Postloven af 11.3.1851 blev først gældende for Hertugdømmet Holsten fra 1.7.1853.

The letter is marked 2 (Sk.) in red crayon, which the recipient will have to pay, as the stamp is not correctly affixed in the upper right-hand corner.

Circular 8/1851 of 19.3.1851, paragraph 4, states: *The stamp or stamps with which the letter is to be franked must not be placed at the bottom left, ... shall be regarded as marked Franco, treated in accordance with paragraph 3 and be subject to full postage of 6 sk. per Lod.*

By Circular 1858/11 of 12.7.1858, paragraph 4, the above provision is amended so that the amounts paid by stamps are deducted, and as shown in the example, 6 Sk. full postage minus the 4 Sk. stamp; total postage 2 Sk. endorsed with red crayon.

The Postal Act of 11.3.1851 did not apply to the Duchy of Holstein until 1 July 1853.

Anbefalede breve

Postlovens §2. 1. 2. Breve, som ere paa-tegnede "Anbefales" (Recommanderes) eller "NB", betale, foruden Porto for løse Breve efter Vægten, et Anbefalingsgebyr af 8 Rbsk. til det afsendende Postcontoir.

Naar efter Afsenderens Forlangende et Modtagelsesbeviis medfølger Brevet til Erhvervelse af den Tilstilledes (Adressatens) Tilstaaelse ved hans Underskrift, forud-betaler Afsenderen enkelt Brevporto for Tilbagesendelsen.

Ved circ. 10/1859 af 4.8.1859 meddeles det: Det paalægges herved de Kongelige Postcontoirer for Fremtiden med Rødkridt at paaskrive alle Recommanderede Breve forinden Afsendelsen et stort og Tydeligt NB øverst i venstre Hjørne.

Registered letters

The Postal Act §2. 1. 2. Letters marked "Registered" (Recommanderes) or "NB", pay, in addition to the postage for single letters according to weight, a registration fee of 8 Rbsk. to the sending post office.

If, at the sender's request, an acknowledgement of receipt is enclosed with the letter to obtain the addressee's signed receipt, the sender shall pay a single postal charge in advance for the return of the letter.

By Circular 10/1859 of 4.8.1859 it is announced: It is hereby imposed on the Royal Post Offices in future to write in red crayon a large and clear NB in the top left-hand corner of all registered letters prior to despatch.



Figur 12. 4 RBS Ferslew plade I no.59/69. Recommanderet landsportobrev 2.vægtklasse sendt 18.6.1852 fra Kjøbenhavn til Hirschholm (Hørsholm). Takst 1.4.1851 - 30.9.1865: 4 sk. pr. lod i alt 8 sk. frigjort ved frimærker + Rec.-gebyr 8 sk. + gebyr for udstedelse af postbevis 2 sk. betalt kontant angivet ved blækpåtegn. 8/2.

Figure 12. 4 RBS Ferslew plate I position 59/69. Registered inland 2nd weight class letter sent 18.6.1852 from Copenhagen to Hirschholm (Hørsholm). Tariff 1.4.1851 - 30.9.1865: 4 Sk. per Lod totalling 8 sk. paid by stamps + Registration fee 8 Sk. plus fee for issuing a postal certificate 2 Sk. paid in cash indicated by manuscript endorsement. 8/2.

NB: Rec.-gebyret kunne ikke frigøres ved frimærker, men skulle betales kontant frem til 31.3.1868.

Som det fremgår af den viste forsendelse, fig. 12 bærer brevet blækpåtegn. 8/2. I postloven og i *“Vejledning til Postlovens rette anvendelse”* circ./8/1851 af 19.3.1851 er det ikke påbudt at påskrive gebyrer for anbefalede forsendelser, ej heller har jeg i senere circulairer og bekendtgørelser kunnet finde noget påbud om samme.

Det viste brev, er et eksempel på en praksis, der blev landsdækkende ifm. anbefalede breve, idet der kendes flere breve fra den tidlige periode 1851-1854 uden påtegn. af gebyrer, men fra 1854 er det almindelig praksis, og hvor det hører mere til undtagelsen, at gebyrer ikke er påtegnet.

Prøver uden værdi/ Tryksager

Postloven §3. *Postfor­sendelser, som ikke ere eller indeholde Breve, underligge følgende Taxter:*

A. Ved Brevposten.

2. Frankerede Forsendelser indtil 8 Lods Vægt under løse Korsbaand eller Enkeltpaand, som ikke indeholde andet Skrevet end Adressen, Afsenderens Navn, Afsendes­stedet og Datum, betale indtil 4 Lod som et Enkeltbrev, over 4 indtil 8 Lod som et Dobbeltbrev.

Herunder henhøre ogsaa trykte Priiscouranter, om end Priserne ere tilføiede med Skrift, og Correcturark, hvorpaa ikkun Rettelserne ere skrevne.

NB: The registration fee could not be paid by stamps, but had to be paid in cash until 31.3.1868.

As can be seen from the envelope shown, the letter is endorsed 8/2 in manuscript. In the Postal Act and in *Vejledning til Postlovens rette anvendelse* (Guidance on the correct application of the Postal Act) Circular 8/1851 of 19.3.1851 it is not mandatory to add fees for registered mail, nor have I been able to find any order to do so in later circulars and announcements.

The letter shown is an example of a practice that became nationwide in connection with registered letters, as there are several letters from the early period 1851-1854 without endorsement of fees. From 1854 it is common practice, and where it is more the exception, that fees are not endorsed.

Samples of No Value/ Printed matter

Post Act §3. *Postal items that do not contain letters are subject to the following rates:*

A. By letter post.

2. Stamped items weighing up to 8 Lods in a newspaper wrapper or single band, containing nothing written except the address, the sender's name, the place of despatch and the date, pay up to 4 Lod as a single letter, over 4 and up to 8 Lod as a double letter.

Also included are printed price lists (Prix Courants), even though the prices are written on them, and correction sheets on which only the corrections are written.

1862.

श्री ५४७३०००

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Pakker

Postlovens §3, 4, 5 og 6 vedr. pakker mv. er meget omfattende, derfor har jeg, for ikke at give anledning til misforståelse, valgt at gengive teksten i postloven.

Postloven §3. Postforsendelser, som ikke ere eller indeholde Breve, underligge følgende Taxter:

A. Ved Brevposten.

1. Pakker i Almindelighed indtil 32 Lods Vægt betales som Breve. Naar Adressebrev medfølger, veies dette og Pakken tilsammen til Beregning af Porto.

B. Ved Pakkeposten, paa Landrouterne.

1. Pakker og Værdier i Almindelighed.

Portobeløbet sammensættes af:

en Grundtaxt af 6 sk.,

en Porto for Vægten (efter Afstanden) og

en Porto for den angivne Værdi.

Portoerne for Vægten og for Værdien beregnes hver for sig efter følgende Tarifer:

Vægttarif.

a. Vægt indtil 1 Pd. betaler:

for alle Afstande indtil 16 Mile 2 Rbsk.

for alle Afstande over 16 Mile 6 Rbsk.

b. Vægt over 1 Pd. betaler mindst den anførte Porto for 1 Pd. (a), men iøvrigt: indtil 4 Mile 1/2 sk. pr. Pd.

over 4 Mile indtil 8 Mile 1 sk. pr. Pd.

over 8 Mile indtil 12 Mile 1 1/2 sk. pr. Pd.

over 12 Mile indtil 16 Mile 2 sk. pr. Pd.

over 16 Mile indtil 20 Mile 2 1/2 sk. pr. Pd.

over 20 Mile indtil 24 Mile 3 sk. pr. Pd.

over 24 Mile indtil 28 mile 3 1/2 sk. pr. Pd.

over 28 Mile indtil 32 Mile 4 sk. pr. Pd.

o. s. fr. 1/2 sk. mere pr. Pd. for hver 4 Miles længere Afstand.

Parcels

Sections 3, 4, 5 and 6 of the Postal Services Act concerning parcels etc. are very comprehensive, so in order to avoid any misunderstanding, I have chosen to reproduce the text of the Postal Services Act.

Postal Act §3. Postal items which are not or do not contain letters shall be subject to the following rates:

A. By letter post.

1. Parcels in general up to 32 Lod weight are paid as letters. If a letter of address is enclosed, it and the parcel shall be weighed together for the purpose of calculating the postage.

B. At the parcel post, on the rural routes.

1. Parcels and valuables in general.

The amount of postage is composed of:

a basic rate of 6 sk.,

a Postage for the weight (according to distance) and

a Postage for the value indicated.

The postage for the weight and for the value are calculated separately according to the following rates:

Tariff by weight.

a. Weight up to 1 Pound (500 grammes) pays:

for all distances up to 16 Miles 2 Rbsk. (NB One Danish Mile = 7.532 Km) for all distances over 16 Miles 6 Rbsk.

b. Weight over 1 Pound pays at least the stated Postage for 1 Pound (a), but otherwise:

up to 4 Miles 1/2 Sk. per pound.

over 4 Miles up to 8 Miles 1 Sk. per Pound.

over 8 Miles up to 12 Miles 1 1/2 Sk. per Pound.

over 12 Miles up to 16 Miles 2 Sk. per Pound.

over 16 Miles up to 20 Miles 2 1/2 Sk. per Pound.

over 20 Miles up to 24 Miles 3 Sk. per Pound.

over 24 Miles up to 28 Miles 3 1/2 Sk. per Pound.

over 28 Miles up to 32 Miles 4 Sk. per Pound.

And so on with 1/2 Sk. more per Pound for every additional 4 Miles.

Afstanden beregnes efter de korteste almindelige Postveie, overensstemmende med de Veilængde Tabeller, som Postbestyrelsen, saa ofte fornødent gjøres, har at bekendtgjøre. Brøkskilling regnes for 1 Rbsk.

Værditarif.

Indtil 5 Rbd. 4 Rbsk.

over 5 Rbd. indtil 25 Rbd. 8 Rbsk.

over 25 Rbd. indtil 50 Rbd. 12 Rbsk.

over 50 Rbd. indtil 100 Rbd. 16 Rbsk.

over 100 Rbd. indtil 1000 Rbd. for hvert 100 Rbd. 12 Rbsk.

over 1000 Rbd. for 1000 Rbd. af Beløbet 120 Rbsk. og for hvert 200 Rbd. af den overskydende Deel 12 Rbsk.

For Pakker uden Værdiangivelse beregnes Værdipor-
toen som for et Beløb af 1 Rbd. pr. Pd.

Adressebrev indtil 1 Lod medfølger uden særlig Betaling. En til en laaset Forsendelse henhørende Nøgle medregnes ikke i Vægten.

2. Smaapakker af indtil 8 Lods Vægt uden Værdi med eller uden Adressebrev betale som et Dobbeltbrev.

3. For Documenter, Obligationer paa Navn og andre skrevne eller ved Skrift udfyldte trykte Sager er Taxten:

a. Indtil 8 Lod:

indtil 1 Lod som for et Enkeltbrev,

over 1 Lod indtil 2 Lod som for et Dobbeltbrev,

over 2 Lod indtil 4 Lod som for et 3-dobbelt brev,

over 4 Lod indtil 8 Lod som for et 4-dobbelt brev

Naar Adressebrev medfølger disse Forsendelser, beregnes Portoen efter Brevets og Pakkens samlede Vægt. For angiven Værdi tillægges Portoen efter Værditarifen.

b. Over 8 Lod: efter den almindelige Pakke-
Taxt (B. Nr. 1), dog mindst 24 Rbsk.

4. Pakkepostsager, som forlanges befordrede med de forenede Brev- og Personposter, betale de anførte Taxter med 1/2 Gang højere Vægtporto for Pakker over 1 Pds. Vægt.

5. Forsendelser af Bancosedler eller andre paa Ihænde-
haveren lydende Papirvaluta med vedlagt Mynt indtil 4 Rbd. i 1 Rigsdalere eller Species og 95 1/2 Rbsk. i Skillemynt betale i Convolut ikkun efter Værditarifen med Tillæg af Grundtaxten.

The distance shall be calculated according to the shortest ordinary postal routes, in accordance with the road distance tables which the Post Office Board issues as often as necessary. A fractional Skilling is reckoned at 1 Rbsk. Tariff according to value.

Up to 5 Rbd. 4 Rbsk.

over 5 Rbd. up to 25 Rbd. 8 Rbsk.

over 25 Rbd. up to 50 Rbd. 12 Rbsk.

over 50 Rbd. up to 100 Rbd. 16 Rbsk.

over 100 Rbd. up to 1000 Rbd. for every 100 Rbd. 12 Rbsk.

over 1000 Rbd. 120 Rbsk for the amount of 1000 Rbd., and for every additional 200 Rbd., 12 Rbsk.

For parcels without indication of value, the value postage is calculated as for an amount of 1 Rbd. per Pd.

Address letters of up to 1 Lod are included without special payment. A Key belonging to a locked consignment shall not be included in the weight.

2. Small parcels of up to 8 Lod in weight without value with or without address letter pay as a double letter.

3. For documents, registered bonds and other printed matter written or in written form, the rate of duty is

a. Up to 8 Lod:

up to 1 Lod as for a single letter,

above 1 Lod up to 2 Lod as for a double letter,

above 2 Lod up to 4 Lod as for a triple letter,

over 4 Lod up to 8 Lod as for a quadruple letter,

Where an address letter accompanies these items, the postage shall be calculated according to the total weight of the letter and parcel.

For a stated value, postage shall be added in accordance with the value tariff.

b. Over 8 Lod: according to the ordinary parcel rate (B. No. 1), but at least 24 Rbsk.

4. Parcel post items, which are requested to be forwarded with the combined letter and carriage post (post coach), pay the stated rates with 1/2 times the higher weight postage for parcels over 1 lb. weight.

5. Consignments of bank notes or other paper currency in the name of the bearer with enclosed coins up to 4 Rbd. in 1 Rigsdalere or specie (other metallic coinage) and 95 1/2 Rbsk. in par value coins shall be paid in envelopes only according to the value tariff with the addition of the basic tariff.

Vægtportoen tillægges, naar Forsendelsen skeer i anden Emballage.

For medfølgende Adressebrev indtil 1 Lod beregnes Intet.

6. Pakkepostsager, som taxeres i Forhold til Brevporto, kunne frigjøres ved Frimærker.

§4. Pakker indtil 8 Lods Vægt i Brevform eller under Korsbaand og Couverter, som indeholde Mynt eller Værdipapirer, paategnes fuldstændig Adresse, men kunne iøvrigt efter Afsenderens Valg afgaae med eller uden Adressebrev eller løs Adresse.

Derimod skulle alle andre Pakke- og Værdiforsendelser, hvad enten de ere paategnede fuldstændig Adresse eller ikkun Mærke og Bestemmelsessted, ledsages af særskilt Adressebrev eller løs Adresse.

Breve over 1 Lods Vægt eller med Indlæg af Værdier kunne ikke tjene som Adressebreve for andre Sager.

§5. Ved Forsendelser, som indeholde Værdisager, hvortil henregnes Mynt og papirvaluta, lydende paa Ihændeleveren, samt andre Gjenstande af 1 Rbd.s Værdi eller derover pr. Lod, skal Indholdet og den virkelige Værdi i dansk Mynt angives ved Indleveringen.

Hemmelig Indlægning af Breve eller skrevne sager i andre Forsendelser er fremdeles forbudt, med mindre Forsendelsen betaler fuld Brevtaxt.

§6. I de ovenanførte Taxter indeholdes Alt, hvad der i Almindelighed for Modtagelsen, Befordringen og Afleveringen er at erlægge.

Naar Postbeviis for Indleveringen eller for Modtagelsen (§2) forlanges udstedt ved de dertilanordnede Blanketter, erlægges 2 Rbsk. til Postcontoiret for hvert Beviis. Flere samtidigt indleverede Stykker, som henhøre til en Forsendelse fra samme Afsender til samme Modtager, kunne forlanges opførte i et Postbeviis.

The weight postage shall be added if the despatch is made in other packaging.

No charge shall be made for accompanying Address Letters up to 1 Lod.

6. Parcel post items, which are taxed in proportion to the letter postage, may be paid by stamps.

§4. Parcels weighing up to 8 Lod in letter form or in newspaper wrappers and envelopes containing coins or securities shall be addressed in full, but may otherwise, at the sender's option, be despatched with or without an address letter or loose address.

On the other hand, all other parcels and valuables, whether they are labelled with a complete address or only with a mark and place of destination, must be accompanied by a separate letter or loose address.

Letters over 1 Lod in weight or containing valuables cannot serve as letters of address for other items.

§5. In the case of consignments containing valuables, including coins and paper currency in the name of the bearer, as well as other objects of a value of 1 Rbd. or more per Lod, the contents and the actual value in Danish currency shall be stated at the time of posting.

The secret inclusion of letters or written matter in other despatches is still prohibited unless the sender pays the full letter rate.

§6. The above rates shall include everything that is generally payable for the receipt, carriage and delivery.

When a postal certificate of delivery or receipt (§2) is required to be issued on the forms provided for that purpose, 2 Rbsk. is due to the Post Office for each certificate. Several simultaneously deposited items belonging to a consignment from the same sender to the same consignee may be required to be listed in one postal advice.

For andre særegne Ydelser, hvorom Postcontoirerne anmodes, saavelsom ente Mærkning, eller Couvertering, Adressering, Anmeldelser om ankomne sager eller deslige, ere Postcontoirerne berettigede til for hver at oppebære 3 Rbsk.

Forsaavidt Mynt og Repræsentativer indleveres paa Postcontoiret i aabne Couverter til Eftertælling af Indholdet, betales for Beløb indtil 200 Rbd. 4 Rbsk., over 200 Rbd. 1 Rbsk. mere for hvert 100 Rbd. større Sum.

For other special services requested from the Post Office, such as either labelling, or enveloping, addressing, notification of arrival or the like, the Post Office is entitled to receive 3 Rbsk.

If coins and their equivalent are handed in at the Post Office in open envelopes for counting of the contents, 4 Rbsk. is paid for amounts up to 200 Rbd. and for sums over 200 Rbd., 1 Rbsk. more for every additional 100 Rbd.



Figur 14. 4 sk. tryk 3. Adressebrev for pakke på 1 Lod sendt 24.7.1861 fra Kjøge til Kjøbenhavn. Takst 1.4.1851 - 30.9.1865: 8 sk. Småpakker med vægt indtil 8 Lod kunne frigøres som "dobbeltbrev". Blækpåtegn. pakkenr. 307, vægtpåtegn. 1 Lod samt blækpåtegn. 3 (sk.) porto "gebyr for udbringning" betalt kontant.

Figure 14. 4 Sk. Printing 3. Address letter for parcel of 1 Lod sent 24.7.1861 from Kjøge to Copenhagen. Tariff 1.4.1851 - 30.9.1865: 8 sk. Small parcels weighing up to 8 Lod could be paid as "double letters". Manuscript endorsement, parcel no. 307. Weight mark. 1 Lod and manuscript. 3 (Sk.) postage "fee for delivery" paid in cash.

Generelt kan der siges om pakker frankeret med de kvadratiske frimærker, at de ikke er almindelige, jeg vil endda gå så vidt, som til at sige, at forsendelser som den fig. 14 viste er sjældne!

Generally speaking, parcels franked with the square stamps are uncommon, I would even go so far as to say that such items are rare!

Breve til Holsten og Hamborg

Ved "Bekjendtgjørelse til Vejledning for de Corresponderende i Danmark" af 31.3.1851 meddeles det: § 9. *Portoen for et Brev (af ikke over 1 Lods Vægt) til Holsteen er fastsat til 12 Rbsk. naar Brevet frigjøres og til 16 Rbsk. naar Brevet ikke forudbetales. Disse Breve kunne frigjøres ved 3 Frimærker for hvert Lod, Brevet veier.*

§ 10. *Portoen for et Brev (af ikke over 1 Lods Vægt) til Staden Hamborg eller til Hertugdømmet Lauenborg er fastsat til 16 Rbsk., uden Hensyn til om Brevet frigjøres eller ikke.*

Letters to Hamburg and Holstein

By *Bekjendtgjørelse til Vejledning for de Corresponderende i Danmark* (Notice for the Guidance of Letter Writers in Denmark) of 31.3.1851 it is announced: § 9. *The postage for a letter (of not more than 1 Lod weight) to Holstein is fixed at 12 Rbsk. when the letter is paid, and at 16 Rbsk. when the letter is not prepaid. These letters can be paid by 3 stamps for each Lod of weight.*

§ 10. *The postage for a letter (of not more than one Lod in weight) to the City of Hamburg or to the Duchy of Lauenborg is fixed at 16 Rbsk., irrespective of whether the letter is franked or not.*



Figur 15. 4 RBS Ferslew plade I no.62-64. Brev 1.vægtklasse sendt 9.7.1851 fra København til Itzehoe Hertugdømmet Holsten. Takst 1.4.1851 - 30.6.1853: 12 sk. (4 Lybsk skilling) pr. Lod.

Figure 15. 4 RBS Ferslew plate I position 62-64. 1st weight class letter sent 9.7.1851 from Copenhagen to Itzehoe, Duchy of Holstein. Tariff 1.4.1851 - 30.6.1853: 12 Sk. (4 Lübeck Skilling) per Lod.

1.5.1851 2 sk. frimærker indføres i København til dækning af porto for lokalportobreve.

1.5.1851 2 sk. frimærker indføres i København til dækning af porto for lokalportobreve, og indtil 31.12.1860 var lokalportobreve i København uden øvre vægtgrænse

1.5.1851 2 sk. stamps are introduced in Copenhagen to cover postage for local letters

1.5.1851 2 Sk. stamps are introduced in Copenhagen to cover postage for local letters, and until 31.12.1860 local letters in Copenhagen had no upper weight limit



Figur 16. 4 RBS Ferslew plade II no.66-69: Brev 1.vægtklasse sendt 9.12.1851 fra Kjøbenhavn til Fri- og Hansestaden Hamburg. Takst 1.4.1851 - 30.6.1853: 16 sk. (5 Lybsk skilling) pr. Lod. Brevet er påtegn. 14 med blæk og er modtagers løbenr. for en samlet korrespondance over tid.

Figure 16. 4 RBS Ferslew plate II position 66-69: 1st weight class letter sent 9.12.1851 from Copenhagen to the Free and Hanseatic City of Hamburg. Tariff 1.4.1851 - 30.6.1853: 16 sk. (5 Lübeck Skilling) per Lod. The letter in is noted 14 in ink which is the recipient's sequential number for this letter in an ongoing correspondence



figur 17. Lokalbrev med 2 ledsagende pakker afsendt i Kjøbenhavn 22.2.1860 og udbragt af "Den Kjøbenhavnske Fodpost" 23.2.1860. Takst gældende for det indre København (indenfor voldene) 1.5.1851 - 31.12.1860 uden vægtgrænse: 2 sk.

Figure 17. Local letter with 2 accompanying parcels sent in Copenhagen 22.2.1860 and delivered by "The Copenhagen Footpost" 23.2.1860. Tariff valid for inner Copenhagen (within the ramparts) 1.5.1851 - 31.12.1860 without weight limit: 2 Sk.

Fra 1.1.1861 indføres en øvre vægtgrænse på 500 gram.

From 1.1.1861, an upper weight limit of 500 grammes was introduced.

Transskription af adressetekst:

Transcription of the address text:

Til
Det høie Consistorium Höivelbaarne Herr
Etatsraad Bornemann, Professor, Lic: Jur:
Ridder af Dannebrogen og ven af Inspec-

To
The Well Born High Consistorium Herr
Etatsraad Bornemann, Professor, Lic: Jur:
Knight of the Dannebrog and friend of the

*tores Qvæsture i/Kjøbenhavn Hjørnet af Brolægger og Knabro St:
Brevet er påtegn.
Hermed 2de Pakker Documenter indeholdende 14 og 19 StV: -(alt afgiven.)*

Der kendes 2 lokalbreve med ledsagende pakke/pakker frankeret med 2 sk. 1854 udgaven.

1.9.1851 Postforskud/Postopkrævninger, postanvisninger

Ved circ.19/1851 af 30. august 1851 meddeles det: Da Penge eller Repræsentativer i Reglen ikke kunne forsendes med Brevposterne, skal det, for at Omsætningerne ogsaa kunne skee ved disse Poster mellem Steder i Danmark indbyrdes og mellem disse og Hertugdømmet Slesvig samt Hamborg, staae Enhver aabent gennem de regnskabsførende Kongelige Postcontoirer og Postexpeditioner at indbetale og at erholde Pengebeløb af indtil 10 Rbd. uden contant Forsendelse.

Maximumbeløbet for postforskud og postanvisninger blev over tid hævet:

Ved circ. 19/1852 af 4. november 1852 meddeles det: Beløb indtil 25 Rbd. kunne erholdes udbetalte ved en række større Postcontoirer.

Ved circ. 1/1860 af 20. januar 1860 meddeles det: at Postanvisninger og Postforskud blive at expedere ogsaa til og fra ikke-regnskabsførende Postexpeditioner, dog med tilstillelse af de fornødne Blanketter fra det regnskabsførende Postcontoir med hvilken vedkommende Expeditionen står i forbindelse med.

Ved circ. 3/1860 af 24. marts 1860 meddeles det: at der fra 1. April kan udvexles Postanvisninger og Postforskud paa Beløb af indtil indtil 50 Rbd. mellem en række større Postcontoirer. Taxt for beløb mellem 25 Rdl. og 50 Rdl. vil være at opkræve med 20 skilling foruden brevporto.

*Inspectores Qvæsture in/Copenhagen Corner of Brolægger and Knabro St:
The letter is signed.
Herewith 2 Packets of Documents containing 14 and 19 StV: -(all delivered.)*

Herewith 2 Packets of Documents containing 14 and 19 StV: -(all delivered.)

1.9.1851 Cash on Delivery, Postal Orders

By Circular 19/1851 of 30th August 1851 it is announced: As money or its equivalent cannot as a rule be sent by letter post, in order that transactions may also be effected through the mails between places in Denmark and between these and the Duchy of Schleswig and Hamburg, it shall be open to anyone through the accounting officer at Royal Post Offices and Branch Offices to pay in and receive sums of money of up to 10 Rbd. without using money letters.

The maximum amount for cash on delivery and postal orders was increased over time:

By Circular 1/1854 of 14th January 1854, it was announced: that cash on delivery could also be applied to the parcel post.

By Circular 1/1860 of 20th January 1860 it is announced: that postal orders and cash on delivery will also be sent to and from non-accounting post offices, however, with the necessary forms from the accounting post office with which the branch office in question is connected.

By Circular 3/1860 of 24th March 1860 it is announced that: from 1st April it will be possible to exchange postal orders and cash on delivery for amounts of up to 50 Rbd. between a number of major post offices. The tariff for amounts between 25 Rdl. and 50 Rdl. will be charged at 20 Skilling in addition to the letter postage.



Figur 18. 4 RBS Thiele III plade IV no.79. Postforsku på 2 Rigsdaler og 24 skilling sendt 15.1.1855 fra Kjøbenhavn til Fredriksværk. Takst 1.9.1851 - 30.6.1866: 4 sk. pr. lod, frigjort ved frimærke + Procuragebyr for beløb indtil 5 Rigsdaler = 4 sk. + 2 sk. for blanket + 2 sk. for kvittering af beløbets modtagelse = 4 sk. som er betalt kontant, angivet ved blækpåtegn. 4/4.

Figure 18. 4 RBS Thiele III plate IV position 79. Cash on Delivery for 2 Rigsdaler and 24 Skilling sent 15.1.1855 from Copenhagen to Fredriksværk. Tariff 1.9.1851 - 30.6.1866: 4 Sk. per Lod, paid by stamp, plus authorisation fee for amounts up to 5 Rigsdaler = 4 sk. + 2 sk. for the form + 2 sk. for acknowledgement of receipt of the amount = 4 sk. paid in cash, indicated by manuscript 4/4.

Brevet fig. 18 bærer blækpåtegn. 4/4, der angiver de gebyrer der var knyttet til det viste postforsku men, som ved anbefalede forsendelser angiver postloven og "Vejledning til Postlovens rette anvendelse" circ./8/1851 af 19.3.1851 ikke påbud om at påskrive gebyrer for postforsku, ej heller har jeg i senere circularer og bekendtgørelser kunnet finde noget påbud om samme.

Det viste brev, er et eksempel på en praksis, der blev landsdækkende ifm. postforsku og postanvisninger, idet der kendes flere breve fra den tidlige periode 1851-1854 uden påtegn. af gebyrer, men fra 1854 er det almindelig praksis.

The letter bears the manuscript mark 4/4 indicating the fees that related to the cash on delivery shown, but, as for registered mail, the Postal Act and *Vejledning til Postlovens rette anvendelse* ("Guidance on the proper application of the Postal Act") circ./8/1851 of 19.3.1851 do not require fees for postal advances, nor have I been able to find any requirement for these in later circulars and orders.

The letter shown is an example of a practice that became nationwide in connection with cash on delivery and postal orders, as there are several letters from the early period 1851-1854 without endorsement of fees, but from 1854 it is common practice.



Figur 19. 4 sk. tryk 4. Postanvisning på 9 Rigsdaler og 8 skilling sendt 26.7.1862 fra Helsingør til Rønne paa Bornholm via Kjøbenhavn. Takst 1.9.1851 - 30.6.1866: 4 sk. pr. lod frigjort ved frimærke + Procuragebyr for beløb over 5 og indtil 10 Rigsdaler = 8 sk. + 2 sk. for blanket, betalt kontant angivet ved blækpåtegn. 8/2. Forsendelsen er forsynet med kridtpåtegn i blå og rød "Omk" (Omkartering) og karteringsnummer 1 angivet med blæk.

Figure 19. 4 sk. printing 4 .Postal order for 9 Rigsdaler and 8 skilling sent 26.7.1862 from Helsingør to Rønne on the island of Bornholm via Copenhagen.Tariff 1.9.1851 - 30.6.1866: 4 Sk. per Lod paid by stamp plus authorisation fee for amounts over 5 and up to 10 Rigsdaler = 8 sk. + 2 sk. for form, paid in cash indicated by ink endorsement 8/2. The item is marked with blue crayon and red "Omk" (Omkartering) (forwarding) and waybill number 1 indicated in manuscript.

Brevet vist fig. 19 er ved ankomst til Kjøbenhavn er brevet blevet omkarteret inden omladning til skib, tilbagemelding herom til Helsingør postkontor angivet ved blåkridtpåtegn. "Omk" hvorefter brevet er forsynet med rødkridtpåtegn. "Omk" og omkarteret inden videre ekspedition.

Postforbindelsen mellem København og Rønne Bornholm blev betjent af dampskibet "Mercur". I månederne marts - maj og september - november med afgang fra København hver tirsdag og fra Rønne hver lørdag. I månederne juni - august fra København hver mandag og fra Rønne hver onsdag. Den 27.7.1862 var en søndag!

On arrival in Copenhagen, the letter has been relisted on a waybill before transfer to the ship, advice on this to Helsingør post office is indicated by blue crayon markings. The letter is annotated *Omk* with red crayon before further forwarding.

The postal service between Copenhagen and Rønne on Bornholm was operated by the steamer *Mercur*. In the months March - May and September - November, she departed from Copenhagen every Tuesday and from Rønne every Saturday. In the months June - August she departed from Copenhagen every Monday and from Rønne every Wednesday. The 27.7.1862 was a Sunday!



Figur 20. 4 sk. tryk 6. Postanvisning på 14 Rigsdaler og 48 skilling sendt 19.11.(1863) fra Viborg til Indenrigsministeriet (Kjøbenhavn)

Figure 20. 4 sk. printing 6. Money order for 14 Rigsdaler and 48 Skilling sent 19.11.(1863) from Viborg to the Ministry of the Interior (Copenhagen)

Takst 1.9.1851 - 30.6.1866: 4 sk. pr. lod frigjort ved frimærke + Procuragebyr, beløb over 10 og indtil 15 Rdl. = 12 sk. + 2 sk. for blanket, i alt 14 sk. + 2 sk. for udfærdigelse af indleveringskvittering + 2 sk. for kvittering af modtagne anvisningsbeløb, i alt 4 sk. betalt kontant angivet ved Blækpåtegn. Betalt 14/4.

Ordet "*Postanvisning*" understreget med rødkridt, jvf. circ.7/1863 af 8.7.1863 hvor det meddeles: *Postanviisnings- og Postforskudsbreve skulle fremtidig forsynes med en tydelig Rødkridtstreg under Ordet "Postanvisning" eller "Postforskud"*.

Tariff 1.9.1851 - 30.6.1866: 4 sk. per Lod paid by stamp, plus authorisation fee for amounts over 10 and up to 15 Rdl. = 12 Sk. + 2 Sk. for form, in total 14 sk. + 2 sk. for issuing a deposit receipt + 2 Sk. for the acknowledgement of receipt, in total 4 Sk. paid in cash indicated by manuscript endorsement. Betalt (Paid) 14/4.

The word *Postanvisning* (Money or Postal Order) underlined in red crayon, cf. Circular 7/1863 of 8.7.1863, where it is announced: *In future, money order and cash on delivery letters were to be noted with a clear red crayon line under the word Postanvisning (Money or Postal Order) or Postforskud (Cash on Delivery).*

26.4.1852 2 sk. frimærker indføres i Aalborg til dækning af porto for lokalportobreve og 1.10.1852 Lokalportobreve indføres mellem Aalborg-Nørresundby

Lokalporto indføres i Aalborg ved skrivelse af 17.4.1852 fra Generalpostdirecteuren til Postmesteren i Aalborg, bekendtgjort i Aalborg Stiftstidende den 26.4.1852 *“Til Efterretning for det corresponderende Publicum bekjendgjøres herved, at der fra den 26de dennes er at erholde Frimærker til 2 Rbsk. Stykket paa Postcomptoiret til Anvendelse paa Bybreve, som nedlægges i de forskjellige Brevkasser. Aalborg Postcomptoir, den 26de april 1852”*.

Lokalporto indføres mellem Aalborg og Nørresundby den 1.10.1852. Den korte afstand mellem byerne Aalborg - Nørresundby og det ulige portoforhold, 2 Rbsk. for lokalbreve i Aalborg men 4 Rbsk. i Nørresundby og i mellem de to byer, var formentlig årsagen til, at der 6.9.1852 blev rettet henvendelse fra postmesteren i Aalborg til Generalpostdirectoratet andragende nedsat porto for breve til Nørresundby. Ved svarskrivelse af 11.9.1852 fra Generalpostdirectoratet meddeles, “At Generalpostdirecteuren, paa Comptoirets Indstilling, har tilladt, at der for Breve mellem Aalborg og Nørresundby fra næste Qvartals Begyndelse ikkun opkræves den for Bybreve fastsatte Porto af 2 Rbsk. pr enkelt Brev”, bekendtgjort i Aalborg Stiftstidende den 13.9.1852.

Kjøbenhavn og Aalborg var de eneste byer frem til 31.12.1860 med lokalporto. Fra 1.1.1861 blev lokalporto, som tidligere nævnt, udvidet til at omfatte de øvrige købstæder i monarkiet med over 6000 indbyggere.

26.4.1852 2 Rbsk. stamps are introduced in Aalborg to cover postage for local post letters, and 1.10.1852 Local post letters are introduced between Aalborg-Nørresundby

Local postage is introduced in Aalborg by letter of 17.4.1852 from the Postmaster General to the Postmaster in Aalborg, published in Aalborg Stiftstidende on 26.4.1852 *“For the information of the corresponding public, it is hereby announced that from the 26th of this month 2 Rbsk. stamps from the Post Office may be used on city letters deposited in the various letter boxes. Aalborg Post Office, 26th April 1852”*.

Local postage was introduced between Aalborg and Nørresundby on 1.10.1852. The short distance between the towns of Aalborg and Nørresundby and the unequal postage ratio, 2 Rbsk. for local letters in Aalborg but 4 Rbsk. in Nørresundby and between the two towns, was probably the reason why on 6.9.1852 the postmaster in Aalborg wrote to the Post Office Directorate General requesting a reduced postage rate for letters to Nørresundby. In the reply of 11.9.1852 it was announced “that the Director General of Posts and Telegraphs, on the recommendation of the accounting office, has authorised that from the beginning of the next quarter the postage fixed for city letters of 2 Rbsk. per letter” (shall be payable), announced in the Aalborg Stiftstidende on 13.9.1852.

with local postage until 31 December 1860. From 1 January 1861, local postage was extended to the other market towns in the monarchy with more than 6000 inhabitants.

Nørresundby oprettes den 18.4.1852 som brevsamlingssted underlagt Aalborg.

I fig. 21 vises det eneste kendte lokalportobrev (før 1.1.1861) sendt fra Nørresundby til Aalborg.

Der kendes før 1.1.1861 et brev sendt den modsatte vej frankeret med 2 RBS og et brev sendt lokalt i Aalborg frankeret med 2 sk. 1854 udg.

Nørresundby was established on 18.4.1852 as a letter collection office subordinate to Aalborg.

The only known local postage letter (before 1.1.1861) was sent from Nørresundby to Aalborg.

Before 1.1.1861 a letter is known sent in the opposite direction franked with 2 RBS and another sent locally in Aalborg franked with 2 Sk. 1854 issue.



Figur 21 og 21a: Lokalportobrev sendt 29.1.1858 fra Nørresundby til Aalborg.

Figure 21 and 21a. Local letter sent 29 January 1858 from Nørresundby to Aalborg.



18.5.1852 Tilladelse givet til anvendelse af danske frimærker på tryksagsforsendelser fra Storbritannien

På nær enkelte undtagelser var det ikke tilladt at anvende frimærker til frankering af forsendelser til udlandet, hvilket fremgår af nedenstående henvisninger til og „citater” fra Circulaire (circ.) og Cours-Circulaire samlingen (cours-circ.):.

Ved cours-circ.7/1852 af 18.5.1852 meddeles det:

18.5.1852 Authorisation granted to use Danish stamps on printed matter mail from Great Britain

With a few exceptions, the use of postage stamps for franking foreign mail was not authorised, as can be seen from the following references to and quotations from the Circulaire (circ.) and the Cours-Circulaire collection (cours-circ.):.

By Cours-Circular 7/1852 of 18.5.1852 it is announced:

B. Angaaende den seneste Tillægsconvention med Storbritannien

Den Danske Portoandeel af 1 Penny pr. Exemplar, som ifølge Art. 2 i den nævnte bliver at oppebære for mellemrigske Forsendelser af Priiscouranter o.s.v., kan betales derved, at Afsenderne i Storbritannien paaklæbe Forsendelserne 1 dansk Frimærke pr. Exemplar, saaledes at Modtagerne her i Landet i saa Fald ingen Porto have at erlægge for disse Forsendelser.

For de i Art. 3 af Tillægsconventionen omhandlede transitforendelser over Storbritannien bliver Dansk Porto at opkræve det samme Beløb, som den Storbritanske Transitporto udgjør.

NB: Som det fremgår af ovenstående, er det således tilladt at anvende danske frimærker på forsendelser fra udlandet (Storbritannien) sendt til Danmark. Årsagen til denne ændring i konventionen med Storbritannien skal søges i en henvendelse fra Overkjøbmand Emil Schrøder, Aalborg til Generalpostdirektøren af 1. april 1852, hvor Emil Schrøder gør opmærksom på, at tryksagsporto fra Storbritannien til Danmark udgjør 2 penny hvoraf kun 1 penny kunne frigøres i Storbritannien og den resterende porto skulle opkræves hos modtageren i Danmark. Generalpostdirektøren svarer 18. maj 1852, citat: „I anledning af Deres skrivelse af 1. ste april sidstleden undlader jeg ikke herved at meddele Dem, at der intet vil være til Hinder for, at den danske Porto, som ere efter den seneste Tillægsconvention med England bliver at opkræve for de hertil ankommende Beretninger, Priiscouranter og andre saadanne Tryksager, erlægges derved, at der af Afsenderen i England paaklæbes slige Forsendelser 1 Dansk Frimærke pr. Exemplar” citat slut.

B. Concerning the latest supplementary convention with the United Kingdom

According to Article 2 in the aforementioned, the Danish postage share of one penny per copy, which will be charged for international consignments of Prix Courants, etc., can be paid by the sender in Great Britain by attaching one Danish stamp per copy, so that in this case the recipients do not have to pay postage in Denmark.

For the transit consignments via Great Britain referred to in Article 3 of the Supplementary Convention, Danish postage shall be charged at the same rate as the British transit postage.

NB: As can be seen from the above, it is thus permitted to use Danish stamps on items from abroad (Great Britain) sent to Denmark. The reason for this change in the convention with Great Britain is to be found in a letter from Overkjøbmand Emil Schrøder, Aalborg, to the Postmaster General of 1st April 1852, in which he points out that the postage for printed matter from Great Britain to Denmark amounts to twopence, of which only 1 penny could be paid in Great Britain and the remaining postage was to be charged to the recipient in Denmark. The Postmaster General replied on 18th May 1852, quote: “In connection with your letter of 1st April last, I have pleasure in advising you that there will be nothing to prevent the Danish postage, which, according to the latest supplementary convention with England, will be charged for the reports, price lists and other such printed matter arriving here, from being paid by the sender in England by affixing one Danish stamp per copy to such consignments” end quote.



Figur 22. 4 sk. tryk 4. Priskurant af 1.vægtklasse sendt fra Leith England (dateret 17.12.1856) via Hamburg 21.12.1856 til Assens. Takst 1.3.1852 - 31.12.1874: 4 sk. pr. Lod.

Figure 22. 4 Sk. printing 4. 1st weight class prix courant sent from Leith England (dated 17.12.1856) via Hamburg 21.12.1856 to Assens. Tariff 1.3.1852 - 31.12.1874: 4 sk. per Lod.

NB. Danske frimærker kunne således fra 18.5.1852 anvendes til frankering af priskurranter fra Storbritannien til Danmark, før en generel tilladelse gives til, at anvende frimærker som frankering af forsendelser til udlandet.

1.7.1852 Frimærkefrankering af tryksager til Sverige

Sverige var det første udland, hvortil det blev tilladt at anvende danske frimærker, dog kun til frankering af tryksager hvilket fremgår af nedenstående.

Ved cours-circ.11/1852 af 30.6.1852 meddeles det:

I. Af en mellem Danmark og Sverrig under 29de f.M. afsluttet Postconvention, som skal træde i Kraft fra 1ste Juli næstkommende og af hvilken et trykt Exemplar med det første vil blive det Kongelige Postcontoir tilstillet, meddeles herved følgende Bestemmelser til efterretning og lagttagelse:

NB. Danish stamps could thus be used from 18.5.1852 for franking of price lists from Great Britain to Denmark, before a general authorisation was given to use stamps for franking of mail abroad.

1.7.1852 Stamp franking printed matter to Sweden

Sweden was the first foreign country to be authorised for use of Danish stamps, but only for franking printed matter, as shown below.

By Cours-Circular 11/1852 of 30.6.1852 it is announced:

'I. Concerning a postal convention concluded between Denmark and Sweden on the 29th of last month, which is to come into force from the 1st of July next, and of which a printed copy will be sent to the Royal Post Offices, the following provisions are hereby notified for information and observance:

A. Mellemrigske Postforsendelser.

2. For frankerede Korsbåndsforsendelser, som ikke indeholde andet Skrevet end Adressen, Afsenderens Navn, Afsendessted og Datum, beregnes den Danske og den Svenske Porto hver for sig med 2/3 Lybsskilling pr. Lod, hvilke Beløb tilsammen kunne frigjøres med 1 Frimærke. Ufrankerede Korsbaandsforsendelser behandles og taxeres derimod som Breve.

Ved cours-circ.11/1852 af 30.6.1852 meddeles: For frankerede Korsbaandsforsendelser, som ikke indeholde andet Skrevet end Adressen, Afsenderens Navn, Afsendessted og Datum, beregnes den Danske og den Svenske Porto hver for sig med 2/3 Lybskilling pr. Lod, hvilke Beløb tilsammen kunne frigjøres med 1 Frimærke. (1 1/4 Lybsk skilling = 4 skilling dansk).

A. International Postal Items.

2. For stamped newspaper wrappers, which contain nothing written except the address, the sender's name, place of dispatch and date, the Danish and Swedish postage is calculated separately at 2/3 Lübeck Skilling per item, which amounts together can be paid with one stamp. Unstamped newspaper wrappers, on the other hand, are treated and taxed as letters.

By Cours-Circular 11/1852 of 30.6.1852 it is announced: For stamped newspaper wrappers, which do not contain anything written other than the address, the sender's name, place of dispatch and date, the Danish and Swedish postage is calculated separately at 2/3 Lübeck Skilling per item, which amounts together could be paid with 1 stamp. (1 1/4 Lübeck Skilling = 4 Danish Skilling).



Figur 23. 4 sk. tryk 4. Tryksag af 1.vægtklasse sendt 10.6.1857 fra København til Götheborg Sverige. Takst 1.7.1852 - 30.9.1865: 4 sk. pr. lod. Tidligst kendte frimærkefrankerede tryksagsforsendelse til udlandet. Der kendes 2 tryksager sendt til Sverige frankeret med 4 sk. 1854 udgaven.

Figure 23. 4 sk. printing 4. 1st weight class printed matter sent 10.6.1857 from Copenhagen to Gothenburg, Sweden. Tariff 1.7.1852 - 30.9.1865: 4 Sk. per Lod. Earliest known printed matter sent abroad franked with a stamp. There are two known printed matter items sent to Sweden franked with 4 Sk. 1854 issue.

Brevet fig. 23 er forsynet med blækpåtegn. fco samt ½, hvilket har voldt mig en del problemer i forhold til tolkningen. Jeg er nået til den konklusion, at det er angivelse af portoens ligelige deling mellem Danmark og Sverige jvf. cours-circ.11/1852 af 30.6.1852. Der kendes kun en yderlig tryksagsforsendelse med nævnte påtegn. og denne er sendt til Ystad, forsendelsen indgik i Ole Steen Jacobsen's samling tilbage i 1980'erne.

1.2.1854 Tyskland og Danmarks opdeling i rayoner

Indtil 31.7.1865 var det danske og det tyske postområde – overfor hinanden – opdelt i rayoner og var end direkte følge af oprettelsen af den Tysk-Østrigske Postforening med dens forenklede takstsystemer.

Det danske område var opdelt i to rayoner:
Dansk rayon 1: Indtil 10 mil fra Hamborg eller Lauenborg.

Dansk rayon 2: Omfattede det øvrige danske postområde incl. Island, Færøerne og Grønland.

Det tyske område var inddelt i tre rayoner.

Rayon 1: Preussiske postkontorer indtil 10 mil fra Hamborg eller Büchen.

Rayon 2: Preussiske postkontorer indtil 20 mil fra Hamborg eller Büchen, samt postkontorer der ikke ligger mere end 20 mil fra Swinemünde eller Wismar.

Rayon 3: Alle øvrige preussiske postkontorer.

Hver rayon var lig med 1 Sølv groschen (Sgr.) og var i sin enkelthed en stor forenkling af hele takstsystemet, dog skal man huske ved takst- portoberegning, at det afsendende land først skulle beregne porto, egen og fremmed, i Sgr. hvorefter begge beløb enkeltvis omregnes og sammenlægges.

Set med danske øjne var 1 Sgr. = 4 sk. men 2 Sgr. = 9 sk.

The letter is marked in manuscript fco and ½, which has caused me a number of problems in interpretation. I have concluded that it is an indication of the equal division of postage between Denmark and Sweden, cf. Cours-Circular 11/1852 of 30.6.1852. Only one other printed matter item with the above-mentioned mark is known, and this was sent to Ystad, which was part of Ole Steen Jacobsen's collection in the 1980s.

1.2.1854 The division of Germany and Denmark into rayons

Until 31 July 1865, the Danish and German postal areas were - mutually - divided into rayons as a direct consequence of the establishment of the German-Austrian Postal Union with its simplified tariff systems.

The Danish territory was divided into two rayons:

Danish rayon 1: Up to 10 miles from Hamburg or Lauenborg.

Danish rayon 2: Comprised the rest of the Danish postal area including Iceland, the Faroe Islands and Greenland.

The German area was divided into three rayons.

Rayon 1: Prussian post offices up to 10 miles from Hamburg or Büchen.

Rayon 2: Prussian post offices up to 20 miles from Hamburg or Büchen, and post offices not more than 20 miles from Swinemünde or Wismar.

Zone 3: All other Prussian post offices.

Each rayon was equal to 1 Silver Groschen (Sgr.) and was in its functionality a great simplification of the entire tariff system, although it should be remembered when calculating postage rates that the sending country first had to calculate postage, own and foreign, in Sgr. So that both amounts are converted individually and added together. From a Danish point of view, 1 Sgr. = 4 sk. but 2 Sgr. = 9 sk.



Figure 24. The Danish German Rayon System during the period 1.2.1854 – 31.7.1865. The rayon borders shown on the map are for guidance only.

10.2.1854 Ny møntbetegnelse

Ved lov af 10.2.1854 forandredes den danske møntfod fra Rigsbank-Møntfod til Rigsmøntfod, således at Rigsbankdaler og rigsbankskilling ændredes til Rigsdaler og Skilling Rigsmønt.

Ved Patenter af 10.2.1854 indførtes det danske møntsystem officielt i Slesvig og Holsten den 1.4.1854.

10.2.1854 New currency denomination.

By the Act of 10.2.1854, the Danish currency was changed from Rigsbank-Møntfod to Rigsmøntfod, so that Rigsbankdaler and Rigsbankskilling were changed to Rigsdaler and Skilling Rigsmønt.

By Patents of 10.2.1854, the Danish currency system was officially introduced in Schleswig and Holstein on 1.4.1854.

Danske frimærkers anvendelse til frankering af forsendelser til udlandet

Ved cours-circ.1/1854 af 21.1.1854 meddeles det: Postconvention af 19.12.1853 mellem Danmark og Preussen med ikrafttræden 1.2.1854. I afsnit C. Ad Art. 30. står flg: citat: „*Fremgangsmaaden ved utilstrækkelig Frankering med Frimærker*” og videre „*De Danske Frimærker gjælde ikke efter den Værdi, de repræsenterer i Indlandet, men efter deres paalydende Værdi*” citat slut. En tolkning af ovennævnte må blive, at de danske frimærker var gyldige til frankering af forsendelser til det preussiske postområde fra 1.2.1854, men kun frem til grænseposthuset.

NB: Der kendes et enkelt brev sendt før 15.7.1854 fra Rendsborg dansk rayon 2 til Hameln i Hannover tysk rayon 3 hvor det danske frimærke (4 RBS) er godkendt som betaling og den resterende porto er opkrævet hos modtager.

15.7.1854 Generel tilladelse til frankering af forsendelser til udlandet

Ved cours-circ.10/1854 af 15.7.1854 meddeles det:

1. *Det meddeles herved de Kongelige Postcontoirer til fornøden Efterretning og lagttagelse, at Frimærker fremtidig kunne anvendes til Frankering af Breve til Udlandet. Til Dækning af hele Portoens for vedkommende Brev maa der være paaklæbet samme et Frimærke for hver 4 sk. af Portoens Beløb og endvidere et Frimærke for hvad der overstiger den Deel af samme, der er delelig med 4; saaledes vil et Brev, hvorfor Portoens udgjør 16 sk., være at frigjøre med 4 Frimærker; et Brev, hvorfor Portoens udgjør 22 sk., med 6 Frimærker.*

I Forbindelse hermed tilkjendegives det de Kongelige Postcontoirer, at i de Tilfælde, hvor Portoens ikke fuldstændig dækkes ved de paaklæbte Frimærker, bliver kun det ikke frigjorte Restbeløb at ansætte som Porto. Naar der saaledes kun er paaklæbet et Brev, hvorfor Portoens udgjør 22 sk., 2 Frimærker, ansættes som Porto 14 sk.

Use of Danish postage stamps for franking items sent abroad

By Cours-Circular 1/1854 of 21.1.1854 it is announced: Postal Convention of 19.12.1853 between Denmark and Prussia coming into force 1.2.1854. Section C. Ad Art. 30. reads as follows: “*The procedure for insufficient franking with stamps*” and further “*Danish stamps are not valid according to the value they represent inland, but according to their nominal value*”. An interpretation of the above must be that the Danish stamps were valid for franking mail to the Prussian postal area from 1.2.1854, but only up to the border post office.

NB: There is a single letter sent before 15.7.1854 from Rendsborg,, Danish rayon 2, to Hameln in Hannover, German rayon 3, where the Danish stamp (4 RBS) is approved as payment and the remaining postage is collected from the recipient.

15.7.1854 General authorisation for franking of mail abroad

By Cours-Circular 10/1854 of 15.7.1854 it is announced:

1. *It is hereby communicated to the Royal Post Offices for necessary information and observation that stamps may in future be used for franking letters to foreign countries. To cover the whole of the postage for the letter in question, one stamp must be affixed for every 4 Skilling of the postage, and also one stamp for the amount exceeding that part of the postage divisible by 4; thus a letter for which the postage amounts to 16 Skilling will be franked with 4 stamps; a letter for which the postage amounts to 22 Skilling with 6 stamps.*

In connection with this, the Royal Post Offices are hereby notified that in cases where the postage is not fully covered by the stamps affixed, only the unpaid balance will be assessed as postage due. Thus, when a letter has been posted with only two stamps, and the postage is 22 Skilling,

Forøvrigt bemærkes, at selv om et Brev er forsynet med Betegnelsen „franco“, „frit“ eller deslige, bliver der at tage Hensyn til de Brevet paaklæbede Frimærker”.

14 Skilling shall be assessed as postage. It should also be noted that even if a letter is labelled “franco”, “frit” or the like, the stamps attached to the letter must be taken into account.



Figur 25. 4 RBS Thiele III plade III no.19/29/39. Brev 1.vægtklasse sendt 22.10.1854 fra Apenrade Hertugdømmet Slesvig til Rostock Storhertugdømmet Mecklenburg Schwerin. Transit K.D.O.P.A. HAMBURG 23.10.1854 ankomst ROSTOCK 24.10.1854. Takst 15.7.1854 - 31.7.1865: Dansk rayon 2 (2 Sgr.) = 9 sk. + Mecklenborgsk andel 3/4 Sgr. angivet med rødkridt = 3 sk. ialt 12 sk. pr. Lod.

Figure 25. 4 RBS Thiele III plate III positions 19/29/39. 1st weight class letter sent 22.10.1854 from Apenrade, Duchy of Schleswig to Rostock, Grand Duchy of Mecklenburg Schwerin. Transit K.D.O.P.A. HAMBURG 23.10.1854 arrival ROSTOCK 24.10.1854. Tariff 15.7.1854 - 31.7.1865: Danish rayon 2 (2 Sgr.) = 9 Sk. plus Mecklenburg share $\frac{3}{4}$ Sgr. indicated with red crayon = 3 Sk. in total 12 Sk. per Lod.

22.7.1854 Anvendelse af 2 skillings frimærker til frankering af forsendelser til udlandet

Indtil 30.9.1865 var det ikke officielt tilladt at anvende 2 sk. frimærker til frankering af forsendelser til udlandet, dog blev der den 22.7.1854 givet en “ikke-autoriseret tilladelse” af Generalpostdirektørens stedfortræder Wedel Heinen, men kun gældende for København.

Fra 1.1.1861 blev 2 sk. frimærker på forsendelser fra provinsen til udlandet tolereret, men officiel tilladelse gældende for hele landet, blev først givet ved lov af 26.9.1865 med virkning fra 1.10.1865, meddelt ved c.18/1865 af 7.10.1865 (altså med tilbagevirkende kraft).

22.7.1854 The use of 2 Skilling stamps for franking foreign mail

Until 30.9.1865 2 sk. stamps were not officially allowed to be used for franking mail abroad, although on 22.7.1854 an “unofficial permission” was granted by the Deputy Postmaster General, Wedel Heinen, but only valid for Copenhagen.

From 1.1.1861, 2 Sk. stamps on mail from the provinces to foreign countries were tolerated, but official authorisation for the whole country was given only by the law of 26.9.1865 with effect from 1.10.1865, granted by Circular 18/1865 of 7.10.1865 (i.e. with retroactive effect).



Figur 26 og 26a. 2 sk. + 5x 4 sk. tryk 2 plade II no.25-29, no. 28 har retoucheret bundmønster i SV-trekant. Brev af 1. vægtklasse 0-1 lod, (indv. dateret Helsingør 31.10.1855) og afsendt 2.11.1855 fra København (dansk rayon 2) 1.11.1855 via Hamburg til Friedr. Heyn Danzig (tysk rayon 3) ankomst stmp. 4.11.1855, blækpåtegn. franco 3. Takst 15.7.1854 - 31.7.1865: dansk rayon 2 (over 10 mil fra Hamburg) 2 Sgr. = 9 sk. dansk portodel + tysk rayon 3 (over 20 mil fra Hamburg), 3 Sgr. = 13 sk. tysk portodel, i alt 22 skilling pr. Lod.

Figure 26 and 26a. 2 Sk. + 5x 4 Sk. print 2 plate II no.25-29, no. 28 has retouched background in SW triangle. 1st weight class letter of 0-1 Lod, (internally dated Helsingør 31.10.1855) and sent 2.11.1855 from Copenhagen (Danish rayon 2) 1.11.1855 via Hamburg to Friedr. Heyn in Danzig (German rayon 3) arrival datestamp 4.11.1855, with manuscript franco 3. Tariff 15.7.1854 - 31.7.1865: Danish rayon 2 (over 10 miles from Hamburg) 2 Sgr. = 9 Sk. Danish postage share + German rayon 3 (over 20 miles from Hamburg), 3 Sgr. = 13 Sk. German postage share, a total of 22 Skilling per Lod).

Obotrit 31 Oct 1855

Den normale postrute fra København til Preussen var via Wismar med dampskibet *Obotrit* hvor vintersejladsen blev påbegyndt 20.10.1855 med én ugentlig afgang fra København om lørdagen. Brevet fig. 26 er afsendt torsdag og for at undgå unødig forsinkelse sendt via Hamburg, transitstmp. HAMBURG. SPED: BUR: No.3 2 11 * 10-11

The normal postal route from Copenhagen to Prussia was via Wismar with the steamer *Obotrit*, where the winter timetable began on 20.10.1855 with a weekly departure from Copenhagen on Saturdays. The letter was sent on Thursday and to avoid unnecessary delay sent via Hamburg, with transit handstamp. HAMBURG. SPED: BUR: No.3 2 11 * 10-11

Brevet er forsynet med indv. datering Elsinore 31.Oct.1855, og er enten privatbefordret til København eller afleveret direkte ved dampskibet med afgang fra Helsingør onsdag den 1.12.1855 til København for herefter ved ankomsten at blive postbehandlet.

Dampskibet *Hamlet* besejlede i året 1855 ruten Helsingør-København hver mandag, onsdag og fredag kl. 9 formiddag.

Brevet er en del af den kendte "Heyn-korrespondance", som består af 10 breve, de 2 af brevene er frankeret med 2 RBS + 5x4 RBS og 2 breve med 2 RBS + 5x4 sk. 1854 udgaven, de øvrige 6 kendte er frankeret med 2 sk. + 5x4 sk.1854 udgaven.

1.8.1855 Tilladelse til anvendelse af frimærker ved de danske overpostamter i hansestæderne Lübeck og Hamborg

Den 26.4.1851 oprettes der et dansk regnskabsførende postkontor i Lübeck og den 1.8.1852 etableres det Kongelige Danske Over Post Amt (K.D.O.P.A.).

Det Kongelige Danske Overpost-Amt (K.D.O.P.A.) i Hamborg blev genoprettet 15.4.1852 idet det siden 22.7.1848 havde været nedlagt.

Den 8.5.1852 indgår Danmark en postkonvention med Fri- og Hansestæderne Hamborg og Lübeck gældende fra 1.7.1852.

Fra 1.8.1855 blev der givet officiel tilladelse til, at frimærker kunne anvendes til frankering af forsendelser fra det K.D.O.P.A. i Hamborg. Tilladelsen blev givet ved circ. 15/1855 af 28.7.1855.

Hoslagt tilstilles det Kongelige Postcontoir et Exemplar af en under 26de dennes gennem Finantsministeriet udfærdiget Bekjendtgørelse angaaende Frankeringen af Postforsendelser fra Stæderne Hamborg og Lübeck.

The letter bears the internal date Elsinore 31. Oct. 1855, and is either privately transported to Copenhagen or delivered directly to the steamer departing from Elsinore on Wednesday 1.12.1855 to Copenhagen and then handled by the post on arrival.

In 1855, the steamship *Hamlet* sailed on the Elsinore-Copenhagen route every Monday, Wednesday and Friday at 9 am.

The letter is part of the well known "Heyn correspondence", which consists of ten letters, two of the letters are franked with 2 RBS + 5x4 RBS and two with 2 RBS + 5x4 Sk. 1854 issue, the other 6 known letters are franked with 2 Sk. + 5x4 Sk.1854 issue.

1.8.1855 Authorisation to use stamps at the Danish post offices in the Hanseatic cities of Lübeck and Hamburg

On 26.4.1851 a Danish accounting post office was established in Lübeck and on 1.8.1852 the Kongelige Danske Over Post Amt (K.D.O.P.A.) was established.

Det Kongelige Danske Overpost-Amt (K.D.O.P.A.) in Hamburg was re-established on 15.4.1852, having been closed since 22 July 1848, due to the first Schleswig war.

On 8.5.1852, Denmark concluded a postal convention with the Free and Hanseatic Cities of Hamburg and Lübeck, effective from 1.7.1852.

From 1.8.1855, official authorisation was given for stamps to be used for franking mail from the K.D.O.P.A. in Hamburg. The authorisation was granted by Circular 15/1855 of 28.7.1855.

The enclosed is forwarded to the Royal Post Office as a copy of an announcement issued on the 26th of this month by the Ministry of Finance concerning the franking of postal items from the cities of Hamburg and Lübeck.

Tidligere i perioden fra frimærkets indførelse og frem til 30.6.1853 var det, omend uofficielt, akcepteret at anvende danske frimærker fra Hansestæderne Hamburg og Lübeck til monarkiet (kongeriget, Slesvig, Holsten og Lauenborg), dog med det forbehold, at frimærkerne kun havde værdi efter deres pålydende.

I perioden 1.7.1853 - 31.7.1855 var der direkte forbud mod anvendelse af danske frimærker på forsendelser fra Hansestæderne Hamburg og Lübeck til monarkiet, hvilket indirekte skyldes indførelsen af enhedsporto i Hertugdømmerne Holsten og Lauenborg gældende fra 1.7.1853..

Earlier, in the period from the introduction of the stamp until 30.6.1853, the use of Danish stamps was accepted from the Hanseatic cities of Hamburg and Lübeck to the monarchy (the Kingdom, Schleswig, Holstein and Lauenborg), albeit unofficially, with the proviso that the stamps were only worth their face value.

From 1.7.1853 to 31.7.1855, there was an explicit ban on the use of Danish stamps on mail from the Hanseatic cities of Hamburg and Lübeck to the monarchy, which was indirectly due to the introduction of the single postage rate in the Duchies of Holstein and Lauenborg from 1.7.1853.



Figur 27 og 27a. 4 RBS Ferslew plade II no.13. Brev forwardet fra Fri- og Hansestaden Lübeck (datering 1.11.1851) til Aarhus hvor det er postbehandlet og afsendt 16.11.1851 til Viborg. Takst landsporto 1.4.1851 - 30.9.1865: 4 sk. pr. Lod.

Figure 27 and 27a. 4 RBS Ferslew plate II position 13. Letter forwarded from the Free and Hanseatic City of Lübeck (dated 1.11.1851) to Aarhus, where it was processed and sent 16.11.1851 to Viborg. Inland tariff 1.4.1851 - 30.9.1865: 4 Sk. per Lod.

Lübeck d. 1. November 1851

Havde brevet fig. 26 været postbehandlet i Lübeck ville det have kostet 5 Lybsk skilling (16 sk. dansk). Den anvendte forsendelsesvej, omend den tog 16 dage, resulterede i en besparelse på 12 sk. Brevets indhold er af handelsmæssig karakter.

1.10.1857 Enklaven Bergedorf indlemmet i det danske postgebet

Ved c.1857/22 af 29.9.1857 meddeles det: *Efterat der til Regulering af de gjen-sidige postale Forbindelser er af-sluttet en Convention mellem den Danske Postbestyrelse og Visitations-øvrigheden for det Hamborg-Lübeckske Amt og Staden Bergedorf, meddeles de Kongelige Postcontoirer herved til fornøden Efterretning og lagttagelse følgende af sammes Bestemmelser, der skulle træde i Kraft fra 1ste October næstkommende at regne.*

Bergedorf og enklaven Geesthacht blev indlemmet i det danske indenrigske post-område fra den 1.10.1857 med det til følge, at danske frimærker nu kunne anvendes på forsendelser fra Bergedorf til det indenrigske postområde. Ordningen ophørte ved udgangen af februar måned 1864.

Fra 1.10.1857 blev Hamborgs marskland mellem floderne Elben og Bille indlemmet i det Bergedorfske postgebet og kunne fra den 27.1.1858 anvende danske frimærker på forsendelser til monarkiet. Se fig. 28.

Det Lauenborgske landområde mellem bergedorf og Geesthacht blev den 28.8.1861 indlemmet i Bergedorfs postgebet. Området omfattede 5 landsbyer, nemlig: Besenhorst, Börnsen, Escheburg, Fahrendorf og Rotenhaus.

Bergedorf indførte egne frimærker den 1.11.1861, og i den forb. henstilledes det til publikum, ved betaling af portoen for breve, som er bestemt til det kongelige danske postgebet, ikke at anvende Bergedorfske, men nu som før at benytte danske frimærker til det kongelige danske postgebet.

Had the letter been processed in Lübeck, it would have cost 5 Lybsk Skilling (16 Danish Skilling). Although it took 16 days, the route used resulted in a saving of 12 Skill-ing. The contents of the letter are of a commercial nature.

1.10.1857 The enclave of Bergedorf is incorporated into the Danish postal system

By Circular 1857/22 of 29 September 1857 it is announced:

Following the conclusion of a convention between the Danish Post Office Board and the Visitation Board of the Hamburg-Lübeck County and the City of Bergedorf for the regulation of mutual postal relations, the Royal Post Offices are hereby notified of the following provisions of the Convention, which should come into effect from the 1st of October next.

Bergedorf and the enclave of Geesthacht were incorporated into the Danish domestic postal area from 1 October 1857, with the result that Danish stamps could now be used on items from Bergedorf to the domestic postal area. The arrangement ceased at the end of February 1864.

From 1 October 1857, the marshland of Hamburg between the rivers Elbe and Bille became part of the Bergedorf postal area and from 27 January 1858 could use Danish stamps on items sent to the monarchy.

The Lauenborg territory between Bergedorf and Geesthacht was incorporated into the Bergedorf postal district on 28 August 1861. The area included 5 villages, namely: Besenhorst, Börnsen, Escheburg, Fahrendorf and Rotenhaus.

Bergedorf introduced its own stamps on 1 November 1861, and in this connection it was recommended to the public not to use Bergedorf stamps when paying the postage for letters destined for the Royal Danish post office, but to use Danish stamps as before.



Figur 28. 4 sk. tryk 2 plade I no.51. Brev 1.vægtklasse sendt 12.1.1860 fra Rendsburg Hertugdømmet Slesvig til Bergedorf. Takst landsporto 1.10.1857 - 29.2.1864: 4 sk. pr. Lod.

Figure 28. 4 sk. print 2 plate I printing 51. 1st weight class letter sent 12.1.1860 from Rendsburg, Duchy of Schleswig to Bergedorf. Inland tariff 1.10.1857 - 29.2.1864: 4 Sk. per Lod.

1.2.1864 Krigen med Preussen og Østrig bryder ud.

1 February 1864 War broke out with Prussia and Austria.

Efterskrift

Jeg fik engang et råd til, når man beskæftiger sig med posthistorie, og det var, at man skulle prøve at sætte sig ind i den tidsånd hvor begivenhederne skete, idet man herved også kunne læse det som "står mellem linierne" i en lovtekst, forstået på den måde, hvordan skal lovteksten tolkes.

Ovennævnte råd kom fra Niels Klottrup, som jeg havde fornøjelse at kende i mere end 30 år, hvor det blev til utallige besøg. Først var det de danske "tofarvede frimærker" vi havde en fælles forkærlighed til, dernæst

Postscript

I was once given a piece of advice when dealing with postal history, and it was that you should try to familiarise yourself with the spirit of the times in which the events took place, as this would also allow you to read what is "between the lines" in a legal text, in the sense of how the legal text should be interpreted.

The above advice came from Niels Klottrup, whom I had the pleasure of knowing for more than 30 years, during which time we visited each other countless times. First, we shared a common love for the Danish

var det posthistorien. Niels Klottrup er nok den forfatter der har leveret flest artikler til de danske filatelistiske tidsskrifter, op imod 250 artikler blev det til i en 20-årig periode 1981-2000.

Jeg håber, det er lykkedes mig i min gennemgang af postloven at leve op til Niels Klottrups råd om, "at sætte sig ind i den tidsånd hvor begivenhederne skete", og at dette er kommet til udtryk i det skrevne!

En lille anecdote

Det kan selvfølgelig også gå galt, hvis man hænger for længe i fortiden. I året 1982 havde Niels Klottrup fået hammerslag på et lot på auktion, og som så ofte før sendte Niels Klottrup en check med posten til auktionsfirmaet. Efter et stykke tid kom checken retur med flg. besked "*om han ikke ville være så venlig at fremsende en ny check og datere denne i forhold til den tidligere 100 år frem i tiden*"! I sin iver havde NK dateret checken 1882.

Kildehenvisninger

De primære kilder har været "Postloven af 11.3.1851" og de dertil hørende vejledninger og anvisninger, samt samling af "Posthistoriske Cirkulærer 1848-1868" v/ Toke Nørby, Ole Maintz, Ole Steen Jacobsen og Jan Bendix, udgivet af forlaget Skilling.

"*Det Københavnske Postvæsen 1624 -1912*" v/Fr. Olsen, udgivet 1912 af Generaldirektoratet for Post- og Befordringsvæsenet.

"*Det Danske Postvæsen 1624 - 1924*" v/ Jørgen Bergsøe, udgivet 1924 af Generaldirektoratet for Postvæsenet.

Øvrige kilder er angivet i teksten.

"bicoloured stamps", then it was postal history. Niels Klottrup is probably the author who has provided the most articles to Danish philatelic journals, up to 250 in a 20-year period 1981-2000.

I hope that in my review of the Postal Act, I have succeeded in living up to Niels Klottrup's advice to "familiarise yourself with the spirit of the times in which the events took place", and that this has been reflected in what has been written!

A small anecdote

Of course, it can also go wrong if you dwell too long on the past. In the year 1982, Niels Klottrup had won a lot at auction, and as so often before, he sent a cheque by post to the auction company. After a while the cheque was returned with the following message "if he would be so kind as to send a new cheque and date it in relation to the previous one 100 years in the future"! In his eagerness, NK had dated the cheque 1882.

References

The primary sources have been the "Postloven af 11.3.1851" and the associated guidelines and instructions, and the collection of "*Posthistoriske Cirkulærer 1848-1868*" by Toke Nørby, Ole Maintz, Ole Steen Jacobsen and Jan Bendix, published by Skilling 1986-1989, ISBN 8787832038.

Det Københavnske Postvæsen 1624 -1912 by Fr. Olsen, published in 1912 by the General Directorate for Post and Transport.

Det Danske Postvæsen 1624 - 1924 by Jørgen Bergsøe, published in 1924 by the Directorate General of the Postal Service.

Other sources are given in the text.

The History of Denmark's Postal Stationery

Danmarks Helsagers Historie

By Lars Engelbrecht

(Translated by Chris King)

Introduktionen af helsager

Helsager var i mange år en væsentlig del af den postale historie i Danmark – med op til 10% af den samlede postmængde, og derfor vil denne artikel fortælle om helsagernes udvikling fra deres introduktion i Danmark til deres udfasning. Helsager er hele forsendelser, som har værdimærket trykt på, så ved at købe helsager af Postvæsenet, sparede man udgiften til konvolut eller papir.

The introduction of postal stationery

For many years, postal stationery was an essential part of the history of the postal service in Denmark - accounting for up to 10% of the total volume of mail, so this article describes the development of postal stationery from its introduction in Denmark to its phasing out. Postal stationery is an entire postal item which has an imprinted stamp with a specific value, so buying postal stationery from the Post Office saved the cost of envelopes or paper.



Figur 1: 4 skilling helsagskuvert anvendt på udgivelsesdagen for de første danske helsager: 2. januar 1865

Figure 1: 4 Skilling postal stationery envelope used on the date of issue of the first Danish postal stationery: 2 January 1865.

New South Wales i Australien var de første i verden til i 1838 at indføre helsager, og i 1840 udkom i Storbritannien den såkaldte Mulready helsag, som er opkaldt efter dens designer, William Mulready (Huggins, 1986). Mulready-helsagen blev udgivet samtidig med verdens første frimærke: One Penny Black, så faktisk blev der udgivet helsager to år, før der blev udgivet frimærker. I

New South Wales in Australia was the first in the world to introduce postal stationery in 1838, and in 1840 the Mulready envelope and letter sheet, named after their designer, William Mulready, was introduced in the United Kingdom (Huggins, 1986). The Mulready postal stationery was issued at the same time as the world's first postage stamp: The Penny Black, so in fact, postal

stationery existed two years before stamps were issued. In the Nordic countries, Finland was the first to issue postal stationery as early as 1845. Denmark followed suit and introduced envelopes, postal cards, reply cards, letter cards and newspaper wrappers, while many other countries introduced even more types of postal stationery - such as postal savings cards, telegram forms and postal order forms. But the Post Office also considered other types of postal stationery than those issued. From correspondence at the Danish Postal Museum, we know that the introduction of letter sheets was considered during the skill- ing period, but this was not implemented.



Figure 2: 2 skilling postal stationery envelope used on the first day after the currency change to øre: 1 January 1875.

Postal stationery envelopes

On 2 January 1865, the first Danish postal stationery was issued: the 4 skilling red envelope (Figure 1). The imprinted stamp was a specially produced design clearly inspired by the contemporary crown, sceptre and sword (large oval or arms) stamps. It is not clear why clichés from the current stamps were not chosen, but perhaps the oval shaped design which could be seen on other countries' postal stationery envelopes was preferred. There are several varieties of the design, and the blue colour of the 2 skilling postal stationery envelope in particular ranges from very light ultramarine to

blå svarende til farverne på de samtidige frimærker. Ligeledes er der vandmærke i bagklappen på kuverterne, og de skifter udformning, ligesom gummieringen på bagklappen også ændres over tid. Alle disse variationer er velbeskrevne i litteraturen (Pedersen & Bendix, 1999).

Ved overgangen fra skilling til øre i 1875 omregnedes 2 skilling til 4 øre og 4 skilling til 8 øre, og der ses derfor skillingshelsager anvendt i øre-perioden (figur 2) samt blandingsfrankeringer mellem skilling og øre.

I 1885 fremstillede Postvæsenet nytryk af de danske skillingskuverter – sandsynligvis fordi UPU bad om et antal frimærker og helsager af de kurserende udgivelser. En række af disse nytryk er senere kommet på markedet og bliver ofte forvekslet med de ægte kuverter.

Størrelsen på kuverten blev i 1902 øget til 150x120 mm, og der blev samtidig lavet et indvendigt tryk, så det ikke var muligt at læse den indlagte korrespondance. På grund af takstændringer findes kuverterne med en lang række forskellige værdier samt provisorier og tiltryk helt op til 1967, hvor salget af helsagskuverter i Danmark ophørte.

greenish blue, similar to the colours of the contemporary stamps. There are also watermarks in the back flap of the envelopes, and they change shape, just as the gumming on the back flap also changes over time. All these varieties are well described in the literature (Pedersen & Bendix, 1999).

In 1875, when the currency changed from skilling to øre, 2 skilling was converted to 4 øre and 4 skilling to 8 øre, which is why we see skilling postal stationery used during the øre period (Figure 2) as well as mixed frankings with skilling and øre values.

In 1885, the Danish Post Office produced reprints of the Danish skilling envelopes - probably because the UPU requested examples of stamps and postal stationery of the current issues. A number of these reprints were later released on to the market and are often mistaken for genuine envelopes. In 1902, the size of the envelope was increased to 150x120 mm, and at the same time the inside of the envelope was printed so that it was not possible to read the enclosed correspondence. Due to rate changes, the envelopes are available with a wide range of different values as well as provisionals and overprints, right up to 1967, when the sale of postal stationery envelopes in Denmark ceased.



Figur 3: Brevkort i lavt format – her med ringstempel Silkeborg J.B.

Figure 3: Postal card in small format - here with a ring canceller Silkeborg J.B.

Helsagsbrevkort

Da brevkort blev introduceret i Danmark i 1871, var det med tydelig inspiration fra de engelske brevkort fra 1870. Karton blev dog ikke produceret i Danmark og måtte derfor importeres fra Tyskland. Det specielle format på de tidligste danske helsager på 140x75 mm (figur 3) er en konsekvens af ønsket om at få så mange brevkort ud af de dyre stykker karton som muligt.

I 1878 standardiserede UPU-størrelsen på brevkort blandt medlemslandene til maksimalt 140x90 mm (figur 4) - så bundtning af brevkort blev lettere, og Danmark fulgte straks ændringen til den ny standardstørrelse. Brevkortene var også i Danmark en kæmpe succes – og blev brugt af både virksomheder og private.

Postal cards

When postal cards were introduced in Denmark in 1871, they were clearly inspired by the British postal cards of 1870. However, card stock was not produced in Denmark and had to be imported from Germany. The special 140x75 mm format of the earliest Danish postal stationery (Figure 3) is a consequence of the desire to get as many postal cards as possible out of the expensive card.

In 1878, the UPU standardised the size of postal cards among member countries to a maximum of 140x90 mm (Figure 4) - making it easier to bundle postal cards together, and Denmark immediately followed the change to the new standard size. The postal cards were a huge success in Denmark too - and were used by both businesses and individuals.



Figur 4: 3 øre brevkort opfrankeret med 16 øre og sendt som anbefalet lokalt brevkort.

Figure 4: 3 øre postal card franked with 16 øre and sent as a registered local postal card.

UPU havde yderligere indflydelse på udformningen af de danske helsager – både med hensyn til farve og tekst. I 1879 blev "Verdenspostforeningen" tilføjet til teksten på brevkortene (figur 5), og i 1882 skiftede Danmark til den internationale røde farve for brevkorttaksten til udlandet (som afløsning af den tidligere grønne farve).

The UPU further influenced the design of the Danish postal stationery - both in terms of colour and text. In 1879, "Verdenspostforeningen" was added to the text on the postal cards (Figure 5), and in 1882, Denmark switched to the universally agreed red colour for postage on international postal cards (replacing the previous green colour). The design of the postal cards evolved over



Figur 5: 10 øre brevkort - i rød farve og med "Verdenspostforeningen" - sendt underfrankeret til Dansk Vestindien.

Figure 5: 10 øre postal card – printed in red and with “Verdenspostforeningen” - sent underfranked to the Danish West Indies



Figur 6: 10 øre brevkort opfrankeret med 20 øre og sendt ekspres til Tyskland. Ekspresforsendelser skulle indleveres på et posthus, men er her lagt i en postkasse og derfor stemplet "Kassebrev".

Figure 6: 10 øre postal card franked with 20 øre and sent express to Germany. Express items had to be handed in at a post office, but here it was placed in a post box and was therefore hand-stamped “Kassebrev”.

Udformningen af brevkortene udviklede sig over tid, og fra 1913 forsvandt den græske bort på forsiden, og vi ser samtidig de første brevkort med delt forside, hvor venstre side også kunne anvendes til korrespondance.

time, and from 1913 the Greek ‘key’ border on the front disappeared, and we also see the first postal cards with a divided front, where the left-hand side could be used for correspondence.

Der blev i 1918 indført produktionsnumre på helsagerne, og mange samlere forsøger at få samtlige produktionsnumre. I 1950 ændredes størrelsen på ny, så der herefter blev 148 x 105 mm at skrive på.

Helt fra introduktionen af brevkortene i 1871 skulle de sendes fuldt frankerede. Det skyldes, at brevkort er åbne forsendelser, og at man ville forhindre, at en modtager af et underfrankeret brevkort så meddelelsen, inden den manglende frankering var indkasseret, og derefter nægte at modtage kortet og dermed slippe for at betale den manglende porto.

Alle brevkort blev trykt med en værdi i værdimærket, som havde til formål at dække en specifik porto – lokal, indland, udland osv., men en anden udbredt anvendelse af brevkort i Danmark var som adressekort til at følge en pakke. Enhver pakke skulle have et medfølgende adressekort eller -brev, så postfunktionærerne under transporten havde let overblik over hvilke pakker, de medbragte. Det betyder, at vi i Danmark indtil 1888 (hvor der blev indført tvungen brug af fortrykte adressebreve uden påtrykte værdimærker) har meget flot opfrankerete brevkort anvendt som adressekort (figur 7).

In 1918, control numbers were introduced on postal stationery, and many collectors try to obtain all of them. In 1950, the size was changed again, leaving 148x105 mm to write on.

From their introduction in 1871, postal cards had to be sent fully franked. This was because they are open items and the idea was to prevent the recipient of an underfranked postal card from seeing the message before the postage due was collected and then refusing to accept the card, thus avoiding paying the missing postage.

All postal cards were made with a pre-printed imprinted stamp, with a value which was intended to cover a specific postage rate - local, domestic, international, etc. but another common use of postal cards in Denmark was as an address card to accompany a parcel. Every parcel had to have an accompanying address card or letter so that postal officials could easily keep track of which parcels they were carrying. This meant that until 1888 (when the compulsory use of pre-printed address letters without an imprinted stamp was introduced), Denmark had very nicely franked postal cards used as address cards (Figure 7).



Figur 7: 2 skilling brevkort sendt opfrankeret med 4 skilling som adressekort for lokal pakke.

Figure 7: 2 skilling postal card sent with 4 skilling postage as an address card for a local parcel.

Tjenestebrevkort

En speciel udgave af brevkortene er tjenestehelsagerne, som kunne bruges af myndigheder til at sende officiel post. Mærkebilledet på disse tjenestebrevkort svarer til de samtidige tjenestefrimærker.

Oprindelsen til tjenesteforsendelser i Danmark skal findes helt tilbage til Chr. IV's oprettelse af Postvæsenet. I "Forordningen for Post-Budde" omtales "Vore Breve" og "Andre Breve", hvor "Vore Breve" ikke alene er Kongens breve, men også breve som kongens ansatte sendte i embeds medfør. Disse breve fik betegnelsen "Kongelig Tjeneste", og i mange år kunne sådanne forsendelser sendes portofrit.

Postloven af 7. januar 1871 afskaffede porto friheden for tjenesteforsendelser og bestemte, at fra 1. april samme år skulle tjenstlige forsendelser frankeres med tjenestemærker. Samtidig hermed introduceredes tjenestebrevkort (helsagsbrevkort) med blå 2 skilling og røde 4 skilling værdimærker påtrykt.

De statsmyndigheder, der var berettiget til at bruge tjenestebrevkort, blev listet op i forbindelse med introduktionen i 1871, og til- og afgang fra listen blev løbende bragt i Postvæsenets Officielle Meddelelser. Blandt de myndigheder, som har kunnet anvende tjenestebrevkortene, var amtmænd, byfogeder, provster, sognepræster og statsskovridere, men definition af, hvem der kunne benytte tjenestehelsager, skifter over tid.

Tjenestebrevkort kunne bruges til almindelige og anbefalede forsendelser, pakkesager, postanvisninger og postopkrævninger, men ikke ekspresforsendelser. Desuden var det fra 1.4.1871 til 1.10.1906 ikke lovligt at bruge tjenestebrevkort til lokalforsendelser (som fra starten i 1871 kostede 2 skilling), og derfor ser man ikke 2 skilling brevkort sendt lokalt i købstæderne (herunder København). Til gengæld var det muligt at bruge brevkortene til distriktsforsendelser, der defineredes som forsendelser der "bliver

Official postal cards

A special usage of the postal cards was as official stationery which could be used by authorities to send official mail. The imprinted stamp on these official postal cards corresponds to the contemporary official stamps.

The origins of official mail in Denmark can be traced all the way back to the establishment of the postal service by Christian IV. The "Forordningen for Post-Budde" (Regulations for Postal Officials) refers to "Vore Breve" (Our letters) and "Andre Breve" (Other letters), where "Vore Breve" includes not only the King's letters, but also letters sent by the King's servants in their official capacity. These letters were labelled "Kongelig Tjeneste" (Royal Service), and for many years such items could be sent postage-free.

The Postal Act of 7 January 1871 abolished postage-free official mail and stipulated that from 1 April of the same year, official mail had to be franked with official stamps. At the same time, official postal cards were introduced with blue 2 skilling and red 4 skilling indicia pre-printed on them.

The government authorities authorised to use official postal cards were listed in connection with their introduction in 1871, and additions and deletions from the list were regularly published in the Postvæsenets Officielle Meddelelser (Post Office Official Announcements). Among the authorities that were able to use the official postal cards were amtmænd (county sheriffs), byfogeder (town or city magistrates), provster (deans - ecclesiastical), sognepræster (parish priests), and statsskovridere (state foresters), but the definition of who could use official postal cards changed over time.

Official postal cards could be used for ordinary and registered mail, parcels, postal orders, and cash-on-delivery, but not for express mail. Furthermore, from 1 April 1871 to 1 October 1906, it was not legal to use official postal cards for local mail (which from the beginning in 1871 cost 2 skilling),



Figur 8: 4 øre tjenstebrevkort opfrankeret med fire stk. 8 øre tjenstefrimærker og sendt til Sverige.

Figure 8: 4 øre official postal card uprated with four 8 øre official stamps and sent to Sweden..

befordret med Landpostbude og ikke hidrørte fra et andet Poststed" (dvs. postkontor, postekspedition eller brevsamlingssted). Distriktsforsendelserne kunne sendes til lokalporto, og derfor ses 2 skilling brevkortene brugt til dette formål.

Tjenstebrevkort måtte naturligvis ikke bruges til at sende private meddelelser. Men i særlige tilfælde måtte private alligevel anvende tjenstebrevkort. Det var dog kun i de tilfælde, hvor der skulle indsendes svar på forespørgsler fra offentlige instanser - en såkaldt "befalet indberetning". For at sikre, at det i sådan en situation var en lovlig anvendelse af tjenstebrevkortet, skulle der skrives "befalet indberetning" på brevkortets forside. Tjenstebrevkort findes med en række af denne type påtegninger, som beskriver hvilken type tjensteforsendelse, der er tale om - fx "St. Hv." (Statstjenstligt Hverv) og "Afæsket Erklæring".

Selvom kun de udvalgte offentlige myndigheder måtte anvende tjenstebrevkortene, så var det muligt for alle at købe dem på postkontorerne

which is why 2 skilling postal cards sent locally in towns (including Copenhagen) are not seen. On the other hand, it was possible to use the postal cards for district mail, which was defined as mail that was "carried by rural postmen and did not originate from another post office" (i.e. post office, mail dispatch or letter collection centre). District mail could be sent at local postage, which is why the 2 skilling postal cards are used for this purpose.

Of course, official postal cards could not be used to send private messages. However, in special cases, private individuals were still allowed to use official postal cards, for example where answers to enquiries from public authorities had to be sent - a so-called "mandatory response". To ensure that in such a situation it was a legal use of the official postal card, the words "befalet indberetning" (requested notification) had to be written on the front of the card. Official postal cards are available with a number of these types of endorsements, which describe the type of official material in question - e.g. "St. Hv." (Statstjenstligt Hverv - Government Service) and "Afæsket Erklæring" (Declaration Demanded).

Although only authorised public bodies were allowed to use official postal cards, it was possible for anyone to buy them at post offices.

Derfor findes der også forholdsvis mange ubrugte tjenestehelsager, mens nogle typer tjenestehelsager kan være svære at finde i brugt tilstand.

Fra begyndelsen i 1871 kunne tjenestebrevkort bruges til såvel indlands- som udlandsforsendelser, men fra 1. april 1879 kunne de ikke længere anvendes til udlandet. Det vil sige, at tjenestebrevkort (og – frimærker) kun kunne anvendes til udlandet i 8 år, og det er yderst sjældent at se tjenestebrevkort sendt til udlandet (figur 8).

Byposthelsager

Det danske Postvæsen havde i perioden op til 1916 direkte konkurrence i en række byer, hvor lokale bypostselskaber også udbragte forsendelser.

As a result, there is a relatively large amount of unused official stationery, while some types can be difficult to find in used condition.

From the beginning in 1871, official postal cards could be used for both domestic and international mail, but from 1 April 1879 they could no longer be used for internationally, meaning that official postal cards (and stamps) could be used abroad for only 8 years, and it is extremely rare to see official postal cards sent to foreign destinations (Figure 8).

Local postal stationery

In the period up to 1916, the Danish postal service had direct competition in a number of cities where local postal companies also delivered items.



Figur 9: Bypost helsagsbrevkort sendt i København. Fejlagtigt lagt i en rød postkasse (Postvæsenets postkasser var røde, mens Bypostens var gule), og derfor har Byposten påstemplet "Fejlagtigt nedlagt i rød kasse, og herved forsinket".

Figure 9: City Post's postal card sent in Copenhagen. Mistakenly placed in a red mailbox (The Post Office's mailboxes were red, while the City Post's were yellow), and therefore the City Post has handstamped "Fejlagtigt nedlagt i rød kasse, og herved forsinket" (Mistakenly placed in a red box, and therefore delayed).

Begrebet "Bypost" skal forstås som postbesørgelse udført af et privat firma indenfor et lokalt område, og allerede fra 1869/70 kender vi bypost-frimærker udgivet af Holte Landpost.

The term "Bypost" (town or city post) refers to postal services provided by a private company within a local area, and we know of bypost stamps issued by Holte Landpost as early as 1869/70.

Men de første danske bypost-helsager blev udgivet i København: Københavns By- og Hustelegraf blev stiftet i 1878 af telegrafingeniør S. Lauritzen og telegrafist Th. Thaulow. Udover tilladelsen til at oprette stationer til afsendelse og modtagelse af telegrammer, fik man også tilladelse til at distribuere breve og pakker i byen. Efter en stille start fik Byposten hurtigt en stor andel af posten i byen, da man kunne spare penge ved at bruge byposten frem for Postvæsenet. Bypostens brevporto var på 3 øre mod Postvæsenets 4 øre og tilsvarende 2 øre for tryksager mod Postvæsenets 4 øre.

Også i andre større byer i Danmark skød bypostselskaber op. I løbet af 1880'erne fik Aalborg, Aarhus, Fredericia, Horsens, Kolding, Odense, Randers, Svendborg, Vejle og Viborg deres egne bypostselskaber. Disse selskaber udgav også helsager – både brevkort og kuverter, men også helsagstyper, som Postvæsenet ikke udgav, fx post-opkrævningsblanketter og pakkebrevkort (figur 10).

But the first Danish local postal stationery was issued in Copenhagen: Københavns By- og Hustelegraf was founded in 1878 by telegraph engineer S. Lauritzen and telegraphist Th. Thaulow. In addition to the licence to set up stations for sending and receiving telegrams, they were also granted permission to distribute letters and parcels in the city. After a slow start, the local post quickly gained a large share of the city's mail, as it was possible to save money by using the City Post instead of the Post Office. The City Post's letter postage was 3 øre compared to the Post Office's 4 øre, and 2 øre for printed matter compared to the Post Office's 4 øre.

Private postal companies also sprang up in other major cities in Denmark. During the 1880s, Aalborg, Aarhus, Fredericia, Horsens, Kolding, Odense, Randers, Svendborg, Vejle and Viborg had their own local posts. These companies also issued postal stationery - both postal cards and envelopes, but also types of stationery that the Post Office did not issue, such as cash on delivery forms and parcel postal cards (Figure 10).



Figur 10: Pakkehelsagsbrevkort, der beder Byposten om at hente en pakke hos afsenderen og samtidig angiver, hvor pakken skal leveres.

Figure 10: Parcel postal stationery card asking the local post to collect a parcel from the sender and also showing where the parcel should be delivered.

Bypostselskaberne blev en så stor succes, at de blev en seriøs konkurrent til Postvæsenet, og i Postloven af 5. april 1888 blev der indført et forbud mod oprettelse af nye byposter, samt mod yderligere ekspansion af de bestående. Samtidig satte Postvæsenet taksten på lokale brevkort ned fra 4 øre til 3 øre og udgav samtidig 4 øre korrespondancekort til lokalt brug. Dette blev begyndelsen til enden for bypost i Danmark.

Byposten i København blev nedlagt i 1889, efter man var blevet enig om en passende erstatning: 100 kr. pr. postkasse, der blev taget ned (der var 121 bypost postkasser i 1888). Indenfor en årrække lukkede de øvrige byposter, og dermed ophørte udgivelsen og anvendelsen af bypost helsager i Danmark.

En senere kobling mellem bypost og helsager er anvendelsen af private firmaers frimærker på Postvæsenets helsager. Således har bude fra firmaet "Københavns Telefon Kiosker" (1896-1980) været brugt til at få forsendelser hurtigt frem fra afsenderen i København til togstationen, hvor forsendelsen er afleveret til først afgående tog mod destinationsbyen for forsendelsen. Således eksisterer der helsager (Postvæsenets), der er opfrankeret med et såkaldt "Telefonkioskmærke".

Frikorrespondancekort

En afart af helsagerne er de såkaldte "frikorrespondancekort", som er ufrankerede brevkort, som kunne anvendes til bestilling af fx kul, koks og dagligvarer hos private forretninger. Forretningerne delte kortene ud gratis, og kunderne kunne komme frikorrespondancekortet med deres bestilling ufrankeret i en postkasse. Først ved modtagelsen af brevkortene skulle forretningerne betale Postvæsenet for portoen, ligesom de senere forsendelser med "postbesørgeres ufrankeret". Både Postvæsenet og Byposten udgav frikorrespondancekort, og det er nemt at se forskel på Postvæsenets og Bypostens frikorrespondancekort. Teksten på de af Postvæsenet udgivne kort er "Kan nedlægges i Postvæsenets røde

The city post companies were so successful that they became a serious competitor to the Post Office, and the Postal Act of 5 April 1888 introduced a ban on the establishment of new city posts and on further expansion of those existing. At the same time, the Post Office reduced the price of local postal cards from 4 øre to 3 øre and issued 4 øre lettercards for local use. This was the beginning of the end for the local post in Denmark.

The city post office in Copenhagen was closed in 1889 after appropriate compensation was agreed: DKK 100 per mailbox that was removed (there were 121 city post office mailboxes in 1888). Within a number of years, the other local postal services closed and the issue and use of local postal stationery in Denmark ceased.

A later link between the city post and postal stationery is the use of private companies' stamps on Post Office postal stationery. Messengers from "Københavns Telefon Kiosker" (1896-1980) were used to get mail quickly from the sender in Copenhagen to the main railway station, where it was handed over to catch the first train departing to the destination. Thus, there is Post Office postal stationery that is also franked with a so-called "Telephone kiosk stamp".

Free correspondence cards

A variation of the postal stationery is the so-called "free correspondence cards", which are unfranked postcards that could be used to order coal, coke, and groceries from private businesses. Businesses handed out the cards free of charge and customers could put the freepost card with their order in a letterbox, unfranked.

Businesses had only to pay the Post Office for the postage when they received the postcard, just like later "postage unpaid" deliveries. Both the Post Office and the City Post issued free correspondence cards, and it is easy to see the difference between the Post Office's and the City Post's. The text on the Post Office cards is "Kan



Figur 11: Frikorrespondancekort med et værdimærke-lignende tryk, der ikke havde værdi. Forretningen har ved afhentning af kortet på posthuset betalt 4 øre i form af et frimærke, som så er annulleret.

Figure 11: Free correspondence card with a 'stamp' impression with no value. The business has paid 4 øre by way of a stamp when picking up the card at the post office, which is then cancelled.

Brevkasser til gratis besørgelse", mens der på Bypostens kort står: "Kan nedlægges i Bypostens gule Gadepostkasser til gratis Besørgelse". Der eksisterer visse variationer i formuleringen af teksten, og umiddelbart før nedlæggelsen af Byposten i 1889 blev der lavet frikorrespondancekort som kunne lægges i såvel postvæsenets som i bypostens brevkasser.

For firmaerne var det en stor fordel at anvende frikorrespondancekortene til bestillinger. Alternative kommunikationsformer var telefon, men i 1880'erne var det meget få, der havde telefon. En anden mulighed var at anvende helsager med påtrykt værdimærke, og udlevere disse til kunderne. Men frankeringen på disse helsager skulle forudbetales, og hvis firmaet uddelte kortet gratis til kunderne, ville man risikere, at kunderne klippede værdimærkerne af helsagerne og brugte dem til private forsendelser. Anderledes var det med frikorrespondancekortene: Kortene har intet værdimærke med en angiven værdi, så der var intet at klippe ud, og firmaet skulle kun betale for portoen for de brevkort, de modtog. Dette er sandsynligvis en væsentlig årsag til, at vi meget sjældent

nedlægges i Postvæsenets røde Brevkasser til gratis besørgelse" (Can be deposited in the Post Office's red letterboxes for free delivery), while the City Post card reads: "Kan nedlægges i Bypostens gule Gadepostkasser til gratis Besørgelse" (Can be deposited in the City Post Office's yellow street letterboxes for free delivery). There are some variations in the wording of the text, and just before the closure of the City Post Office in 1889, free correspondence cards were made that could be placed in both the Post Office and the City Post letterboxes.

For companies, it was a great advantage to use the free correspondence cards for orders. An alternative form of communication was the telephone, but in the 1880s very few people had them. Another option was to use postal stationery with a printed value indicator and hand these out to customers. However, the postage on these had to be paid in advance, and if the company handed out cards to customers, there was a risk that customers would cut the stamps off the postal stationery and use them for private postage. It was different with the free correspondence cards: the cards have no stated value, so there was nothing to cut out and

ser kommercielt anvendte dobbelte helsagsbrevkort sendt lokalt: Firmaerne i København anvendte frikorrespondancekort i stedet, da det var billigere.

Der findes mange forskellige udformninger af frikorrespondancekortene: De fleste frikorrespondancekort har en form for mærke trykt i øverste højre hjørne – ofte med inskriptionen "fri-correspondance" i ovalen. Andre frikorrespondancekort har intet mærke, mens andre igen har firmaets logo placeret dér hvor værdimærket normalt er placeret. Men der står som nævnt aldrig en specifik værdi angivet på et frikorrespondancekort. Teksten på selve kortet varierer meget: Der kan bl.a. stå: "Post-Brev-Kort", "Brev-Kort", "Fri-Correspondance-Kort", "Bestillingskort", eller "Fri Rekvisitions-kort".

Brugte frikorrespondancekort er sjældne. Nogle brugte kort er annulleret med et stempel på kortet (typisk et kassebrevstempel) og har et ombæringsstempel samt en markering "4" i blåkriddt, der indikerer betalingen for portoen. Andre er ligeledes annulleret, men ovenpå (eller ved siden af) er der sat et 4 øre frimærke, som er annulleret med ombæringsstemplet. Der har således været forskellige måder for modtageren at betale portoen på – også afhængig af hvor mange kort virksomheden modtog.

Men er et frikorrespondancekort overhovedet en helsag? De har flere gange været medtaget i kataloger over helsager, og mange regner dem sikkert som værende helsager. Portoen betales, efter kortet er sendt, og dermed er der reelt ikke tale om helsager. Ellers ville de senere "Det cyklende postbud"-kuverter med "Porto Betalt" også kunne regnes som helsager. Frikorrespondancekortene opfatter jeg som forløbere for "Modtager betaler portoen"-forsendelser.

the company only had to pay for the postage for the postcards they received. This is probably a major reason why we very rarely see commercially used reply cards sent locally: the companies in Copenhagen used free correspondence cards instead, as it was cheaper.

There are many different designs of free correspondence cards: Most have some kind of 'stamp' printed in the top right corner - often with the inscription "fri-correspondance" in the oval. Other free correspondence cards have no 'stamp', while others have the company logo placed where the value indicator is normally placed. However, as previously mentioned, there is never a specific value on a free correspondence card.

The text on the card itself varies greatly: It can read, among other things: "Post-Brev-Kort", "Brev-Kort", "Fri- Correspondance-Kort", "Bestillingskort" or "Fri Rekvisitionskort".

Used free correspondence cards are rare. Some used cards are cancelled with a handstamp on the card (typically a cashier's stamp) and have an ombæringsstempel (delivery circular date stamp) and a "4" marked in blue crayon indicating payment for postage. Others are also cancelled, but on top of (or next to) them is a 4 øre stamp, which is cancelled with a postmark. Thus, there have been different ways for the recipient to pay the postage – which is also dependent on how many cards the company received.

But is a free correspondence card even a postal stationery? They have been included in catalogues of postal stationery several times, and many people probably consider them to be postal stationery. Postage is paid after the card is sent, so they are not actually postal stationery. Otherwise, the later (1963-1986) "Det cyklende postbud" (Cycling Postman) envelopes with "Porto Betalt" (Postage Paid) would also be considered postal stationery. I see the free correspondence cards as precursors to the "Modtager betaler portoen" (Recipient pays postage) mailings.

Soldaterbrevkort

I forbindelse med 1. verdenskrig mobiliseredes i 1914 værnepligtige til den danske sikringsstyrke, så den samlede styrke nåede 58.000 mand. Størstedelen af dette mandskab var placeret i det Storkøbenhavnske område.

Hver soldat fik ugentligt udleveret et korrespondancekort og et brevkort, som var tiltrykt "Soldater-" over "Brevkort" og S B (for soldaterbrevkort) på værdimærket. Dette blev senere ændret til, at hver mand fik udleveret et 5 øres og et 10 øres soldaterfrimærke.

Da S B overtrykket var håndsats af H.H. Thieles Bogtrykkeri, finder vi forskellige varianter i overtrykket – bl.a. én variant hvor "S" er omvendt og en anden, hvor S og B er byttet om til B S.

Soldiers' postal cards

In connection with World War I, conscripts were mobilised for the Danish security force in 1914, bringing the total strength to 58,000 men. Most of these men were located in the Greater Copenhagen area.

Each soldier received a weekly lettercard and a postal card, which was overprinted "Soldater-" above "Brevkort" and S B (for "soldaterbrevkort") on the imprinted stamp. This was later changed so that each man was issued a 5 øre and a 10 øre soldier's stamp.

As the S B overprint was hand-printed by H.H. Thieles Bogtrykkeri, we find different varieties in the overprint - including one where the "S" is reversed and another where the S and B are reversed as B S.



Figur 12: Soldaterbrevkort med sjældnen variant, hvor S og B er byttet om i trykket på mærket.

Figure 12: Soldier's postal card with a rare variety where S and B are reversed in the overprint on the stamp.



Figur 13: Dobbelt brevkort: Sammenhængende afsender- og svarbrevkort.

Figure 13: Reply card: Combined sender and reply card.



Figur 14: Dansk svarbrevkort returneret til Danmark fra Island.

Figure 14: Danish reply card returned to Denmark from Iceland.

Dobbelte brevkort

I 1883 indførte Danmark dobbelte brevkort, hvor to brevkort er sammenhængende, idet det ene bruges af afsenderen, mens det andet bruges af modtageren til at svare. Inspirationen kom fra Holland, Sverige og Württemberg, som allerede fra 1872 begyndte at udgive dobbelte brevkort.

I 1886 besluttede UPU, at alle medlemslande dels skulle udgive, dels skulle returnere svardelen fra dobbelte brevkort. Men først fra 1899 kunne dobbelte brevkort sendes til alle lande, som dermed accepterede det andet lands frankering på svarkortet. Herhjemme blev oplaget af de dobbelte helsagsbrevkort aldrig specielt stort, og derfor er anvendte dobbelte brevkort ganske sjældne, ligesom man også kan finde spændende udenlandske stempler på de danske svarkort (figur 14). Som samler skal man være opmærksom på, at der tidligt var filatelister, som muntrede sig med at producere forsendelser – ofte dobbelte brevkort, der fx blev sendt poste restante til eksotiske lande og returneret. De mest kendte af disse filatelister er brødrene Hviid, som faktisk endte med en politianmeldelse fra Postvæsenet.

Reply cards

In 1883, Denmark introduced reply cards, where two postal cards are combined, one used by the sender and the other used by the recipient to reply. Inspiration came from the Netherlands, Sweden, and Württemberg, which started issuing reply cards as early as 1872.

In 1886, the UPU decided that all member countries should both issue and return the reply portion of reply cards. However, it wasn't until 1899 that reply cards could be sent to all countries that accepted the sender country's franking on the reply card. In Denmark, the usage of the double postal stationery cards was never particularly large, which is why used reply cards are quite rare, and interesting foreign cancellations on Danish reply cards can also be found (Figure 14).

Collectors should be aware that early philatelists enjoyed 'manufacturing' items - often reply cards that, for example, were sent poste restante to exotic countries and returned. The most well-known of these philatelists were the Hviid brothers, who ended up being reported to the police by the Post Office.



Figur 15: 4 øre korsbånd omkring en tryksag.

Figure 15: 4 øre newspaper wrapper enclosing an item of printed matter.

Korsbånd

Helsagskorsbånd er et aflangt stykke papir med påtrykt værdimærke og plads til at skrive adressen. Korsbåndet foldes og fastgøres omkring tryksager (figur 15), idet tryksager skulle sendes som åbne forsendelser, så det kunne sikres, at indholdet opfyldte kravene til de reducerede tryksagstakster.

Fra udgivelsen af korsbånd i 1872 og indtil 1888 blev de danske korsbånd solgt ark af 6 stk. på posthusene. Det var således muligt at sende korsbånd i parstykker (figur 16).

Tryksagstaksterne til udlandet var UPU takster, og når et land blev optaget som medlem af UPU blev disse generelle takster anvendt. Indtil oprettelsen af UPU – eller indtil landet blev optaget i UPU – var de såkaldte præ-UPU-takster gældende (figur 17).

En anden speciel anvendelse af korsbånd er de diagonalt halverede 4 øre korsbåndsudklip, som det i en kort periode i 1919 var tilladt at bruge som frankering på Færøerne, da øerne ikke havde fået leveret 2 øre frimærker før takstændringen til 7 øre.

Som alle andre danske helsager blev de danske korsbånd fra starten trykt af trykkeriet H.H. Thiele indtil 1936, hvorefter J. Jørgensen & Co.'s Bogtrykkeri overtog fremstillingen. Salget af helsagskorsbånd ophørte allerede i 1946.

Korsbåndene findes med forskellige opfrankinger til højere vægtklasser, ligesom de findes sendt rekommanderet. Men der er relativt få korsbånd bevaret, da de jo i sig selv ikke indeholder en besked, der er værd at gemme, så de er ofte blevet revet over og smidt ud. Fx er der kun registreret lige over 25 bevarede brugte eksemplarer af det første 2 skilling korsbånd ud af en samlet produktion på ca. 200.000.

Newspaper wrappers

The postal newspaper wrapper is a rectangular piece of paper with a printed imprinted stamp and space to write the address. It is wrapped and secured around an item of printed matter (Figure 15), as printed matter had to be sent open to ensure that the content met the requirements for the reduced rates.

From the issue of newspaper wrappers in 1872 until 1888, Danish newspaper wrappers were sold in sheets of 6 at post offices. It was thus possible to send wrappers in pairs (Figure 16).

The rates for printed matter sent abroad were the UPU rates, and when a country was admitted as a member of the UPU, these general rates were applied. Until the creation of the UPU - or until the country joined the UPU - pre-UPU tariffs applied (Figure 17).

Another special use of newspaper wrappers was the diagonally bisected 4 øre newspaper wrapper cut outs, which for a short period in 1919 were allowed to be used as franking on the Faroe Islands, as the islands had not been supplied with 2 øre stamps before the local letter rate was changed to 7 øre.

Like all other Danish postal stationery, Danish newspaper wrappers were initially printed by H.H. Thiele's printing company until 1936, after which J. Jørgensen & Co.'s Bogtrykkeri took over production. The sale of postal stationery newspaper wrappers was discontinued in 1946.

Newspaper wrappers are available with different frankings for higher weight classes, and they were also sent registered. However, relatively few wrappers have been preserved as they have no contents worth saving, so they have often been torn off and thrown away. For example, only just over 25 used copies of the first 2 Skilling wrapper have been registered out of a total production of around 200,000.



Figur 16: Parstykke af 5 øre korsbånd opfrankeret med 10 frimærker og sendt anbefalet til Tyskland.

Figure 16: Pair of 5 øre newspaper wrappers franked with 10 bicoloured postage stamps and sent registered to Germany.

Herudover er afstemplerne af korsbåndene ikke altid kønne, når der blev stemplet ovenpå indholdet, som fx kunne være en tyk, blød avis. Så udover at korsbåndene er relativt sjældnere end andre helsagstyper, så er det også sværere at finde flotte afstempler af dem.

In addition, the cancellations on the wrappers are not always attractive when struck on top of the contents, which could be a thick, soft newspaper, for example. So, in addition to the fact that wrappers are relatively more rare than other types of postal stationery, it's also harder to find them with nice cancellations.



Figur 17: Præ-UPU tryksagstakst på 12 øre til Kapkolonien sendt, inden kolonien blev medlem af UPU i 1895.

Figure 17: Pre-UPU printed matter rate of 12 øre sent to Cape Colony before the colony joined the UPU in 1895.



Figur 18: 5 øre korrespondancekort med tiltrykte reklamer på inder- og bagside.

Figure 18: 5 øre lettercard with overprinted advertisements on the inside and back.

Korrespondancekort

Korrespondancekort er et stykke karton i dobbelt brevkortstørrelse, som er foldet på midten og randene er forsynet med lim samt en perforering, så den sammenlimede kant let kan aftages, når kortet skal åbnes. Det første korrespondancekort udkom i Belgien i 1882, og Danmark udgav sit første korrespondancekort i 1888. Dog havde Københavns Bypost allerede i 1883 udgivet korrespondancekort til brug i København.

Disse lukkede kort blev ofte brugt til de typer af budskaber, som postbuddet ikke skulle læse (!) – og derfor ser vi fx mange kærestebreve og rykkere for manglende betaling sendt som korrespondancekort. Nogle private firmaer benyttede også korrespondancekortene til at trykke reklamer for forskellige virksomheder på (figur 18). Disse reklamer betalte firmaerne for, og publikum kunne så købe disse korrespondancekort med påtrykte reklamer for en reduceret pris i forhold til det påtrykte værdimærke.

Korrespondancekortene er yderst samlerverdige – ikke mindst fordi de tidligste findes med en række forskellige perforeringer og tekster på randen, og ligesom brevkortene blev der i 1918 indført fabriksnumre på korrespondancekortene.

Det er naturligt, at et brugt korrespondancekort har fået revet randen af (som der står på kortet, at man skal) men allerede tidligt var filatelister meget opsatte på at samle brugte korrespondancekort, hvor randen ikke var revet af. Derfor ser vi korrespondancekort, som er åbnet ved at en nål er brugt til at lirke gummieringen fra hinanden, så samleren kunne få et brugt kort med fuld rand.

Der er også en tendens til, at mange korrespondancekort er sendt underfrankeret. Det skyldes, at de fejlagtigt er sendt til brevkorttakst, men da der er tale om et lukket brev, skulle de frankeres til den højere brevtakst. Desuden kunne korrespondancekort ikke sendes som tryksager, men dette ser vi også – uden at det er blevet bemærket af Postvæsenet.

Letter cards

A letter card is a piece of card twice the size of a postal card, folded in half, with gummed edges and a perforation so that the gummed edge can be easily removed when the card is opened. The first letter card was issued in Belgium in 1882, and Denmark issued its first letter card in 1888. However, the Copenhagen City Post had already issued letter cards for use in Copenhagen in 1883.

These closed cards were often used for the types of messages that the postman was not supposed to read (!) - which is why we see many love letters and reminders for non-payment sent as letter cards. Some private companies also used the letter cards to print advertisements for various companies (Figure 18). The companies paid for these advertisements and the public could then buy these letter cards with printed advertisements for a reduced price compared to the printed imprinted stamp.

Letter cards are highly collectible - not least because the earliest ones have a variety of perforations and texts on the edge, and like postal cards, control numbers were introduced on letter cards in 1918.

It's normal for a used letter card to have the selvage torn off (as the text on the card says to do), but even early on philatelists were keen to collect used letter cards where the selvage had not been torn off. Therefore, we see letter cards that have been opened by using a pin to separate the gummed edges so that the collector could get a used card with a full selvage.

There was also a tendency for many letter cards to be sent underpaid. This is because they were mistakenly sent at the postcard rate, but as it is a sealed letter, they should be franked at the higher letter rate. In addition, letter cards could not be sent as printed matter, but we see this too - without it being detected by the Post Office.



Figur 19: Fejlperforeret korrespondancekort: 10 øre bølgelinjetype fabrikation 70.

Figure 19: Misperforated letter card: 10 øre wavy line type control number 70.

Aerogrammer

Et aerogram er et brevark beregnet til transport på fly, og det er derfor fremstillet på meget tyndt papir for at holde vægten nede, og dermed for at holde omkostningerne til flytransport så lave som muligt. Det var derfor ligeledes ikke tilladt at lægge noget ind i aerogrammet, og det var også kun tilladt at opfrankere med ét frimærke – igen for at sikre den lave vægt.

I 1920'erne og 1930'erne blev flyruter etableret over hele verden, og ved at sende breve med fly fremfor over land og sø, blev transporttiden drastisk reduceret.

Det første aerogram blev udgivet af Irak i 1933. Anden verdenskrig betød et voldsomt behov for transport af post til og fra soldater over store afstande – og det førte til en naturlig vækst i anvendelsen af aerogrammer.

Aerogrammes

An aerogramme is a letter sheet intended for transport by air and is therefore produced on very thin paper to keep the weight down and thus to keep the cost of transmission as low as possible. It was therefore also not allowed to add anything to the aerogramme and it was mandatory to be franked with a single stamp - again to ensure low weight.

In the 1920s and 1930s, air routes were established all over the world, and by sending letters by air rather than by land and sea, transportation time was dramatically reduced.

The first aerogramme was issued by Iraq in 1933. World War II meant a huge need to transport mail to and from soldiers over long distances - and this led to a natural growth in the use of aerogrammes.

Det første danske aerogram udkom den 9. oktober 1949 – på 75 årsdagen for UPU's stiftelse (figur 20), og de sidste blev udgivet i 1985.

De i alt 15 takstforhøjelser fra 1949 til 1985 betød lige så mange udgivelser af nye værdier på aerogrammerne, og fra 1964 skiftede værdimærket fra kongemærker til en illustration fra H.C. Andersens eventyr "Den flyvende kuffert".

The first Danish aerogramme was issued on 9 October 1949 - on the 75th anniversary of the UPU's foundation (Figure 20), and the last were issued in 1985. The total of 15 rate increases from 1949 to 1985 meant an equal number of new values on the aerogrammes, and from 1964 the imprinted stamp changed from the King's head to an illustration from Hans Christian Andersen's fairy tale "The Flying Trunk".



Figur 20: 40 øre aerogram fabrikation 1 sendt på aerogrammernes udgivelsesdag 9. oktober 1949.

Figure 20: 40 øre aerogramme control number 1 sent on the day of issue of aerogrammes, 9 October 1949.

Svarkuponer

Da svarkuponer ikke er hele forsendelser, så er de teknisk set ikke defineret som helsager, men da svarkuponer kan medtages i udstillingssamlinger i helsagsklassen, medtages de i denne artikel.

En svarkupon er et værdibevis, som man kan medsende i en forsendelse, hvis man ønsker at betale for modtagerens svarfrankering. Ved at aflevere en svarkupon fra et hvilket som helst land, vil man på posthuset modtage frimærker svarende til den internationale takst for et første vægtklassebrev, som kan påsættes forsendelsen med ens svar. Til forskel fra alle de danske

International reply coupons

As international reply coupons are not entire postal items, they are technically not defined as postal stationery, but as they can be included in exhibition collections in the postal stationery class, they are included in this article.

An international reply coupon is a voucher that can be included with an item of mail if the sender wishes to pay for the recipient's postage when replying. By handing in an international reply coupon from any country, stamps corresponding to the international rate for a first weight class letter, can be received at the post office, which can be



Figur 21: Fireblok svarcupon 50 øre i type "London" – opkaldt efter UPU kongressen i London i 1929.

Figure 21: Block of four 50 øre reply coupons in the "London" type - named after the UPU Congress in London in 1929.

helsager – som alle blev trykt i Danmark – bliver svarcuponer til alle lande trykt af UPU, hvorfor grundtrykket på alle svarcuponer er ens i alle lande.

Svarcuponer blev udgivet fra 1907, og fulgte efter en debat mellem medlemslandene, som gik helt tilbage til 1874 om at lave et verdenspostfrimærke, som kunne bruges i alle lande. Den danske postkontrollør Holstein fra Århus var én af dem, der kom med forslag til Verdenspostforeningen om svarcuponerne.

affixed to the item in reply. Unlike Danish postal stationery - which was all printed in Denmark - international reply coupons for every country are printed by the UPU, so the basic printing on all reply coupons is the same in all countries.

International reply coupons were issued from 1907, following a debate between member countries dating back to 1874 concerning the creation of a world postage stamp that could be used in all countries. Danish postal inspector Holstein from Aarhus was one of those who made suggestions to the Universal Postal Union about reply coupons.

Da svarkuponer kan sammenlignes med checks (med små beløb), har det naturligvis givet anledning til forskellige økonomiske overvejelser. Ikke mindst er der blevet spekuleret i at udnytte forskellene i taksterne og valutakurserne landene imellem. Hvis man skulle betale mindre for en svarkupon i ét land, end man kunne sælge den til i et andet, ville der jo være en simpel måde at lave en god fortjeneste på! Netop denne tankegang var baggrund for et stort fupnummer i USA, hvor Charles Ponzi i 1920 fik lokket 10 millioner dollars ud af folk med løfter om 50% forrentning på 45 dage. Ponzi ville angiveligt investere i svarkuponers forskellige værdi, men det var et svindelnummer, og pengene var tabt.

Da svarkuponerne som nævnt ikke er indenfor den tekniske definition af helsager, er de heller ikke medtaget i de danske helsagskataloger, men der findes specialkataloger over svarkuponer.

Bestilte helsager

Postvæsenet fremstillede også helsager på bestilling – fra både private virksomheder og offentlige myndigheder. Det var helt fra de tidlige brevkort i 1871 normalt for mange virksomheder at købe helsager på posthuset og derefter få lavet tiltryk med information om fx sagsbesøg eller mulighed for skibstransport.

I 1921 gav Postvæsenet tilladelse til, at man kunne indlevere konvolutter, som derefter blev tiltrykt med værdimærke. Dermed var man ikke tvunget til at anvende helsagskonvolutter i den udformning, som Postvæsenet udgav, men man kunne indlevere konvolutter i nøjagtig den udformning, man havde brug for, og få tiltrykt et værdimærke.

De bestilte helsager har således aldrig været til salg for offentligheden, men blev anvendt af først statsinstitutioner og senere hen private virksomheder. I nogle tilfælde har Postvæsenet udelukkende tiltrykt værdimærke, og i andre tilfælde har Postvæsenet ligeledes trykt teksten.

As international reply coupons can be compared to cheques (with small values), they have naturally given rise to various financial considerations. Not least, there has been speculation about capitalising on the differences in tariffs and exchange rates between countries. If you had to pay less for a reply coupon in one country than you could sell it for in another, there would be a simple way to make a good profit! This was the thinking behind a major fraud in the USA in 1920, when Charles Ponzi tricked 10 million dollars out of people with promises of a 50% return in 45 days. Ponzi was supposedly going to invest in discounted international reply coupons and redeem them in the United States, but it was fraudulent and the money was lost.

As international reply coupons are not within the technical definition of postal stationery, they are not included in the Danish postal stationery catalogues, but there are special catalogues of reply coupons.

Printed to order postal stationery

The postal service also produced postal stationery to order - from both private companies and public authorities. From the early postal cards in 1871, it was normal for many companies to buy postal stationery at the post office and then have it printed with information about sales visits or shipping options, for example.

In 1921, the Post Office authorised the handing in of envelopes, which were then added an imprinted stamp. This meant that you were not obliged to use postal envelopes of the design issued by the Post Office, but you could hand in envelopes made exactly to the design required and have an imprinted stamp on them.

Printed to order postal stationery was never for sale to the general public, but was used first by state institutions and later by private companies. In some cases, the Post Office only printed the imprinted stamp, and in other cases they also printed the text.

Disse bestilte helsager benævnes ofte "privatfremstillede", "bestillingshelsager", "institutionshelsager", "firmahelsager" eller "x-helsager". Når man anvender udtrykket "privatfremstillede", er det fordi de ikke er fremstillet på Postvæsenets initiativ, men til "private" (hvilket skal forstås som både offentlige institutioner og private firmaer). Udtrykket "x-helsager" kommer fra kontrolnummeret på de bestilte helsager, som oftest var efterfulgt af et "X", så det var tydeligt, at det var en særligt fremstillet helsag.

Den første organisation, der benyttede sig af muligheden for at få fremstillet helsager på denne måde var Statstelegrafen, som i 1922 tog aflange konvolutter med rude i brug. Senere fulgte en lang række andre statsinstitutioner, bl.a. Finansministeriet, Statens Seruminstitut og Sundhedsstyrelsen.

Sundhedsstyrelsen fik bl.a. fremstillet helsager, som blev brugt til fødselsanmeldelser. De er let genkendelige, da der på adressesiden er trykt

"Til Sognepræsten i ..." (figur 22). Det var Sognepræsten, som skulle have information om nyfødte, og det var blot sognets navn, som skulle tilføjes adressen. Undtagelsen var dog Sønderjylland, hvor det ikke var sognepræsten, men personregisterføreren, der skulle have tilsendt fødselsanmeldelser. Derfor findes også helsager med trykket

"Til Personregisterføreren i ..." samt

"Til Sognepræsten/Personregisterføreren i ...".

These printed to order items are often referred to as "privately produced", "printed to order stationery", "institutional stationery", "company stationery" or "x-stationery". The term "privately produced" is used because they were not produced on the initiative of the Postal Service, but for "private individuals" (which is understood to mean both public institutions and private companies). The term "x-stationery" comes from the control number on printed to order postal items, which was often followed by an "x" to indicate that it was specially produced.

The first organisation to take advantage of the possibility of having postal stationery produced in this way was Statstelegrafen (the State Telegraph), which in 1922 started using rectangular envelopes with a window. This was followed by a large number of other government institutions, including Finansministeriet (The Ministry of Finance), Statens Seruminstitut (The Institute for control of infectious diseases, and more), and Sundhedsstyrelsen (The National Board of Health).

Among other things, Sundhedsstyrelsen had entire envelopes produced that were used for the registration of births. They are easily recognisable as the address side is printed **"Til Sognepræsten i..."** (Figure 22). It was the parish priest who needed information about new born children, and it was only the name of the parish that needed to be added to the address. The exception was in Southern Jutland, where it was not the parish priest, but personregisterføreren (the registrar of births, marriages, and deaths) who had to be sent notifications of birth. This is why postal stationery can be found with the imprint:

"Til Personregisterføreren i..." samt

"Til Sognepræsten/Personregisterføreren i..."



Figur 22: Helsagsbrevark – fabrikation 65x – og den eneste udgivelse af brevark i Danmark – bestilt af Sundhedsstyrelsen og anvendt som fødselsanmeldelse fra jordemoderen til sognepræsten. Her annulleret med Silkeborg rutebilstationsstempel.

Figure 22: Postal stationery letter sheet – control number 65x - and the only issue of letter sheets in Denmark - ordered by Sundhedsstyrelsen and used as a notification of birth from the midwife to the parish priest. Here cancelled with the Silkeborg coach station postmark.

Også brevkort blev udgivet som bestilte helsager. De Danske Statsbaner brugte således flittigt brevkort som information til modtagere af gods, at dette gods var ankommet til stationen, og skulle afhentes. Faktisk kendes helsager helt tilbage til 1870'erne med denne type besked, og helt op til midten af 1940'erne påtrykte DSB selv almindelige helsager, hvorefter de bestilte helsager med x-numre (figur 23) samt med fortrykt værdimærke og tekst.

Det er også i de bestilte helsager, at vi ser brevkort med perforering. Normalt var det kun korrespondancekort, der var perforerede i tre sider, men bl.a. firmaerne Hvalsøe & Erlandsen samt S. Seidelin udsendte fra 1950'erne mapper med 10 stk. brevkort til deres kunder. Brevkortene var hæftet og perforeret i deres højre side, så de kunne rives ud af mappen og anvendes af kunden til at bestille varer.

Postal cards were also issued as printed to order postal stationery. The Danish State Railways (DSB) frequently used postal cards to advise recipients of goods that these goods had arrived at the station and had to be collected. In fact, postal stationery with this type of message dates back to the 1870s, and up until the mid-1940s DSB printed ordinary postal stationery themselves, after which they ordered postal stationery with x-numbers (Figure 23) and with pre-printed indicia and text.

It is also in printed to order postal stationery that letter cards with perforation can be seen. Normally, letter cards were only perforated on three sides, but companies such as Hvalsøe & Erlandsen and S. Seidelin sent out folders from the 1950s with 10 postal cards to their customers. The postal cards were stapled and perforated on the right-hand side so they could be torn out of the folder and used by the customer to order goods.



Figur 23: Prøvetryk uden værdimærke af en bestilt helsag – fabrikation 75x - til de Danske Statsbaner.

Figure 23: Proof copy of a printed to order postal stationery card without an imprinted stamp - control number 75x - for the Danish State Railways.



Figur 24: Fejltrykt bestilt tryksagsbrevkort til Københavns Kommunebiblioteker med firedobbelt tryk

Figure 24: Misprinted printed to order card for the Copenhagen Public Libraries with quadruple printing..



Figur 25: Mapper med ordrekort fremstillet for virksomhederne S. Seidelin og A/S Hvalsøe & Erlandsen.

Figure 25: Folders with order cards produced for the companies S. Seidelin and A/S Hvalsøe & Erlandsen.



Figur 26: For- og bagside af to sammenhængende brevkort, som i anledning af Postvæsenets 375-års jubilæum i 1999 blev husstandsomdelt gratis.

Figure 26: Front and back of two conjoined postal cards which were distributed free of charge to households on the occasion of the Post Office's 375th anniversary in 1999.



Figur 27: For- og bagside af brevkort med påtrykt svarporto udgivet af Postvæsenet i 2000.

Figure 27: Front and back of a postal card with printed reply postage issued by the Post Office in 2000.



Figur 28: Helsagskuvert udsendt i 2013 til Postvæsenets abonnenter på nyudgivne frimærker.

Figure 28: Postal stationery envelope sent out in 2013 to Postal Service subscribers for newly issued stamps.

I dag er der specialsamlere af de privatfremstillede helsager, som samler de forskellige variationer af påtryk og de forskellige fabriktionsnumre. Men de privatfremstillede helsager er også populære blandt motivsamlere, da der fx findes illustrationer af færger, den lille havfrue, kort, biler og fugle som illustrationer på disse helsager.

Helsagernes svanesang

I slutningen af 1970'erne og i 1980'erne havde brevkortene Dronning Margrethes portræt på værdimærket. På dette tidspunkt var salget af helsager dalet kraftigt, og fra 1989 blev der ikke længere udgivet helsager med dagligmærker i Danmark.

Postvæsenet prøvede fra 1990 at udgive helsagsbrevkort med flotte og farverige bagsideillustrationer med relation til frimærkemotivet. Men på trods af anstrengelserne lykkedes det ikke at skabe en efterspørgsel, og disse udgivelser stoppede igen. Ud over disse forsøg med flot illustrerede brevkort er der senere kun få udgivelser af helsager i Danmark. Nogle få helsagskuverter blev i de første år af dette årtusinde forsøgt solgt på posthusene i små pakker, og Postvæsenet har desuden enkelte gange fremstillet helsager til deres eget brug (figur 26, 27 og 28).

Interessen for at samle helsager er stødt stigende, ikke mindst fordi helsager er et langt mere uopdyrket område end frimærker. Der er fx mange danske helsagsudgaver, hvor varianterne endnu ikke er beskrevet. Desuden er helsager også et område, som økonomisk er til at komme til, da priserne på selv de sjældneste helsager kun er en brøkdel af prisen på sjældne frimærker.

Today, there are specialised collectors of privately produced postal stationery who collect the different variations of imprints and different control numbers. However, privately made postal stationery is also popular among thematic collectors, as there are illustrations of ferries, the Little Mermaid, maps, cars, and birds on them.

Postal stationery's swan song

In the late 1970s and 1980s, postal cards had Queen Margrethe's portrait on the imprinted stamp. By this time, sales of postal stationery had fallen sharply, and from 1989 postal stationery with definitive stamps was no longer issued in Denmark.

From 1990, the postal service tried to issue postal stationery with beautiful and colourful illustrations on the reverse related to the design of the stamp.

However, despite their efforts, they did not succeed in creating a demand and these issues ended. Apart from these experiments with attractively illustrated postal cards, there are only a few later issues of postal stationery in Denmark. In the early years of this millennium, there were attempts to sell a few postal stationery envelopes at post offices in small packets, and the Danish Post Office also produced a few postal stationery items for their own use (Figures 26, 27 and 28).

Interest in collecting postal stationery is steadily increasing, not least because postal stationery is far less researched than stamps. For example, there are many Danish postal stationery issues whose varieties have not yet been described. Furthermore, postal stationery is also an area that is financially accessible, as the prices of even the rarest postal stationery items are only a fraction of the price of rare stamps.

Mange samlere af posthistorie og frimærker starter derfor en ekstra samling af helsager fra det område, de i forvejen samler på. Heldigvis er vi i Danmark godt hjulpet af gode helsagskataloger – både Pedersen & Bendix fra 1999 og Ringström fra 1985 er på hver deres måde rigtig gode. Så der er mange gode argumenter for at starte en samling af helsager. God fornøjelse!

Many collectors of postal history and stamps therefore start an additional collection of postal stationery from the area they already collect. Fortunately, we in Denmark are well supported by good postal stationery catalogues - both Pedersen & Bendix from 1999 and Ringström from 1985 are very good in their different ways. So, there are many good arguments in favour of starting a collection of postal stationery. Have a great time!

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Indførsel af et ti-talligt møntsystem i Danmark

I 1873 vedtog Danmark en møntlov, der indførte det nugældende ti-tallige møntsystem baseret på kroner og øre, og der blev udgivet møntpenge fra 1 øre til 20 kr. Det tidligere møntsystem var baseret på 1 rigsdaler (rd.) = 6 mark = 96 skilling (sk.). Postvæsenet fortsatte dog med at regne i rigsdaler og skilling frem til 31/Dec/1874. Indførslen af det nye møntsystem for Postvæsenet 01/Jan/1875 betød, at en hel serie nye helsager og tofarvede frimærker med værdiangivelse i øre blev udgivet fra denne dato.

Regler for salg og anvendelse af frigørelsesmidler i skilling og øre fra den 01/Jan/1875

I OM 32/1874 (OM = Officielle Meddelelser udsendt af Postvæsenet [1869-1989]) fremgik det, at samtlige helark af skillingsfrimærkerne (for 48 skillings vedkommende også kvartark) og alle hele bundter af skillingshelsager, der ved året 1874's udgang måtte befinde sig på poststederne, skulle tilbagesendes til Bogholderi- og Materialafdelingen. De resterende enkelte løse stykker af skillingsfrimærkerne og -helsagerne, skulle benyttes til frankering af de på poststederne forudbetalte og til frankering indleverede forsendelser, men de måtte ikke sælges til publikum efter 31/Dec/1874. Fordi poststederne var blevet beordrede til først at bruge de resterende løse skillingsmærker og -helsager før de startede anvendelsen af øremærkerne, er næsten alle bevarede breve sendt i den første uge af 1875 betalt med skillingsmærker og -helsager (se Figur 1). Først efter poststedernes beholdninger af løse skillingsmærker og helsager var opbrugte, begyndte poststederne at anvende ørefrimærker og -helsager.

Det fremgår også af OM 32/1874, at poststederne fik tilsendt beholdninger af de nye øre-frimærker og -helsager i slutningen af december måned, men at disse under ingen omstændigheder måtte sælges

Introduction of a decimal monetary system in Denmark

In 1873, Denmark passed a monetary law that introduced the current decimal coinage system based on kroner and øre, and coins were issued from 1 øre to 20 kroner. The previous monetary system was based on 1 rigsdaler (rd.) = 6 marks = 96 skilling (sk.). However, the postal service continued to account in rigsdaler and skilling until 31 December 1874. The introduction of the new monetary system for the Post Office on 1 January 1875 meant that a whole series of new postal stationery and bicoloured stamps with values in øre were issued from this date.

Regulations for the sale and use of stamps and postal stationery in skilling and øre from 1 January 1875

OM 32/1874 (OM = Officielle Meddelelser, Official Announcements issued by the Post Office [1869-1989]) stated that all whole sheets (and quarter sheets in the case of 48 skilling stamps) of skilling stamps and all full bundles of postal stationery that were in post offices at the end of 1874 had to be returned to the Accounting and Materials Department (Bogholderi- og Materialafdelingen). The remaining individual stamps and postal stationery were to be used for franking pre-paid items handed in for franking at the post offices, but they could not be sold to the public after 31 December 1874. Because the post offices had been ordered to first use the remaining stamps and postal stationery before they started using the øre stamps, almost all surviving letters sent in the first week of 1875 were paid for with skilling stamps or postal stationery (see Figure 1). It was only after the post offices' stocks of skilling stamps and postal stationery were exhausted that they started using øre stamps and postal stationery.

OM 32/1874 also stated that the post offices were sent stocks of the new øre stamps and postal stationery at the end of December, but that under no circumstances were these to be sold to the public before 1 Janu-



Figur 2. Tidligst kendte anvendelse af et øremærke. Lokalbrev frankeret med 4 øre tryk 1 og afstemplet 03/Jan/1875. Brevet blev nedlagt i en postkasse (K B i stemplet betyder "kassebrev") natten mellem den 02/Jan/1875 og 03/Jan/1875, da tidsangivelsen i stemplet viser, at brevet er blevet behandlet mellem klokken 04:00 og 05:30 om morgenen og uddelt med fodposten klokken 06:30 den 03/Jan/1875 (årstallet ses ret tydeligt under mikroskop, specielt den lige overstreg i 5 i "75").

Figure 2. Earliest known use of a øre stamp. Local letter franked with 4 øre printing 1 stamp, cancelled 3 January 1875. The letter was deposited in a post box (K B in the cancellation means "Kasse Brev") the night between 2 January 1875 and 3 January 1875, as the canceller shows that the letter was processed between 04:00 and 05:30 in the morning and delivered by the foot post at 06:30 on 3 January 1875 (the year is quite clearly visible under the microscope, especially the straight line in the 5 in "75").



Figur 3. Blandingsfrankering 2 sk. + 12 øre. Brev sendt 25/Jan/1875 fra Helsingør til Oldenburg i Tyskland, det vil sige i første kvartal af 1875. Brevtaksten på 16 øre var baseret på en bilateral posttraktat mellem Danmark og Tyskland og var gældende 01/Jan/1875-30/Jun/1875. Læg mærke til, at der er tale om en 2 sk. (=4 øre) helsagskuvert opfrankeret med 12 øre tryk 1.

Figure 3. Mixed franking 2 sk. + 12 øre. Letter sent 25 January 1875 from Helsingør to Oldenburg in Germany, i.e. in the first quarter of 1875. The letter rate of 16 øre was based on a bilateral postal treaty between Denmark and Germany and was valid 1 January 1875-30 June 1875.

Note that this is a 2 sk. (= 4 øre) postal stationery envelope uprated with 12 øre printing 1.

til publikum før 01/Jan/1875. Reglen om, at poststederne først skulle opbruge de resterende skillingsmærker og -helsager, er formentlig også grunden til, at der p.t. ikke kendes noget førstedagsbrev frankeret med øre-frimærker sendt den 01/Jan/1875. Sådanne breve burde dog teoretisk kunne findes, idet øremærkerne kunne købes og anvendes af publikum fra den første dag. Ikke desto mindre er de tidligste breve, som jeg hidtil har set frankeret med øremærker, to lokale breve frankeret med 4 øre tryk 1 og afstemplet 03/Jan/1875 (det tidligst afsendte ses på Figur 2) samt en værdipakke frankeret med 2x2 skilling + 16 skilling + 8 øre tjenestemærker ligeledes afstemplet 03/Jan/1875.

Efter 10/Jan/1875 ses skillingsmærker og helsager hovedsageligt anvendt ved mindre poststeder, formentlig fordi det tog længere tid, før disse havde opbrugt deres tiloversblevne skillingsmærker og helsager. Blandingsfrankerings (se Figur 3) mellem skilling og øre frigørelsesmidler var tilladte og skillingsfrimærker og -helsager forblev gyldige helt indtil 15/Jan/1891 (datering af Indenrigsministeriets anordning) eller 27/Jan/1891 (datering af OM 3/1891, hvori poststederne informeredes i form af en liste over de gyldige frigørelsesmidler).

Omregningsregler fra skilling til øre

Omregningskurserne fra rigsdaler og skilling til kroner og øre var fastsat i Møntlovens §18:

1 rigsdaler = 2 kroner
48 skilling = 1 krone
12 skilling = 25 øre

For beløb under 12 skilling:
1 skilling = 2 øre

ary 1875. The rule that the post offices had to use up the remaining skilling stamps and stationery first is probably also the reason why there are currently no known covers franked with øre stamps sent on 1 January 1875. However, such letters could theoretically be found, as the øre stamps could be bought and used by the public from the first day. Nevertheless, the earliest letters seen by the author so far bearing øre stamps are two local letters franked with 4 øre stamps from printing 1 and cancelled 3 January 1875 (the earliest sent is shown in Figure 2) and a money letter franked with 2 x 2 skilling + 16 skilling + 8 øre official stamps also cancelled 3 January 1875.

After 10 January 1875, skilling stamps and postal stationery are found mainly used at smaller post offices, presumably because it took longer for them to use up their left-over stock. Mixed frankings (see Figure 3) between skilling and øre stamps and stationery were allowed, and skilling stamps and postal stationery remained valid until 15 January 1891 (date of Ministry of the Interior decree) or 27 January 1891 (date of OM 3/1891, informing post offices in the form of a list of valid means of payment).

Conversion rules from skilling to øre

The conversion rates from rigsdaler and skilling to kroner and øre were laid down in §18 of the monetary law:

1 rigsdaler = 2 kroner
48 skilling = 1 krone
12 skilling = 25 øre

For amounts below 12 skilling:
1 skilling = 2 øre

With regard to the conversion from rigsmønt (rigsdaler and skilling) to kronemønt (kroner and øre), section 18, paragraph 2 of the monetary law was very important, as it stated that payments consisting of several different partial amounts should first be totalled in rigsmønt and then converted to kronemønt. In this way, the seller received an extra 1 øre for every 12 skilling.

The exact rules for payments due to the Post Office as of 1 January 1875 were set out in “Bekendtgørelse angående omskrivning fra rigsmønt til kronemønt i henhold til Møntlovens §18 af de Postvæsenet vedkommende betalinger” (Executive Order on the conversion from rigsmønt to kronemønt in accordance with section 18 of the Monetary Act concerning payments to the Postal Service), issued 19 December 1874. The



Figure 4. Domestic letter with 53,33 kr. cash on delivery sent 11 January 1875. The rate in the first quarter of 1875 was 4 sk. for a letter plus 2 x 6 sk. for 30-60 kr. cash on delivery = 16 sk. = 33 øre. However, the sender thought that 1 sk. = 2 øre and therefore franked the letter with 4 x 8 øre = 32 øre. As the rate was 33 øre, the sender had to add an extra 3 øre stamp (1 or 2 øre stamps did not exist before 1902, see OM 19/1902) and thus overpay the letter by 2 øre. From 1 April 1875, the partial rates were converted from skilling to øre, which gave a rate of 4 sk. = 8 øre for the letter + 6 sk. = 12 øre per 30 kr. cash on delivery = 8+2 x 12 = 32 øre. The letter represents a new find that was not recorded in Mouritsen (2019) and is one of only three recorded cash on delivery items showing a special rate from the first quarter 1875.



Figur 5. Værdiadressebrev fra 1. kvartal 1875. Adressebrev for en indenlandsk værdipakke, der vejede 85 kvint (0,85 pund), og som var forsikret for 9.800 kr. sendt fra København til Fredericia den 09/Mar/1875, det vil sige i første kvartal af 1875. Derfor skulle taksten først sammentælles i skilling før den omsættes til øre:

Takst for en 0-1 pund pakke: 8 sk.

Værdiporto for 9,800 kr.: $(9800/200) * 4 \text{ sk.} = 196 \text{ sk.}$

Samlet takst: 204 sk. = $(204/12 \text{ sk.}) * 25 \text{ øre} = 425 \text{ øre}$

Læg mærke til tallene "49" (9800/200), "196" (værdiporto i sk.), og "204" (den samlede takst i sk.) på brevets bagside, som yderligere dokumenterer anvendelsen i første kvartal 1875. Efter 31/Mar/1875 ville taksten være $16 + (49*8) = 408 \text{ øre}$.

Figure 5. Insured parcel letter from the first quarter of 1875. Parcel letter for a domestic insured parcel weighing 85 kvint (0.85 pounds) and insured for 9,800 kr. sent from Copenhagen to Fredericia on 9 March 1875, i.e. in the first quarter of 1875. Therefore, the rate had to be totalled in skilling before it was converted into øre:

Rate for a 0-1 pound parcel: 8 sk.

Postage based on value for 9,800 kr.: $(9800/200) \times 4 \text{ sk.} = 196 \text{ sk.}$

Total tariff: 204 sk. = $(204/12 \text{ sk.}) \times 25 \text{ øre} = 425 \text{ øre}$

Note the numbers "49" (9800/200), "196" (the value postage in sk.), and "204" (the total rate in sk.) on the reverse of the letter, further documenting its use in the first quarter of 1875. After 31 March 1875, the rate would be $16 + (49 \times 8) = 408 \text{ øre}$.

Heraf fremgik det, at reglerne i Møntlovens §18 stykke 2 - dvs. sammenlægningen i rigsmønt før omregningen til kronemønt - kun skulle finde sted i forbindelse med anbefalede breve (brevtakst + anbefalingsgebyr), værdibreve (brevtakst + forsikringsgebyrer + eventuelt eftertællingsgebyr + eventuel omadresseringsporto), postanvisninger, postoprævninger (brev- eller tryksagstakst + PO gebyr; se Figur 4) og pakker (grundtakst + vægtporto + et eventuelt postoprævningsgebyr, værdiporto, eftertællingsgebyr og/eller omadresseringsgebyr; se Figur 5).

consequences of the order for postal tariffs were further clarified in OM 33/1874 issued on 30 December 1874. This stated that the rules in section 18, paragraph 2 of the monetary law - i.e. the addition in rigsmønt before conversion to kronemønt - should only take place in connection with registered letters (letter rate + registration fee), insured letters (letter rate + insurance fees + any re-counting fee + any redirection postage), money orders, cash on delivery (letter or printed matter rate + cash on delivery fee; see Figure 4) and parcels (basic rate + weight based postage and any cash on delivery fee, insurance fee, re-counting fee and/or redirection fee; see Figure 5).

Det er vigtigt at bemærke, at taksterne for lokale forsendelser, indenlandske ekspresgebyrer og alle former for internationale forsendelser ikke var nævnt i postlovens §12 eller i Bekendtgørelsen af 19/Dec/1874 §1. Derfor skulle taksterne for disse forsendelsestyper ikke sammenlægges i rigsmønt før omsætningen til kronemønt. For eksempel kostede indenlandske standard ekspresbreve (ekspresgebyret fremgår af Postloven af 1871 §16) ikke 25 øre i første kvartal af 1875, men kun 24 øre.

Anvendelsen af møntlovens §18 stykke 2 viste sig hurtigt at være uhensigtsmæssig, idet man til stadighed skulle udregne mange almindeligt forekommende indenlandske posttakster i det forældede møntsystem for at komme frem til taksten i det nye. Denne situation var uholdbar. Derfor blev omregningsreglerne ændret ved lov fra 01/Apr/1875: Alle deltaksterne blev én gang for alle omregnet fra skilling til øre. Herefter skulle taksterne for alle forsendelsestyper udregnes ved at sammenlægge de i øre omskrevne deltakster.

Udenlandske forsendelser sendt i første kvartal 1875

Da taksterne for forsendelser til udlandet ikke blev fastlagt i Postloven af 1871, gjaldt de særlige omregningsregler fra skilling til øre ikke for internationale forsendelser. I stedet blev der udgivet en ny Udenrigsbrevposttakst gældende fra 01/Jan/1875, hvori taksterne i øre-mønt fremgik direkte. Takstkombinationer og takster for højere vægtklasser fandtes ved simpel sammenlægning af de i Udenrigsbrevposttaksten angivne øre-takster (se Mouritsen (2019) Kapitel C1a).

Pre-UPU udlandsforsendelser betalt i øre-valuta

Den 01/Jan/1875, da valutaændringen fra skilling til øre fandt sted, var taksterne for brevpost sendt til udlandet styret af et netværk af bilaterale aftaler landene imellem, og taksterne var derfor forskellige fra land til land. Den Almindelige Postforening var allerede blevet

It is important to note that the tariffs for local items, domestic express fees and all kinds of international items were not mentioned in the Postal Act §12 or in the Executive Order of 19 December 1874 §1. Therefore, the rates for these types of items did not have to be totalled in rigsmønt before the conversion to kronemønt. For example, domestic standard express letters (the express fee is stated in the Postal Act of 1871 §16) did not cost 25 øre in the first quarter of 1875, but only 24 øre.

The application of section 18(2) of the monetary law quickly proved to be impracticable, as many common domestic postal rates had to be constantly calculated in the previous monetary system in order to arrive at the rate in the new system. This situation was unsustainable. Therefore, the conversion rules were changed by law from 1 April 1875: All partial rates were converted once and for all from skilling to øre. After this, the rates for all types of mail were to be calculated by adding up the partial rates converted into øre.

Foreign items sent in the first quarter of 1875

As the rates for international mail were not regulated by the Postal Act of 1871, the special conversion rules from skilling to øre did not apply to international mail. Instead, a new International Letter Mail Tariff was published, effective from 1 January 1875, which directly stated the rates in øre. Rate combinations and rates for higher weight steps were found by simply adding up the øre rates stated in the Foreign Letter Mail rate (see Mouritsen (2019) Chapter C1a).

Pre-UPU international items paid in øre currency

On 1 January 1875, when the change in currency from skilling to øre took place, the rates for letter mail sent abroad were governed by a network of bilateral agreements between countries, and rates therefore differed from country to country. The Gener-



Figur 6. Pre-UPU-brev sendt til Chile via England 12/Aug/1875. Taksten på 141 øre via Southampton bestod af UPU brevtaksten på 20 øre for transporten fra Danmark til Storbritannien plus "170" centimes i rødkridt svarende til 121 øre for den videre ikke-UPU-transport fra Storbritannien til indskibningshavnen i Chile. For udbringningen i Chile betalte modtageren 10 centavos (det røde stempel "10"). Eneste registrerede danske pre-UPU-brev visende 141 øre taksten.

Figure 6. Pre-UPU letter sent to Chile via England 12 August 1875. The rate of 141 øre via Southampton consisted of the UPU letter rate of 20 øre for the transport from Denmark to the UK plus "170" centimes in red crayon corresponding to 121 øre for the non-UPU transit from the UK to the port of arrival in Chile. The recipient paid 10 centavos (the red handstamp "10") for the delivery in Chile. The only recorded Danish pre-UPU letter showing the 141 øre rate.

grundlagt før 01/Jan/1875, men dets regulativer, der indførte simple ensartede takster for breve, brevkort, tryksager, vareprøver og forretningspapirer udvekslet mellem medlemslandene, trådte først i kraft 01/Jul/1875. Derfor gjaldt øre-versionerne af pre-UPU-brevposttaksterne til USA, Ægypten og næsten alle europæiske lande kun i 6 måneder (se Figur 3). Pre-UPU-brevpostforsendelser betalt i øre hører derfor ikke overraskende til blandt de allerstørste sjældenheder i dansk filateli. En komplet oversigt over antallet af de på nuværende tidspunkt kendte pre-UPU-brevpostforsendelser betalt i øre til de enkelte lande findes i Mouritsen (2019). Siden udgivelsen af Mouritsen (2019) er der kun dukket ét nyt brev op, der viser en pre-UPU ørebrevtakst, nemlig et 141 øres brev sendt til Chile via England (se Figur 6).

al Postal Union had been founded before 1 January 1875, but its regulations, which introduced simple uniform rates for letters, postal cards, printed matter, samples of no value and business papers exchanged between member countries, only came into force on 1 July 1875. Therefore, the pre-UPU øre letter mail rates to the USA, Egypt and almost all European countries were only valid for 6 months (see Figure 3). It is therefore not surprising that pre-UPU letter mail paid in øre currency are among the greatest of rarities in Danish philately. A complete overview of the number of currently known pre-UPU items of letter mail paid in øre to each country can be found in Mouritsen (2019). Since the publication of Mouritsen (2019), only one new letter has emerged showing a pre-UPU øre rate, namely a 141 øre letter sent to Chile via Great Britain (see Figure 6).

Pre-UPU-takster for brevpostforsendelser

I perioden 01/Jan/1875-30/Jun/1875 var alle pre-UPU brevposttakster som sagt udelukkende baserede på et netværk af bilaterale aftaler (for et eksempel se Figur 3). Fra 01/Jul/1875 bestod enhver pre-UPU-takst for brevpostforsendelser sendt til ikke-UPU-lande af en UPU-takst frem til foreningens udgangsgrænse plus en ikke-UPU-porto, der baserede sig på bilaterale aftaler mellem et eller flere UPU-lande og ikke-UPU-landet (se Figur 6).

I perioden 01/Jul/1875-30/Jun/1892 skulle den porto i centimer (UPU anvendte guldcentimer baseret på Franken i den latinske pengeunion af 1865. Denne valuta blev anvendt i forbindelse med alle internationale betalinger mellem postvæsner), som var blevet forudbetalt for den videre befordring udenfor foreningens område på fuldstændig frigjorte forsendelser til ikke-UPU-medlemslande, påtegnesafdetafsørende land i røde tal på brevets forside i nedre venstre hjørne (se Figur 6). I samme periode skulle det første foreningsland, der behandlede en utilstrækkeligt frankeret ankomende forsendelse fra et ikke-UPU-medlemsland, påtegne ikke-UPU-portoen i centimer på forsendelsens forside i nedre venstre hjørne i blå tal. Denne porto skulle krediteres tilbage til det første UPU foreningsland, der havde behandlet forsendelsen. Omregningstabeller mellem franske frank og centimer og danske kroner og ører findes i Mouritsen (2019).

Fra 01/Jul/1892 blev behandlingen af brevpost til og fra ikke-UPU-lande ændret til, at det land, der opkrævede portoen, beholdt den fulde porto for såvel UPU-delen som ikke-UPU-delen af portoen. Det betød i praksis, at Danmark fra 01/Jul/1892 ikke længere krediterede et andet postvæsen for ikke-UPU-delen af portoen for breve sendt til ikke-medlemslande. Danmark beholdt hele portoen for sig selv. Pre-UPU-takster for brevpostforsendelser gjaldt indtil et land blev medlem af UPU, men aldrig længere

Pre-UPU rates for letter post

In the period 1 January 1875-30 June 1875, all pre-UPU letter mail rates were based solely on a network of bilateral agreements (for an example see Figure 3). From 1 July 1875, any pre-UPU tariff for letter mail sent to non-UPU countries consisted of a UPU tariff up to the Union's border plus a non-UPU postage based on bilateral agreements between one or more UPU countries and the non-UPU country (see Figure 6).

In the period 1 July 1875-30 June 1892, the postage in centimes (The UPU used gold centimes based on the Franc of the Latin Monetary Union of 1865. This currency was used for the settlement of accounts between postal administrations) that had been prepaid for onward carriage outside the Union's territory on fully franked items to non-UPU member countries had to be endorsed by the sending country in red numerals on the front of the letter in the lower left corner (see Figure 6). During the same period, the first UPU member country to process an insufficiently franked incoming mail item from a non-UPU member country had to mark the non-UPU postage in centimes on the front of the item in the lower left corner in blue numerals. This postage should be credited back to the first UPU member country that had processed the shipment. Conversion tables between French francs and centimes and Danish kroner and øre can be found in Mouritsen (2019).

From 1 July 1892, the treatment of letter mail to and from non-UPU countries was changed so that the country that charged the postage wholly retained it for both the UPU and non-UPU part. In practice, this meant that from 1 July 1892, Denmark no longer credited another postal service for the non-UPU part of the postage for letters sent to non-member countries. Denmark kept the entire postage for itself. Pre-UPU rates for letter mail were charged until a country joined the UPU, but never after 31

end til 31/Aug/1893, fordi Danmark begyndte at opkræve oversøisk UPU-takst (se Kapitel C1b i Mouritsen (2019)) til alle ikke-UPU-medlemslande fra 01/Sep/1893. En komplet liste over alle pre-UPU-brevposttakster gældende fra 01/Jan/1875 og frem til alle lande findes i Tabel C1a.1-C1a.9 i Mouritsen (2019).

I forbindelse med pre-UPU-brevpost til visse destinationer kunne afsenderen vælge at forudbetale forsendelsen helt til modtageren eller til en bestemt grænse på forsendelsens rute (oftest til modtagerlandets indgangsgrænse). Derfor ses der ofte stempler eller påtegninger på pre-UPU-brevpostforsendelser, der viser, at indenlandsk porto for udbringningen i modtagerlandet er blevet betalt af modtageren (se Figur 6).

For en komplet behandling af emnerne i denne artikel såsom detaljerede takster i 1. kvartal 1875 for alle indenlandske forsendelsestyper, alle takster for internationale forsendelse af enhver art sendt 01/Jan/1875-30/Sep/1907, fulde kildehenvisninger, fyldestgørende registreringer af antallet af kendte forsendelser visende de enkelte takster, og meget mere på både dansk og engelsk, se Mouritsen, H. (2019), som kan købes hos KPK (Københavns Philatelist Klub) og hos Heinrich Köhler i Wiesbaden.

Kilde til denne artikel:

Mouritsen, Henrik (2019). "Dansk Posthistorie 1875-1907 - Danske posttakster, reglementer, og raritetsinformationer 01/Jan/1875-30/Sep/1907 for alle typer af indenlandske og udenlandske forsendelser, inklusiv et detaljeret studie af overgangen til UPU og UPUs udvikling gennem de første 32 år." Forlag: The Global Philatelic Network, Heinrich Köhler Briefmarkenhandel GmbH & Co. KG, Wiesbaden, Germany, ISBN Standard Edition: ISBN 978-3-00-061764-5. Premium Edition: ISBN 978-3-00-061803-1.

August 1893, because Denmark started charging overseas UPU rates (see Chapter C1b in Mouritsen (2019)) to all non-UPU member countries from 1 September 1893. A complete list of all pre-UPU letter mail rates applicable from 1 January 1875 onwards to all countries can be found in Table C1a.1-C1a.9 in Mouritsen (2019).

For pre-UPU letter mail to certain destinations, the sender could choose to prepay the item all the way to the recipient or to a certain border on the item's route (usually to the recipient country's border). Therefore, postal markings or endorsements are often seen on pre-UPU letter mail indicating that domestic postage for the delivery in the destination country has been paid by the recipient (see Figure 6).

For a complete treatment of the topics covered in this article, such as detailed rates during the first quarter of 1875 for all domestic mail types, all rates for international mail of any kind sent 1 January 1875-30 September 1907, full source references, complete records of the number of known items showing each rate, and much more in both Danish and English language, see Mouritsen, (2019), available from KPK (Københavns Philatelist Klub) and from Heinrich Köhler in Wiesbaden.

Source for this article:

Mouritsen, Henrik (2019). "*Danish Postal History 1875-1907 - Danish postal rates, regulations, and rarity information 1 January 1875-30/ Sep/1907 for all types of domestic and foreign mail, including a detailed study of the transition to the UPU and the development of the UPU during the first 32 years.*" Publisher: The Global Philatelic Network, Heinrich Köhler Briefmarkenhandel GmbH & Co. KG, Wiesbaden, Germany, ISBN Standard Edition: ISBN 978-3-00-061764-5. Premium Edition: ISBN 978-3-00-061803-1.

The Danish postal service in the Danish West Indies, 1781-1917

Det danske postvæsen i Dansk Vestindien, 1781-1917

By Tony Gade and Jan Læby

(Translated by Chris King)

Dansk Vestindien - Historisk baggrund

De Vestindiske Øer (Dansk Vestindien) er betegnelsen for Danmark-Norges besiddelser i Caribien, nemlig de tre øer Sankt Thomas, Sankt Jan og Sankt Croix samt en del mindre ubeboede holme og skær. Øerne var i dansk-norsk besiddelse fra henholdsvis 1666, 1718 og 1733, indtil de blev solgt til USA den 31. marts 1917.

Dansk Vestindien er en interessant del af danmarkshistorien, og den startede i realiteten i 1672, da danskerne sendte en lille flåde ud mod Vestindien og kom til den stort set ubeboede ø St. Thomas. Man gik i land, satte et flag på stranden og erklærede, at nu var St. Thomas en dansk koloni. Da der var gået nogle år, ville man gerne udvide sit område, og derfor erklærede man også den lille ø St. Jan øst for St. Thomas som en del af kolonien.

St. Jan og St. Thomas er begge meget bjergrige, og derfor er der ikke ingen af disse to øer, der egner sig specielt godt til sukkerrydning. Danskerne fik senere lov til at købe øen St. Croix af Frankrig, og denne ø er helt anderledes end St. Thomas og St. Jan. St. Croix, der er på størrelse med den danske ø Møn, og har en meget stor og frugtbar slette på midten af øen, som egner sig til at dyrke sukkerrør. Arbejdskraften på øerne var slaver, som danskerne først og fremmest havde hentet i Afrika. Der blev også købt slaver på de andre øer i Caribien, men de fleste ca. 110.000 slaver blev sejlet over på danske skibe fra Afrika til Vestindien. Forholdene på slaveskibene var meget rædselsfulde. Manglen på mad og vand i kombination med forskellige sygdomme betød, at ca. hver femte slave døde inden de nåede frem til Vestindien. Selvom

Danish West Indies Historical background

The West Indies (Danish West Indies) was the name for the Danish-Norwegian possessions in the Caribbean, namely the three islands of St Thomas, St Jan and St Croix and a number of smaller uninhabited islets and skerries. The islands were in Danish-Norwegian possession from 1666, 1718 and 1733 until they were sold to the USA on 31 March 1917.

The Danish West Indies is an interesting part of Danish history, and it actually started in 1672 when the Danes sent a small fleet to the West Indies and arrived at the largely uninhabited island of St Thomas. They landed, put a flag on the beach and declared that St Thomas was now a Danish colony. After a few years, they wanted to expand their territory, so they also declared the small island of St Jan east of St Thomas as part of the colony.

St Jan and St Thomas are both very mountainous, so neither of these two islands is particularly suitable for sugar cultivation. The Danes were later allowed to buy the island of St Croix from France and this island is completely different from St Thomas and St Jan. St Croix, which is the size of the Danish island of Møn, has a very large and fertile plain in the centre of the island that is suitable for growing sugar cane. The labour force on the islands was slaves, which the Danes had primarily imported from Africa. Slaves were also bought on the other islands in the Caribbean, but most of the approximately 110,000 slaves were shipped on Danish ships from Africa to the West Indies. Conditions on the slave ships were appalling. The lack of food and water combined with various diseases meant that around one in five slaves died before

England afskaffede slaveriet i 1807, skete det først Danmark og Dansk Vestindien i 1848 efter et slaveoprør.

I anden halvdel af 1800-tallet var der forskellige initiativer til at få øerne solgt til USA. Det lykkedes af forskellige grunde ikke, men efter udbruddet af første verdenskrig henvendte USA sig igen til Danmark og ville nu gerne købe øerne. USA købte de tre små øer St. Thomas, St. Jan og St. Croix den 31. marts 1917 mod en betaling på 25 mill. dollar.

I salgstraktaten fra 1917 stod der blandt andet, at alle papirer og indbo, der var i offentlige bygninger i Dansk Vestindien, ikke var omfattet af salget. De havde ingen interesse for USA eller den lokale befolkning - så dette tog danskerne med hjem til Danmark. Det betyder, at alle kilderne til øernes historie før 1917 findes på Rigsarkivet i København. I forbindelse med 100-års jubilæet for salget af øerne er alle papirer blevet digitaliseret, og det betyder nu, at alle har uhindret adgang til dette kildemateriale.

Posten fra Dansk Vestindien

I tiden indtil 1755 foregik postbefordringen til og fra Dansk Vestindien med private skibe uden offentlig indblanding. Efter 1755 blev der etableret en fast forbindelse mellem England og St. Thomas. Breve med transitstempler kendes, men lokale poststempler på St. Thomas blev først lanceret af det britiske postvæsen under den britiske besættelse i 1809.

Dansk Vestindiens egentlige posthistorie begynder med det reglement for Postvæsenet på Dansk Vestindien, der blev udstedt i form af en Kongelig Placat fra 1. november 1781. Bekendtgørelsen foreskrev, at både private og offentligere breve fremover skulle befordres mere sikkert og ordentligt end hidtil imellem Danmark og de danske øer i Vestindien. Den øvrige post måtte som hidtil sendes med skibe, der lejlighedsvis anløb øerne.

reaching the West Indies. Although Great Britain abolished slavery in 1807, Denmark and the Danish West Indies did not do so until 1848 after a slave revolt.

In the second half of the 19th century, there were various initiatives to sell the islands to the USA. For various reasons, these did not succeed, but after the outbreak of the First World War, the USA approached Denmark again wanting to buy the islands. The USA bought the three small islands of St Thomas, St Jan and St Croix on 31 March 1917 for a payment of 25 million dollars.

The sales treaty from 1917 stated, among other things, that all papers and contents that were in public buildings in the Danish West Indies were not included in the sale. They were of no interest to the USA or the local population, so the Danes took them home to Denmark. This means that all the sources for the history of the islands before 1917 can be found at the Danish National Archives in Copenhagen. In connection with the 100th anniversary of the sale of the islands, all documentation has been digitised, which means that everyone now has unhindered access to this source material.

Mail from the Danish West Indies

Until 1755, mail was transported to and from the Danish West Indies by private ships without government interference. After 1755, a permanent link was established between Great Britain and St Thomas. Letters with transit postmarks are known, but local postmarks on St Thomas were first introduced by the British postal service in 1809 during the British occupation.

The actual postal history of the Danish West Indies began with the Regulations for the Post Office in the Danish West Indies, which was issued in the form of a Royal Notice on 1 November 1781. The order stipulated that both private and official letters were to be transported more safely and properly between Denmark and the Danish islands in the West Indies than before. Other mail had to be sent by ships that occasionally called at the islands, as previously.

Ud over dette fremgår det også, at der i København og på alle tre øer skulle indrettes brevkontorer ved hver toldbod, og at posten imellem de i alt fire poststeder var omfattet af denne bekendtgørelse. På disse brevkontorer blev alle dokumenter og breve modtaget og udleveret.

Før afrejse fra et af de fire poststeder skulle skibskaptajnen henvende sig på brevkontoret for at afhente post og et postbevis. På den måde kunne man kontrollere de fornødne tilladelser forud for afsejling. Brevene blev transporteret og afleveret i en forsejlet sæk.

Taksten for breve mellem øerne var 5 vestindiske styvere (1 styver = 1 1/3 cents) og taksten til Danmark var 10 vestindiske styvere. Der var portofrihed for statens breve, og skibsrederen skulle kun betale halv porto for de breve, han fik fragtet med egne skibe. Skibsrederen modtog i øvrigt ingen betaling for at fragte posten.

Denne ordning var dog ingen succes, idet en stor del af breve bragtes ad private kanaler fra sted til sted.

Mange har i øvrigt den opfattelse, at de fleste breve til Europa blev sendt med danske skibe, men antallet af danske skibe, der sejlede mellem Dansk Vestindien og Danmark, var meget begrænset. En stor del af posten fra Dansk Vestindien blev ekspederet af det engelske postvæsen og senere også via franske og tyske skibe.

Under Napoleonskrigene blev øerne besat af englænderne, der oprettede provisoriske postkontorer på St. Thomas og St. Croix. Danmark var selvfølgelig uden forbindelse med Dansk Vestindien under den engelske besættelse, og transporten af post og varer fandt derfor næsten udelukkende sted med engelske skibe, især orlogsskibe, der sejlede til England.

In addition to this, it also stated that post offices were to be set up in Copenhagen and on all three islands at each customs office, and that mail between the four post offices in total was covered by this order. All documents and letters were received and delivered at these post offices.

Before departure, a ship's captain had to go to the post office to collect mail and a postal certificate. This way, the necessary authorisations could be checked prior to sailing. The letters were transported and delivered in a sealed bag.

The rate for letters between the islands was 5 West Indian stuivers (1 Stuiver = 1 1/3 US cents = 2 skilling) and the rate to Denmark was 10 West Indian Stuivers. Postage was free for government letters, and the shipowner had to pay only half postage for the letters he had transported on his own ships. The shipowner did not receive any payment for transporting the mail.

However, this arrangement was not a success, as a large proportion of letters were carried privately from place to place.

Many believe that most letters to Europe were sent by Danish ships, but the number of Danish ships travelling between the Danish West Indies and Denmark was very limited. Much of the mail from the Danish West Indies was dispatched by the British postal service and later also via French and German ships.

During the Napoleonic Wars, the islands were occupied by the British, who set up provisional post offices on St Thomas and St Croix. Of course, Denmark had no connection with the Danish West Indies during the British occupation, and the transport of mail and goods was therefore almost exclusively carried out by British ships, especially warships sailing to Great Britain.

In the period after the peace settlement in 1815, mail to Europe was still predominant-

I perioden efter fredsafslutningen i 1815 blev posten til Europa fortsat overvejende sendt med engelske skibe. Posten blev enten sent som "Packet Letters" eller som "Ship Letters". "Packet letters" blev befordret på regulære britiske postskibe, der blev betalt af det engelske postvæsen. Fra 1817 kostede det 1 Shilling 3 d [pence] + indlandsportoen til London. Ship Letters blev befordret af almindelige private skibe. – Denne portotakst blev fra 1815 takseret til 6 pence, samt en "Captain Fee" på 2 pence. Hertil kom så indlandsportoen fra udskibningshavnen til London. (Brev – A1, T. Gade.)

ly sent by British ships. The mail was either sent as 'Packet Letters' or 'Ship Letters'. 'Packet letters were carried on regular British mail ships that were paid for by the British Post Office. From 1817 it cost 1/3d (1 shilling and threepence] + inland postage to London. Ship Letters were carried by ordinary private ships. From 1815, this postage was charged at 6 pence, plus a 'Captain's Fee' of 2 pence. To this was added the inland postage from the port of arrival to London (Letter A1, T. Gade).



Figur A1. Skibsbrev sendt med privat skib til Danmark, før Royal Mail Steam Packet blev etableret i 1842. Brevet er sendt fra St. Croix til Cork (COVE) i Irland. Portoen fra St. Croix til Cork er betalt kontant. Poststemplet "Post Paid" blev påført på det lokale postkontor i Cork og 2 S 11 d er det beløb, der blev betalt i Cork af skibets kaptajn, for at brevet blev sendt videre fra Cork til Altona. Modtageren her måtte betale 13 lybske skilling omregnet til 42 danske skilling, som udgør portoen fra Altona til København. (T.Gade)

Figure A1. Ship's letter sent by private ship to Denmark before the Royal Mail Steam Packet was established in 1842. The letter was sent from St Croix to Cork (Cobh) in Ireland. The postage from St. Croix to Cork was paid in cash. The handstamp 'Post Paid' was applied at the local post office in Cork and 2/11d is the amount paid in Cork by the ship's captain to forward the letter from Cork to Altona. The recipient had to pay 13 Lübeck schilling, converted to 42 Danish skilling, which was the postage from Altona to Copenhagen (T. Gade).

I den efterfølgende periode frem til 1842 blev næsten alle breve til Danmark sendt med danske skibe. Frem til 1807 kendes der to breve sendt til København. Det ene brev er fra 1739 og det andet fra 1748, og begge breve er sendt til København. I perioden efter den engelske besættelse og frem til 1842 anslår man, at der er mindre end 30 breve bevaret sendt med danske skibe til Danmark (brev A2, M. Kewriga.)

In the subsequent period until 1842, almost all letters to Denmark were sent by Danish ships. Before 1807, two letters sent to Copenhagen are known. One letter is from 1739 and the other from 1748. In the period after the British occupation up to 1842, it is estimated that less than 30 letters sent by Danish ships to Denmark have survived. (Letter A2, M. Kewriga.)



Figur A2. Det tidligste registrerede brev fra Dansk Vestindien i privateje. Brevet er sendt med dansk skib fra Christiansvørn (senere Christiansted) den 23. september 1748 til København. Der er ingen portopåtegninger på brevet. De få breve, der eksisterer fra denne periode, befinder sig næsten alle i Postmuseet eller i arkiver på Rigsarkivet i København. (M.Kewriga)

Figure A2. The earliest recorded letter from the Danish West Indies in private ownership. The letter was sent by Danish ship from Christiansvørn (later Christiansted) on 23 September 1748 to Copenhagen. There are no postal markings on the letter. The few letters that exist from this period are almost all in the Danish Postal Museum or in archives at the Danish National Archives in Copenhagen (M. Kewriga).

Englænderne etablerede i 1842 Royal Mail Steam Company, RMSP. Samtidig blev der også oprettet et britisk postagentur på St. Thomas, hvorfra det var muligt at sende post med RMSP til andre vestindiske øer, til Nord-og Sydamerika samt til Europa.

Portotaksten til Danmark var en del højere end de danske portotakster, men der afgik flere skibe om måneden fra St. Thomas til England, idet der kunne gå måneder mellem de danske skibe sejlede mellem øerne og København. Efter etableringen af RMSP blev de fleste breve sendt med disse skibe til Danmark (Brev A3, T. Gade.)

In 1842, the British established the Royal Mail Steam Packet Company, RMSP. At the same time, a British postal agency was also established on St Thomas, from where it was possible to send mail with RMSP to other West Indian islands, to North and South America, and to Europe.

The postage rate to Denmark was a lot higher than the Danish postage rates, but there were several ships a month from St Thomas to Great Britain, as months could pass between the Danish ships sailing from the islands to Copenhagen. After the establishment of the RMSP, most letters were sent with these ships to Denmark (Letter A3, T. Gade.)



Figur A3. Brev af 3. vægtnklasse sendt 13. maj 1856 fra St. Croix til København. Brevet er modtaget og stemplet i Christiansted og sendt videre til St. Thomas. Portoet fra St. Croix til St. Thomas er betalt kontant. Modtaget på det engelske postkontor i St. Thomas 14. maj – transitstempel på bagsiden. Sendt med Royal Mail Steam Packet til England. Påtegninger 2 S 6 d udgør den engelske porto. Den belgiske og preussiske porto andrager 10 ½ SGR i alt inkl. den engelske porto 36 SGR, omregnet til 48 Sch Cour som er det samme som 154 danske skilling. Hertil skulle modtager også betale den danske porto på 26 skilling. I alt skulle modtager betale 180 danske skilling – påtegning på bagsiden. (T.Gade)

Figure A3. Letter of 3rd weight class sent 13 May 1856 from St. Croix to Copenhagen. The letter was received and postmarked in Christiansted and sent on to St. Thomas. The postage from St Croix to St Thomas was paid in cash. Received at the British Post Office in St. Thomas 14 May, transit date stamp on reverse. Sent by Royal Mail Steam Packet to Great Britain. Endorsed 2/6d constituting the British postage. The Belgian and Prussian postage totalled 10½ silbergroschen, plus the British postage of 25½ silbergroschen (2/6d), making 36 silbergroschen, converted to 48 schilling Courant, which is the equivalent of 154 Danish skilling. In addition, the recipient had to pay the Danish postage of 26 Danish skilling. In total, the recipient had to pay 180 Danish skilling as per the endorsement on reverse (T. Gade).

Ud over at sende posten med de engelske skibe benyttede mange muligheden at sende posten med udenlandske købmænd. Specielt meget post til Frankrig og de franske kolonier blev sendt med de lokale franske købmænd, der udover varer og passagerer også kunne medtage post på deres skibe.

Frankrig havde igennem flere år forsøgt at opnå en aftale på lignende måde som den briterne opnåede i forbindelse med etablering af Royal Mail Steam Packet. Denne aftale indebar, at post, der blev befordret med deres skibe, kunne undgå lokalporto, når den indleveredes eller afhentedes direkte på deres eget postkontor. Dette lykkedes endeligt i 1865 hvor rederiet Compagnie Transatlantique begyndte at anløbe St. Thomas.

In addition to sending mail with the British ships, many people took the opportunity to send the mail with foreign merchants. A lot of mail to France and the French colonies was sent with the local French merchants, who, in addition to goods and passengers, could also carry mail on their ships.

For several years, France had been trying to reach an agreement similar to that reached by the British in connection with the establishment of the Royal Mail Steam Packet. This agreement meant that mail carried on their ships could avoid local postage when delivered or collected directly at their own post office. This finally succeeded in 1865 when the Compagnie Transatlantique began calling at St Thomas.



Figur A4. Forudbetalt brev sendt 12. november 1859 fra Christiansted til Ahrensburg i Holsten. Brevet blev oprindelig takseret i London med 1S 41/2d, som udgør portoen til Danmark, men brevet er korrekt rettet til 1 S 2 d, da brevet kun skulle til Hamburg og herefter blev sendt videre med det danske postvæsen til Ahrensburg. (T.Gade)

Figure A4. Prepaid letter sent 12 November 1859 from Christiansted to Ahrensburg in Holstein. The letter was originally assessed in London at 1/4½d, which is the postage to Denmark, but the letter is corrected to 1/2d, as the letter was only going to Hamburg and was then sent on with the Danish postal service to Ahrensburg (T. Gade).

I april 1871 begyndte også to tyske rederier Norddeutscher Lloyd og HAPAG at anløbe St. Thomas på deres ruter. De to tyske rederier samarbejdede med det danske postvæsen, og fra august 1872 blev det muligt at sende breve fra Dansk Vestindien til Tyskland og Danmark for 7 cents.

Dansk Vestindiens indtræden i den Internationale Postunion den 1. september 1877 betød, at al ind- og udgående post fremover skulle passere de dansk-vestindiske posthuse og det engelske posthus måtte derfor nedlægges. Portoen blev fastsat til 12 cents uanset, om det blev sendt med fransk eller engelsk skib.

In April 1871, two German shipping companies, Norddeutscher Lloyd and H.A.P. A.G., also began calling at St Thomas on their routes. The two German shipping companies cooperated with the Danish postal service, and from August 1872 it became possible to send letters from the Danish West Indies to Germany and Denmark for 7 cents.

The Danish West Indies' accession to the Universal Postal Union on 1 September 1877 meant that all incoming and outgoing mail had to pass through the Danish-West Indies post offices and the British post office had to be closed. Postage was set at 12 cents regardless of whether it was sent by French or British ship.



Figur A5. Brev i 2. vægtniveau sendt den 15. februar fra St. Thomas til København. Brevet er frankeret med de britiske frimærker Queen Victoria 2 S blå og 3 d rosenrød. Frimærkerne er annulleret med det engelske stempel "kombineret stempel med kontrolbogstavskode A". Brevet er ankomststemplet i København (T.Gade).

Figure A5. 2nd weight class letter sent on 15 February from St. Thomas to Copenhagen. The letter is franked with the British stamps Queen Victoria 2/- blue and 3d rose red. The stamps are cancelled with the British 'duplex canceller with control letter code A'. The letter has an arrival datestamp in Copenhagen (T. Gade).

Indførelse af frimærker i Dansk Vestindien 1856 - 1917

Efter oprettelsen af et postvæsen på øerne 1. april 1856 introduceredes det første frimærke. Det var et 3 cents kvadratisk, utakket mærke, der som udgangspunkt var til anvendelse lokalt og til brug mellem øernes postkontorer. Der eksisterer dog nogle få breve til Danmark frankeret med 9 cents i form af tre x 3 cents sendt direkte med dansk skib. (B1 lokal brev 3 Cents single med hvid gummi, F. Banke) (B2 brev til København 3 x 3 cents, M. Kewriga.)

Hvis breve skulle til udlandet, blev brevene for det meste fremsendt til det engelske postkontor på St. Thomas, fra de øvrige postkontorer frankeret med 3 cents lokalporto, eller de blev indleveret ufrankeret direkte på det engelske postkontor uden om postkontorerne, og her blev brevene frankeret med engelske frimærker. Dette medførte at meget lokalpost blev afleveret direkte på det engelske postkontor for at spare lokalporto, som så gik glip af disse indtægter. (B2 brev til København 3 x 3 cents, M. Kewriga.)

Introduction of stamps in the Danish West Indies 1856-1917

After the establishment of a postal service on the islands on 1 April 1856, the first stamp was introduced. It was a 3-cent square, imperforate stamp, initially intended for local use and for use between the islands' post offices. However, there are a few letters to Denmark franked with 9 cents in the form of three x 3 cent stamps sent directly by Danish ship. (B1 local letter 3 cents single with white gum, F. Banke) (B2 letter to Copenhagen 3 x 3 cents, M. Kewriga.)

If letters were going abroad from the other post offices, they were usually sent to the British post office on St Thomas, franked with 3 cents local postage, or they were handed in unstamped directly to the British post office, and here the letters were franked with British stamps. This meant that a lot of local mail was delivered directly to the British post office to save the local postage, which then missed out on this revenue. (B2 letter to Copenhagen 3 x 3 cents, M. Kewriga.)



Figur B1. Lokalbrev fra Frederiksted med 3 cents, 1. vægtsklasse med hvid gummi annulleret med stumt femringstempel med punkt i midten, med antikvadaystempel Frederiksted 25.6.1856 til Christiansted. Et nyopdaget brev, som er det bedst bevarede af de nu 3 kendte breve med 3 cents hvid gummi på lokalforsendelser. (F. Banke)

Figure B1. 1st weight class local letter sent from Frederiksted franked with 3 cent stamp, with white gum, cancelled by five-ring canceller with dot in centre, with antiqua date stamp Frederiksted 25.6.1856 to Christiansted. A newly discovered letter which is the best preserved of the now 3 known letters with 3 cent white gum on local mail (F. Banke).



Figur B2. Brev fra Christiansted 30. juni 1857 med trestribe 9 cents med hvid gummi annulleret med 5-ringstempel med punkt i midten og sendt direkte med dansk skib fra Dansk Vestindien til København. Der kendes kun 2 breve frankeret med denne takst og forsendelsesmåde. (M. Kewriga)

Figure B2. Letter from Christiansted 30 June 1857 with strip of three 3 cent stamps with white gum cancelled with 5-ring canceller with dot in centre and sent directly by Danish ship from the Danish West Indies to Copenhagen. Only 2 letters are known franked with this rate and method of dispatch (M. Kewriga).



Figur B3. Brev fra St. Thomas 27.8.1873 med 7 cents 1. vægtklasse med kvadratisk udgave 3 og 4 cents til Tyskland, annulleret med femringsstempel med sektorkile. Brevet afspejler det postale behov for et 4 cents frimærke, der blev nødvendigt med indførslen af 7 cents taksten i august 1873. På bagsiden blåt FORWARDED By CEO. A. PHILIPS og Co. (B. Winther)

Figure B3. Letter from St. Thomas 27.8.1873 with 7 cents 1st weight class with square issue 3 and 4 cents to Germany, cancelled with five-ring wedge canceller. The cover reflects the postal need for a 4 cent stamp that became necessary with the introduction of the 7 cent rate in August 1873. On the reverse side blue FORWARDED By CEO. A. PHILIPS and Co (B. Winther).



Figur B4. Brev fra St. Thomas 16.5.1875 med tofarvet 7 cents single sendt med det tyske rederi HAPAG til København via Tyskland. (M. Kewriga)

Figure B4. Letter from St. Thomas 16.5.1875 with single bicoloured 7 cents sent by the German shipping company H.A.P. A.G. to Copenhagen via Germany (M. Kewriga).

I august 1873 blev der indgået en kontrakt med Hamburg Amerika Linjen, som indebar en nedsat brevporto mellem Danmark og Tyskland. Der var 1 månedlig afgang med de tyske H.A.P. A.G.-skibe tilhørende Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft i forseglet post sæk til en reduceret takst 7 cents. Brevene skulle påtegnes. "Via Hamburg", og det er en af de sjældneste særtakster fra DVI.

Den reducerede 7 cents-takst bevirkede, at Finansministeriet i 1873 hos Generalpostdirektoratet bestilte nye kvadratiske takkede 3 cents, samt et nyt oplag af kvadratiske 4 cents mærker med linjetakning 12 ½. (B3 brev til Dresden med linjetakkede kvadrat 3 og 4 Cents, B. Winter.)

Disse to udgaver fik dog en kort kurseringsperiode, da man anså frimærkeformatet for uhensigtsmæssigt. (B4 brev til København med 7 cents single tofarvet frankering, M. Kewriga).

7 cents-taksten i forseglet brevsæk fortsatte frem til 1905, hvor der den 1. april blev indført nyt møntsystem, hvor 7 cent blev omregnet til 35 bit. Den omregnede

In August 1873, a contract was signed with the Hamburg-Amerika Line, which meant reduced letter postage between Denmark and Germany. There was a monthly departure of the German H.A.P. A.G. ships belonging to Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft in sealed mail sacks at a reduced rate of 7 cents. The letters had to be marked 'Via Hamburg', which is one of the rarest special rates from DWI.

The reduced 7 cent rate resulted in the Ministry of Finance ordering new square perforated 3 cent stamps from the General Post Directorate in 1873, as well as a new issue of square 4 cent stamps with line perforation 12 ½. (B3 letter to Dresden with line perforated square 3 and 4 cent stamps, B. Winter.)

However, these two issues were given a short run as the stamp format was deemed inappropriate (B4 letter to Copenhagen with 7 cents single bicolour franking, M. Kewriga).

The 7 cent rate in sealed mail bags continued until 1 April 1905, when a new monetary system was introduced, converting 7

bit-takst blev dog kortvarig, idet kontrakten med H.A.P.A.G. ophørte i 1907. Formentlig skyldtes det, at der kun var en månedlig postafgang, og at alternative postruter var blevet øget betydeligt med årene. Der kendes til dato ingen registrerede 35 bit-breve (B5 brev til København med 7 cents tofarvet blandingsfrankering, J. Læby.)

cents to 35 bit. However, the converted bit rate was short-lived, as the mail contract with H.A.P.A.G. ended in 1907. This was probably because there was only one departure a month, and that alternative mail routes had increased significantly over the years. To date no 35 bit letters are recorded (B5 letter to Copenhagen with 7 cents two-colour mixed franking, J. Læby.)



Figur B5. Brev fra Christiansted 13.12.1897 med 7 cents blandingsfrankering til København Via Hamburg. Opfrankeret på 2 cents helsag med parstykke 2 cents + 3 cents. (J. Læby)

Figure B5. Letter from Christiansted 13 December 1897 with 7 cents mixed franking to Copenhagen via Hamburg. 2 cents postal stationery envelope uprated with pair of 1 cent + 3 cent stamps (J. Læby).



Figur B6. Brev fra St. Thomas 9.12.1877 med tofarvet 12 cents single 1. vægtklasse 0 -15 gram, takstperiode 1.9.1877 til 1.4. 1879 bagside ankomststempleet New York 27.12.1877. (J. Læby)

Figure B6. Letter from St. Thomas 9.12.1877 with bicoloured 12 cents single 1st weight class 0 -15 grammes, rate period 1.9.1877-1.4. 1879, on reverse arrival date stamp New York 27.12.1877 (J. Læby).

Tofarvede udgaver

Den 1. september 1877 indtrådte DVI i Verdensforeningen, og i den forbindelse introduceredes et 12 cents frimærke af samme type og format som de danske, dog med ændring af tekst i ovalbåndet, der blev ændret til Dansk-Vestindiske Øer, ligesom 'Øre' blev udskiftet med 'Cents.' (B6 brev til USA med tofarvet 12 cents single 1. tryk, J. Læby.).

I den forbindelse opfordrede Verdenspostforeningen til at frimærker til 1. sats af internationale tryksager, brevkort og breve, fremadrettet skulle fremstille i henholdsvis grøn, rød og blå farve.

Fra dette tidspunkt fulgte de dansk vestindiske frimærkeudgaver - med enkelte undtagelser - parallelt de danske udgaver.

Bicolour issues

On 1 September 1877, DVI joined the UPU, and in this connection a 12 cents stamp was issued in the same design and format as the Danish stamps, but with a change of text to Dansk Vestindiske Øer in the oval band, and 'øre' was replaced with 'cents'. (B6 letter to USA with bicoloured 12 cents single 1st printing, J. Læby.)

In this connection, the member countries of the Universal Postal Union agreed standard colours for stamps used for the lowest priced international printed matter, postcards and letters to be printed in green, red and blue respectively.

From this point on, the Danish West Indies stamp issues paralleled the Danish issues, with a few exceptions.



Figur B7. Postkort fra St. Thomas 22.12.1901 med tysk damper AUSTRALIA, til Budingen 10.1.1902 med 3 x 1 cents blækannuleret 22 XII 1901, transit med tysk bureau stempel AUS WESTINDIEN – Hamburg Dampfer/Über Cöln. (J. Læby)

Figure B7 Postcard from St. Thomas 22.12.1901 carried by German steamer AUSTRALIA, to Budingen 10.1.1902 with 3 x 1 cent pen cancelled and with handwritten date 22 XII 1901, later by German TPO transit handstamp AUS WESTINDIEN Hamburg Dampfer/Über Cöln (J. Læby).

Våbentype udgaven

I 1900 udstedtes nye 1 cents og 5 cents i henholdsvis grøn og blå farve i type som de danske våbentypeudgaver. Mærkerne kom til salg 1. maj 1900, mens værdierne 2 og 8 cents først til salg i 1903. (B7 skibspost på brevkortkort til Tyskland med 3 x 1 cents våben, J Læby.)

Takstnedsættelse

Den 1. januar 1902 blev portosatserne nedsat for såvel indenlandske som udenlandske brevkort og breve til henholdsvis 2 cents og 8 cents. Takstnedsættelsen nødvendiggjorde fremstilling af nye frimærker med pålydende 2 og 8 cents våbentype, men da fremstillingen trak ud, blev fremstilling af midlertidig provisoriske frimærker nødvendig. Løsningen blev lokalt fremstillede overtryk (Lokaloovertryk) på henholdsvis 3 og 10 cents tofarvede mærker, som blev overtrykt til henholdsvis 2 og 8 cent. (B8 brevkort til Skanderborg med provisorier 2 på 3 cents, J Læby.)

The Arms Issue

In 1900, new 1 cent and 5 cents were issued in green and blue respectively, in the same design as the Danish Arms issues. These stamps went on sale on 1 May 1900, while the 2 and 8 cent values were not available until 1903. (B7 ship mail on postcard to Germany with 3 x 1 cent Arms type, J. Læby.)

Rate reduction

On 1 January 1902, the postage rates for both domestic and foreign postcards and letters were reduced to 2 cents and 8 cents respectively. The rate reduction necessitated the production of new Arms type stamps with a face value of 2 and 8 cents, but as production was slow, the introduction of provisional stamps became necessary. The solution was locally produced overprints on 3 and 10 cent bicoloured stamps, which were overprinted with 2 and 8 cents respectively. (B8 letter card to Skanderborg with provisional 2 on 3 cents, J. Læby.)



Figur B8. Brevkort fra St. Thomas 18.4.1902 med lokaloovertrykket af 2 på 3 cents provisoriet sendt via Le Havre til Danmark. Ankomststemplet Skanderborg J.B.P. 5.5. (J. Læby)

Figure B8. Postcard from St Thomas 18.4.1902 with local overprint of 2 on 3 cents provisional sent via Le Havre to Denmark. Arrival date stamp Skanderborg J.B.P. 5.5. (J. Læby).

Fordi beholdningen af 3 og 10 cents tofarvede i Vestindien ikke rakte til, udsendes yderligere et parti, som blev overtrykt i København (Københavnrovertryk). (B9 brev til New York med provisorier 4 x 2 på 3 cents, J Læby.)

Leveringen af de nye værdier trak imidlertid stadig ud, og manglen på 2 cents frimærker voksede. Derfor blev det ved Bekendtgørelse fra Guvernementet St. Thomas den 20. januar 1903, tilladt Postkontorerne på St. Thomas, St. Jan og St. Croix midlertidigt at acceptere diagonalt halverede 4 cents mærker.

Først i april 1903 ankom de nye, længe ventede 2 og 8 cents våbentypemærker til afløsning af de halverede 4 cents mærker. Herefter ophørte anvendelsen af halverede 4 cents mærker på henholdsvis St. Thomas og St. Jan den 23. maj og på St. Croix den 4. juni 1903. (B10 brev til Danmark med 2 x 8 cents 2. vægt kl. T. Gade.)

Because the stock of 3 and 10 cent bicoloured stamps in the West Indies was insufficient, another batch, overprinted in Copenhagen, was sent out. (B9 letter to New York with provisional overprint 4 x 2 on 3 cents, J. Læby.)

However, the delivery of the new values was still delayed and the shortage of 2 cent stamps grew. Therefore, by Order of the Governor of St. Thomas on 20 January 1903, the Post Offices on St. Thomas, St. Jan and St. Croix were allowed to temporarily accept diagonally bisected 4 cent prepaying 2 cents postage.

It wasn't until April 1903 that the long-awaited new 2 and 8 cent Arms type stamps arrived to replace the bisected 4 cent stamps. After this, the use of bisected 4 cent stamps ceased on St. Thomas and St. Jan on 23 May and on St. Croix on 4 June 1903. (B10 letter to Denmark with 2 x 8 cents 2nd weight class, T. Gade.)



Figur B9. Brev fra St. Thomas 10.7.1902 med 4-strebe af 2 på 3 cents "Københavnrovertrykket" påtegnet "Medina" til New York, ankomststemplet 15.7.1902, 1. vægtklasse 0 - 20 gram 8 cents. (J. Læby)

Figure B9. Letter from St. Thomas 10.7.1902 with 4 strip of 2 on 3 cents 'Copenhagen Overprint' endorsed Medina to New York, arrival date stamp 15.7.1902, 1st weight class 0-20 grammes 8 cents (J. Læby).



Figur B10. Brev fra St. Thomas 4.10.1904 til Danmark med parstykke 8 cents 2. vægtnklasse, ankomststemplet København 10. november 1904. (T. Gade)

Figure B10. Letter from St. Thomas 4.10.1904 to Denmark with pair of 8 cents 2nd weight class, arrival date stamp Copenhagen 10 November 1904 (T. Gade).

Møntreform i Dansk Vestindien

Den 1. april 1905 blev det besluttet at ændre pengesystemet på øerne. Ændringen var udsprunget af, at salget af vores kolonier til USA blev forkastet af Rigsdagen i 1902. Herefter nedsatte regeringen "Den Kongelige Dansk Vestindisk Kommission" Som skulle undersøge muligheder for at hjælpe øernes økonomi. I sin betænkning foreslog Kommissionen, at man knyttede stærkere bånd til det fransk-caribiske samfund, for at fremme handlen og i den forbindelse ændredes pengesystemet, så det kom på linje med den franske franc.

Rigsdagen tiltrådte forslaget, og i lov af 29. marts 1904 blev det fastslået, at 1 dollar frem-over skulle svare til 5 franc, mens 1 cent svarede til 5 bit. De nye bit-udgaver kom først til salg den 15. juli 1905, og indtil da benyttede man cents-mærker og afregnede efter ovennævnte forhold.

Monetary reform in the Danish West Indies

On 1 April 1905, it was decided to change the monetary system in the islands. The change was the result of the sale of the islands to the USA being rejected by the Danish Parliament in 1902. The government then set up the 'Royal Danish West Indies Commission' to investigate ways to help the islands' economy. In its report, the Commission suggested forging stronger ties with the French-Caribbean community to promote trade and changing the monetary system to align it with the French franc.

The Danish Parliament accepted the proposal, and the law of 29 March 1904 established that 1 dollar would in future be equivalent to 5 francs, while 1 cent was equivalent to 5 bit. The new bit stamps did not go on sale until 15 July 1905, and until then cents stamps were used and valued according to the above exchange rates.

Cents-mærkerne blev aldrig ugyldiggjort og kunne anvendes som frigørelsesmiddel, til vi afstod øerne til USA, herunder overgangsperioden frem til 30.9.1917. (B11 brevkort med blandingsfrankering til Danmark med 1 cents og 5 bit, J. Læby.)

The cents stamps were never invalidated and could be used as a means of payment until the islands were ceded to the USA, including the transition period until 30 September 1917. (B11 postcard with mixed franking to Denmark with 1 cent and 5 bit, J. Læby.)



Figur B11. Helsagsbrevkort fra Christiansted 22.6.1908 overtrykt 1 cent 1902 "Lokalovertrek" opfrankeret med 5 bit Chr. IV til København via New York, omadresseret til Humlebæk 8.7.1908. (J. Læby)

Figure B11. Postal stationery card from Christiansted 22.6.1908 locally overprinted 1 cent 1902 franked with 5 bit Christian IX to Copenhagen via New York, re-addressed to Humlebæk 8.7.1908 (J. Læby).



Figur B12. Brev af 2. vægtsklasse fra St. Thomas 5.11.1905 med tysk skib til Porto au Prince. Sendt inden for 600 sømil. UPU-takst 80 bit + Rec. gebyr 25 bit. Bemærk påtegning "To be hurried up" (haster). Ankomststempel på bagsiden Port au Prince 17.11.1905. (T. Gade)

Figure B12. Letter of 2nd weight class from St Thomas 05.11.1905 by German ship to Porto au Prince. Sent within 600 nautical miles. UPU rate 80 bit + Registration fee 25 bit. Note endorsement 'To be hurried up'. Arrival date stamp on the reverse Port au Prince 17.11.1905 (T. Gade).

Chr. IX 1905 udgaven

I april 1905 kom de nye bit mærker til salg med portræt af kongen i 6 forskellige værdier. Det var første gang i Dansk Vestindien, at man trykte mærker med monarkens portræt, som fremstod i silhuet. (B12 brev til Haiti med Chr. IX, T. Gade.)

St. Thomas havn udgaven

Denne udgave kom til salg i november 1905, det var de første motivfrimærke i hele kongeriget, hvor krydseren "Ingolf" er afbilledet med St. Thomas havn som baggrund. Mærket udkom i tre værdier 1, 2, og 5 franc og trykt i ark af 25 stk. hos H. H. Thiele i København. B13 adressebrev til Tyskland omadresseret med 1 og 2 francs, J Læby.)

Christian IX 1905 Issue

In April 1905, the new bit denominated stamps went on sale with a portrait of the king in 6 different values. It was the first time in the Danish West Indies that stamps were printed with the monarch's portrait in silhouette. (B12 letter to Haiti with Christian IX, T. Gade).

St Thomas Harbour Issue

This issue went on sale in November 1905, it was the first themed stamp in the entire kingdom, depicting the cruiser Ingolf against the background of St. Thomas harbour. The stamp was issued in three values of 1, 2 and 5 francs and printed in sheets of 25 by H. H. Thiele in Copenhagen. (B13 address letter to Germany re-addressed with 1 and 2 francs, J. Læby.)



Figur B13. Adressebrev sendt fra St. Thomas 20.10.1915 med direkte dansk skib til København 1. pakke a` 2,5 til 5 kg. 160 bit + efterfølgende 20 bit pr. ½ kg 80 bit i alt 240 bit. 2. pakke a` 1,6 kg. 1 til 2,5 kg. 85 bit, samlet porto 325 bit underfrankeret med 10 bit. På bagsiden ankomststemplet København B. Told-Postk. 10.5.1916. Efter at pakkerne har været oplagt på Københavns Tolbod i 20 dage omadresseres pakkerne til Tyskland med transit via Hamburg 31.5.1916 til Lübeck, ankomststemplet 2.6.1916. (J. Læby)

Figure B13 Parcel card sent from St Thomas 20.10.1915 by direct Danish ship to Copenhagen, 1st parcel of 2.5 to 5 kilogrammes 160 bit + additional 20 bit per ½ kilogramme or part thereof, 80 bit, totalling 240 bit, 2nd parcel of 1.6 kilogrammes 1 to 2.5 kilogrammes 85 bit, total postage 325 bit underfranked by 10 bit. Copenhagen B arrival date stamp on reverse. Customs-Postk. 10.5.1916. After the parcels had been stored at the Copenhagen customs office for 20 days, the parcels were redirected to Lübeck in Germany with transit via Hamburg 31.5.1916, arrival date stamp 2.6.1916 (J. Læby).



Figur B14. Lokalbrev fra St. Croix, Christiansted 2.12.1905 med provisorieovertryk 5 bit på 4 cent tofarvet og 5 bit på våbentype, lokaltakst 0 til 20 gram 10 bit. (J. Læby)

Figure B14. Local letter from St. Croix, Christiansted 2.12.1905 with provisional overprint 5 bit on 4 cent bicoloured and 5 bit on Arms type, local rate 0 to 20 grammes 10 bit (J. Læby).



Figur B15. Stort rekommanderet brevklip fra Christiansted 1.11.1915 til Den Dansk Vestindiske Nationalbank på St. Thomas: Rekommandationsgebyr 25 bit + lokaltakst for 3 vægtklasse 3 x 10 bit = ialt 55 bit. Brevkippet illustrerer tydeligt bankens engagement i denne frimærkeemmission. (J. Læby)

Figure B15. Large registered letter cut out from Christiansted 1 November 1915 to the Danish West Indian National Bank on St. Thomas: Registration fee 25 bit + local rate for third weight class 3 x 10 bit = a total of 55 bit. The letter clearly illustrates the bank's involvement in this stamp issue (J. Læby).

Provisorisk 5 bit udgave

Denne udgave udkom til salg 1. juni 1905, serien består af 3 mærker: 5 cents og 8 cents våbentype, samt 2 farvet 4 cents, alle mærker blev overtrykt med 5 – bit – 1905, hos H. H. Thiele i København.

Der blev ikke givet nogen officiel grund til udgivelsen af mærkerne. Man må derfor antage, at provisorierne blev fremstillet for at opbruge oplaget af de forældede cents-mærker.

Det viste sig dog, at mærkerne var svære at få fat i, idet hele oplaget, som var til salg på postkontorerne i St. Thomas, Christianssted og Frederikssted, blev udsolgt på under et kvarter. Årsagen hertil var, at repræsentanter for en komite til opførelse af et spedalskhedshospital på øerne, som havde indgået en aftale med Guvernementet, var mødt frem på de 3 postkontorer og havde købt næsten hele oplaget med økonomisk støtte fra den Dansk Vestindiske Nationalbank.

Aftalen gik ud på, at banken skulle benytte mærkerne på breve mellem bankafdelingerne, der efterfølgende afleverede de brugte mærker til spedalskhedskomiteen. Forhandlingen af provisorierne blev overdraget til en frimærkehandler i København, der betalte 40 øre pr. sæt og videresolgte mærkerne for 75 øre pr. sæt.

Brugsbreve med provisorie-mærkerne er derfor sjældne, da næsten alle mærker er blevet klippet eller vasket af. (B14 lokal brev provisorier 2x5 bit, J. Læby og B15 R-brevstykke med provisorier 11x5 bit, J. Læby.)

Frederik VIII udgaven

Den 29. januar 1906 døde Chr. IX. herefter gik man i gang med at forberedelse af nye frimærker med portræt af Fr. VIII, som blev trykt i kobbertryk og rammen i bogtryk, hos H. H. Thieles i København. Der kom dog til at gå to år, før de nye frimærker af Fr. VIII var færdigtrykt i 8 forskellige værdier, og de kom først til salg 5. august 1908.

Provisional 5 bit Issue

This issue was released for sale on 1 June 1905. The series consists of 3 stamps: the 5 cents and 8 cents Arms type, and the bicoloured 4 cents, all stamps were overprinted with 5 bit 1905, at H. H. Thiele in Copenhagen.

No official reason was given for the issue of the stamps. It must therefore be assumed that the provisionals were produced to use up the stock of the obsolete cents stamps.

However, it turned out that the stamps were hard to get hold of, as the entire run, which was on sale at the post offices in St Thomas, Christiansted and Frederiksted, was sold out in less than 15 minutes. The reason for this was that representatives of a committee for the construction of a leprosy hospital on the islands, which had entered into an agreement with the Governorate, had turned up at the three post offices and bought almost the entire issue with financial support from the Danish West Indies National Bank.

The agreement was that the bank would use the stamps on letters between its branches, which subsequently handed over the used stamps to the leprosy committee. A stamp dealer in Copenhagen was entrusted with the sale of the provisional stamps, paying 40 øre per set and reselling the stamps for 75 øre per set. Covers with the provisional stamps are therefore rare, as almost all stamps have been cut or washed off. B14 local letter provisional 2 x 5 bit, J. Læby and B15 Registered letter cut out with provisional stamps 11 x 5 bit, J. Læby.

Frederik VIII Issue

On 29 January 1906, Christian IX died, after which the preparation of new stamps with a portrait of Frederik VIII began. This was printed in copperplate recess and the frame printed in letterpress at H. H. Thiele in Copenhagen. However, it took two years for the new stamps of Frederik VIII to be printed in 8 different values, and they did not go on sale until 5 August 1908.

Dette bevirkede, at man i oktober 1907 blev nødt til at trykke et ekstra oplag af de mest benyttede værdier 5, 10 og 25 bit med Chr. IX portræt. (B16 pengebrev til København med 3x 25 bit Fr. VIII, J Læby.)

This meant that in October 1907, an extra run of the most popular values of 5, 10 and 25 bit with the portrait of Christian IX had to be printed. (B16 Money letter to Copenhagen with 3 x 25 bit Frederik VIII, J. Læby)



Figur B16. Pengebrev indlagt 500 franc stemplet St. Thomas 24.12.1912 og på bagsiden er forseglet og ankomststemplet Københavns Pengepostkontor 9.1.1913. Fra 1. april 1871 blev kravet om brug af de særligt "forede" kuverter til pengeforsendelser afskaffet for forsendelser med 1-2 pengesedler. Dette brev må have indeholdt fem 100 franc sedler, da det var højeste valør, men dette har man ladet passere ved kontroltællingen. Grundtaksten for 1. vægtnklasse 0 – 20 gram 25 bit, forsikring 20 bit pr. 300 franc = 40 bit samt kontroltælling 10 bit i alt 75 bit. (J. Læby)

Figure B16. 'Unlined' money letter weighing 15 grammes containing 500 francs cancelled St. Thomas 24.12.1912, the reverse is sealed and date stamped on arrival with Københavns Pengepostkontor 9.1.1913. From 1 April 1871, the requirement to use the specially 'lined' envelopes for money letters was abolished for items containing a maximum of 1-2 banknotes. but as only 100 franc banknotes were used as the highest denomination, the letter must probably have contained 5 100 franc banknotes. However, this was ignored in the post office verification count. The basic rate for 1st weight class 0-20 grammes 25 bit, insurance 20 bit per 300 francs = 40 bit and verification counting 10 bit totalling 75 bit. (J. Læby)

Chr. X udgaven

I maj 1912 døde Fr. VIII, og derfor blev der bestilt nye frimærker med portræt af Chr. X set i profil, denne gang varede det over tre år, før de første to mærker 5 og 25 bit, af i alt 8 værdier nåede frem til øernes posthuse. Grunden til forsinkelsen, var at man lå inde med store mængder af Fr. VIII udgaven, som først skulle opbruges. En anden årsag var at man havde problemer med fremstillingen af det nye tyndere papir, der skulle

The Christian X Issue

In May 1912, Frederik VIII died, so new stamps with a portrait of Christian X in profile were ordered. This time it took over three years before the first two stamps, 5 and 25 bit, of a total of 8 values, reached the islands' post offices. The reason for the delay was that there were large quantities of the Frederik VIII issue that needed to be used up first. Another reason was

bruges i de nye trykmaskiner, som H. H. Thieles bogtrykkeri havde anskaffet efter branden på trykkeriet i 1912.

På nær 5 og 25 bit, der som nævnt kom til salg i 1915, kom næsten ingen af mærkerne til salg, før øerne blev solgt i 1917.

Ifølge Postmester F. C. Carstensen i St. Thomas, kom blot 10 ark af hver værdi til salg på øerne i januar 1917, der blev fordelt med henholdsvis 5 arksæt til St. Thomas 3 arksæt til Christiansted og 2 arksæt til Frederiksted Postkontor. (B17 opfranket helsagskort til Rudme fra Postmester Carstensen St. Thomas Postkontor med 2 x 5 bit Chr. X, J Læby.)

that there were problems with the production of the new thinner paper to be used in the replacement printing presses that H. H. Thiele's printing house had acquired after the fire at the print shop in 1912.

With the exception of the 5 and 25 bit, which, as previously mentioned, went on sale in 1915, almost none of the stamps went on sale until the islands were sold in 1917.

According to Postmaster F. C. Carstensen in St Thomas, only 10 sheets of each value were available for sale on the islands in January 1917, with 5 sets of sheets for St Thomas, 3 for Christiansted and 2 for Frederiksted Post Office. (B17 franked postal stationery card to Rudme from Postmaster Carstensen St. Thomas Post Office with 2 x 5 bit Christian X, J Læby.)



Figur B17. Helsagsbrevkort med 5 bit fra ST. THOMAS POSTKONTOR 16.10.1916 opfranket med 5 Chr. X til Rudme på Fyn. I teksten meddeler postmester Carstensen adressaten, at Chr. X-frimærkerne kun er til rådighed som 5 og 25 bit frimærker, hvilket tydeligt viser manglen på de nye Chr. X-frimærker på øerne. (J. Læby)

Figure B17. Postal stationery card with 5 bit from ST. THOMAS POSTKONTOR 16.10.1916 franked with 5 Bit Christian X to Rudme on Funen. In the text, Postmaster Carstensen advises the addressee that only the 5 and 25 bit Christian X stamps are available, which clearly shows the lack of the new Christian X stamps on the islands (J. Læby).



Figur C1. Transferday.

Figure C1. Transfer day.

Overdragelsesperioden 1. april til 30. september 1917

Den 31. marts 1917 blev Dansk Vestindien overdraget til USA for 25 mill. dollars. Denne dag betegnes som TRANSFER DAY – hvilket er den engelske betegnelse for overdragelsesdagen. Dansk Vestindien skiftede herefter navn til U.S Virgin Islands. (C1 – postkort /Transfer day, J. Læby.)

Beslutningen om at sælge øerne blev ikke truffet fra den ene dag til den anden. Forhandlingerne med USA havde stået på igennem mange år. Fra dansk side blev salget i 1917 hovedsageligt begrundet af økonomiske årsager, eftersom øerne ikke var rentable. Sukkerproduktionen var ikke overskudsgivende, fordi jorden efterhånden var blevet udpint. Aktuelt spillede købssummen også en stor rolle.

I Danmark opstod der politisk uro om selve forløbet af salget af Dansk Vestindien. Salget blev derfor genstand for den første danske folkeafstemning den 14. december 1916. I den forbindelse fik kvinderne for første gang ret til at stemme til en folkeafstemning.

The handover period 1 April to 30 September 1917

On 31 March 1917, the Danish West Indies were transferred to the USA for 25 million dollars. This day is known as TRANSFER DAY. The Danish West Indies then changed its name to the US Virgin Islands. (C1 post-card /Transfer day, J. Læby.)

The decision to sell the islands was not made overnight. Negotiations with the USA had been going on for many years. From the Danish side, the sale in 1917 was mainly motivated by economic reasons, as the islands were not profitable. Sugar production was not profitable because the soil had gradually become depleted. The purchase price also played a major role.

In Denmark, political unrest arose over the actual process of selling the Danish West Indies. The sale was therefore the subject of the first Danish referendum on 14 December 1916, when for the first time women were given the right to vote in a referendum.

I forbindelse med folkeafstemningen blev der fremstillet protestmærker og satiriske postkort. Disse blev udgivet af "Dansk Vestindisk Samfund" i ark af 10 stk., og de afspejlede den følelsesladede debat i offentligheden om salget. Der blev også udgivet en række publikationer og valgaviser op til afstemningsdagen. Folkeafstemningen resulterede i et klart flertal for salget af øerne til USA. Forslaget blev vedtaget med 284.000 stemmer for og 168.000 imod. Synes man tallet er lille, skal man huske på at den danske befolkning totalt set kun var på ca. 1,5 mill.

In connection with the referendum, protest labels and satirical postcards were produced. These were published by the Danish West Indies Society in sheets of 10 and reflected the emotional public debate about the sale. A number of publications and election newspapers were also issued in the run-up to polling day. The referendum resulted in a clear majority in favour of the sale of the islands to the USA. The proposal passed with 284,000 votes in favour and 168,000 against. If you think this number is small, remember that the total Danish population was only around 1.5 million.



Figur C2. Et satirisk postkort der blev fremstillet "for eller i mod" salget af Dansk Vestindien til USA

Figure C2. A satirical postcard that was produced 'for or against' the sale of the Danish West Indies to the USA..

De satiriske postkort lagde op til, at befolkningen i vores kolonier selv skulle stemme om deres tilhørsforhold, men det kom ikke på tale. (C2 – postkort mod salget, J. Læby.)

The satirical postcards suggested that the people in the Danish colony should themselves vote on their relationship, but this was out of the question. (C2 postcard against the sale, J. Læby.)

Danmark solgte derfor øerne uden at spørge befolkningen på Dansk Vestindien. Vi solgte vores landsmænd og tjente dermed nok engang penge på vores tidligere slaver og deres efterkommere.

Denmark therefore sold the islands without consulting the people of the Danish West Indies. Denmark sold its compatriots and again made money from its former slaves and their descendants.

Nogle har dog hævdet, at det er sandsynligt, at lokalbefolkningen selv ønskede at bryde forbindelsen til en kolonimagt, som ikke sikrede ordentlige levevilkår og indtægtsmuligheder.

USA var særdeles interesseret i at købe øerne, fordi USA mente, at der var en stor risiko for, at tyskerne ville besætte Dansk Vestindien og måske senere anvende øerne som en base mod USA. Første verdenskrig var i fuld gang, og som led i Tysklands krig mod Storbritannien og Frankrig førte man den såkaldte ubådskrig.

Overdragelsestraktaten blev proklameret den 22. januar 1917 med ikrafttræden den 31. marts 1917. Postale forhold var en del af denne traktat, og de skulle træde i kraft den 1. april 1917. Da denne dato var en søndag, og posthusene var lukkede på øerne, blev mandag den 2. april anført som den officielle første dag. (C3 - førstedagsbrevet 2. april, T. Gade, C4 - C5 viser yderligere april breve, T. Gade.)

Der findes breve og postkort stemplet både den 31. marts og 1. april sendt til samme modtager, men disse må betragtes som filatelistiske forsendelser.

However, some have argued that it is likely that the locals themselves wanted to sever ties with a colonial power that did not provide decent living conditions and economic opportunities.

The USA was particularly interested in buying the islands because it believed there was a high risk that the Germans would occupy the Danish West Indies and perhaps later use the islands as a base against her. World War I was in full swing, and as part of Germany's fight against Britain and France, the so-called U-boat war was being waged.

The Treaty of Transfer was proclaimed on 22 January 1917 and came into force on 31 March 1917. Postal matters were part of this treaty and were to be effective on 1 April 1917. As this date was a Sunday and post offices were closed on the islands, Monday 2 April was listed as the official first day. (C3 first day letter 2 April, T. Gade, C4 - C5 additional letters from April. T. Gade.)

There are letters and postcards date stamped both on 31 March and 1 April sent to the same recipient, but these must be considered philatelic items.



Figur C3. Førstedagsbrev – sendt 2. april 1917 til København og frankeret med det nye amerikanske 5 cents frimærke. Frimærket er annulleret med det dansk-vestindiske stempel St. Thomas. Engelsk censur label nr. 681. (T.Gade)

Figure C3. First day cover sent 2.4.1917 to Copenhagen and franked with the new American 5 cents stamp. The stamp was cancelled with the Danish West Indies date stamp St. Thomas. British censorship label no. 681 (T. Gade).



Figur C4. Anbefalet brev af 2. vægklasse sendt fra Christiansted den 4. april 1917 til New York. Brevet er korrekt frankeret. Højest usædvanligt er der i kombination med de almindelige amerikanske frimærker også anvendt det amerikanske "10 cents U.S. Registration stamp". Det amerikanske postvæsen stoppede med at anvende dette frimærke i 1913, men accepterede at de allerede cirkulerende 10 cents frimærker fortsat kunne anvendes. Brevet er ankomststemplet New York den 15. april 1917. (T.Gade)

Figure C4. Registered letter of 2nd weight class sent from Christiansted on 4.4.1917 to New York. The letter is correctly franked. Most unusually, the '10 cent US Registration stamp' is also used in combination with the ordinary American stamps. The US Postal Service had stopped using this stamp in 1913, but accepted that the 10 cent stamps remaining in circulation could still be used. The letter is postmarked New York on 15.4.1917 (T. Gade).



Figur C5. Brev med engelsk censur sendt som en tryksag i 2. vægklasse frankeret med et amerikansk 2 cents frimærke og annulleret med det dansk-vestindiske stempel St. Thomas den 3. april 1917. Brevet er accepteret på postkontoret i St. Thomas, men ikke accepteret som en tryksag i Porto Rico. Dette betyder, at brevet er underfrankeret med 3 cents og derfor blev sat i porto med 30 centimes. Modtager måtte betale 24 øre ved modtagelsen. Ankomststemplet i København den 16. maj 1917 – brevet har været 43 dage undervejs. (T.Gade)

Figure C5. Letter with British censorship sent as 2nd weight class printed matter franked with an American 2 cents stamp and cancelled with the Danish West Indies date stamp St. Thomas on 3.4.1917. The letter was accepted at the post office in St. Thomas, but not accepted as a printed matter in Porto Rico. This meant that the item was underfranked by 3 cents and therefore 30 gold centimes postage due was assessed. The recipient had to pay 24 øre on receipt. Date stamped on arrival in Copenhagen on 16.5.1917, the letter had been 43 days in transit (T. Gade).

I henhold til traktaten var det aftalt, at både Dansk Vestindiens hidtidige frimærker og amerikanske frimærker kunne anvendes – også i kombination – i en 6 måneders periode. (C4 REC brev incl. 10 cents, T. Gade, C5 2 cents brevet sat i porto, T. Gade og C6 / Frederiksted brev 25 bit til Danmark, T. Gade.)

According to the treaty, it was agreed that both the stamps of the Danish West Indies and the USA could be used in mixed frankings for a six month period. (C4 Registered letter bearing 10 cents stamp, T. Gade, C5 2 cents postage due letter, T. Gade and C6 Frederiksted letter 25 bit to Denmark, T. Gade.)



Figur C6. Brev sendt fra Frederiksted 21. april 1917 til København. Korrekt frankeret med det dansk-vestindiske frimærke Christian X 25 bit. Engelsk censur label 4894. Ankomststempel den 6. juni 1917. (T.Gade)

Figure C6. Letter sent from Frederiksted on 21 April 1917 to Copenhagen. Correctly franked with the Danish West Indies Christian X 25 bit stamp. British censorship label 4894. Arrival date stamp on 6 June 1917 (T. Gade).

Overdragelsesperioden sluttede 30. september 1917.

Kombinationsfrankering ser man tit, dog er næsten alle filatelistisk fremstillet. De fleste af disse breve er sendt til Otto Kieldrup, men også navnet L.V. Nielsen og A. J Nørgaard forekommer. Brevene er tit overfrankeret og altid sendt lokalt. Brevene findes både afstemplet med det danske og det amerikanske stempel. Breve, som ikke er filatelistisk fremstillet og sendt korrekt frankeret med frimærker fra både Dansk Vestindien og USA, er meget sjældne. (C7 Mix brev 2 x 10 bit og 1 cent sendt til DK, T. Gade.)

The handover period ended 30 September 1917

Mixed frankings are often seen, but almost all are philatelically produced. Most of these letters were sent to Otto Kieldrup, but the names L. V. Nielsen and A. J. Nørgaard also appear. The letters are often over franked and are always sent locally. They are cancelled with both the Danish and the American hand stamps. Letters that are not philatelically produced and sent correctly franked with stamps from both the Danish West Indies and the USA are very rare. (C7 Mixed franking letter 2 x 10 bit and 1 cent sent to Denmark, T. Gade.)



Figur C7. Brev sendt med engelsk censur fra Christiansted den 21. april 1917 til København. Kombinationsfrankering - frimærkerne er stemplet med det dansk-vestindiske stempel Christiansted. Brevet er korrekt frankeret. Ankomststempel 7. juni 1917. (T.Gade)

Figure C7. Letter sent with British censorship from Christiansted on 21.4.1917 to Copenhagen. The mixed franking is cancelled with the Danish-West Indian handstamp Christiansted. The letter is correctly franked. Arrival postmark 7.6.1917 (T. Gade).

Valutakursen, som var gældende efter overdragelsen betød, at 5 bit var lig med 1 U.S. cent. Det betød, at fx udenlandske breve skulle frankeres med 25 bit eller 5 cents. Ved indenlandske breve var portoen 10 bit eller 2 cents.

The exchange rate that applied after the transfer meant that 5 bit were equal to 1 US cent. This meant that foreign letters, for example, had to be franked with 25 bit or 5 cents. For domestic letters, the postage was 10 bit or 2 cents.

Efter det amerikanske flag var hejst lørdag den 31. marts 1917, overtog den nye U.S. Postmaster de tidligere Dansk Vestindiske postkontorer på øerne. Fra dette tidspunkt var det kun muligt at købe amerikanske frimærker, og dermed kunne Dansk Vestindiske frimærker kun anvendes, hvis de var tilgængelige på private hænder.

After the American flag was raised on Saturday 31 March 1917, the new US Postmaster took over the former Danish West Indies post offices on the islands. From this point on, it was only possible to buy American stamps, and thus Danish West Indies stamps could only be used if they were already in private hands.

Af en eller anden grund var den nye U.S. Postmaster ikke i besiddelse af amerikanske annulleringsstempler, og posthusene på øerne fortsatte derfor med at anvende de gamle dansk-vestindiske stempler et godt stykke ind i transferperioden. Det senest kendte brev er afstemplet Christiansted den 19. maj 1917.

For some reason, the new US Postmaster was not in possession of American cancellers, so the post offices on the islands continued to use the old Danish West Indies handstamps well into the transfer period. The last known letter is postmarked Christiansted on 19 May 1917.

Det var i øvrigt den fungerende U.S. Postmaster fra Porto Rico der overtog postkontoret i St. Thomas. Han fungerede kun i en kort periode som postmester, hvorefter det igen blev den tidligere danske postmester Carstensen, der fortsatte på det amerikanske postkontor på St. Thomas.

Om eftermiddagen fredag den 31. marts 1917 blev det danske flag strøget, efter at musikkorpset havde spillet "Kong Christian". C8 Postkort "Old Glory" T. Gade.

Postkort med Dannebrog's sidste dag. Danmark havde officielt solgt sin sidste tropiske koloni.

Der skal lyde en særlig tak til Benny Winther, Frank Banke og Matthew Kewriga USA, med bidrag af illustrationer.

Incidentally, it was the acting US Postmaster from Porto Rico who took over the post office in St Thomas. He served as postmaster only for a short period, after which it was the former Danish postmaster Carstensen who continued at the US post office on St Thomas.

On the afternoon of Friday 31 March 1917, the Danish flag was lowered after the band had played 'King Christian'. (C8 Postcard 'Old Glory' T. Gade).

Postcard showing the last day of Dannebrog. Denmark had officially sold its last tropical colony.

Special thanks to Benny Winther, Frank Banke and Matthew Kewriga for contributing illustrations.



Figur C8. Postkort "Ole Glory".

Figure C8. Postcard 'Old Glory'.

Border Mail from Denmark to Germany

Grænseforsendelser fra Danmark til Tyskland

By Jørgen Kluge

(Translated by Morten Lintrup)

Fra 1200-tallet var Kongeåen, der oprindeligt hed Skodborg Å indtil omkring år 1800, sammen med Kolding Å grænsen mellem Kongeriget Danmark og Hertugdømmet Schleswig, fig. 1. I 1500-tallet blev Kongeåen også en toldgrænse, så der skulle betales told af varer, der passerede grænsen. I 1851 blev grænsen flyttet, så Eideren blev toldgrænse mellem Danmark og Schleswig. Efter afslutningen af krigen i 1864 afstod Danmark hertugdømmerne Schleswig og Holstein til Preussen og Østrig. Ved fredsaftalen i Wien den 30.10.1864 blev grænsen igen fastlagt ved Kongeåen og de kongelige enklaver, der lå i det vestlige Schleswig syd for Ribe, blev byttet med syv sogne, der lå syd for Kolding. Denne grænse var gældende indtil 1920, hvor den nordlige del af Schleswig blev dansk, og den nuværende grænse blev en realitet.

Since the 13th century, there was a border near the stream Kongeå that separated the Kingdom of Denmark from the duchy of Schleswig, Fig. 1. In the 16th century this also became a customs border, where duties had to be paid for goods crossing into Schleswig. In 1851 the Denmark-Schleswig border was relocated to the Eider Fjord. Following the war of 1864 Denmark ceded the duchies Schleswig and Holstein to Prussia and Austria. By the peace agreement in Vienna 30 Oct. 1864 the border was again fixed at Kongeå. The royal enclaves in Western Schleswig, south of Ribe, were traded for seven parishes located South of Kolding. That border stood until 1920, when Northern Schleswig reverted to Denmark and the current border was established.

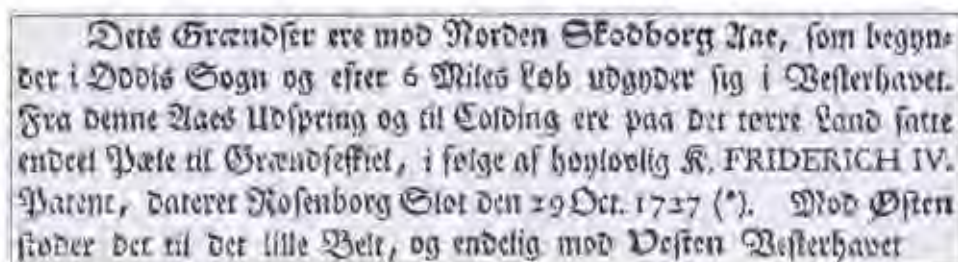


Fig. 1. Uddrag af Danske Atlas 1781

Figure 1. Excerpt from Danske Atlas 1781.

I 1865 blev der indgået en postaftale mellem Danmark og Schleswig-Holstein og Lauenburg. I denne aftale, der var gældende fra 1. august 1865, blev det samtidig indført, at der kunne sendes breve til indenrigstakst mellem udvalgte byer i grænseområdet. Der var 3 byer på dansk side og 4 byer på tysk side, fig.2. Antallet af byer blev hurtigt forøget på tysk side, så i slutningen af 1867 var der stadig kun 3 danske byer, men 8 tyske. Brevtaksten var den samme som for indenrigsbreve, som var 4 skilling for

In 1865 a postal agreement was set up between Denmark, Schleswig-Holstein, and Lauenburg. In this agreement, in effect from 1 Aug 1865, it was stated that letters could be exchanged at the domestic rate between certain towns near the border: Three towns in Denmark, and four towns on the German side, Fig. 2. The number of included towns soon increased on the German side. Thus, by the end of 1867 there were still just three in Denmark, but eight in Germany. The letter rate was identical to the domestic rate - at 4 skilling up to 15 g, and 4 skilling for

de første 15 gram og 4 skilling for de efterfølgende 15 gram. For et ufrankeret brev blev 6 skilling opkrævet hos modtageren. På fig. 3. vises et brev sendt den 19.4.1866 fra Ribe til Gram frankeret med et 4 skilling mærke annulleret med nummertempel 55 og sidestemplet Ribe. Brevet er ankomststemplet i Gram den 20.4.1866

each additional 15 g. For an unfranked letter 6 skilling was charged from the recipient. Figure 3 shows a letter sent 19 Apr 1866 from Ribe to Gram franked with a 4 skilling postage stamp cancelled by numeral 55 and side marked Ribe. On arrival, the letter was cancelled Gram 20 Apr 1866.

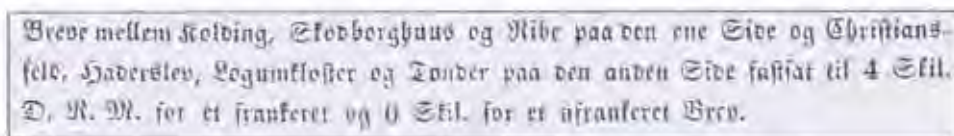


Fig. 2. Uddrag af overenskomsten, gældende fra 1. august 1865

Figure 2. Excerpt from agreement in effect 1 Aug 1865.



Fig. 3. Brev fra Ribe til Gram sendt den 19.4.1866. Porto 4 skilling

Figure 3. Letter from Ribe to Gram mailed 19 Apr 1866. Postage 4 skilling.

Efter sammenslutningen af de fleste tyske stater i det Nordtyske Forbund blev der aftalt en ny overenskomst med Danmark, der var gældende fra 1.5.1868. Portoen for breve sendt i grænsezonen blev ændret, så et frankeret brev indtil 15 gram kostede 4 skilling, mens et ufrankeret brev var steget til 8 skilling, der blev opkrævet hos modtageren, fig. 4. Antallet af byer, hvor der kunne sendes breve til grænsetaksten, steg kun langsomt, så der den 16.9.1869 stadig kun var 3 danske byer og 10 tyske byer. Et tillæg til overenskomsten kom i januar 1871, fig. 5, hvor det blev tilladt at sende de såkaldte Correspondancekarte (postkort), men til almindelig brevporto. Postkortene havde endnu ikke fået særskilt takst.

When the North German Confederation was established, a new postal agreement was set up with Denmark, in effect from 1 May 1868. Postage rates for letters in the border zone were fixed at 4 skilling per 15 g for franked letters, while postage for unfranked letters increased to 8 skilling, to be paid by the recipient, Fig. 4. The number of towns covered by the agreement only increased slowly. By 16 Sep 1869 there were still just three Danish towns and ten in Germany. By an Addendum to the agreement in January 1871, Fig. 5, it was also allowed to send so-called Korrespondenzkarte (postcards), albeit at regular letter rates. Postcards did still not have a separate rate.

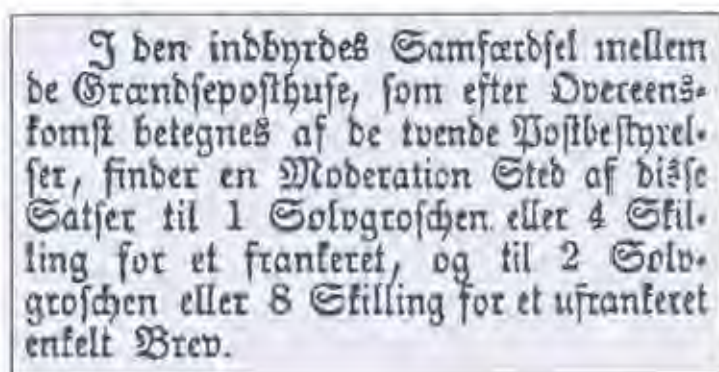


Fig. 4. Uddrag af overenskomst af 1.5.1868

Figure 4. Excerpt from agreement of 1 May 1868.

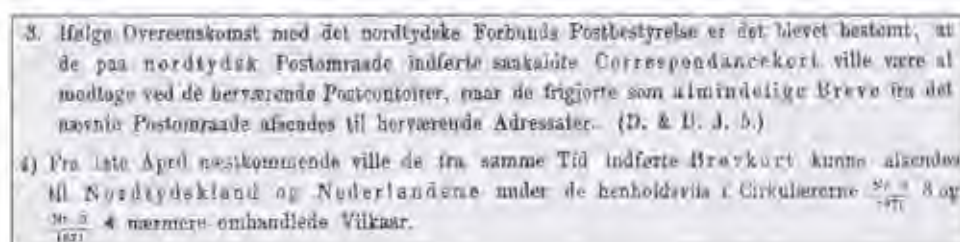


Fig. 5. Uddrag af Cirkulære nr. 2/1871 punkt 3 og Cirkulære nr. 3 punkt 4

Figure 5. Excerpt from Circular 2/1871, item 3, and Circular 3, item 4.

1.1.1875 blev betalingsmidlet kroner og øre i Danmark, og samtidig indførtes Mark og Pfennig i Tyskland. Omregningen var 1 Rigsdaler lig med 2 kroner eller 1 skilling lig med 2 øre. Som følge af valutaforandringen blev portoen ændret til 8 øre for breve indtil 15 gram og 8 øre for hvert efterfølgende 15 gram. For ufrankerede breve fra Tyskland skulle der erlægges 16 øre i porto ved modtagelsen. Postkort kunne indtil 30.6.1875 også sendes til brevtaksten. Ved Danmarks indtræden i Den Almindelige Postforening (senere UPU) den 1.7.1875 var postkort ikke længere omfattet af den reducerede takst. Postkortene var fastsat til at koste 10 øre til hele Tyskland, så det var billigere at sende et brev i grænsezonen end at sende et postkort i samme område. Antallet af byer, hvor der imellem kunne sendes breve til nedsat takst, var den 1.4.1879 steget til 7 danske byer og til 14 tyske byer.

Ved en ny postaftale indgået den 23.8.1879 med virkning fra 1.4.1880 ændredes det, så det ikke længere var mellem enkelte byer, hvor der kunne sendes forsendelser i grænseregionen, men at der kunne sendes breve til og fra modtagere, der var under-

On 1 Jan 1875 monetary reform made kroner and øre Danish currency. At the same time Mark and Pfennige were introduced in Germany. The exchange rate was 1 Rigsdaler to 2 kroner, or 1 skilling to 2 øre. As a result of the reform, the letter rate became 8 øre per 15 g. For unfranked letters from Germany as border mail, 16 øre had to be paid on receipt in Denmark. Postcards could be sent at the letter rate until 30 June 1875. By Denmark's inclusion in the General Postal Union (soon to become UPU) from 1 July 1875 postcards were no longer covered by the reduced rate; postcards were fixed at a rate of 10 øre to all of Germany. Thus, within the border zone it was cheaper to send a letter than a postcard. On 1 Apr 1879, the number of towns included in the border zone was increased to seven in Denmark and 14 in Germany.

By a new postal agreement of 23 Aug 1879, effective from 1 April 1880 the border zone for mail was redefined to no longer relate to specific towns but to the distance between the involved post offices. As the birds fly, that distance should not exceed 30 km,

Alle de danske og tyske Posthuse, mellem hvilke Afstanden i lige Løse ikke overstiger 30 Kilometer, haves et „Grænsepostmærke“, indenfor hvilket en nedsat Taxi for Breve, ligesom ogsaa en nedsat Minimumstaxi for Forretningspapirer og Vareprøver bringes til Anvendelse (jfr. den ovenfor under 2. ommeldte Fortegnelse).

Fig. 6. Uddrag af aftalen gældende fra 1.4.1880.

Figure 6. Excerpt from agreement in effect 1 Apr 1880.

lagt posthuse, som lå indenfor en indbyrdes afstand, der ikke oversteg 30 km i luftlinje mellem posthusene, fig. 6. Afstandsberegningen gjaldt også over vand. Det medførte en stor ændring i forhold til, hvilke byer hvorimellem der kunne sendes til grænsetaksten. Der var 1.4.1880 13 byer på dansk side, heraf flere på Fyn, og 25 byer på tysk side. Antallet af posthuse, der omfattedes af grænseordningen, ændredes hurtigt med oprettelsen og nedlæggelsen af posthuse på hver side af grænsen, således at der i 1899 var 41 danske byer og 46 tyske byer. I fig. 7 vises et rekommanderet brev sendt fra Kolding den 28.3.1893 til Haderslev med porto 8 øre for brevet og 16 øre for rekommandation, i alt 24 øre. Brevet kunne ikke afleveres til modtageren, hvorfor brevet blev sendt retur med en påtegning på bagsiden: "Mit Polizeiliche Hilfe in Hadersleben nicht zu Ermittlen, Asmussen Briefträger" (Kunne ikke, selv med politiets hjælp, afleveres i Haderslev, Asmussen Postbud). Brevet er kommet retur til Kolding den 30.8.1893, fig. 8.

Fig. 6. The distance could cross over water. This was a major change in the border mail regime. On 1 April 1880 thirteen towns in Denmark, including several on the island of Funen, and 25 towns in Germany were included. The specific post offices on the list changed frequently as new post offices were opened, or old ones closed down, so that by 1899 there were 41 towns in Denmark and 46 towns in Germany. Figure 7 shows a registered letter sent from Kolding 28 Mar 1893 to Haderslev with postage 8 øre for transport, and 16 øre for registration, for a total of 24 øre. The letter proved to be undeliverable, for which reason it was returned with a written note at the back: Mit Polizeiliche Hilfe in Hadersleben nicht zu ermitteln, Asmussen Briefträger. (Could not, even with police assistance, be delivered to Haderslev, Asmussen mail man.) The letter was received back in Kolding 30 Aug 1893, Fig. 8.



Fig. 7. Rekommanderet brev sendt fra Kolding den 28.8.1893.

Figure 7. Registered letter mailed from Kolding 28 Aug 1893.



Fig. 8. Bagsiden af Kolding brevet med retur bemærkning.

Figure 8. Reverse of Kolding letter (Fig. 7) with written return note.

Taksten for grænsebrevne fulgte den indenrigske takst i begge lande. I Danmark var taksten fra 1.10.1902 steget til 10 øre for et brev indtil 15 gram og 10 øre for hver efterfølgende 15 gram. For ankomne ufrankerede breve blev 16 øre opkrævet hos modtageren. Den 1.10.1907 blev vægtgrænsen sat op fra 15 gram til 20 gram, uden at portotaksten ændredes.

The rate for border mail coincided with the domestic rate in both countries. In Denmark the rate was increased to 10 øre on 1 Oct 1902, for 15 g, and 10 øre for each subsequent multiple of 15 g. For arriving unfranked letters, the recipient was charged 16 øre. On 1 Oct 1907 the weight limit was increased from 15 g to 20 g, with no change of postal rates.

Antallet af posthuse, der var omfattet af grænseordningen, steg hurtigt, og omkring 1914 kom Rødby Havn med under ordningen som den eneste by udenfor byerne på Fyn og i Jylland. Grænseforsendelser fra Rødby Havn, Lolland, var muligt til 4 byer på øen Femern. Fig. 9 viser et uddrag fra grænsestationslisten fra 1913, hvor Rødby Havn er tilføjet med håndskrift.

The number of post offices covered by the border zone rate increased fast, and by 1914 Rødby Havn, Lolland was included as the only town outside Funen and Jutland. Border mail was possible from Rødby Havn to four towns on the island of Fehmarn. Figure 9 shows an excerpt from the border station list of 1913, where Rødby Havn has been added in writing.



Fig. 9. Uddrag af grænseposthuslisten fra 1913

Figure 9. Excerpt from list of border post offices.

Efter afslutningen af 1. Verdenskrig fortsatte grænseordningen, indtil Danmark den 15.6.1920 overtog den nordlige del af Slesvig. Samtidig hermed ophørte grænsepostaftalen. Taksten steg den 1.10.1919 til 15 øre for de første 20 gram og 10 øre for de efterfølgende 20 gram. I perioden fra 26.1.1920 til 16.6.1920 kunne frimærker fra afstemningsområdet benyttes.

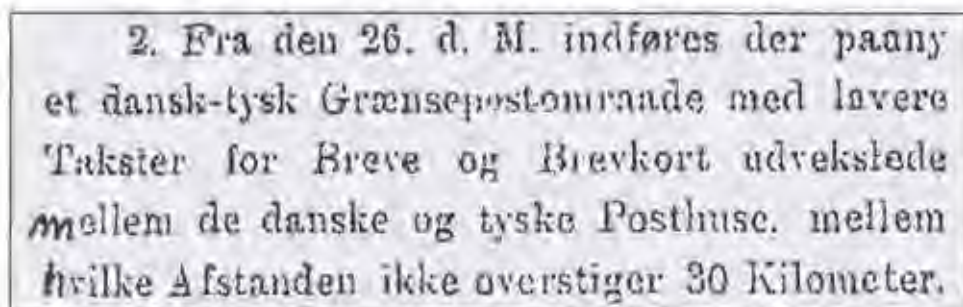
Fra den 26.9.1921, fig. 10, genoptages grænsepostaftalen, men på grund af grænseflytningen, med helt andre byer, der blev omfattet af aftalen. Den eneste danske by, der fortsatte efter genforeningen, var Rødby Havn på Lolland. Grænsetaksten blev den 26.9.1921 ændret til 20 øre for de første 20 gram og 10 øre for efterfølgende 20 gram. Samtidig blev det indført, at postkort også kunne sendes til grænsetakst på 15 øre. Brevtaksten blev ændret den 1.4.1926 til 15 øre for de første 20 gram og 10 øre for de efterfølgende 20 gram. Postkorttaksten blev den 1.4.1926 nedsat til 12 øre og igen nedsat til 10 øre den 1.1.1927. Fig. 11 viser et postkort sendt fra Graasten til Flensburg den 20.11.1927.

Rødby Havn blev i 1934, iflg. brev af 15.3. 1934 fra Oberpostdirektion Kiel til Post og Telegrafvæsenet København, nedlagt som by indenfor grænsepostområdet. Taksten steg igen den 1.7.1940 til 20 øre for de første 20 gram og 10 øre for efterfølgende 20, og postkortporto steg til 15 øre.

After World War I the border mail institution continued until Denmark on 15 June 1920 took over Northern Schleswig. At that point it was discontinued. On 1 Oct 1919 postage increased to 15 øre for 20 g, and 10 øre for each subsequent multiple of 20 g. From 26 Jan 1920 to 16 June 1920 plebiscite stamp issues could be used.

From 26 Sep 1921, Fig. 10, the border mail agreement was reinstated, but due to the relocation of the border, an entirely different set of towns was involved. The only Danish town to remain on the list was Rødby Havn, Lolland. From 26 Sep 1921 border rate postage was fixed at 20 øre for 20 g, and 10 øre for each subsequent multiple of 20 g. At the same time, a rate of 15 øre for postcards was established. The letter rate was reduced 1 Apr 1926 to 15 øre for 20 g, and 10 øre for each subsequent multiple of 20 g. At the same time the postcard rate was reduced to 12 øre and further down to 10 øre on 1 Jan 1927. Figure 11 shows a postcard mailed from Graasten to Flensburg on 20 Nov 1927.

In 1934, by a letter from Oberpostdirektion Kiel to the Danish Mail and Telegraph authority in Copenhagen, Rødby Havn was deleted from the list of border mail post offices. On 1 July 1940, the rate increased to 20 øre for 20 g, and 10 øre for each subsequent multiple of 20 g; and the postcard rate to 15 øre.



2. Fra den 26. d. M. indføres der paany
et dansk-tysk Grænsepostomraade med lavere
Takster for Breve og Brevkort udvekslede
mellem de danske og tyske Posthuse. mellem
hvilke Afstanden ikke overstiger 30 Kilometer.

Fig. 10. Uddrag af overenskomst fra 26.9.1921

Figure 10. Excerpt from agreement of 26 Sep 1921.



Fig. 11. Postkort sendt fra Graasten til Flensburg i 1927. Med tilladelse af DPHS

Figure 11. Postcard mailed from Graasten to Flensburg 1927. By permission of DPHS.

Danmark og Tyskland indgik en bilateral aftale om at kunne sende breve og postkort til indenrigs takst de to lande imellem fra den 1.6.1942. Danmark tiltrådte senere den tysk oprettede og dominerede Europæiske Postforening den 1.4.1943, hvorefter medlemslandene kunne sende breve og postkort til indenrigstakst landene imellem. Herved suspenderes grænseaftalen mellem Danmark og Tyskland, fig. 12. For Danmarks vedkommende blev medlemskabet af den Europæiske Postforening ophævet ved en bekendtgørelse af 24.11.1945.

On 1 June 1942, Denmark and Germany signed a bilateral agreement to the effect of applying domestic rates between the two countries. Later, on 1 Apr 1943, Denmark acceded to the European Postal Union created and dominated by Germany, from which point domestic rates applied between all member states. Consequently, the border mail agreement between Denmark and Germany was suspended, Fig. 12. Danish membership of the European Postal Union was cancelled by an announcement dated 24 Nov 1945.

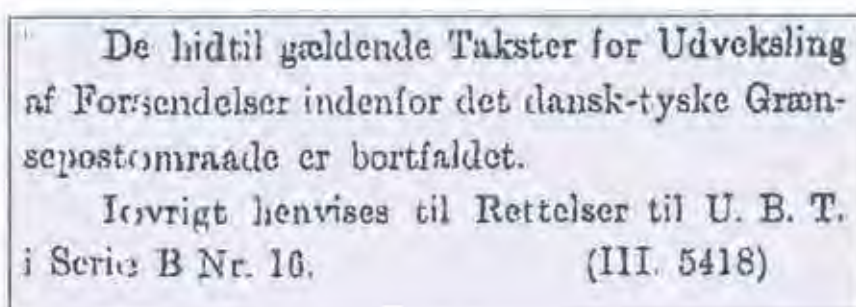


Fig. 12. Uddrag af OM 1942

Figure 12. Excerpt from O.M. 1942.

Først 10 år efter afslutningen af 2. Verdenskrig blev der den 1.4.1955 aftalt en ny overenskomst om udveksling af breve og postkort til nedsat takst i grænseområdet, fig. 13. Denne aftale ophævede samtidig overenskomsten, der var gældende fra 1.4.1880. Aftalen omfattede kun breve i første vægtklasse, enkeltpostkort og postkort med betalt svar. Portoen for breve indtil 20 gram var 30 øre og for enkeltpostkort 20 øre. Fig. 14. viser et rekommanderet brev sendt fra Kruså til Flensburg den 16.11.1977. Porto for brevet var 120 øre og rekommandationsgebyr 400 øre i alt 520 øre. Iflg. brev fra P&T udgik postkortene af aftalen den 31.12.1967, men forfatteren har postkort sendt fra Tyskland til Danmark i grænseregionen efter denne dato. Taksten for grænseforsendelser steg flere gange, se tabel, fig. 15, indtil grænseaftalen blev ophævet ved Danmarks indtræden i CEPT-aftalerne (Conférence Européenne des Administrations des Postes et des Télécommunications) om standardforsendelser (breve og postkort) til indlandsgebyrer, de såkaldte CEPT-gebyrer, per 1.7.1980.

Not until 10 years after WW2 a new border mail agreement about exchange of letters and postcards came into effect 1 Apr 1955, Fig. 13. This agreement repealed the old agreement from 1 Apr 1880 and concerned only single rate letters, single postcards and postcards with paid reply. The rate for letters was 30 øre for 20 g, and 20 øre for single postcards. Figure 14 shows a registered letter mailed from Kruså to Flensburg 16 Nov 1977. The letter rate was 120 øre with a registration fee of 400 øre for a total of 520 øre. By announcement from the Danish Mail postcards were excluded from the agreement from the beginning of 1968, but the author is in possession of postcards from Germany to Denmark at a later date. The border mail rates were raised several times, see table, Fig. 15, until - eventually, on 1 July 1980 - Denmark acceded to the CEPT conventions (Conférence Européenne des Administrations des Postes et des Télécommunications) about standardisation of mail (letters and postcards) at domestic rates, the so-called CEPT-fees.

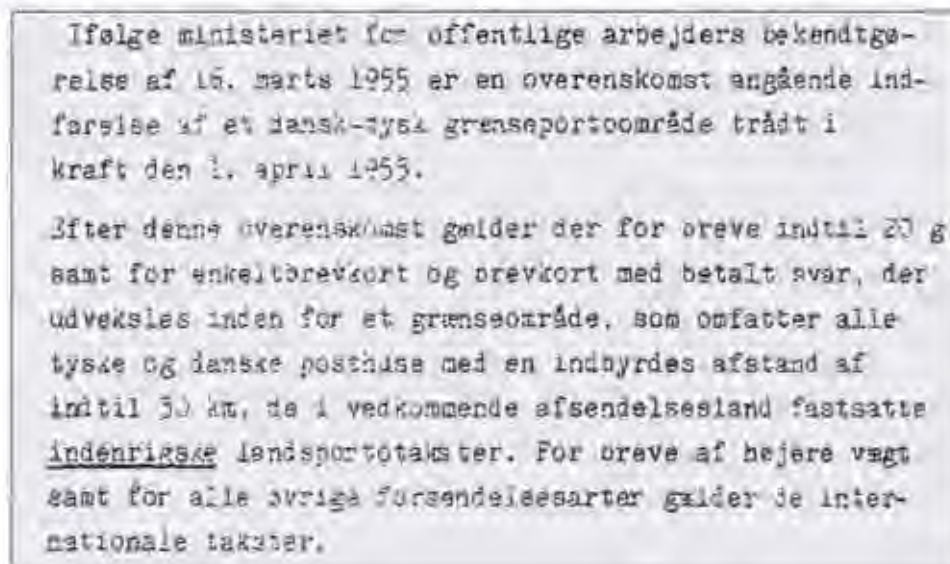


Fig. 13. Uddrag af notat fra 24.2.1971

Figure 13. Excerpt from official note 24 Feb 1971.



Fig. 14. Rekommanderet brev sendt fra Kruså til Flensburg den 16.11.1977.

Figure 14. Registered letter mailed from Kruså to Flensburg 16 Nov 1977.

Grænseleakster for breve og postkort

Dato / Vægt	1.8.1865	1.1.1875	1.7.1875	1.4.1880	1.10.1902	1.10.1907	1.10.1910
Breve indtil 15 g	4 skilling	8 øre	8 øre	8 øre	10 øre	10 øre ¹⁾	15 øre ¹⁾
Pr. efterfølg. 15 g	4 skilling	8 øre	8 øre	8 øre	10 øre	10 øre ¹⁾	10 øre ¹⁾
Ånk. ufrankeret	6 skilling	16 øre	16 øre	16 øre	16 øre	¹⁾ fra 1.10.1907 pr. 20 g	
Dato / Vægt	26.9.1921	1.4.1925	1.1.1927	1.7.1940	1.4.1955	15.4.1963	15.5.1985
Breve indtil 20 g	20 øre	20 øre	15 øre	20 øre	30 øre	25 øre	50 øre
Pr. efterfølg. 20 g	10 øre	10 øre	10 øre	10 øre	over 20 gram alm. udlandstakst		
Postkort	15 øre	12 øre	10 øre	15 øre	20 øre	25 øre	40 øre
Postkort med svar	30 øre	24 øre	20 øre	30 øre	40 øre	50 øre	60 øre
Dato / Vægt	3.7.1967	1.7.1972	15.6.1974	1.6.1975	1.11.1977	15.4.1979	1.7.1980
Breve indtil 20 g	60 øre	70 øre	80 øre	100 øre	120 øre	130 øre	Ophævet

Fig. 15. Samlet oversigt over taksterne i grænseområdet fra 1.8.1865 til 30.6.1980.

For alle tillægsgebyrer var taksten, som til det øvrige udland.

Figure 15. Overview table of postal rates in the border area from 1 Aug 1865 to 30 June 1980. All additional fees were identical to normal international rates.

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Pictured mail objects are kindly provided by Michal Melamed, Nordborg, except the 1927 postcard by Jan Bendix, DPHS. All excerpts are reproduced from Officielle Meddelelser, Circulars and official notes.

Danish airmail - the first years

Dansk luftpost - de første år

By Torben Norup Sørensen

(Translated by Chris King)

Luftpost er en fordelagtig måde at bringe post over lange afstande. Det vandt frem som en særlig forsendelsesform omkring 1920 med fastvingede fly. Der var også nogle forsøg med luftskibe, men de var ikke så hurtige. For flyenes vedkommende kunne de ikke hverken flyve ret langt eller hurtigt. Datidens toge kunne nemt være lige så hurtige og have bedre aktionsradius, men man troede på luftfarten og dermed på luftposten.

Når man ser et tidligt luftpostbrev, er der ofte flere højværdi-frimærker på disse breve. Luftpostbrevene er flotte og farverige. Det er blandt andet derfor disse breve tiltaler mig, så jeg samler på dem.

Airmail is an advantageous way of transporting mail over long distances. It emerged as a special form of dispatch around 1920 with fixed-wing aircraft. There were also some experiments with airships, but they were not as fast. As for aeroplanes, they couldn't fly very far or very fast. Trains of the time could easily be just as quick and have a greater reach, but people believed in aviation and thus in the airmail.

When you see an early airmail letter, there are often several high-value stamps on these letters. Airmail letters are beautiful and colourful. This is one of the reasons why these letters appeal to me and why I collect them.



Figur 1. Brev sendt fra Paris 15. okt. 1870 til København med ballon. Første mulighed var 16. okt. 1870 fra Orleans Togstation. Ballonen landede i Belgien. Brevet blev da sendt fra Lille også den 16. okt. 1870 med ankomst København 20. okt. 1870.

Figure 1. Letter sent from Paris 15 October 1870 to Copenhagen by balloon. The first opportunity was 16 October 1870 from Gare d'Orleans. The balloon landed in Belgium. The letter was then sent from Lille on the same day with arrival in Copenhagen on 20 October 1870.

I det følgende vil jeg give et lille indblik i den danske luftposthistorie. Hvis man vil have et bedre og større indblik i emnet, vil jeg stærkt anbefale noget speciallitteratur.

Ballonpost var den første luftpost

Til den første luftpost blev der brugt små balloner til luftbefordringen. I Danmark skete det 2. juni 1808 for at krydse Storebælt fra vest mod øst med den fremherskende vind og dermed undgå, at brevene blev opsnapet af engelske orlogsskibe, som kontrollerede de danske farvande. Der kendes fire breve, der opbevares i Rigsarkivet København. Samtlige breve var adresseret til Kongen og indeholdt kun oplysninger om brevenes transport.

In the following, I will give you a little insight into the history of Danish airmail. If you want a better and deeper insight into the subject, I would highly recommend some specialised literature.

Balloon mail was the first airmail

For the first airmail, small balloons were used for transport by air. In Denmark, this happened on 2 June 1808, crossing the Great Belt from west to east with the prevailing wind, and thus avoiding the interception of letters by the British warships that controlled Danish waters during the Napoleonic Wars. Four letters are known to exist and are kept in the Danish National Archives in Copenhagen. All of the letters were addressed to the King and contained only information about their transportation.



Figur 2. / Figur 3. Lillebæltflyvning. Robert Svendsen fløj over Lillebælt 2. sep. 1911, for at vinde en pris på 500 kr. Der blev trykt et foto på 3 øre helsagskort, der blev solgt for 2 kr. stykket og nedkastet over Fredericia.

Figure. 2. / Figure 3. The Little Belt flight. Robert Svendsen flew over Little Belt on 2 September 1911, to win a prize of DKK 500. A photograph was printed on 3 øre postal stationery cards, which were sold for DKK 2 each and dropped over Fredericia.

I februar og marts 1809 blev der afsendt flere 16 siders skrifter til Sverige. Disse skrifter var propaganda mod Sveriges konge. Der blev ligeledes brugt små balloner for at flyve disse skrifter over Øresund. Pamfletterne blev opsamlet af de svenske myndigheder og tilintetgjort på nær fire eksemplarer, der blev sendt til Stockholm. Et af disse breve er i privat eje.

Man skal helt frem til belejringen af Paris i 1870-71, før verden så den første organiserede luftpost, idet der kun var mulighed for at få post og anden information ud af Paris ved hjælp af bemandede balloner. Der findes 4-5 breve til Danmark med disse balloner, som fløj så langt at de forhåbentligt kom bag fjendens militær, hvis ikke de var skudt ned forinden. Disse breve blev sendt som overfladepost fra landingsstedet til adressaten.

In February and March 1809, several 16-page pamphlets were sent to Sweden. These pamphlets were propaganda against the King of Sweden. Small balloons were also used to fly these pamphlets across the Sound. The pamphlets were collected by the Swedish authorities and destroyed, except for four copies that were sent to Stockholm, one of which is in private hands.

It wasn't until the siege of Paris in 1870-71 that the world saw the first organised air-mail, as the only way to get mail and other information out of Paris was by manned balloons. There are 4-5 letters to Denmark with these balloons, which flew so far that they hopefully landed behind the enemy forces, if they weren't shot down beforehand. These letters were sent as surface mail from the landing site to the addressee.



Figur 4. Flyvepladsen i Stege 13. oktober 1912 er hvad der vises på fotosiden af dette postkort. Er sendt af det flyvende brudepar på deres bryllupsrejse. Afsendt 19. okt. 1912 fra St. Hedinge.

Figure 4. The airfield in Stege on 13 October 1912 is shown on the photographic side of this postcard. It was sent by the flying newlyweds on their honeymoon. Sent on 19 October 1912 from Store Heddinge.

Som det bemærkes, har alle de ovenstående forsendelser militær oprindelse.

22. september 1912 lavede man et velgørenhedsarrangement i Aarhus, her sendte man tre balloner af sted med postkort købt til lejligheden. Disse postkort blev sendt fra landingsstedet til den pågældende adressat. Det var også en slags konkurrence mellem ballonbesætningerne om, hvem der fløj længst.

Pioner indenfor dansk luftfart

Den første danske postflyvning med et fastvinget fly skete 2. september 1911 fra Fredericia til Middelfart. Denne flyvning var ikke planlagt til det flystævne, der var arrangeret i Fredericia. Grunden var, at der var udlovet en sølvpokal til den, der først krydsede Lillebælt ved hjælp af fly. Det gjorde Robert Svendsen; men han ville hellere have pengene, så der blev i al hast fremstillet 300 postkort med afbildning af hans flyvemaskine og autograf af Robert Svendsen. Der findes to forskellige typer. Der blev sendt 140 styk af disse kort og 10 styk postkort fra Danmarksflyvningen samt aviser til

As indicated, all of the above shipments have military origins.

On 22 September 1912, a charity event was held in Aarhus, where three balloons were sent off with postcards purchased for the occasion. These postcards were sent from the landing site to the addressee, and there was also a competition between the balloon crews to see who could fly the furthest.

Pioneers in Danish aviation

The first Danish postal flight with a fixed-wing aircraft took place on 2 September 1911 from Fredericia to Middelfart. This flight was not planned for the air show that was organised in Fredericia. The proximate reason was that a silver cup worth DKK 500 was offered to the first person to cross the Little Belt by aeroplane. Robert Svendsen was successful, but he preferred cash rather than the cup, so 300 postcards were hastily produced with a picture of his aeroplane and his autograph. There are two different types. 140 of these cards and 10 postcards from Danmarksflyvning (an



Figur 5. Brev sendt 2. okt. 1919 fra Stege til København. Dette var den sidste af Otto Reicherts flyvninger på Sydsjælland.

Figure 5. Letter sent 2 October 1919 from Stege to Copenhagen. This was the last of Otto Reichert's flights on South Zealand.

Middelfart Avis' abonnenter i Fredericia. Kortene blev solgt for 2 kr. og fortjenesten tilfaldt Robert Svendsen. Denne post blev nedkastet af Robert Svendsen på hans flyvetur over Fredericia. Det skønnes der er bevaret ca. 20 brevkort med flyvemaskinen, 2-3 stykker fra Danmarksflyvningen og ingen aviser. De er stemplet i **FREDERICIA 2.9.11 6-8E**, stemplingen er ofte kraftig således at stemplet er synligt fra billedsiden. Denne flyvning blev ikke af samtiden anerkendt som en officiel flyvning, da Postvæsenet ikke havde godkendt den, altså den bliver ikke anerkendt som første postflyvning i Danmark.

Næste flyvning var planlagt søndag 28. juli 1912. Det var Ulrik Birch, der skulle flyve til Højsommerfesten i Hareskoven fra København. Flyvningen blev aflyst på grund af kraftigt regnvejr, så det bevirkede at restauratøren ved festen brændte inde med ca. 10.000 stykker smørrebrød. Den post, der skulle være fløjet, blev udsat en dag og blev sendt med tog fra København til Hareskoven. Posten er afstemplet **Harreskoven 29. juli 1912**, der var en mandag. Der blev anvendt to specialstempler, et "**FLYVEPOST No 1 ULRIK BIRCH**" og to "**HØJSOMMERFESTEN I HARRESKOVEN**". Flyvningen blev ikke gennemført, så det blev heller ikke første postflyvning i Danmark.

Ulrik Birch foretog i sommeren 1912 en rundflyvning til adskillige danske byer i anledning af sit bryllup med fru Lilli. Der blev ikke transporteret post på disse flyvninger, men Lilli og Ulrik Birch sendte post fra turen til venner og familie.

Børnehjælpsdagen 12. maj 1914 blev det næste forsøg på at foretage første danske luftpost flyvning. Der var solgt postkort i København for 25 øre stykket. Kortene blev stemplet med et af to typer med Børnehjælpsdagen og også et af to typer med **Danmarks første Flyvepost**. Der blev brugt enten rød, lilla eller stort stempelfarve. De to sæt stempler blev brugt vilkårligt sammen og farverne var også vilkårlige. Kortene blev fløjet fra København, Kløvermarken

unsuccessful aeronautic event planned for the summer of 1911) and newspapers were sent to subscribers of Middelfarts Avis in Fredericia. The cards were sold for DKK 2 and the profit went to Robert Svendsen. He dropped this mail on his flight over Fredericia. It is estimated that around 20 postcards with the aeroplane and autograph, 2-3 items from Danmarksflyvning, and no newspapers have been preserved. These are postmarked **FREDERICIA 2.9.11 6-8E**, the cancellation is often heavy so that the cancel is visible from the image side. This flight was not recognised as official at the time, as the Post Office had not approved it, meaning it was not recognised as the first postal flight in Denmark.

The next flight was scheduled for Sunday 28 July 1912. Ulrik Birch was to fly from Copenhagen to the High Summer Festival in Hareskoven. The flight was cancelled due to heavy rain, which caused the restaurateur at the party to burn about 10,000 Danish open sandwiches. The mail that was to be flown was postponed for a day and was sent by train from Copenhagen to Hareskoven. The mail was postmarked **Hareskoven on 29 July 1912**, which was a Monday. Two special cancellations were used, "**FLYVEPOST No 1 ULRIK BIRCH**" and "**HØJSOMMERFESTEN I HARRESKOVEN**". The flight was not completed, so it too was not the first postal flight in Denmark.

In the summer of 1912, Ulrik Birch made a round trip to several Danish cities on the occasion of his wedding to Lilli. No mail was transported on these flights, but Lilli and Ulrik Birch sent mail from the trip to friends and family.

Børnehjælpsdagen (The Children's Charity Day) on 12 May 1914 was the next attempt to make the first Danish airmail flight. Postcards were sold in Copenhagen for 25 øre each. The cards were handstamped with one of two types with Børnehjælpsdagen and also one of two types with Danmarks første Flyvepost. Either red, purple or black

til Roskilde af Premierløjtnant Ussing i en stærk modvind, der var lige ved at aflyse flyvningen. I Roskilde blev frimærkerne annulleret med **ROSKILDE 12.5.14 7-8E** eller **8-9E**. Som det kan forstås, er der mange kombinationsmuligheder. På tilbageturen fik piloten nogle få kort i hånden. Disse kort blev stemplet med **Børnehjælpsdags-stemplet** og **Danmarks første Flyvepost-stemplet** og disse stempler annullerede også frimærkerne, så der var ikke noget stempel fra Postvæsenet. Disse returkort er meget sjældne.

I løbet af 1. verdenskrig var civil flyvning indstillet; men efter krigen kom der rigtig gang i flyvningen. Der var en masse fly i Tyskland i overskud og de var billige. I Danmark kom Otto Reitchert og foretog flyvninger blandet andet mellem Næstved og Store Heddinge. Det resulterede i tre flyvninger fra Store Heddinge, Fakse og Stege til København, so postalt er meget sjældne.

Flyvebådsstationen på Amager

For at undersøge, hvor meget materiel og arbejdskraft, der skulle bruges for at have en daglig afgang med post fra København til et sted i Danmark, oprettede man efter store overvejelser en rute mellem flyvebådsstationen på Amager (København) og Stege. Ruten startede 1. juli 1919 og sluttede 24. august 1919. På den første tur blev der bragt aviser fra København til Stege. Der blev ikke befordret noget officielt post på ruten. Der findes 5-6 forsendelser som har været givet piloten i hånden i Stege og sendt fra København efter der var stemplet "**Flyvebådsstationen.**" Der findes også breve hvor dette er påskrevet.

Da man åbenbart var tilfreds med resultatet af flyvningerne, begyndte forhandlinger om at oprette en egentlig luftpostroute til Tyskland. Der var en forhandling, om der skulle afregnes efter samlet vægt eller per forsendelse. Det blev sådan, at postvæsenet afregnede med luftfartsselskabet efter vægt. Danmark fik luftpost- forbindelse til Tyskland 15. september 1920 og da hele to: En til Warnemünde med flyvebåd og derfra

ink was used. The two sets of handstamps were used randomly together and the colours were also arbitrary. The cards were flown from Kløvermarken (Copenhagen) to Roskilde by First Lieutenant Ussing in a strong headwind that almost caused the flight to be cancelled. In Roskilde the stamps were cancelled with **ROSKILDE 12.5.14 7-8E** or **8-9E**. Clearly, there were many possible combinations. On the return journey, the pilot was given a few cards. These cards were handstamped with the Børnehjælpsdag handstamp and Danmarks første Flyvepost and these also cancelled the stamps, so there was no Post Office cancellation. These return cards are very rare.

During World War I, civilian flying was suspended; but after the war, flying really picked up. There were a lot of surplus aircraft in Germany and they were cheap. In Denmark, Otto Reichert arrived and started flying between Næstved and Store Heddinge, among other places. This resulted in three flights from Store Heddinge, Fakse and Stege to Copenhagen, which are very rare.

The flying boat station on Amager

To investigate how much equipment and labour would be needed to run a daily postal service from Copenhagen to somewhere in Denmark, a route between the flying boat station on Amager (Copenhagen) and Stege was established after much deliberation. The route started on 1 July 1919 and ended on 24 August 1919. On the first trip, newspapers were brought from Copenhagen to Stege. No official mail was carried on the route. There are 5-6 consignments that were hand-delivered to the pilot in Stege and sent from Copenhagen after being handstamped **Flyvebådsstationen**. There are also letters where this was written in manuscript.

Apparently satisfied with the results of the flights, negotiations began to establish an actual airmail route to Germany. There was a question of whether to charge the postal



Figur 6. Ruten Kastrup (København) – Stege fra 1 juli 1919 til 24 aug. 1919 for at afprøve fly og mandskab til daglig forbindelse. Der blev på ruten kun transporteret post, der var givet i hånden til piloten. Dette brev fra Stege 4. juli 1919.

Figure 6. The Kastrup (Copenhagen)-Stege route from 1 July 1919 to 24 August 1919 to test aircraft and crew for daily service. Only mail hand-delivered to the pilot was carried on the route. This letter from Stege is from 4 July 1919.

med landfly eller tog til Berlin. På denne rute var der allerede fra 12. august 1920 muligt at sende post fra Sverige til Tyskland, og det endda med dansk flyvemaskine, men ikke noget dansk post. Den anden rute var også med start 15. september 1920 fra Kløvermarken (København) til Hamburg. På denne rute var der forbindelse til Amsterdam og London. Posten til London havde en overnatning i Amsterdam. 1. november 1920 blev ruterne lukket for vinteren, og de kom først i gang igen 17. april 1923.

service by total weight or per consignment. It turned out that the postal service settled with the airline by weight. Denmark had an airmail connection to Germany on 15 September 1920, in fact two of them: One to Warnemünde by flying boat and from there by land, air or rail to Berlin. This route made it possible to send mail from Sweden to Germany as early as 12 August 1920, with Danish aircraft, but with no Danish mail. The second route was also from Kløvermarken (Copenhagen) to Hamburg, starting on 15 September 1920. On this route there were connections to Amsterdam and London. The mail to London had an overnight stop in Amsterdam. On 1 November 1920, the routes were closed for the winter and did not start up again until 17 April 1923.



Figur 7. Anbefalet ekspres luftpostbrev til England 21. sep. 1920.

Figure 7. Registered express airmail letter to England 21 September 1920.



Figur 8. Luftpostbrev til Malta 25. sep. 1925.

Figure 8. Airmail letter to Malta 25 September 1925.

Luftpostruter til Europa

1923 var det første år, der var regelmæssige forbindelser fra København til Europa. Det begyndte 17. april 1923 og stoppede for vinteren den 12. november 1923. Man genstartede den 23. april 1924 med stop for vinteren den 4. oktober 1924.

Både i 1923 og 1924 var der kun en luftpostrute nemlig til Hamburg. I 1925 startede man den 22. april, efter at Kastrup (København) blev åbnet 20. april 1925. Der blev samtidig udvidet med en ny rute fra København til Berlin.

De første par år blev det meste luftpost sendt fra Danmark via Tyskland. 1925 bød også på et nyt tiltag, nemlig at det europæiske rutenet begyndte at blive mere sammenhængende. Således kunne et brev sendt fra København 0700 om morgen være i London 1930 om aften samme dag. Så nu var luftpostbefordringen begyndt at have betydelig tidsgevinst.

I februar 1922 var der togstrejke i Tyskland. Det medførte, at der var store problemer med at få post til Europa fra Danmark. Der blev forsøgt forskellige muligheder blandt andet at dirigere posten via England, dette var langsomt. Derfor prøvede man at lave en luftpostforbindelse til Hamburg. Under strejken blev der kun foretaget en flyvning den 9. februar 1922, idet togstrejken herefter blev afblæst. Der kendes kun en forsendelse (se fig 09) fra denne flyvning og en, der var gjort klar til afsendelse med næste afgang, der ikke blev gennemført.

Air mail routes to Europe

1923 was the first year of regular connections from Copenhagen to Europe. They began on 17 April 1923 and stopped for the winter on 12 November 1923. It restarted on 23 April 1924 and stopped for the winter on 4 October 1924.

In both 1923 and 1924, there was only one airmail route to Hamburg. In 1925 it started on 22 April, after Kastrup (Copenhagen) was opened on 20 April 1925, and a new route was added from Copenhagen to Berlin.

For the first few years, most airmail was sent from Denmark via Germany. 1925 also saw a new development: the European route network began to become more coherent. A letter sent from Copenhagen at 0700 in the morning could be in London by 1930 in the evening of the same day. So now airmail was beginning to make significant gains in time.

In February 1922, there was a railway strike in Germany. As a result, there were major problems getting mail from Denmark to the rest of Europe. Various options were tried, including routing the mail via Great Britain, but this was slow. Therefore, an airmail connection to Hamburg was tried. During the strike, only one flight was made on 9 February 1922, after which the strike was called off. Only one consignment (see Fig. 09.) is known from this flight and one that was prepared for despatch on the next flight, which did not materialise.



Figur 9. Brev til Tyskland 8. feb. 1922 sendt som luftpost. Der var tog strike i Tyskland. Der blev kun foretaget denne ene flyvning. Luftpostgebyret var 60 øre pr 20g.

Figure 9. Letter to Germany 8 February 1922 sent as airmail. There was a rail strike in Germany. Only this one flight was made. The airmail fee was 60 øre per 20 grammes.



Figur 10. Ispost brev 8. feb. Svebølle til Tylstrup. Via lufttransport Kalundborg – Aarhus. Luftpost gebyr pr 50g 20 øre.

Figure 10. Ice post letter 8 February, Svebølle to Tylstrup. Via air transport Kalundborg-Aarhus. Air-mail fee per 50 grammes, 20 øre.

Ispost

I februar 1922 var de danske farvande tilfrosset, det blev derfor nødvendigt at arrangere istransport, og hvad var mere nærliggende end at bruge flyvemaskiner til dette.

Der blev etableret en rute mellem Sjælland og Jylland fra Kalundborg via Samsø til Aarhus. Der blev opkrævet en tillægstakst på 20 øre pr. 50 gram mellem Sjælland og Jylland; men der var ingen tillægstakst til og fra Samsø. Det er den eneste gang, Postvæsenet krævede tillægstakst for transport af breve under isforhold. Ruten startede 7. februar og sluttede 25. februar.

I februar/marts 1929 var der igen problemer med tilfroskede danske farvande. Denne gang etablerede man en flyveplads fra Marslev ved Odense til København. Breve blev transporteret uden tillægstakst, mens pakker blev pålagt en tillægstakst på 50 øre pr. kg.. Der var skiftende maksimumbegrænsninger på pakkerne. Der var også luftpost forbindelse til øerne Samsø og Læsø.

Næste gang der var tilfroskede farvande i Danmark var i februar/marts 1940. Det var under de samme betingelser som 1929.

Ice post

In February 1922, the Danish waters were frozen, so it became necessary to organise ice transport, and what could be more obvious than using aeroplanes for this?

A route was established between Zealand and Jutland from Kalundborg via Samsø to Aarhus. A surcharge of 20 øre per 50 grammes was charged between Zealand and Jutland, but there was no surcharge to and from Samsø. This is the only time the Post Office made a surcharge for the transport of letters in icy conditions. The route started on 7 February and ended on 25 February.

In February/March 1929, there were again problems with frozen Danish waters. This time an airfield was established at Marslev near Odense for mail to Copenhagen. Letters were transported without a surcharge, while parcels were subject to a surcharge of 50 øre per kilogramme. There were varying maximum limits on parcels. There were also airmail connections to the islands of Samsø and Læsø.

The next time there were frozen waters in Denmark was in February/March 1940. It was under the same postal arrangements as in 1929.



Figur 11. Postkort fra Samsø sendt 11. feb. 1922. Ingen gebyr for luftpost.

Figure 11. Postcard from Samsø sent 11 February 1922, no charge for airmail.



Figur 12. Pakke 5kg til Canada sendt 27. feb. 1940 som luftpost over Storebælt. Luftpostgebyr i Danmark 50 øre pr kg svarende til 2,50 kr.

Figure 12. 5 kilogramme Parcel to Canada sent 27 February 1940 as airmail over the Great Belt. Airmail fee in Denmark 50 øre per kilogramme, totalling DKK 2.50.

I alle de tre isvintre kunne pakker, der skulle til udlandet transporteres med luftpost i Danmark og den yderligere transport kunne foregå som normal overfladetransport.

Luftpostpakker

Det var også muligt at sende pakker via luftpost til europæiske lande og Columbia, der kendes dog ingen til Columbia. Det er meget sparsomt med bevarede adressebreve. Et til Spanien, et til Tyskland, et til England (returneret), et til Estland og et til Bulgarien.

Derudover findes der et til Grønland. Her er det kun karten, der er bevaret, så det er ikke muligt at se vægt eller bestemmelsessted. Pakken har været i Charlottenburg (Berlin) for censur i juni 1942. Pakken er sendt fra København / Valby via Grønlandsstyrelsen 3. juni 1942. Fra Berlin sendes pakken til Lissabon, derfra med fly til New York og derfra sandsynligvis med skib til Grønland.

During all three icy winters, parcels travelling abroad could be transported by airmail in Denmark and onwards transport could take place as normal surface mail.

Airmail parcels

It was also possible to send parcels via airmail to European countries and Columbia, but none are known to have been sent to Columbia. Preserved address letters are very scarce. One each is known to Spain, Germany, Great Britain (returned), Estonia and Bulgaria.

There is also one known for Greenland. Only the label is preserved, so it is not possible to see the weight or destination. The parcel was in Charlottenburg (Berlin) for censorship in June 1942. It was sent from Copenhagen / Valby via Grønlandsstyrelsen (The executive body which administered Greenland 1925-1950) on 3 June 1942. From Berlin the parcel was sent to Lisbon, from there by plane to New York and then probably by ship to Greenland.



Figur 13. Adressekort for 8 kg luftpost pakke 9.mar. 1937 til Estland.
Luftpostgebyr 2,70 kr./kg x 8 = 21,60 kr.

Figure 13. address card for 8 kilogramme airmail parcel 9 March 1937 to Estonia. Airmail fee DKK 2.70 per kilogramme x 8 = DKK 21.60.



Figur 14. Korsbånd 0-50g sendt 4. sep. 1925. Fra København til Østrig.
Figure 14. Newspaper wrapper 0-50 grammes sent 4 September 1925 from Copenhagen to Austria.

Korsbånd sendt med luftpost

En anden forsendelsestype, der sjældent ses som luftpostforsendelser før 2. Verdenskrig er korsbånd. Der findes, mig bekendt, 5-6 stykker.

Luftpost til Nordamerika

Nordamerika vil i denne sammenhæng sige USA. Det har altid været vigtigt for Europa og dermed også Danmark at have god postforbindelse til USA. Så derfor fik Danmark hurtigt overenskomst med USA, så der kunne sendes post til USA.

USA var fra 15. juli 1925 til 2. marts 1927 delt op i tre takst zoner delte ved Chicago og Cheyenne. Forsendelserne skulle mærkes "By Air Mail New York-San Francisco". Posten fra Europa blev altid sendt via New York, et brev til New York havde ikke noget luftposttillæg. Jeg har set 3 forsendelser til disse takstområder.

I Europa skulle der betales for luftforsendelse; men det var ikke noget, man var så nøjeregnende med. Fra 1929 bortfaldt betalingen for lufttransport internt i Europa for oversøiske forsendelser.

Der blev gjort mange foranstaltninger for at få post hurtigere over Atlanterhavet blandt andet med Zeppeliner. Det fik en fatal ende da "Hindenburg" eksploderede 6. maj 1937. Der var en tidsgevinst på indtil 5 døgn ved at benytte Zeppeliner. Det er vanskeligt at afgøre om disse breve er ægte eller filatelistisk fremstillede.

En anden måde var at benytte katapultfly sendt fra de 2 skibe "Bremen" og "Europa",. Her kunne posten komme om bord ved Cherbourg efter skibes afgang fra Tyskland. Det gav en tidsgevinst på indtil 4 døgn plus 1 døgn for afsendelsen af katapult. Dette arrangement blev hurtigt opdaget af filatelister så breve blev fremstillet i store mængder. Ægte brugte breve er meget sjældne.

Newspaper wrappers sent by airmail

Another type of post that is rarely seen as airmail before World War II is a newspaper wrapper. There are, to my knowledge, 5-6 items.

Airmail to North America

North America in this context means the United States. It has always been important for Europe, and thus also Denmark, to have good postal connections to the USA. That's why Denmark quickly signed an agreement with the USA so that mail could be sent there.

From 15 July 1925 to 2 March 1927, the USA was divided into three rate zones: New York-Chicago, Chicago-Cheyenne, and Cheyenne-San Francisco. Post had to be labelled "By Air Mail New York-San Francisco". Mail from Europe was always sent via New York, a letter to New York had no airmail surcharge. I have seen 3 shipments to these rate zones.

In Europe, airmail had to be paid for, but this was not something they were very concerned about. From 1929, payment for air transport within Europe was abolished for foreign shipments.

Many measures were taken to get mail across the Atlantic faster, including by Zeppelin. This came to a fatal end when the Hindenburg exploded on 6 May 1937. There was a time advantage of up to 5 days by using the Zeppelin. It is difficult to determine whether these letters are genuine or philatelically produced.

Another way was to use catapult planes sent from the two ships Bremen and Europa. Here the mail could be loaded at Cherbourg after the ships' departure from Germany. This gave a time saving of up to 4 days plus 1 day for the dispatch of the catapult. This arrangement was quickly recognised by philatelists, and letters were produced in large quantities. Genuine used letters are very rare.

Luftpost til Sydamerika

Sydamerika var et område, hvortil der blev sendt meget luftpost, og der var et stort tillæg for at få det med luftpost.

Det danske postvæsen benyttede sig af tre ruter: En via USA, to ruter fra Europa via Dakar og til Brasilien, de franske og de tyske ruter. Ruterne blev benyttet efter, hvilken der var første afgang og dermed hurtigste ankomst til Sydamerika. Nogle gange syntes man den tyske rute fik muligheden først, men hvis den franske var hurtigere, blev den franske benyttet.

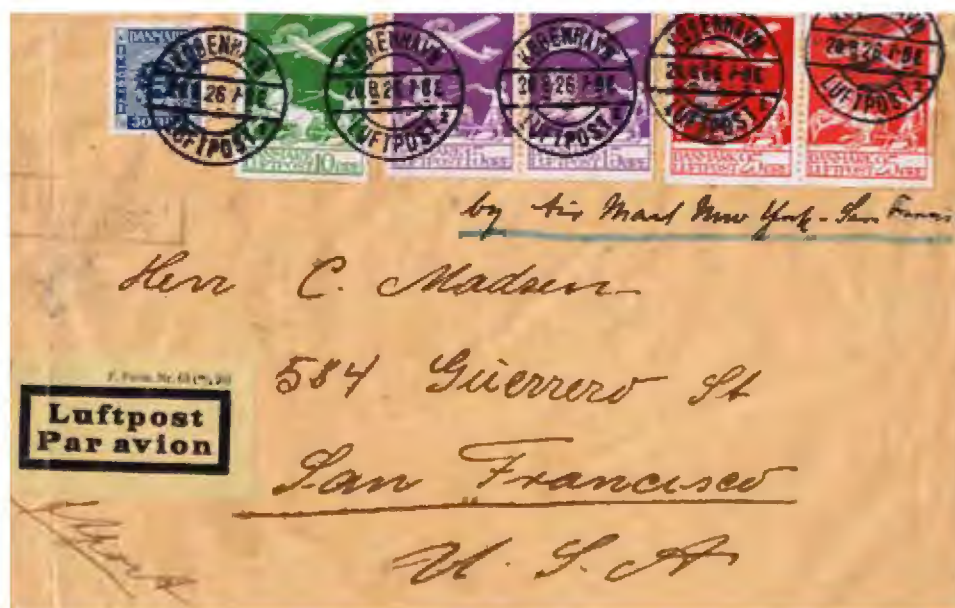
Den tyske rute benyttede luftskib med afgang hver 14. dag, og fra april 1934 blev der brugt fly i den mellemliggende uge. Tyskerne brugte også katapult på Sydatlanten.

Airmail to South America

South America was an area to which a lot of airmail was sent, and there was a large surcharge for the airmail service.

The Danish postal service used three routes, one via the USA, and two from Europe via Dakar and to Brazil, the French and the German routes. These were used according to which was the earliest departure and thus the fastest arrival in South America. Sometimes it seemed that the German route had the first opportunity, but if the French route was faster, this route used.

The German route utilised airships, with departures every two weeks, and from April 1934 aircraft were used in the intervening weeks. The Germans also used catapults on the South Atlantic.



Figur 15. Luftpostbrev til San Francisco 20. aug. 1926. Dette er så langt vest på, man kan komme og derfor i 3. takstzone. Luftpostgebyr 90 øre

Figure 15. Airmail letter to San Francisco 20 August 1926. This is as far west as was possible and therefore in the 3rd rate zone. Airmail fee 90 øre.



Figur 17. Luftpost brev til Manchuriet 8. dec. 1934. Brevet er sendt via Moskva. Fra Moskva har brevet været i lukket transit. Fra enten Tjita eller Khabarovsk er det transporteret som ordinær post. Manchuriet var fra 1931 til 1945 besat af Japan. I dag er det en del af Kina.

Figure 17. Airmail letter to Manchuria 8 December 1934. The letter was sent via Moscow. From Moscow it was sent by closed transit. From either Chita or Khabarovsk it was transported as ordinary mail. Manchuria was occupied by Japan from 1931 to 1945. Today it is part of China.



Figur 16, Ingeniørbrev. Portotaksten viser her, at der er tale om et anbefalet brev til Argentina 335g 9. nov. 1938. Transporteret med den tyske rute ankomst Argentina 13. nov 1938.

Figure 16. "Engineer letter". The postage rate shows that this was a registered letter to Argentina 335 grammes, 9 November 1938. Carried on the German route, arrival Argentina 13 November 1938.

Den franske rute var med fly fra Frankrig til Dakar og passagen over Sydatlanten blev foretaget af to franske krigsskibe. Fra 5. januar 1936 fik den franske rute en direkte flyforbindelse fra Frankrig til Brasilien.

Landene på vestkysten af Sydamerika var vanskelige at servicere, da man i begyndelsen ikke var i stand til at flyve over Andesbjergene; men måtte følge kysten rundt om Sydamerika.

Luftpost til de nordlige lande i Sydamerika blev ofte sendt med skib til New York, USA for med fly at blive transporteret New York – Sydamerika. Dette var også den normale rute for luftpost til Mellemamerika.

Ingeniørbreve

"Ingeniørbreve" er en betegnelse for en række breve alle sendt til en ingeniør. Portoen er specielt høj, og svarer til ca. to ugers løn for en faglært arbejder på dette tidspunkt. Det er særligt til Sydamerika disse breve kan findes. Hvad indholdet har været, kan vi kun gætte på. Mit gæt er tegninger til opgaver, som ingeniøren var på, hvorfor det var vigtigt at tegningerne kom frem hele og pæne.

Luftpost til Asien

Ruterne til Asien er mange. Der er de tre hovedruter, der forbandt Holland med deres koloni Nederlandsk Indien, den franske, der forbinder Frankrig med Indokina, og den engelske, der forbinder England med Indien, Singapore og Hong Kong. De havde alle tre en mellemlanding i Athen og Kairo.

Englænderne havde en rute fra Kairo med forbindelse fra 5. januar 1925 til Bagdad. Den danske luftpost blev befordret som overfladepost til denne rute indtil juli 1927. Ruten blev løbende udvidet til at nå Hong Kong.

The French route was by air from France to Dakar, and the passage across the South Atlantic was made by two French warships. From 5 January 1936, the French route had a direct air connection from France to Brazil.

The countries on the west coast of South America were difficult to serve, as initially it was not possible to fly over the Andes, and the coast around South America had to be followed.

Airmail to the northern countries of South America was often sent by ship to New York to be transported by air to South America. This was also the normal route for airmail to Central America.

Engineer letters

"Engineer letter" is a term for a series of letters all sent to an engineer. The postage is particularly high, equivalent to about two weeks' wages for a skilled labourer at the time. These letters can be found in South America in particular. What the content was, we can only speculate. My guess is drawings for projects that the engineer was working on, which is why it was important that the drawings arrived intact and undamaged.

Airmail to Asia

The routes to Asia were many. There were the three main routes which connected the Netherlands with their colony, the Dutch East Indies, the French route connecting France with Indochina, and the British, connecting Great Britain with India, Singapore and Hong Kong. All three had stopovers in Athens and Cairo.

The British had a route from Cairo with a connection from 5 January 1925 to Baghdad. Danish airmail was carried as surface mail to join this route until July 1927. The route was incrementally extended to reach Hong Kong.

Luftpost til Afrika

Den første luftpost fra Danmark til Afrika var til de franske kolonier i Nord- og Vestafrika. Det begyndte allerede i midten af 1920'erne. Alt var via Marseille.

De næste lande, der fik luftpost, var det sydlige Vestafrika. Her var der ikke direkte luftpost til landene, men kun intern transport i det enkelte land. Transporten fra Europa skete med skib, og der kendes breve til Sydafrika og Belgisk Congo.

Den helt store rute var det engelske luftfartsselskab Imperial, som i 1931 udvidede ruten London-Cairo-Karachi med en side-rute fra Cairo til Mwansa. Denne rute blev udvidet helt til Cape Town og præsenteret for det danske publikum 1. februar 1932. Ruten blev ændret flere gange og med tilføjelser af side ruter således, at ruten betjente hele Østafrika og der var også side-ruter mod vest, så ruten betjente en meget stor del af Afrika.

Det var en kort gennemgang af den danske luftpost. Jeg håber, dette har vakt interesse, så I vil se de udstillede samlinger på HAFNIA24.

Airmail to Africa

The first airmail from Denmark to Africa was to the French colonies in North and West Africa. It started in the mid-1920s. Everything was sent via Marseille.

The next countries to receive airmail were in southern West Africa. Here, there was no direct airmail, but only internal air transport within each country. Transport from Europe was by ship, and there are letters known to South Africa and the Belgian Congo.

The major route was operated by British Imperial Airways, which in 1931 extended the London-Cairo-Karachi route with a side route from Cairo to Mwansa (now in Tanzania). This route was extended all the way to Cape Town and presented to the Danish public on 1 February 1932. It was changed several times with the addition of side routes, serving all of East Africa, and there were further side routes to the west, so that it served a very large part of Africa.

That was a brief overview of the Danish airmail. I hope this has aroused your interest so that you will see the collections on display at HAFNIA24.

The Danish Postal Service between the wars

Det danske Postvæsen i mellemkrigsperioden

By Palle Offersen

(Translated by Chris King)

Mellemkrigstiden 1918 – 1940 var en periode med store samfundsmæssige omvæltninger. Også på post-området var det en periode med forandringer. Med denne artikel vil jeg se på de væsentligste ændringer og postale tendenser i denne både filatelistisk og posthistorisk interessante tid.

The interwar period 1918-1940 was a period of great social upheaval. It was also a period of change in the postal sector. In this article, I will look at the most important changes and postal trends during this interesting period in terms of both philately and postal history.



Figur 1. I 1927 blev indledt et forsøg med reklamevedhæng på frimærker. De blev solgt i frimærkehæfter. Forsøget varede kun til 1933. I den korte periode kom der nogle smukke forsendelser ud af det. Her rekommanderet brev fra København 17. november 1928 til Wien med postopkrævning på 7,05 kr. Porto 105 øre: Brev 0-20 g 25 øre + rekommandationsgebyr 25 øre + postopkrævning 0-25 kr. 55 øre. 10 øre bølgelinje med reklamevedhæng "Chevrolet" fra frimærkehæfte fra General Motors med oplag på kun 162.000 hæfter, udgivet i 1928.

Figure 1. In 1927, an experiment was started with advertising on stamps. They were sold in booklets. The experiment only lasted until 1933. In that short period, some beautiful mailings resulted. Here is a registered letter from Copenhagen from 17 November 1928 to Vienna with a cash on delivery charge of DKK 7.05. Postage 105 øre: Letter 0-20 g 25 øre + registered letter fee 25 øre + postal charge 0-25 kr. 55 øre. 10 øre wavy line with se tenant advertising stamp "Chevrolet" from a General Motors stamp booklet with an issue of only 162,000 booklets, issued in 1928.

Artiklen vil ikke være en fuldstændig beskrivelse af alle posthistoriske forhold. Jeg vil derimod belyse nogle af de væsentligste posthistoriske ændringer og nyskabelser i perioden. Luftpost og pakkeforsendelser er på grund af emnernes omfang udeladt i artiklen.

Artiklen er opdelt i følgende hovedafsnit:

1. Postloven af 9. maj 1919
2. Portotakster og efterporto
3. Hurtigere forsendelser
4. Penge og betalinger
5. Service for erhvervslivet
6. Andre postale tjenester
7. Udvidelse af postens forretningsområde

Postmængden i perioden fremgår af tabel 1. Heraf fremgår det, at den samlede postmængde steg jævnt til +36 %, men at forsendelserne til og fra udlandet i de sidste to perioder var faldende, hvilket skyldes uro og senere krig i Europa. Efter anden verdenskrig steg postmængden til og især fra udlandet igen markant.

mio. almindelige brevforsendelser	Indland	Til udlandet	Fra udlandet	I alt
1917/18-1921/22	961	100	99	1.160
1922/23-1926/27	973	97	114	1.184
1927/28-1931/32	1.078	108	129	1.315
1932/33-1936/37	1.179	85	100	1.364
1937/38-1941/42	1.313	68	83	1.464

Tabel 1. Postmængden af almindelige brevforsendelser opdelt i 5-årsperioder 1917-1942.

Kilde: Beretning om virksomheden 1917-1967, bind III, Det danske Post- og Telegrafvæsen, side 36

Table 1. Volume of ordinary letter mail divided into 5-year periods 1917-1942.

Source: Beretning om virksomheden 1917-1967 (Report on the business), volume III, Det danske Post og Telegrafvæsen (The Danish Post and Telegraph Service), page 36.

1. Postloven af 9. maj 1919

Den nye postlov i 1919 erstattede den gamle postlov fra 1888, og loven fik afgørende betydning for post-befordringen i Danmark fra ikrafttrædelsen den 1. juli og faktisk helt op til i dag (2024). Iflg. lovens § 1 var lovens formål

1)... at fremme etableringen af et åbent, vel-fungerende og konkurrencebaseret post-marked og

This article is not intended to be a complete description of all postal history. Rather, I will highlight some of the most significant postal history changes and innovations during the period. Due to the scope of the topic, airmail and parcels have been omitted from the article.

The article is divided into the following main sections:

- 1 The Postal Act of 9 May 1919
- 2 Postage rates and additional postage
- 3 Faster deliveries
- 4 Money and payments
- 5 Services for business
- 6 Other postal services
- 7 Expansion of the postal business area

Mail volumes during the period are shown in Table 1. It shows that total volumes increased steadily to +36%, but that in the last two periods, mail to and from abroad declined due to unrest and later war in Europe. After the World War II, the volume of mail to and especially from abroad increased significantly again.

1. The Postal Act of 9 May 1919

The new Postal Act of 1919 replaced the old Act of 1888, and this Act had a decisive impact on postal services in Denmark from its coming into force on 1 July and right up to the present day (2024). According to section 1, the purpose of the Act was:

1)....to promote the establishment of an open, well-functioning and competitive postal market and

2)...at sikre en landsdækkende befordring af god kvalitet af adresserede forsendelser til overkommelige priser og tilpasset brugernes behov.

Postloven har stor indvirkning på flere af de følgende afsnit i denne artikel, da den påvirkede postbefordring mv. på mange fronter. Der blev indført en række nye forsendelsestyper: blinde-tryksager, blandede forsendelser, anbefalede pakker, postindkasseringer, adresseløse forsendelser og udgiverkorsbånd.

Rammerne for postvæsenets eneret til postbesørgelse fastlægges i loven, så også lokalbreve inddrages i loven med egne takster.

Allerede i 1919 så postvæsenet de muligheder som en fremtidig luftfart kunne give for postbefordringen. Derfor blev der i loven indsat en bestemmelse om, at luftfartøjer, der udgår fra dansk territorium, er pligtige til at medtage post og aviser, i det omfang pladsen tillader dette. Luftposten omtales ikke yderligere i denne artikel.

Da postvæsenets økonomi var dårlig, blev der nedsat et spareudvalg. Det betød, at serviceniveauet faldt på nogle områder, idet antallet af daglige omdelinger blev reduceret, og der blev indført søndagslukning på posthusene, og søndagsudbringning ophørte. Til gengæld blev kvitteringer for kvalificerede forsendelser gratis, og der blev i den forbindelse indført postkvitteringsbøger (fig. 2).

2)to ensure a nationwide, high-quality delivery of addressed mail at affordable prices and adapted to the needs of users.

The Postal Act had a major impact on several of the following sections of this article, as it affected postal delivery etc. on many fronts. A number of new types of mail were introduced: printed matter for the blind, mixed consignments, registered parcels, collection of bills for goods and services, unaddressed mail and publisher's newspaper wrappers.

The framework for the postal service's exclusive right to provide postal services is defined in the law, so local letters are also included, with their own rates.

As early as 1919, the postal service recognised the opportunities that future aviation could provide for postal services. Therefore, a provision was added to the Act stating that aircraft departing from Danish territory were obliged to carry mail and newspapers to the extent that space permitted. Airmail is not discussed further in this article.

When the postal service's finances were poor, an austerity committee was set up. As a result, service levels were reduced in some areas, with the number of daily deliveries reduced, post offices were closed on Sundays, and Sunday deliveries were discontinued. On the other hand, receipts for eligible items were made free of charge and postal receipt books were introduced (Fig. 2.).



Figur 2. Med den nye postlov blev indført postkvisiteringsbog. Her er et eksempel fra 1929 fra Nykøbing S, hvor indehaveren antageligt har været en lokal bank.

Figure 2. The new postal law introduced postal receipt books. Here is an example from 1929 from Nykøbing S, where the owner was probably a local bank

2. Portotakster og efterporto

2.1 Taksterne - op og ned og op igen

Efter over 100 år med ret stabile portosatser kom vi efter Første Verdenskrig ind i en ny tid med inflation, som vi med forskellige intensitet har kendt siden. Det giver anledning til mange - også korte - takstperioder. De væsentligste takster til ind- og udland fremgår af tabel 2 og 3.

2. Postage rates and postage paid

2.1 Rates up and down and up again

After more than 100 years of fairly stable postage rates, World War I ushered in a new era of inflation, which we have experienced with varying degrees of intensity ever since. This gives rise to many rate periods, including short ones. The most important domestic and international rates are shown in Tables 2. and 3.

Landsporto (lokalporto), takster øre

Fra	Postkort	Brev indtil 50 g *)	R-brev indtil 50 g *)
01.10.1919	10 (7) *)	15 (10) *)	30 (25)
01.07.1920	15 (8)	20 (10)	40 (30)
01.03.1921	15 (8)	20 (10)	50 (40)
01.04.1926	12 (7)	20 (10)	45 (35)
01.01.1927	10 (7)	15 (10)	40 (35)
Indtil 30.06.1940			

*) Indtil 28.02.1921 op til 250 g.

) 01.01.1919-30.09.1919: postkort 7 (5) øre og lokalbrev: 7 øre.

Tabel 2. Udvalgte portotakster til indland, både lands- og lokalporto, i perioden 01.10.1919 – 30.06.1940.

Table 2. Selected domestic postage rates, both domestic and local postage, in the period 01.10.1919-30.06.1940.

Kun en gang siden 1851 har der været en generel portonedsættelse. Det var 1. januar 1927, hvor karavel-udgaven samtidig udkom. Serien (i bogtryk og stålstik) erstatte frem til 1942 dagligmærkerne med kongeportrætter, som ellers var indført i 1904.

Portoændringerne gav nogle relativt korte takstperioder 1919-1920 for landsporto på breve og postkort samt lokale breve, hvor taksterne kun var gældende i 12 måneder. I 1926 blev landstaksten på postkort nedsat til 12 øre. Da taksten allerede 1. januar 1927 igen blev nedsat, har vi her en takstperiode på kun 9 måneder.

Taksterne til de nordiske lande fulgte fra 1. juni 1922 de tilsvarende danske, med den væsentligste forskel, at vægtgrænserne for breve var lavere, så første vægtgrænse kun var 0-20 g. Frem til 1. juni 1922 var det kun post til Norge og Sverige, der havde samme brevtakst som for landsbreve, men kun indtil 15 g. Indtil da var der særlige takster for forsendelser til Island og Finland. Derfor er der ikke en særlig takstabel for post til de nordiske lande.

Only once since 1851 has there been a general postage reduction. That was on 1 January 1927, when the caravel stamp was issued. Until 1942, the series (in letterpress and steel engraving) replaced the definitive stamps with portraits of the King, which had been introduced in 1904.

The changes in postage resulted in some relatively short rate periods 1919-1920 for domestic postage on letters and postcards as well as for local letters, where the rates were only valid for 12 months. In 1926, the domestic rate for postcards was reduced to 12 øre. As the rate was reduced again on 1 January 1927, we have a rate period of only 9 months.

From 1 June 1922, rates to the Nordic countries followed the corresponding Danish rates, with the main difference being that the weight limits for letters were lower, so the first weight limit was only 0-20 g. Until 1 June 1922, only mail to Norway and Sweden had the same rates as domestic letters, but only up to 15 grammes. Until then, there were special rates for mail to Iceland and Finland. Therefore, there is no special rate table for mail to the Nordic countries.



Figur 3. Taksten på 12 øre for indenlandske postkort var kun gældende i ni måneder. Postkort fra København K til Vedbæk 22. december 1926 med julehilsen og julemærket fra 1926. 12 øre bølgelinjemærke udkom til formålet den 8. maj, så anvendelsesperioden var knap 7 måneder.

Figure 3. The rate of 12 øre for domestic postcards was valid only for nine months. Postcard from Copenhagen K to Vedbæk on 22 December 1926 with a Christmas greeting and the 1926 Christmas label. The 12 øre wavy line stamp was issued for this purpose on 8 May, so the period of use was just under 7 months.



Figur 4. Taksten for anbefalede indenlandske breve steg 1. juli 1920 og igen 1. marts 1921. Det gav en takstperiode på kun 8 måneder, som både omfattede indenlandske og nordiske forsendelser. R-brev fra Odense 11. oktober 1920 til Helsingborg, Sverige. Porto 20 øre for brev indtil 20 g + R-gebyr 20 øre, i alt 40 øre med single Chr. X fra 1918.

Figure 4. The rate for registered domestic letters increased on 1 July 1920 and again on 1 March 1921, resulting in a rate period of only 8 months, which included both domestic and Nordic items. Letter from Odense 11 October 1920 to Helsingborg, Sweden. Postage 20 øre for letters up to 20 grammes+ Registration fee 20 øre, totalling 40 øre with single Chr. X from 1918.

Udland (UPU), takster øre

Fra	Postkort	Brev indtil 20 g	Tryksager
01.10.1907	10 ^{*)}	20	5 ^{*)}
01.02.1921	25	40	10
01.11.1925	20	30	10
01.05.1926	20	30	7
01.01.1927	15	25	5
01.11.1933	20	30	7
Indtil 30.06.1940			

^{*)} postkort fra 01.07.1875 og tryksager fra 01.04.1879.

Tabel 3. Udvalgte portotakster til udland (UPU-lande uden for Norden).

Table 3. Selected international postage rates (UPU countries outside the Nordic countries).

Udlandstaksterne havde ikke samme turbulens som landsportoene i 1919-1921. Det internationale samarbejde gennem Den Internationale Postunion (UPU) var utvivlsomt en væsentlig årsag hertil. Men bemærkelsesværdigt er det alligevel, når vi ser på de store valutakurssvingninger og den voldsomme inflation i en række lande – ikke mindst i Tyskland i 1923.

International rates did not experience the same turbulence as domestic postage in 1919-1921. International co-operation through the Universal Postal Union (UPU) was undoubtedly a major reason for this. But it is still remarkable when we look at the major exchange rate fluctuations and rampant inflation in a number of countries - not least in Germany in 1923.

På trods af stabiliteten i portosatserne gav perioden dog alligevel nogle interessante takstperioder. Her opstod der i perioden 1. juli 1920 til 1. februar 1921 en 7 måneders periode, hvor det var billigere at sende et postkort til udlandet end i Danmark. Tænk, at det kostede 15 øre at sende et postkort fra Odense til Svendborg, mens det kostede 10 øre at sende samme postkort fra Odense til Spanien eller Sydafrika.

Despite the stability of postage rates, the period still produced some interesting rate periods. From 1 July 1920 to 1 February 1921, there was a 7-month period where it was cheaper to send a postcard abroad than within Denmark. Imagine that it cost 15 øre to send a postcard from Odense to Svendborg, while it cost 10 øre to send the same postcard from Odense to Spain or South Africa.



Figur 5. Postkort sendt for 10 øre fra Odense 25. september 1920 til Funchal, Madeira. Indenlandsk havde samme postkort kostet 15 øre.

Figure 5 Postcard sent for 10 øre from Odense on 25 September 1920 to Funchal, Madeira. Domestically, the same postcard would have cost 15 øre.



Figur 6. Rekommanderet brev fra Agedrup ved Odense 12. juli 1926 til København. Takst gældende 01.04.1926 -31.12.1926 landsporto 0-50 g 20 øre + R-gebyr 25 øre, i alt 45 øre.

Figure 6. Registered letter from Agedrup near Odense on 12 July 1926 to Copenhagen. Rate applicable 01.04.1926-31.12.1926 domestic postage 0-50 grammes 20 øre + Registration fee 25 øre, a total of 45 øre.

Kombineres grundtaksterne med tillægstakster for ekspres, værdi eller postopkrævning, så bliver mulighederne for korte takstperioder store. Eksempler herpå vil blive vist flere steder senere i artiklen. I fig. 6 er et eksempel fra 1926, hvor der igen var en kort takstperiode for anbefalede breve.

2.2 Grænsepost

Med ophøret af 1. Verdenskrig og genforeningen i 1920, hvor den dansk-tyske grænse blev flyttet ca. 70 km mod syd, opstod der et nyt grænseområde. Det fik naturligvis også postal betydning.

Fra 1865 til 17. juli 1921 var der en grænsepostaftale mellem det danske og det tyske postvæsen om en særlig grænsetakst mellem byer, der ikke lå mere end 30 kilometer fra hinanden, i luftlinje (eller i en lige linje). Med genforeningen ophørte denne aftale naturligt.

Med virkning fra 26. september 1921 blev indgået ny aftale mellem de to postvæsen om forsendelser i grænseområdet. Afstandskravet på 30 km mellem posthusene blev fastholdt. Med aftalen kunne breve og postkort blive sendt til indenlandske takster, men dog med nedsatte vægtgrænser for breve. Ordningen ophørte først 1. juli 1990.

Taksterne for breve var følgende:

- 26.09.1921 – 31.12.1926: 0-20 g 20 øre og 10 øre pr følgende 20 g.
- 01.01.1927 – 30.06.1940: 0-20 g 15 øre og 10 øre pr følgende 20 g.

Som nævnt fulgte taksterne for postkort de danske takster. Der var ligeledes særlige grænsetakster for forretningspapirer.

If the basic rates are combined with additional rates for express, insured letters or collection of bills for goods and services, the possibilities for short rate periods are great. Examples of this will be shown in several places later in the article. Fig. 6. shows an example from 1926, where there was again a short rate period for registered letters.

2.2 Border mail

With the end of World War I and reunification in 1920, when the Danish-German border was moved approximately 70 kilometres south, a new border area emerged. Naturally, this also had postal implications.

From 1865 until 17 July 1921, there was a border postal agreement between the Danish and German postal services on a special border rate between towns that were no more than 30 kilometres apart, as the crow flies. With reunification, this agreement naturally came to an end.

With effect from 26 September 1921, a new agreement was made between the two postal services for mail in the border area. The distance requirement of 30 kilometres between post offices was maintained. Under the agreement, letters and postcards could be sent at domestic rates, but with reduced weight limits for letters. The scheme was not discontinued until 1 July 1990.

The rates for letters were as follows:

- 26.09.1921-31.12.1926: 0-20 grammes 20 øre and 10 øre for each additional 20 grammes, or part thereof.
- 01.01.1927-30.06.1940: 0-20 grammes 15 øre and 10 øre per following 20 grammes, or part thereof.

As mentioned, the rates for postcards followed the Danish rates. There were also special border rates for commercial documents.

Tillægstaksterne for kvalificerede forsendelser f.eks. værdibreve og ekspresforsendelser i grænseområdet var derimod ikke omfattet af den indgåede aftale. Her var det alm. taksterne til udlandet (uden for Norden), der var gældende. Grænseforsendelser især med tillægstakster ses meget sjældent.

2.3 Efterporto

Når en forsendelse blev fremsendt helt eller delvis underfrankeret, blev den takseret med den manglende porto med et tillæg af ekstra porto. Disse regler blev indført med frimærkerne i 1851 og indskærpet med portotvang i marts 1868. Fra 1. maj 1921 blev efterporto udtakseret med portomærker, som blev indført fra denne dato. Portomærkerne blev anvendt frem til foråret 1962.

However, the surcharges for qualified items such as insured letters and express mail in the border area were not covered by the agreement. Here, the general rates for international mail (outside the Nordic region) applied. Border mail, especially with additional services, is very rare.

2.3 Postage Due

When an item was sent with all or part of its postage underpaid, it was charged with the missing postage plus an extra charge. These rules were introduced with the issue of postage stamps in 1851 and enforced with compulsory prepayment in March 1868. From 1 May 1921, additional postage was charged with postage due stamps, which were introduced from this date. These were used until Spring 1962.



Figur 7. Grænsebrev sendt fra Sønderborg den 15. marts 1928 til Flensburg. Porto 15 øre for et almindeligt brev op til 20 gram. Der er tale om grænsepost, da både Sønderborg og Flensburg lå mindre end 30 kilometer fra hinanden, og de er på den liste, som Postvæsenet har udarbejdet til formålet.

Figure 7. Border letter sent from Sønderborg on 15 March 1928 to Flensburg. Postage 15 øre for an ordinary letter up to 20 grammes. This is border mail, as Sønderborg and Flensburg were less than 30 kilometres apart, and they are on the list compiled by the Post Office for this purpose.



Figur 8. Værdibrev sendt som grænsebrev. Værdibrev fra Sønderborg 4. maj 1932 til Flensborg med ankomst-stempel 5. maj på bagsiden. Indlagt 32,50 kr. Porto 115 øre: 15 øre for grænsebrev 0-20 g (ikke 0-50 g som indland) + 10 for 20-40 g (påtegnet "30 gram") + R-gebyr 25 øre + assurance 15 øre for 0-300 guld franc, der var omregningsgrundlaget - omregnet til 0-216 kr. (se afsnit 4.1)

Figure 8. Insured letter sent as a border letter. Cover from Sønderborg 4 May 1932 to Flensburg with arrival postmark 5 May on the back. Enclosed DKK 32.50. Postage 115 øre: 15 øre for border letter 0-20 grammes (not 0-50 grammes as domestic) + 10 for 20-40 grammes (endorsed "30 gram") + Registration fee 25 øre + insurance 15 øre for 0-300 Gold francs, which was converted to 0-216 Danish Kroner (see section 4.1).

Inden portomærkerne indførelse, blev efterporto en markeret med blåkridt på forsendelsen. Portomærkerne blev indført af regnskabsmæssige grunde, da det herved blev lettere at holde styr på efterporto en.

Efterporto en – også kaldt strafporto – blev i mellemkrigsperioden udregnet på to forskellige måder:

- 1. april 1921 - 30. juni 1928: Det manglende beløb + 20 øre, dog højst det dobbelte af den manglende porto.
- 1. juli 1928 - 30. juni 1940: Det manglende beløb + 15 øre, dog højst det dobbelte af den manglende porto.

De første portomærker var provisorier med "PORTO" påtrykt almindelige postfrimærker, men ret hurtigt blev de endelige portomærker trykt og udgivet. Portomærkerne blev anvendt både på underfrankererede danske og udenlandske forsendelser til danske adressater.

Before the introduction of postage due stamps, the postage due was marked in blue crayon on the item. Postage due stamps were introduced for accounting reasons, as this made it easier to keep track of postage paid.

During the interwar period, this postage - also called penalty postage - was calculated in two different ways:

- 1 April 1921 30 June 1928: The deficit + 20 øre, but no more than double the deficit.
- 1 July 1928 30 June 1940: The deficit + 15 øre, but no more than double the deficit.

The first postage due stamps were provisional with "PORTO" printed on ordinary definitive stamps, but the actual postage due stamps were soon printed and issued. The postage due stamps were used on both under-franked Danish and foreign items sent to Danish addressees.

På forsendelser fra udlandet blev den manglende porto anført af det lokale postvæsen, mens efterporto blev omregnet til dansk valuta og frankeret ved ankomsten til Danmark og skulle annulleres hos ankomstposthuset. Den opkrævede efterporto tilfaldt det danske postvæsen.

Optrævningen af efterporto skulle som nævnt opkræves ved at sætte portomærker på forsendelsen. Der kendes få eksempler på, at der i stedet er anvendt postfrimærker til opkrævningen. Dette skyldes antageligt, at postkontoret var løbet tør for portomærker, men det kan naturligvis også skyldes, at ekspedienten har taget i den forkerte mappe.

Efterporto blev opkrævet hos adressaten, der skulle betale ved modtagelsen. Nægtede denne, blev forsendelsen ikke udleveret, men returneret til afsenderen, der så måtte udrede den takserede efterporto.

For items from abroad, the missing postage was indicated by the sender's post office, while the postage due was converted into Danish currency and franked on arrival in Denmark and cancelled at the arrival post office. The postage collected was paid to the Danish Post Office.

As mentioned, the postage was to be collected by affixing postage due stamps to the item. There are few known examples of postage stamps being used instead. This is probably because the post office has run out of postage due stamps, but it could of course also be because the clerk had used the wrong folder.

The postage due was charged to the addressee, who had to pay upon receipt. If the addressee refused, the item was not delivered but returned to the sender, who then had to pay the postage charges.



Figur 9. Postkort frankeret med 5 øre for landstakst, men afsendt fra Malmø 04. juli 1917 til Odense. Derfor er postkort sat i efterporto med dobbelt porto 10 øre markeret med "10" i blåkridt. "T" er den internationale måde at markere efterporto på, men efterporto blev opkrævet i Danmark.

Figur. 9. Postcard franked with 5 øre for domestic rate, but sent from Malmö 04 July 1917 to Odense. Therefore, the postcard was charged double postage of 10 øre marked with "10" in blue crayon. "T" is the international method for marking postage due, but the postage due was charged in Denmark.



Figur 10. Underfrankeret brev fra England 1. september 1924 til Odense. Brevet er frankeret med $1\frac{1}{2}$ d, som skulle have været $2\frac{1}{2}$ d. Manglende engelsk porto 1 d gange 2 er omregnet og anført med "35" (guldcen-timer), som er omregnet til 28 øre, der er påsat i portomærker, hvoraf det midterste mærke er 7-øres pro-visoriet, mens de to andre er den endelige udgave i 20 og 1 øre. Portomærkerne er påsat ved ankomsten og annulleret Odense 4. september 1924.

Figure 10. Underfranked letter from England 1 September 1924 to Odense. The letter is franked with $1\frac{1}{2}$ d, which should have been $2\frac{1}{2}$ d. Missing British postage 1d times 2 is converted and indicated with "35" (gold centimes), which is converted to 28 øre, which is affixed with postage due stamps, of which the centre stamp is the 7 øre provisional, while the other two are the issued 20 and 1 øre postage due stamps. They were applied on arrival and cancelled Odense 4 September 1924



Figur 11. Brev fra København den 29. september 1929 til Almind pr. Rindsholm (syd for Viborg). Afstemplet med tekstmaskinstempel "Køb Danske Varer". Postkontoret har antageligt ikke haft portomærker og har i stedet anvendt alm. postfrimærker overskrevet med "Porto". Korrekt porto var 15 øre. Derfor opkræves 30 øre som 2x15 øre.

Figure 11. Letter from Copenhagen on 29 September 1929 to Almind pr. Rindsholm (south of Viborg). Cancelled with slogan cancellation "Køb Danske Varer". The post office probably did not have postage due stamps and instead used ordinary postage stamps with "Porto" handwritten on them. The correct postage was 15 øre. Therefore, 30 øre is charged as 2x15 øre.



Figur 12. Ufrankeret brev fra Odense 28. januar 1932 til København. Sat i efterporto med dobbelt porto 30 øre. Modtager har nægtet modtagelse og betaling af efterporto. Portomærkerne er derfor ugyldiggjort med violet stempel "Mærket ugyldigt Returpostkontoret", Returpostkontoret København 29. januar. Åbnet for at finde afsenders navn og adresse, lukket med lukkemærkat og herefter returneret til Odense. På ny påsat portomærker med 30 øre, der er indfriet af oprindelig afsender.

Figure 12. Unfranked letter from Odense 28 January 1932 to Copenhagen. Charged postage due with double postage 30 øre. The recipient refused to accept and pay the postage due. The postage due stamps were therefore invalidated with a purple handstamp "Mærket ugyldigt Returpostkontoret", Returpostkontoret København 29 January. Opened to find the sender's name and address, sealed with a closing label and then returned to Odense. Reapplied postage due stamps for 30 øre, which was honoured by the original sender.

Det var ikke kun almindelige underfrankerede breve, som kunne medføre "strafporto". Også andre forsendelsestyper kunne blive ramt af et portotillæg. Fx måtte rekommanderede breve ikke indeholde penge, så skulle de sendes som værdibreve med anførsel af beløb. I Officielle Meddelelser nr. 6 1931 blev det indskærpet over for postpersonalet, at der ikke måtte lægges penge i R-breve, men at disse skulle sendes som værdibreve. Blev sådanne forsendelser opdaget, så kom der efterporto på brevet.

Som kort anført var de internationale aftaler om porto og efterporto således, at det var afsenderlandet, der var berettiget til hele portobeløbet, mens efterporto blev opkrævet og dermed tilfaldt modtagerlandet.

It was not only ordinary under-franked letters that could result in "penalty postage". Other types of mail could also be hit with a postage surcharge. For example, registered letters could not contain money, so they had to be sent as insured letters with an indication of the amount. In Officielle Meddelelser no. 6 1931, it was emphasised to postal officials that money should not be placed in Registered letters, but that these should be sent as insured letters. If such mailings were discovered, postage was added to the letter.

As briefly mentioned, the international agreements on postage and postage due were such that it was the sender country that was entitled to the full postage amount,



Figur 13. Almindeligt brev fra Sædding 5. december 1932 til Aarhus frankeret med 15 øre for almindeligt brev indtil 50 gram. Brevet er "fanget" på Skern Postkontor med påtegning: **"Formodes at indeholde uangivne penge"**. Takseret som rekommanderet brev (og ikke værdibrev!) med 40 øre portomærker for 25 øre anbefalingsgebyr og 15 øre i efterporto. Beløbet er først anført med "40" med blå kridt. Ankomst Aarhus 6. december 1932.

Figure 13. Ordinary letter from Sædding 5 December 1932 to Aarhus franked with 15 øre for an ordinary letter up to 50 grammes. The letter is "caught" at Skern Post Office and endorsed: "Presumed to contain undisclosed money". Charged as a registered letter (and not an insured letter!) with 40 øre postage stamps for 25 øre registration fee and 15 øre in postage. The amount due is written as "40" in blue crayon. Arrival Aarhus 6 December 1932.



Figur 14. Brev fra Odense 22. januar 1939 til Göteborg. Oprindelig frankeret med 15 øre (annulleret kl. 22.30) Yderligere frimærke 15 øre sat på kl. 23.30. Takst 30 øre for brev til Sverige 20-125 g. Samtidig vises portomeddelelse fra 22. januar 1939 til afsender. Brev og portomeddelelse er her blevet forenet, da afsender og adressat vist senere blev gift.

Figure 14. Letter from Odense 22 January 1939 to Gothenburg. Originally franked with 15 øre (cancelled at 22.30) Additional stamp 15 øre added at 23.30. Rate 30 øre for letters to Sweden 20-125 grammes. At the same time, a postage notification from 22 January 1939 is posted to the sender. Letter and postage due notice have been united here, as the sender and addressee were later married.

Denne ordning, "som med lige store postmængder i begge retning over grænserne og antageligt nogenlunde lige mange fejl i de enkelte lande", at det nok gik "lige op" mellem de enkelte lande. Ved underfrankeringer gik Det danske Postvæsen jo glip af noget porto, som ellers skulle komme den danske side til gode. Derfor fik det danske Postvæsen en "smart" ide: Man hjalp afsenderen med korrekt frankering! I 1929 påbegyndte man at opfrankere forsendelserne til udlandet og opkræve de manglende portobeløb hos afsenderen UDEN tillægsporto.

På selve forsendelsen var der ingen anmærkninger af opfrankeringen, som jo ikke skulle komme til modtagerlandets postvæsen kendskab, idet der blev flyttet portointdægter til Danmark. Brev og opkrævningsblanket blev adskilt, da blanketten skulle til afsenderen, mens brevet fortsatte til modtageren i udlandet. Det er derfor yderst sjældent at finde både brev og portomeddelelse sammen for disse forsendelser.

while postage was charged and thus accrued to the recipient country. This arrangement, "with equal volumes of mail travelling in both directions across borders and presumably an equal number of errors in the individual countries", meant that it was probably "even" between the individual countries. By under-franking, the Danish Post Office missed out on some postage that would otherwise have benefited the Danish side. Therefore, the Danish Post Office came up with a "smart" idea: They helped the sender with correct franking! In 1929, they started franking items sent abroad and charging the missing postage to the sender WITHOUT additional postage.

The franking was not marked on the item itself, which was not to be drawn to the attention of the recipient country's postal service, as the postage revenue was transferred to Denmark. Letters and collection forms were separated, as the form went to the sender, while the letter continued to the recipient abroad. It is therefore extremely rare to find both letter and postage notification together for these items.



Figur 15. Ekspresbrev frankeret med 55 øre, 15 øre for brev 0-50 g og 40 øre i ekspresgebyr. Sendt fra Horsens til København, Brh. (Brønshøj). Blåt stempel "Kassebrev", da det er lagt i postkasse. Påtegning på bagsiden af den lokale post: "Ekspresbreve skal helst afsendes saaedes at jeg faar Posten kl. 8 morgen." Afstemplet Horsens 30. april 1933 24.00 med ankomst 1. maj 2. ombæring Brønshøj. Blyantpåtegning på bagsiden "Aflagt Hvedevej 7 11.20" +underskrift.

Figure 15. Express letter franked with 55 øre, 15 øre for letters 0-50 grammes and 40 øre express fee. Sent from Horsens to Copenhagen, Brh (Brønshøj). Blue handstamp "Kassebrev", as it has been placed in a post box. Endorsement on the back by the local post office: "Express letters should preferably be sent so that I get the post at 8 am." Postmarked Horsens 30 April 1933 24.00 with arrival 1 May 2nd delivery Brønshøj. Pencil endorsement on the back "Posted Hvedevej 7 11.20" + signature.

3. Hurtigere forsendelser

3.1 Ekspres

Ekspresforsendelser blev indført ved Kgl. forordning i Danmark fra den 1. august 1865, men var også kendt inden da. I postloven fra 1919 kom betegnelsen "indre ekspres-distrikt", som betegnede postkontorets nærområde. Modsætningen hertil er "ydre distrikt", som sammen med beskrivelsen af forskellen beskrives senere i dette afsnit.

Ekspresforsendelser skulle tydeligt påtegnes på kuvertens forside med "Ekspres". Iflg. OM 1926 nr. 14 fra 24. marts skulle ekspresforsendelser fremover forsynes med et diagonalt kryds.

Ekspresforsendelser blev som hovedregel indleveret på et postkontor, hvorfra de blev ekspederet. Det skal imidlertid understreges, at ekspresfunktionen først trådte i kraft, når forsendelsen kom frem til adressatens postdistrikt. Med postloven kunne man fra 1919 lægge ekspresforsendelser i de almindelige postkasser.

Lokale ekspresbreve kunne fra 1925 også sendes anbefalet. Endvidere blev der åbnet op for, at ekspresforsendelser lokalt også kunne udbringes på konfirmationssøndage

3. Faster deliveries

3.1 Express

Express mail was introduced by Royal Decree in Denmark from 1 August 1865, but was also known before then. The 1919 Postal Act introduced the term "inner express district", which referred to the post office's immediate neighbourhood. The converse of this is "outer district" which, together with a description of the difference, is described later in this section.

Express items had to be clearly labelled on the front of the envelope with "Express". According to OM 1926 no. 14 (Officielle Meddelelser) from 24 March, express items should in future be marked with a diagonal cross.

Express items were generally handed in at a post office, from where they were dispatched. However, it should be emphasised that the express function only came into effect when the item arrived at the addressee's postal district. From 1919, the Postal Act allowed express items to be placed in ordinary post boxes.

From 1925, local express letters could also be sent by registered mail. Furthermore, it was made possible for express mail to be delivered locally on confirmation Sundays. (Certain Sundays were allocated for confirmation ceremonies each year.)

Fra	Indre distrikt	Ydre distrikt
01.07.1919	30	100
01.07.1920	50	200
07.10.1923 Indtil 30.06.1946	40	200

Tabel 4. Tillægstaksterne for ekspresforsendelser var ret konstante i hele perioden

Table 4. Express surcharges remained fairly constant throughout the period.



Figur 16. Lokalt ekspres og R-brev fra København 4. Porto 75 øre: brev 0-50 g 10 øre, R-gebyr 25 øre og ekspresgebyr 40 øre. Annulleret 27. februar 1932 kl. 13.40 København 4. Ankomststempel på bagsiden København K samme dag kl. 18.30.

Figure 16. Local express and Registered letter from Copenhagen 4. Postage 75 øre: letter 0-50 grammes 10 øre, Registration fee 25 øre and express fee 40 øre. Cancelled 27 February 1932 at 13.40 Copenhagen 4. Arrival datestamp on the back Copenhagen K same day at 18.30.



Figur 17. Ekspresbrev fra Haderslev 29. juni 1926 til Odense. Porto: landsbrev 0-50 g 20 øre + ekspresgebyr ydre distrikt 200 øre.

Fig. 17. Express letter from Haderslev 29 June 1926 to Odense. Postage: domestic letter 0-50 grammes 20 øre + express fee outer district 200 øre.

Fra	Indre/ ydre distrikt
01.07.1919	Det indre ekspresdistrikt omfatter alle steder, der ligger i en afstand af indtil 1 km fra udbringningsposthuset, samt når der ved dette findes bydistrikt længere borte liggende steder, der hører til dette.
01.07.1922	Afstanden ændret fra 1 km til 1 km i luftlinje.
07.10.1923	Som ovenfor med tilføjjelsen: Omegnsdistrikter indbefattet.
01.03.1928 Indtil 31.07.1964	Som ovenfor, men ændret til 2 km ad farbar vej. Denne ændring var for at gøre afstandsreglerne ensartede for post og telegraf.

Tabel 5. Beskrivelse af indre postdistrikt. Ydre postdistrikt var det, der lå uden for.

Table 5. Description of inner postal district. The outer postal district was the one that lay beyond.

Fra 1865 havde der været højere takster for ekspresforsendelser, der skulle til adressater uden for byområder. Fra 1919 blev et nyt afstandsprincip fastlagt, så der ikke blev taget udgangspunkt i, om der var tale om by eller ej. Endvidere blev reglerne ensartede for hele landet. Hvor ydre distrikt dog fortsat var det, som lå uden for indre distrikt. Se tabel 5.

Det var ikke altid, at afsender vidste, at modtageren boede uden for indre distrikt. Derfor opkrævede post-væsenet merporto fra alm. ekspres til ydre distrikt uden tillæg for efterporto. Denne ekstra porto blev opkrævet hos modtageren.

Når fjernekspresbreve kom fra udlandet, kunne afsender ikke frankere for mertaksten for fjernekspres. Derfor blev det yderligere porto beløb på 160 øre (200 øre – 40 øre ekspres fra Norden) og 140 øre (200 øre - 60 øre ekspres fra øvrige udland) opkrævet hos modtageren uden tillæg for efterporto.

From 1865, there had been higher rates for express items sent to addressees outside urban areas. From 1919, a new distance principle was established, which was not based on whether it was urban or not. Furthermore, the rules were standardised for the entire country. However, the outer district was still that which lay beyond the inner district. See Table 5.

A sender did not always know if the recipient lived outside the inner district. Therefore, the postal service charged the difference between ordinary express and outer district express without any surcharge for the additional postage. This additional postage was charged to the recipient.

From Inner/Outer district

01.07.1919 The inner express district includes all places within a distance of up to 1 kilometre from the delivery post office, as well as, where there is an urban district further away, places belonging to that district.
01.07.1922 Distance changed from 1 kilometre to 1 kilometre as the crow flies.

07.10.1923 As above with the addition: neighbouring districts included.

01.03.1928 until 31.07.1964 As above, but changed to 2 kilometres by passable road. This change was to standardise the distance rules for both post and telegraph.



Figur 18. Postbevis Odense 02. oktober 1933. Formål fremgår ikke, men det er antageligt for merporto for ekspres til ydre distrikt 160 øre (200 - 40 øre), som er opkrævet hos modtageren.

Figure 18. Postal certificate Odense 02 October 1933. The purpose is not stated, but it is presumably for the additional postage of 160 øre (200 minus 40 øre) for express to the outer district, which was charged to the recipient.

Fra 1865 var det muligt mod særligt gebyr at få udbragt ekspresbreve om natten. Forsendelsen skulle tydeligt markeres med "Natekspres"

Tillægstaksten var fra 1. juli 1919 og helt frem til 1. april 1975 100 % af ekspresgebyret.

When distance express letters came from abroad, the sender could not frank for the additional postage for distance express. Therefore, the additional postage of 160 øre (200 øre - 40 øre express from the Nordic countries) and 140 øre (200 øre - 60 øre express from other countries) was charged to the recipient without any additional postage due.

From 1865, it was possible to have express letters delivered at night for a special fee. From 1 July 1919 until 1 April 1975, the surcharge was 100% of the express fee.

Fra	Natekspres
01.10.1888	21.00 - 6.00
14.01.1925	22.00 - 6.00
01.03.1928	22.00 - 7.00
Indtil 01.01.1940	

Tabel 6. Udlæveringstidspunkter for natekspres.

Table 6. Delivery times for night express.



Figur 20. Natekspres med påtegning i øverste venstre hjørne: "Udbringning efter 9 i aften til København". Afsendt Odense 27. januar 1922 kl. 4-5 E (16.00-17.00) Ankomststempel på bagsiden samme dag 9-10 E (21.00-22.00). Porto Landsbrev 0-50 g 20 øre + Ekspres 50 øre + 100 % i alt 120 øre.

Figure 20. Night express with endorsement in the top left corner: "Delivery after 9 tonight to Copenhagen". Sent from Odense 27 January 1922 at 4-5 E (16.00-17.00) Arrival postmark on the back the same day 9-10 E (21.00-22.00). Postage Domestic letter 0-50 grammes 20 øre + Express 50 øre + 100 % totalling 120 øre.



Figur 21. Ekspresbrev fra Kolding afsendt 15. juni 1927 til Husqvarna, Sverige. Porto 80 øre: brev 20-125 g 30 øre + ekspresgebyr 50 øre. Takst gældende i 7 måneder.

Figure 21. Express letter from Kolding sent 15 June 1927 to Husqvarna, Sweden. Postage 80 øre: letter 20-125 grammes 30 øre + express fee 50 øre. Rate valid for 7 months.

Ekspresbreve kunne også sendes til udlandet. I perioden 1. april 1886 – 1. januar 1953 var udlandet opdelt i to grupper, se tabel 7.

Express letters could also be sent abroad. In the period 1 April 1886-1 January 1953, international mail was divided into two groups, see table 7.

Fra	Norge, Sverige Tyskland indtil 01.07.1921	Øvrige udland
01.04.1886	20	25
01.02.1921	50	80
01.04.1926	50	60
01.04.1927	50	50
01.08.1927	40	50
01.01.1933 Indtil 01.01.1951	40	60

Tabel 7. Tillægstaksterne for ekspresforsendelser til udlandet. Med de generelle portonedsættelser på breve og postkort til Norden og udlandet, kom der nogle korte takstperioder på ekspresbreve i 1926 og 1927.

Table 7. Surcharges for express items sent abroad. With the general postage reductions on letters and postcards to the Nordic countries and abroad, there were some short rate periods for express letters in 1926 and 1927.



Figur 22. I forbindelse med indførelsen af søndagsbrevene blev der privatfremstillet forskellige kuverter til brug herfor. Mest markant var denne, hvor krydset til markering af søndagsforsendelse var blevet til to pile, der peger på brevtakst 15 øre og søndagstillæg 10 øre. Afsendt Femmøller 8. juni 1929.

Figure 22. In connection with the introduction of Sunday letters, various envelopes were privately produced for this purpose. The most striking was this one, where the cross marking it as a Sunday letter had become two arrows indicating a letter rate of 15 øre and a Sunday supplement of 10 øre. Mailed Femmøller 8 June 1929.

3.2 Søndagsbreve

Med Postreformen i 1919 ophørte postudbringningen om søndagen 25. april 1921. I 1929 så et nyt produkt dagens lys: "Søndagsbrevet". Med et tillæg på 10 øre kunne postkort og breve blive udbragt om søndagen. Kun alm. breve, postkort og tryksager kunne sendes som "søndagsbrev" til udbringning i "Indre Postdistrikt". I modsætning til ekspresbreve kunne søndagsbreve ikke fremsendes anbefalet, som værdibrev eller med postopkrævning.

Ligesom for ekspresbreve skulle kuverten markeres med et diagonalt kryds. Endvidere skulle der tydeligt anføres "søndagsbrev" på kuverten/postkortet. Dette betød, at nogle forlag producerede særlige fortrykte søndagskuverter. Et eksempel vises som fig. 22

Blev søndagsbrevet fremsendt for tidligt eller for sent, blev det ikke udbragt søndag. Ankom det f.eks. til modtagerpostkontoret fredag, ville det blive udbragt lørdag. Og ankom det for sent til udbringning søndag, ja, så kom det selvsagt ud den efterfølgende dag. Til meddelelse af sidstnævnte blev fra 1. juli 1931 påsat en mærkat, som forklarede årsagen. I fig. 23 er vist eksempel herpå.

Iflg. Off. Meddelelser 1929 nr. 23 måtte søndagsbreve IKKE henligge til søndag. For radiobreve var der imidlertid en særregel, at lykønskingsradiobreve o. lign. kunne uddeles søndag, hvis det fremgik af radiobrevet, og der var betalt herfor. Se eksempel fig. 24.

Søndagsbreve kunne også sendes fra udlandet. Ud over frankeringen for forsendelse fra udlandet til Danmark, skulle der sætte danske frimærker på til dækning af søndagstillægget.

3.2 Sunday letters

With the postal reform in 1919, postal delivery on Sundays ceased from 25 April 1921. 1929 saw the launch of a new product: the "Sunday letter". With a surcharge of 10 øre, postcards and letters could be delivered on Sundays. Only ordinary letters, postcards and printed matter could be sent as a "Sunday letter" for delivery in the "Inner Postal District". Unlike express letters, Sunday letters could not be sent as registered mail, as an insured letter or as collection of bills for goods and services.

As with express letters, the envelope had to be marked with a diagonal cross. Furthermore, the envelope/postcard had to be clearly marked "Sunday letter". This meant that some publishers produced special pre-printed Sunday envelopes. An example is shown as Fig. 22.

If the Sunday letter was sent too early or too late, it was not delivered on Sunday. For example, if it arrived at the receiving post office on Friday, it would be delivered on Saturday. If it arrived too late for delivery on Sunday, it would of course be delivered the following day. From 1 July 1931, a label explaining the reason for this was attached to the message. Fig. 23. shows an example of this.

According to Officielle Meddelelser 1929 no. 23, Sunday letters were NOT allowed to be held back until Sunday. For radio letters, however, there was a special rule that congratulatory radio letters and the like could be distributed on Sundays if it was stated in the radio letter and payment had been made for it. See example Fig. 24.

Sunday letters could also be sent from abroad. In addition to the postage for mailing from abroad to Denmark, Danish stamps had to be used to cover the Sunday surcharge.



Figur 23. Søndagsbrev fra Aalborg 11. marts 1933 til København K. Påsat mærkat om, at forsendelse ikke blev udbragt søndag, da brevet var for sent indgået. Brevet er afstemplet lørdag.

Figure 23. Sunday letter from Aalborg on 11 March 1933 to Copenhagen K. With label stating that the letter was not delivered on Sunday as it was received too late. The letter was postmarked on Saturday.



Figur 24. Radiobrev indleveret 28. oktober 1932 på M/S Maryland. Modtaget på C. F. Tietgen, som sejlede Aarhus - København. Videre sendt København K 5. november 1932. Frankeret med 15 øre karavel for in-denlandsk brev. Benyttet standardblanket fra Det forenede dampskibsselskab, hvor uddrag er gengivet neden for. Bemærk, at udleveringsdato er anført til højre på blanketten.

Figure. 24. Radio letter handed in 28 October 1932 on M/S Maryland. Received at C. F. Tietgen, which sailed from Aarhus to Copenhagen. Forwarded Copenhagen K 5 November 1932. Franked with 15 øre caravel for domestic letter. Used standard form from the United Steamship Company, extracts of which are reproduced below. Note that the delivery date is stated on the right of the form.



Figur 25. Søndagsbrev fra Rendsburg, Tyskland 16. april 1939 til Hellerup. Frankeret med 25 pfennig tysk frimærke for brev til Danmark. Opfrankeret med 10 øre for søndagsbrev med samtidig tekst "Søndagsbrev" og diagonalt "X".

Figure 25. Sunday letter from Rendsburg, Germany 16 April 1939 to Hellerup. Franked with 25 pfennig German adhesive for letter to Denmark. Franked with 10 øre for Sunday letter with both "Søndagsbrev" in manuscript and diagonal "X".

3.3 Banegårdsbreve

Mod et ekstra gebyr kunne brevforsendelser fra 1. juli 1919 fås udleveret på banegården, straks efter togets ankomst. Brevet skulle tydeligt påtegnes "Banegårdsbrev" og markeres med et diagonalt kryds og fra 28. marts 1929 med tre lodrette streger, så de ikke blev forvekslet med ekspresforsendelser. Banegårdsbreve kunne sendes med alle DSB-tog. I 1930 blev det præciseret, at det tydeligt på brevet skulle fremgå, hvilken banegård banegårdsbrevet skulle sendes til.

Brevet skulle frankeres med porto som almindeligt landsbrev samt et tillægsgebyr. Tillægsgebyret blev fra starten sat til 30 øre, som var gældende helt frem til 1. juli 1946, dog afbrudt af en 50 øres-takst i en kort periode 1. juli 1920 – 28. februar 1921.

3.3 Railway station letters

For an additional fee, from 1 July 1919, letters could be delivered to the railway station immediately after the train's arrival. The letter had to be clearly marked "Banegårdsbrev" and marked with a diagonal cross and, from 28 March 1929, with three vertical lines so that they were not confused with express items. Banegårdsbrev letters could be sent on all DSB trains. In 1930, it was clarified that the letter had to clearly state which railway station the letter was to be sent to.

The letter had to be franked with postage as an ordinary domestic letter plus a surcharge. The surcharge was initially set at 30 øre, which remained in effect until 1 July 1946, though interrupted by a 50 øre rate for a short period between 1 July 1920 and 28 February 1921.



Figur 26. Banegårdsbrev fra Kerteminde til Odense. Brevet er øverst tv. forskriftsmæssigt påtegnet "Banegårdsbrev, Odense H" og tilføjet "afleveres af Drageren". Brevet har ikke været i postpersonalets varetægt, så frimærkerne er annulleret med kontorstempel på banegården. Brevet er adresseret til Fyens Stiftstidende og afsendt fra avisens kontor i Kerteminde. Det har antageligt indeholdt en vigtig lokalnyhed til dagens avis. Frankeret med 55 øre for landsbrev 50-250 g (01.01.1927 – 30.06.1940) 25 øre + tillæg 30 øre (01.03.1921 – 30.06.1946).

Figure 26. Railway station letter from Kerteminde to Odense. The letter is correctly labelled "Banegårdsbrev, Odense H" at top left and "Afleveres til Drageren" (Delivered to the porter) has been added in manuscript. The letter has not been in the custody of postal staff, so the stamps have been cancelled with an office canceller at the railway station. The letter is addressed to Fyens Stiftstidende and sent from the newspaper's office in Kerteminde. It presumably contained an important local news item for that day's newspaper. Franked with 55 øre for domestic mail 50-250 grammes (01.01.1927-30.06.1940) 25 øre + supplement 30 øre (01.03.1921-30.06.1946).

4. Penge og betalinger

Et af de væsentligste formål med postvæsenets virke var forsendelse af penge (værdier) og formidlingen af betalinger. Postvæsenets formidling kunne foregå på fire måder:

- 1 Fysisk forsendelse af penge (eller andre værdier)
2. Opkrævning af penge sammen med forsendelse (postopkrævning)
3. Overførsel af penge uden forsendelse
4. Betaling uden forudgående opkrævning (postanvisning)

Ved førstnævnte var pengene ikke direkte i postvæsenets besiddelse, mens postvæsenet i de andre tre tilfælde var mellemled, og beløbet gik ind over postens bøger.

4. Money and payments

One of the main purposes of the postal service was the dispatch of money (valuables) and the mediation of payments. The postal service could be organised in four ways:

- 1 Physical dispatch of money (or other valuables)
2. Collecting money together with the dispatch (Cash on Delivery)
3. Transfer of money without dispatch
4. Payment without prior collection (money order)

In the first case, the money was not directly in the ownership of postal service, while in the other three cases the postal service was an intermediary and the money went through the postal service's accounts.

4.1 Værdibreve

Med postloven i 1919 blev betegnelsen "pengebrev" ændret til "værdibrev" bl.a. for at signalere, at forsendelsestypen kunne indeholde andet end kontanter, nemlig f.eks. obligationer, aktier eller andre værdipapirer.

Værdibreve kunne samtidig kombineres med andre forsendelsestyper som ekspres, postopkrævning eller luftpost, men ikke som søndagsbreve.

Kontanter skulle altid sendes som værdibrev, hvor beløbet tydeligt blev angivet. For indenlandske værdibreve blev der betalt alm. takst efter vægt, samt en tillægstakst for værdiforsendelsen. Opdagede postvæsenet, at et almindeligt brev indeholdt penge, blev afsender opkrævet efterporto som rekommanderet brev, se fig. 13.

Til udlandet var taksten sammensat af tre led: takst for forsendelsen efter vægt, tillægstakst for rekommandation samt et tillæg for assurance (forsikring). Sidstnævnte blev udregnet på grundlag af værdien omregnet til guldfranc. Taksttrinene var pr. 300 guld franc, som frem 1. november 1933 blev beregnet som 216 kr. Herefter og frem til 1. juli 1940 var omregningskursen 400 kr. for 300 guld franc.

Helt frem til 1. juni 1927 var der individuelle takster til de enkelte lande. Fra denne dato ndførtes der en fælles takst for "øvrige udland".

4.1 Value Letters

With the Postal Act of 1919, the term 'money letters' was changed to 'value letters', among other things to signal that the type of item could contain something other than cash, such as bonds, shares or other securities.

Value letters could also be combined with other types of post, such as express, cash on delivery or airmail, but not as Sunday letters.

Cash always had to be sent as a value letter, with the amount clearly stated. Domestic insured letters were charged at the standard rate by weight, plus a surcharge for the insured item. If the postal service discovered that an ordinary letter contained money, the sender was charged additional postage as a registered letter (Fig. 13.).

To foreign countries, the rate was composed of three parts: the rate for the item by weight, a surcharge for registered mail, and a surcharge for insurance. The latter was calculated on the basis of the value converted into Gold Francs (GF). The rate steps were per 300 Gold Francs, which until 1 November 1933 was calculated as DKK 216. From then to 1 July 1940, the conversion rate was DKK 400 for 300 Gold Francs.

Until 1 June 1927, there were individual tariffs for each country. From this date, a common rate for 'other foreign countries' was introduced.

Fra	Brev indtil 20 g	R-gebyr	Pr. 300 GF	I alt	Pr. 300 GF omregnet til DKK
01.06.1927	25	25	15	65	216
01.11.1933 Indtil 30.06.1940	30	25	20	75	400

Tabel 7. Takster for værdibreve til udland 1. juni 1927 – 30. juni 1940.

Table 7. Rates for value letters to foreign countries 1 June 1927-30 June 1940.

4.2 Postopkrævninger og postindkasseringer

Taksterne for postopkrævninger og postindkasseringer er de samme. Den store forskel er, at der for postopkrævninger er en samtidig forsendelse, som der også opkræves porto for. Postopkrævninger kunne sendes som postkort, breve og pakker og i kombination med rekommandation, værdi eller ekspres.

Ved mine studier på dette område, har jeg konstateret, at der i mange taksttabeller for postindkasseringer mv. til såvel indland som udland ofte er fejl. Så netop her bør læseren være særligt agtpågivende.

4.2 Cash on delivery and money orders (a method of making payments for third party goods and services through the post office)

The rates for cash on delivery and money orders were the same. The big difference was that for cash on delivery, postage was also charged for dispatch. Cash on delivery could be sent as postal cards, letters and parcels and in combination with registered, value or express mail.

In my studies in this area, I have found that there are often errors in many tariff tables for money orders etc. for both domestic and international mail. This is where the reader should be particularly vigilant.



Figur 27. Værdibrev sendt ekspres fra Odense til London, England med 89,60 kr. Omregnet til 67 guld franc ($89,6/400 \cdot 300$). Takst 45 øre (brev udland 20-40 g – vejet til 21 g jf. øverste v. hjørne) + R-brev 25 øre + 20 øre værdi indtil 300 FF (400 kr.) + ekspres 60 øre, i alt 150 øre. Ankomststempleet London 23. juni 1934 på bagsiden.

Figure 27. Value letter sent express from Odense to London, England with DKK 89.60. Converted to 67 Gold Francs ($89.6/400 \cdot 300$). Rate 45 øre (international letter 20-40 grammes - weighed at 21 grammes, see top left corner) + registered letter 25 øre + 20 øre value up to 300 GF (DKK 400) + express 60 øre, totalling 150 øre. Arrival postmark London 23 June 1934 on the back.

Postopkrævning DK	0-25 kr.	25-100 kr.	100-300 kr.	300-1000 kr.
01.07.1919	20	30	40	50
01.10.1919	25	35	45	55
01.07.1920 Indtil 30.06.1946	30	45	60	75
Indsat på konto (giro): 01.04.1922 Indtil 30.06.1946	30	35	45	45

Tabel 8. Takster for postopkrævninger og postindkasseringer i Danmark. For postopkrævninger er der tale om tillægstakst ud over taksten for selve forsendelsen. Efter indførelsen af Giro kom der særligt nedsatte takster for betalinger over 25 kr. til postkonto (girokonto).

Table 8. Rates for cash on delivery and money orders in Denmark. For cash on delivery, there was a surcharge in addition to the rate for the item itself. After the introduction of Giro, there were special reduced rates for payments over DKK 25 to a postal bank account (Giro account).

I 1920 blev Postgiro inført i Danmark

For at fremme postgirosystemet nedsattes postindkasseringstaksten for betaling over 25 kr. fra 1. april 1922, når indbetalingen skete til postkonto (girokonto). I de følgende år var der eksempler på, at almindelige postindkasseringer og postopkrævninger passerede igennem til den lavere "giro-takst". Dette foranledigede et opslag i Officielle Meddelelser 1927 nr. 3, hvor det blev indskærpet, at posthusene både ved indlevering og ved eftertaksering nøje skulle påse den korrekte porto.

In 1920 Post Office Giro was introduced in Denmark.

To promote the Post Office Giro system, the money order rate for payments over DKK 25 was reduced from 1 April 1922 when the payment was made to a Post Office Giro account. In the following years, there were examples of ordinary money orders and cash on delivery passing through at the lower 'Giro rate'. This prompted a notice in Officielle Meddelelser 1927 no. 3, where it was emphasised that post offices had to carefully check the correct postage both when accepting and charging for postage.



Figur 28 og 29. Eksempler på postindkasseringer til udbetaling og til konto på mellem 100 og 300 kr. med forskellige portosatser. Tv. postindkassering 200 kr. fra Roerslev pr. Kappendrup 23. oktober 1931 til Odense. Porto 60 øre for postindkassering 100-300 kr. Ankomst Odense 24.10. På bagsiden noteret forevist 26.10 og returneret med ankomst Kappendrup 27. oktober. Th. postindkassering 141 kr. fra Horsens 18. april 1928 til Hornum St. Porto 45 øre for postopkrævning til konto 100-300 kr. Ankomst Hornum 18. april. På bagsiden noteret forevist 19. april og returneret med ankomst Hornum 26. april.

Figures 28. and 29: Examples of money orders for payment and to account of between DKK 100 and 300 with different postage rates. Left. Money order for DKK 200 from Roerslev per Kappendrup 23 October 1931 to Odense. Postage 60 øre for money order from DKK 100-300. Arrival Odense 24.10. On the back noted presented 26.10 and returned with arrival Kappendrup 27 October. Right. Money order for DKK 141 from Horsens 18 April 1928 to Hornum Station. Postage 45 øre for money order to account DKK 100-300. Arrival Hornum 18 April. On the back noted presented 19 April and returned with arrival Hornum 26 April.

Postindkassering til girokonto indgik selvsagt på kontohaverens konto. Almindelige postanvisninger blev afregnet til afsenderen af opkrævningen. I fig. 30 er et eksempel på sidstnævnte.

Money order payment to Giro accounts was of course included in the holder's account. Ordinary postal orders were credited to the payee. Fig. 30. shows an example of the latter.

For postopkrævninger til Norge og Sverige var taksten en sammensætning af portoen for forsendelsen og rekommandationsgebyr, samt en inkassationstarif fra 1892 og frem til 1. oktober 1925. Fra 1. maj 1918 og til 1. oktober 1925 var tillægstaksten 10 øre, bortset fra en periode i 1921 til 30. juni 1922, hvor tillægget var 15 øre. For øvrige udland var systemet det samme, men med forskellige satser, hvis det var muligt at anvende denne forsendelsesform. For langt de fleste lande var højeste beløb, der kunne opkræves, 720 kr.

For money orders to Norway and Sweden, the tariff was a combination of the postage for the item and a registration fee, as well as a paying-in tariff from 1892 to 1 October 1925. From 1 May 1918 to 1 October 1925, the surcharge was 10 øre, except for a period in 1921 to 30 June 1922, when the surcharge was 15 øre. For other foreign countries, the system was the same, but with different rates where it was possible to use this service. For most countries, the maximum amount that could be charged was DKK 720.

Postopkrævninger til Norden kunne opkræves til egen Postgirokonto i Danmark. Opkrævningsforsendelsen skulle vedhæftes en International Opkrævnings-Postanvisning fig. 31, men der var ikke en nedsat takst for disse opkrævninger, som der var på indenlandske.

Postal direct debits to the Nordic countries could be charged to your own Post Office Giro account in Denmark. The collection item had to be attached to an International Collection Postal Order (Fig. 31.), but there was no reduced rate for these collections, as there was for domestic collections.

	01.10.1925	01.07.1930 Indtil 30.04.1940
0-5 kr.	35 øre	40 øre
5-50 kr.	45 øre	50 øre
50-100 kr.	55 øre	60 øre
100-250 kr.	75 øre	70 øre
250-500 kr.	100 øre	80 øre
500-750 kr.	125 øre	90 øre
750-1000 kr.	150 øre	100 øre
Over 1000 kr.	Yderligere 25 øre pr. 250 DKK	udgået

Tabel 9. Takster for postopkrævninger og postindkasseringer til Norden. Ud over taksten for postopkrævning skulle der erlægges gebyr for rekommandation. Til de nordiske takster på dette område kom Finland først med 1. januar 1931 og Island fra 1. juli 1936.

Table 9. Fees for cash on delivery and money orders to the Nordic countries. In addition to the rate for cash on delivery, a fee was charged for registered mail. Finland joined the Nordic tariffs in this area on 1 January 1931 and Iceland on 1 July 1936.



Figur 30. Afregning af postanvisning med kupon fra indbetaler til beløbsmodtager i Odense 11. maj 1928.

Figure 30. Account of money order with coupon from payer to payee in Odense on 11 May 1928.



Figur 31. Brevkort med postopkrævning 31,27 kr. sendt fra København 11. maj 1927 til Halmstad med ankomst 17. maj. Postopkrævningen er afvist ved etiket "Refusé Vägrad".

Modtaget retur i København 18. maj med ankomststempel på bagsiden. Brevkortet er takseret som brev, da der er vedhæftet opkrævnings-postanvisning. Porto 85 øre: 15 øre for brev 0-20 g, R-gebyr 25 øre og postopkrævning 5-50 kr. 45 øre. Th. ses International Opkrævnings-Postanvisning, som var vedhæftet brevkortet.

Figure 31. Postal card with cash on delivery of DKK 31.27 sent from Copenhagen 11 May 1927 to Halmstad, in Sweden, with arrival 17 May. The request for cash on delivery was rejected with the label "Refusé / Vägrad". Received in Copenhagen on 18 May with arrival date stamp on the back. The postal card is treated as a letter, as the cash on delivery form was attached. Postage 85 øre: 15 øre for letter 0-20 grammes, registration fee 25 øre and cash on delivery fee, DKK 5-50, 45 øre. On the right is the International Money Order, which was attached to the postal card.

5. Service for erhvervslivet

Bag de stigende postmængder var især erhvervslivets forøgede behov for at formidle korrespondance, dokumenter, penge og varer med postvæsenet. I det foregående afsnit var der fokuseret på pengeformidlingen, og i dette vil jeg beskrive nogle af de tiltag, som det danske postvæsen gjorde i 1919-1940 for at øge serviceringen af erhvervslivet.

5. Services for the business community

Behind the growth in volume of mail was the increased need for businesses to send correspondence, documents, money and goods via the postal service. The previous section focused on money transfer, and in this section, I will describe some of the initiatives that the Danish postal service took from 1919-1940 to increase services to the business community.

5.1 Tryksager og forretningspapirer

Tryksager har været kendt siden 1838. Forretningspapirer blev indført over for udlandet i 1874, men forretningspapirer blev først indført i Danmark fra 1. april 1922. For begge forsendelsestyper skulle det tydeligt af forsendelsen fremgå, at det var "Tryksager" eller "Forretningspapirer".

Tryksager skulle sendes som en åben forsendelse, så det kunne kontrolleres, at indholdet var trykte papirer uden personlige meddelelser. Den 10. oktober 1934 indførtes en portokontrol af tryksager. Til formålet blev et særligt stempel med posthorn taget i brug. Denne kontrol ophørte 29. september 1943.(fig.33)

5.1 Printed matter and commercial documents

Printed matter had been around since 1838. Commercial documents were introduced abroad in 1874, but commercial documents were not introduced in Denmark until 1 April 1922. For both types of mail, it had to be clearly stated on the item that it was Tryksager (Printed matter) or Forretningspapirer (Commercial documents).

Printed matter had to be sent as an open item so that it could be verified that the contents were printed matter without personalised messages. On 10 October 1934, postal verification of printed matter was introduced. A special handstamp with a post horn was introduced for this purpose (Fig. 32.). This check was discontinued on 29 September 1943.



Figur 32. Tryksag sendt fra Odense 2. marts 1937 til Aarhus. Brevet har været kontrolleret af portokontrollen, der har godkendt forsendelsen og sat sit violette posthorn på kuverten. Porto 5 øre for tryksag landsporto 0-250 g (01.07.1930 – 30.06.1940).

Fig. 32. Printed matter sent from Odense on 2 March 1937 to Aarhus. The letter has been checked by postage control, which has approved the dispatch and stamped its violet post horn on the envelope. Domestic postage 5 øre for printed matter 0-250 grammes (01.07.1930-30.06.1940).



Figur 33. Forretningspapirer sendt fra Odense til Gram 10. juli 1922 med tydeligt stempel "Forretningspapirer". Porto 15 øre for forretningspapirer indtil 250 g (01.04.1922 – 30.06.1946).

Figure 33. Commercial documents sent from Odense to Gram on 10 July 1922, clearly printed with 'Forretningspapirer'. Postage 15 øre for commercial documents up to 250 grammes (01.04.1922-30.06.1946).

Taksterne for forretningspapirer var ikke så lave som for tryksager, men til gengæld var indholdet af forretningspapirer bredere, og der var udarbejdet en lang liste med eksempler på dokumenter. Som eksempler kan her nævnes: kontoudtog og fakturaer, forsikringsdokumenter, kvitteringer og håndskrevne noder. Derimod kunne eksempelvis checks, slutsedler og egentlige forretningsbreve ikke sendes som forretningspapirer.

For forretningspapirer var taksten for brev 0-250 g 15 øre i perioden 1. april 1922 – 30. juni 1940. Det betød, at der ikke var nogen besparelse ved at sende forretningsbreve på indtil 50 g fra 1. januar 1927 til 30. juni 1940, hvor landsbreve indtil 50 g kostede ligeledes 15 øre.

5.2 Adresseløse forsendelser

En af nyskabelserne i postloven fra 1919 var muligheden for omdeling af adresseløse forsendelser, dvs. tryksager uden adressat. I stedet skulle alle forud definerede postmodtagere i et bestemt område have

The rates for commercial documents were not as low as those for printed matter, but the scope was broader, and a long list of examples of documents had been prepared. Examples included bank statements and invoices, insurance documents, receipts and handwritten sheet music. However, cheques, contract notes and actual business letters could not be sent as commercial documents.

For commercial documents, the rate for items 0-250 grammes was 15 øre from 1 April 1922-30 June 1940. This meant that there were no savings for commercial letters weighing up to 50 grammes from 1 January 1927 to 30 June 1940, when domestic letters up to 50 grammes also cost 15 øre (Fig. 33.).

5.2 Unaddressed mail

One of the innovations in the 1919 Postal Act was the possibility of delivering unaddressed items, i.e. printed matter without an addressee. Instead, all predefined recipients in a certain area had to receive the

den pågældende forsendelse. Det kunne f.eks. være alle handlende i en gade eller alle landejendomme i et sogn. Oplysninger om antallet af modtagere i det definerede område kunne oplyses af Postvæsenets Oplysningskontor. Forsendelserne blev uddelt til nedsat takst.

Adresseløse forsendelser kunne sendes fra 1. juli 1919, og i de første år blev taksterne ændret hyppigt. I perioden 1. maj 1921 – 15. april 1925 skulle porto klæbes på en kvitteringsblanket.(fig.34) Fra april 1925 blev kvitteringen udfærdiget i to eksemplarer, og der skulle ikke sættes frimærker på mere.

5.3 Modtager betaler porto

Når kunder skulle returnere varer, svarkuponer og andre forsendelser uden at skulle betale for porto, kunne modtageren på forhånd have tilkendegivet at ville betale for porto. I stedet for frimærke var anført "Kan ufrankeret nedlægges i postkassen" eller senere "Postbesørges ufrankeret – modtager betaler porto".

Opkrævning af denne form for efterporto blev foretaget med portomærker og krævede en forudgående aftale med postvæsenet. "Modtager betaler porto" blev en meget populær forsendelsesform straks fra indførelsen i 1925. (fig.35)

5.4 Franko

For at lette virksomhedernes arbejde med at sætte frimærker på kunne almindelige brevfor­sendelser fra 6. december 1923 få franko afstemplet større indenlandske postmængder ved Københavns Omkarteringspostkontor. I oktober 1925 kom tilsvarende tilbud i Odense og Aalborg, og i de følgende år kom yderligere en række byer med.

Fra 1. december 1925 blev det muligt for virksomheder at få hjemmefranko afstemplinger. I starten skulle de frankerede forsendelser indleveres på det lokale postkontor, men allerede i 1929-30 blev det tilladt at lægge de frankostempledte breve i postkasserne.(fig.36)

item in question. This could be, for example, all traders in a street or all rural properties in a parish. Information about the number of recipients in the defined area could be obtained from the Post Office Information Centre. The items were distributed at a reduced rate.

Unaddressed items could be sent from 1 July 1919, and in the early years the rates were changed frequently. From 1 May 1921-15 April 1925, the postage had to be affixed to a receipt form (Fig. 34.). From April 1925, receipts were issued in duplicate and no more stamps had to be affixed.

5.3 The recipient pays postage

When customers had to return goods, reply coupons and other items without having to pay for postage, the recipient could have indicated in advance that they would pay for postage. Instead of a postage stamp, it was stated "Kan ufrankeret nedlægges i postkassen" (Can be dropped in the letterbox unstamped) or later "Postbesørges ufrankeret - modtager betaler porto" (To be posted unstamped - recipient pays postage).

This type of postage was collected using postage stamps and required prior agreement with the postal service. Modtager betaler porto (Recipient pays postage) became a very popular form of postage immediately after its introduction in 1925 (Fig. 35.).

5.4 Franking

To make it easier for companies to affix stamps, from 6 December 1923, large volumes of ordinary items of domestic mail could be franked at Copenhagen's Omkarteringspostkontor. In October 1925, similar services were introduced in Odense and Aalborg, and in the following years a number of other cities were added.

From 1 December 1925, it became possible for companies to use franking machines with meter marks. Initially, franked items



Figur 34. Kvittering fra 21. marts 1925 for indlevering af 75 stk. adresseløse tryksager for 3 kr. = 4 øre pr. stk. Tryksagstaksten for lokalbrev var 01.04.1922 – 30.06.1930 5 øre – dvs. en rabat på 20 %.

Figure 34. Receipt from 21 March 1925 for delivery of 75 items of unaddressed printed matter for DKK 3 = 4 øre per item. The rate for printed matter for local letters was 5 øre from 01.04.1922-30.06.1930 - i.e. a discount of 20%.



Figur 35. Ufrankeret svarbrevkort fra Horsens 10. januar 1928 til Vester Skerninge. Efterporto er beregnet som landsporto for tryksag 7 øre (01.04.1926 – 30.06.1930) Anført med blåkridt og frankeret med portomærker.

Figure 35. Unfranked reply postcard sent from Horsens on 10 January 1928 to Vester Skerninge. Postage is calculated as domestic postage for printed matter 7 øre (01.04.1926-30.06.1930) marked in blue crayon and franked with postage due stamps.



Figur 36. Brev frankeret med hjemmefranko. Frankostempel "Køb Kommunens Koks". Forretningspapirer sendt fra København 29. august 1931 og frankeret med lokaltakst 8 øre. Herefter omadresseret til Espergærde. Derfor opfrankeret med portomærker 7 øre til 15 øre for landstakst. Der er ikke tillagt efterportogebyr, da brevet ikke var underfrankeret på afsendelsestidspunktet. Omadressering København 29. august 1931 til Espergærde, hvor portomærker er annulleret 31. august 1931. Begge takster var gældende 01.04.1922 – 30.06.1946.

Figure 36. Letter paid by franking machine. Meter mark 'Køb Kommunens Koks' (Buy Municipal Coke). Commercial documents sent from Copenhagen on 29 August 1931 and franked with the local rate of 8 øre. Subsequently redirected to Espergærde. Therefore, uprated with postage due stamps from 7 øre to 15 øre for the domestic rate. No additional postage has been added as the letter was not underfranked at the time of despatch. Redirection from Copenhagen 29 August 1931 to Espergærde, where postage due stamps were cancelled 31 August 1931. Both tariffs were valid 01.04.1922-30.06.1946.

5.5 Postfuldmagt

Et at besparelsestiltagene efter postreformen i 1919 var at tage gebyr for postfuldmagter, der hidtil havde været gebyrfri. Engangsfuldmagter var fortsat gebyrfri, men blivende fuldmagter blev fra 1. marts 1921 pålagt et gebyr på 1 kr. Fuldmagten var herefter gældende i to år. Gebyret var gældende usædvanligt længe, nemlig helt frem til 2. juli 1962. Der var en fuldmagtsblanket, som kunne anvendes, men der var ikke blankettvang, så en gang imellem ses personligt udarbejdede postfuldmagter. (fig. 37 og 38)

had to be handed in at the local post office, but as early as 1929-30 it was permitted to place such franked letters in letter boxes (Fig. 36.).

5.5 Postfuldmagt (Postal authorisation to receive somebody else's post)

One of the cost-saving measures after the postal reform in 1919 was to charge for postal authorisations, which had previously been free of charge. One off authorisations were still free of charge, but permanent authorisations were subject to a fee of DKK 1 from 1 March 1921. The authorisation was then valid for two years. This fee was in force for an unusually long time, until 2 July 1962. There was an authorisation form that could be used, but there was no compulsory form, so occasionally we see privately prepared postal authorisations (Figs. 37. and 38.).

Figur 37. Postfuldmagt på Postvæsenets blanket A. Form Nr. 4001 anvendt fra 2. august 1923. Magasin Werner Sørensen bemyndiger Chr. Gede til at modtage og kvittere for alle postforsendelser til virksomheden. Gebyr 1 kr. er påsat med frimærker, som er annulleret med udateret kontorstempel. Blanketten er dateret 2. juli 1928.

Figure 37. Postal authorisation on Postal Service Form A. Form No. 4001 used from 2 August 1923. Magasin Werner Sørensen authorises Chr. Gede to receive and sign for all postal items for the company. The fee of DKK 1 is affixed with stamps cancelled with an undated post office hand stamp. The form is dated 2 July 1928.

6. Andre postale tjenester

Ud over håndteringen af almindelige og kvalificerede breve, postkort og pakker tilbød Postvæsenet (Post- og Telegrafvæsenet) en række supplerende ydelser, der alle var knyttet til posttjenesten. I dette afsnit vil jeg gennemgå nogle af serviceydelser, som blev udbudt i 1919-1940.

6. Other postal services

In addition to handling ordinary letters and those with special services, postcards and parcels, the Post Office (Post and Telegraph Office) offered a number of additional services, all linked to the postal service. In this section, I will review some of the services that were offered from 1919-1940.



Figur 38. Postfuldmagt skrevet på blankt papir. Fuldmagten indeholder alle de oplysninger, som er nødvendige for dens gyldighed. Frits Nygaard Kristensen bemyndiger sin søster fru Bente Langballegaard til at modtage post og penge til ham. Fuldmagten er dateret 30. september 1927. Gebyr 1 kr. er påsat med frimærker og annulleret med kontorstempel uden dato.

Figure 38. Postal authorisation written on plain paper. The authorisation contains all the information necessary for its validity. Frits Nygaard Kristensen authorises his sister Mrs Bente Langballegaard to receive mail and money for him. The power of attorney is dated 30 September 1927. DKK 1 fee is affixed with stamps and cancelled with undated post office hand stamp.

6.1 Indlevering uden for kontortid

Fra 1. april 1919 gav Postvæsenet mulighed for at rekommanderede breve, værdibreve, postanvisninger, ekspresforsendelser og pakker kunne indleveres i nogle timer før og efter den normale kontortid. For disse indleveringer skulle erlægges et gebyr på 10 øre. Gebyret blev hævet til 20 øre fra 1. juli 1920, og dette var gældende helt frem til 14. marts 1962. I starten blev gebyret afregnet med almindelige postfrimærker, men med indførelsen af gebyrmærker den 21. marts 1923 blev gebyret afregnet med gebyrmærker.

Ordningen kendes anvendt i begrænset omfang i det første år - primært i København, men omkring 1926 begyndte en række provinsbyer også at tilbyde denne service. (fig.39 og 40)

6.1 Posting outside office hours

From 1 April 1919, the Post Office made it possible for registered letters, insured letters, postal orders, express items and parcels to be delivered for a few hours before and after normal office hours. A fee of 10 øre was charged for these deliveries. The fee was raised to 20 øre from 1 July 1920 and remained in effect until 14 March 1962. Initially the fee was settled with ordinary postage stamps, but with the introduction of special fee stamps on 21 March 1923, the fee was paid with these stamps.

The scheme is known to have been used to a limited extent in the first year, primarily in Copenhagen, but around 1926 a number of provincial towns also began to offer this service (Figs. 39. and 40.).



Figur 39. Ekspresbrev indleveret uden for kontortid i Odense. Afstemplet 5. oktober 1921 9-10 E (= kl. 21-22) med ankomst Hørsholm næste dag 10-13. Porto: landsbrev 0-50 g 20 øre + ekspresgebyr 50 øre + gebyr for sen indlevering 20 øre. Derfor er det ene frimærke annulleret med violet kontorstempel.

Figure 39. Express letter handed in outside office hours in Odense. Postmarked 5 October 1921 9-10 E (= 9-10 p.m.) with arrival in Hørsholm the next day 10 a.m.-1 p.m. Postage: domestic letter 0-50 grammes 20 øre + express fee 50 øre + fee for late acceptance 20 øre. Therefore, one stamp is cancelled with a purple post office hand stamp.



Figur 40. R-brev fra Aarhus til Malmø sendt den 28. september 1931. Indleveret klokken 22.15. Derfor gebyr på 20 øre ved sen indlevering. Porto 55 øre: brev norden 0 - 20 g 15 øre + R-gebyr 25 øre

Fig. 40. Registered letter from Aarhus to Malmö sent on 28 September 1931, handed in at 22.15. Therefore, a fee of 20 øre for late posting paid with fee stamps. Postage 55 øre: letter to Norden 0 - 20 grammes 15 øre + registration fee 25 øre.

På Københavns Banegård var indrettet et indleveringspostkontor (København 21). Ved forordning af 28. juni 1927 blev det bestemt, at indleveringer blev begrænset til kvalificerede forsendelser. Af pladsmæssige hensyn kunne pakker ikke indleveres her. Alle indleveringer på postkontoret blev pålagt samme gebyr som for indleveringer uden for kontortid, 20 øre, og taksten var gældende uanset indleveringstidspunktet. (fig. 41)

6.2 Efterlysning

Efterlysning/efterspørgsel af en forsendelse kunne både foretages af afsender og adressat. Til formålet skulle en særlig formular udfyldes. Indtil 1. februar 1921 var dette gebyrfrit, men fra denne dato blev opkrævet gebyr. Indtil 1. april 1924 var gebyret 40 øre, hvorefter det blev nedsat til 30 øre, hvilket var gældende frem til 31. maj 1950.

Efterlysning af indbetalinger på postanvisninger (PA), indbetalingskort (IK) og udbetalingskort (UK) vedr. postgirobetalinger skulle sendes til Postgirokontoret som post-sag, og 30 øre dækkede gebyret for forespørgsel i perioden 20. marts 1924 - 31. maj 1950. Her er et eksempel på efterlysning af beløb indbetalt på indbetalingskort, fig. 42.

Som nævnte kunne forespørgsel også foretages på modtagers begæring. I fig. 43 er en efterlysning på indbetaling på indbetalers begæring i form af en postanvisning.

6.3 Tilbagekaldelse af forsendelser

Såfremt afsender fortrød og ønskede et brev eller en pakke retur (inden det/den kom frem til modtageren), kunne begæring om returnering fremsendes. Taksten herfor var som for et anbefalet brev. Samme blanket kunne anvendes, hvis afsender konstaterede, at adressatens adresse var forkert.

A post office was set up at Copenhagen railway station (København 21). By regulation of 28 June 1927, it was decided that acceptances were limited items with special services. For space reasons, parcels could not be accepted here. All acceptances at the post office were charged the same fee as for deliveries outside office hours, 20 øre, and the rate applied regardless of the time of delivery (Fig. 41.).

6.2 Enquiry

An enquiry/request concerning a consignment could be made by both sender and addressee. A special form had to be filled out for this purpose. Until 1 February 1921, this was free of charge, but from this date a fee was charged. Until 1 April 1924, the fee was 40 øre, after which it was reduced to 30 øre, which applied until 31 May 1950.

Requests for payments on postal and money orders (PA), receipt slips (IK) and disbursement slips (UK) regarding postal Giro payments had to be sent to the Post Giro Office as postal matter and 30 øre covered the fee for enquiries in the period from 20 March 1924 to 31 May 1950. Here is an example of an enquiry for amounts paid on a payment card (Fig. 42.).

As mentioned, enquiries could also be made at the recipient's request. Fig. 43. shows an enquiry for payment at the payer's request in the form of a postal order.

6.3 Recall of postal items

If the sender was unhappy and wanted a letter or parcel returned (before it reached the recipient), a request for return could be submitted. The fee for this was the same as for a registered letter. The same form could be used if the sender realised that the address was incorrect.



Figur 41. Værdibrev 501 kr. fra København 13. maj 1933 til Königsberg, Tyskland. Indleveret København 21 derfor gebyr 20 øre. Porto 95 øre for brev udland 0-20 g 25 øre + R-gebyr 25 øre + værdibrev 432-648 kr. 45 øre (3x15 øre).

Figure 41. Value letter DKK 501 sent from Copenhagen 13 May 1933 to Königsberg, Germany. Handed in at Copenhagen 21, therefore 20 øre fee due. Postage 95 øre for letter abroad 0-20 grammes 25 øre + registration fee 25 øre + value letter DKK 432-648, 45 øre (3x15 øre).



Figur 42. Jensine Gregersen indbetalte 45 kr. på indbetalingskort til sagfører Alfred Sørensen den 1. marts 1932. Beløbet var ikke registreret fremkommet, og hun sendte efterlysning den 2. juni til Postgirokontoret. Efterlyst som postanvisning (PA), men af påtegningen fremgår, at der er tale om indbetalingskort (IK). Efterfølgende påtegning om, at der er indbetalt 45 kr., hvilket svarer til talon (kvittering). Iflg. kupon hos Giro er beløbet registreret med 25 kr., som tidligere var udbetalt til modtager. Difference 20 kr. udbetales kontant til sagføreren jf. dags dato-kvittering fra den 21. juni 1932.

Figure 42. Jensine Gregersen paid DKK 45 on a payment slip to lawyer Alfred Sørensen on 1 March 1932. The amount was not registered as having arrived, and she sent an enquiry form to the Post Giro Office on 2 June. Requested as a postal order (PA), but the endorsement states that it is a payment slip (IK). Subsequent endorsement that DKK 45 has been paid, which corresponds to a receipt. According to the Giro receipt, the amount is registered as DKK 25, which was previously paid to the recipient. The difference of DKK 20 is paid in cash to the lawyer, cf. today's date receipt from 21 June 1932.



Figur 43. Efterlysning af anvisning indleveret i Roskilde 15. september 1932 vedr. indbetaling på 12 kr. den 2. september. Sendt som postsag til Postgirokontoret (bagsiden) 30 øre i gebyr for forespørgsel. Behandlet ved Aarhus Postkontor med kontorstempel. Det ses ikke, hvad resultatet af efterlysningen blev.

Figure 43. Enquiry form for money order handed in in Roskilde on 15 September 1932 regarding payment of DKK 12 on 2 September. Sent as a postal item to Postgirokontoret (back) 30 øre fee for enquiry. Processed at Aarhus Post Office with office hand stamp. It is not clear what the result of the enquiry was.

6.4 Forkert angivet adresse

Hvis den angivne adresse ikke var korrekt på rekommanderede breve (og antageligt også værdibreve) og pakker, kunne posthuset hos modtageradressen sende forespørgsel til afsender med anmodning om korrekt adresse. Svartiden var forsendelsens liggetid.

Forespørgslen blev sendt fra modtagerposthuset som postsag til afsender. Denne havde mulighed for som almindeligt brev at returnere forespørgslen med korrekt adresse. Svarkortet ses jævnligt, men det er yderst sjældent, at begge forsendelser er samlet.

6.4 Incorrectly stated address

If the address given was incorrect on registered letters (and presumably also insured letters) and parcels, the post office at the recipient's address could send an enquiry to the sender requesting the correct address. The item was held until there was a response from the sender.

The enquiry was sent from the receiving post office by post to the sender. The sender had the option of returning the enquiry with the correct address as an ordinary letter. The reply card is frequently seen, but it is extremely rare that both items are together.

Figur 44. Blanket for tilbagelevering af indleveret pakke. Porto 40 øre, idet anmodningen skal frankeres som anbefalet brev, 40 øre: 15 øre for brev 0-50 g + 25 øre i R-gebyr. Afsendt København 6 den 10. september 1928 vedr. pakke afsendt 8. september lokalt i København.

Figure 44. Form for returning a parcel that has been handed in. Postage 40 øre, as the request must be franked as a registered letter, 40 øre: 15 øre for letters 0-50 grammes + 25 øre registration fee. Sent to Copenhagen 6 on 10 September 1928 regarding parcel sent locally in Copenhagen on 8 September.

6.5 Brevpakker

Brevpakker blev indført 1. juli 1930. En brevpakke kunne indeholde varer, men måtte ikke indeholde personlig korrespondance. Af samme grund skulle forsendelsen være åben. Brevpakker skulle tydeligt markeres med "Brevpakke". Taksten i perioden 1. juli 1930 – 30. juni 1940 var 25 øre for 0-1000 g. Brevpakker kunne ikke sendes med højere vægt.

Frankeringer er sjældne, idet frimærkerne blev påsat direkte på brevpakken, som oftest havde en størrelse, så den ikke var samlervennlig. Derfor blev forsendelsen som hovedregel ikke gemt, og måske blev frimærkerne blev vasket af.

6.5 Small packets

Small packets were introduced on 1 July 1930. A small packet could contain goods but could not contain personal correspondence. For this reason, the packet had to be unsealed. Small packets had to be clearly labelled with "Brevpakke". The rate during the period 1 July 1930-30 June 1940 was 25 øre for 0-1000 grammes. Small packets could not be sent with a greater weight.

Examples are rare, as the stamps were affixed directly to the small packet, which was usually of a size that was not collector-friendly. Therefore, the item was generally not kept and the stamps may have been washed off.



Figur 45. Postindkassering på 13,11 kr. med utilstrækkelig adresse sendt fra Odense 14. februar 1924. Forespørgsel sendt fra Randers som postsag 16. februar 1924 og besvaret 19. februar 1924. Postindkassering med porto 30 øre for indkassering 0-25 kr. (01.07.1920-30.06.1946). Returporto 20 øre for landsbrev, selv om der er tale om et brevkort.

Figure 45. Money order for DKK 13.11 with insufficient address sent from Odense on 14 February 1924. Enquiry sent from Randers by post on 16 February 1924 and answered on 19 February 1924. Money order with postage 30 øre for amounts of DKK 0-25 (01.07.1920-30.06.1946). Return postage 20 øre for domestic letters, even if it was a letter card.

7. Udvidelse af postens område

7.1 Post og Telegraf bliver til Post- og Telegrafvæsenet

I foråret 1927 besluttede Folketinget og dernæst Rigsdagen at sammenlægge de to etater Det danske Postvæsen og Den danske Statstelegraf. Baggrunden var behovet for betydelige besparelser pga. især sidstnævntes dårlige økonomi. I 1927 blev alle telegrafstationer og postkontorer lagt sammen i de enkelte byer. Kun i København, Fredericia og Aarhus blev telegrafstationerne opretholdt. Inden sammenlægningen havde der været en del samarbejder mellem de to organisationer, men nu blev samarbejdet selvsagt integreret.

7. Expansion of the postal service

7.1 Post og Telegraf becomes Post- og Telegrafvæsenet

In the spring of 1927, both Houses of the Danish Parliament decided to merge the two organisations, the Danish Post Office and the Danish State Telegraph. The reason for this was the need for significant savings, especially due to the latter's poor finances. In 1927, all telegraph stations and post offices were merged in most towns and cities. Only in Copenhagen, Fredericia and Aarhus were telegraph stations maintained.

Before the merger, there had been some cooperation between the two organisations, but now the cooperation was naturally integrated.



Figur 46. Klip af brevpakke 25 øre for 0-1000 g. Brevpakken er tydeligt markeret med "Brevpakke". Afsendt København den 25. maj 1933 til Odense.

Figure 46. Part of small packet 25 øre for 0-1000 grammes. The packet is clearly marked 'Brevpakke'. Sent from Copenhagen on 25 May 1933 to Odense.



Figur 47. Selv om der ikke er frimærker på dette telegram, kan sammenlægningen mellem post og tele ses, idet der er sat ankomststempel på telegrammet. Indgået telegram fra Aarhus 7. maj 1930 til Odense. Modtager er mejeribestyrer Boel i Marslev. Han skal straks sende 5 kasser roquefortost til Ostehansen i Aarhus. Selv om der ikke er tale om en postal sag, så er telegrammet påstemplet med Odense brotypestempel fra postkontoret.

Figure 47. Although there are no stamps on this telegram, the merger between post and telegraph can be seen as there is an arrival date stamp on the telegram. Registered telegram from Aarhus 7 May 1930 to Odense. The recipient is dairy manager Boel in Marslev. He must immediately send 5 boxes of Roquefort cheese to Ostehansen (a cheese shop) in Aarhus. Although this is not a postal matter, the telegram is marked with an Odense bridge type date stamp from the post office.



Figur 48. Sammenlægningen af post og tele kunne også ses på kvitteringerne for telegrammer. Telegramkvittering fra Horsens 21. februar 1929. Der er betalt 2,40 kr. for telegrammet + 10 øre i indleveringsgebyr, som er sat på med gebyrmærke.

Figure 48. The merging of post and telegraph can also be seen on the receipts for telegrams. Telegram receipt from Horsens 21 February 1929. DKK 2.40 was paid for the telegram + 10 øre in post-ing fee, which is attached with a fee stamp.



Figur 49 Telegram på DSB-blanket indleveret i København den 1. november 1928 kl. 16.16. Ankomst Tølløse kl. 16.48. Frankeret med 15 øre som alm. brev stemplet Tølløse JB.P.E. (Jernbane Post Ekspedition) kl. 6-7 E (eftermiddag). Brotypestempel 1a, som udgik 12. november 1928. Frankeret som brev, da telegrammet er uddelt af landpostbud fra jernbanetelegrafstation.

Figure 49. Telegram on DSB (Danish State Railways) form handed in at Copenhagen on 1 November 1928 at 16.16. Arrival Tølløse at 16.48. Franked with 15 øre as an ordinary letter and date stamped Tølløse JB.P.E. (Jernbane Post Ekspedition) at 6-7 E (afternoon). Bridge type date stamp 1a, latest recorded usage 12 November 1928. Franked as a letter, as the telegram was delivered by a rural postman from a railway telegraph station.



Figur 50. Nordisk Rejsekort udstedt på Købmagergades Postkontor den 9. juli 1932. Gebyr betalt med 25 øre. Stemplet Ådalsvolden fra pas-kontrol ved den norske grænse.

Figure 50. Nordic Travel Card issued at Købmagergades Postkontor on 9 July 1932. Fee paid with 25 øre. Date stamped Ådalsvolden from passport control at the Norwegian border.

7.2 Nordisk Rejsekort

I 1929 indgik de nordiske lande en aftale om pasfrihed mellem landene. I stedet indførtes Nordisk Rejsekort, som i stedet for pas kunne anvendes til rejser mellem Danmark, Island, Norge, Sverige og Finland. For rejsekortet skulle i Danmark erlægges et gebyr på 25 øre, som kunne betales med et 25 øres frimærker. Ordningen blev indført fra 7. juni 1929 og sluttede for postvæsenets vedkommende 14. september 1939. Ordningen blev ikke genindført efter Anden Verdenskrig.

7.2 Nordic Travel Card

In 1929, the Nordic countries signed an agreement on passport free travel between the countries. Instead, the Nordic Travel Card was introduced, which could be used instead of a passport for travelling between Denmark, Iceland, Norway, Sweden and Finland. In Denmark, a fee of 25 øre was charged for the travel card, which could be paid with a 25 øre stamp. The scheme was introduced from 7 June 1929 and ended for the postal service on 14 September 1939. The scheme was not reintroduced after the Second World War.



Figur 51. Kvittering for Toldbehandling 26. april 1930 for pakke fra udlandet. Behandlet ved København Toldpostkontor. Samlet udgift for importør var 3,62 kr., hvoraf 20 øre med gebyrmærker for udfyldning af blanketter ved toldbehandlingen. Herudover er der klareringsgebyr for 2 pakker á 40 øre til Postvæsenet, afregnet med 80 øre i frimærker.

Figure 51. Receipt for customs clearance 26 April 1930 for parcel from abroad. Processed at Copenhagen Customs Post Office. Total cost to the importer was DKK 3.62, of which 20 øre was paid with fee stamps for filling in forms for customs clearance. In addition, there is a clearance fee for 2 parcels of 40 øre to the Post Office, settled with 80 øre in postage stamps.

7.3 Toldbehandling

I forbindelse med ekspeditionen af pakker fra udlandet havde Postvæsenet påtaget sig opkrævning af told. Denne opgave blev i starten alene varetaget i København. Fra 1. marts 1923 blev funktionen også indført i Aarhus og Odense. Kvitteringer af toldbehandling er yderst sjældne.

7.3 Customs clearance

In connection with the dispatch of parcels from abroad, the Post Office had taken over the collection of customs duties. Initially, this task was only handled in Copenhagen. From 1 March 1923, the function was also introduced in Aarhus and Odense. Receipts of customs clearance are extremely rare.

AFSLUTNING

Dette var den ”korte” beretning om en meget interessant dansk posthistorisk periode.

Når man som posthistoriker interesserer sig for de posthistoriske elementer i en forsendelse, vil jeg afslutningsvis nævne, at det var i denne periode, nemlig fra 1. december 1927, at kravet om ankomststempler bortfaldt for alle forsendelser bortset fra fejlekspederede forsendelser og ekspresbreve, hvilket begrænser mulighederne for beskrivelse af en forsendelse.

Jeg håber, at jeg med artiklen har inspireret mange til at dykke ned i posthistorien.

Main sources:

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CONCLUSION

This was the ‘short’ account of a very interesting period in Danish postal history.

As a postal historian interested in the postal historical elements of a postal item, I would like to conclude by mentioning that it was during this period, namely from 1 December 1927, that the requirement for arrival date stamps was abolished for all postal items except for misdirected items and express letters, which limits the possibilities when describing a postal item.

I hope that this article will inspire many to delve into postal history.

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Postal conditions in Denmark during World War II and the postal transition to peacetime

Postale forhold i Danmark under 2. Verdenskrig og den postale overgang til fredstid

By Bo Bjerre Jakobsen

(Translated by Chris King)

Ud over den teknologiske udvikling er krige et af de forhold, der påvirker postvæsenet og dets aktiviteter mest. Der opstår normalt betydelige problemer med at ekspedere ikke mindst udlandsposten, og en række almindelige frihedsrettigheder tilsidesættes, hvilket også giver både udfordringer og nye opgaver for postvæsenet. Som eksempler kan nævnes indførelse af brevcensur og den politisk bestemte tilbageholdelse af personer, der resulterer i helt særlige forsendelsestyper og i øvrigt påvirker postvæsenets arbejde betydeligt. Endelig giver krigshandlinger i udlandet betydelige udfordringer for postvæsenet. Denne artikel vil prøve at give et overordnet rids af denne spændende del af den danske posthistorie omkring 2. Verdenskrig.

Det kan imidlertid ikke blive mere end et overordnet rids inden for de snævre rammer, en artikel sætter. I noterne er der henvist til en del speciallitteratur, hvor der kan findes yderligere oplysninger og hvor nogle af de aspekter, jeg ikke har fundet plads til, omtales. Særligt ligger der mange oplysninger i de dokumenter, der i sin tid blev overdraget fra Postens Hovedarkiv til Rigssarkivet. Desuden er mange aspekter fra 2. Verdenskrig gennem årene behandlet i artikler i Posthistorisk Tidsskrift udgivet af Dansk Posthistorisk Selskab.

In addition to technological developments, wars are one of the events that most affect the postal service and its activities. There are usually significant problems with the delivery of international mail in particular, and a number of common freedoms are breached, which also present both challenges and new tasks for the postal service. Examples include the introduction of letter censorship and the politically determined detention of individuals, which results in very specific types of mail and otherwise significantly affects the postal service's work. Finally, acts of war abroad pose significant challenges for the postal service. This article will attempt to provide a general outline of this exciting part of Danish postal history around World War II.

However, it cannot be more than a general outline within the narrow confines of an article. In the notes there are references to some specialised literature where further information can be found and where some of the aspects I have not found space for are discussed. In particular, there is a lot of information in the documents that were transferred from the Postal Service's main archive to the National Archives. Over the years, many aspects of World War II have been covered in articles in Posthistorisk Tidsskrift published by the Danish Postal History Society (Dansk Posthistorisk Selskab).

¹ Bo Bjerre Jakobsen and E. Menne Larsen, *Danske Censurstempler* (Danish Censorship hand-stamps) 1914-18 og 1939-49 (1979), [hereafter cited as *Danske Censurstempler*], p. 9 and Beretning til Folketinget afgivet af den af Tinget under 8 January 1948 nedsatte Kommission i henhold til Grundlovens § 45 (Report to the Danish Parliament by the Parliamentary Commission appointed on 8 January 1948 pursuant to Section 45 of the Danish Constitution), [hereafter cited as PK], Volume VII, A, Volume 3, Stenografiske Referater, Spalte 523. (Stenographic Minutes, column 523).



Figur 1. Interneret forsendelse fra Tyskland 2.1.1940 til Max Bünting, Viborg, Militärkommandantur. Bünting var matros på Vorpostenboot 701 "Este", der 21.10.1939 blev minesprængt ud for Møn. De fem overlevende, ud af en besætning på 54, blev interneret i Stege og i begyndelse af november overført til Hald². Brevet har et stort, rødt W. Der findes en anden indgående forsendelse til Hald med tilsvarende påtegning, der må formodes at henvise til en form for postkontrol eller censur.

Figure 1. Internee letter from Germany 2 January 1940 to Max Bünting, Viborg, Militärkommandantur. Bünting was a seaman on patrol boat 701 "Este", which was mined off Møn on 21 October 1939. The five survivors, out of a crew of 54, were interned in Stege and transferred to Hald in early November. 2 The letter has a large, red W. There is another incoming shipment to Hald with a similar endorsement, which presumably refers to some form of postal control or censorship.

2. Verdenskrigs udbrud – Danmarks neutralitet søges opretholdt

Danmark var ved krigsudbruddet i september 1939 neutralt. Opretholdelse af landets neutralitet medførte allerede i starten af krigen en række indskrænkninger i frihedsrettighederne, som ikke alle var tydelige for befolkningen.

The outbreak of World War II - Denmark seeks to maintain neutrality

At the outbreak of war in September 1939, Denmark was neutral. Maintaining the country's neutrality had already led to a number of restrictions on freedoms at the beginning of the war, not all of which were obvious to the population.

Internering af militært personel fra krigsførende lande

Umiddelbart efter krigsudbruddet udsendte Justitsministeriet et fortroligt cirkulære til politimestrene vedrørende behandlingen af militært personel fra en krigsførende magt, som krænkede dansk territorium. Det blev pålagt politiet at tilbageholde og bevogte disse.¹ I de første måneder af krigen fandt der flere krænkelse sted; der nødlandede flyvere fra det tyske Luftwaffe, og der strandede marinesoldater fra forliste tyske orlogsfartøjer i Danmark. De blev i første omgang interneret lokalt, og efterfølgende – i hvert fald for de flestes vedkommende – overført til lejren i Hald² ved Viborg, hvor de befandt sig under militær bevogtning indtil den tyske besættelse af Danmark den 9. april 1940. Herefter blev de frigivet og returneret til Tyskland.

Indførelse af telegram- og telefoncensur

17. oktober 1939 indførte Danmark telegramcensur, netop begrundet i opretholdelsen af landets neutralitet. Som det hed i en fortrolig cirkulæreskrivelse fra Generaldirektoratet for Post- og Telegrafvæsenet udsendt dagen før, skulle alle ”(...) *Privattelegrammer i klart Sprog i indenrigsk og international Trafik (undtagen international Transit), hvis Indhold skønnes at rumme Fare for Landets Neutralitet eller Sikkerhed, for Spionage, for Overtrædelse af Ind- og Udførselsforbud eller for Landets Erhverv samt Omtale af Skibsbevægelser og danske og fremmede Militærbevægelser kontrolleres under Ekspeditionen.* (...)”³ 19. oktober blev der fulgt op med tilsvarende bestemmelser for indenrigske og internationale telefonsamtaler *i det Omfang som det er muligt under Arbejdet.*⁴ For både telegram- og telefontrafikken blev der fastlagt procedurer for den videre behandling og rapportering af telegrammer eller samtaler, der gav anledning til bemærkninger.

Internment of military personnel from belligerent countries

Immediately after the outbreak of war, the Ministry of Justice issued a confidential circular to police chiefs regarding the treatment of military personnel from a belligerent power that violated Danish territory. The police were instructed to detain and guard them.¹ In the first months of the war, several violations took place; airmen from the German Luftwaffe made emergency landings and marines from wrecked German warships were stranded in Denmark. They were initially interned locally and then – at least for the most part – transferred to the camp at Hald² near Viborg, where they were under military guard until the German occupation of Denmark on 9 April 1940. They were then released and returned to Germany.

Introduction of telegram and telephone censorship

On 17 October 1939, Denmark introduced telegram censorship on the grounds of maintaining the country's neutrality. As stated in a confidential circular letter from the Directorate General of Post and Telegraph issued the day before, all (...) “*private telegrams in plain language in domestic and international traffic (except international transit), the content of which is deemed to endanger the country's neutrality or security, for espionage, for breach of import and export bans or for the country's industry, and for mention of ship movements and Danish and foreign military movements must be checked during despatch.* (...)”³ On 19 October, this was followed up with similar provisions for domestic and international telephone conversations *to the extent possible during normal operation.*⁴ For both telegram and telephone traffic, procedures were established for the further processing and reporting of telegrams or conversations that gave rise to concern.

² Noted by Per Rønberg with reference to Poul Bech, Søkrig i danske farvande, Volume I (1939-42) and Møns Folkeblad on 22 October 1939.

³ Circular in private ownership.

⁴ ditto.

⁵ Officielle Meddelelser (Official Notices) [hereafter cited as OM]: no. 40/1939, 50/1939, 55/1939, 2/1940, 8/1940 and 13/1940.

I modsætning til den fortrolige indførsel af telefon- og telegramcensur var det ganske tydeligt for publikum, at Danmark som neutralt land havde gode muligheder for at opretholde postforbindelsen med alle de krigsførende lande. Konkrete krigshandlinger kunne umuliggøre det, men som udgangspunkt havde danskerne mulighed at korrespondere med alle de involverede parter i krigen, samt naturligvis med alle de neutrale lande og de ikke-krigsførende lande.

Afbrydelse af postforbindelsen med udlandet

Breve sendt fra Danmark men returneret, fordi postforbindelsen var lukket, er således meget usædvanlige før den tyske besættelse af Danmark. De eneste ret kortvarige lukninger, der fandt sted, var i forhold til Polen, Vest-Ukraine og den vestlige del af Hviderusland/Belarus⁵ – altså til brændpunktet for starten af 2. Verdenskrig. Da brevmængden til disse områder i forvejen var begrænset, findes der kun ganske få eksempler på returnerede forsendelser adresseret hertil på samlerhænder.

Danmarks besættelse – 9. april 1940

Samtidig med den tyske besættelse af Danmark tidligt om morgenen den 9. april 1940 overrakte den tyske gesandt, C. Renthe-Fink, et memorandum til den danske udenrigsminister, P. Munch. Memorandummet var vedlagt en Auszeichnung i 13 punkter, med krav, som den tyske rigsregering ønskede gennemført straks. Af særlig relevans for postforholdene blev det krævet, at al skibs- og lufttrafik med udlandet blev standset, og at enhver efterretnings- og postforbindelse med udlandet af søvejen blev standset. Efterretnings- og postforbindelsen med Østersøstaterne skulle begrænses til bestemte forbindelser og kontrolleres i henhold til de krav, der blev stillet af besættelsestroppernes chef⁶.

Afbrydelse af postforbindelsen med udlandet

Kravene blev fulgt, og op ad formiddagen den 9. april var Danmarks postforbindelse med udlandet totalt afbrudt.

In contrast to the confidential introduction of telephone and telegram censorship, it was quite clear to the public that Denmark, as a neutral country, had an opportunity to maintain postal links with all the belligerent countries. Specific acts of war could make this impossible, but as a general rule, Danes were able to correspond with all parties involved in the war, and of course with all neutral and non-combatant countries.

Interruption of postal connections with foreign countries

Letters sent from Denmark but returned because the postal connection was closed are very unusual before the German occupation. The fairly short-term closures that occurred were to Poland, Western Ukraine and the western part of Belarus⁵ - i.e. to the focal point of the start of World War II. As the volume of letters to these areas was already limited, there are only a few examples of returned items addressed to them in the hands of collectors.

Occupation of Denmark - 9 April 1940

Coinciding with the German occupation of Denmark in the early morning of 9 April 1940, the German envoy, C. Renthe-Fink, handed a memorandum to the Danish Foreign Minister, P. Munch. The memorandum included a 13 point list of demands which the German government wanted implemented immediately. Of particular relevance to postal matters, it demanded that all shipping and air traffic with foreign countries be stopped and that all intelligence and postal connections with foreign countries by sea be cancelled. Intelligence and postal links with countries surrounding the Baltic Sea were to be limited to specific routes and controlled according to the demands of the commander of the occupying troops.⁶

Interruption of the postal connection with foreign countries

The demands were met, and by the morning of 9 April, Denmark's international postal service was completely disrupted.



Figur 2. Anbefalet brev forsøgt sendt 27.11.1939 fra Hellerup til Rejowiec i det østlige Polen. Da det ikke var muligt at sende anbefalede forsendelser til Polen, er brevet returneret 5.12.1939 fra Omkarteringskontoret med et interimistisk returstempel Postforbindelsen afbrudt.

Figure 2. Registered letter attempted to be sent 27 November 1939 from Hellerup to Rejowiec in eastern Poland. As it was not possible to send registered items to Poland, the letter was returned on 5 December 1939 from the Sorting Office with an interim return handstamp Postforbindelsen afbrudt (Postal service interrupted).

Postforbindelsen til Tyskland, og til de lande hvor posten blev sendt via Tyskland, var normaliseret senest den 11. april, men allerede den 12. april udsendte Generaldirektoratet en cirkulæreskrivelse, der præsenterede en lang række begrænsninger i postudvekslingen med udlandet. Vigtigst var, at man p.t. ikke modtog postforsendelser af nogen art til Færøerne, Grønland, Island, Storbritannien, Irland og Frankrig. Dagen efter, den 13. april, blev der udsendt en ny cirkulæreskrivelse,⁷ da man tilsyneladende havde glemt de engelske og franske besiddelser, som Tyskland jo også var i krig med. Derfor blev det nu præciseret, at der heller ikke blev modtaget postforsendelser til britiske dominions samt til britiske og franske kolonier, protektorater og mandatområder. I samme cirkulæreskrivelse oplyste man, at den brevpost der afventede afsendelse til Færøerne, Grønland, Island, Storbritannien, Irland og Frankrig ville blive returneret til afsenderen.

The postal connection to Germany, and to countries where mail was sent via Germany, was normalised by 11 April at the latest, but on 12 April, the Directorate General issued a circular letter presenting a large number of restrictions on the exchange of mail abroad. Most importantly, no mail of any kind could be sent to the Faroe Islands, Greenland, Iceland, Great Britain, Ireland and France. The following day, 13 April, a new circular letter was issued,⁷ as the British and French possessions, with which Germany was also at war, had apparently been forgotten. Therefore, it was now clarified that postal items to British Dominions, British and French colonies, protectorates and mandate territories were not accepted either. In the same circular letter, it was stated that mail awaiting despatch to the Faroe Islands, Greenland, Iceland, Great Britain, Ireland and France would be returned to the sender.



Postforbindelsen med de nordatlantiske områder blev senere genåbnet for en periode, ligesom postforbindelsen med Irland, der jo var neutralt, fungerede under store dele af krigen. Derimod forblev postforbindelsen med England lukket for resten af krigen.

Posten til Færøerne og Grønland var blevet lastet på skibe, der afventede afgang fra Danmark. Til Færøerne var det *Islands Falk*, der blev lastet den 5. april 1940, men som ikke kom afsted.⁸ Til Grønland var det *Disko*, som lå og var næsten færdiglastet, men som blev tilbageholdt.⁹ Den returnerede post til de to lande blev behandlet lidt forskelligt. Brevene beregnet til Færøerne

The postal connection with the North Atlantic territories was later reopened for a period, just as the postal connection with Ireland, which was neutral, functioned for much of the war. However, the postal connection with Great Britain remained closed for the rest of the war.

Mail to the Faroe Islands and Greenland was loaded onto ships awaiting departure from Denmark. For the Faroe Islands it was *Islands Falk*, which was loaded on 5 April 1940 but did not depart.⁸ For Greenland it was *Disko*, which was almost fully loaded but was detained.⁹ The returned mail to the two countries was treated slightly differently. Letters destined for the Faroe Islands were handstamped with the newly produced Postudvekslingen indstillet. / Retur



Figur 4. Brev forsøgt sendt fra København så tidligt som 24.2.1940 til Færøerne men returneret efter 9.4.1940.

Figure 4. Letter posted from Copenhagen as early as 24 February 1940 to the Faroe Islands but returned after 9 April 1940.

⁶ PK, Volume IV, A, p. 20.

⁷ The two circular letters are from the Postal Service's main archive [hereafter cited as PH], XVIII. K.1. 1939-40.

⁸ Kristian Hopballe, *Færøernes postale forhold under anden verdenskrig – En dokumentarisk beretning* (Faroese postal conditions during World War II - A documentary account) (1986), pp. 34-47.

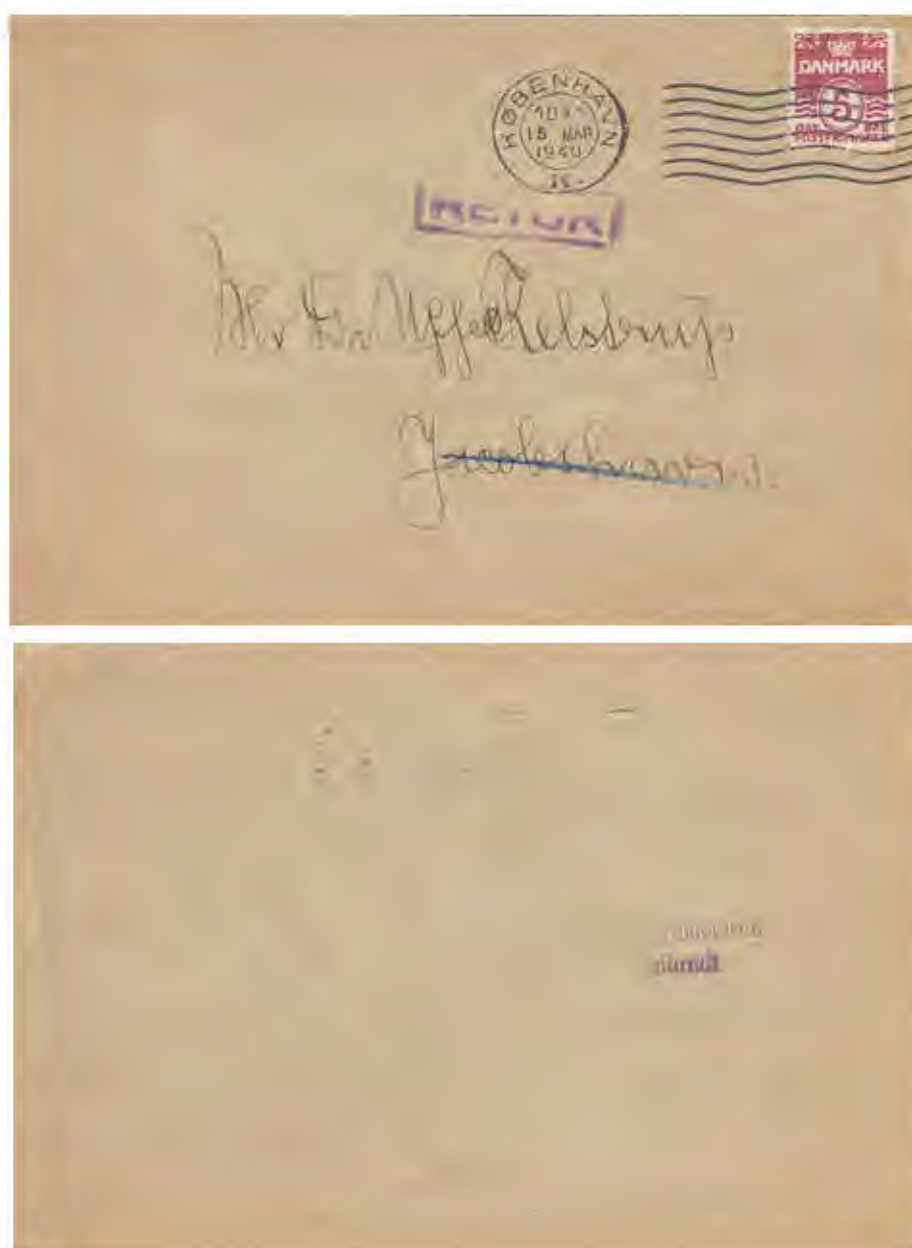
⁹ De grønlandske posthistorikere, *Postruterne til Grønland under 2. Verdenskrig* (Postal routes to Greenland during World War II) (1985), p. 2.

blev afstemplet med det netop fremstillede *Postudvekslingen indstillet. / Retur Afsenderen*. Det kan findes på post, der er afsendt så tidligt som i sidste del af februar måned 1940, men disse breve er altså først returneret efter 9. april.

Den noget sjældnere post beregnet til Grønland fik på forsiden et rammestempel RETUR og på bagside et *Postforbindelsen afbrudt*.

Afsenderen (*Postal Exchange cancelled. / Return to Sender*). It can be found on mail sent as early as the latter part of February 1940, but these letters were not returned until after 9 April.

The somewhat rarer mail intended for Greenland had a framed RETUR handstamp on the front and *Postforbindelsen afbrudt* (*Mail connection interrupted*) handstamp on the back.



Figur 5. Tryksag forsøgt sendt fra København 15.3.1940 til Grønland men returneret efter 9.4.1940.

Figure 5. Printed matter sent from Copenhagen on 15 March 1940 to Greenland but returned after 9 April 1940.

Postforbindelsen til Grønland var kun afbrudt i kort tid. Allerede 23. maj 1940 udsendte Generaldirektoratet en cirkulæreskrivelse om, at der atter kunne modtages almindelig og anbefalede brevforsendelser til Grønland via Tyskland-Italien-USA.¹⁰

Genåbning af postforbindelsen til Færøerne måtte vente lidt længere. Først 16. november 1940 kunne generaldirektoratet oplyse, at der atter kunne sendes almindelige og anbefalede breve.¹¹ Den videre udvikling i postforbindelsen med de nordatlantiske områder er der redegjort meget detaljeret for i OM, De grønlandske posthistorikeres publikationer og Kristian Hopballes bøger.

Indførelse af brevcensur

Det tyske krav om indførelse af censur på al dansk udlandspost betød, at al brevposten umiddelbart efter besættelsen blev sendt via Tyskland til censur. Det medførte forsinkelser, der naturligvis var til gene for mange forretningsfolk og private. Generaldirektoratet rettede derfor flere henvendelser til de tyske myndigheder i Danmark om at få flyttet censuren til Danmark, i det mindste for posten til de tre nordiske lande.¹² Efter lange forhandlinger kunne Generaldirektoratet 12. juli 1940 offentliggøre en vejledning til publikum vedrørende brevcensuren, der fra 15. juli 1940 kom til at foregå i København.¹³ Censuren tog sig af posten mellem Danmark og Norge, Sverige, Finland samt de baltiske stater. Den øvrige post skulle fortsat sendes til Tyskland til censur.

The postal connection to Greenland was only interrupted for a short time. On 23 May 1940, the Directorate General issued a circular letter stating that ordinary and registered mail to Greenland via Germany-Italy-USA could be received again.¹⁰

The reopening of the postal connection to the Faroe Islands had to wait a little longer. It was not until 16 November 1940 that the Directorate General was able to announce that ordinary and registered letters could be sent again.¹¹ The further development of the postal connection with the North Atlantic territories is described in great detail in OM, the publications of the grønlandske posthistorikere's and Kristian Hopballe's books.

Introduction of letter censorship

The German demand for the introduction of censorship on all Danish foreign mail meant that immediately after the occupation all letter post was sent via Germany for censorship. This caused delays, which of course inconvenienced many business people and private individuals. The Directorate General therefore made several requests to the German authorities in Denmark to move the censorship to Denmark, at least for mail to the three Nordic countries.¹² After lengthy negotiations, on 12 July 1940, the Directorate General published a guide for the public regarding letter censorship, which was to take place in Copenhagen from 15 July 1940.¹³ The censorship applied to mail between Denmark and Norway, Sweden, Finland and the Baltic states. All other mail continued to be sent to Germany for censorship.

¹⁰ OM no. 23/1940.

¹¹ OM no. 52/1940.

¹² See detailed accounts of this in PK.

¹³ Guide in the possession of the author.

¹⁴ Censorship handstamps, resealing tape and other distinguishing features are described in detail elsewhere and are therefore not reviewed here. See Danske Censurstempler, Anker Bloch Rudbeck and Otto Kjærgaard, *Censuren i Danmark 1940-1947* (2004) [hereafter cited as *Censuren i Danmark*] and <https://dphs.dk/wp-content/uploads/2018/08/IndlagteMeddelelserFraCensuren20180717.pdf> (access for members of the Danish Postal History Society).

¹⁵ *Særlige Bestemmelser vedrørende Postforsendelser til og fra Udlandet*, Udgivet af Generaldirektoratet for Post- og Telgrafvæsenet (Special Provisions concerning Postal Items to and from Abroad, published by the Directorate General of Post and Telegraph Services), January 1941

I modsætning til censurstederne i Tyskland, og de øvrige tyskbesatte områder anvendte københavner-censuren i begyndelsen kun dansksprogede censurstempler og banderoler.¹⁴ Selv om censuren således fremtrådte som en dansk organisation, foregik den reelt efter tyske retningslinjer. Censurbestemmelserne var stort set en bearbejdelse af de tilsvarende tyske, idet de dog var "fordanskede". Det tyske forbud mod hebræiske skrifttegn blev i den danske version omskrevet til, hvilken skrift der måtte anvendes, nemlig latinsk, gotisk, russisk og græsk. Tilsvarende blev en række af de tyske forbud i den danske version præsenteret som henstillinger. Realiteten har dog nok været den samme.

Censuren havde et dobbelt formål. Det væsentligste var nok, at man herigennem havde mulighed for at opsnappe oplysninger af efterretningsmæssig værdi i korrespondancen med udlandet. Det andet formål blev præsenteret i censurbestemmelserne, nemlig at korrespondancen ikke måtte indeholde meddelelser eller udtalelser om militære, politiske eller økonomiske forhold, som kunne skade danske eller tyske interesser.¹⁵ En ganske bred definition.

Formodentlig for at forenkle censurens arbejde, var det forbudt at fremsende en mængde "kodefarligt" materiale. Det var både forbudt at sende opklæbede fotos, blindeskrift, skakopgaver, krydsogtværsopgaver og gåder, og man måtte heller ikke anvende kunstsprog, som f.eks. esperanto, eller hemmeligt sprog eller usynlig skrift. Derudover indeholdt censurbestemmelserne en række detaljerede bestemmelser om eksempelvis valutariske forhold og særlige regler for enkelte forsendelsestyper.

In contrast to the censorship offices in Germany and the other German-occupied territories, the Copenhagen Censorship Office initially only used Danish-language censorship handstamps and resealing tape.¹⁴ Although the censorship thus appeared to be a Danish organisation, it actually followed German guidelines. The censorship regulations were largely an adaptation of the corresponding German ones, although they were 'Danicised'. The German ban on Hebrew characters was rewritten in the Danish version to specify which script could be used, namely Latin, Gothic, Russian and Greek. Similarly, a number of the German prohibitions were presented as recommendations in the Danish version. However, the reality was probably the same.

Censorship had a dual purpose. The most important was probably the possibility of intercepting information of intelligence value in foreign correspondence. The second purpose was presented in the censorship regulations, namely that the correspondence must not contain messages or statements about military, political or economic matters that could harm Danish or German interests.¹⁵ A rather broad definition.

Presumably to simplify the work of the censor, it was forbidden to send a large amount of "code-hazardous" material. It was forbidden to send mounted photographs, Braille, chess puzzles, crossword puzzles and riddles, as well as the use of artificial languages such as Esperanto, secret languages or invisible writing. In addition, the censorship regulations contained a number of detailed provisions on, for example, currency conditions and special rules for certain types of mailing.

Tryksagskontrol

Den tidligere nævnte Auszeichnung, udenrigsminister P. Munch modtog den 9. april om morgenen, indeholdt også krav om indgreb over for presse og radio. Pressen og radioen skulle således virke beroligende på befolkningen, og der måtte ikke offentliggøres meddelelser, der var skadelige for tyske militære interesser. Endelig skulle den danske regering træffe forholdsregler for effektivt at forhindre enhver form for tysk-fjendtlig propaganda. Denne indskrænkning i pressefriheden blev administreret af Udenrigsministeriets Pressebureau.

Oplysningerne om Pressebureauets arbejde i forbindelse med tryksagskontrollen er få. I begyndelsen af krigen viser brevmaterialet, at tryksager kun blev kontrolleret af Udlandspostkontrollen, men i sommeren 1941 blev tryksagskontrollen indført som en selvstændig kontrol.¹⁶ Deres første stempel var et kontorstempel med inskription UDENRIGSMINISTERIET med en indsat tegning af rigsvåbnet. Det kendes anvendt fra oktober 1941, men allerede i februar 1942 fik man fremstillet et stempel specifikt til benyttelse i kontrollen med inskription TILLADT INDFØRT / U.M., hvor U.M. er en forkortelse for Udenrigsministeriet. Stempellet blev videreført i forskellige udgaver resten af krigen.

Nogle af tryksagsforsendelserne har fra marts 1943 desuden et rødt P.B.-stempel, der er en forkortelse for Pressebureauet. De skriftlige kilder dokumenterer ikke, hvad formålet var med de to sæt af stempler. Men den gængse tolkning af stemplerne er,¹⁷ at det violette TILLADT INDFØRT blev sat på forsendelser med et indhold, hvis indførelse på forhånd var godkendt af Udenrigsministeriet. Det røde P.B. synes at være brugt på forsendelser med indhold, der ikke på forhånd var godkendt og som derfor skulle oversendes til Pressebureauet til videre undersøgelse.

Printed matter control

The aforementioned memorandum that Foreign Minister P. Munch received on the morning of 9 April also included requirements for action against the press and radio. The press and radio had to calm the population, and messages that were harmful to German military interests could not be published. Finally, the Danish government had to take measures to effectively prevent any form of anti-German propaganda. This restriction on the freedom of the press was administered by the Press Bureau of the Ministry of Foreign Affairs.

There is little information about the work of the Press Bureau in connection with the control of printed matter. At the beginning of the war, the correspondence shows that printed matter was only checked by the Foreign Post Office Control, but in the summer of 1941 printed matter control was introduced as an independent entity.¹⁶ Their first handstamp was an office handstamp with the inscription UDENRIGSMINISTERIET with an image of the national coat of arms. It is known to have been used from October 1941, but as early as February 1942, a handstamp was produced specifically for use in the control of printed matter with the inscription TILLADT INDFØRT / U.M., where U.M. is an abbreviation for Udenrigsministeriet. The handstamp continued in various formats for the rest of the war.

Some printed matter from March 1943 also has a red P.B. handstamp, which is an abbreviation for Pressebureauet. The written sources do not document the purpose of the two sets of handstamps. However, the common interpretation¹⁷ is that the purple TILLADT INDFØRT was applied to consignments with contents whose importation had been approved in advance by the Ministry of Foreign Affairs. The red P.B. appears to have been used on items with content that had not been authorised in advance and which therefore had to be sent to the Press Agency for further investigation.

En særlig del af tryksagskontrollen omfattede indførelse af udenlandske aviser. Det var i sagens natur et meget omfattende arbejde dagligt at gennemgå de mange nordiske aviser, der blev forsøgt sendt til Danmark, og der blev da også af flere omgange indført forbud mod flere af dem. Og endeligt blev der 1. februar 1943 indført en generelt forbud mod indførelse af svenske aviser.

A special part of the control of printed matter included the import of foreign newspapers. By its very nature, it was a very extensive daily task to scrutinise the many Nordic newspapers that were attempted to be sent to Denmark, and bans were imposed on several of them on a number of occasions. And finally, on 1 February 1943, a general ban was imposed on the import of Swedish newspapers.



Figur 6. Brev forsøgt sendt fra Aarhus/3 25.3.1941 til Sverige. Brevet er i strid med censurbestemmelserne skrevet på esperanto. Det er derfor returneret med en indlagt meddelelse fra den danske censur, der forklarer returneringen. De indlagte meddelelser eksisterer i mange forskellige udformninger. Denne er særligt interessant, da den opregner de centrale forbud i censurbestemmelserne, som censoren kan herefter kan markere – i dette tilfælde Kunstsprog.

Figure 6. Letter attempted to be sent from Aarhus/3 25 March 1941 to Sweden. The letter was written in Esperanto in violation of censorship regulations. It was therefore returned with an enclosed notice from the Danish censors explaining why it was returned. These enclosed notices exist in many different forms. This one is particularly interesting as it lists the key prohibitions in the censorship regulations that the censor can then select - in this case Kunstsprog (Artificial Language).



Figur 7. Anbefalet brev fra Sverige 14.2.1944 til Danmark. Med dansk censurstempel samt tryksagskontrollens stempler TILLADT INDFØRT / U.M. samt P.B. der tyder på, at forsendelsens indhold ikke på forhånd var godkendt.

Figure 7. Registered letter from Sweden 14 February 1944 to Denmark. With a Danish censorship handstamp and handstamps TILLADT INDFØRT / U.M. and P.B., indicating that the contents of the item had not been approved in advance.



Figur 8. Meddelelse fra postkontoret i Hellerup 14.8.1943 om, at nr. 217 af Svenska Dagbladet er tilbageholdt af Udlandspostkontrollen.

Figure 8. Notification from the post office in Hellerup on 14 August 1943 that no. 217 of Svenska Dagbladet has been detained by Udlandspostkontrollen.

Tysk feltpost i Danmark

Den tyske feltpost var blevet mobiliseret i slutningen af august, og begyndte sit arbejde ved krigens udbrud i begyndelsen af september 1939. Efter 9. april 1940 blev der etableret tysk feltpost i Danmark, som blev opretholdt hele krigen. Der var et efterspil

German field post in Denmark

The German field post had been mobilised at the end of August and began its work at the outbreak of war in early September 1939. After 9 April 1940, a German field post was established in Denmark, which was maintained throughout the war. There

¹⁶ Censorship in Denmark 1940-1947 (2004), Censorship in Denmark p. 37f.

¹⁷ ditto.

med post fra de tyske soldater i Danmark efter kapitulationen i 1945, som vil blive behandlet nedenfor.

Tyske feltpostbreve sendt mellem fronten og hjemmet var for breve under 100 gram og småpakker under 250 gram portofrie, hvis de var påtegnet Feldpost. Feltpostbreve sendt fra fronten skulle desuden bære enhedens tjenestestempel, hvorefter feltpostnummersom oftest fremgik. Dette nummer var altid 5-cifret og var nogle gange efterfulgt af et bogstav. Luftwaffes numre havde et foranstillet L, og marinens numre tilsvarende et M.^{18 19} Denne afsenderangivelse var anonym og sikrede, at det ikke fremgik, hvor den enkelte militære enhed befandt sig.

Feltpostbreve til eller fra danske adresser var ikke omfattet af de generelle portoregler for tysk feltpost. Denne sondring har tilsyneladende givet anledning til en del tvivsspørgsmål, for OM har i de første krigsår en del omtaler af reglerne – der for at gøre forvirringen større, også ændredes over tid.

was an backlog of mail from German soldiers in Denmark after the surrender in 1945, which will be discussed below.

German field post letters sent between the front and home were postage-free for letters under 100 grams and small parcels under 250 grams if they were marked Feldpost. Feldpost letters sent from the front also had to bear the unit's service handstamp, which usually showed the unit's Feldpost number. This number was always composed of 5 digits and was sometimes followed by a letter. Luftwaffe numbers were preceded by an L, and navy numbers by an M.^{18 19} This indication of sender was anonymous and ensured that the location of the individual military unit was not revealed.

Field post letters to or from Danish addresses were not covered by the general postage rules for German field post. This distinction has apparently given rise to several questions, as OM has a number of references to the rules in the early years of the war - which, to add to the confusion, also changed over time.



Figur 9. Ufrankeret feltpostbrev sendt 21.2.1942 fra feltpostnummer 05 997 til Tyskland. Feltpostnummeret tilhørte Insel-Kommandant Bornholm.

Figure 9. Unfranked field post letter sent 21 February 1942 from field post number 05 997 to Germany. The field post number belonged to Insel-kommandant Bornholm.

22. maj 1940 – altså kun 1½ måned efter besættelsen - finder Generaldirektoratet anledning til at indskærpe reglerne i OM: *Paa given Foranledning henledes Opmærksomheden paa, at Forsendelser til og fra tyske Militærpersoner her i Landet er underkastet de almindelige danske Frankeringsregler, selv om der er paategnet Feltpost.*²⁰

24. juli samme år har postvæsenet konstateret, at – som det hedder i OM – *Da den tyske Feltpost ikke indlader sig paa Opkrævning af Porto, skal eventuelle ufrankerede eller utilstrækkeligt frankerede Forsendelser behandles som ubesørgelige.*²¹

Igen den 9. oktober 1940 indskærpes det, at forsendelser til den tyske feltpost (...) *i alle Tilfælde (skal) være forud frankeret til indenlandsk Takst.*²² Da det ikke var muligt for postvæsenet at se, hvor et brev adresseret til en feltpostadresse skulle sendes hen, kunne alle feltpostbreve altså sendes til indenrigstakst. For postvæsenet har denne takstberegning også givet mening, da de afleverede feltpostbrevene til den tyske feltpost i enten Kolding eller København Ø og således kun skulle levere en ydelse, der svarende til indenrigstaksten.

28. maj 1941 ændres reglerne. Herefter skulle ufrankerede feltpostbreve under 250 gram eller brevkort der indgik fra eller via Tyskland fremover udleveres uden opkrævning af porto.²³ Men ændringen gjaldt kun indgående post. Breve postet i Danmark og adresseret til feltpostadresser skulle fortsat frankeres til indenrigstakst.

Endelig tager Generaldirektoratet portospørgsmålet op endnu tre gange i efteråret 1941, hvor de endog – noget sent skulle man synes – forklarer betydningen af tjenestestemplet og igen indskærper kravene til feltpostforsendelsernes adressering. Men resultatet er det samme: der skulle ikke opkræves porto på indkomne feltpostbreve.²⁴

On 22 May 1940 - only a month and a half after the occupation - the Directorate General finds reason to point out the rules in the OM: *On this occasion, attention is drawn to the fact that mail to and from German military personnel in Denmark is subject to the general Danish franking rules, even if it is marked Fieldpost.*²⁰

On 24 July the same year, the postal service has established that - as stated in the OM - *since the German field post will not agree to collect postage, any unfranked or insufficiently franked consignments must be treated as undeliverable.*²¹

Again on 9 October 1940, it was emphasised that mailings to the German field post (...) *must in all cases be prepaid at domestic rates.*²² As it was not possible for the postal service to see where a letter addressed to a field post address was to be sent, all field post letters could therefore be sent at domestic rates. For the postal service, this rate calculation also made sense, as they delivered the field post letters to the German field post in either Kolding or Copenhagen Ø and thus only had to provide a service corresponding to the domestic rate.

On 28 May 1941, the rules changed. From then on, unfranked field post letters weighing less than 250 grams or postcards arriving from or via Germany were to be delivered without charging postage.²³ But the change only applied to incoming mail. Letters posted in Denmark and addressed to field post addresses still had to be franked at domestic rates.

Finally, the Directorate General took up the postage issue three more times in the autumn of 1941, where they even - somewhat belatedly, it seems - explained the importance of the official handstamp and again stressed the requirements for addressing items of field post. But the result was the same: no postage was to be charged on incoming field post letters.²⁴



Figur 10. Ufrankeret feltpostbrev sendt 23.4.1940 fra feltpostnummer L 37 266 der tilhørte Lg. Stab z.b.v. 300, der ikke umiddelbart lader sig lokalisere præcist. Men brevet er indkommet via Tyskland og har censur fra Hamburg. Brevet er i Odense sat i strafporto 60 øre svarende til dobbelt udenlandstakst. Brevet er korrekt behandlet inden indskærpelsen i OM måneden efter.

Figure 10. Unfranked field post letter sent 23 April 1940 from field post number L 37 266 belonging to Lg. Stab z.b.v. 300, which cannot be located precisely. However, the letter arrived via Germany and has censorship from Hamburg. The letter is posted in Odense with a penalty postage of 60 øre, equivalent to double the international rate. The letter was correctly processed before the tightening of the rules in OM the following month.

Internering af udenlandske statsborgere Tyske emigranter

I 1930'erne flygtede en del tyskere fra Hitlerregimet til Danmark. Umiddelbart efter besættelsen fremsatte tyskerne krav om arrestationer blandt dem hvilket resulterede i, at dansk politi foretog tilbageholdelser blandt emigranterne, hvoraf en del efterfølgende blev udvist til Tyskland.

De emigranter, der ikke straks blev udvist, blev anbragt i emigrantlejren i Horserød. De omkring 80-100 personer blev i 1941 udvist til Tyskland.²⁵

Internment of foreign nationals German emigrants

In the 1930s, many Germans fled from the Hitler regime to Denmark. Immediately after the occupation, the Germans demanded their arrest, which resulted in Danish police detaining the emigrants, some of whom were subsequently deported to Germany.

The emigrants who were not immediately deported were placed in the emigrant camp in Horserød. Around 80-100 people were deported to Germany in 1941.²⁵

¹⁸ The best overall description of German field post in Denmark during World War II can be found in E. Menne Larsen, *Tysk marinepost i Danmark 1940-45* (1978).

¹⁹ The standard reference work for information about the relationship of German field post numbers to individual military units - and thus the location of the field post numbers - is Norbert Kanapin, *Die deutsche Feldpostübersicht 1939-45, Band I, II + III* (1980).

²⁰ OM no. 22/1940.

²¹ OM no. 32/1940.

²² OM no. 43/1940.



Figur 12. Brev sendt 22.1.1941 fra Selkirk Panton, Interneringslejren ved Hald. Panton arbejdede ved besættelsen som journalist ved Daily Express og var en af de fem britiske journalister, der i april blev interneret på Bogø og efterfølgende overført til Hald.

Figure 12. Letter sent on 22 January 1941 from Selkirk Panton, Internment Camp at Hald. Panton worked as a journalist for the Daily Express during the occupation and was one of the five British journalists interned on Bogø in April and subsequently transferred to Hald.

blev tilbageholdt. 6.-7. maj blev de tilsvarende overført til Hald, men allerede 17. maj blev de sendt til internering i Tyskland. Tilsyneladende glemte de tyske myndigheder de internerede på Bogø, der som de eneste blev tilbage i Danmark.

detained. On 6-7 May they were transferred to Hald, but on 17 May they were sent to internment camps in Germany. Apparently, the German authorities forgot about the internees on Bogø, who were the only ones left in Denmark.

²³ OM no. 23/1941.

²⁴ OM no. 40/1941, 45/1941 and 48/1941.

²⁵ Detailed accounts of the Horserød camp can be found in PK, especially Volume VII.

²⁶ Detailed accounts of the internment of Allied nationals, including negotiations, can be found in the PK, especially Volume VII and Volume VIII.



Figur 13. Brev sendt 7.1.1944 fra amerikaner interneret på Faarevejle Højskole. Afsenderangivelsen er Generalpostdirektoratet for Post- og Telegrafvæsenet, 3. Ekspeditionskontor, der blev anvendt på post fra denne lejr. Bemærk stemplet Interneret Forsendelse på forsiden, der er karakteristisk for post fra interneringen i Faarevejle.

Figure 13. Letter sent 7 January 1944 from an American internee at Faarevejle Højskole. The return address is Generalpostdirektoratet for Post- og Telegrafvæsenet, 3. Ekspeditionskontor (the General Post Directorate for the Post and Telegraph Service, 3rd Dispatch Office), which was used for mail from this camp. Note the handstamp Interneret Forsendelse on the front, which is characteristic of mail from the internment in Faarevejle.

Hen over sommeren blev der fremsat nye krav om internering af britiske statsborgere, som ligeledes blev overført til Hald. I første omgang var der tale om 24 briter, et tal der senere steg. I juli 1941 blev de internerede overført til herregården Store Grundet ved Vejle. Her blev der mulighed for, at familiemedlemmer til de internerede kunne slutte sig til, hvilket resulterede i, at yderligere 14 kvinder og børn lod sig frivilligt internere.

During the summer, new demands were made for the internment of British citizens, who were also transferred to Hald. Initially, there were 24 British citizens, a number that later increased. In July 1941, the internees were transferred to the Store Grundet manor house near Vejle. Here it became possible for family members of the internees to join them, which resulted in a further 14 women and children being voluntarily interned.

²⁷ PK, Volume VII, A, Volume 1, p. 37.

Amerikanske statsborgere

Efter USA's indtræden i krigen rejste Tyskland nye krav om interneringer, denne gang af amerikanske statsborgere. Igen lykkedes det for danskerne at forhandle antallet ned, denne gang til omkring 15-20 personer. De internerede blev i første omgang anbragt i Vestre Fængsel. I maj 1943 blev de overført til Faarevejle Højskole, og herfra blev de i slutningen af april 1944 flyttet til herregården Lekkende ved Præstø.

Postale forhold

Der kendes ikke officielle postreglementer for disse interneringslejre. Der findes en rapport, udarbejdet af en repræsentant for Røde Kors der besøgte Store Grundet i 1944.²⁷ Heri oplyses, at de internerede måtte sende alle de breve, de ønskede.

Det fremgår af det eksisterende brevmateriale, at indenrigsforsendelser til eller fra de internerede var portofrie. Forsendelser til udlandet blev sendt per luftpost og var i de fleste tilfælde frankeret med 25 øre, svarende til luftposttaksten til Europa. Grundtaksten for brevet blev altså heller ikke betalt her. Der findes enkelte luftpostbreve fra Store Grundet til Skotland frankeret med 85 øre; en takst, der ikke umiddelbart lader sig forklare.

Afsendelsesstedet blev angivet på lidt forskellig vis. I Hald anvendte man *Interneringslejren i Hald*. Ved overflytningen af de britiske statsborgere til Store Grundet begyndte man at anvende afsenderangivelsen *Generalpostdirektoratet for Post- og Telegrafvæsenet, 3. Ekspeditionskontor* på indenrigsforsendelser. Det forholdt sig anderledes med breve til udlandet. På få af dem findes også 3. Ekspeditionskontor-adressen, men de fleste angav lejren navn som afsender. De amerikanske internerede i Faarevejle anvendte tilsvarende 3. Ekspeditionskontoradressen.

American citizens

After the US entered the war, Germany made new demands for internment, this time of American citizens. Again, the Danes managed to negotiate the number down, this time to around 15-20 people. The internees were initially placed in Vestre Fængsel. In May 1943, they were transferred to Faarevejle Folk High School, from where they were moved to Lekkende Manor near Præstø at the end of April 1944.

Postal conditions

There are no official postal regulations for these internment camps. There is a report prepared by a Red Cross representative who visited Store Grundet in 1944.²⁷ It states that the internees were allowed to send as many letters as they wanted to.

It appears from the surviving postal material that domestic mail to or from the internees was postage-free. Items sent abroad were sent by airmail and in most cases were franked with 25 øre, corresponding to the airmail rate to Europe. The basic rate for the letter was therefore not paid either. There are a few airmail letters from Store Grundet to Scotland franked at 85 øre, a rate that cannot be easily explained.

The place of despatch was indicated in slightly different ways. In Hald, *Interneringslejren i Hald* was used. When the British citizens were transferred to Store Grundet, the return address *Generalpostdirektoratet for Post- og Telegrafvæsenet, 3. Ekspeditionskontor* was used for domestic items. The situation was different for letters to foreign countries. A few of them also had the 3rd Dispatch Office address, but most gave the camp name as the sender. The American internees in Faarevejle similarly used the 3rd Dispatch Office address.

Posten til og fra de internerede var underlagt censur. Brevene fra de internerede blev afleveret åbne og sendt i samlekuvert til censuren i København, og senere Sønderborg, hvor de blev censureret. Indenrigsposten bærer censurpåtegninger på forsiden af brevene, på samme måde som almindelige censurbreve, men ingen banderoler eller stempler. Brevene til udlandet har alle censurbanderoler og censurstempler der er sat på, så de er synlige fra både for- og bagside. Som udgangspunkt var det ikke nødvendigt, da også disse breve blev afleveret åbne til censuren, men det er sket for at tydeliggøre over for den tyske censur, at brevene ikke skulle censureres i transit gennem Tyskland.

Den videre udvikling i postudvekslingen med udlandet

Gennem krigen skete der løbende en lang række lukninger af postforbindelsen med udlandet. Lukningerne fulgte typisk to sæt af hovedprincipper. Den ene – og mest omfattende – gruppe af lukninger var, hvad man kan kalde politiske lukninger. Når det blev bestemt, at Danmark ikke måtte udveksle post med det fjendtlige udland skyldtes det jo ikke, at det ikke var muligt, men udelukkende, at man fra tysk side ikke ønskede en postudveksling. Det giver anledning til nogle umiddelbare paradokser. Danmark måtte ikke sende post til England. Derimod var postforbindelsen åben til det neutrale Irland, og denne post blev sendt via Tyskland, Portugal og England inden ankomsten til Irland.

Den anden gruppe af lukninger skyldes de forhindringer, krigen gav. Det gør sig særligt gældende i krigens slutning, og vil blive nærmere omtalt senere.

Mail to and from the internees was subject to censorship. Letters from the internees were delivered open and sent in collective envelopes to the censors in Copenhagen, and later Sønderborg, where they were censored. Domestic mail carries censorship endorsements on the front of the letters, in the same way as ordinary censorship letters, but without resealing tape or handstamps. Letters sent abroad all have resealing tape and censorship handstamps applied so that they are visible from both front and back. Initially, this was not necessary as these letters were also delivered open to the censor, but it was done to make it clear to the German censor that the letters should not be censored in transit through Germany.

Further developments in the exchange of mail with other countries

Throughout the war, there were a large number of closures of postal connections with foreign countries. The closures typically followed two sets of primary principles. The first - and most extensive - group of closures were what you might call political closures. When it was decided that Denmark could not exchange mail with the enemy abroad, it was not because it was not possible, but solely because Germany did not want to exchange mail. This gives rise to some immediate paradoxes. Denmark was not allowed to send mail to Great Britain. However, the postal connection was open to neutral Ireland, and this mail was sent via Germany, Portugal and Great Britain before arriving in Ireland.

The second group of closures was due to the obstacles caused by the war. This was especially true at the end of the war and will be discussed later.



Figur 14. Luftpostbrev forsøgt sendt fra Helsingør 3.12.1941 til Panama. På dette tidspunkt var postforbindelsen til Mellemamerika åben, og brevet er nået til Tyskland til censur. I mellemtiden lukkede postforbindelsen, og brevet er returneret til Danmark med censurens returstempel: retour / Postverkehr eingestellt.

Figure 14. Airmail letter sent from Helsingør on 3 December 1941 to Panama. At this time, the postal connection to Central America was open and the letter reached Germany for censorship. In the meantime, the postal connection closed and the letter was returned to Denmark with the censor's return handstamp: retour / Postverkehr eingestellt.



Figur 15. Brev fra Korinth 23.10.1940 til comtesse Lucie-Marie Rewentlov sendt via Box 506 i Lissabon. Comtessen opholdt sig i 1940 i England,³¹ hvortil brevet er videreformidlet af Thomas Cook.

Figure 15. Letter from Corinth 23 October 1940 to Countess Lucie-Marie Rewentlov sent via Box 506 in Lisbon. The Countess was in Great Britain in 1940, ³¹ to where the letter was forwarded by Thomas Cook.

Endelig var der en lang række mindre indgribende ændringer begrundet i krigen. I forhold til visse lande og på visse tidspunkter blev der skelnet mellem forskellige sendestyper. Der kunne eksempelvis være forskel på overfladepost og luftpost, tilsvarende kunne der være forskel på muligheden for at sende almindelig eller anbefalet post. OM bragte løbende meddelelser om sådanne ændringer, og disse kan også følges i de løbende udgivelser *Postforbindelsen til Udlandet samt til Færøerne og Grønland*, udgivet af Generaldirektoratet.

De store linjer i udviklingen af lukninger og genåbninger fulgte krigens gang. Her skal kun gives et helt overordnet rids. Efter de omtalte lukninger omkring 9. april 1940 fulgte i maj måned midlertidige lukningerne til Benelux-landene indtil besættelsen af disse lande var tilendebragt. I april 1941 medførte krigen, at postforbindelsen lukkede til Grækenland og Jugoslavien. Tyskland angreb på Sovjetunionen i juni 1941 betød en tilsvarende lukning, og samtidig afslutningen af Sovjetunionens som transitland.

Den nok mest centrale lukning kom efter USA's indtræden i krigen i december 1941. Det medførte umiddelbart et stop for post til USA og deres besiddelser, til Kina, Japan, Thailand samt til de nordatlantiske områder. Løbende hen over december måned skete der yderligere indskrænkninger i posten til det amerikanske kontinent, hvorefter det den 29. december 1941 ikke mere var muligt at sende post til noget land på det amerikanske kontinent.²⁸

Disse indskrænkninger var så omfattende, at OM for første gang lavede en opsummering af, hvilke – få – lande det nu var muligt at sende post til. Som det hed i OM: *Herefter kan der ud over Europa kun mod-*

Finally, there were a large number of less drastic changes due to the war. In relation to certain countries and at certain times, a distinction was made between different types of shipments. For example, there could be a difference between surface mail and airmail, and similarly, there could be a difference between the possibility of sending ordinary or registered mail. OM regularly published announcements about such changes, and these can also be followed in the regular publications *Postforbindelsen til Udlandet samt til Færøerne og Grønland* (*Postal Service to Foreign Destinations and to the Faroe Islands and Greenland*), published by the Directorate General.

Major trends in the development of closures and reopenings followed the course of the war. Only a general outline will be given here. After the above-mentioned closures around 9 April 1940, temporary closures to the Benelux countries followed in May until the occupation of these countries was completed. In April 1941, the war led to the closure of postal connections to Greece and Yugoslavia. Germany's attack on the Soviet Union in June 1941 led to a similar closure and the end of the Soviet Union as a transit country.

Perhaps the most pivotal closure came after the US entered the war in December 1941. This meant an immediate stoppage of mail to the US and its possessions, China, Japan, Thailand and the North Atlantic territories. Throughout December, further restrictions were placed on mail to the American continent, and on 29 December 1941 it was no longer possible to send mail to any country on the American continent.²⁸

These restrictions were so extensive that OM for the first time summarised which – few – countries it was now possible to send mail to. As the OM stated: *In addition to Eu-*

²⁸ OM no. 54/1941, 55/1941 and 56/1941.

*tages postforsendelser til Asiatisk Tyrki, Azorerne, Capverdiske Øer og Madeira, italienske, portugisiske og spanske besiddelser i Afrika, Liberia, Sauditiske Arabien, Jemen og Oman.*²⁹ I praksis betød det, at der herefter nu stort set kun blev sendt post til europæiske lande.

Alternativ postudveksling med udlandet Under Cover-adresser

Lukningerne af postforbindelserne gav anledning til mange forsøg på alligevel at få post igennem. Nogle forsøg skete på privat basis og var dermed mere enkeltstående, mens andre var sat i klart system. Metoden var typisk den samme: ved at bruge en adresse i et neutralt land var det muligt at få forsendelser frem, da de neutrale lande normalt korresponderede med begge sider i krigen. Eksempelvis kunne man sende et brev fra Danmark til Portugal og videre fra Portugal til England. På denne måde kunne man korrespondere, selv om det ikke var muligt at sende det direkte mellem de to lande. Sådanne forsendelser går – i mangel af et dansk navn – under den engelske betegnelse Under Cover-forsendelser.

Den nok mest kendte Under Cover-adresse under 2. Verdenskrig er Postbox 506 i Lissabon.³⁰ Den blev drevet af det engelske rejsebureau Thomas Cook i London. De havde erfaring med tilsvarende aktiviteter under 1. Verdenskrig og den spanske borgerkrig, og blev derfor opfordret til at organisere en tilsvarende aktivitet under 2. Verdenskrig. I begyndelsen af krigen anvendte de Box 601 i Amsterdam, men efter den tyske besættelse af Holland den 10. maj 1940 flyttede man aktiviteten til Portugal.

Sammen med det engelske krigsministerium fastsatte de snævre regler for, hvordan kommunikationen skulle foregå. Det fremgik bl.a., at brevets indhold måtte være maksimalt 1 ark = 2 sider og der måtte ikke

*rope, mail can now only be sent to Asian Turkey, the Azores, Cape Verde Islands and Madeira, Italian, Portuguese and Spanish possessions in Africa, Liberia, Saudi Arabia, Yemen and Oman.*²⁹ In practice, this meant that mail was now only sent to European countries.

Alternative postal exchange with foreign countries. Undercover addresses

The closures of postal connections gave rise to many attempts to continue to get mail through. Some attempts were private and therefore more individual, while others were more systematically organised. The method was typically the same: by using an address in a neutral country, it was possible to get mail through, as neutral countries usually corresponded with both sides in the war. For example, you could send a letter from Denmark to Portugal and then from Portugal to Great Britain. This way you could correspond even if it was not possible to send it directly between the two countries. Such shipments are known generically as undercover mail.

The most well-known undercover address during World War II is Postbox 506 in Lisbon.³⁰ It was run by the British travel agency Thomas Cook in London. They had experience with similar activities during World War I and the Spanish Civil War, and were therefore encouraged to organise a similar process during World War II. At the beginning of the war, they used Box 601 in Amsterdam, but after the German occupation of the Netherlands on 10 May 1940, the enterprise was moved to Portugal.

Together with the British War Office, they established strict rules for how communication should take place. Among other things, it was stated that the content of the letter could not exceed 1 sheet = 2 sides and no

²⁹ OM no. 56/1941.

³⁰ The story of Thomas Cook's cover addresses has been described many times in literature, most recently by Kjell Nilson, "Undercover" in Nordisk Filateli number 2, 2023.

³¹ www.gravsted.dk.

foretages rettelser i indholdet. Brevarket skulle lægges i en kuvert med adressaten navn og adresse men ingen afsender. Kuverten måtte heller ikke frankeres. Brev og kuvert skulle i stedet lægges i en frankeret omslagskuvert adresseret til Thomas Cook sammen med oplysninger om afsenderen samt betaling, der i Storbritannien var 2 shilling. Thomas Cook noterede afsenderen i deres kartotek, inden de i en ny omslagskuvert sendte brevet til Amsterdam og senere Lissabon. Her blev det indlagte brev ekspederet til adressaten.

Thomas Cook administrerede også en tilsvarende dækadresse i New York – P.O. Box 252, Grand Central Annex, New York – der ekspederede post til Canada. Derudover findes der rigtig mange andre dækadresser, nogle velorganiserede og andre på mere privat basis. Forsendelser ekspederet gennem dækadresser udgør et interessant – og udfordrende – samlerområde, der kræver et godt kendskab til den bredere krigshistorie.

Røde Kors som formidler af post

Røde Kors fik en hel central rolle under 2. Verdenskrig i udvekslingen af post og pakker mellem de krigsførende lande. Alleerede 30. november 1939 åbnede Dansk Røde Kors et kontor i Danmark for "Hjælp til Krigsramte". Dets overordnede opgaver var to: det skulle medvirke ved formidlingen af meddelelser mellem civilpersoner i Danmark og udlandet og det skulle levere levnedsmiddel- og andre pakker til personer i krigsramte lande.³² Senere på krigen ydede Røde Kors også en betydelig indsats for eftersøgning af danskere i udlandet og udlændinge i Danmark, ligesom der kom andre opgaver til. Her vil der være særlig fokus på den skriftlige kommunikation.

I november 1939 modtog Dansk Røde Kors åbne breve til viderebefordring. Efter den tyske besættelse af Danmark, hvor brevformidlingen blev hovedopgaven, oprettede

corrections could be made to the content. The letter sheet had to be placed in an envelope with the addressee's name and address but with no return address. The envelope must also not be franked. Instead, the letter and envelope had to be placed in a franked envelope addressed to Thomas Cook together with information about the sender, and payment, which in the UK was 2 shillings. Thomas Cook noted the sender in their index before sending the letter in a new envelope to Amsterdam and later Lisbon. Here the enclosed letter was dispatched to the addressee.

Thomas Cook also managed a similar cover address in New York - P.O. Box 252, Grand Central Annex, New York - which handled mail to Canada. In addition, there are many other cover addresses, some organised and others on a more individual basis. Mail sent through cover addresses makes for an interesting - and challenging - area of collecting that requires a good knowledge of the wider history of the war.

The Red Cross as a facilitator of mail

The Red Cross played a pivotal role during World War II in the exchange of mail and parcels between the warring countries. As early as 30 November 1939, the Danish Red Cross opened an office in Denmark for "Hjælp til Krigsramte" ("Help for the those affected by war"). Its main tasks were twofold: it was to help communicate messages between civilians in Denmark and abroad, and it was to deliver food and other parcels to people in war-torn countries.³² Later in the war, the Red Cross also made significant efforts to search for Danes abroad and foreigners in Denmark, and other tasks were added. Here we will focus in particular on written communication.

In November 1939, the Danish Red Cross received open letters for forwarding. After the German occupation of Denmark, where letter distribution became the main task,

PERSONAL POSTAL MESSAGE
MESSAGE POSTAL PERSONNEL
PERSÖNLIGHE POST ANFRAGE

To: Mr. A. B. C.
From: Mr. A. B. C.
Address: Mr. A. B. C.
City: Mr. A. B. C.

DATE: 11.9.1943
NAME: Mr. A. B. C.
ADDRESS: Mr. A. B. C.

DEAR FOLK, ALL IS WELL, I AM WITH YOU.

DATE: 13.12.1943
NAME: Mr. A. B. C.
ADDRESS: Mr. A. B. C.

DANSK RØDE KORS
FØRSTESTYRE FOR UDVEJSLING OG ANBEJLEDNING
AMALIEGADE 18, KØBENHAVN K.

Eventuelt svar paa medfølgende Formular kan enten skrives paa Formularens Bagside eller indsendes paa enlig Formular til Dansk Røde Kors, Amaliegade 18, København K. Portoen til det amerikanske Fæstland er Kr. 2,-. Til andre Lande er Portoen Kr. 1,-, idet der dog for disse vedkommende maa vedlægges 50 Øre ekstra for Luftpostforændeelse. Luftpostforændeelse kan ikke modtages til Storbritannien, Færøerne, Island og Sydafrika. Betalingen bedes indsendt i internationale Sverakuponer, der faar paa ethvert Posthus.

Figur 16. Røde Kors-formularbrev sendt fra 11.9.1943 fra Canada via Geneve 13.12.1943, inden det blev modtaget af Dansk Røde Kors 5.1.1944. Tilsyneladende havde afsenderen ikke det store at meddele, for de 25 ord er mod sædvanen langt fra udnyttet. På bagsiden var der mulighed for at sende et svar, hvilket ikke er benyttet. Formularbrevet var vedlagt oplysninger fra Dansk Røde Kors om procedure og pris for et evt. svar.

Figure 16. Red Cross form letter sent from 11 September 1943 from Canada via Geneva on 13 December 1943 before it was received by the Danish Red Cross on 5 January 1944. Apparently, the sender did not have much to say, as the 25 words are, contrary to usual practice, far from utilised. On the back, there was an option to send a reply, which was not used. The form letter was enclosed with information from the Danish Red Cross about the procedure and price of a possible reply.

Røde Kors en særlig brev- og censurafdeling. Samtidig blev praksis ændret, så man fremover kun kunne videresende originalbreve, hvis de var stilet til krigsfanger eller civilinternerede. Til alle andre modtagere skulle anvendes formularbreve, der blev indført efter ønske fra Det internationale Røde Kors, og som dermed svarede til, hvad man anvendte i den øvrige verden. I begyndelsen kunne der kun sendes formularbreve til lande, som man ikke kunne korrespondere med via postvæsenet. I den første meddelelse herom fra Røde Kors fra 18. maj 1940 hed det, at der kun kunne sendes formularskrivelser til *Frankrig og England med Kronlande og Kolonier samt Færøerne og Grønland*. I december 1940 blev bestemmelsen suppleret med, at Røde Kors i særlige tilfælde også var villige til at besørge formularbreve til andre lande, når gentagen brevskrivning ad normal vej ikke har givet noget resultat.

Formularbrevene kunne i den første periode udfyldes i hånden af afsenderen. Det blev senere ændret til, at meddelelsen blev skrevet på et separat stykke, hvorefter Røde Kors overførte den på maskine til formularen. I begyndelsen måtte meddelelsen være på max. 20 ord, men det blev tidligt ændret til 25 ord. Det ændrede dog ikke ved, at der var tale om meget kortfattede meddelelser. Og når man vidste at forsendelsestiden var lang, ofte mange måneder, koncentrerede meddelelserne sig ofte om de helt centrale forhold: helbred, dødsfald, børnefødsler etc. – og naturligvis oplysninger om, at man havde det godt men længtes efter hinanden.

Princippet for forsendelser af Røde Kors-formularbrevene var egentlig det samme som for Under Cover-forsendelserne. Ved at benytte et neutralt land som via-land, kunne man korrespondere mellem de krigsførende lande. I dette tilfælde var transitlandet Schweiz, hvor det Internationale Røde Kors havde hovedsæde i Geneve.

the Red Cross set up a special letters and censorship department. At the same time, the practice was changed so that original letters could only be forwarded if they were addressed to prisoners of war or civilian internees. For all other recipients, form letters were to be used, which were introduced at the request of the International Red Cross and thus corresponded to what was used in the rest of the world. Initially, form letters could only be sent to countries that could not be corresponded with by post. The first announcement from the Red Cross on 18 May 1940 stated that form letters could only be sent to *France and Great Britain with Dominions and Colonies, the Faroe Islands and Greenland*. In December 1940, the provision was supplemented by stating that in special cases the Red Cross was also willing to send form letters to other countries when repeated letter writing through normal channels had not yielded any results.

In the first period, form letters could be filled in by hand by the sender. This was later changed to the message being written on a separate piece of paper, after which the Red Cross typed it on the form. Initially, the message could be a maximum of 20 words, but this was soon changed to 25 words. However, this did not change the fact that these were very concise messages. And knowing that the delivery time was long, often many months, the messages frequently concentrated on the most important matters: health, births, deaths, etc. - and of course information that you were well, but longed for each other.

The principle for sending the Red Cross form letters was essentially the same as for undercover mailings. By using a neutral country as a transit country, it was possible to correspond between the combatant countries. In this case, the transit country was Switzerland, where the International Red Cross was based in Geneva.

Røde Kors-formularbrevene blev meget benyttet. De nok alleralmindeligst forekommende er formularbreve mellem Storbritannien og de tyskbesatte kanaløer. Men der findes også mange sendt til eller fra Danmark. Røde Kors har i *Tidsskrift for Røde Kors* offentliggjort en statistik over afsendte og modtagne formularbreve i Danmark fra juni 1940 til juli 1944. Benyttelsen toppede i slutningen af 1942, hvor der på to måneder blev afsendt knap 24.000 og modtaget godt 14.000 formularbreve i Danmark. De områder, der blev korresponderet mest med var Storbritannien, de engelske dominions og kolonier samt USA. Men områder der også var vigtige for Danmark var de tre nordatlantiske områder Island, Færøerne og Grønland, hvortil postforbindelsen var ustabil. Formularbreve til og fra Færøerne ses forholdsvis ofte, mens tilsvarende til og fra Island og ikke mindst Grønland er betydeligt sjældnere.

Konsulatpost / dækadresser

En helt særlig form for postformidling blev gennemført af en række danske konsulater i udlandet. En del af den danske udeflåde lå under krigen i Afrika, særligt i Algier, Marokko og Senegal. Alle tre lande var franske kolonier, og postforbindelsen med dem lukkede umiddelbart efter 9. april 1940. For Senegal forblev postforbindelsen lukket hele krigen, mens den for Marokko og Algier samt Tunis genåbnede i ca. otte måneder fra 9. april til 5. december 1942. Selv om der af uranselige grunde alligevel kan findes breve, der uden for denne periode er gået gennem den tyske censur og sendt herfra til Danmark, var der behov for at styrke kommunikationen mellem de danske søfolk i Afrika og deres pårørende og venner i Danmark. En række danske konsulater deltog aktivt heri.

The Red Cross form letters were widely used. Probably the most common are form letters between Great Britain and the German-occupied Channel Islands. But there are also many sent to or from Denmark. In *Tidsskrift for Røde Kors*, the Danish Red Cross has published statistics on form letters sent and received in Denmark from June 1940 to July 1944. Usage peaked at the end of 1942, when almost 24,000 form letters were sent and just over 14,000 received in Denmark in two months. The areas that received the most correspondence were Great Britain, the British Dominions and Colonies, and the USA. But areas that were also important to Denmark were the three North Atlantic territories of Iceland, the Faroe Islands and Greenland, to which the postal connection was unstable. Form letters to and from the Faroe Islands are relatively common, while those to and from Iceland and especially Greenland are much rarer.

Consular mail / cover addresses

A very special form of mail distribution was operated by a number of Danish consulates abroad. During the war, part of the Danish fleet was based in Africa, particularly in Algiers, Morocco and Senegal. All three countries were French colonies and the postal connection with them closed immediately after 9 April 1940. For Senegal, the postal service remained closed throughout the war, while for Morocco and Algiers and Tunis it reopened for about eight months from 9 April to 5 December 1942. Although it was possible to send a few letters to Denmark through regular channels while the postal service was officially closed, there was a need to strengthen communication between Danish seafarers in Africa and their relatives and friends in Denmark. A number of Danish consulates actively participated in this endeavour.

³² This and the following information about the Danish Red Cross' efforts for postal exchange is taken from *Tidsskrift for Røde Kors*, various issues.

Det danske konsulat i Geneve i Schweiz ekspederede således meget post fra de danske sømænd, der lå i Algier. Det eksisterende brevmateriale viser, at ekspeditionen kunne ske på flere måder. En del af brevene er afsendt ufrankerede, men med fuld lokal afsenderadresse – formodentlig i en samlekuvert - til konsulatet i Geneve, hvor det har fået et aftryk af konsulatets stempel på bagsiden, er blevet frankeret med schweiziske frimærker og fremsendt til Danmark. Andre breve er sendt enkeltvis med fuld afsenderangivelse og lokal frankering og adresseret til Danmark men derudover også til konsulatadressen i Geneve. Nået hertil er konsulatadressen streget ud, og brevet er videresendt til Danmark.

Men andre konsulater deltog også. Der kendes et brev fra Senegal sendt via det danske konsulat i Marseille i det ubesatte Vichy-Frankrig og breve fra Marokko sendt via det danske konsulat i Barcelona i Spanien.

På andre breve har søfolkene udelukkende brugt konsulatet som afsender. Det vides ikke hvorfor, men måske har det været opfattelsen, at breve med konsulatadresse nemmere kunne sendes frem end privatpost. Denne praksis er bl.a. set fra de danske konsulater i Casablanca i Marokko og i Dakar i Senegal.

Undtagelsestilstanden 29. august 1943 ***Internering af danske militærpersoner***

29. august 1943 ophørte den danske regering, Rigsdagen og kongemagten med at fungere, og den tyske besættelsesmagt indførte militær undtagelsestilstand. Samtidig hermed indledte de tyske tropper en aktion mod den danske resthær og -flåde på Sjælland og på Fyn, samt overfor de små marineenheder, der var tilbage i Skagen og Esbjerg, efter at de danske tropper var flyttet fra Jylland.

Militæret blev afvæbnet og interneret. I første omgang blev de fleste interneret lokalt, men senere blev der oprettet større lejre, hvor de internerede blev samlet.

The Danish consulate in Geneva, Switzerland, handled a lot of mail from the Danish sailors in Algiers. The existing letter material shows that the dispatch could take place in several ways. Some of the letters were sent unfranked, but with a full local return address - presumably in a collective envelope - to the consulate in Geneva, where they were endorsed with the consulate's handstamp on the back, franked with Swiss stamps and sent to Denmark. Other letters were sent individually with full return address details and local postage and addressed to Denmark but also to the consulate address in Geneva. At this point, the consulate address was crossed out and the letter was forwarded to Denmark.

Other consulates also participated. There is a letter from Senegal sent via the Danish consulate in Marseilles in unoccupied Vichy France and letters from Morocco sent via the Danish consulate in Barcelona, Spain.

On other letters, the sailors only used the consulate as the return address. It is not known why, but it may have been the perception that letters with a consulate address could be sent more easily than private mail. This practice has been seen from the Danish consulates in Casablanca in Morocco and Dakar in Senegal.

State of emergency 29 August 1943 ***Internment of Danish military personnel***

On 29 August 1943, the Danish government, the Danish Parliament and the Danish monarchy ceased to function and the German occupying forces imposed martial law. At the same time, the German troops launched an operation against the remaining Danish army and navy on Zealand and Funen, as well as the small naval units that remained in Skagen and Esbjerg after the Danish troops had moved from Jutland.

The military was disarmed and interned. Initially, most were interned locally, but larger camps were later established where the internees were concentrated.



Figur 17. Brev sendt 11.2.1942 fra dansk sømand på "Meonia", der lå i Arzew i Alger. Brevet er sendt som enkeltbrev via det danske konsulat i Geneve, der efter at have streget konsulatadressen ud og præciseret den danske adresse i København har videresendt brevet 23.2.1942. Brevet er på bagsiden censureret af den tyske censur i Frankfurt.

Figure 17. Letter sent on 11 February 1942 from a Danish sailor on the "Meonia", which was in Raze in Algiers. The letter was sent as a single letter via the Danish consulate in Geneva, which after crossing out the consulate address and corrected the Danish address in Copenhagen, forwarded the letter on 23 February 1942. The back of the letter shows censorship by the German censors in Frankfurt.

Omkring 20. september fik lejrene en fælles adresse – Lager (nr. xx), Stalag 391, Christianshavns Voldgade, Skydeskolen, København K. Stalag er en forkortelse for Kriegsgefangenen-Mannschafts-Stammlager, og betegner en krigsfangelejr. Nummereringen indgik i den samlede nummerering af krigsfangelejr i Tyskland og tyskbesatte områder. Den fælles adresse blev dog ikke benyttet konsekvent, og man kan også senere se de lokale adresser anvendt. Samtidig begyndte man at anvende et tysksproget censurstempel "Geprüft", som i slutningen af interneringsperioden er anvendt på en del af forsendelserne. Det er formodentlig brugt på Skydeskolen. Derudover findes nogle få eksempler på lokal censur. Mest spektakulær, men også den almindeligste, ses fra de to lejre i Middelfart – officerslejren på Hindsgavl Slot og officiantlejren på Andelshøjskolen. Her brugte man et

Around 20 September, the camps were given a common address - Lager (no. xx), Stalag 391, Christianshavns Voldgade, Skydeskolen, Copenhagen K. Stalag is an abbreviation for Kriegsgefangenen-Mannschafts-Stammlager, and denotes a prisoner of war camp. The numbering was part of the overall numbering of prisoner of war camps in Germany and German-occupied territories. However, the common address was not used consistently, and you can also see local addresses used later.

At the same time, a German-language censorship handstamp "Geprüft" began to be used, which was used on some of the mail at the end of the internment period. It was probably used at the Skydeskolen (Shooting School). There are also a few examples of local censorship. The most spectacular, but also the most common, is from the two



Figur 18. Åbent brevkort sendt fra Aarhus 18.9.1943 til interneret kaptajnløjtnant. Han var i første omgang interneret lokalt på Hotel Vandahl i Svendborg, hvorfra han senere blev overført til interneringslejren på Hindsgavl ved Middelfart. Kortet er ikke sendt portofrit, selv om det havde været muligt.

Figure 18. Open letter card sent from Aarhus on 18 September 1943 to an interned lieutenant captain. He was initially interned locally at Hotel Vandahl in Svendborg, from where he was later transferred to the internment camp at Hindsgavl near Middelfart. The card was not sent postage paid, even though this would have been possible.

tysk militært enhedsstempel med teksten Dienststelle Feldpostnummer 09 665 A. Mere sjældent ses anvendt et 25 mm linjestempel Zensuriert bl.a. på forsendelser fra interneringsstedet Frederiksberg Slot.

Generalpostdirektoratet meddelte 2. september i et telegram til samtlige postkontorer, at forsendelser til og fra de internerede var portofrit, hvis de blev påtegnet Interneret Forsendelse. Indtil videre kunne der kun modtages åbne postkort mellem de internerede og deres pårørende. 10. september blev der fulgt op med tilladelse til, at der nu også måtte sendes pakker indtil 5 kg, der udelukkende måtte indeholde levnedsmidler, vasketøj og tobak.³³

Internering af prominente danskere

Horserødlejren i Nordsjælland havde haft forskellig anvendelse siden krigsudbruddet. Som tidligere beskrevet fungerede den i krigens første fase som lejr for tyske emigranter. De sidste af disse blev udvist i 1941, og lejren blev inddraget til brug for tilbageholdelse af en del af de ledende kommunist-

camps in Middelfart - the officers' camp at Hindsgavl Castle and the officers' camp at Andelshøjskolen. Here they used a German military unit postmark with the text Dienststelle Feldpostnummer 09 665 A. More rarely, a 25 mm line cancellation Zensuriert is used, for example on mail from the internment camp at Frederiksberg Castle.

On 2 September, the General Post Directorate sent a telegram to all post offices stating that mail to and from the internees was postage free if it was marked Interneret Forsendelse. Until then, only open postcards could be received between the internees and their relatives. On 10 September, this was followed up with permission to send parcels up to 5 kg, which could only contain food, laundry and tobacco.³³

Internment of prominent Danes

The Horserød camp in North Zealand had had various uses since the outbreak of war. As previously described, it served as a camp for German emigrants during the first phase of the war. The last of these were

ter, der i forbindelse med det tyske overfald på Sovjetunionen den 22. juni 1941 blev tilbageholdt. De blev senere overført til KZ-lejren i Stutthof. Senere på krigen blev der indsat en del jøder inden deres deportation til Tyskland, og endelig fungerede lejren i de seneste år som en slags opsamlingslejr for arrestanter, hvis sag endnu ikke var afgjort eller som tyskerne ikke ville løslade.³⁴

Men i forbindelse med indførelse af undtagelsestilstanden den 29. august 1943 blev der også interneret omkring 140 prominente danskere.³⁵ Efter et kort ophold på forskellige opsamlingssteder i provinsen og på Alsgades Skole i København blev de pågældende den 3. og 4. september overført til Horserød. Denne del af lejren, som Bo Bramsen i sin bog har benævnt *Gidsellejren*, blev kun opretholdt i to måneder. De første fanger blev frigivet allerede kort ind i september. Herefter skete der løbende løsladelser i september og oktober og de sidste fem gidsler blev løsladt den 1. november 1943.

expelled in 1941, and the camp was used to detain some of the leading communists who were arrested in connection with the German attack on the Soviet Union on 22 June 1941. They were later transferred to the concentration camp at Stutthof. Later in the war, some Jews were imprisoned before their deportation to Germany, and finally, later in the war, the camp served as a kind of assembly camp for detainees whose cases had not yet been decided or whom the Germans would not release.³⁴

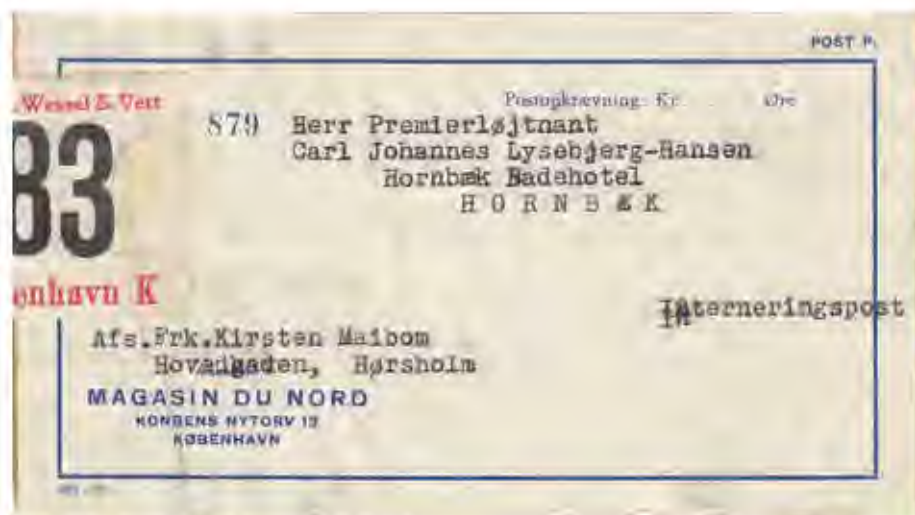
However, in connection with the introduction of martial law on 29 August 1943, around 140 prominent Danes were also interned.³⁵ After a short stay at various assembly points in the provinces and at Alsgades Skole in Copenhagen, they were transferred to Horserød on 3 and 4 September. This part of the camp, which Bo Bramsen referred to in his book as *Gidsellejren (the Hostage Camp)*, was only maintained for two months. The first prisoners were released early in September. After that, there were regular releases in September and October and the last five hostages were released on 1 November 1943.



Figur 19. Brevkort sendt fra interneret officer på Hindsgavl Slot 9.9.1943. Der er lokalt anvendt et tysk feltpoststempel – Deutsche Feldpostnummer 09 665 A – som censurstempel.

Figure 19. Postcard sent from an interned officer at Hindsgavl Castle on 9 September 1943. A German field postmark - Deutsche Feldpostnummer 09 665 A - was used locally as a censorship handstamp.

³³ The two telegrams are from PH, XVIII. K.1. post 1944.



Figur 20. Udateret udsnit fra pakke med privat afsender i Hørsholm med afsendt gennem Magasin du Nord til interneret på Hornbæk Badehotel. Pakken er sendt efter 10.9., hvor det blev muligt at sende pakker op til 5 kg. Pakken er sendt portofrit.

Figure 20. Undated cut out from a parcel with a private sender in Hørsholm sent through Magasin du Nord to an internee at Hornbæk Badehotel. The parcel was sent after 10 September, when it became possible to send parcels up to 5 kg. The parcel was sent postage free.



Figur 21. Brevkort sendt fra en af de prominente danskere, Bo Bramsen, Hørserødslejrens Afd. II. 24.9.1943, en måned efter interneringen. Som det fremgår, er brevkortet ikke sendt portofrit, og der er ingen tegn på censur. Brevkortet er således tilsyneladende betragtet som en helt ordinær forsendelse af de tyske myndigheder.

Figure 21. Postcard sent from one of the prominent Danes, Bo Bramsen, Hørserødslejrens Afd. II. 24 September 1943, one month after the internment. As can be seen, the postcard was not sent postage paid, and there are no signs of censorship. The postcard was thus apparently regarded as ordinary mail by the German authorities.

De øvrige fanger i Horserødlejren var omfattet af restriktioner i posten. Der kendes flere husordener med varierende begrænsninger i antal breve og krav til indholdet. Men i den husorden, fra 28. oktober 1942, der formodentlig var gældende i august 1943 blev det fastlagt, at hver indsat én gang månedlig måtte modtage brev fra og afsende brev til nærmeste pårørende (ægtefælle, forældre, børn), samt at lejren afholdt udgiften til frankering af breve.³⁶ Ud over den antalsmæssige begrænsning blev posten til og fra fangerne censureret.

Jeg kender ikke til specifikke bestemmelser om posten for de indsatte prominente danskere. Tilsyneladende har de generelle regler for lejrens beboere ikke været gældende for denne, særlige gruppe af indsatte. I hvert fald anfører Bo Bramsen, at *Vi fik meget post i lejren hver dag (...)*. Desuden omtaler han, at *Udenrigsministeriet havde sørget for at få os gjort portofrie, for det var krigsfanger ifølge en eller anden konvention. Men tyskerne nægtede denne begunstigelse. Det var dem meget om at gøre at fastholde, at vi ikke var fanger, kun "internierte oder im Schutz genommen"*.³⁷

Stop for postudveksling med udlandet omkring undtagelsestilstanden

I forbindelse med undtagelsestilstanden fandt der også omfattende lukninger sted af postudvekslingen med udlandet. Men i modsætning til de tidligere beskrevne indskrænkninger, blev de ikke meddelt i Officielle Meddelelser, og hvad der kan undre mere, blev forsendelserne normalt heller ikke tilbageholdt i Danmark men blev i stedet sendt til Tyskland, hvorfra returnerin-

The other prisoners in the Horserød camp were subject to postal restrictions. Several house rules are known with varying restrictions on the number of letters and requirements as to content. However, the rules from 28 October 1942, which presumably applied in August 1943, stipulated that each prisoner was allowed to receive letters from, and to send letters to next of kin (spouse, parents, children) once a month, and that the camp paid the cost of franking letters.³⁶ In addition to the restriction on numbers, mail to and from the prisoners was censored.

I am not aware of any specific provisions regarding mail for the prominent Danes in the camp. Apparently, the general rules for the camp's residents did not apply to this particular group of inmates. In any case, Bo Bramsen states that *"We received a lot of mail in the camp every day (...)*. He also mentions that the Ministry of Foreign Affairs had arranged for us to be given postage free, because we were prisoners of war according to some convention. But the Germans refused this favour. They were at pains to insist that we were not prisoners, only *"internierte oder im Schutz genommen"*. (Interned or in protective custody)³⁷

Cessation of the exchange of mail with foreign countries around the state of emergency

In connection with the state of emergency, there were also extensive closures in the exchange of foreign mail. However, unlike the previously described restrictions, they were not announced in Officielle Meddelelser, and what is even more surprising, these postal items were not usually detained in Denmark, but instead were sent to

³⁴ Detailed accounts of the Horserød camp can be found in PK, especially Volume VII.

³⁵ Bo Bramsen, Blandt 100 gidsler i Horserød 1943 (Among 100 hostages in Horserød) (1996).

³⁶ Danske Censurstempler, pp. 50-51.

³⁷ Bo Bramsen, p. 127.

³⁸ Bo Bjerre Jakobsen, Postforbindelsen med udlandet efter indførelse af den militære undtagelsestilstand 29 August 1943, (Postal connections abroad after the introduction of martial law 29 August 1943) in PHT no. 1/2023, pp. 4-8, and Bo Bjerre Jakobsen, Postforbindelsen med udlandet efter 29. august 1943 - en opfølgning, (Postal connections with foreign countries after 29 August 1943 - a follow-up,) in PHT no. 3/2023, pp. 100-101.



Figur 22. Privatbrev forsøgt sendt til Ostland 29.9.1943. Uden tysk censur men i stedet med tysk-sproget – og formodentligt postalt - returstempel: Postverkehr mit dem / Generalkommissariat Ostland und Dänemark nicht zugelassen. + 2 / 10 zurück.

Figure 22. Private letter attempted to be sent to Ostland on 29 September 1943. Without German censorship but instead with a German-language - and presumably postal - return handstamp: Postverkehr mit dem / Generalkommissariat Ostland und Dänemark nicht zugelassen. + 2 / 10 zurück.

gen fandt sted. Det er en enestående praksis i Danmark under 2. Verdenskrig, der til gengæld har resulteret i en række interessante – og relativt sjældne – forsendelser.³⁸

Allerede dagen før indførelse af undtagelsestilstanden blev al postforbindelse med udlandet ud over Tyskland indstillet, og den 29. august blev enhver benyttelse af postvæsenet indtil videre forbudt. Genåbningen af postforbindelsen med udlandet skete successivt. Allerede dagen efter blev der åbnet for forretningspost til og fra Tyskland og Norge, og 4. september blev det tilladt at udveksle privat post med Tyskland og forretningspost med Finland. I resten af september fandt der yderligere lempelser sted i udvekslingen af forretningspost, men først den 7. oktober var postudvekslingen genetableret på de samme betingelser som var gældende før 28. august. Der gik altså næsten seks uger, inden størsteparten af privatposten kunne sendes til udlandet.

Germany, from where the return took place. This is a unique practice in Denmark during WWII. On the other hand, it has resulted in a number of interesting - and relatively rare - mailings.³⁸

The day before the state of emergency was declared, all foreign postal services outside Germany were suspended, and on 29 August, all use of the postal service was banned until further notice. The reopening of foreign postal services was done gradually. Commercial mail to and from Germany and Norway was opened the very next day, and on 4 September, the exchange of private mail with Germany and commercial mail with Finland was allowed. During the rest of September, the exchange of commercial mail was further relaxed, but it wasn't until 7 October that postal exchange was re-established under the same conditions that applied before 28 August. It took almost six weeks before the majority of private mail could be sent abroad.

På vej mod sammenbruddet

Flytning og organisatorisk ændring af censuren

Efterhånden som krigen skred frem, og de allierede rykkede ind i Europa, blev det tydeligere og tydeligere, at Tyskland ikke ville vinde krigen. Delvist parallelt hermed og delvis som en konsekvens heraf skete der en række ting, der også havde postale konsekvenser.

Censuren i Danmark undergik en organisatorisk ændring. Den havde hidtil været underlagt Abwehr men overgik i august 1944 til Det tyske Sicherheitsdienst.³⁹ Det danske personale, der hidtil havde været i mindretal, blev nu helt trukket tilbage.⁴⁰ I oktober 1944 flyttede brevcensuren til Sønderborg og samtidig hermed fik man nye censurstempler. De hidtidige dansksprogede stempler blev erstattet af et censurstempel med inskriptionen *Zensurstelle -k- geprüft*, svarende til de stempler, der blev benyttet på de øvrige tyske censurkontorer. Hermed blev der også udadtil tydeligt, at der var tale om en tysk censur.

Arbejdsdelingen mellem brev- og tryksagskontrollen blev ved flytningen mere tydelig, da der blev opretholdt et Nebenstelle i København, der tog sig af pakke- og aviskontrollen, dvs. tryksagskontrollen.⁴¹ Fastholdelsen af denne del af censuren i København er formentlig sket af praktiske grunde. Den indenlandske transport var i stigende grad generet af indskrænkninger i togtrafikken og brændstofmangel, og det har derfor været forbundet med betydelige praktiske problemer at fragte denne del af posten til Sønderborg inden afsendelse til Norge eller Sverige.

On the road to collapse Relocation and organisational change of censorship

As the war progressed and the Allies moved into Europe, it became increasingly clear that Germany would not win the war. Partly in parallel and partly as a consequence, a number of things happened that also had postal consequences. Censorship in Denmark underwent an organisational change. It had previously been under the Abwehr, but in August 1944 it was transferred to the German Sicherheitsdienst (Security Service).³⁹ The Danish staff, who had previously been a minority, were now completely withdrawn.⁴⁰ In October 1944, letter censorship moved to Sønderborg and at the same time new censorship handstamps were introduced. The previous Danish language handstamps were replaced by a censorship handstamp with the inscription *Zensurstelle -k- geprüft*, similar to the handstamps used at the other German censorship offices. This made it clear to the outside world that this was a German censorship office.

The division of labour between letter and printed matter control became clearer with the relocation, as a branch office was maintained in Copenhagen that took care of parcel and newspaper control, i.e. printed matter control.⁴¹ The retention of this part of the censorship in Copenhagen was probably done for practical reasons. Domestic transport was increasingly hampered by restrictions on train traffic and fuel shortages, so transporting this part of the mail to Sønderborg before sending it to Norway or Sweden posed considerable practical problems.

³⁹ See Danske Censurstempler, p. 23.

⁴⁰ PK, Volume X, A, p. 216.

⁴¹ Særlige Bestemmelser for Postforsendelser til og fra Udlandet, Generaldirektoratet for Post- og Telegrafvæsen (Special Provisions for Postal Items to and from Abroad, Directorate-General for Post and Telegraph Services), 1 November 1944, p. 2.



Figur 23. Illustreret brevkort forsøgt sendt fra Schweiz til Danmark 16.8.1943. Med censur fra den tyske censur i München og det postale returstampel Z U R Û C K / Verkehr vorläufig eingestellt.

Figure 23. Illustrated postcard attempted to be sent from Switzerland to Denmark on 16 August 1943. With censorship from the German censor in Munich and the boxed postal return handstamp Z U R Û C K / Verkehr vorläufig eingestellt.

Etablering af Frøslev-lejren

Først på året 1944 havde udenrigsministeriets direktør, Niels Svenningsen, en samtale med det tyske riges befuldmægtigede i Danmark dr. Werner Best om deportationen af danske fanger til Tyskland. Det førte til langvarige forhandlinger mellem Niels Svenningsen og Werner Best om muligheden af at oprette en lejr, så man på dansk grund kunne internere de personer, som det tyske politi ønskede at uskadeliggøre, og dermed undgå yderligere deportationer. Forhandlingerne resulterede i etableringen af Frøslev-lejren i sommeren 1944, og den 11. august blev 741 fanger i Horserødlejren overført til Frøslev.⁴² Løftet om at fastholde de danske statsborgere i Frøslev holdt ikke, og allerede i september 1944 fandt de første deportationer sted til tyske lejre.

Det første postreglement, jeg har kendskab til, er fra begyndelsen af november 1944. Fangerne måtte modtage en pakke hver 6. uge, der måtte indeholde vasketøj, toiletartikler og tobak, men ingen fødevarer

Establishment of the Frøslev camp

Since the introduction of martial law in August 1943, a large number of deportations of Danish Jews, communists and resistance fighters to German concentration camps and prisons had taken place. This led to lengthy negotiations between Niels Svenningsen, Director of the Ministry of Foreign Affairs, and Dr Werner Best, Plenipotentiary of the German Reich in Denmark, about the possibility of setting up a camp on Danish soil to intern the people the German police wanted to neutralise and thus avoid further deportations. The negotiations resulted in the establishment of the Frøslev camp in the summer of 1944, and on 11 August, 741 prisoners from the Horserød camp were transferred to Frøslev.⁴² The promise to keep the Danish citizens in Frøslev was not kept, and the first deportations to German camps took place as early as September 1944.

The first postal regulations I know of date from the beginning of November 1944. Prisoners were allowed to receive a parcel every 6 weeks, which could contain laundry, toiletries and tobacco, but no food or other luxury items. In addition, prisoners



Figur 24. Opfrankeret helsag sendt som luftpost fra København 7.11.1944 til Norge. Med det tysk-sprogede censurstempel Zensurstelle -k- geprüft, der blev introduceret i oktober 1944. Man beholdt litra-betegnelsen k, på trods af, at censuren var flyttet til Sønderborg.

Figure 24: Uprated postal stationery sent as airmail from Copenhagen 7 November 1944 to Norway. With the German-language censorship handstamp Zensurstelle -k- geprüft, which was introduced in October 1944. The letter designation k (Kopenhagen) was retained, despite the censorship having moved to Sønderborg.



Figur 25. R-brev sendt 21.11.1944 fra København 17 til Bergsfjord i Finmark, Norge. Cirkulæreskrivelsen af 2.11.1944 havde meddelt, at postforbindelsen til Finmark Fylke var lukket, men måske pga. usikkerhed om den præcise geografi er brevet efter censur i Sønderborg sendt til Norge, hvor der er modtaget i Trondheim den 28.11.1944. Herfra er det returneret med et norsk stempel RETUR / Kan ikke sendes fram. Modtaget retur i København den 3.12.1944.

Figure 25. Registered letter sent 21 November 1944 from Copenhagen 17 to Bergsfjord in Finmark, Norway. The circular letter of 2 November 1944 had announced that the postal connection to Finmark Fylke was closed, but perhaps due to uncertainty about the exact geography, the letter was censored in Sønderborg and sent to Norway, where it was received in Trondheim on 28 November 1944. From here it was returned with a Norwegian handstamp RETUR / Kan ikke sendes frem. Received in Copenhagen on 3 December 1944.

eller andre nydelsesmidler. Desuden måtte fangerne hver 3. uge modtage og afsende et brev på max. 20 linjer. I nye regler fra januar 1945 var muligheden for brevskrivning yderligere begrænset, idet man nu kun måtte modtage og afsende et brev om måneden. Stadig på max. 20 linjer, og nu præciseret, hver på 16 stavelser.⁴³

Forsendelser til og fra lejren kunne sendes portofrit, hvis de var påtegnet Interneret Forsendelse. Brevene blev censureret lokalt med et rammestempel Geprüft / P.G.L. Frøslev.

Fortsatte indskrænkninger af postudvekslingen med udlandet

De allieredes fremrykning på det europæiske kontinent havde naturligvis direkte indflydelse på postudvekslingen. Efterhånden som de tyskesatte områder blev befriet, lukkede postforbindelsen med Danmark. Postforbindelsen til Italien lukkede i september 1943,⁴⁴ efter de allieredes succesfulde landgang. I september 1944 fulgte lukninger til Finland,⁴⁵ Frankrig og Rumænien⁴⁶ samt Bulgarien.⁴⁷

I oktober 1944 var Rusland rykket ind i Nordnorge, og herefter fulgte i OM en række meget præcise angivelser af, til hvilke dele af landet, postforbindelsen var lukket. I den første meddelelse fra 17. oktober 1944 hedder det eksempelvis, at postforbindelsen var lukket til Østfinmark øst for Tanafjord og Tanaelv, og kort tid efter, den 2. november 1944, oplyses det, at postforbindelsen nu også er lukket til Hammerfest og Alta samt til de øvrige poststeder i Finmark Fylke. Det var således muligt at følge udviklingen på den norske slagmark i OM.

were allowed to receive and send a letter of a maximum of 20 lines every 3 weeks. In new rules from January 1945, the possibility of letter writing was further restricted, as it was now only allowed to receive and send one letter per month. Still with a maximum of 20 lines, and now clarified, each with 16 syllables.⁴³

Letters to and from the camp could be sent free of postage if they were marked Interneret Forsendelse. The letters were censored locally with a framed handstamp Geprüft / P.G.L. Frøslev.

Continued restrictions on mail exchange with foreign countries

The Allied advance on the European continent naturally had a direct impact on the exchange of mail. As the German occupied territories were liberated, the postal connection with Denmark was closed. The postal connection to Italy closed in September 1943,⁴⁴ days after the successful Allied landings. This was followed in September 1944 by closures to Finland,⁴⁵ France and Romania⁴⁶ and Bulgaria.⁴⁷

In October 1944, Russia had moved into northern Norway, and this was followed by a number of very precise explanations in OM of the parts of the country to which the postal service was closed. The first message from 17 October 1944, for example, stated that the postal service was closed to Eastern Finnmark east of Tanafjord and Tanaelv, and shortly afterwards, on 2 November 1944, it was announced that the postal service was now also closed to Hammerfest and Alta and to the other post offices in Finmark Fylke. It was thus possible to follow developments on the Norwegian battlefield in OM.

⁴² Jørgen Mågård, Fanger i Frøslev-lejren 1944-45 (Prisoners in Frøslev Camp) 1944-45 (1974), pp. 7-14.

⁴³ The two regulations in the author's possession.

⁴⁴ Kopi af telegram i Ordrebog for Ekspeditionen i Udlandspostkontrollen 14.07.40 – 05.05.45 [herefter citeret som Ordre-bogen] Copy of telegram in the Order Book for Delivery in the Foreign Mail Control 14.07.40 - 05.05.45 [hereafter cited as the Order Book].

⁴⁵ OM no. 38/1944.

⁴⁶ Copy of original letter in the possession of the author.

⁴⁷ OM no. 39/1944.



Figur 26. Brev fra København 24.4.1945 forsøgt sendt til Haldensleben bei Magdeburg. Fritz G. Buro henviser til i alt otte kilder, hvoraf de syv anfører, at Magdeburg blev besat 18.4, og den sidste, at besættelsen fandt sted den 19.4.1945. Brevet er ikke forsøgt sendt til Tyskland men returneret allerede i København med det postale returstempel Postudvekslingen indstillet. / Retur Afsenderen.

Figure 26. Letter from Copenhagen 24 April 1945 attempted to be sent to Haldensleben bei Magdeburg. Fritz G. Buro refers to a total of eight sources, seven of which state that Magdeburg was occupied on 18 April and the last that the occupation took place on 19 April 1945. The letter was not attempted to be sent to Germany, but was returned already in Copenhagen with the postal return handstamp Postudvekslingen indstillet. / Retur Afsenderen (Post Exchange cancelled. / Return to Sender).



Figur 27. Brev sendt fra København 30.4.1945 om aftenen og adresseret til Sverige. Brevet har ikke nået ekspedition til censuren i Sønderborg, inden posten blev henlagt i censurens afdeling i København og frigivet den 4. maj om aftenen. Derfor uden censur.

Figure 27: Letter sent from Copenhagen on the evening of 30 April 1945 and addressed to Sweden. The letter did not make it to the censorship office in Sønderborg before the mail was deposited in the censorship department in Copenhagen and released on the evening of 4 May. Therefore, without censorship.

Efter de allieredes indrykning i Tyskland kompliceres analysen af det returnerede brevmateriale. I modsætning til situationen med Norge, giver OM ikke detaljerede meddelelser om de allieredes fremrykning. Man skal derfor anvende ikke-postale kilder for at analysere disse breve.⁴⁸

Først 30. april 1945 gives der en samlet status for postforbindelsen til Tyskland.⁴⁹ På dette tidspunkt er kommunikationslinjerne i Europa stort set brudt sammen, og det meddeles, at der ikke kan modtages post til Tyskland på nær til Slesvig-Holsten og Mecklenburg. Den allersidste lukning over for udlandet fandt sted den 1. maj 1945, hvor postforbindelsen til Schweiz lukkede.⁵⁰

Det fremgår af Ordrebog for Ekspeditionen i Udlandspostkontrollen 14.07.40 – 05.05.1945, at det danske postvæsen på dette tidspunkt stort set havde opgivet at ekspedere udlandsposten til de ganske få lande, hvortil postforbindelsen ikke allerede var lukket. Den eneste undtagelse blev anført 1. maj 1945, hvor det fremgik, at alle luftpostforsendelser til Færøerne, Island og Grønland indtil videre skulle afgives til Udlandspostkontrollen, København V til censur. Man havde håbet, tre gange ugentligt at kunne fremsende denne post via Sverige. Samme dag blev det nævnt, at post til Norge, Sverige, Portugal, Spanien, Schweiz og krigsfange-forsendelser tilsvarende skulle videregives til Udlandspostkontrollen, København V men blot til opbevaring der. Man opgav altså ikke blot at ekspedere den del af posten til udlandet men også at sende den til censur i Sønderborg. I stedet blev posten blot henlagt på Nebenstellet i København. 4. maj

After the Allied invasion of Germany, the analysis of the returned letter material is complicated. Unlike the situation with Norway, OM does not provide detailed information about the Allied advance. Therefore, non-postal sources must be used to analyse these letters.⁴⁸

It was not until 30 April 1945 that an overall status was given for the postal connection to Germany.⁴⁹ By this time, the lines of communication in Europe had largely broken down, and it was announced that no mail to Germany could be received except to Schleswig-Holstein and Mecklenburg. The very last foreign closure took place on 1 May 1945, when the postal connection to Switzerland was closed.⁵⁰

It appears from the Ordrebog for Ekspeditionen i Udlandspostkontrollen (Order Book for Delivery in the Foreign Mail Control) 14.07.40 - 05.05.1945 that by this time the Danish postal service had largely given up dispatching foreign mail to the very few countries to which the postal connection had not already been closed. The only exception was on 1 May 1945, when it was stated that all airmail items to the Faroe Islands, Iceland and Greenland were to be handed over to Udlandspostkontrollen, Copenhagen V for censorship until further notice. It was hoped to be able to forward this mail three times a week via Sweden. On the same day, it was announced that mail to Norway, Sweden, Portugal, Spain, Switzerland and prisoner of war correspondence would also be forwarded to Udlandspostkontrollen, Copenhagen V, but only for storage there. Not only was this part of the mail not sent abroad, but it was also no longer sent for censorship in Sønderborg. Instead, the mail was simply deposited at

⁴⁸ Assistance can be found in Fritz G. Buro, *Daten alliierter Besetzung deutscher Orte am Ende des Zweiten Weltkrieges*, published by ARGE LOKNOT E.V. (1991). Here the author compiles information on occupation dates for individual cities from a wide range of written sources. It is left to the reader to interpret the - usually minor - discrepancies between the individual sources. A significant challenge in analysing the letter material is that even if the city of address is not occupied at a given time, the route there may well have been made impossible by fighting.

⁴⁹ PH, XVIII.K.1 Post 1945, II.

⁵⁰ OM no. 19/1945.

1945 noteres det, at *Al henliggende Post frigives. Ingen Censur.* Og 5. maj 1945 noteres den allersidste meddelelse i ordrebogen: *Slut.*

Det betyder, at vi i perioden 1. – 4. maj 1945 (begge inkl.) har den første censurløse periode. Den næste omtales nedenfor. Det betyder også, at der blandt ganske prunkløse forsendelser faktisk gemmer sig små sjældenheder.

Befrielsen – vejen frem til normalisering

Den tyske kapitulation gav en grundlæggende ændring af de postale forhold. Af centrale forhold – der afslutningsvis vil blive omtalt – kan nævnes, at postcensuren de facto blev ophævet, men dog hurtigt genindført, og at postforbindelsen med udlandet skulle genopbygges. De tyske tropper forlod for hovedpartens vedkommende landet og blev erstattet af engelske troppeenheder med deraf følgende ændringer i feltposten og endelig påbegyndte man et systematisk arbejde med håndtering af de omkring 250.000 flygtninge, der var kommet til landet i krigens sidste måneder.

Flygtningelejre

De sidste fire måneder af den tyske besættelse blev en ekstra hård prøvelse for Danmark. 5. februar 1945 udstedte Hitler en Führerbefehl om, at tyske flygtninge, særligt fra Østpreussen, hvor de russiske styrker rykkede frem, skulle evakueres til Danmark. Det resulterede i, at der ved kapitulationen i maj var omkring 200.000 tyske flygtninge i Danmark. Der var intet ønske om, at de skulle integreres i det danske samfund, og da de allierede ikke umiddelbart ville godkende, at de blev returneret til Tyskland, blev de i stedet placeret i lejre spredt ud over Danmark. I begyndelse var mange placeret lokalt, men efterhånden blev flere og flere samlet i større lejre, eksempelvis på nedlagte tyske militæranlæg,⁵¹ hvor de var isoleret fra det danske samfund. Disse lejre var forvaltet af Statens Civile Luftværn (ScL).

the Copenhagen branch office. On 4 May 1945, it was noted that all suspended mail was released. No censorship. And on 5 May 1945, the very last message is noted in the order book: *End.*

This means that the period 1 - 4 May 1945 (both inclusive) was the first uncensored period. The next one is discussed below. It also means that there are actually a few rarities hiding among quite modest items.

Liberation - the road to normalisation

The German capitulation brought about a fundamental change in postal conditions. Key factors - which will be discussed in conclusion - included the de facto abolition of postal censorship, although it was quickly reintroduced, and the reestablishment of postal connections with foreign countries. Most of the German troops left the country and were replaced by units of British troops, with consequent changes to the field post, and finally, systematic work began on dealing with the approximately 250,000 refugees who had arrived in the country in the final months of the war.

Refugee camps

The last four months of the German occupation were a particularly difficult ordeal for Denmark. From February 1945, the Germans began evacuating their civilian population, especially from East Prussia, where Russian forces were advancing, to Denmark and South Schleswig. As a result, there were around 200,000 German refugees in Denmark at the surrender in May. There was no desire to integrate them into Danish society, and as the Allies would not immediately authorise their return to Germany, they were instead placed in camps across Denmark. Initially, many were housed locally, but gradually more and more were gathered in larger camps, for example on disused German military sites,⁵¹ where they were isolated from Danish society. These camps were managed by the Statens Civile Luftværn (Danish Civil Air Defence) (ScL).

Sideløbende hermed var ca. 30.000 *Displaced Persons* der bl.a. var tvangsforflyttede personer og krigsfanger. Disse blev betragtet som allierede flygtninge. Nogle var indkvarteret privat og andre placeret i lejre, men de kunne dog bevæge sig frit uden for lejrene og tage arbejde. Disse lejre blev forvaltet af Røde Kors.

Hjemsendelsen af flygtningene trak ud. De mest effektive til hjemsendelsen af flygtningene – og i øvrigt også af det tyske militær – var russerne. De flygtninge, der var endt på Bornholm var alle sendt retur inden udgangen af maj måned 1945.⁵² For hovedparten af flygtningene, der befandt sig i resten af Danmark, var der langvarige forhandlinger, som resulterede i, at repatrieringen til de franske, engelske og amerikanske zoner i Tyskland blev påbegyndt 1. november 1946 og tilsvarende til den russiske zone omkring 1. marts 1947. I foråret 1948 var der fortsat ca. 66.000 flygtninge, og de sidste tyske flygtninge forlod først Danmark i februar 1949.

Postforhold for de tyske flygtninge

Indtil 5. december 1945 kunne de tyske flygtninge kun sende breve indenlands herunder breve til andre flygtningelejre. Fra denne dato måtte de også sende post til udlandet, dog ikke til Tyskland, hvor postforbindelsen først åbnede 4. april 1946.

Det første lejrreglement fra august 1945 var ganske restriktivt. Brevene måtte maksimalt være på 25 ord og måtte kun omhandle familieanliggender. Formodentlig af hensyn til censuren skulle de være skrevet med blokbogstaver. I november 1945 blev længdekravet ophævet men censuren blev opretholdt.⁵³

I et notat fra ScL fra 15. december 1945 til Generaldirektoratet for Post- og Telegrafvæsenet oplyser de, at den danske Censur af Breve til og fra Flygtninge nu er ophævet⁵⁴ Det er imidlertid vanskeligt at tolke det eksisterende brevmateriale. Også efter december 1945 findes der breve

Alongside these camps were approximately 30,000 Displaced Persons, which included displaced persons and prisoners of war. These were considered Allied refugees. Some were housed privately and others were placed in camps, but they were able to move freely outside the camps and take jobs. These camps were managed by the Danish Red Cross.

The repatriation of the refugees took a long time. The most effective in repatriating the refugees - and incidentally also the German military - were the Russians. The refugees who had ended up on Bornholm were all repatriated by the end of May 1945.⁵² For the majority of the refugees who were in the rest of Denmark, there were lengthy negotiations, which resulted in repatriation to the French, British and American zones in Germany beginning on 1 November 1946 and to the Russian zone around 1 March 1947. In the spring of 1948, there were still around 66,000 refugees, and the last German refugees did not leave Denmark until February 1949.

Postal conditions for the German refugees

Until 5 December 1945, German refugees could only send letters domestically, including letters to other refugee camps. From this date, they could also send mail abroad, but not to Germany, where the postal connection only opened on 4 April 1946.

The first camp regulations from August 1945 were quite restrictive. Letters were limited to a maximum of 25 words and could only deal with family matters. Presumably for censorship reasons, they had to be written in block letters. In November 1945, the length requirement was lifted but the censorship was maintained.⁵³

In a memo from ScL dated 15 December 1945 to the Directorate-General for Post and Telegraph Services, they state that "Censorship of Letters to and from Refugees has now been lifted"⁵⁴ However, it is difficult to



Figur 28. Helsagskort sendt fra tysk flygtning i Eksercergaarden i Tønder til Løgumkloster 4.2.1947. Med rødt stempel (krone) / Luftværnskontoret / i Tønder samt violet Not i cirkel, der må tolkes som et stempel, der blev anvendt ved kontrol af brev-hyppigheden.

Figure 28. Postal stationery card sent from German refugee in Eksercergaarden in Tønder to Løgumkloster 4 February 1947. With red handstamp (crown) / Luftværnskontoret / in Tønder and purple note in circle, which must be interpreted as a handstamp used to control the frequency of letters.



Figur 29. Brevkort sendt 26.7.1945 med det civile postvæsen til Schweiz fra en tilbageblevet tysk soldat, der var indlagt på feltlazaret i Hobro. Det stærkt overfrankerede luftpostkort er censureret af den danske efterkrigscensur og i transit af den engelske censur.

Figure 29. Postcard sent 26 July 1945 by civilian postal service to Switzerland from a surviving German soldier hospitalised at the field hospital in Hobro. The heavily overfranked airmail card is censored by the Danish post-war censor and in transit by the British censor.

⁵¹ See ex. Henrik Havrehed's doctoral thesis, *De tyske flygtninge i Danmark 1945-1949* (1987).

⁵² ditto, p. 238.

⁵³ *Flygtninge i Danmark 1945-49* (1950) [Hereafter cited as *Flygtninge*].

⁵⁴ Copy of memo received from Andreas Striib, Viby J.

med censurstempler eller påtegninger fra lejrene. Eksempelvis fra Flygtningelazaret i Haslev december 1946 (påtegning), flygtningelejren Berritsgaard/Sakskøbing april 1946 (stempel)⁵⁵, Silkeborg Bad september 1946 (stempel) og Gennemgangslajren Aarhus november 1946 (stempel). Desuden findes der også enkelte flygtningebreve med dansk efterkrigscensur.⁵⁶ Endelig kunne breve til og fra flygtninge naturligvis blive censureret i udlandet, eksempelvis af den allierede efterkrigscensur i Tyskland. Foruden et evt. censurstempel bærer mange af flygtningeforsendelserne lejrstempler, der fungerer som afsenderangivelser.

Portoen blev betalt af den danske stat. Frankeringen skete i begyndelsen udelukkende med frimærker, men fra 15. marts 1946 blev der givet tilladelse til, at ScL kunne aflevere flygtningeposten til frankostempling ved et nærliggende posthus, hvis der forelå mindst 100 forsendelser til afsendelse.⁵⁷ Et krav der var nemt at opfylde med de meget store postmængder. Både på grund af portoudgifterne og papirmangelen blev postmængden begrænset, så hver flygtning over 14 år højst måtte sende et brev hver 14. dag.⁵⁸

Postbetjening af den tyske resthær samt etablering af britisk feltpost i Danmark ***Den tyske resthær***

Ved den tyske kapitulation den 5. maj 1945 var der mere end en kvart million tyske soldater i landet. Langt størsteparten fik her efter marchordre og forlod Danmark kort tid herefter. En del af det tyske mandskab blev dog tilbage. Et stort antal var sårede soldater, der i krigens sidste tid var rykket til Danmark, og mange af dem var i så dårlig stand, at de foreløbigt måtte forblive på lazarettet i Danmark.

interpret the surviving postal material. Even after December 1945, there are letters with censorship handstamps or manuscript endorsements from the camps. For example, from the refugee camp in Haslev December 1946 (manuscript endorsement), the refugee camp Berritsgaard/Sakskøbing April 1946 (handstamp)⁵⁵, Silkeborg Bad September 1946 (handstamp) and the transit camp Aarhus November 1946 (handstamp). There are also a few refugee letters with Danish post-war censorship.⁵⁶ Finally, letters to and from refugees could of course be censored abroad, for example by the Allied post war censors in Germany. In addition to a possible censorship handstamp, many of the refugee mailings bear camp handstamps that serve as a return address.

Postage was paid by the Danish state. Franking was initially done exclusively with stamps, but from 15 March 1946, permission was granted for ScL to deliver refugee mail for franking at a nearby post office if there were at least 100 items for dispatch.⁵⁷ A requirement that was easy to meet with the very large volumes of mail. Due to both postage costs and paper shortages, the volume of mail was limited so that each refugee over the age of 14 could only send one letter every 14 days.⁵⁸

Postal service for the residual German army and the establishment of British field post in Denmark

The residual German army

When Germany surrendered on 5 May 1945, there were more than a quarter of a million German soldiers in the country. The vast majority were given marching orders and left Denmark shortly afterwards. However, some of the German personnel stayed behind. A large number were wounded soldiers who had been moved to Denmark in the final stages of the war, and many of them were in such a poor condition that they had to remain in hospitals in Denmark for the time being.



Figur 30. Helsagsbrevkort sendt 21.7.1947 fra Dienstgruppe Dänemark, Kolding med det civile postvæsen til en tysk flygtning i flygtningelejr Lufthavn Vest i Nørresundby. Det er censureret med ovalstempel fra Dansk Militær Kontrol's Censur for D. G. i Kolding.

Figure 30. Letter card sent 21 July 1947 from Dienstgruppe Dänemark, Kolding by the civilian postal service to a German refugee in the refugee camp Lufthavn Vest in Nørresundby. It is censored with an oval handstamp from Dansk Militær Kontrol's Censur for D. G. in Kolding.

Andre tyske soldater blev tilbage, fordi de skulle løse forskellige opgaver i Danmark. En del af disse var organiseret i Dienstgruppe Dänemark, der var en efterladt tysk formation, der bl.a. hjalp med oprydningen efter besættelsen. En særligt væsentlig opgave var minerydningen. Allerede i forbindelse med de første kapitulationsforhandlinger i de tidlige majdage blev det fastslået, at det var tyske pionerstyrker, der skulle forestå rydningen af de anslåede ca. 1.500.000 landminer på land.⁵⁹

Other German soldiers stayed behind to fulfil various tasks in Denmark. Some of these were organised in Dienstgruppe Dänemark, which was an abandoned German formation that, among other things, helped with the clean-up after the occupation. One particularly important task was mine clearance. During the first surrender negotiations in early May, it was established that German pioneer forces would be responsible for clearing the estimated 1,500,000 landmines.⁵⁹

En tredje type af forsendelser fra tilbageblevet tyske militær i Danmark stammer fra besætningen på de tyske minerydningsskibe, der skulle fjerne minespærringerne i Øst- og Nordsøen. Der blev opstillet seks Minenräumdivisionen under hoved-

A third type of despatch from the remaining German military in Denmark comes from the crew of the German mine clearance ships that were to remove the mine barrages in the Baltic and North Seas. Six Minenräumdivision (Mine clearance divi-

⁵⁵ Andreas Striib's exhibition exhibit, Refugee Mail in Denmark 1945-1949, last exhibited at POST '22.

⁵⁶ For example, Andreas Striib shows a letter from the refugee camp in Østerhalne-Vadum sent to Germany on 5 April 1946 (immediately after the opening of the postal connection with Germany) censored by the Danish post-war censors.

⁵⁷ OM no. 11/1946.

⁵⁸ Flygtninge (Refugees), pp. 251-52.

⁵⁹ See ex. John V. Jensen, "I Danmarks interesse". Minerydningen på den jyske vestkyst 1945, i Fund og forskning i Det kongelige Biblioteks samlinger, ("In the Interest of Denmark". Mine clearance on the west coast of Jutland 1945, in Finds and Research in the Collections of the Royal Library) Volume 56 (2017).

kvarteret i Hamburg. Minenräumdivision 3 var lokaliseret i Danmark.

Som det fremgår af illustrationerne fungerede det tyske feltpostsystem ikke mere i Danmark efter den tyske kapitulation. I stedet er forsendelserne sendt via det danske postvæsen.

De sidste tyske soldater forlod først Danmark i 1949.⁶²

De engelske styrker

Den tyske kapitulation havde virkning fra 5. maj 1945 kl. 8.00 om morgenen. Samme dag overskred britiske styrke grænsen mellem Danmark og Tyskland, og andre styrker landede i Kastrup Lufthavn. Flere styrker blev efterhånden flyttet til Danmark, og 16. juni 1945 var der omkring 1.400 britiske styrker i landet.

sions) were set up with their headquarters in Hamburg. Minenräumdivision 3 was located in Denmark.

As can be seen from the illustrations, the German field post system no longer functioned in Denmark after the German capitulation. Instead, mail was sent via the Danish postal service.

The last German soldiers did not leave Denmark until 1949.⁶²

The British forces

The German surrender took effect on 5 May 1945 at 8:00 in the morning. On the same day, British forces crossed the border between Denmark and Germany, and other forces landed at Kastrup Airport. More forces were gradually moved to Denmark and by 16 June 1945, there were around 1,400 British military personnel in the country.



Figur 31. Ufrankeret og udateret brev sendt fra besætningsmedlem på minerydningsfartøjet M.261, der indgik i 3. minerydningsdivision, der var lokaliseret i Danmark. Tjenstligt portofrihedsstempel fra G.M./S.A. (= German Minesweeping Administration). Brevet er tidligst sendt juli 1947, hvor post fra minerydningsbesætningerne blev portofri⁶⁰ og senest november 1947, hvor M.261 blev overført til Norge.⁶¹

Figure 31. Unfranked and undated letter sent from a crew member of the minesweeper M.261, which was part of the 3rd Minesweeping Division, which was located in Denmark. Official postal handstamp from G.M./S.A. (= German Minesweeping Administration). The letter was sent at the earliest in July 1947, when mail from the minesweeping crews became postage-free⁶⁰ and at the latest in November 1947, when M.261 was transferred to Norway.⁶¹



Figur 32. Brev fra de engelske styrker - "A" Company, 2nd Bn., 60. Rifles – i Skærbæk sendt lokalt den 13.5.1945 til deres danske kvartarsværter. Brevet er sendt med det civile postvæsen, inden der blev oprettet britisk feltpost i Danmark.

Figure 32. Letter from the British forces - "A" Company, 2nd Bn, 60. Rifles - in Skærbæk sent locally on 13 May 1945 to their Danish quartermasters. The letter was sent by the civilian postal service before a British field post was established in Denmark.

⁶⁰ Michel. Handbuch Deutsche Feldpost 1937-1945, section "Post der Deutschen Minenräumdivisionen".

⁶¹ https://www.navypedia.org/ships/germany/ger_mine_40.htm.

⁶² Claus Bundgård Christensen, Joacim Lund, Niels Wium Olesen and Jakobsen Sørensen, Danmark besat. Krig og hverdag 1940-45 (Denmark occupied. War and everyday life 1940-45) (2005), p.649.

⁶³ Chris King, Denmark and the British Field Post Office 1945-47, in Forces Postal History Society, Journal, Whole Number 274 (2007).

De britiske styrker medbragte feltpostkontorer, der betjente det militære personel. Deres feltpoststempler er på linje med de tyske under krigen meget samlede blandt filatelister, og der er gennem årene skrevet en del bøger og artikler om lokaliseringen heraf. Desværre er størsteparten af den hidtidige litteratur fejlbehæftet. Noget skyldes fejllæsninger/korrekturfejl men en nok så væsentlig fejkilde er, at selvom et feltpostbrev havde afsender i Danmark eller var et brevkort med dansk motiv, var forsendelsens feltpostnummer ikke nødvendigvis fysisk lokaliseret i Danmark. En del post fra de britiske styrker blev eksempelvis afsendt fra Flensburg.

Chris King og E. Menne Larsen har gennemført de mest grundige undersøgelser på området, og på basis heraf må det konkluderes, at der kun var to britiske feltpostkontorer lokaliseret i Danmark efter 2. Verdenskrig: FPO (Field Post Office) 808 i Kastrup Lufthavn fra 15. maj 1945 til minimum 30. juli 1947, og FPO 761 i Aarhus før 31. december 1945 og fra 1. januar 1946 til minimum 24. august 1946 i Kolding.⁶³

Etablering af efterkrigscensuren

Som tidligere nævnt, stoppede censuren af den danske udenrigspost de facto i slutningen af april måned. Fra allieret side var der imidlertid stor opmærksomhed på at sikre opretholdelsen af den nødvendige censur. De allierede havde så tidligt som sommeren 1944 taget stilling til spørgsmålet om oprettelse og omfanget af dansk censurefterkrigen.⁶⁴ Allerede 8. maj 1945 blev der fulgt op herpå på et møde mellem den danske udenrigsminister J. Christmas-Møller og lederen af SHAEF Mission Denmark, General R. H. Dewing.⁶⁵ Der var på mødet principiel enighed om indførelse af en dansk censur af såvel den indgående som den udgående post- og telekommunikation. Der var også enighed om, at det nødvendigvis måtte tage et stykke tid, inden personalet var uddannet, og de praktiske forhold for censuren var på

The British forces brought with them field post offices that served the military personnel. Their field postmarks, like the German ones during the war, are very popular among philatelists, and over the years a number of books and articles have been written about their location. Unfortunately, most of the literature to date is flawed. Some of this is due to misreading/correction errors, but an equally important source of error is that even if a field postal letter had a sender in Denmark or was a postcard with a Danish motif, the item's field postmark was not necessarily physically located in Denmark. Some mail from the British forces, for example, was sent from Flensburg.

Chris King and E. Menne Larsen have carried out the most thorough research in this area, and on this basis, it must be concluded that there were only two British field post offices located in Denmark after World War II. FPO (Field Post Office) 808 at Kastrup Airport from 15 May 1945 to at least 30 July 1947, and FPO 761 in Aarhus before 31 December 1945 and from 1 January 1946 to at least 24 August 1946 in Kolding.⁶³

Establishment of post-war censorship

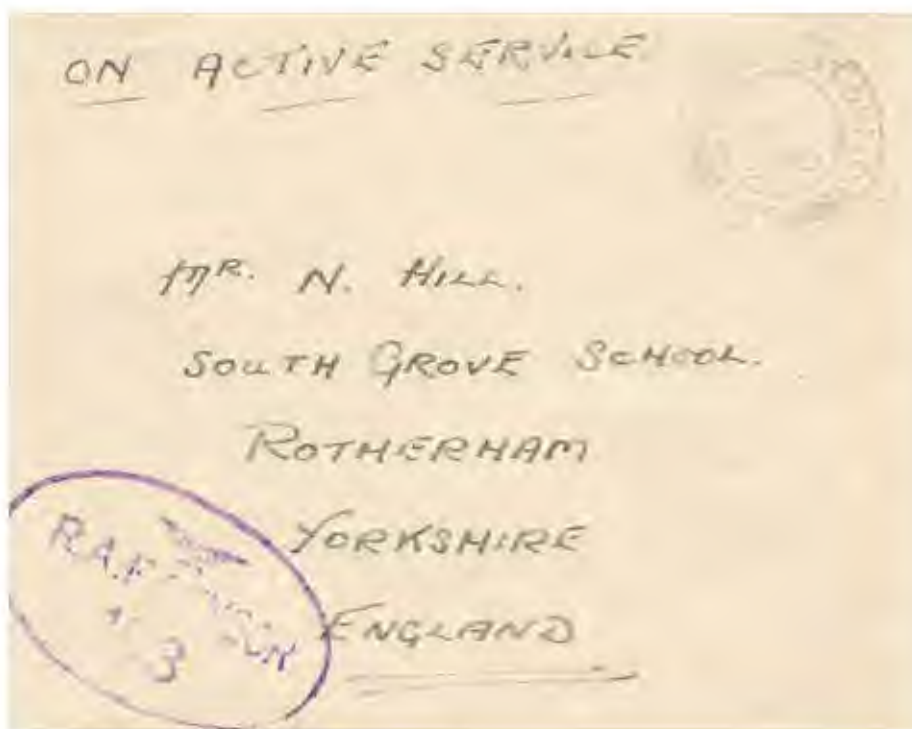
As previously mentioned, censorship of Danish foreign mail de facto stopped at the end of April. However, the Allies paid great attention to ensuring that the necessary censorship was maintained. As early as the summer of 1944, the Allies had taken a position on the question of the establishment and scope of Danish censorship after the war.⁶⁴ As early as 8 May 1945, this was followed up at a meeting between Danish Foreign Minister J. Christmas-Møller and the head of SHAEF Mission Denmark, General R. H. Dewing.⁶⁵ The meeting agreed in principle on the introduction of Danish censorship of both incoming and outgoing mail and telecommunications. It was also agreed that it would necessarily take some time before staff were trained and the practicalities of censorship were in place. Dewing's memo estimated that this would take approximately 10 days. However, Dew-

plads. Det blev i Dewings notat anslået, at dette vil tage ca. 10 dage. Dewing gjorde det imidlertid klart, at de allierede havde meget fokus på den nuværende, forvirrede periode, som man frygtede, at tyskerne ville benytte til egen fordel. Det var derfor helt centralt for de allierede, at kommunikation, som tyskerne kunne misbruge, ikke måtte finde sted, inden censuren var oprettet.

Efterkrigscensuren blev indført 13. maj. Generaldirektoratet opsummerer 18. maj overfor Trafikministeriet, hvordan man i øvrigt sikrede Dewings krav. Siden 13. maj havde al post til Norge og forretningspost til Sverige været tilbageholdt. Det var ikke så alvorligt med posten til Norge, da den norske efterkrigscensur også var ved at blive etableret, og man derfor alligevel måtte forvente forsinkelser. I forhandlinger mellem Generaldirektoratet og SHAEF var det blevet godkendt, at privatposten til og fra Sverige blev kontrolleret stikprøvevis og derefter ekspederet.⁶⁶

ing made it clear that the Allies were very focused on the current period of confusion, which they feared the Germans would use to their advantage. It was therefore crucial to the Allies that communications that the Germans could misuse could not take place before the censorship was established.

Post-war censorship was introduced on 13 May. On 18 May, the Directorate General summarises to the Ministry of Transport how Dewing's demands were otherwise secured. Since 13 May, all mail to Norway and commercial mail to Sweden had been withheld. The situation with mail to Norway was not so serious, as Norwegian post-war censorship was also being established, so delays were still to be expected. In negotiations between the Directorate General and SHAEF, it had been approved that private mail to and from Sweden would be randomly checked and then dispatched.⁶⁶



Figur 33. Ufrankeret feltpostbrev sendt 22.7.1945 fra Field Post Office 808, lokaliseret i Kastrup, til England. Med Royal Air Force-censur fra Kastrup: R.A.F. CENSOR / 193.

Figure 33. Unfranked field post letter sent 22 July 1945 from Field Post Office 808, located in Kastrup, to Great Britain. With Royal Air Force censorship from Kastrup: R.A.F. CENSOR / 193.

I den første periode – i maj måned – anvendte censuren relativt primitive stempler og banderoler. Banderolerne var neutrale brune banderoler, og stemplerne var med en krone øverst og DANMARK nederst. I midten var det meningen, at censuren skulle skrive sit personlige nummer og evt. signatur.

Sideløbende hermed blev der anvendt et gammelt kontorstempel fra den tyske censurs tid med inskription UDLANDSPOSTKONTROLLEN KØBENHAVN. Det kendes kun anvendt de første dage efter befrielsen og kun i forholdsvis få eksemplarer. Anker Bloch og Otto Kjærgaard vurderer, at det måske er brugt på de breve, der er udtaget til stikprøvekontrol, jf. ovenfor.⁶⁷

Da postforbindelsen åbnede til størsteparten af den øvrige verden 5. juni 1945, og det nødvendige antal censorer var uddannet, havde man fået fremstillet nye censurstempler, der lignede de hidtidige men nu blot med fast nummer, samt trykte banderoler med inskriptionen *Udlandspostkontrollen Danmark*. Det må betegnes som en lapsus. Censuren havde nu skiftet navn og hed *Udlandskontrollen for Post, Telegraf og Telefon*. Selv om man havde fået trykt banderoler med det gamle navn fra den tyske censur, blev de anvendt resten af censurens levetid.

I begyndelsen af september 1945 blev der holdt en konference for cheferne for de allierede landes censurmyndigheder. Man besluttede her at ophæve censuren mellem de allierede og neutrale lande med virkning fra 1. oktober 1945. Dagen efter, den 2. oktober 1945,⁶⁸ blev der udsendt et telegram til samtlige postkontorer om, at Udlandskontrollen for Post, Telegraf og Telefon var ophævet.⁶⁹

In the first period - in May - the censors used relatively primitive handstamps and resealing tape. The tape was in neutral brown strips, and the handstamps had a crown at the top and DENMARK at the bottom. In the centre, the censor was supposed to write his personal number and possibly his signature.

At the same time, an old office handstamp from the German censor's time was used with the inscription UDLANDSPOSTKONTROLLEN KØBENHAVN. It is only known to have been used in the first days after liberation and only in relatively few copies. Anker Bloch and Otto Kjærgaard believe that it may have been used on the letters selected for random checks, see above.⁶⁷

When the postal service opened to most of the rest of the world on 5 June 1945 and the necessary number of censors had been trained, new censorship handstamps had been produced, similar to the previous ones but now only with a fixed number, as well as printed resealing strips with the inscription *Udlandspostkontrollen Danmark*. This must be characterised as a lapse of attention. The censor had now changed its name to *Udlandskontrollen for Post, Telegraf og Telefon*. Even though resealing strips with the old name had been printed by the German censorship organisation, they were used for the remainder of the existence of censorship.

In early September 1945, a conference was held for the heads of the censorship authorities of the Allied countries. It was decided to abolish censorship between Allied and neutral countries with effect from 1 October 1945. The following day, 2 October 1945,⁶⁸ a telegram was sent to all post offices stating that the International Control of Post, Telegraph and Telephone had been lifted.⁶⁹

⁶⁴ Memo from SHAEF dated 30 July 1944 to the Royal Danish Legation in London in RH XVIII. Danish Legation in London in RH XVIII.K.3. 1945-47.

⁶⁵ Memo of 9 May 1945 in RH XVIII.K.3. 1945-47.

⁶⁶ Note to the Minister of Transport from the Director General of the Post and Telegraph Service regarding traffic with foreign countries, dated 17 May 1945 with subsequent handwritten note of 18 May 1945 in RH XVIII.K.3.



Figur 34. Brev sendt fra København den 15.5.1945 – to dage efter åbningen af den danske efterkrigscensur - til Sverige. Foruden den neutrale, brune banderole uden påtryk er brevet lukket med censurens første stempel, hvor censoren har påført sit censornummer + sine initialer.

Figure 34. Letter sent from Copenhagen on 15 May 1945 - two days after the opening of Danish post-war censorship - to Sweden. In addition to the neutral, brown resealing strip with no imprint, the letter is sealed with the censor's first handstamp, to which the censor has added his censor number and initials.

Denne formulering var en overfortolkning af de faktiske forhold, eller måske i virkeligheden et udtryk for, hvad man ønskede at dele med offentligheden. Censuringen af posten stoppede ganske vist til og fra de lande, man 2. oktober 1945 kunne udveksle post med, men der var fortsat opgaver for censuren at tage sig af. I første omgang var der tale om post til og fra krigsfanger i Tyskland, som ifølge Udlandskontrollens rapport for dagene 3.-7. oktober 1945 var den eneste opgave, censuren varetog de pågældende dage.⁷⁰ Men derudover fik den danske censur til opgave at gennemgå beslaglagt post fra Tyskland eller post herfra, der ikke kunne sendes frem i de sidste krigsdage. Ifølge ugerapporterne var omfanget ret betydeligt, men på samlerhænder er denne type censurforsendelser meget

This wording was an over-interpretation of the facts, or perhaps in reality an expression of what they wanted to share with the public. Censorship of mail to and from the countries with which mail could be exchanged stopped on 2 October 1945, but there were still tasks for the censors to take care of. Initially, it was mail to and from prisoners of war in Germany, which, according to the Foreign Control's report for the days 3-7 October 1945, was the only task the censorship took care of on those days.⁷⁰ But in addition, the Danish censors were tasked with reviewing seized mail from Germany or mail from Germany that could not be forwarded in the last days of the war. According to the weekly reports, the volume was quite significant, but in collectors' hands, this type of censorship dispatch is very rare. It can therefore be assumed that



Figur 35. Opfrankeret helsagskort sendt 15.5.1945 som luftpost fra København til Sverige. Udlandskontrollen har anvendt det gamle kontorstempel UDLANDSPOSTKONTROLLEN KØBENHAVN.

Figure 35. Stamped postal card sent on 15 May 1945 as airmail from Copenhagen to Sweden. Udlandskontrollen has used the old office handstamp UDLANDSPOSTKONTROLLEN KØBENHAVN.

sjældne. Man må derfor gå ud fra, at brevene ikke er videresendt til modtager eller afsender men i stedet er destrueret efter endt censur.

Som nævnt nedenfor åbnede postforbindelsen med Tyskland den 3. april 1946, men de allierede konstaterede tidligt, at man i Tyskland ikke havde den nødvendige kapacitet til at varetage censuren. Der blev derfor rettet henvendelse til den danske censur, der erklærede sig positiv overfor at deltage i censuren. Man stillede dog visse krav: man ville ikke ansætte mere end 60-70 censorer, ikke censurere mere end 5-6.000 forsendelser dagligt og man ville kun censurere i et begrænset antal sprog. Endelig ville man kun censurere posten fra Danmark til Tyskland og ikke den modsatte vej. På den baggrund kunne Generaldirektoratet 4. april 1946 meddele, at censuren var genåbnet.⁷²

the letters were not forwarded to the recipient or sender, but were instead destroyed after censorship.

As mentioned below, the postal connection with Germany was opened on 3 April 1946, but the Allies soon realised that Germany did not have the necessary capacity to handle the censorship. The Danish censors were therefore approached, and they declared themselves in favour of participating in the censorship. However, they made certain demands: they would not employ more than 60-70 censors, they would not censor more than 5-6,000 items daily and they would only censor in a limited number of languages. Finally, they would only censor mail from Denmark to Germany and not the other way round. Against this background, on 4 April 1946, the Directorate-General announced that censorship had been reinstated.⁷²

⁶⁷ Censorship in Denmark, pp. 83-84.

⁶⁸ ditto , p. 89.

⁶⁹ Referenced in OM no. 41/1945.

⁷⁰ Udlandskontrollen for Post, Telefon og Telegraf, Weekly reports submitted to the Directorate-General for Post and Telegraph in the period from June 1945 to the end of February 1947. RH XVIII.K.3 International Postal Control 1945-47.

⁷¹ Anker Bloch Rudbeck and Otto Kjærgaard, Udlandskontrollen 1945-47, in Posthistorisk Tidsskrift nr. 2/2005, pp. 102-111.

Ser man på censuren ugerapporter, svarer omfanget af censurer og censurerede forsendelser i begyndelsen til det, man havde stillet de allierede i udsigt. Antal censorer stiger dog langsomt til 85-90, og tilsvarende steg antallet af censurerede forsendelser.

Censuren til Tyskland blev opretholdt i knap et år. Censuren skulle afgive sine lokaler den 31. marts 1947 og som en konsekvens

Looking at the weekly censorship reports, the number of censors and censored mailings initially corresponds to what the Allies had been promised. However, the number of censors slowly increased to 85-90, and the number of censored shipments increased accordingly.

Censorship to Germany was maintained for almost a year. The censorship office was to



Figur 36. Tysk feltpostbrev sendt 31.3.1945 fra soldat med feltpostnummer M 54 375, der tilhørte 21. Raumboot-Flottille R 308. Brevet er ikke nået frem til adressaten i Wanna-Eickel, der blev besat 9.4.1945. Det er – et eller andet sted – blevet beslaglagt af de allierede besættelsestropper og lang senere sendt til Danmark til censur. Tidspunktet kan ikke fastlægges præcist, men censor nummer 618, der har forestået censuren, blev først ansat 14.5.1946.⁷¹

Brevet er lukket med en lille stump banderole med stemplet sat direkte ovenpå banderolen. Det var en unormal måde at lukke brevene på for udlandskontrollen, men den er karakteristisk for censureringen af beslaglagt post. Måske skyldes denne praksis – der jo reelt ikke lukkede brevene igen – at brevene som nævnt formodentlig ikke var beregnet til videreforsendelse men i stedet skulle destrueres.

Figure 36. German field post letter sent 31 March 1945 from soldier with field post number M 54 375, belonging to 21. Raumboot-Flottille R 308. The letter did not reach the addressee in Wanna-Eickel, which was occupied on 9 April 1945. It was - somewhere - confiscated by the Allied occupation troops and long afterwards sent to Denmark for censorship. The exact date cannot be determined, but censor number 618, who was responsible for the censorship, was not employed until 14 May 1946.⁷¹

The letter is closed with a short resealing strip with the handstamp placed directly on top of the tape. This was an unusual way of closing the letters for the foreign inspection, but it is characteristic of the censorship of seized mail. Perhaps this practice - which did not actually reseal the letters - was due to the fact that, as mentioned, the letters were probably not intended for onward despatch but were to be destroyed instead.

heraf meddelte Udlandskontrollen Generaldirektoratet, at censureringen af afgående post til Tyskland ville stoppe 25. marts, på hvilken dag Udlandskontrollen sidste gang ville udfærdige afslutninger til Tyskland.⁷³

Genetablering af postudvekslingen med udlandet

Tiden umiddelbart efter befrielsen var præget af trafikalt kaos. Som tidligere nævnt var postudvekslingen med udlandet stort set brudt sammen ved afslutningen af krigen, og i de første fredsdage skete der faktisk yderligere lukninger. 11. maj 1945 indstilledes postforbindelsen til rest-Tyskland samt til Portugal og Spanien.⁷⁴ Herefter modtog Danmark kun post til Grønland, Færøerne, Island, Norge og Sverige. Ydermere blev der dagen efter indført en vægtgrænse på 20 gram for breve til Norge.⁷⁵

Lempelserne i postudvekslingen i sommeren 1945 skete overordnet i tre tempi. Den første lempelse fandt sted 5. juni 1945. Her åbnede man for forsendelse til det øvrige udland på nær Tyskland, Østrig, Japan samt de japansk besatte områder.⁷⁶ Åbningen gjaldt dog kun for almindelige, ikke anbefalede, brevkort uden illustrationer, og indholdet måtte kun vedrøre private forhold. Det var altså ikke muligt at sende forretningskorrespondance.

Næste store lempelse skete i slutningen af måneden, den 27. juni, hvor det nu blev muligt at sende almindelige breve med vægt indtil 20 gram til den samme gruppe af lande. Indholdsmæssigt skete der også en lempelse, da der nu også kunne sendes forretningskorrespondance, men dog kun – som det hed - af rent orienterende art.⁷⁷

Tredje centrale lempelse fandt sted 31. juli 1945. Herefter kunne der, til alle lande hvor der var postforbindelse, sendes almindelige og anbefalede breve til normal vægtgrænse.⁷⁸ Herefter var postforbindelsen i hovedtræk reetableret, men dog ikke til de tre nævnte lande, Østrig, Tyskland og Japan.

leave its premises on 31 March 1947, and as a consequence of this, the Foreign Office informed the Directorate General that the censorship of outgoing mail to Germany would end on 25 March.⁷³

Re-establishing mail exchange with foreign countries

The time immediately after liberation was characterised by transport in chaos. As previously mentioned, the exchange of foreign mail had largely collapsed by the end of the war, and during the first days of peace there were actually further closures. On 11 May 1945, postal connections to the rest of Germany, Portugal and Spain were suspended.⁷⁴ After this, Denmark only accepted mail to Greenland, the Faroe Islands, Iceland, Norway and Sweden. In addition, a weight limit of 20 grams was introduced the following day for letters to Norway.⁷⁵

The easing of postal exchange in the summer of 1945 took place in three stages. The first relaxation took place on 5 June 1945. This opened up for mailing to the rest of the world except Germany, Austria, Japan and the Japanese occupied territories.⁷⁶ However, this only applied to ordinary, not registered, postcards without illustrations, and the content could relate only to private matters. It was therefore not possible to send commercial correspondence.

The next major relaxation came at the end of the month, on 27 June, when it became possible to send ordinary letters weighing up to 20 grams to the same group of countries. In terms of content, there was also a relaxation, as commercial correspondence could now also be sent, but only - as it was stated - of a purely informational nature.⁷⁷

The third central relaxation took place on 31 July 1945. From then on, ordinary and registered letters could be sent to all countries with postal connections at normal weight limits.⁷⁸ After this, postal connections were largely re-established, but not to the three countries mentioned, Austria, Germany and Japan.



Figur 37. Oprankeret helsagsbrevkort sendt fra København til England 5.6.1945, den første dag det var muligt at sende post til England i mere end fem år. Man kunne tro, at "førstedagsforsendelser" er sjældne, men det er ikke tilfældet. Forklaringen findes i de første linjer i teksten: My dear little daughter Rita. At last I'm able to write to you, and I take the opportunity at once.

Figure 37. Uprated letter card sent from Copenhagen to Great Britain on 5 June 1945, the first day it was possible to send mail to Great Britain for more than five years. You might think that "first day covers" are rare, but this is not the case. The explanation can be found in the first lines of the text: My dear little daughter Rita. At last I'm able to write to you, and I take the opportunity at once.

Den første åbning til disse lande fandt sted til Østrig, hvor det 12. januar 1946 blev tilladt at sende almindelige breve indtil 20 gram og brevkort.⁷⁹ Efterfølgende lempede man kravene til forsendelserne.

The first opening to these countries was to Austria, where on 12 January 1946 ordinary letters up to 20 grams and postcards were allowed.⁷⁹ Subsequently, all restrictions for mailings were relaxed.

Som det sidste land åbnede postforbindelsen til Japan den 8. januar 1947. Og igen var postudvekslingen begrænset: der kunne sendes almindelige brevkort der indeholdt privatkorrespondance samt – mere ualmindeligt – gavepakker af vægt indtil 5 kg. og kun til de fire hovedøer samt nærliggende mindre øer og øgrupper.⁸⁰

On 8 January 1947, Japan became the last country to open its postal service. And again, postal exchange was limited: ordinary postcards containing private correspondence and - more uncommonly - gift parcels weighing up to 5kg could only be sent to the four main islands and nearby smaller islands and island groups.⁸⁰

⁷² Censorship in Denmark based on documents in RH, especially XVII.K.3.

⁷³ Letter in PH XVII.K.3. International mail control 1945-47.

⁷⁴ Telegram in PH, XVIII.K.1. Post 1945.II.

⁷⁵ Beretning om Virksomheden i Finansåret (Report on activities in the financial year) 1945-46. Published by the Directorate-General for Post and Telegraph Services (1946), p. 9* [Hereafter cited as Report 1945].

⁷⁶ Bekendtgørelse angaaende Postforsendelser til Udlandet samt Færøerne og Grønland, (Order concerning Postal Items to Abroad and the Faroe Islands and Greenland), in PH, XVIII.K.1. 1945. III.

⁷⁷ Report 1945, p. 9*.

Det vigtigste af de tre lande, hvad enten man vurderer det ud fra familiære eller kommercielle bånd, var dog Tyskland. De tyske besættelsesmagter gav tilladelse til, at Tysklands postudveksling med udlandet kunne genoptages i begyndelsen af april 1946. For Danmarks vedkommende åbnede postforbindelsen til Tyskland 3. april 1946, altså først næsten 11 måneder efter befrielsen.⁸¹ Og også her skete åbningen successivt. I april 1946 blev det tilladt at sende almindelige brevkort og breve indtil 20 gram, og indholdet måtte kun være af privat karakter. Hen gennem 1946 og 1947 slækkedes kravene til forsendelserne, dels til vægtgrænsen og dels til indholdet, herunder tilladelse til korrespondance af kommerciel karakter. Men ved udgangen af 1947 var de særlige krav til postudvekslingen med Tyskland fjernet.⁸²

Herefter må også Danmarks postudveksling med udlandet siges at være normaliseret.

However, the most important of the three countries, whether judged by familial or commercial ties, was Germany. The German occupying powers authorised the resumption of Germany's foreign postal exchange at the beginning of April 1946. For Denmark, the postal connection to Germany opened on 3 April 1946, almost 11 months after the liberation.⁸¹ And here too, the opening took place gradually. In April 1946, ordinary postcards and letters weighing up to 20 grams were permitted, and the content could only be of a private nature. Throughout 1946 and 1947, the requirements for mailings were relaxed, partly to the weight limit and partly to the content, including permission for correspondence of a commercial nature. But by the end of 1947, the special requirements for mail exchange with Germany were removed.⁸²

After this, Denmark's postal exchange with other countries can also be said to have been normalised.

⁷⁸ OM 32/1945.

⁷⁹ OM 3/1946.

⁸⁰ OM 2/1947.

⁸¹ OM 15/1946.

⁸² Regular announcements in OM throughout 1946 and 1947.

Postal Reform in Denmark

Postreformen i Danmark

By Chris King

Noget er chokerende i Staten

Post Danmark blev i sin nuværende form grundlagt i 2009 efter en fusion med det svenske postselskab Posten AB. Efter fusionen blev der oprettet et holdingselskab, PostNord AB, som ejes i fællesskab af Sverige med 60 % af aktierne og Danmark med 40 % af aktierne. Stemmerettighederne er delt ligeligt. Frem til 31. december 2023 havde virksomheden monopol på postudbringning fra den danske stat. Denne forpligtelse krævede, at virksomheden "sikrer adgang til alle befordringspligtige posttjenester, herunder f.eks. levering af breve op til 2 kg og pakker op til 20 kg, til overkommelige priser i hele Danmark i mindst fem dage om ugen."

Mellem 2017 og 2019 bevilgede de danske og svenske myndigheder Post Danmark ca. 160 mio. euro (138 mio. pund eller 175 mio. dollars) til at understøtte forandringer og opfylde befordringspligten. Fra 2020 modtog virksomheden desuden kompensation fra den danske stat for at dække tabene i forbindelse med den urentable befordringspligt. For 2023 anslås kompensationen at udgøre DKK 150 mio. (17,3 mio. pund eller 22 mio dollars).

Antallet af brevforsendelser i Danmark er faldet med mere end 90% siden årtusindskiftet. Det fremgår af en pressemeddelelse fra PostNord dateret 30. november 2023.

En af årsagerne er den nationale indførelse af en fælles digital postkasse, som alle danskere over 15 år har adgang til via en digital identitet (MitID). Folketinget vedtog i juni 2012 loven om Offentlig Digital Post, som fastslår, at borgere og virksomheder skal

Something is shocking in the State of Denmark

Post Danmark in its present form was founded in 2009 after merging with the Swedish postal company Posten AB. Following the merger, a holding company PostNord AB was created, which is jointly owned by Sweden with 60% of the shares, and Denmark with 40% of the shares. Voting rights are split equally. Until 31 December 2023 the company held the universal service obligation to deliver post under license from the Danish State. This obligation required the company to "ensure accessibility to all universal postal services, including e.g. the delivery of letters up to 2 kg and that of parcels up to 20 kg, at affordable prices, throughout the whole territory of Denmark for at least five days a week."

Between 2017 and 2019, the Danish and Swedish authorities had granted Post Danmark about €160 million (£138m or US\$175m) to support change and to deliver the Universal Service Obligation. From 2020 the company received compensation from the Danish state to cover the losses due to the universal service obligation. For 2023, the compensation is estimated to be DKK 150m (£17.3m or US\$22m).

Letter mail in Denmark has fallen by more than 90% since the millennium. So said a PostNord press release dated 30 November 2023.

One reason for this is the national adoption of a common digital mailbox accessed through a digital identity (MitID - MyID) which all Danes over the age of 15 possess. The Danish Parliament adopted the

have en digital postkasse til modtagelse af digitale meddelelser, breve, dokumenter m.m. fra offentlige myndigheder frem for at modtage papirbaserede breve med traditionel postservice. Den trådte i kraft den 1. november 2013 for virksomheder og den 1. november 2014 for borgere og muliggør kommunikation mellem myndigheder på alle niveauer og for alle tjenester med virksomheder og borgere og vice versa. I hele den offentlige sektor er papirkommunikation snarere undtagelsen end normen, og digital kommunikation forventedes at udgøre over 80 % af den samlede kommunikation ved udgangen af 2023.

Alligevel sendes der i gennemsnit 600.000 breve hver dag. Post Danmark garanterer levering af indenlandske breve inden for fem dage, hvilket i praksis betyder, at de fleste danske husstande i bedste fald kun får leveret breve to gange om ugen, men ofte omdeles brevforsendelser sjældnere.

Den 27. juni 2023 foreslog den danske trepartiregering med støtte fra fem oppositionspartier en ændring af postloven, hvor "befordringspligten ophører, hvilket konkret betyder, at hverken PostNord eller nogen anden virksomhed er forpligtet til at uddele post i hele landet." Transportminister Thomas Danielsen sagde også, at han forventede, at den danske befolkning ville få billigere posttjenester som følge heraf. Han sagde: "Jeg laver ikke prissætning for nogen private virksomheder, men jeg har en forventning om, at konkurrencen vil sikre bedre og billigere priser og service, ligesom vi har set det på pakkeområdet, teleområdet og meget andet." Han tilføjede: "Det er meget vigtigt, at vi gør det lige attraktivt for alle brev- og pakkeleverandører at levere denne service - også i landområderne. Alternativet er, at vi ender med et A- og B-hold mellem land og by, hvor man ikke kan opleve den samme service i landområderne." På nuværende tidspunkt (maj 2024), hvor der ikke er indgået nye kontrakter, har Danmark sandsynligvis de dyreste posttakster i verden, både nationalt og internationalt.

Act on Public Digital Post in June 2012, which stated that citizens and businesses must have a digital letter box for receiving digital messages, letters, documents, etc. from public authorities rather than receiving paper-based letters by traditional postal service. It came into force on 1 November 2013 for businesses and on 1 November 2014 for citizens and enables communication between government at all levels and for all services with businesses and citizens, and vice-versa. Throughout the public sector paper communication is the exception rather than the norm with digital communication expected to be above 80% of the total at the end of 2023.

However, there are on average still 600,000 letters posted every day. Post Danmark guarantees delivery of domestic letters within five days, meaning that most Danish households receive deliveries only twice a week at best.

On 27 June 2023, the Danish three party coalition government, supported by five opposition parties, proposed a change in the postal law in which "the universal service obligation will cease, which specifically means that neither PostNord nor any other company is obliged to deliver mail throughout the country." The Minister for Transport, Thomas Danielsen, also said that he expected the Danish public to get cheaper postal services as a result. He said, "I do not do pricing for any private companies, but I have an expectation that the competition will ensure better and cheaper prices and service, just as we have seen in the parcel area, the telecommunications area and much else." He added, "It is very important that we make it equally attractive for all letter and parcel deliverers to provide this service - also in rural areas. The alternative is that we end up with an A and B team between rural and urban areas, where you cannot experience the same service in rural areas." At present (May 2024), with no new contracts let, Denmark has probably the highest postal rates in the world, both domestic and international.

Lovgivningen blev endeligt godkendt den 30. november 2023, hvilket kun gav en måned til at implementere den radikale ændring, som trådte i kraft den 1. januar 2024. Som følge af lovændringen blev indenlandsk porto momspligtig, hvilket har medført, at alle danske frimærker udgivet fra 1933 til 2023 er blevet erklæret ugyldige til indenlandsk post. At demonetisere med så kort varsel skabte furore i både erhvervs- og privatkredse, som omfattede Danmarks Filatelist Forbund, Forbrugerombudsmanden, advokater, og mange flere.

Efterfølgende sagde Andreas Brethvad, pressechef i PostNord, til Danmarks Radio, at det vil være muligt at bytte frimærker købt i 2022 og 2023 med en samlet værdi på mere end 120 kr. mod et gebyr på 50 kr. frem til 30. juni 2024. I skrivende stund gælder det kun for frimærker med en pålydende værdi på 12 og 36 kroner.

PostNord har dog stadig befordringspligt for international post, som ikke er momspligtig, hvilket betyder, at alle danske frimærker udgivet fra 1933 fortsat er gyldige for udenlandsk post. Den danske Moms (meromsætningsafgift) eller internationalt VAT (Value Added Tax) eller GST (Goods and Services Tax) i andre lande, opkræves af prisen på et produkt eller en tjenesteydelse i hvert led af produktionen, distributionen eller salget til slutbrugeren. Standardsatsen i Danmark er 25 %.

Disse ændringer har haft andre konsekvenser, bl.a:

- PostNord planlægger at reducere det i forvejen tynde netværk af 6000 brevkasser med yderligere 1000 i det kommende år.
- Bjarne Heck fra Fyns Frimærke Service - et velkendt dansk forhandler- og auktionshus - havde 200.000 DKK (23.000 pund eller 30.000 dollars) i ubrugte frimærker til sit eget postbehov. Næsten alle disse blev gjort værdiløse fra den ene dag til den anden. Historien har været på tv og i aviserne,

The legislation was finally approved on 30 November 2023, giving only one month to implement this radical change which came into effect on 1 January 2024. At the same time inland postage became subject to VAT which has caused all Danish stamps issued from 1933 to 2023 to be declared invalid for domestic mail. Demonetisation at such short notice created a furore in both business and domestic circles, which included the Danish Philatelic Federation, the consumer ombudsman (Forbrugerombudsmanden), and lawyers.

Subsequently Andreas Brethvad, Press Officer at PostNord told Danmarks Radio that it will be possible to exchange stamps purchased in 2022 and 2023 with a total value greater than DKK 120 for a fee of DKK 50 until 30 June 2024. At the time of writing this concession extends only to stamps with a face value of DKK 12 and DKK 36.

However, PostNord still has a universal service obligation for international mail, which is not subject to VAT, meaning that all Danish stamps issued from 1933 remain valid for foreign mail. VAT (Value Added Tax), known as MOMS in Denmark and GST (Goods and Services Tax) elsewhere, is levied on the price of a product or service at each stage of production, distribution, or sale to the end consumer. The standard rate in Denmark is 25%.

These changes have had other consequences which include:

- PostNord plans to reduce the already thin network of 6000 letterboxes by a further 1000 in the coming year.
- Bjarne Heck of Fyns Frimærke Service - a well-known Danish dealer and auction house - had DKK 200,000 (£23,000 or US\$30,000) in unused postage stamps for his own postal needs. Almost all of these were made worthless overnight. This story has been on television and in the newspapers resulting in Post Danmark - the wholly owned subsidiary of PostNord - calling in

og det fik Post Danmark - PostNords hel-ejede datterselskab - til at indkalde Danmarks Frimærkehandlerforening, som repræsenterer de 32 danske Filatelist-virksomheder, til et hastemøde. Det første møde blev afholdt den 11. januar 2024, men man mener ikke, at der er sket fremskridt, og mange forhandlere står stadig uden økonomisk kompensation.

- DAO, også kendt som Bladkompagniet A/S, en virksomhed grundlagt i 1920, hvis forretning omfatter distribution af næsten 400.000 aviser og magasiner hver nat, har tilbudt at levere breve for 20 kroner - kun indenlands med trykte etiketter til forudbetalt porto. Detaljerne er mangelfulde, men på deres hjemmeside står der, at de "leverer brevpost hver nat - 7 dage om ugen - i hele Danmark." Den nuværende konsensus er dog, at DAO ikke tilbyder tilstrækkelig sikkerhed for indenlandsk post til filatelistiske virksomheder.

- Det er blevet mere og mere ualmindeligt at sende fødselsdags- og julekort, især til oversøiske destinationer, og de nuværende ændringer forventes at reducere den indenlandske og oversøiske brevpost yderligere.

- Der har altid været en bund under prisen på moderne erindrings- og frimærker, repræsenteret ved deres pålydende værdi, og den rabat, som kommercielle organisationer har været villige til at købe dem til porto. Nu hvor de fleste postfriske danske frimærker ikke har nogen kommerciel værdi, er de eneste sandsynlige købere samlere, og hvor bliver katalogprisen så af?

- Den danske regering har til hensigt at sende leveringen af tre dele af posttjenesterne i udbud, men der er endnu ikke fastlagt nogen tidsplan. Det drejer sig om postservice til øsamfund, gratis udbringning til blinde og international post. Ellers skal indenlandsk post betjenes på det åbne marked uden befordringspligt.

- PostNord har indgået en midlertidig aftale om at fortsætte sine brevtjenester,

Danmarks Frimærkehandlerforening, an organisation which represents the thirty-two Danish philatelic businesses, for urgent discussions. The first meeting was held on 11 January 2024, but no progress is believed to have been made, and many dealers are still out of pocket.

- DAO, also known as Bladkompagniet A/S, a company founded in 1920, whose business includes the distribution of close to 400,000 newspapers and magazines every night, has offered to deliver letters for 20 Kroner - inland only with printed labels for prepaid postage. Details are sketchy, but their website states that they, "deliver letter post every night - 7 days a week - throughout Denmark." However, the present consensus is that DAO offers insufficient security for domestic mail for philatelic businesses.

- Sending Birthday and Christmas cards has become increasingly uncommon, especially to overseas destinations, and the current changes are expected further to reduce domestic and overseas letter mail.

- There's always been a floor under the price of modern commemorative and definitive stamps, represented by their face value, and the discount at which commercial organisations have been prepared to buy them for postage. Now that most mint Danish stamps have no commercial value, the only likely buyers are collectors, and where does that leave the catalogue price?

- The Danish Government intends to put the delivery of three elements of the postal services out to tender, but no timetable has yet been fixed. These include postal services to island communities, free deliveries for the blind, and international mail. Otherwise, domestic mail is to be served by the open market with no universal service obligation.

- PostNord has agreed a temporary arrangement to continue its letter services, including the three elements subject to tender, but has made it clear that the company "continues to strengthen its focus on the

herunder de tre elementer, der er omfattet af udbuddet, men har gjort det klart, at virksomheden "fortsætter med at styrke sit fokus på pakkemarkedet." Nikolaj Ahrenkiel, konstitueret administrerende direktør i Post Danmark, udtaler: "Vi har i den politiske proces gjort opmærksom på konsekvenserne af at afskaffe befordringspligten - både for danskerne og for vores tilstedeværelse på brevmarkedet." Han tilføjede, at "PostNords brevforretning, som vi kender den i dag, ikke vil være en del af forretningen på lang sigt." Og: "Digitaliseringen af samfundet betyder, at det ikke længere er en økonomisk bæredygtig forretning at dele breve ud i hele landet."

- Postkassetjenester, opbevaring af post og levering af aviser og magasiner ser også ud til at blive afviklet inden udgangen af 2024.

- Den danske postmyndighed vil øge sin overvågning for at sikre, at markedet leverer en landsdækkende ensartet service. Hvis der konstateres mangler, kan Transportministeriet udpege en postoperatør til at levere disse tjenester.

Den årlige kompensation, som staten betaler til PostNord, er blevet afskaffet, og nye indenlandske posttakster trådte i kraft den 1. januar. Disse er:

Indenlandske takster er mere end fordoblet til DKK 25 (2,89 pund eller 3,65 dollars), mens basisvægten er forenklet til en enkelt takst for et brev på op til 100 g. Den udenlandske grundtakst for breve på op til 100 g er DKK 50 (5,78 pund eller 7,31 dollars) uden moms, en stigning fra DKK 36 før 1. januar 2024. Breve over 100 g og op til 250 g koster 100 kr., og det næste trin op til 2000 g koster 150 kr. Danskere, der bruger den indenlandske postservice, betaler en pris på op til 110%, mens virksomheder kan få momsen tilbage, så deres prisstigning er 'kun' 70%!

parcels market." Nikolaj Ahrenkiel, acting CEO of Post Danmark, commented, "During the political process, we have drawn attention to the consequences of abolishing the universal postal service - both for Danes and for our presence in the letter market." He added, that "PostNord's mail business as we know it today will not be part of the business in the long term." Furthermore, "The digitalisation of society means that it is no longer an economically viable business to deliver letters throughout the country."

- Mailbox services, mail-holding and delivery of newspapers and magazines seem also likely to be terminated by the end of 2024.

- The Danish postal regulator will increase its monitoring to ensure that the market provides a nationwide uniform service. If any shortcomings are identified the Ministry of Transport can designate a postal operator to provide these services.

The annual compensation paid by the government to PostNord has been abolished and new domestic postal rates came into force on 1 January. These are:

Domestic rates have more than doubled to DKK 25 (£2.89 or US\$3.65) while simplifying the basic weight to a single rate for a letter of up to 100g. The basic foreign rate for letters of up to 100g is DKK 50 (£5.78 or US\$7.31), with no VAT, an increase from DKK 36 before 1 January 2024. Letters greater than 100g, and up to 250g cost DKK 100, with the next step up to 2000g priced at DKK 150 The consequence is that Denmark is probably the most expensive postal service in the world. Danes using the domestic postal service are paying an up to 110% price while businesses can reclaim VAT, so their price increase is 'only' 70%.

Old rates (2023): No VAT		New rates(2024): Including VAT	
0-50g	DKK 12	0-100g	DKK 25
50-100g	DKK 24	100-250g	DKK 50
100-250g	DKK 48	250-2000g	DKK 75
250-2000g		DKK 60	

Der er udgivet to nye frimærker designet af Bertil Skov Jørgensen, som er inspireret af de mangeårige bølgelinje-frimærker, der første gang så dagens lys i 1905. 25 kr. for INDLAND (indenlandsk brug) og 50 kr. for UDLAND (international post).

Two new stamps have been issued designed by Bertil Skov Jørgensen, taking their inspiration from the long running wavy line stamps first seen in 1905. DKK 25 for INDLAND (domestic use) and DKK 50 for UDLAND (international mail).



Figur 1. Indenlandske og udenlandske frimærker med nye postværdier udgivet 2. januar 2024.

Figure 1. Domestic and foreign stamps with new values issued on 2 January 2024.

Torben Lethrabort, redaktør af Dansk Filatelistisk Tidsskrift, kommenterede de nye frimærker i nummer 6 i 2023: “Man skulle tro, at man kunne bruge 50 kr. frimærket til indenlandsk post på mellem 100 og 250 g - men det kan man ikke, da der ikke er moms på 50 kr. Du skal derfor betale med to 25-kroners frimærker. Og endnu værre er det, hvis man sætter to 25-kroners frimærker på et brev til udlandet til 50 kroner, for så får PostNord 10 kroner for lidt for ydelsen, da der skal betales moms af de to 25-kroners frimærker.”

En anden konsekvens af afskaffelsen af befordringspligten er, at PostNord ikke længe må kalde sine nye 25-kroners-frimærker for frimærker. Det danske ord er “frimærker”, og i forbrugerskattelovens paragraf 13 er frimærker fritaget for moms. De nye

Torben Lethrabort, Editor of Dansk Filatelistisk Tidsskrift, commented in issue 6 of 2023, “You might think that you can use the DKK 50 stamp for domestic mail weighing between 100 and 250g - but you can’t, as VAT is not included in the DKK 50. You must therefore pay with two DKK 25 stamps. And it’s even worse if you put two DKK 25 stamps on a letter abroad for DKK 50, because then PostNord gets DKK 10 too little for the service, as VAT must be paid for the two DKK 25 stamps.”

Another consequence of the abolition of the universal service obligation is that PostNord is no longer allowed to call its new DKK 25 franking labels ‘stamps’. The Danish word is ‘Frimærker’, and in the consumer tax legislation paragraph 13, stamps (Frimærker) are exempt from VAT. The new

frimærker, herunder Hafnia-blokken, skal betegnes som “postmærker” for at være i overensstemmelse med skattelovgivningen.

Det har fået en dansk humorist til at plagiere Magrittes berømte kunstværk ...

Men selvfølgelig kan 50 kr. mærkerne kaldes frimærker, for der er ikke moms på dem!

Danmark har oplevet en hurtig forandring gennem digitale og online tjenester i de sidste to årtier, og det er allerede almindeligt at købe porto online via PostNords hjemmeside.

stamps, including the Hafnia block, must be described as ‘Postmærke’ (postal labels) in order to comply with taxation law.

This has led one Danish humourist to plagiarise Magritte ...

Of course, the DKK 50 labels can be called stamps, because they do not attract VAT!

Danmark has experienced rapid change through digital and online services in the past two decades, and postage is already commonly purchased online through the PostNord website.

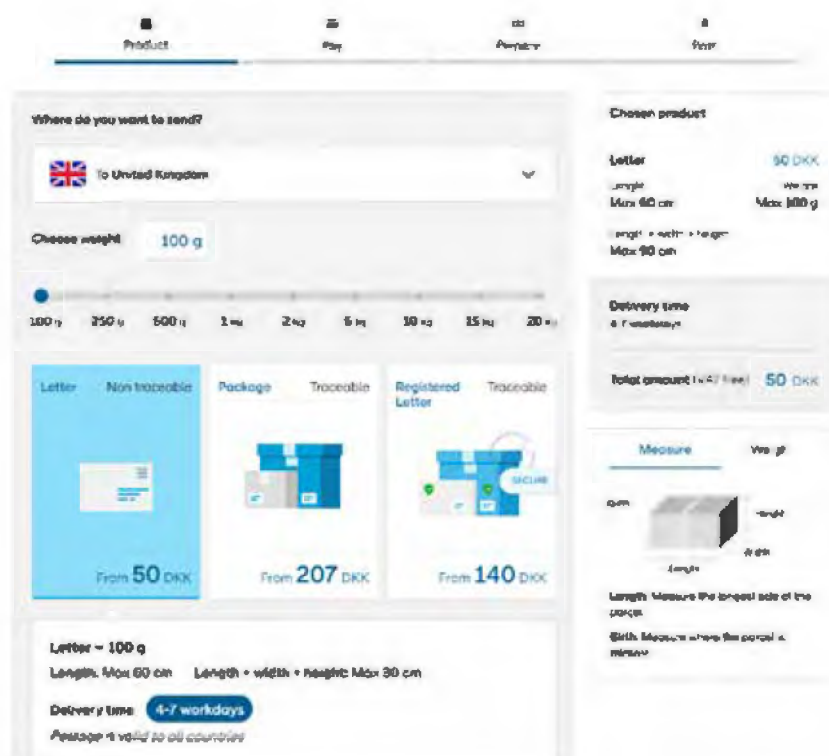


Figur 2. Indlandsportomærke med nye postværdier udstedt 2. januar 2024 brugt i en pastiche på René Magrittes *The Treachery of Images* (fransk: *La Trahison des Images*).

Figure 2. Inland postage label with new postal values issued 2 January 2024 used in a pastiche of René Magritte's *The Treachery of Images* (French: *La Trahison des Images*).

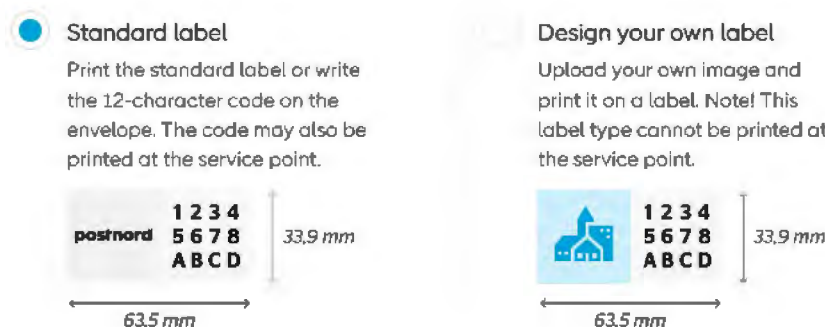
Ved at købe porto på denne måde får brugeren en tolvcifret alfanumerisk kode, som kan printes på standard Avery L7159 adresseetiketter, 63,5 x 33,9 mm. Alternativt kan koden skrives i hånden på en konvolut i det format, der er vist i Figur 3.

Buying postage in this way gives the user a twelve digit alphanumeric code which can be printed on standard Avery L7159 type address Labels, 63.5 x 33.9 mm. Alternatively the code can be handwritten on an envelope in the format shown in Figure 3.



Figur 3. PostNords hjemmeside for køb af porto til udlandet.

Figure 3. PostNord website for purchase of postage to foreign countries.



Figur 4. Brevkoder til forudbetalt porto.

Figure 4. Letter codes for prepaid postage.

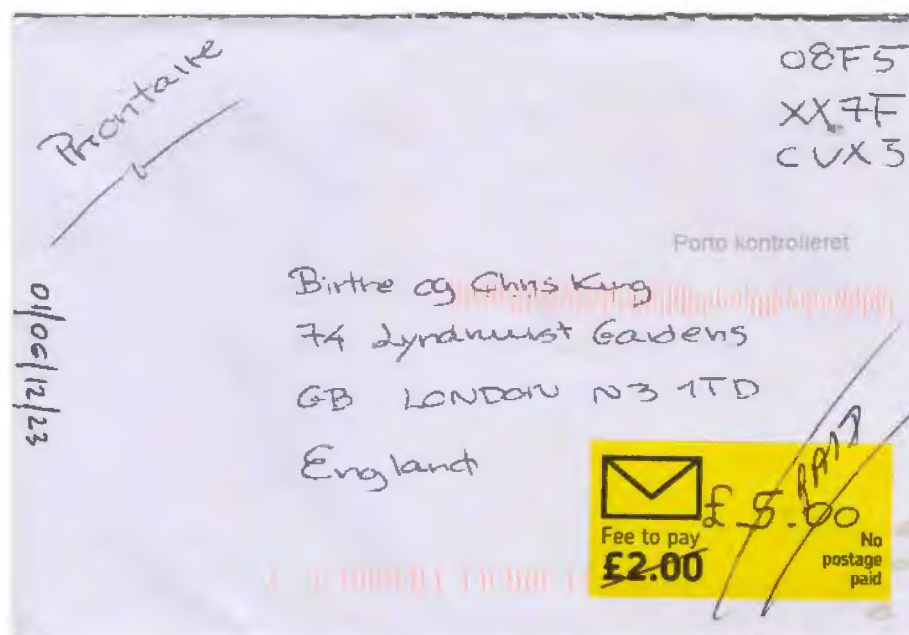
Det er muligt at købe porto på posthuse i Danmark på samme måde, og skrankepersonalet printer etiketterne efter behov som i figur 4.

It is possible to buy postage from post offices in Denmark in the same way, and the counter staff print the labels on demand as in Figure 4.



Figur 5. Eksempel på PostNords 12-sifrede alfanumerisk kodede frankeringsetiket.

Figure 5. PostNord 12 cypher Alpha-numeric coded franking label.



Figur 6. Håndskrevet PostNord 12-cifret alfanumerisk kode på brev til Storbritannien. Bemærk manuskript Prioritaire obligatorisk i håndskrift eller på etiket for udenlandsk post. Gebyr på 5,00 pund, som skal betales af modtageren, forhøjet fra 2,00 pund den 2. oktober 2023 for ubetalt porto /forfalsket frimærke på et brev eller et stort brev.

Figure 6. Handwritten PostNord 12 cypher Alpha-numeric code on letter to the United Kingdom. Note manuscript Prioritaire mandatory in handwriting or on label for foreign mail. Charged £5.00 to be paid by recipient, increased from £2.00 on 2 October 2023 for No postage paid/Counterfeit stamp on a letter or large letter.

CUSTOMS DECLARATION		CN22
May be opened officially		
Designated operator Denmark Post		
☐ Mail ☐ Document ☐ Commercial Sample ☐ Returned Goods ☐ Sale of Goods ☐ Other		
Quantity and detailed description of contents	Weight (in kg)	Value
1: 78 Stamps on Certificates	0.3	£10.00
For commercial items, only if known HS Tariff number and Country of Origin goods		Total Weight (in kg)
1: 970-000000	DK	0.5
Total Value		£10.00
EORI/Personal Number: 1		
I, the undersigned when name and address are given on the item, certify that particulars given in this declaration are correct and that this item does not contain any dangerous article or articles prohibited by legislation of customs regulations		
Date and Signer's signature		

postnord Rekommanderet Brev **PP** Denmark, Post Post Postmark

Betalt: Kontant online

Fra Fyns Frimærke Service

Højdevangen 2
DK-5672 BIRØY

Til
Chris King
74 Lyndhurst Gardens
GB-N31TD LONDON
United Kingdom

Reference

R 

RR228775655DK
Date of issue: 08.01.2024

Figur 7. Stregkodet frankeringsmærke fra PostNord Rekommanderet med C22-tolddeklarations-blanket.

Figure 7. PostNord Registered Barcoded Franking Label with C22 customs declaration form.

Desværre kender Royal Mail i Storbritannien ikke til muligheden for håndskrevne 12-cifrede alfanumeriske koder på indgående post fra Danmark og behandler forsendelsen som ubetalt, som det fremgår af Figur 6.

Udenlandsk anbefalet porto kan også købes online. Etiketten i Figur 7, der koster 140 kr. og betales online 8. januar 2024, er til en destination, der kræver toldangivelse - dvs. uden for EU. Portoen med registrering før 1. januar 2024 var 132 kr. Alle nødvendige oplysninger, herunder afsenderens og modtagerens kontaktoplysninger, varens beskrivelse og værdi samt pakkens vægt indtastes online, og CN22-formularen udskrives sammen med en strekkodet registreringsetiket på A4-papir, foldes til A5 og tapes på en konvolut. Denne formular bruges i hele verden til international forsendelse af varer til en værdi af under €425 og med en vægt på under 2 kg. Ideelt set bør afsenderen bruge HS-koderne (Harmonised System), som definerer indholdet af pakken til toldformål.

Den danske regering og PostNord har ændret den indenlandske porto radikalt, og nogle tidligere beslutninger har påvirket den internationale post. Den offentlige debat i Danmark har også omfattet tabet af frimærkets rolle som kulturambassadør. Dansk historie, kunstnere og kunst i almindelighed, turisme og miljø er alle repræsenteret på frimærker. Nationale kampanjer som trafikssikkerhed og sundhed er blevet opmuntret på danske frimærker, og velgørighedskampanjer er blevet fremmet.

Den 2. januar 2024 blev der annonceret en ny frimærkeudgivelse til Hafnia, den internationale frimærkeudstilling i København, der finder sted fra 17.-20. oktober, og som ironisk nok fejrer 400-året for det danske postvæsen, der blev indviet af Christian IV den 24. december 1624. De fire frimærker er kun til brug i indlandet. At inkludere frimærker til udenlandske destinationer var umuligt på grund af momskomplikationerne!

Unfortunately, the Royal Mail in the United Kingdom is unaware of the possibility of hand written 12 cypher Alpha-numeric codes on incoming mail from Denmark, and treats the item as unpaid, as in Figure 6.

Foreign registered postage can also be bought online. The label in Figure 7, charged DKK 140 and paid online 8 January 2024, is for a destination requiring a customs declaration - i.e. outside the European Union. Postage with registration before 1 January 2024 was DKK 132. All necessary information including the sender and recipient's contact details, the description and value of the goods, together with the weight of the package are entered online, and the CN22 form is printed out together with a barcoded registration label on A4 paper, folded to A5, and taped to an envelope. This form is used worldwide for international shipping of goods valued below €425 and weighing less than 2Kg. Ideally, the shipper should use the Harmonised System (HS) Codes which define the contents of the package for customs purposes.

The Danish Government and PostNord have radically changed domestic postage and some earlier decisions have impacted international mail. Public debate in Denmark has also included the loss of the rôle of the postage stamp as a cultural ambassador. Danish history, artists, and the arts in general, tourism and the environment are all represented on stamps. National campaigns such as road safety and health have been encouraged on Danish postage stamps, and charitable campaigns have been promoted.

On 2 January 2024 a new stamp issue was announced for Hafnia, the Copenhagen international stamp show running from 17-20 October, which ironically celebrates the 400th anniversary of the Danish postal service inaugurated by Christian IV on 24 December 1624. The four stamps are for inland use only. Including stamps for foreign destinations was impossible due to the VAT complications!



Figur 8. HAFNIA 2024 Erindringsminiatureark udgivet 2. januar 2024.

Figure 8. HAFNIA 2024 Commemorative Miniature Sheet issued 2 January 2024.

PostNords frimærkechef, Martin Pingel, sagde, at der vil blive udgivet nye frimærker i 2024. Indtil videre er der ud over de ovennævnte udgivelser kommet et par nye den 23. maj:

PostNord's Head of Stamps, Martin Pingel, said that there will be new stamps issued in 2024. So far, in addition to those mentioned above, on 23 May there were a few new issues:

Et prestigehæfte baseret på Hafnia-miniaturearket, der fejrer 400 år med det danske postvæsen, blev udgivet. Frimærkerne er de samme som miniaturearket, men i forskellige konfigurationer, og hvert frimærke betaler 25 kr. i indlandstakst.

A prestige booklet based on the Hafnia miniature sheet celebrating 400 years of the Danish post was issued. The stamps are the same as the miniature sheet but in different configurations with each stamp paying the DKK 25 domestic rate.



Figur 9. 400 år med post i Danmark udgivet 23. maj 2024.

Figure 9. 400 years of the Danish post issued 23 May 2024.

Nye EUROPA 2024-frimærker, tre designs af Bertil Skov Jørgensen med undervandsfauna og -flora, der betaler 50 kr. i international takst, i form af et souvenir ark.

New EUROPA 2024 stamps, three designs by Bertil Skov Jørgensen featuring underwater fauna and flora, paying the DKK 50 international rate, in the form of a souvenir sheet.



Figur 10. EUROPA 2024 Havets Åndedræt udgivet 23. maj 2024. Figur 9 400 år med post i Danmark udgivet 23. maj 2024.

Figure 10. EUROPA 2024 Underwater Fauna and Flora issued 23 May 2024.

Ark med fem eller ti frimærker, der fejrer 400 års postomdeling, fem motiver af Thomas Thorhauge, der viser omdelere, til 25 kr. indlandstakst, men uden værdi angivelse.

Sheets of five or ten stamps celebrating 400 years of postal delivery, five designs by Thomas Thorhauge showing delivery officers, paying the DKK 25 domestic rate, but with no value indicated.



Figur 11. Postbuddet gennem 400 år udgivet 23. maj 2024.

Figure 11. 400 years of postal delivery issued 23 May 2024.

Og den 26. maj 2024, Hans Majestæt Kongens fødselsdag, udgives i samarbejde med Grønland og Færøerne et miniark i anledning af kong Frederik X's tiltrædelse den 14. januar 2024, designet af Ella Clausen og fotograferet af Steen Ewald. Det fås også i en souvenirmappe med alle tre ud-

Then on 26 May 2024, His Majesty The King's birthday, a souvenir sheet for the accession of King Frederik X on 14 January 2024, designed by Ella Clausen and photographed by Steen Ewald, was released in conjunction with Greenland and the Faroe Islands. This is also available in a souvenir

givelser. Arket forudbetaler den internationale takst på 50 kr. og kan købes hos "udvalgte frimærkehandlere og på PostNords hjemmeside". Men, tilsyneladende, ikke på posthusene ...

Selvom dronning Margrethe II ikke var den sidste monark, der optrådte på et dansk frimærke, virker det underligt, at kongens hoved endnu ikke har optrådt på indenlandsk post i Danmark.

Er det et forvarsel om ændringer andre steder? Danmark er et lille land, ca. en tiendedel af Frankrigs størrelse og med en befolkning på lige under seks millioner. Det er svært at se, hvordan større lande kan gøre det samme, men det er sikkert, at Danmarks reformer vil blive fulgt nøje af andre postudbydere og regeringer - og det ser ikke godt ud for frimærker - eller filatelister.

Sic Transit Gloria Mundi

Med tak til: Dansk Filatelistisk Tidsskrift (6/2023); Linn's Stamp News online (2. januar 2024); PostNord pressemeddelelser (2023-11-30 og 2023-06-28); Official Journal of the European Union (Volume 62 9 August 2019); Copenhagen Economics (<https://copenhageneconomics.com/publication/a-new-stage-for-postal-regulation-insights-from-recent-developments-in-denmark/>); European Union: Digital Public Administration factsheet 2022 Denmark.

folder for all three issues. The sheet pre-pays the DKK 50 international rate and is available from "selected stamp dealers and on PostNord's website." But, it appears, not from post offices ...

While Queen Margrethe II was not the last monarch to appear on a Danish postage stamp, it seems strange that the King's head has yet to appear on domestic mail in Denmark.

Is this a harbinger of change elsewhere? Denmark is a small country, about one tenth the size of France, and with a population just under six million. It's hard to see how larger countries can do the same, but it's certain that Denmark's reforms will be closely watched by other postal providers and governments - and it doesn't look good for stamps - or philatelists.

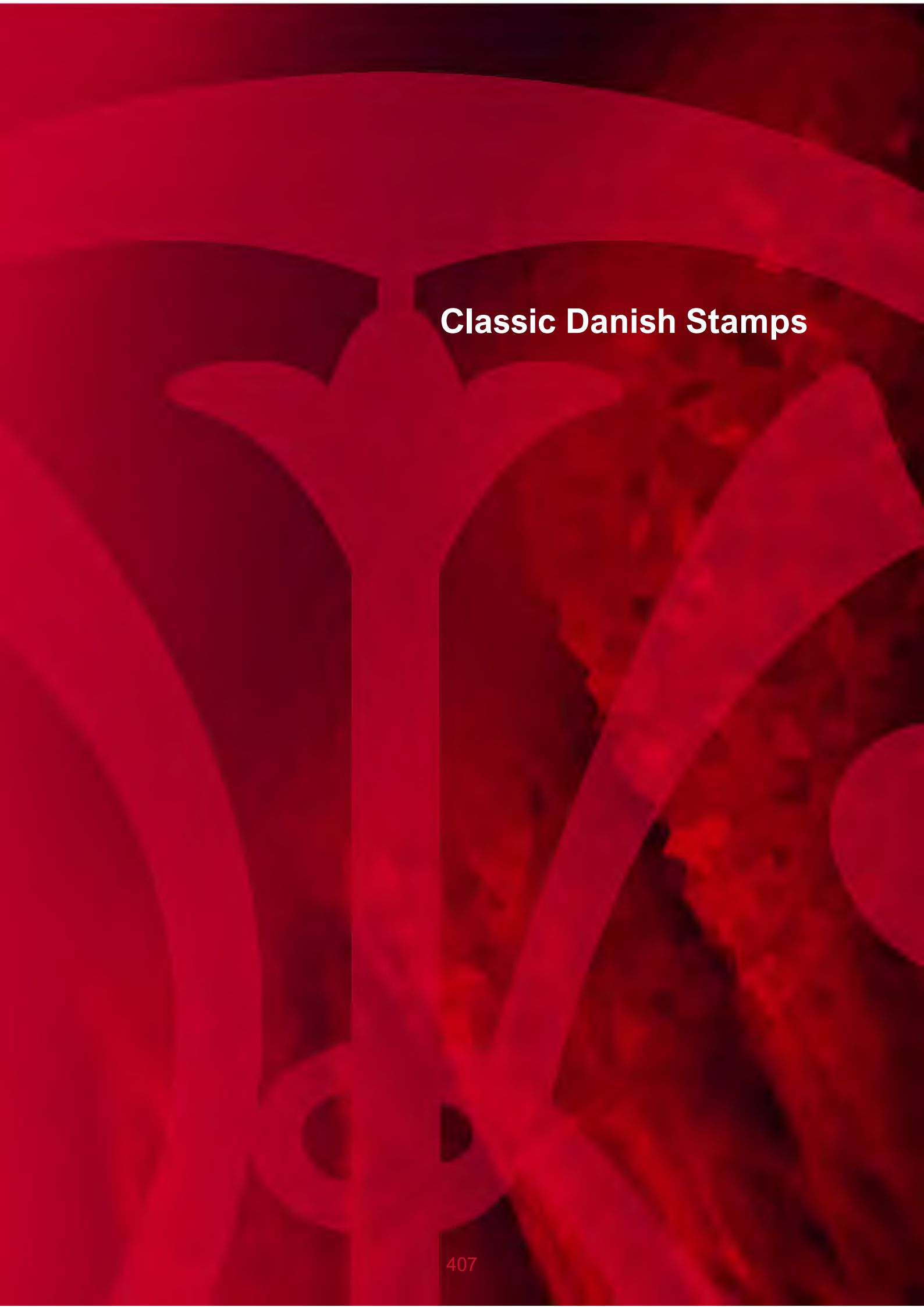
Sic Transit Gloria Mundi

With acknowledgements to: Dansk Filatelistisk Tidsskrift (6/2023); Linn's Stamp News online (Jan 2, 2024); PostNord press releases (2023-11-30 and 2023-06-28); Official Journal of the European Union (Volume 62 9 August 2019); Copenhagen Economics (<https://copenhageneconomics.com/publication/a-new-stage-for-postal-regulation-insights-from-recent-developments-in-denmark/>); European Union: Digital Public Administration factsheet 2022 Denmark.



Figur 12. Kong Frederik X udgivet 26 May 2024.4.

Figure 12. Accession of King Frederik X issued 26 May 2024.



Classic Danish Stamps

Largest Known items of Classic Danish Stamps 1851 - 1863

Størst Kendte Enheder af De Klassiske Danske Frimærker 1851 - 1863

By Frank Banke

De først danske frimærker var alle kvadratiske i formatet og blev fra introduktionen den 1. april 1851 og frem til 1863 solgt i helark á 100 mærker uden perforering mellem mærkebillederne. De måtte derfor skilles fra arket med saks eller skæres ud af arket. I 1863 begyndte man at gennemstikke papiret imellem mærkerne for at lette adskillelsen. De kvadratiske frimærker repræsenterer noget helt særligt i dansk filateli, og nogle vil mene, at de i sig selv kan anses som kunstværker. De fleste af mærkerne blev trykt i forholdsvis store oplag, og selv mere end 160 år efter de blev brugt til frankering af brevforsendelser, findes der et stort antal bevaret blandt samlere og handlere. Især stemplede enkeltmærker findes der mange af medens ustemplede mærker er mere ualmindelige. Man træffer også stadig mange breve sendt indenfor landets grænser og sjældnere til udlandet. At der stadig findes mange breve hænger sammen med, at man i midten af 1800-tallet ikke brugte kuverter, men foldede det skrevne ark og skrev adressen udenpå selve brevpapiret.

I denne mangfoldighed er der mange facetter, som appellerer til frimærkesamlere og posthistorikere og kan gøre et tilsyneladende almindeligt mærke eller brev til noget specielt. Det være sig en spændende variant, et usædvanligt stempel eller aspekter, som har tilknytning til ens hjemstavn. Der er altid noget som begæres af den enkelte samler.

Store blokke og striber altid har været af speciel interesse for samlerne. Store enheder har en egen aura, de ser godt ud i samlingen og, ikke mindst, de er sjældne. Det er faktisk overraskende hvor få store enheder der kendes af de danske klassiske frimærker, det være sig ubrugte, stemplede, på breve eller som høje frankeringer på brevforsendelser.

(Translated by Chris King)

The first Danish stamps were all square in format and from their introduction on 1 April 1851 until 1863, they were sold in full sheets of 100 imperforate stamps. They therefore had to be separated from the sheet with scissors or cut out of the sheet. In 1863, the paper between the stamps began to be perforated to facilitate separation. The square stamps represent something very special in Danish philately, and some would argue that they can be considered works of art in their own right. Most of the stamps were printed in relatively large numbers, and even more than 160 years after they were used for franking letters, many are still preserved among collectors and traders. Cancelled single stamps are particularly common, while mint stamps are more uncommon. You will also still find many letters sent within the country and less frequently abroad. The fact that there are still many letters is due to the fact that in the mid-19th century, envelopes were not used, but the written sheet was folded and the address was written on the outside of the letter itself.

In this diversity, there are many aspects that appeal to stamp collectors and postal historians and can turn a seemingly ordinary stamp or letter into something special. Be it an exciting variety, an unusual stamp or aspects that have a connection to one's hometown. There is always something that is coveted by individual collectors.

Large blocks and strips have always been of special interest to collectors. Large units have an aura of their own, they look good in the collection and, not least, they are rare. It is surprising how few of these are known of the classic Danish stamps, whether unused, cancelled, on letters or as high franking on postal items.

En del af forklaring er at breve til udlandet først kunne frankeres med frimærker fra den 15 juli 1854, at gebyrer for anbefaling m.m. blev betalt kontant frem til den 1. april 1868 og at pakkeledsagebreve først kunne frimærke frankeres fra den 1. oktober 1865

De første to frimærker, 4 RBS og 2 RBS, findes således bogstavelig talt kun på almindelige indlandsbreve. Det var endda specifikt forbudt at bruge 2 RBS mærket til andet formål end lokalforsendelser i København (og Aalborg/Nørresundby). Det vil dog sige, at der kendes enkelte breve frankerede med 2 RBS og 4 RBS mærket til Nordtyskland. I 1854 blev det ved en særlig tilladelse muligt at anvende 2 RBS mærket på breve til de tyske postområder for at muliggøre betaling af portoen på 18 eller 22 Skilling.

De højere forsendelses takster til udlandet gav i princippet anledning til store frimærkefrankeringer, men det var nok enklere for de fleste at betale kontant. I modsætning til den indenlandske porto, hvor der var en rabat for at frimærkefrankere (4 skilling i stedet for 6 skilling), så var udlandstaksterne de samme om man betalte kontant eller med frimærker. Samtidig var det nok de færreste, som havde mange frimærker liggende hjemme og publikum var sjældent bekendt med, hvor meget der skulle betales i porto. Alle udlandstakster var forskellige.

Gennem tiderne har store enheder og høje frankeringer på breve blandt udstillingssamlere af klassisk Danmark haft en helt særlig status og har altid haft samlernes bevågenhed. I DAKA katalogerne offentliggjorde Erik Paaskesen oplysninger og efterfølgende har Karsten Jensen systematisk registreret oplysninger om store enheder fra samlere, udstillingssamlinger, artikler i tidsskrifter og auktionskataloger. Resultatet af disse optegnelser findes i Karsten Jensens udgivelse 'Danmarks Klassiske Frimærkeudgaver 1851-1863, Registrant over de største kendte enheder'. Dette grundige opslagsværk er frit tilgængeligt og kan hentes på hjemme-

Part of the explanation is that letters to foreign countries could not be franked with stamps until 15 July 1854, that fees for registration etc. were paid in cash until 1 April 1868 and that parcel cards could not be franked with stamps until 1 October 1865.

The first two stamps, 4 RBS and 2 RBS, are thus literally found only on ordinary inland letters. It was even specifically forbidden to use the 2 RBS stamp for anything other than local mail in Copenhagen (and Aalborg/Nørresundby). However, a few letters franked with 2 RBS and 4 RBS stamped to Northern Germany are known. In 1854, a special agreement made it possible to use the 2 RBS stamp on letters to German postal areas to enable payment of the 18 or 22 Skilling postage rates.

In principle, the higher postage rates abroad gave rise to large stamp frankings, but it was probably easier for most people to pay in cash. Unlike inland postage, where there was a discount for prepayment with stamps (4 skilling instead of 6 skilling), the international rates were the same whether you paid in cash or with stamps. At the same time, few people had many stamps at home and the public was rarely aware of how much they had to pay in postage. All international rates were different.

Over the years, large multiples and high frankings on letters have had a special status among collectors of classic Denmark and have always attracted attention. Erik Paaskesen published information in the DAKA catalogues and subsequently Karsten Jensen has systematically recorded information on these from collectors, exhibition collections, journal articles and auction catalogues. The result of these records can be found in his publication *Danmarks Klassiske Frimærkeudgaver 1851-1863, Registrant over de største kendte enheder*. This thorough reference work is freely available and can be downloaded from the website www.danfil.dk. Karsten Jensen is continuously updating the register and you are

siden www.danfil.dk. Kasten Jensen opdaterer kontinuerligt registranten og du må meget gerne kontakte Kasten Jensen med et billede og information, hvis du mener du kan bidrage med nye oplysninger eller hidtil ukendte enheder.

Her i artiklen præsenteres en kondenseret oversigt over de størst kendte enheder og højeste frankeringer. Der skelnes imellem blokke og striber og for hver kategori angives den største kendte enhed ubrugt, brugt og på forsendelse. '4' for en blok betyder således at der kendes én eller flere 4-blokke og '4' for en stribe at der kendes én eller flere striber – det være sig vandrette eller lodrette striber. Højeste frankering på brev for en udgave består ikke nødvendigvis af en enhed. Hvis højeste kendte frankering er angivet som '6' så kan det være 6 enkeltmærker, tre parstykker, eller en anden kombination.

Efterfølgende vises billeder af et udsøgt udvalg af de rapporterede enheder. Det er ikke alt, som er illustreret, og hvis størst kendte enhed er et ubrugt enkeltmærke, er de udeladt og i visse tilfælde har det ikke været muligt at fremskaffe billede i en tilfredsstillende kvalitet.

Oversigten er selvfølgelig ikke komplet da nogle objekter er udeladt, andre objekter venter på at blive fundet, men sidder i samlinger, som vi ikke har kendskab til. For nogle illustrationer mangler information om plade og positioner. Det kan skyldes billedkvaliteten og i andre tilfælde at vores nuværende viden om trykpladen er utilstrækkelig. Objekter som findes i museer, er udeladt af oversigten da disse aldrig kommer blandt samlerhænder. Hovedparten af de illustrerede objekter er beredvilligt stillet til rådighed af Brdr. Engel, Benny Winther, Johny Sørensen, kopier af samlinger, Karsten Jensen's registratur. Helarket 2 S. 1855 er fremskaffet med venlig hjælp af Skanfil, Norge. Sluttelig vil jeg også takke Karsten Jensen og Lars Jørgensen for inspiration og korrekturlæsning.

welcome to contact him with an image and information if you think you can contribute with new data or previously unknown items.

This article presents a condensed overview of the largest known multiples and highest franked items. A distinction is made between blocks and strips, and for each category the largest known multiple is given unused, used and on cover. '4' for a block means that one or more blocks of 4 are known and '4' for a strip means that one or more strips are known - be they horizontal or vertical. The highest franking on a letter for an issue does not necessarily consist of one item. If the highest known franking is indicated as '6' then it could be 6 single stamps, three pairs, or some other combination.

Next, images of an exquisite selection of the known items are shown. Not everything is illustrated, and if the largest known item is an unused single stamp, they are omitted and, in some cases, it has not been possible to obtain images of a satisfactory quality.

Of course, the overview is not complete, as some objects are omitted, other objects are waiting to be found but are in collections of which we have no knowledge. For some illustrations, information about plates and positions is missing. This may be due to the image quality and in other cases our current knowledge of the printing plate is insufficient. Objects found in museums are omitted from the overview as these never come into the hands of collectors. The majority of the illustrated objects have been kindly made available by the Engel Brothers, Benny Winther, Johny Sørensen, copies of collections, and Karsten Jensen's registry. The complete sheet of the 1855 2 skilling was obtained with kind help from Skanfil, Norway. Finally, I would also like to thank Karsten Jensen and Lars Jørgensen for their inspiration and proofreading.

		Blok/Block			Stribe/Strip			Højeste Frankering/ Highest franking
#	Udgave/Issue	**/*/(*)	o	Letter	**/*/(*)	o	Letter	På Brev/ On Letter
1	4 RBS Ferslew 1a, stage 1 4 RBS Ferslew 1b, stage 2 4 RBS Ferslew 2, stage 3	UK UK 6	UK UK 10	UK UK UK	2 UK 4	4 11	UK 4 7	8
2	2 RBS Ferslew	UK	UK	UK	UK	3	2	
3	4 RBS Thiele I	4	6	4	4	5	9	
4	2 RBS Thiele	4	4	UK	3	3	4	
5	4 RBS Thiele II - rødbrun/ <i>reddish brown</i>	4	4	UK	2	8	4	
6	4 RBS Thiele II - sortbrun/ <i>blackish brown</i>	UK	UK	UK	3	7	6	
7	4 RBS Thiele III - gulbrun/ <i>yellowish brown</i>	8	4	UK	2	8	5	
8	4 RBS Thiele III - gråbrun/ <i>greyish brown</i>	UK	10	UK	2	5	5	
9	4 RBS Thiele III - olivenbrun/ <i>olive brown</i>	UK	UK	UK	UK	4	3	6
10	4 RBS Thiele III - kastaniebrun/ <i>chestnut brown</i>	UK	6	UK	3	4	5	
11	4 RBS Thiele III - nøddebrun/ <i>nut brown</i>	UK	UK	UK	UK	2	3	
12	2 S. 1855	Sheet	8	8	4	6	4	
13	4 S. 1854 - print 1	4	4	14	2	6	7	
14	4 S. 1854 - print 2	UK	4	4	4	6	6	8
15	4 S. 1854 - print 3	6	9	UK	2	6	6	
16	4 S. 1854 - print 4	9	5	12	2	9	5	
17	4 S. 1854 - print 5	6	10	7	2	6	6	
18	4 S. 1854 - print 6	4	6	UK	6	8	7	
19	8 S. 1857	25	9	5	4	5	5	
20	16 S. 1857	8	10	6	2	7	7	11
21	4 S. 1858 - print 1	4	8	7	2	8	5	
22	4 S. 1858 - print 2	UK	8	6	10	9	7	
23	4 S. 1858 - print 3	6	10	6	2	7	5	
24	4 S. 1858 - print 4	12	14	6	2	6	7	
25	8 S. 1858	UK	10	UK	2	5	4	6
26	4 S. 1862	12	8	6	4	7	5	7
27	4 S. 1863 - print 1 & 2	Sheet	10	8	3	7	8	
28	16 S. 1863	UK	4	UK	UK	4	4	5

Kilde/Source : Danmarks Klassiske Frimærkeudgaver 1851 - 1863. Registrant over de størst kendte enheder Udarbejdet af Karsten Jensen

4 R.B.S. & 2 R.B.S. 1851-1854, Ferslew og Thieles tryk. Tekst i ramme 'KONGELIG / POST / FRIMÆRKE.':

1. **4 R.B.S. Ferslews tryk**, 1 april 1851
 - 1a **Ferslew 1a**, uretoucheret krone, uretoucheret bundmønster
 - 1b **Ferslew 1b**, retoucheret krone, uretoucheret bundmønster
- 2 **Ferslew 2**, retoucheret krone, retoucheret bundmønster
2. **2 R.B.S. Ferslews tryk**, 1 maj 1851
3. **4 R.B.S. Thieles I tryk**, 1 april 1852
4. **2 R.B.S. Thieles tryk**, oktober 1852
5. **4 R.B.S. Thieles II tryk**, rødbrun, 6/1853
6. 4 R.B.S. Thieles II tryk, sortbrun, 6/1853
4 R.B.S. Thiele III print, marts 1854:
 7. - Gulbrun
 8. - Gråbrun
 9. - Olivenbrun
 10. - Kastaniebrun
 11. - Nøddebrun

2, 4, 8 & 16 S. 1854-1857. Tekst i rammer 'K.G.L. / POST / F.R.M.'

Punkterede hjørne-felter:

12. **2 S. 1855**, juli 1855
13. **4 S. 1854**, I tryk, oktober 1854
14. 4 S. II tryk, august 1855
15. 4 S. III tryk, januar 1856
16. 4 S. IV tryk, oktober 1856
17. 4 S. V tryk, maj 1857
18. 4 S. VI tryk, juli 1859
19. **8 S. 1857**, august 1857
20. **16 S 1857**, september 1857

4 & 8 S. 1858 vandmærke I, hjørnefelter med linierede bølger:

21. **4 S. 1858**, I tryk, maj 1858
22. 4 S. II tryk, september 1859
23. 4 S. III tryk, august 1860
24. 4 S. IV tryk, september 1861
25. **8 S. 1858**, januar 1859

4 S. 1862 vandmærke II, hjørnefelter med linierede bølger:

26. **4 S. 1862**, V tryk, juni 1862

4 & 16 S. 1863, med gennemstik 11:

27. **4 S. 1863**, I & II tryk, april-september 1863
28. **16 S. 1863**, juni 1863

4 R.B.S. & 2 R.B.S. 1851-1854, Ferslew og Thieles printing. Text in border 'KONGELIG / POST / FRIMÆRKE.':

1. **4 R.B.S. Ferslews print**, 1 April 1851
 - 1a **Ferslew 1a**, unretouched crowns, unretouched spandrels
 - 1b **Ferslew 1b**, retouched crowns, unretouched spandrels
- 2 **Ferslew 2**, retouched crowns, retouched spandrels
2. **2 R.B.S. Ferslews print**, 1 May 1851
3. **4 R.B.S. Thiele I print**, 1 April 1852
4. **2 R.B.S. Thiele print**, October 1852
5. **4 R.B.S. Thiele II print**, reddish br. 6/1853
6. 4 R.B.S. Thiele II print, blackish br. 6/1853
4 R.B.S. Thiele III print, March 1854:
 7. - Yellowish brown
 8. - Greyish brown
 9. - Olive brown
 10. - Chestnutbrown
 11. - Nutbrown

2, 4, 8 & 16 S. 1854-1857. Text in frames 'K.G.L. / POST / F.R.M.'

Dotted spandrels:

12. **2 S. 1855**, July 1855
13. **4 S. 1854**, I print, October 1854
14. 4 S. II print, August 1855
15. 4 S. III print, January 1856
16. 4 S. IV print, October 1856
17. 4 S. V print, May 1857
18. 4 S. VI print, July 1859
19. **8 S. 1857**, August 1857
20. **16 S 1857**, September 1857

4 & 8 S. 1858 watermark I, way-lines in spandrels:

21. **4 S. 1858**, I print, May 1858
22. 4 S. II print, September 1859
23. 4 S. III print, August 1860
24. 4 S. IV print, September 1861
25. **8 S. 1858**, January 1859

4 S. 1862 watermark II, way-lines in spandrels:

26. **4 S. 1862**, V print, June 1862

4 & 16 S. 1863, roulette 11:

27. **4 S. 1863**, I & II print, April/Sept. 1863
28. **16 S. 1863**, June 1863

#1 Stage 1

4 R.B.S. Ferslews 1a
1 April 1851

Uretoucheret krone, uretoucheret bundmønster
(*unretouched crowns, unretouched spandrels*)



Pair, plate II pos. 5-6
(pos. 5 Kranhold retouche)



Strip of 3, plate I, pos. 4-6



Strip of 4, plate II, pos. 6-9

#1 Stage 1b

4 R.B.S. Ferslews 1b

Retoucheret krone, uretoucheret bundmønster
(*retouched crowns, unretouched spandrels*)



Strip of 3, plate I, pos. 51-53.
Blue cancellation!



Strip of 4, plate I, pos. 64-67, 4th letter rate

#1 Stage 2

4 R.B.S. Ferslew 2

Retoucheret krone, retoucheret bundmønster
(*retouched crowns, retouched spandrels*)



Vertical strip of 4,
plate II, pos. 55-85



Block of 6, plate I, pos. 83-85/93-95



Block of 10, plate II, pos. 1-5-/11-15 (pos. 5 Kranhold retouche)



#2. 2 R.B.S. Ferslews tryk, 1 May 1851



#3. 4 R.B.S. Thieles I tryk, 1 April 1852



#4. 2 R.B.S. Thieles tryk, October 1852



Block of 4,
plate II, pos.
23-24/33-34
Types
5+6+7+8,
mint



Block of 4,
plate II,
pos.
1-2/11-12
Types
1+2+3+4,
used



Strip of 3, plate I,
pos. 6-16
Types 2+4+6



Strip of 4, plate II, pos. 76-79, Types 6+5+6+5
2nd inland letter rate

#5. 4 R.B.S. Thieles II tryk, reddish brown, June 1853



Block of 4, plate I,
pos. 41-42/51-52, mint



Pair, plate II, pos. 94-95
Mint



Block of 4, plate II,
pos. 9-10/19-20, used

#6. 4 R.B.S. Thieles II tryk, blackish brown, June 1853



Strip of 3,
plate II,
pos. 19-39
mint



Strip of 7, plate I, pos. 34-40, used



Strip of 6, plate I, pos. 41-46, 6th inland letter rate

#7. 4 R.B.S. Thieles III tryk, Gulbrun/Yellow-brown, March 1854



Block of 8, plate IV,
pos. 1-2/..31-32, mint



Pair, plate IV, pos. 1-2, mint



Strip of 5, plate III, pos. 11-15, 5th inland letter rate

#8. 4 R.B.S. Thieles III tryk, Gråbrun/Greyish brown, March 1854



Pair, plate III, pos. 64-65,
mint



Block of 10, plate IV, pos. 81-85/91-95, used



Block of 4, plate IV,
pos. 1-2/11-12, used



Strip of 5, plate III, pos. 86-90 and 2 RBS Thiele on letter to Danzig.
22 S. rate from Danish Rayon 2 to German Rayon 3

#9. 4 R.B.S. Thieles III tryk, Olivenbrun/*Olive brown*, March 1854



#10. 4 R.B.S. Thieles III tryk, Kastaniebrun/*Chestnut brown*, March 1854



#11. 4 R.B.S. Thieles III tryk, Nøddebrun/*Nutbrown*, March 1854



#12. 2 S., July 1855



Complete sheet of 100 stamps with complete sheet margins, mint



Strip of 6, plate I, pos. 5-10, used



Strip of 4, on foot post letter outside Copenhagen ramparts.



Block of 8, plate I, pos. 11-14/21-24, used



Block of 8, on cover to France

#13. 4 S. I tryk, October 1854



Pair, plate II, mint



Strip of 6, plate II, pos. 95-100, pos. 95 with large retouch



Block of 4, mint



Block of 14, plate II, pos. 83-89/93-99, pos. 95 with large retouch
Largest recorded multiple of the Danish classic stamps on letter



Block of 4, plate I, pos. 7-8/17-18

#14. 4 S. II tryk, August 1855



Strip of 4, plate II, mint



Strip of 6, plate II, 6th inland letter rate



Block of 4, plate II, pos. 89-90/99-100, 4th inland letter rate



Block of 4,
used



Strip of 6, plate II, used
pos. 45-55-65-75-85-95
Pos. 45 and 95
with large retouches

#15. 4 S. III tryk, January 1856



Pair, plate II, pos. 28-29, mint
Pos. 28 'large retouch' SW-spandrel



Block of 6, plate I, pos. 78-80/88-90, mint



Strip of 6, plate I, pos. 11-16, used



Strip of 6, plate I, pos. 45-50 on 24 skilling letter to Norway.



Block of 9, plate I,
pos. 59-69/89-90+99, used

#16. 4 S. IV tryk, October 1856



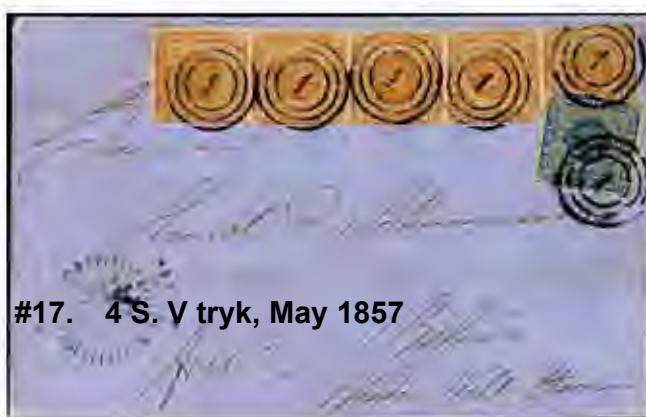
Pair, plate III, pos. 99-100, mint



Block of 9, plate IV, pos. 1-3/11-13/21-23, mint



Block of 5, plate IV
pos. 3-4/13-14+23, used



#17. 4 S. V tryk, May 1857

Strip of 5 on letter to Berlin



Block of 12, plate IV pos. 71-76/81-86
48 skilling double rate on letter to Norway



Pair, plate VI,
pos. 90/100, mint



Block of 6, unused



Block of 10, plate VI, pos. 34-38/44-48, used with pen-cancellation



Strip of 6, plate V, pos. 75-80, used. Norwegian grid-cancel



Strip of 6 on letter to Norway

#18. 4 S. VI tryk, July 1859



Strip of 6, plate IV, pos. 65-70, mint



Block of 4, mint



#19. 8 S., August 1857

Strip of 7, plate III, pos. 44-50 on letter, 7th inland letter rate



Block of 6, plate IV, pos. 1-3/11-13, used



Block of 25, pos. 1-5../..21-25, mint



Strip of 4,
pos. 8../..38, mint



Block of 9, pos. 71-73../..91-93, used



Strip of 5, pos. 6-10, used

Block of 5, inland insured parcel letter for 300 Rigsdaler



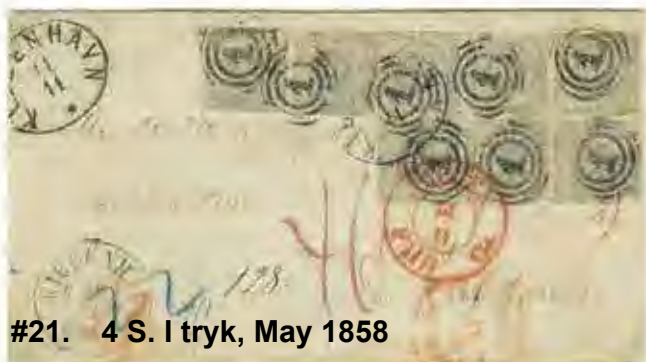
#20. 16 S., September 1857



Block of 8, mint



Block of 10, used



#21. 4 S. I tryk, May 1858

Block of 6 + pair on letter to California



11x 16 S. on letter to Paris, total 176 S. franking



Pair, mint



Block of 4, mint



Block of 8, used



Strip of 8, plate II pos. 91-98



Strip of 5 on letter, 5th inland letter rate



Block of 7, on letter to Rome

#22. 4 S. II tryk, September 1859



Vertical strip of 10, mint



Strip of 9, used



#23. 4 S. III tryk, August 1860

Strip of 7 on letter, 7th inland letter rate



Block of 6 and 3 stamps on letter to Neu-Brandenburg in Mecklenburg-Strelitz



Block of 6, pos. 11-13/21-23, mint



Pair, plate III, pos. 6-7, mint



Strip of 6, plate IV, pos. 65-70, used



Block of 10, used



Block of 6, plate III, pos. 88-90/98-100 on 24 skilling letter to Norway.



Strip of 5 on 20 skilling letter to Norway.

#24. 4 S. IV tryk, September 1861



Block of 12, plate IV, pos. 5-7...35-37, mint



Strip of 6, plate IV, pos. 31-36, used



Block of 14, plate IV, pos. 76-80/86-90/96-99, used



Strip of 7 on letter to Bordeaux



Block of 6 on letter to Friedland in Mecklenburg-Strelitz



Pair, plate II, pos. 36-37, mint



Strip of 5, used



Block of 10 on piece, used



6x 8 S. on letter to England



Strip of 4 on letter to Stockholm

#26. 4 S. V tryk, Vandmærke II, Juni 1862 / Watermark II, July 1862



Block of 12, mint



Strip of 4, mint



Block of 8, plate V, pos. 87-90/97-100



Strip of 5 on 20 skilling letter to Norway



Block of 6 on 6th inland letter rate

A full sheet exists in the Brdr. Engel collection.



Strip of 7, used



Block of 8, plate V, pos. 87-90/97-100



Block of 8, plate VII, pos. 21-24/31-34, on 8th inland letter rate



Strip of 7, plate VII, pos. 84-90, on 7th inland letter rate

#28. 16 S., Hjørnefelter punkteret/*Dotted spandrels*, October 1863



Block of 4, pos. 21-22/31-32, used



Strip of 4, used



Strip of 4, pos. 37-4, on letter to St. Croix, Danish West Indies



5x 16 S. on letter to Paris