

Chapter 10

The Lübeck Post Offices and the Principality of Lübeck

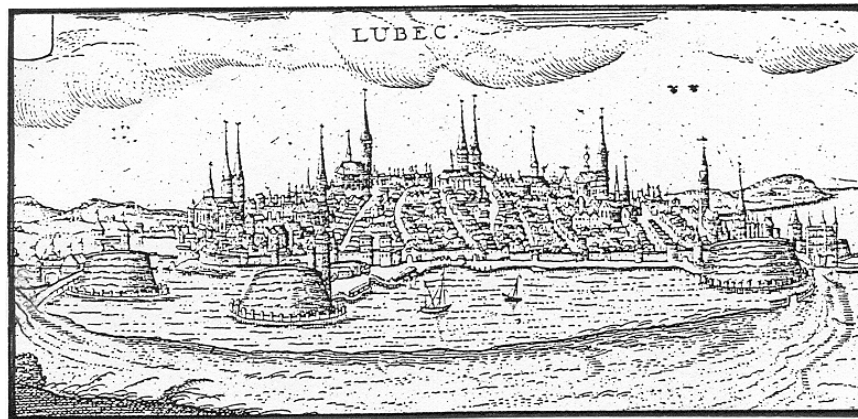
The German city of Lübeck was founded by Count Adolph II of Holstein in 1143. The settlement was destroyed by fire in 1157, but a new city was built by Henry the Lion in 1159 who had taken the territory from Adolph II. Henry considerably enhanced Lübeck's position as a commercial center by treaties with the merchants of Gotland and the princes of Sweden and Novgorod. In 1160 the bishopric of Oldenburg was transferred to the city. Lübeck belonged to Denmark from 1201 to 1226 when it was made a free city. In 1241 Lübeck formed an alliance with other cities, which by 1282 developed into the Hanseatic League. Lübeck was the unquestioned head of the League. An unsuccessful war against Denmark, Sweden and the Netherlands resulted in the decline of the Hanseatic League through diversion of trade from the Baltic Sea to the North Sea and the Atlantic. The Hanseatic League was dissolved in 1630, but Lübeck remained the as the most important harbor on the Baltic Sea. Lübeck remained neutral during the Thirty Years' War.

Lübeck, like Hamburg, was an independent Hanseatic city-state. Like Hamburg, the Lübeck post offices provided transit for Scandinavian prestamp mail, but neither as early nor to the extent of the Hamburg services. A Hanseatic post route was in operation between Lübeck and Wismar before the Thirty Years War. When Wismar and parts of Pomerania were ceded to Sweden by the Treaty of Westphalia in 1648, a postal agreement between Lübeck and Sweden followed for conveyance of mail from Lübeck to Wismar. The first documented messages carried by the Lübeck messengers were sent during the 15th century. The messenger service was administered by the Schonenfahrer-Kollegium, one of Lübeck's oldest guilds. Members of the Lübeck Senate participated only in negotiations with foreign governments and in the definitions of postal rights. It was difficult for Lübeck, with its relatively small territory and population, to maintain its postal rights against the claims of the Thurn & Taxis Reichspost and the bordering states. Through diplomacy the Lübeck Senate succeeded in holding onto, as much as possible, the rights of the Lübeck Stadtpost to maintain foreign connections. For example, the Reichspost claimed postal rights in Lübeck in 1687 and, under an agreement between it and the Lübeck Stadtpost, the Lübeck postmaster processed the Mecklenburg post and occasionally acted as an agent for the Prussian and Swedish posts.



A Lübeck messenger on the routes to Hamburg, Lüneburg and Wismar

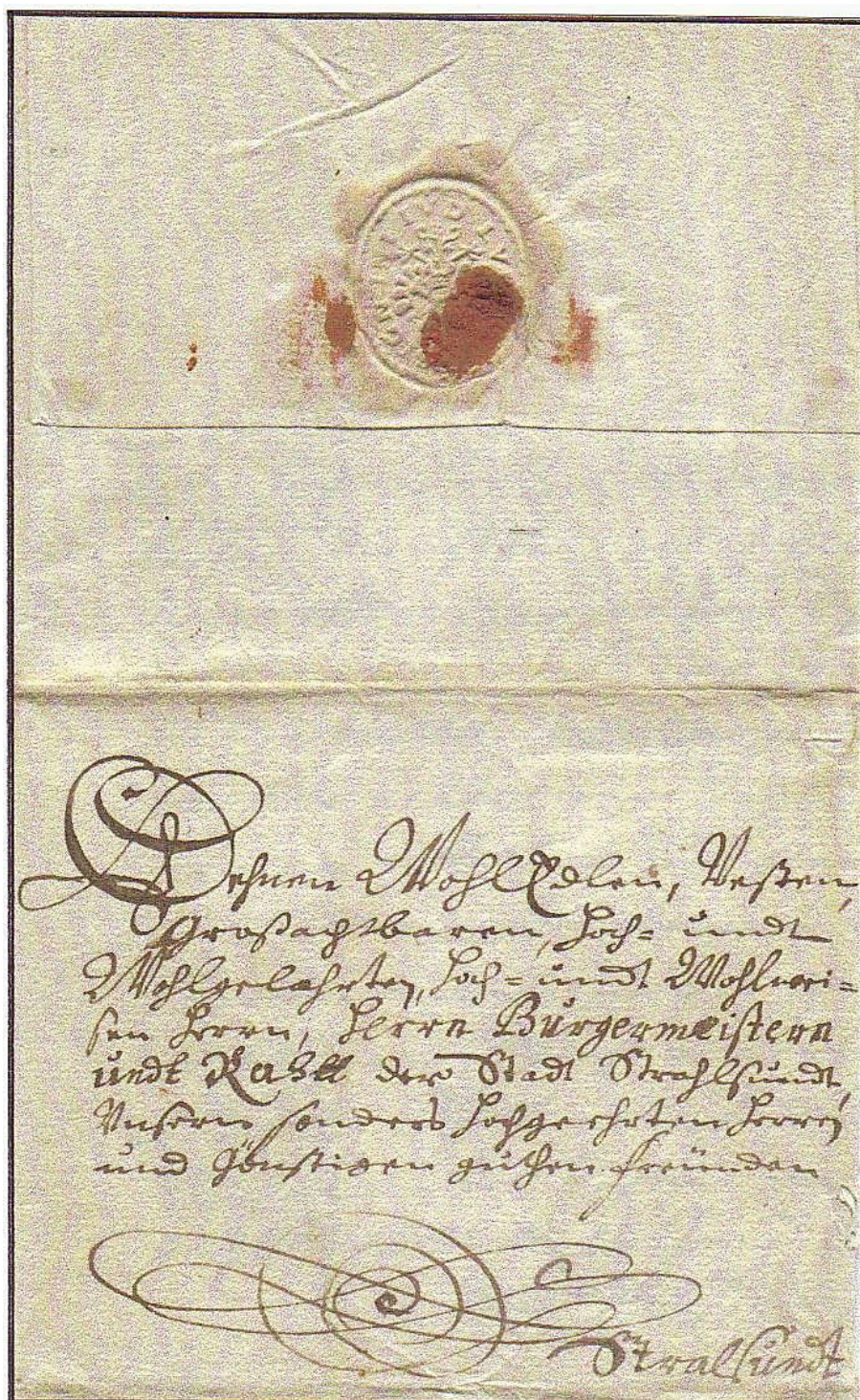
A postal agreement with Denmark in 1655 provided for a Lübeck foot messenger to connect at Rendsburg with the twice weekly riding post between Copenhagen and Hamburg. Beginning in 1660 the Danish postmaster at Kiel permitted letter dispatch to Curau, near Lübeck, to transfer mail to the Lübeck Stadtpost. The Lübeck post office began processing Danish mail prior to 1695. In 1695 a Danish resident in Lübeck was given the responsibility by the Danish king to take care of the Danish post. The Lübeck authorities were concerned that this might lead to requests for establishment of other foreign post offices. The Danish mail was forcibly taken from the Danish resident and turned over to the Lübeck post office. In retaliation the Danish king, Christian V, ordered that Lübeck property in Denmark be confiscated, that Danish businesses in Lübeck be closed, and that Danish troops be moved into Lübeck unless Lübeck apologized for its act. The Lübeck magistrate requested permission to send a deputation to the king. The king accepted and, as a result of an audience on February 24, 1697, an agreement was made by which the Lübeck postmaster would process Danish mail and receive 25% of the amount of the postage. There were further agreements on June 4, 1723, October 8, 1773, and September 2, 1817, with regard to the processing of the Danish mail at Lübeck. The last agreement provided a payment to the postmaster of 10% of the postage from letters and freight and an annual stipend for handling freight.



The Thurn & Taxis post office in Lübeck used single-line “LÜBECK” handstamps from 1784 to 1802, and from 1802 to 1806 an “R.4” was added to show “R.4. LÜBECK”. This designated Lübeck’s rayon or district for postage due calculations to the French border. These handstamps were used as origin postmarks and may have been used as transit stamps.

The French occupied Lübeck on November 6, 1806. Like Hamburg, Lübeck was made part of the Grand Duchy of Berg. A Berg post office was opened on February 16, 1807, and the Hannover post office was taken over on April 27. The other post offices in Lübeck were allowed to remain in operation. The Berg post office became the French imperial post office in 1808. Lübeck was included in the Department of Elbmünding (No. 128) with Hamburg in December 1810 and became part of the French Empire. All foreign post offices in Lübeck were then ordered to close. Denmark appealed through its ambassador in Paris to maintain post offices in Lübeck and Hamburg, but this request was denied. Denmark then opened a post office in Stockelsdorf, in Danish territory near Lübeck, on March 1, 1811.

The French post offices used a relatively large number of hand stamps during their periods of operation. Some are known only as transit stamps to and from towns in the duchy of Lauenburg. This duchy was part of the kingdom of Hannover before 1807 and formed part of Jérôme Bonaparte’s kingdom Westphalia from 1807 to 1813. Lauenburg was purchased from Hannover in 1815 by Prussia and then ceded to Denmark in return for northern Pomerania.



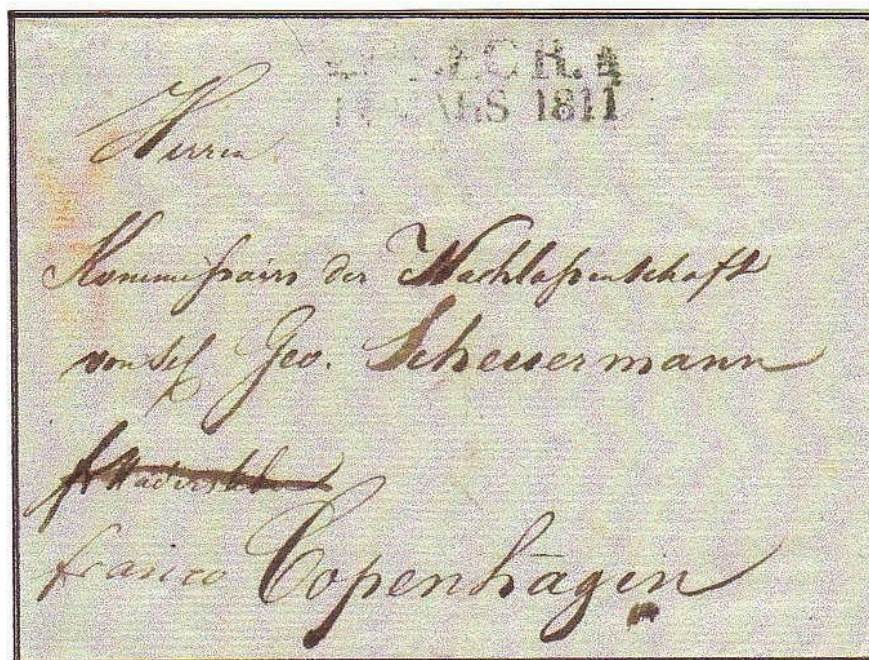
Letter of June 26, 1677, from Lübeck to Stralsund.
 Stralsund was under Swedish administration at that time.



Letter of June 28, 1814 from Stockholm to Oldenburg. Inscribed "frei Hambg" and postmarked at Lübeck,
Postage from Hamburg to Oldenburg was 5 grote.
Stamped **HP** on the back.
Postiljonen auction March 2014

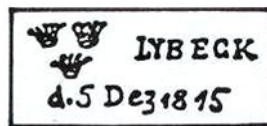


Unpaid letter of May 27, 1812, from Lübeck to Ratzeburg.
Postmarked **128/LUBECK/B.DE L'ELBE** with B.DE L'ELBE used to
differentiate Lübeck from Lubbekke in Department 130.
Postage due was 6½ Lauenburg schillings.



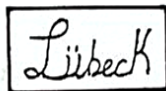
Folded cover from Lübeck to Copenhagen postmarked **LUBEC R. 4/12 MARS 1811** by the French post office in Lübeck.
 Inscribed "fr Haderslev" as prepayment to Haderslev was required in the silver currency used in the duchies.
 Revised to "franco Copenhagen" and inscribed "8" in red crayon for prepayment of 8 Lsk. for postage to Copenhagen.

The French were driven out of Lübeck on December 5, 1813, by an army commanded by Crown Prince Carl Johann of Sweden. Lübeck was again declared to be an independent city. However, there was no post connection between Lübeck and Sweden since the connection formerly through Hamburg was still under French control. Letters for Sweden accumulated with Johann Anton Grimm, the Swedish consul in Lübeck. He was instructed not to send official Swedish letters by the Danish post between Lübeck and Copenhagen, so they were sent by a Swedish courier in April 1814. This was followed by a post ship connection between Ystad in Sweden and Travemünde, the port for Lübeck, with the first departure including military and private letters from Travemünde on May 12. Grimm announced the new post connection in the Lübeck newspaper with the title "*Königl. Schwedisches Post-Amt in Lübeck, Agent Grimm, Post-Director.*" As a result of weather-delayed voyages, the route reverted back to Ystad-Stralsund. The last post ship departed from Travemünde on August 4. Because of the high cost of Danish conveyance of Swedish mail to Hamburg under a Swedish postal agreement with Denmark, there was reconsideration of the Ystad-Travemünde route in January 1815. The route was reestablished with a twice-weekly connection, and there were 25 departures from Travemünde between June 15 and December 1, 1815. Grimm attended to the transport between Lübeck and the Hamburg post office. He received a Swedish royal letter in the autumn of 1815 stating that because post conveyance with Lübeck was slow



and uncertain, letters should be sent via Stralsund as had been done earlier. A Swedish circular of January 5, 1816, stated that the operation of the Ystad-Lübeck connection was discontinued and that foreign post should be sent via Denmark. In August 1816 Grimm received a letter of criticism from the Lübeck Stadtpostmaster to inform him that the Lübeck Senate had decided that he could no longer continue the illegal conveyance of mail. A hand stamp that shows **three crowns/LYBECK/d.date** is reported to have been used by the "Swedish post office in Lübeck" in 1814 to 1816. Only a couple of copies are in private hands

Hannover established a post office in Lübeck in December 1813 based on its old postal rights. A script *Lübeck* handstamp was used by the Hannover post office in Lübeck from 1814 to 1826. This is known from 1814 as a transit stamp on a letter to Lauenburg and on a letter from London to Copenhagen. It is also known from 1817 as an origin stamp along with the circular date stamp used by the Hannover post office in Lübeck.

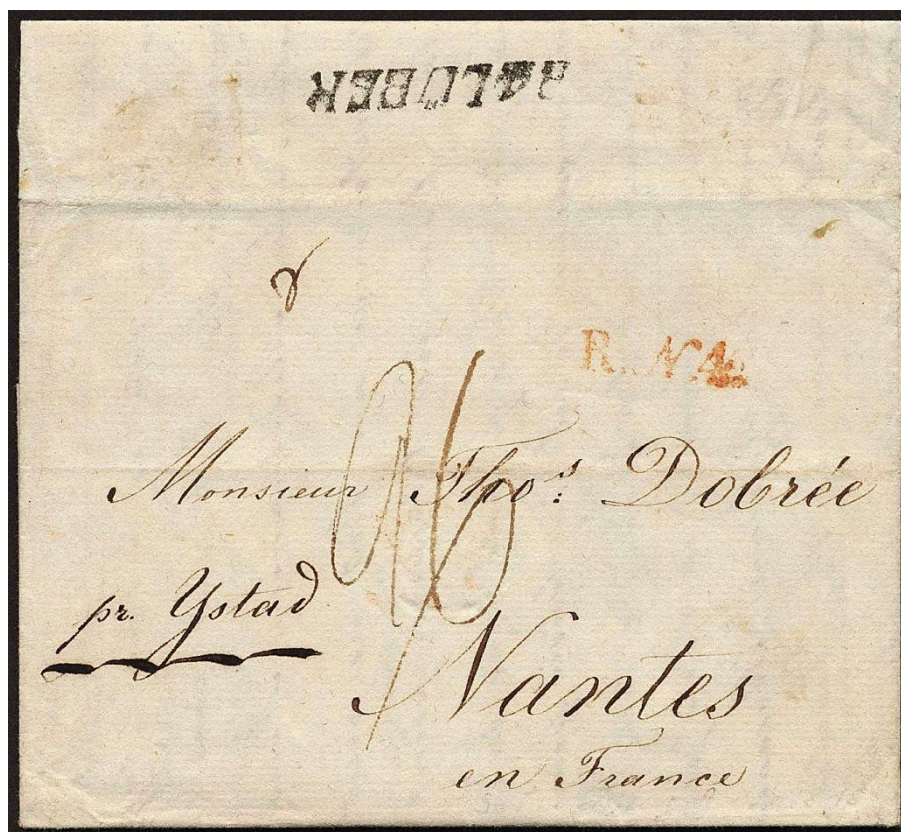


The Lübeck postal service was managed by the Schonenfahrer-Kollegium until 1808. The Lübeck Senate retained the right to participate in negotiations with foreign administrations in regard to postal affairs, until the postal service in Lübeck was taken over by the French in 1808. After Lübeck regained its independence in 1814, the reopened Stadtpost was managed by a board composed of two senators and four deputies representing the Schonenfahrer-Kollegium.

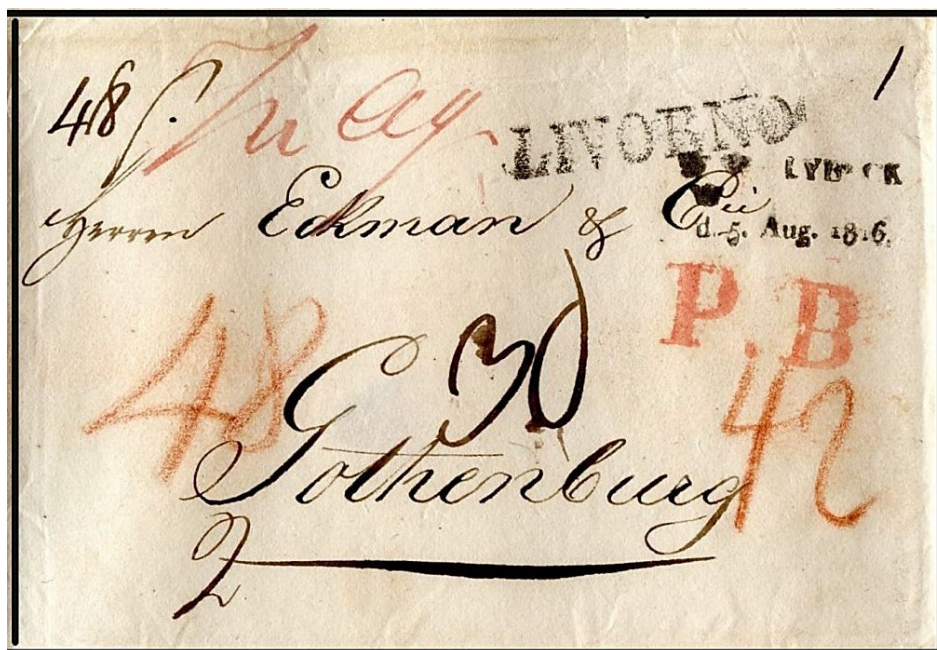
The Thurn & Taxis post office reopened on February 14, 1814. By the summer of 1814 the mail that had been processed by the Danish post office at Stockelsdorf was again dispatched by the Lübeck Stadtpost. A daily riding post between Lübeck and Hamburg was managed by the merchants of the two cities, starting around 1813. This post connected with the Thurn & Taxis post office in Hamburg. The charge for this service was one Lybske skilling per lod.

Danish decrees of January 21, 1817, and May 22, 1819, required that all letters from Denmark and the Duchies of Schleswig and Holstein to the Duchy of Lauenburg be listed by the Danish section of the Lübeck Stadtpost. The origin post office was marked in red crayon with the prefix "de" on the letter front. Mail to the Duchy of Lauenburg was sent to the Danish post office in Hamburg after May 7, 1831.

Thurn & Taxis no longer had the royal postal rights that it held before the disintegration of the Holy Roman Empire in 1806. Under an agreement concluded between the Lübeck Senate and the Thurn &



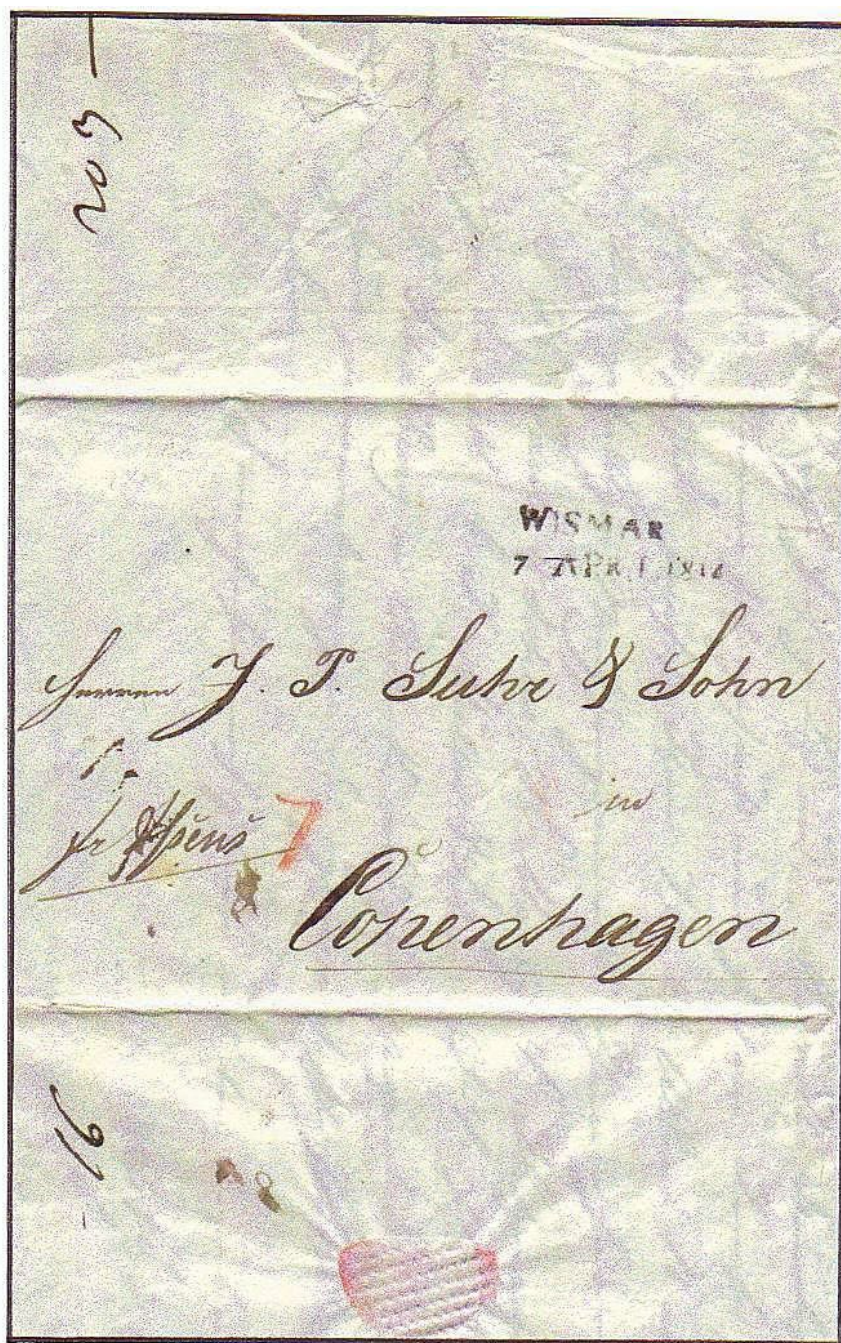
Partly paid letter from Gothenburg to Nantes dated August 9, 1815.
 Inscribed pr. Ystad for conveyance via Ystad, and Travemünde to Lübeck. Prepaid to Lübeck.
 Postmarked **R4LÜBECK** by the Thurn & Taxis Post Office in Lübeck.
 Stamped **R..N4** in red ink at Hamburg.
 Postage due at Nantes was 26 sols for this 1½ x single weight letter.
 AB Philea auction May 2014



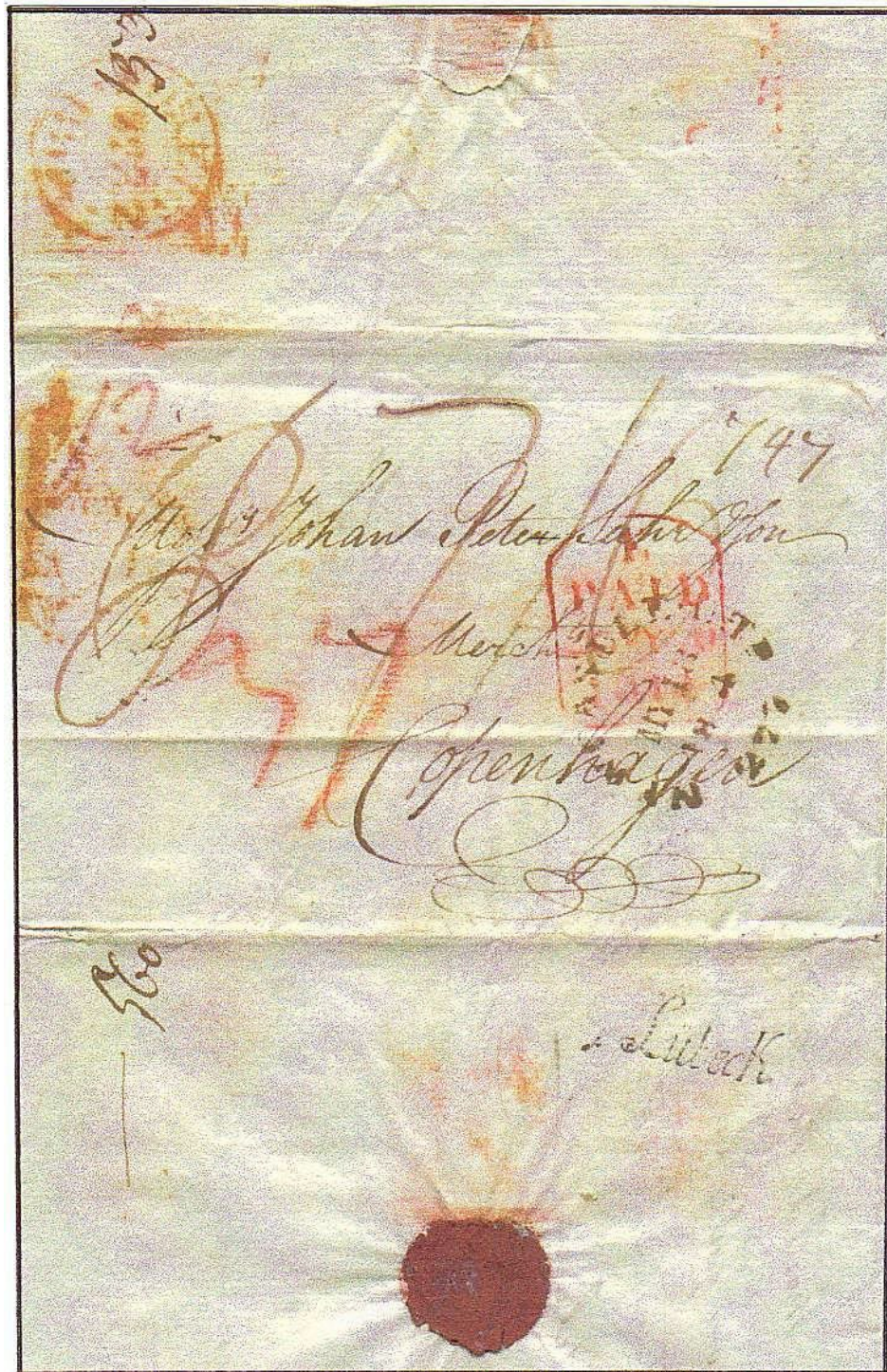
*Letter of July 12, 1816, from Livorno to Gothenburg. Postmarked **LIVORNO**.
Postmarked **P.B.** (Passe Bavière) in red ink at Genoa to show prepayment to the Bavarian border.
Austrian postage for conveyance via the Tyrol was 30 kreuzer as marked.*

Conveyed by Thurn & Taxis to the Lübeck post office instead of the Hamburg post office. The postal debit was marked as 42 schillings for this 2 loth letter. The letter was transferred to the "Königl. schwed. Postamt in Lübeck" as this post office apparently was assumed by the Thurn & Taxis post office to represent the Swedish post in Lübeck.
Postmarked by this post office.

Collection of B. Larsson



Letter of April 7, 1814, from Wismar to Copenhagen. Postmarked at Wismar.
 Inscribed "fr Assens" as prepayment in silver was required for postage through the duchies.
 Probably sent via Lübeck and Stockelsdorf to Assens that was the border post office
 of the Danish postal service for the island of Fyn.
 Postage from Lübeck to Assens was 7 Lsk. silver and from Assens to Copenhagen was 16 Rbs. paper currency.

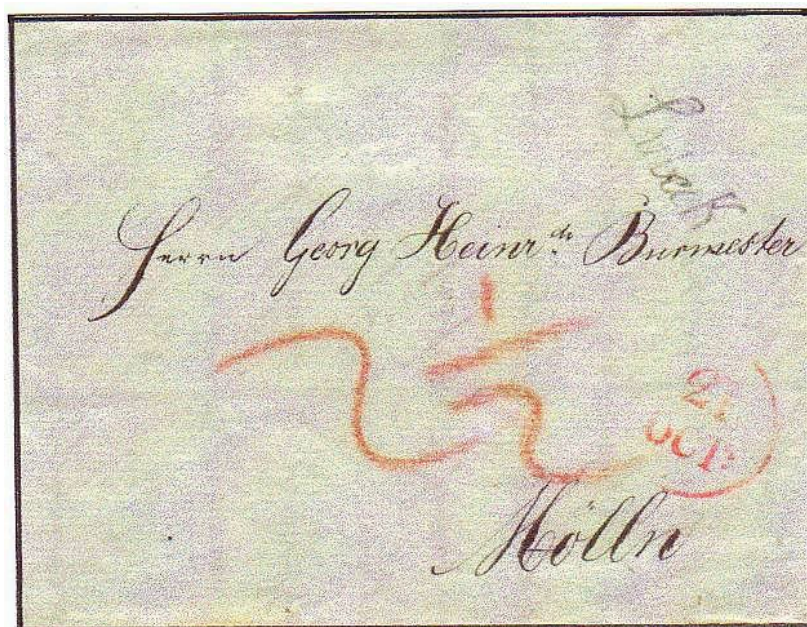


Letter of May 17, 1814, from Newcastle to Copenhagen. Newcastle origin postmark dated May 18.
Single letter postage from Newcastle to London was 1/ and then 1/8d. from London to north Germany
with a 2d. long distance reduction for a total of 2/6d. This was a treble-weight letter hence 7/6d. was prepaid at Newcastle.

London **PAID** stamp of May 20 and London Foreign Post Office stamp in red ink.

Lübeck stamp of the Hannover post office in Lübeck.

Received at Copenhagen on June 14 where postage due was 560 Rbs. paper currency.

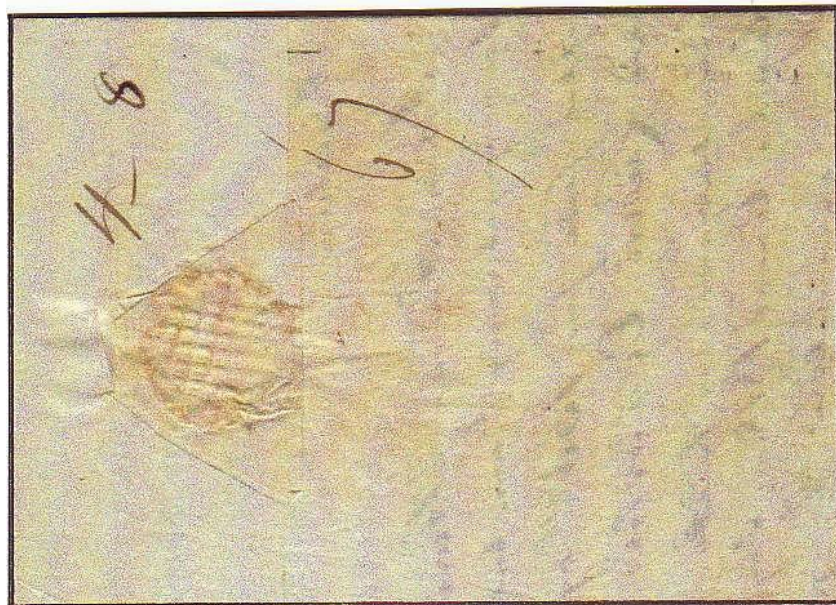


Letter of October 21, 1817, from Lübeck to Mölln.

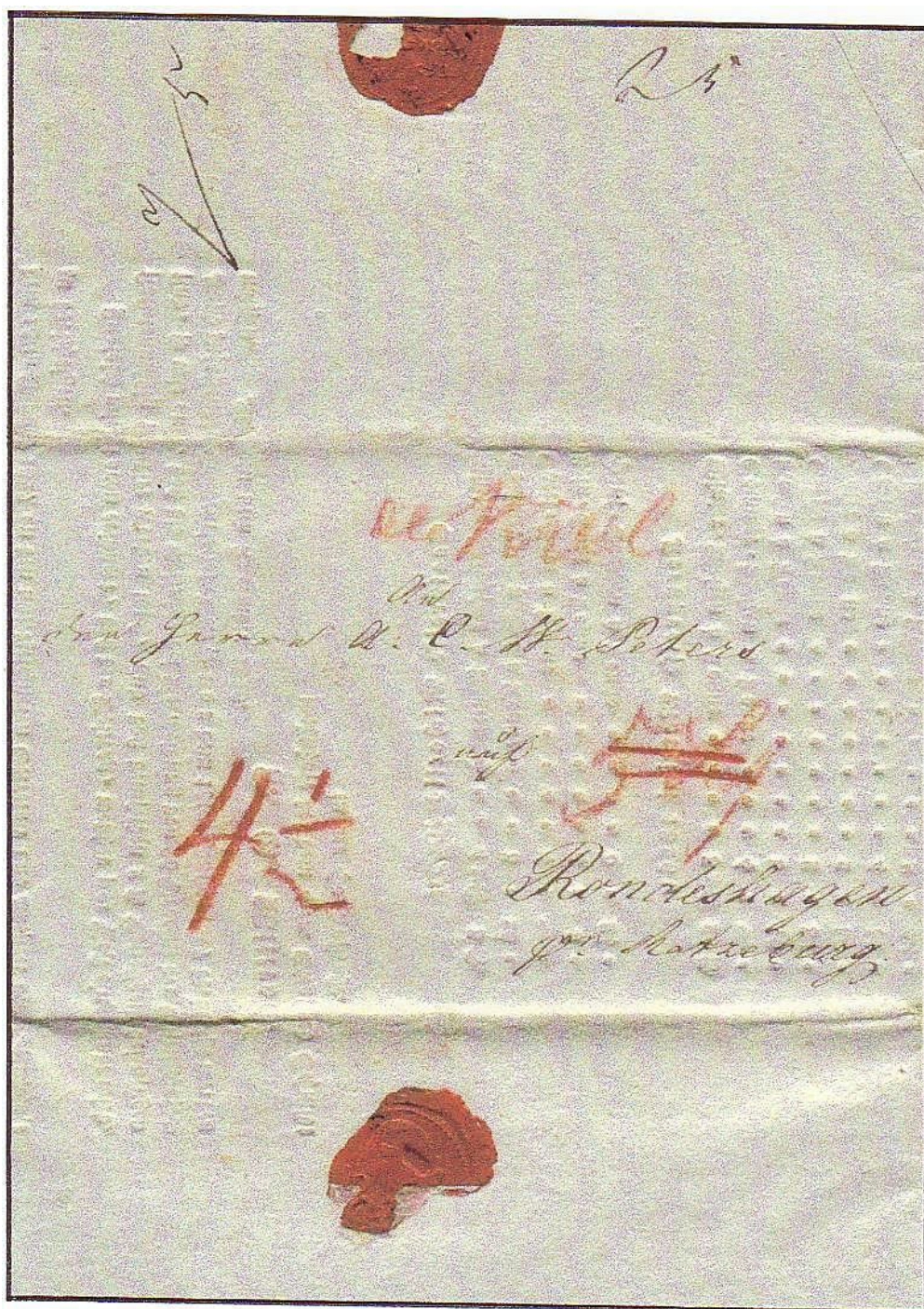
*Postmarked with the script **Lübeck** stamp and a circular date stamp by the Hannover post office in Lübeck.*

Conveyed by the Hannover post to Mölln.

Postage due was 2½ Lauenburg schillings.



Letter of September 15, 1820, from Aarhus to Malchin in Mecklenburg Schwerin.
Postmarked by the Lübeck Stadtpost on September 20.
Postage to Lübeck was 8 Lsk. and postage due was 15½ Mecklenburg schillings.

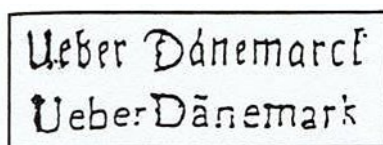


Price list of December 9, 1826, from Kiel to Rondeshagen.
 Inscribed "de Kiel" in red crayon at the Lübeck post office.
 Postage due was 4½ Lsk.

Taxis Post on September 21, 1819, Thurn & Taxis retained the post connections that had belonged to the Reichspost, and the Lübeck Stadtpost obtained the French postal connections from the Napoleonic period for forwarding mail to the Thurn & Taxis post office in Hamburg.

Prior to 1848 the city of Lübeck did not play a major role in the transport of Scandinavian mail. The Danish mail was traditionally carried through the Duchies of Schleswig and Holstein to the Danish post office in Hamburg. Sweden had the Stralsund or Greifswald connection with the Prussian post beginning in 1824 and the option of sending mail to Helsingborg for transit via Denmark. Norwegian mail generally went via Sweden and Denmark but could also go via Stralsund or Greifswald. From 1821 to 1827 there was also a direct sea route during the summer months between Norway and Denmark. The introduction of scheduled steamship service between Copenhagen and Lübeck in 1824 provided a route for Danish mail to be handled by the Lübeck Stadtpost. The Danish postal service administration deliberately set unreasonably high rates for mail using this route in order to eliminate competition with the Danish postal service route through the duchies to the Danish post office in Hamburg. These high rates continued until 1841 when the Danish postal administration finally reduced them and ordered the steamships to carry the mail at no charge.

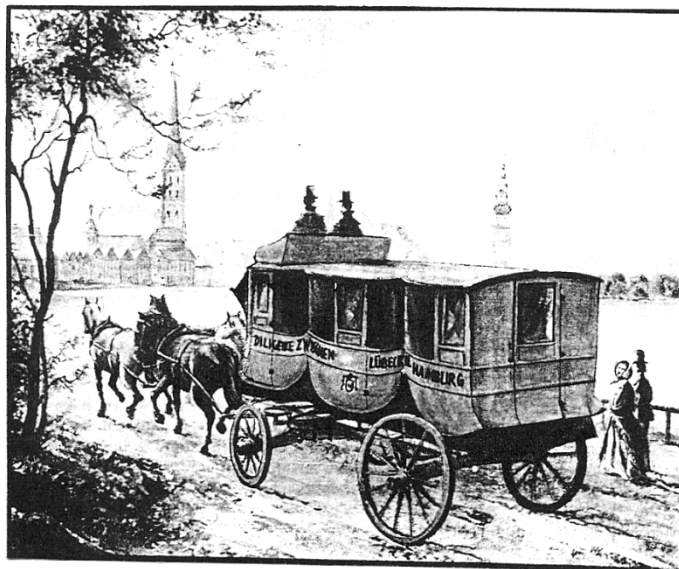
Letters from 1819 - 1843 to Sweden and Finland have different types of the hand stamp **Ueber Dänemarck**. These letters were conveyed from Lübeck to the Swedish post office in Hamburg by the



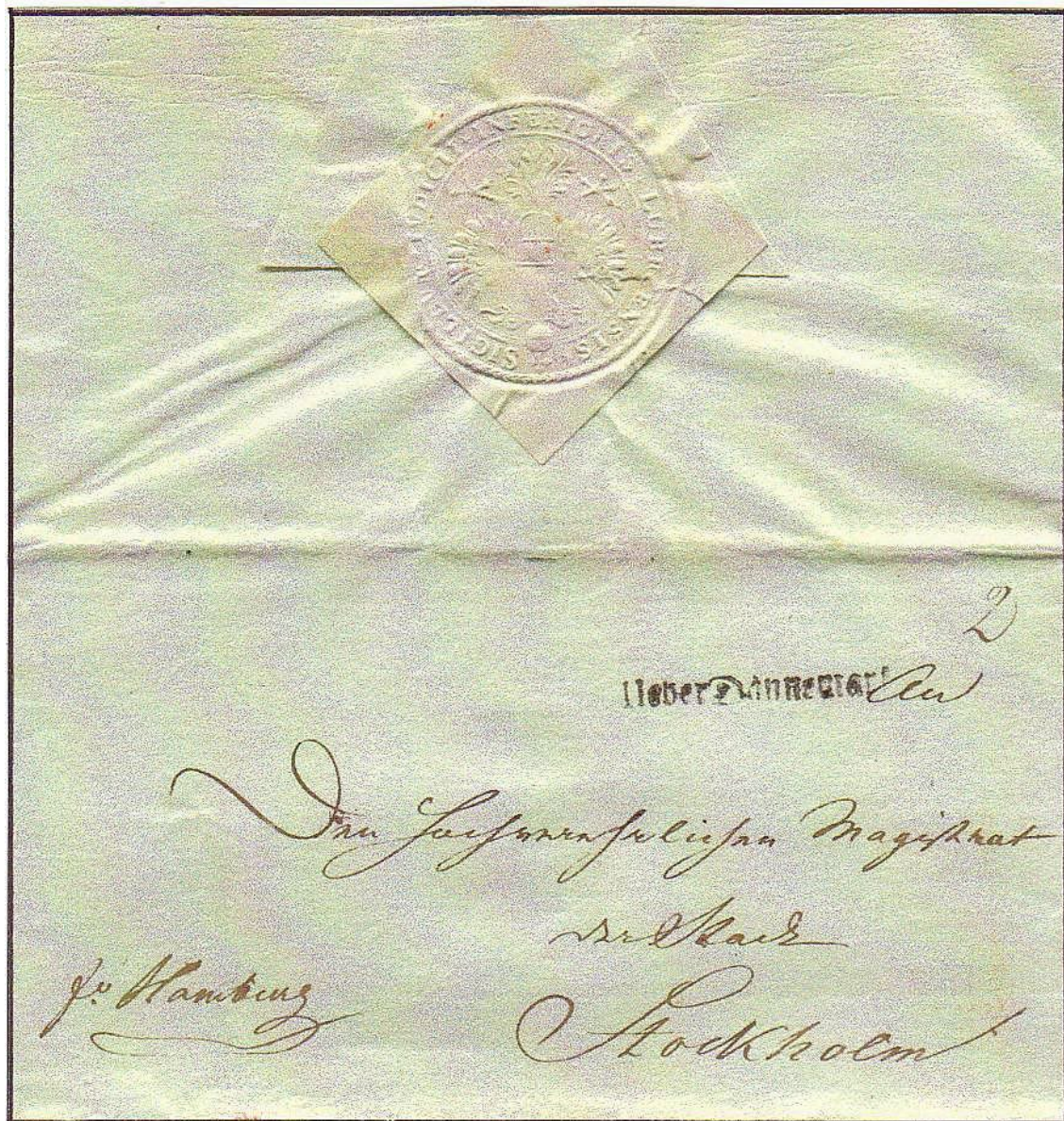
Danish mail coach as a cheaper connection in place of the Communionpost to the Hamburg Stadtpost. The Denmark route was used in the winter when the Greifswald-Ystad sea route was closed. Gothic type was used in the earliest **Ueber Dänemarck** handstamp. This device was followed by hand stamps using antique type. There are so many variations in spelling and letters that it is

likely these hand stamps were composed of loose type. Known variations are **Über Dännemark** (1826), **Uebr Dänemark**, **Ueber Dänemark**, **Ueber Dännemark** (1836) and **Ueber Dänenmark** (1843).

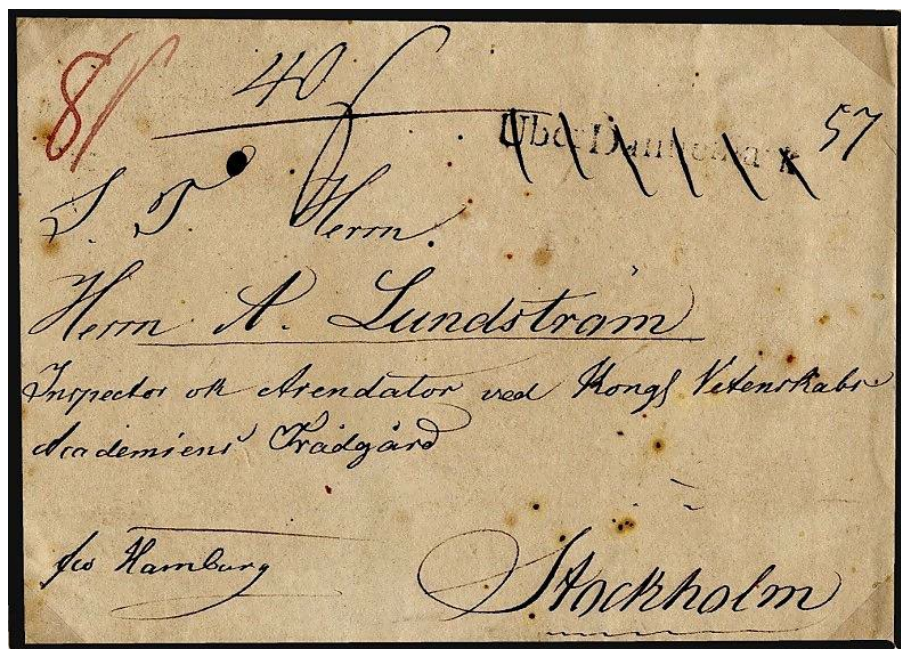
Beginning on January 1, 1841, an agreement between Lübeck, Hamburg and Denmark provided for horse-drawn express wagon service for mail and passengers between Hamburg and Lübeck. There were two trips per day, each requiring six hours. This service continued until June 30, 1865.



The Lübeck-Hamburg express wagon arriving at Hamburg

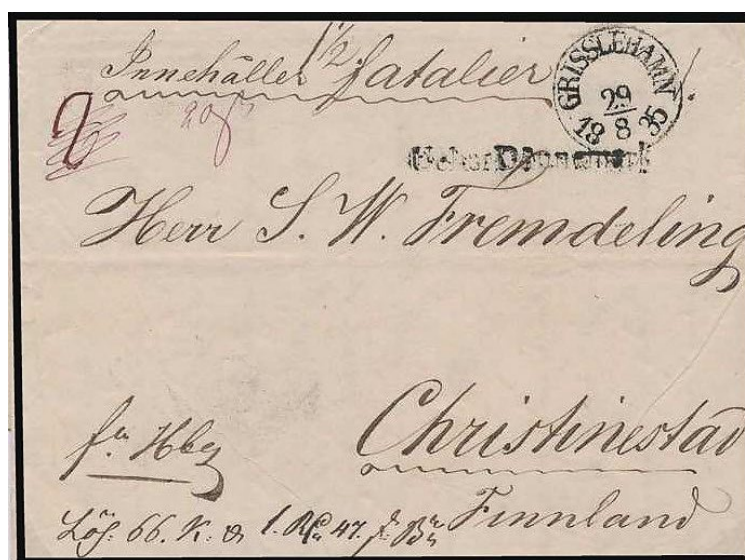


Folded cover from Lübeck to Stockholm with the Gothic **Ueber Dannemark** stamp that was used by the Lübeck Stadtpost in 1819 to 1821 for letters sent to Scandinavia and Finland via Hamburg. Seal with the inscription "SIGILLVM*IVDICII*INFERIORIS*LUBECENCIS". Prepaid to Hamburg. There was no Swedish postage as this was an official letter.



Letter of June 1, 1834 from Lübeck to Stockholm. Inscribed "fco Hamburg" and stamped **Über Dannemark**. The **Über Dannemark** stamp was crossed out and the letter was transferred to the Prussian post office in Hamburg where 8 schillings courant was added in red ink for postage to Ystad. This was equal to 16 sk.bco. Sea post from Greifswald to Ystad was 16 sk.bco. and postage from Ystad to Stockholm was 8 sk.bco. Postage due was marked as 40 sk.bco.

Collection of B. Larsson

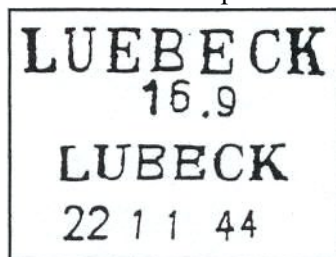


Letter of August 20, 1835 from Lübeck to Christinestad. Paid to Hamburg and stamped **Üeber Dännemark**. The letter was transferred to the Prussian post office in Hamburg. Prepaid postage from Hamburg to Greifswald was 20 sk.bco. for a 1½ loth letter. Unpaid postage from Hamburg to Grisslehamn was 66 sk.bco. for a 1½ loth letter. Finnish tax was 9 sk.bco. Finnish postage was 66 kop. Ass. Total postage due of 66 kop. Ass. plus 1 Rd. 47 sk.bco. for this 1½ loth letter.

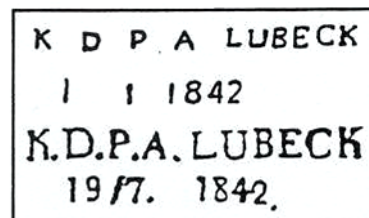
Reduced to 90% of the original size. Postiljonen auction March 2014

The postal route from Sweden to Lübeck via Hamburg resulted in the later arrival of Swedish letters in Lübeck than in Hamburg and gave the Hamburg merchants an advantage over the Lübeck merchants. Beginning in 1835 a postal connection via Boizenburg, Mecklenburg with the Ystad-Greifswald steamship route was considered. Finally arrangements were made in 1841 for Swedish mail addressed to Lübeck to be placed in a special packet made up in Helsingborg and routed via Rendsburg to Lübeck.

The Lübeck Stadtpost acted as an extension of the Danish postal service, using special handstamps for

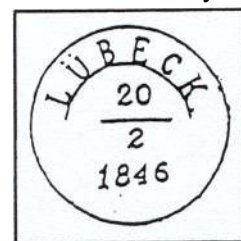


mail originating in the Danish section of the post office. The first of these, placed in use in 1839, was a two-line stamp with **LUEBECK/day.month**. The second stamp had **K D P A LUEBECK/day month year** and was used from January 1841 to July 1842. A stamp with **K.D.P.A.LUEBECK/day**

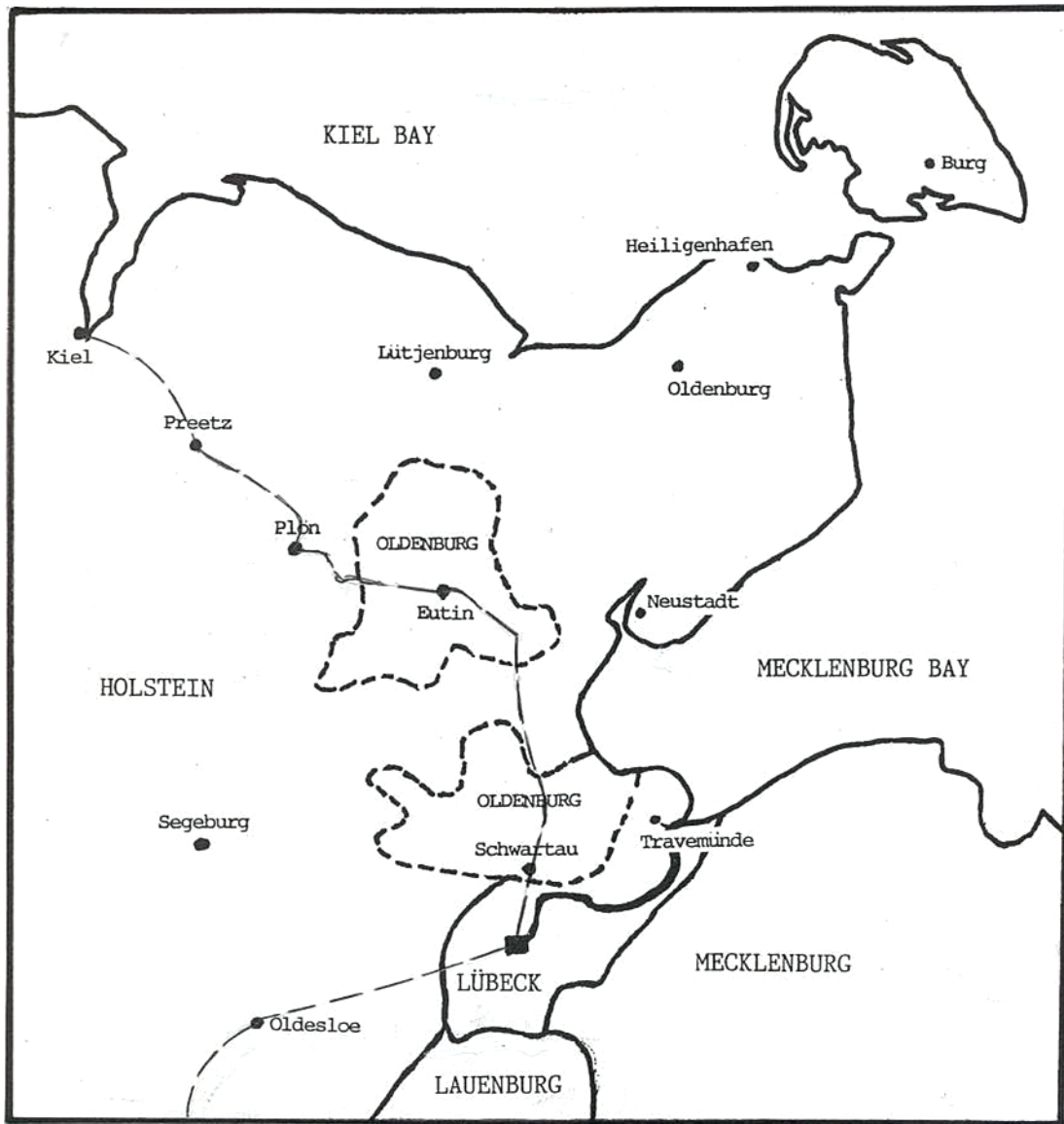


month.year. was also used in 1842. Somewhat similar stamps were used from 1843 to 1845. A **LUEBECK/day month year** handstamp was used in 1843 and 1844. These postmarks usually appear on letters originating in Lübeck and sent to the duchies. Letters with these early Danish-Lübeck postmarks are very rare.

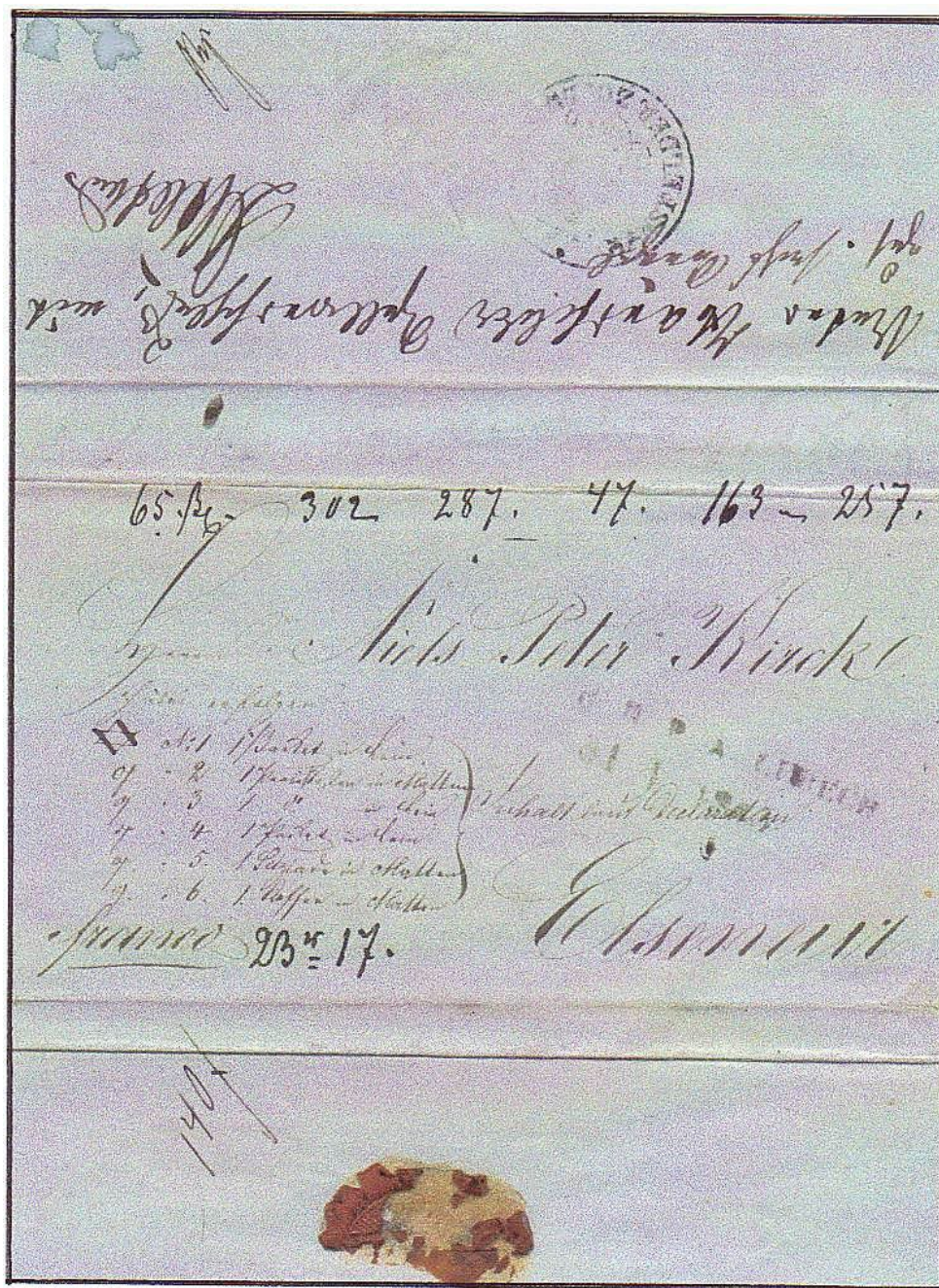
Two small enclaves in Holstein north of the city of Lübeck but separate from it had been the estates of the Bishop of Lübeck since the Middle Ages. The title became hereditary following the election of the Bishop from the family of the Duke of Holstein-Gottorp. A post was established by the Danish postal administration in 1660 between Rendsburg, Kiel and Lübeck that passed through the Principality (Bishopric) of Lübeck and served the bishop's residence at Eutin. The Bishop Christian August issued a decree at Eutin on February 4, 1722, that established a twice weekly passenger post connection to Hamburg, Lübeck and Kiel. The Bishop of Eutin issued an instruction on April 3, 1769, that a closed letter pouch would be conveyed between Eutin, Schwartau and Lübeck. The King of Denmark exchanged the territories of Oldenburg and Delmenhorst in 1773 for the Gottorp portion of Holstein by a treaty with Russia as Czar Peter III of Russia was also Duke of Gottorp. Russia then transferred these lands to the Prince-Bishop of Lübeck who was later appointed Duke of Oldenburg by the German Emperor. Oldenburg, Delmenhorst and the two enclaves in Holstein later became the Grand Duchy of Oldenburg. Eutin was the government seat for that part of the duchy. A postal treaty of August 17, 1845, between the government of the Grand Duchy of Oldenburg and the royal Danish post administration provided that Denmark take over postal service for the former Principality of Lübeck on April 1, 1846. A daily post connection to foreign countries was to be provided via Kiel and Lübeck. A local post that had operated in the Principality of Lübeck continued to operate after 1846. Danish 1½ ring handstamps were assigned to Eutin and Schwartau on April 1, 1846 and a 1½ ring **LÜBECK** stamp was assigned to the Danish section of the Lübeck Stadtpost because of the Oldenburg treaty. This Lübeck stamp was probably used to fulfill the origin stamp requirement for foreign-bound mail, but appears only on letters to Sweden, Finland and Norway because foreign mail from Oldenburg going to the south would not have gone through Lübeck. The period of known use is from November 1845 to February 1847.



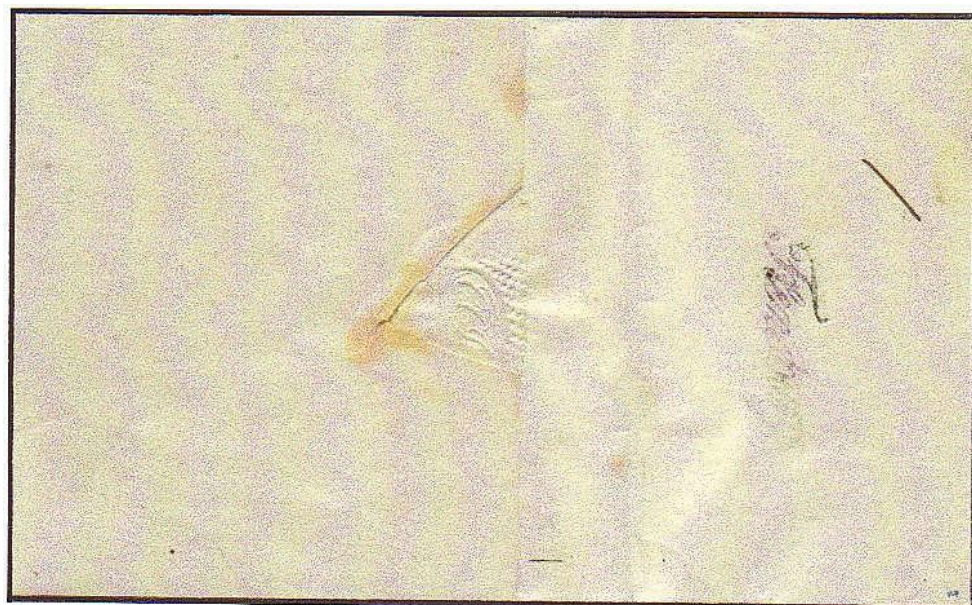
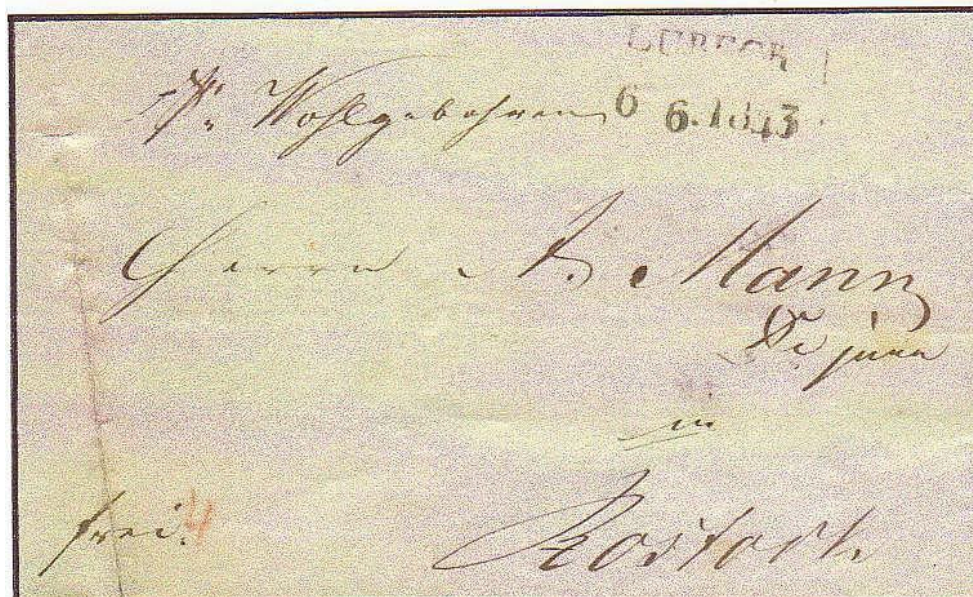
The Schleswig-Holstein insurrection in March 1848 closed the regular mail routes from Denmark through the duchies to Hamburg. The Danish postal service received approval from the Lübeck Senate to establish a twice-weekly connection between Travemünde and Copenhagen. The Lübeck Stadtpost would pick up and deliver Danish mail at Travemünde for the Danish office in Hamburg. Additional connections were provided by Norwegian and Swedish steamships. The route of the Norwegian *Nordcap*



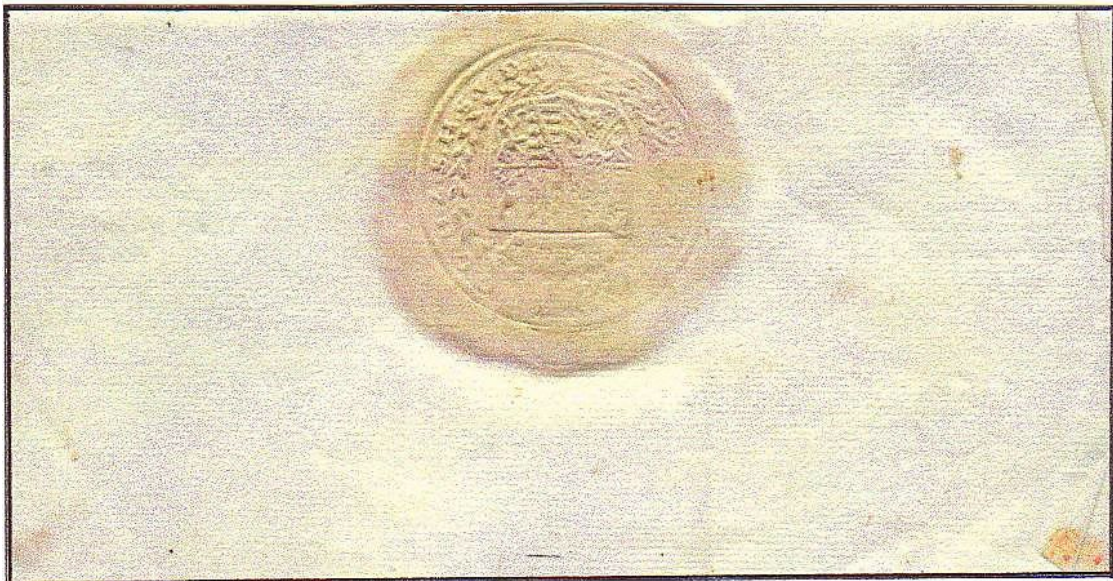
Map of Oldenburg in Holstein showing the postal route Kiel-Eutin-Swartau-Lübeck.



Letter of January 31, 1845, from Lübeck to Helsingør accompanying six packages.
 Stamped **K D P A LÜBECK/31 I 1845** by the Lübeck Stadtpost acting for the Danish postal service.
 Stamped with the circular mark by Danish customs for the six packages it represented.



Letter of June 5, 1843, from Flensburg to Rostock.
 Inscribed "frei" as no postage was required to Lübeck.
 Postmarked with the **Flensburg** hand stamp that was in use from June 1843 until February 1844.
 Postmarked by the Lübeck Stadtpost on June 6.
 Transferred at Lübeck to the Mecklenburg post for conveyance to Rostock.
 Postage due was 4 Mecklenburg schillings.



Nr. 27. Abr. 1687. 24
 Dem Durchleuchtigen Fürsten,
 Herrn Friderichen, Herzogen
 zu Sachsen, Fulda, Elbe, und Berg,
 Landgraven in Thüringen, Marggra-
 ven zu Meissen, Gefürsteten Gra-
 ven zu Henneberg, Grauen zu der
 Marck und Ravensberg, Herrn zu
 Ravenstein und Tonna. Unserm
 freundlich- geliebten Herrn Vetter-
 Schwager- Bruder- und Gewäthern.
 Gotha.

Letter of December 20, 1687, from Duchess Christina of Schleswig at Eutin to Prince Friderich, Duke of Saxony, Jülich, Cleve and Berg, Count of Thuringia, Meissen, Henneberg, Marck and Ravensberg and Lord of Ravenstein and Tonna at Gotha.

Probably sent via Lübeck and Hamburg.

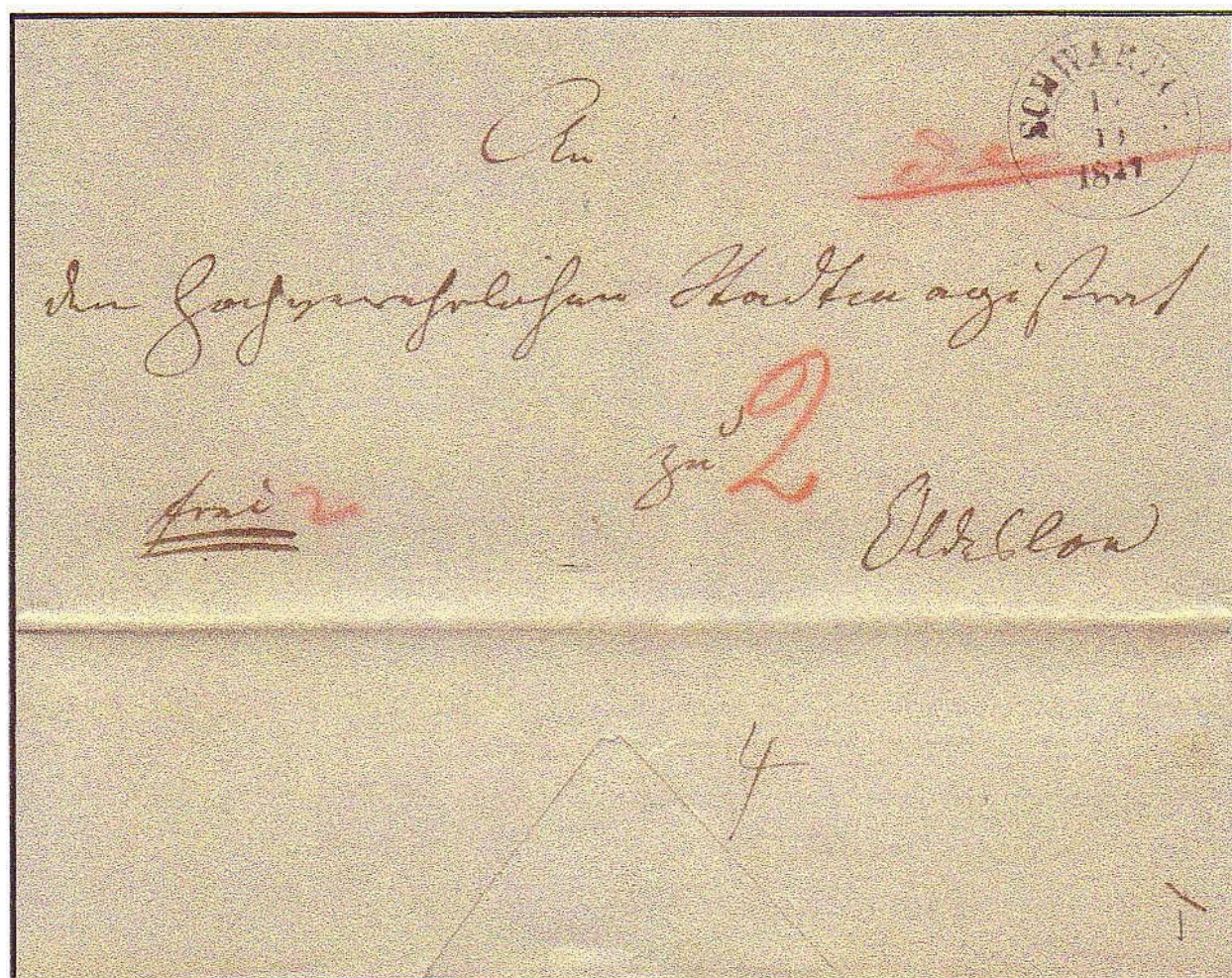
Postage inscribed "6" was changed to 24 schillings paid by the sender.

Received on December 27.

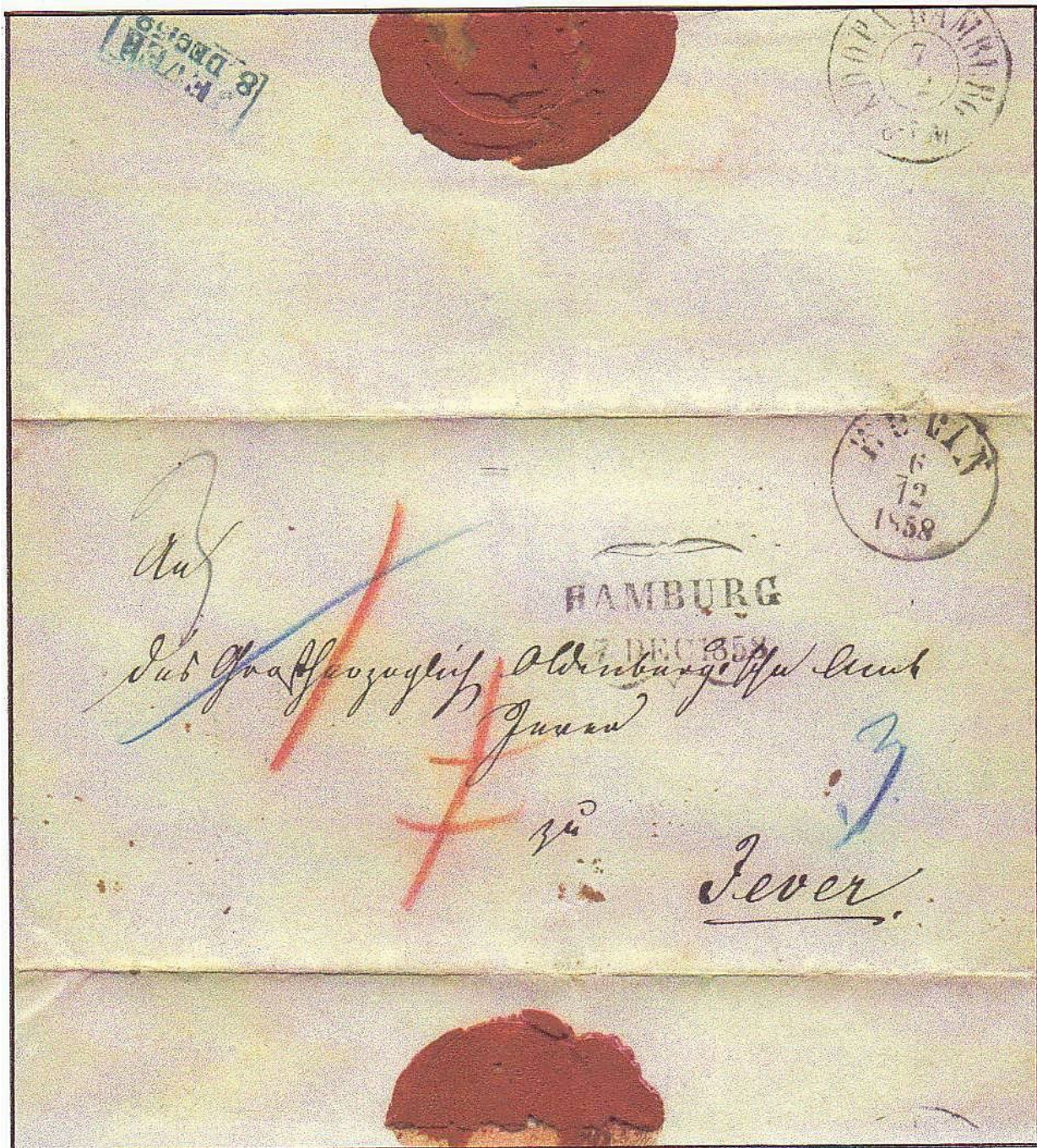


Registered cover of October 24, 1816, from Stuttgart to the Grand Duchy of Oldenburg in Holstein.
Prepaid to Hamburg.

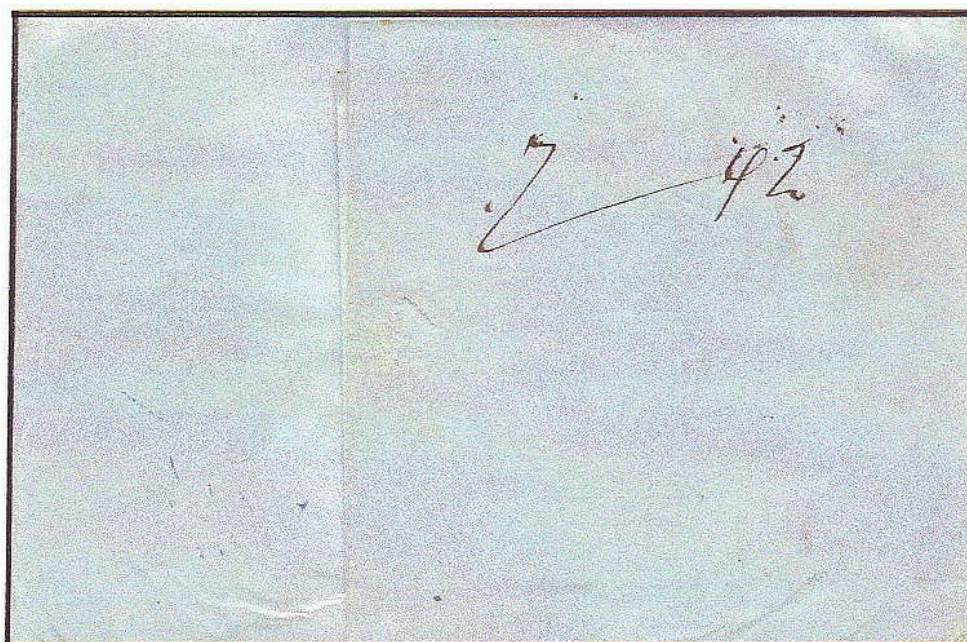
Postage due was 8 schillings from Hamburg and 4 schillings for registry.
Reduced to 95% of the original size.



Letter of October 9, 1847, from Eutin to Oldesloe.
 Sent free by the local post to Schwartau where the Danish **SCHWARTAU** postmark was added.
 Conveyed by the Danish post to Oldesloe where postage due was 2 Lsk.



Official cover from the Grand Duchy of Oldenburg in Eutin to the Grand Duchy of Oldenburg in Jever.
 Postmarked at Eutin on December 6, 1858. Conveyed to Hamburg by the Danish post.
 Postmarked by the Danish post office in Hamburg on December 7 and by the Hamburg Stadtpost on the same day.
 Conveyed to Oldenburg by the Hamburg Stadtpost. Postmarked at Jever in blue ink on December 8.
 Postage of 1 schilling was marked by the Stadtpost and postage due of 3 grote was marked at Oldenburg.



Unpaid letter of December 9, 1845, from Lübeck to Stockholm with the 1½ ring **LÜBECK** postmark.
 Postage to Helsingør was marked as 42 Rbs. for 1½ times the single-weight letter rate.
 The rectangular postage due stamp was added at Helsingborg on December 15
 to show that this was an unpaid letter from Denmark
 The unpaid letter stamp is known used from October 1843 to March 1851.
 Postage due was 40 sk.bco.

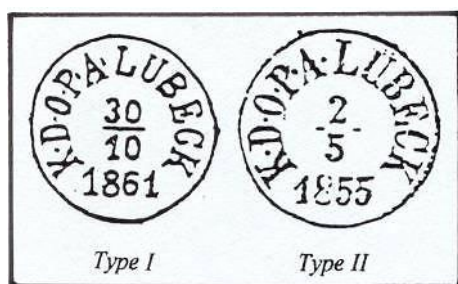
was revised to go to Travemünde rather than Kiel so that the route was Christiania-Nyborg-Travemünde, and the Swedish *Malmö* began regular weekly trips between Malmö and Travemünde via Copenhagen.

After Germany declared war on Denmark, the Danish post steamships had to cease operation to Travemünde on April 24 because of risk of seizure by Lübeck and Prussia. The Swedish and Norwegian ships continued to convey the mail from Denmark. The Lübeck Senate required that the Lübeck Stadtpost convey the Danish mail independent of Danish administration rather than have the Lübeck postmaster continue to serve as a postal agent for Denmark. This was satisfactory to the Danish postal service as long as it was recognized that Denmark retained its rights in Lübeck. The Danish post steamships resumed operation on September 18 following the Treaty of Malmö. Ice forced closure of the Baltic routes from December 22, 1849, until March 1850.

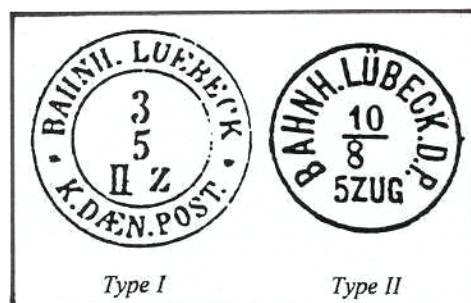
An agreement was made between Lübeck and Denmark on March 24, 1849, for the Lübeck post steamship *Lübeck* to make two trips weekly to Copenhagen. As part of the agreement Denmark agreed to pay 2 Rigsbank daler per bag to Lübeck to forward mail between Travemünde and Hamburg. An incentive for Lübeck to obtain this agreement was its concern for its possible loss of position in the Baltic area as a result of negotiations between Denmark and Mecklenburg for a post steamship connection between Copenhagen and Wismar.

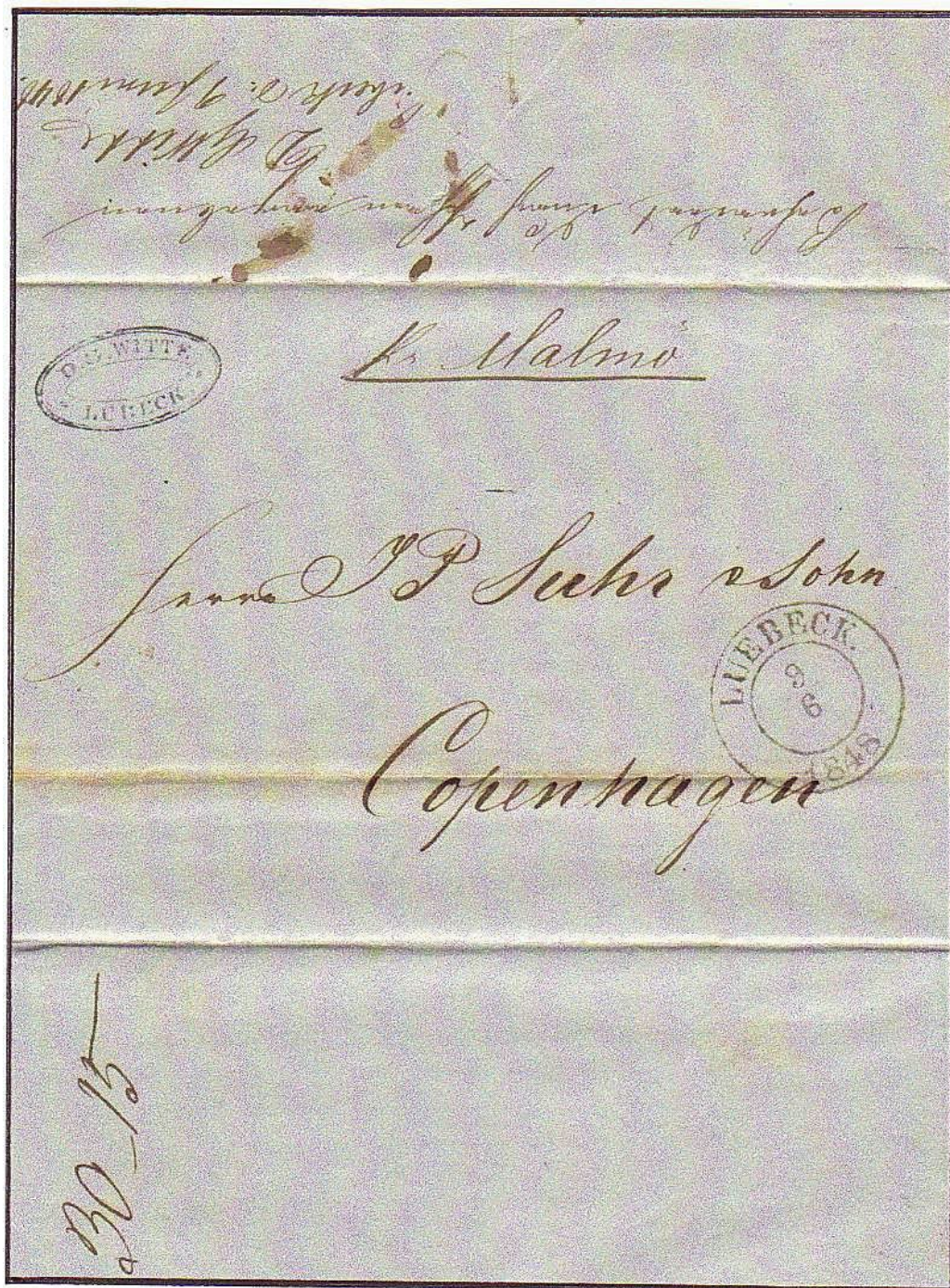
Lübeck continued to be a transit point for mail during 1849-51, the period of the Schleswig-Holstein rebellion, when the mail routes through the duchies were closed. Letters passing through Lübeck during the periods of war do not show a Lübeck marking because the mail was sent in mail bags sealed in Copenhagen and opened in Hamburg. Ship letters from Lübeck to Denmark and Sweden were more common during the Schleswig-Holstein insurrection. These letters originated in Lübeck and bear the manuscript names of the ships the writers hoped would transport them, as well as a Lübeck Stadtpost origin postmark. The ships carrying these letters were the *Ophelia*, *Waldemar*, *Nordsternan*, *Gauthiod*, *Malmö* and *Lübeck*.

For a long time Denmark had desired its own post office in Lübeck. This finally became possible as the result of an agreement with the Lübeck Senate regarding construction of a railroad between Lübeck and Büchen in Lauenburg. Denmark was granted the right to establish its own post office in Lübeck when the railroad opened. A Danish post office began operating there on August 1, 1852. The first circular **K·D·O·P·A. LÜBECK/day/month/year** hand stamp (for *Königlich Dänisches Ober-Postamt*) was sent from Copenhagen in July 1852 and was used from September 1852 to April 1863. In this Type I stamp the diameter is 24 mm. and the letters are 3.5 mm. high. A Type II hand stamp was used from 1853 to 1862. It has a diameter of 25 mm. and letters 4 mm. high.



The completion of the railway between Lübeck and Büchen on October 15, 1851, provided a rail connection between Lübeck and Hamburg via Büchen and the Berlin-Hamburg railway that had been in operation since 1847. With increased use of the this rail connection for mail conveyance, the Lübeck post offices established branch post offices at the Lübeck railway station. The Danish post opened a railway post office in September 1853 that continued in use until the Danish post office in Lübeck was closed in 1868. Two hand stamps were





Letter of June 8, 1848, from Hamburg to Copenhagen. Sent to Lübeck for forwarding by the post steamship Malmö.

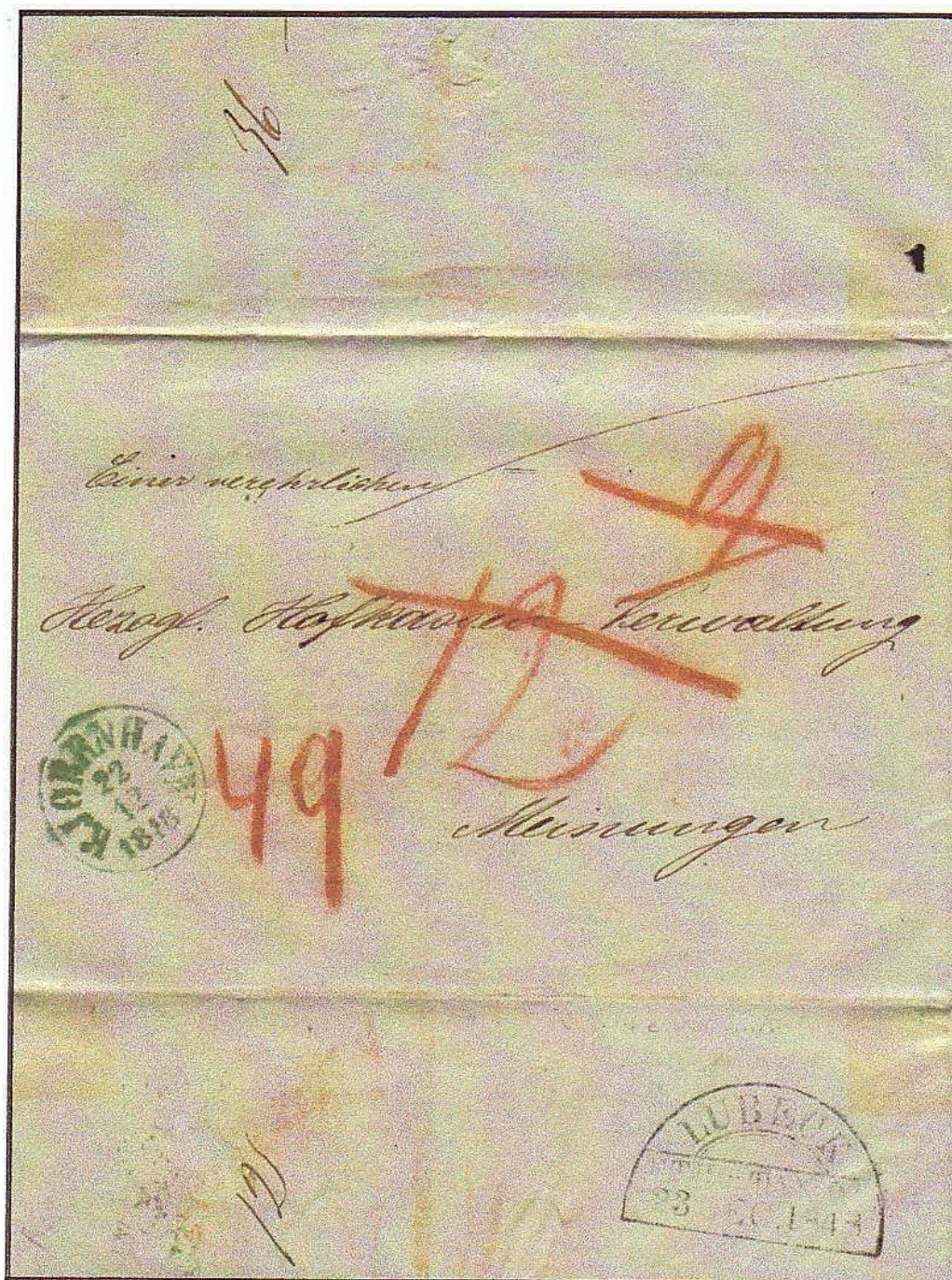
Posted at Lübeck and postmarked on June 9.

Postage due was 15 Rbs. as postage for letters sent by steamship from one Danish port to another was one-half the regular postage.

Lübeck was considered a "Danish port" although the Danish post was dispatched by the Lübeck Stadtpost.

Letter was received on July 11.

Red ink was used with the Lübeck double-circle date stamp for about two weeks in July 1848 for letters sent by ship from Lübeck to Sweden.



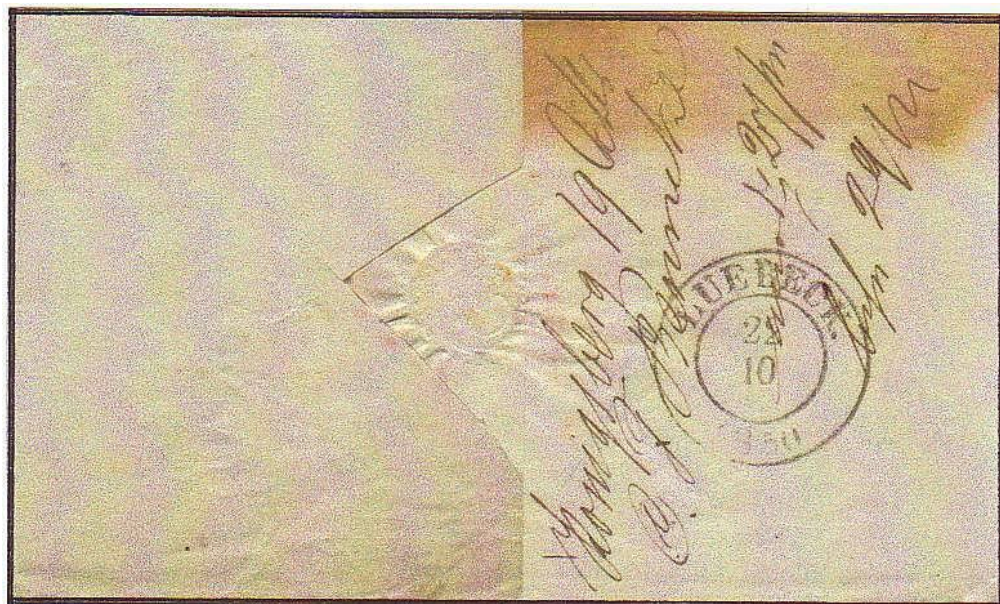
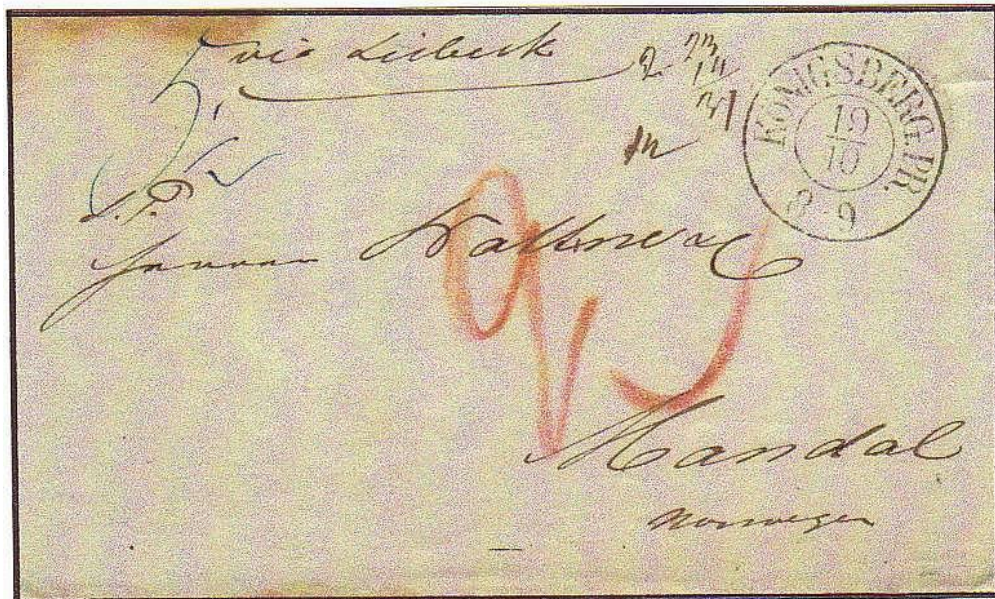
Unpaid letter of December 22, 1848, from Copenhagen to Meiningen.

The **KJØBENHAVN** postmark was defective as the "E" appears to be an "R".

Letter was sent by the Thurn & Taxis post office in Lübeck rather than Hamburg because of the insurrection in the duchies.

Postmarked by the Thurn & Taxis post office in Lübeck.

Postage to Lübeck was 9 Lsk. and total postage due was 49 kreuzer.



Unpaid letter of October 19, 1850, from Königsberg to Mandal. Königsberg origin postmark.

Sent via Lübeck because of the Schleswig-Holstein insurrection.

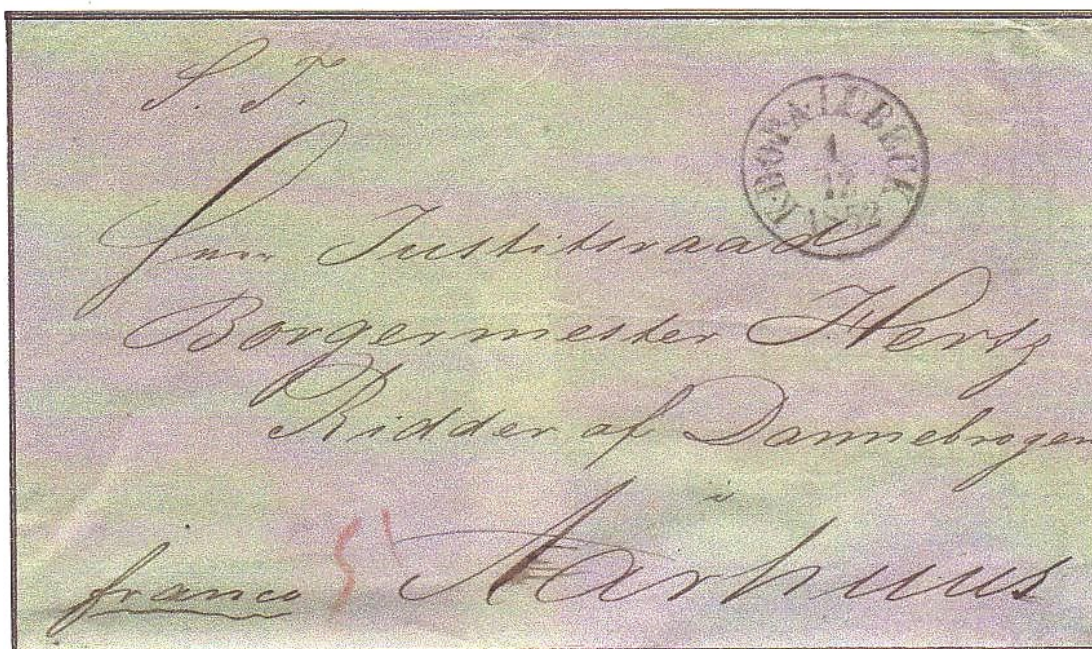
Postmarked at Lübeck on October 22. Prussian postage to Hamburg was 5½ sgr. in blue ink.

Total foreign postage was marked as 23 sp.sk. in red crayon.

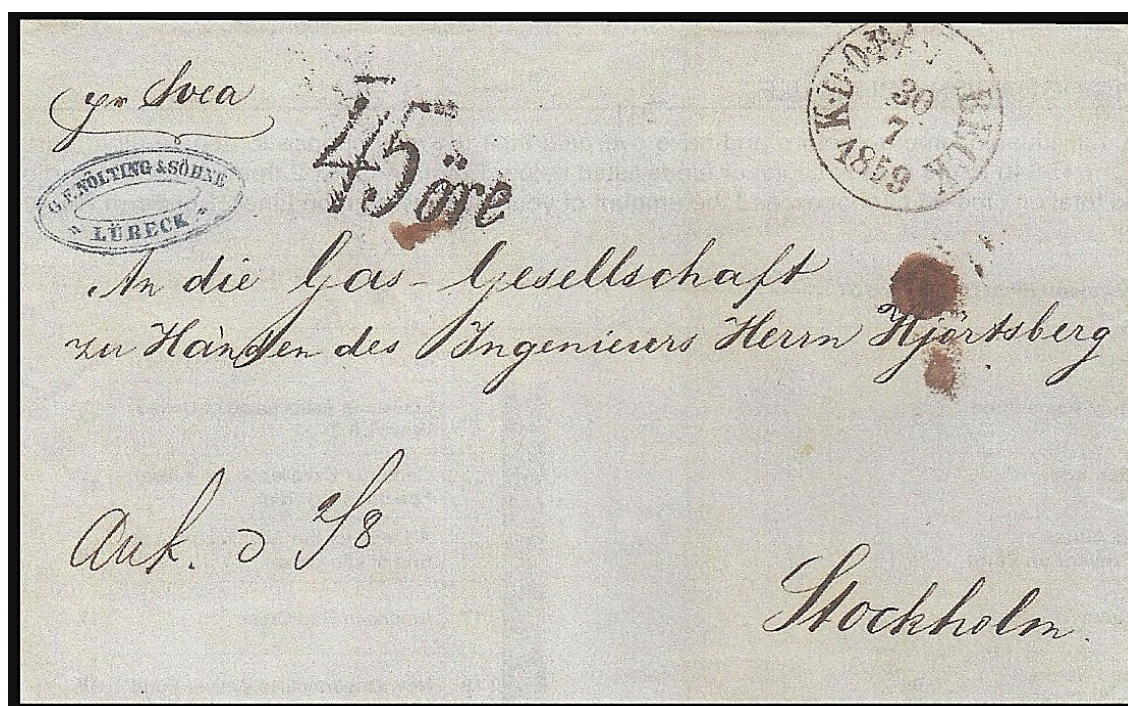
This represented 5½ sgr. = 15 sp.sk. plus 8 sp.sk. for Hamburg to Lübeck and transit Lübeck.

Norwegian postage was 8 sp.sk. seapost and 6 sp.sk. Norwegian domestic postage for a total of 14 sp.sk. as marked.

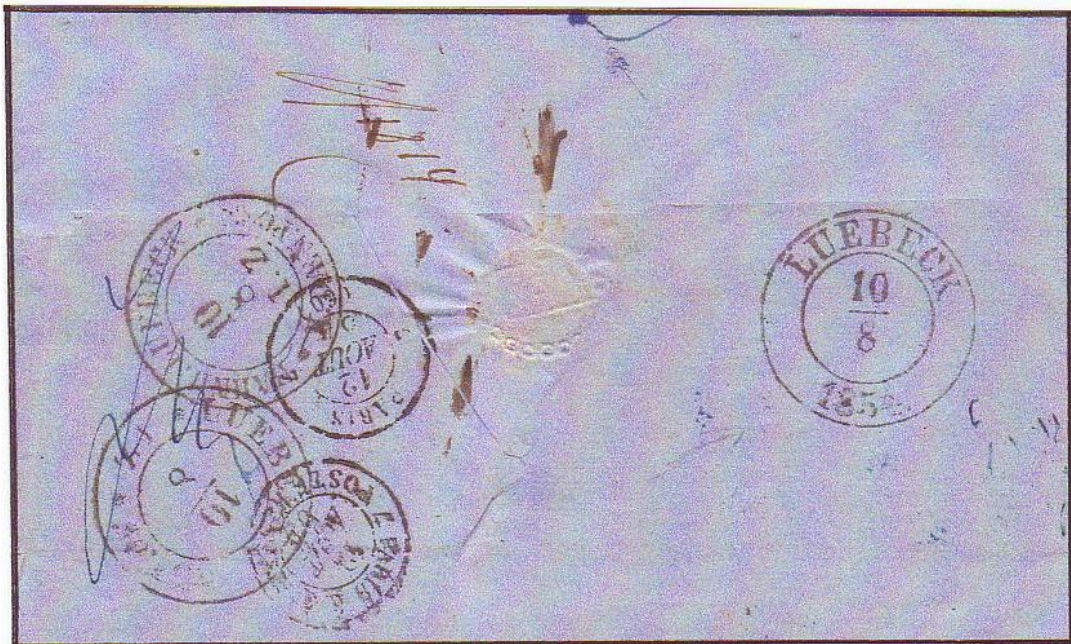
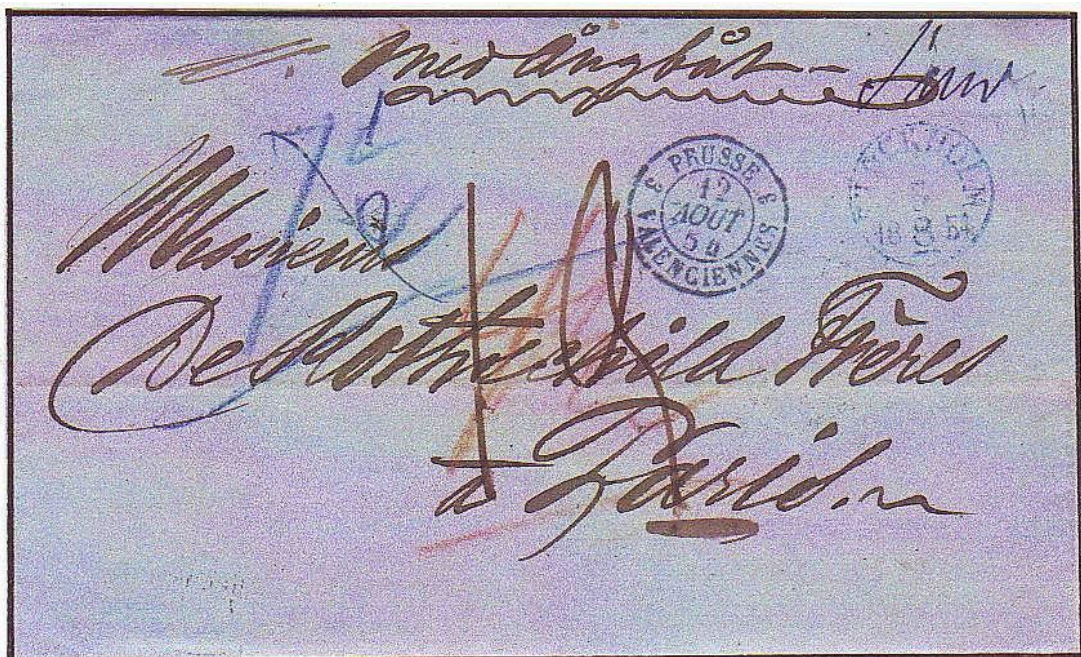
Total postage was 37 sp.sk. as marked.



Prepaid letter of December 1, 1852, from Lübeck to Aarhus.
Postmarked with the Type I **K·D·O·P·A·LÜBECK** stamp.



Unpaid letter of July 30, 1859 from Lübeck to Stockholm. Inscribed "per Svea" for ship conveyance to Stockholm.
Postmarked with the Type II **K·D·O·P·A·LÜBECK** stamp. Stamped **45öre** at Stockholm as postage due.
Arrival date was August 2.



Unpaid letter of August 5, 1854, from Stockholm to Paris. Inscribed "via Ångbåt".

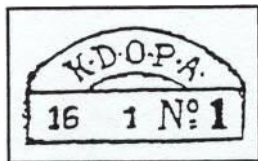
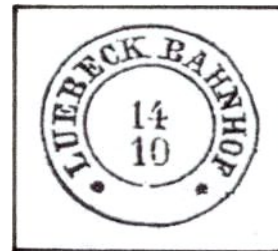
Stockholm origin postmark.

Postmarked by the Lübeck Stadtpost and then by the Lübeck Stadtpost substation at the railway station and the Danish post office at the railway station on August 8.

Postmarked at Paris on August 12 to show transfer from the Prussian post and French entry at Valenciennes.

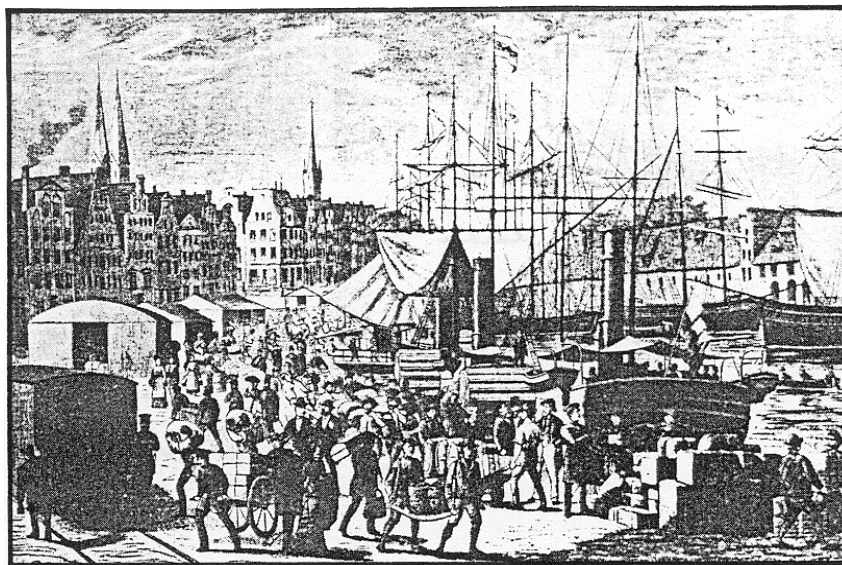
Postage due was 13 decimes of which $7\frac{1}{2}$ sgr. was a debit to Prussia

used at this post office. Type I was used from September 1853 to September 1863 and Type II was used from 1863 until 1868. The Lübeck Stadtpost also operated a post office at the railway station as a **LUEBECK BAHNHOF** double-circle stamp is known used in 1855. A similar handstamp with a train numeral **I Z** to **IV Z** added between the ornaments at the bottom of the hand stamp is known used from 1857 to 1869. The Thurn & Taxis post also operated a post office at the railway station as shown by a hand stamp used from 1856 to 1866.



In a letter of October 8, 1852, the Danish postmaster in Lübeck suggested to the general post director in Copenhagen that an arrival hand stamp should be obtained. With the agreement of the general post director, a **K·D·O·P·A./date N°1** stamp was provided in 1853 and used with greenish-blue ink until 1864, then with black ink. The numbers 1, 2 or 3 were included in the bottom line. The stamp was also used as a transit postmark.

Conveyance of letter post by privately owned steamships began in 1836 between Stockholm and Travemünde. Later contracts mentioned conveyance between Stockholm, Kalmar and Ystad and between these cities and Travemünde. Rates were established by a Swedish postal decree of June 11, 1835, for letters sent by steamships and sailing vessels. Letters from Baltic ports other than Finland and Russia were charged as from Greifswald. Post sacks were conveyed as addressed to locations in Lübeck and Hamburg. The ships initially exchanged mail at a branch post office of the Lübeck Stadtpost at Travemünde and later sailed on the Trave River to Lübeck. Conveyance of post sacks by steamship continued until 1864 when the Swedish railroad was completed to Malmö. Post sacks to Lübeck were then sent to Malmö and by ship to Lübeck. Mail was often posted with these ships departing from



The harbor at Lübeck

Sweden or with ships departing from Copenhagen to Lübeck. Since the regular mails were made up well before the departure of a ship, businesses would send messengers to post late letters on a ship just before departure. Some ships had mailboxes for this purpose. If not, the mail could be handed to an officer of



Unpaid letter of June 11, 1855, from Copenhagen to Arnhem.
 Postmarked with the "clock stamp" at Copenhagen. Postage to Lübeck was 2 sgr.
 Postmarked by the Lübeck Stadtpost at the railway station post office on June 11
 and postmarked on the Hamburg-Berlin railway on the same day.
 Total postage to the Netherlands border was 5 sgr.
 Postmarked at Arnhem on June 12 in red ink. Postage due was 40 cents.



Unpaid letter of August 8, 1854, from Helsingør to Portland, Maine.

*Postmarked at Helsingør, by the Lübeck railway station post office on August 10
and by the Prussian post office at Aachen in red ink on August 11.*

Danish postage was 2 sgr. and Prussian postage was 2 sgr. for a total of 4 sgr. as marked in blue crayon.

*The Prussian post office assumed German origin by mistake and marked "5"
in black ink as the USA debit to Prussia of 5 cents.*

*The **Americ:/Packet.** stamp in red ink was added at Aachen.*

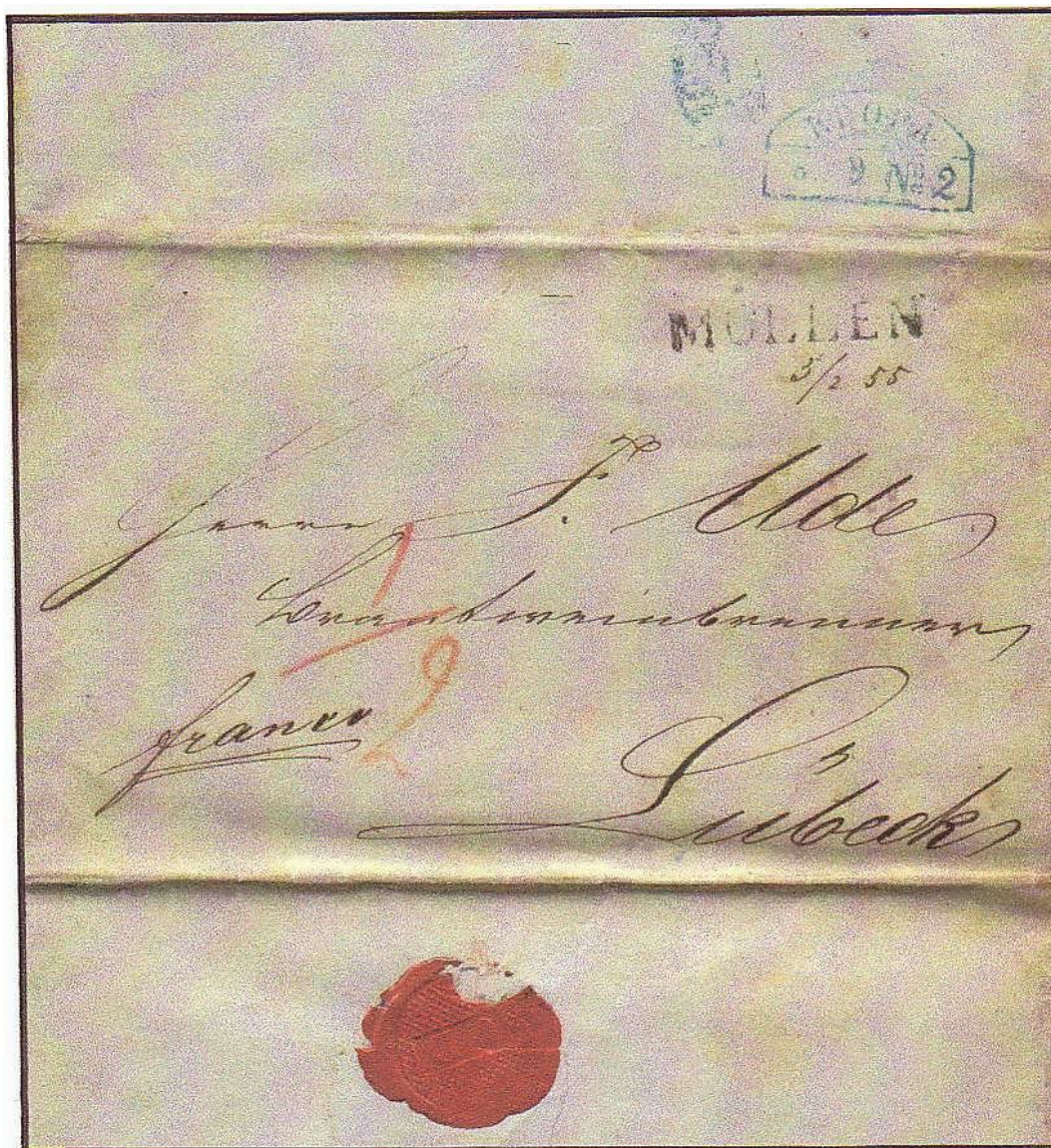
*The letter was conveyed by the Ocean Line "Washington" departing Cowes
on August 16 and arriving at New York on August 19.*

The stamp for arrival by American packet and 30 cents postage due was added at New York.

Postage from Denmark by Prussian Closed Mail should have been 37 cents.



Unpaid letter from Copenhagen to Bordeaux. Inscribed "pr Obotrit".
 Postmarked at Copenhagen on March 22, 1856, and conveyed by the Mecklenburg post steamship "Obotrit" to Wismar.
 Conveyed by the Mecklenburg post to Lübeck where it was postmarked by the Lübeck Stadtpost
 and by the T&T post office in Lübeck on March 23.
 Conveyed by the T&T post for French entry at Valenciennes on March 25.
 Also postmarked at Paris on March 25 and on the Paris-Bordeaux railway on the same day.
 Receiving postmark at Bordeaux on March 26.
 Danish postage of 2 sgr. to Wismar was marked as "2" in red crayon.
 The handstamp 6 was added at Lübeck for postage from Lübeck to Bordeaux.
 This represented 6 decimes due from the recipient.
 Collection of M. Lorentzen.



Prepaid letter of February 5, 1855, from Möllen in Lauenburg to Lübeck.

Inscribed "1/2" in red crayon to indicate 1/2 lod weight.

Postmarked on February 6 with the K·D·O·P·A·/Nº 2 receiving handstamp in blue ink by the Danish post office in Lübeck.



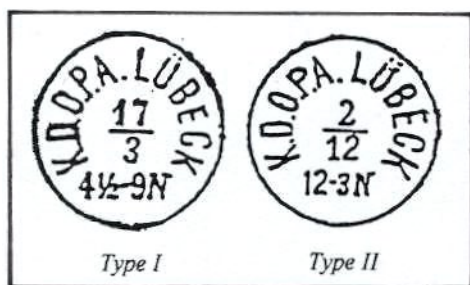
Letter from Kasseldorf to Lübeck. Postmarked at Eutin on April 29, 1859.
 Postmarked with the K·D·O·P·A·N° 1 receiving handstamp in blue ink by the Danish post office in Lübeck on April 30.
 Postage due was 2½ schillings.

the ship. This practice took place with Danish and Swedish mail to Lübeck to such an extent that framed



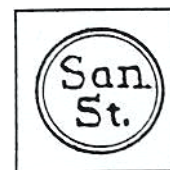
K.B./aus/DANEMARK or **SCHWEDEN** hand stamps were used on the letters from Denmark and Sweden to show the origins. The initials “K.B.” represent “Kasten-Brief” or “letter box” in German and showed that a letter had been posted in Denmark or Sweden. These hand stamps were used on letters from 1853 to 1865.

A Danish-Norwegian postal convention of November 19, 1851 provided for ship letters between Denmark and Norway and between Lübeck and Norway via Helsingborg. An octagonal frame **FRA LÜBECK** was used for ship letters originating at Lübeck.

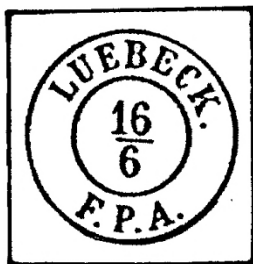


Two **K.D.O.P.A. LÜBECK/day/month/time** hand stamps were placed in use during July 1863. In Type I the left side of the “A” is shorter than the right side. This stamp was used until 1864. In Type II both sides of the “A” are the same length. This stamp was used until 1868.

The Lübeck Senate directed a new decree on October 8, 1831, as a result of the outbreak of cholera in Hamburg. Schleswig-Holstein established a cordon on October 12 with Pinneberg as the point of exchange. The Lübeck post was disrupted entirely from October 10 to 14 because of the cordon. Letters and newspapers were brought from Hamburg to Rahlstedt on October 15 where they were disinfected at the cordon. A Lübeck post official was stationed at Rahlstedt and at Schönberg from October 17 to 23.

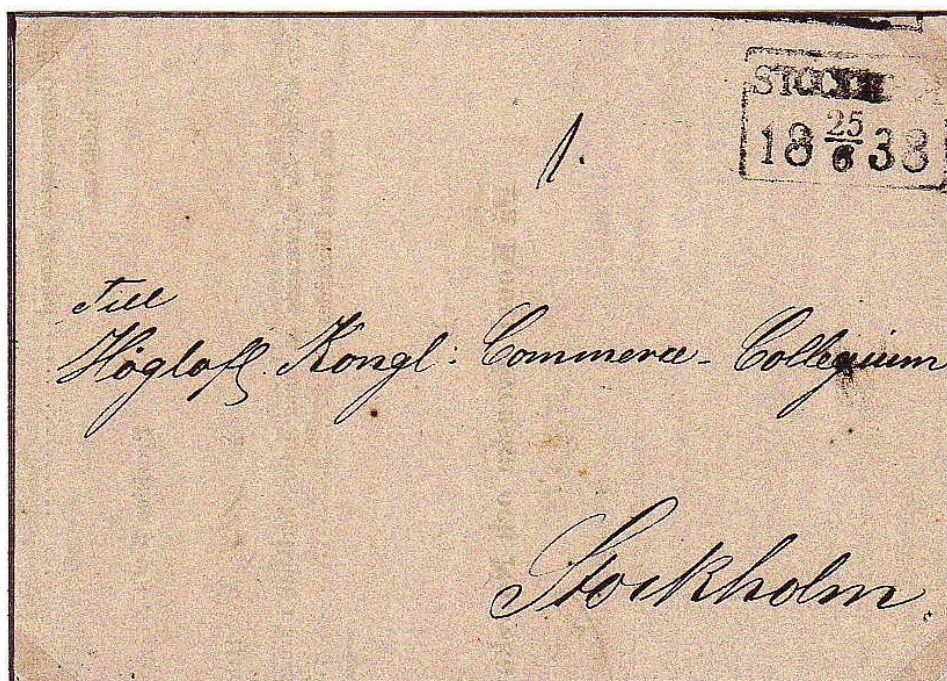


When the Danish cordon was moved back behind the Schleswig-Holstein canal and the Eider River, disinfection was conducted at Hamburg. Lübeck requested on October 26 that disinfection also take place at Schönberg. Cholera later spread to Lübeck with 782 deaths between June 14 and October 22, 1832. A circular “Sanitätsstempel” (**San./St.**) is known used with black ink at Lübeck on letters of November 11 and November 18, 1831, from Stockholm that were sent to Lübeck via Hamburg. These letters were postmarked at Hamburg on November 19 and November 25 during the cholera epidemic in Hamburg. Other letters from Hamburg to Lübeck during this period show only punch holes for disinfection.



A **LUEBECK F.P.A.** (Fahr Post Amt) handstamp was used by the Lübeck Stadtpostamt from 1864 until 1867.

Denmark’s defeat by the combined military power of Prussia and Austria in 1864 led to the surrender of the Duchies of Schleswig, Holstein and Lauenburg to the victors. Denmark was forced to close its post office in Hamburg in 1864. After that the preferred route for Danish mail to Hamburg was through



Unpaid ship letter from Lübeck to Stockholm. Postmarked at Stockholm on June 25, 1838. There was no postage for this official letter. A postal decree of May 15, 1838, stated that the steamship "Swithoid" would operate three times monthly between Stockholm and Lübeck with calls at Calmar and Ystad. A locked letter box was on board with keys deposited in the post offices at Stockholm, Calmar and Ystad. Letters could be sent between the three cities and letters from Lübeck to them.

Collection of B. Larsson.



Letter of November 4, 1840, from Hamburg to Stockholm. Conveyed privately to Lübeck and sent by ship from Lübeck to Stockholm. Postmarked at Stockholm on November 10 in red ink. Letter weight was marked as $3\frac{1}{2}$ lod. Ship letter postage was $7 \times 16 = 112$ sk.bco. to Greifswald and $4 \times 8 = 32$ sk.bco. Corresponding to sea postage between Greifswald and Ystad and domestic postage from Ystad to Stockholm for a total postage due of 144 sk.bco. or 3 Rd. as marked.

The red ink postmark was introduced in the summer of 1840. Both letters reduced to 90% of the original size.

10-41



Unpaid letter of August 8, 1854, from Helsingør to Portland, Maine.

Postmarked at Helsingør, by the Lübeck railway station post office on August 10
and by the Prussian post office at Aachen in red ink on August 11.

Danish postage was 2 sgr. and Prussian postage was 2 sgr. for a total of 4 sgr. as marked in blue crayon.

The Prussian post office assumed German origin by mistake and marked "5"
in black ink as the USA debit to Prussia of 5 cents.

The **Americ:/Packet.** stamp in red ink was added at Aachen.

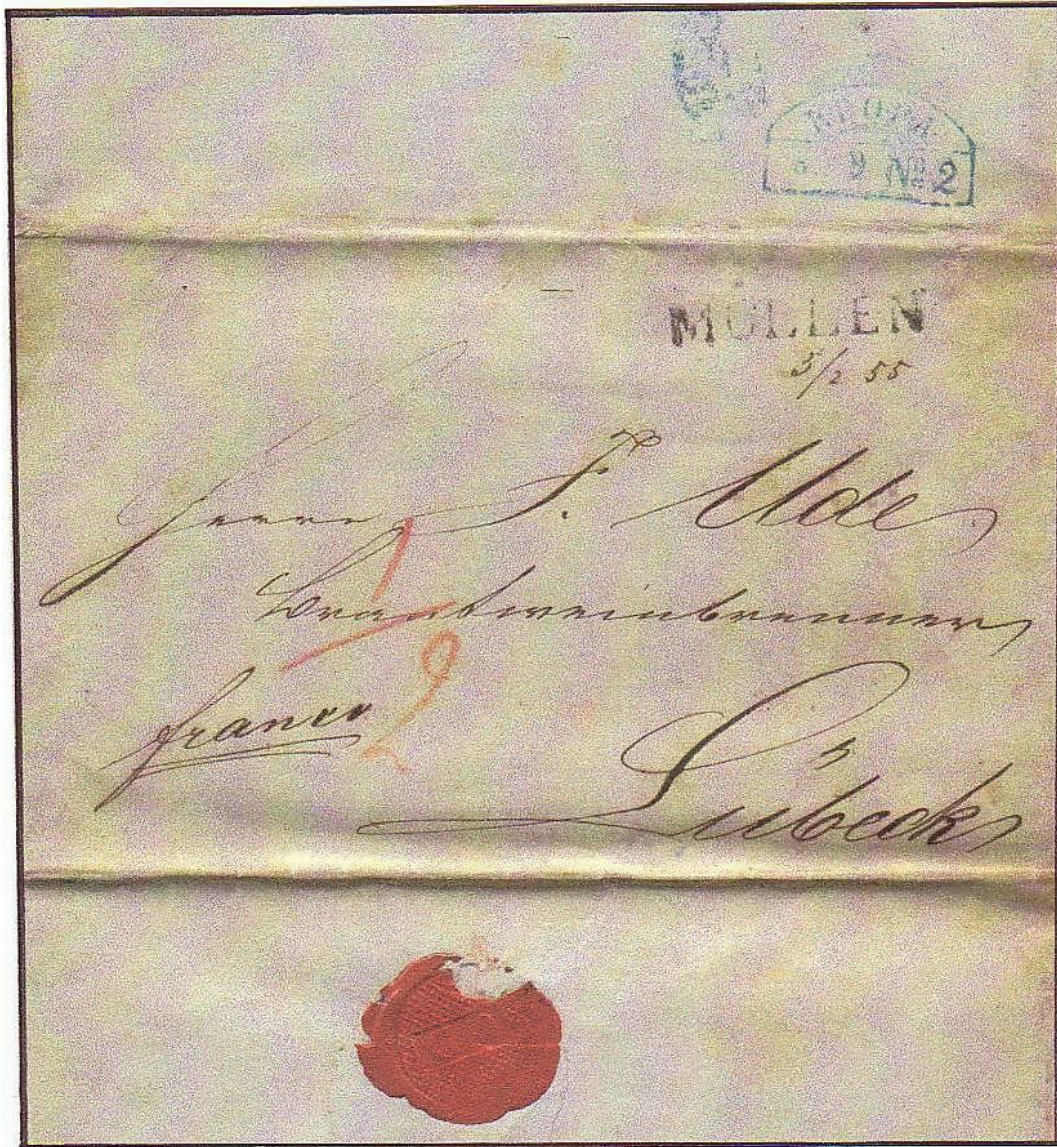
The letter was conveyed by the Ocean Line "Washington" departing Cowes
on August 16 and arriving at New York on August 19.

The stamp for arrival by American packet and 30 cents postage due was added at New York.

Postage from Denmark by Prussian Closed Mail should have been 37 cents.



Unpaid letter from Copenhagen to Bordeaux. Inscribed "pr Obotrit".
 Postmarked at Copenhagen on March 22, 1856, and conveyed by the Mecklenburg post steamship "Obotrit" to Wismar.
 Conveyed by the Mecklenburg post to Lübeck where it was postmarked by the Lübeck Stadtpost
 and by the T&T post office in Lübeck on March 23.
 Conveyed by the T&T post for French entry at Valenciennes on March 25.
 Also postmarked at Paris on March 25 and on the Paris-Bordeaux railway on the same day.
 Receiving postmark at Bordeaux on March 26.
 Danish postage of 2 sgr. to Wismar was marked as "2" in red crayon.
 The handstamp 6 was added at Lübeck for postage from Lübeck to Bordeaux.
 This represented 6 decimes due from the recipient.
 Collection of M. Lorentzen.



Prepaid letter of February 5, 1855, from Möllen in Lauenburg to Lübeck.

Inscribed "1/2" in red crayon to indicate 1/2 lod weight.

Postmarked on February 6 with the K·D·O·P·A·/Nº 2 receiving handstamp in blue ink by the Danish post office in Lübeck.



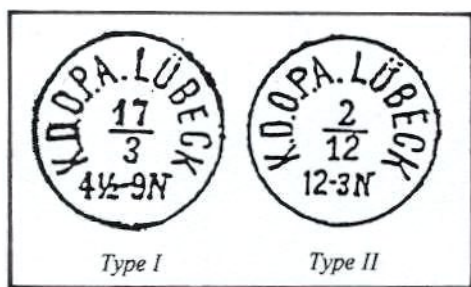
Letter from Kasseldorf to Lübeck. Postmarked at Eutin on April 29, 1859.
 Postmarked with the K·D·O·P·A·N° 1 receiving handstamp in blue ink by the Danish post office in Lübeck on April 30.
 Postage due was 2½ schillings.

the ship. This practice took place with Danish and Swedish mail to Lübeck to such an extent that framed



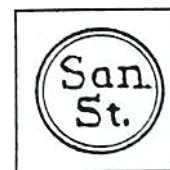
K.B./aus/DANEMARK or **SCHWEDEN** hand stamps were used on the letters from Denmark and Sweden to show the origins. The initials “K.B.” represent “Kasten-Brief” or “letter box” in German and showed that a letter had been posted in Denmark or Sweden. These hand stamps were used on letters from 1853 to 1865.

A Danish-Norwegian postal convention of November 19, 1851 provided for ship letters between Denmark and Norway and between Lübeck and Norway via Helsingborg. An octagonal frame **FRA LÜBECK** was used for ship letters originating at Lübeck.

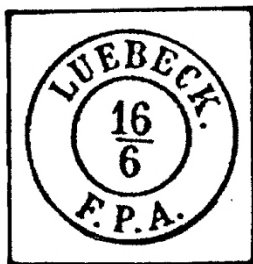


Two **K.D.O.P.A. LÜBECK/day/month/time** hand stamps were placed in use during July 1863. In Type I the left side of the “A” is shorter than the right side. This stamp was used until 1864. In Type II both sides of the “A” are the same length. This stamp was used until 1868.

The Lübeck Senate directed a new decree on October 8, 1831, as a result of the outbreak of cholera in Hamburg. Schleswig-Holstein established a cordon on October 12 with Pinneberg as the point of exchange. The Lübeck post was disrupted entirely from October 10 to 14 because of the cordon. Letters and newspapers were brought from Hamburg to Rahlstedt on October 15 where they were disinfected at the cordon. A Lübeck post official was stationed at Rahlstedt and at Schönberg from October 17 to 23.

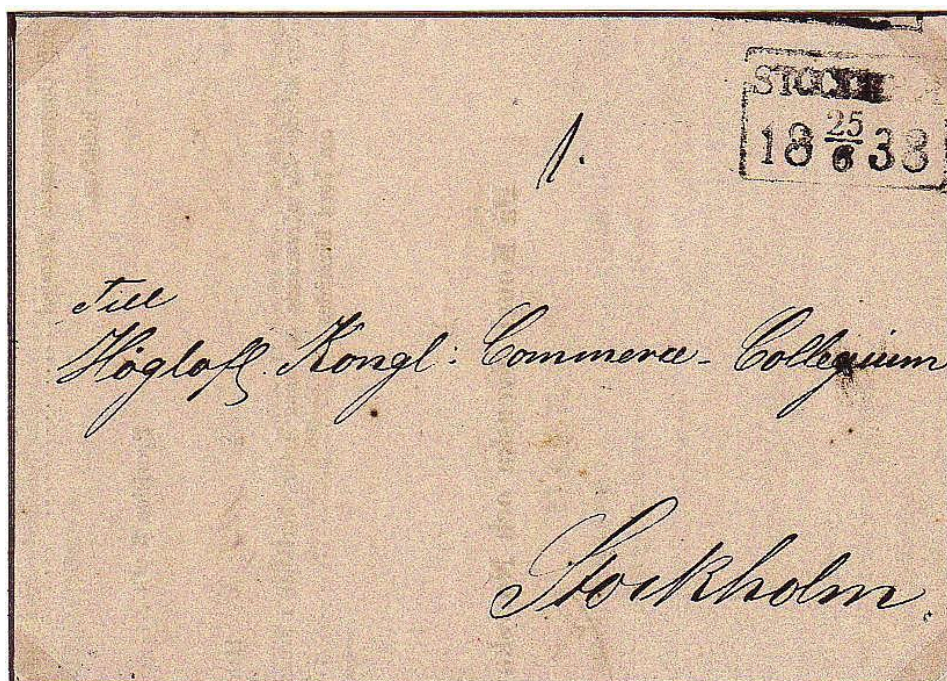


When the Danish cordon was moved back behind the Schleswig-Holstein canal and the Eider River, disinfection was conducted at Hamburg. Lübeck requested on October 26 that disinfection also take place at Schönberg. Cholera later spread to Lübeck with 782 deaths between June 14 and October 22, 1832. A circular “Sanitätsstempel” (**San./St.**) is known used with black ink at Lübeck on letters of November 11 and November 18, 1831, from Stockholm that were sent to Lübeck via Hamburg. These letters were postmarked at Hamburg on November 19 and November 25 during the cholera epidemic in Hamburg. Other letters from Hamburg to Lübeck during this period show only punch holes for disinfection.



A **LUEBECK F.P.A.** (Fahr Post Amt) handstamp was used by the Lübeck Stadtpostamt from 1864 until 1867.

Denmark’s defeat by the combined military power of Prussia and Austria in 1864 led to the surrender of the Duchies of Schleswig, Holstein and Lauenburg to the victors. Denmark was forced to close its post office in Hamburg in 1864. After that the preferred route for Danish mail to Hamburg was through



Unpaid ship letter from Lübeck to Stockholm. Postmarked at Stockholm on June 25, 1838. There was no postage for this official letter. A postal decree of May 15, 1838, stated that the steamship "Swithoid" would operate three times monthly between Stockholm and Lübeck with calls at Calmar and Ystad. A locked letter box was on board with keys deposited in the post offices at Stockholm, Calmar and Ystad. Letters could be sent between the three cities and letters from Lübeck to them.

Collection of B. Larsson.



Letter of November 4, 1840, from Hamburg to Stockholm. Conveyed privately to Lübeck and sent by ship from Lübeck to Stockholm. Postmarked at Stockholm on November 10 in red ink. Letter weight was marked as $3\frac{1}{2}$ lod. Ship letter postage was $7 \times 16 = 112$ sk.bco. to Greifswald and $4 \times 8 = 32$ sk.bco. Corresponding to sea postage between Greifswald and Ystad and domestic postage from Ystad to Stockholm for a total postage due of 144 sk.bco. or 3 Rd. as marked.

The red ink postmark was introduced in the summer of 1840. Both letters reduced to 90% of the original size.

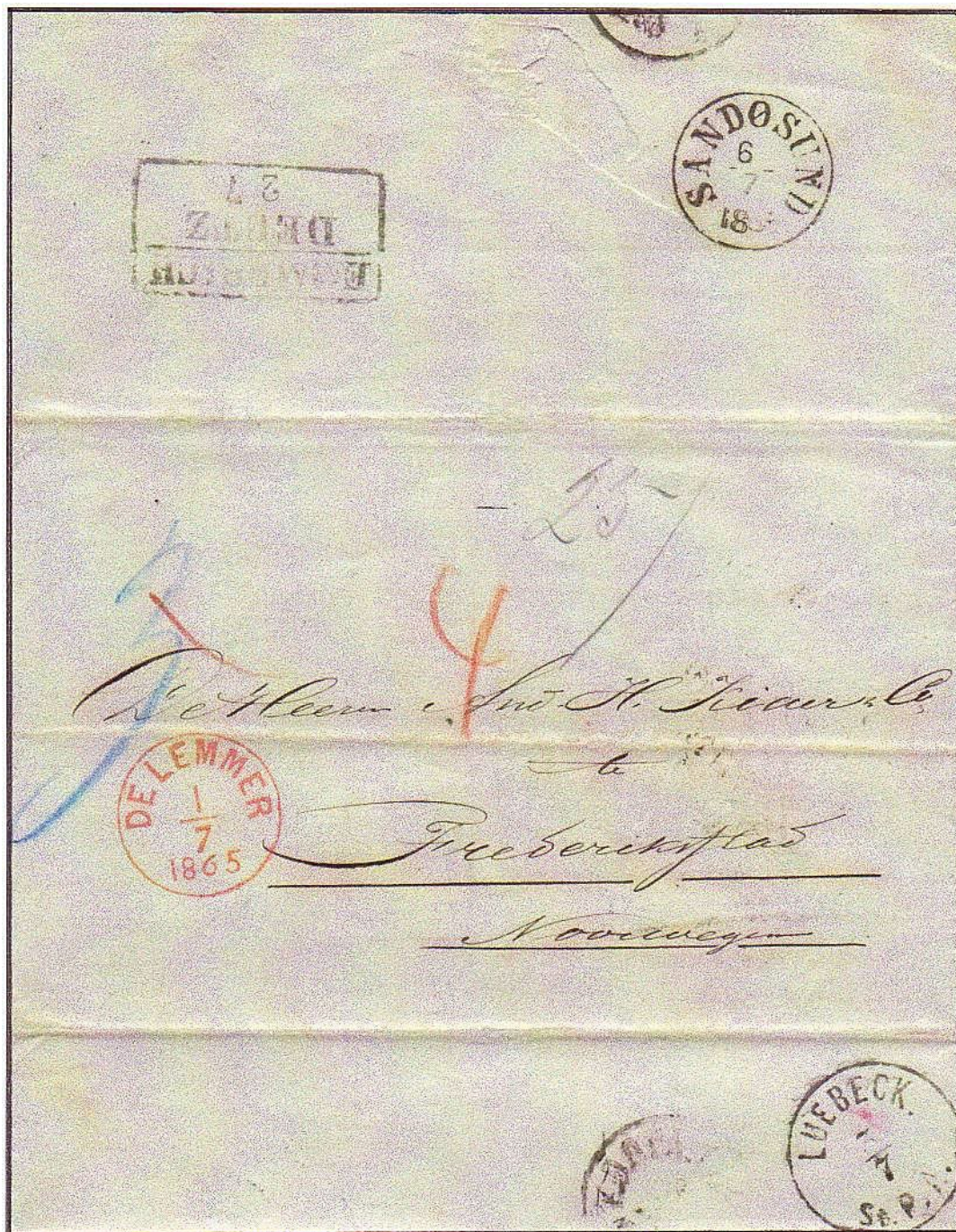
10-47



Unpaid letter of December 23, 1864, from Copenhagen to Bordeaux. Copenhagen origin postmark. Postmarked by the Lübeck Stadtpostamt and the Thurn & Taxis post office in Lübeck on September 25.

The TT 36 stamp was added by the Thurn & Taxis post office in Lübeck to show origin in Denmark in accordance with the Franco-T&T convention of 1862.

Postmarked at Paris to show French entry at Erquelines and postmarked at Paris on September 27. Bordeaux receiving postmark dated September 28. The T&T post debited France 50 centimes per 15 grams in accordance with Article 36 of the convention of which 2 sgr. as marked (about 25 centimes) was credited to Denmark. French postage was 4 decimes for a total of 9 decimes or 18 decimes for this double-weight letter.



Unpaid letter of June 30, 1865, from De Lemmer to Frederikstad. Postmarked DE LEMMER in red ink on July 1, on the Emmerich-Deutz railway on July 2 and by the Lübeck Stadtpost and the Danish post office in Lübeck on July 3. Sent by steamship to Korsør and by railway to Copenhagen for departure on the "Excellencen Toll" on July 5.

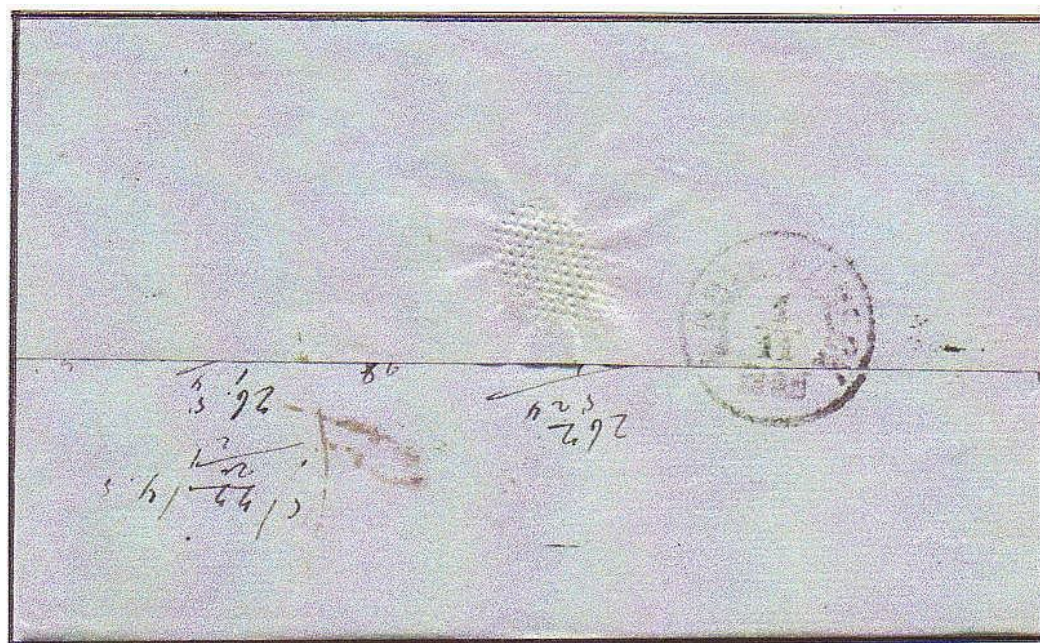
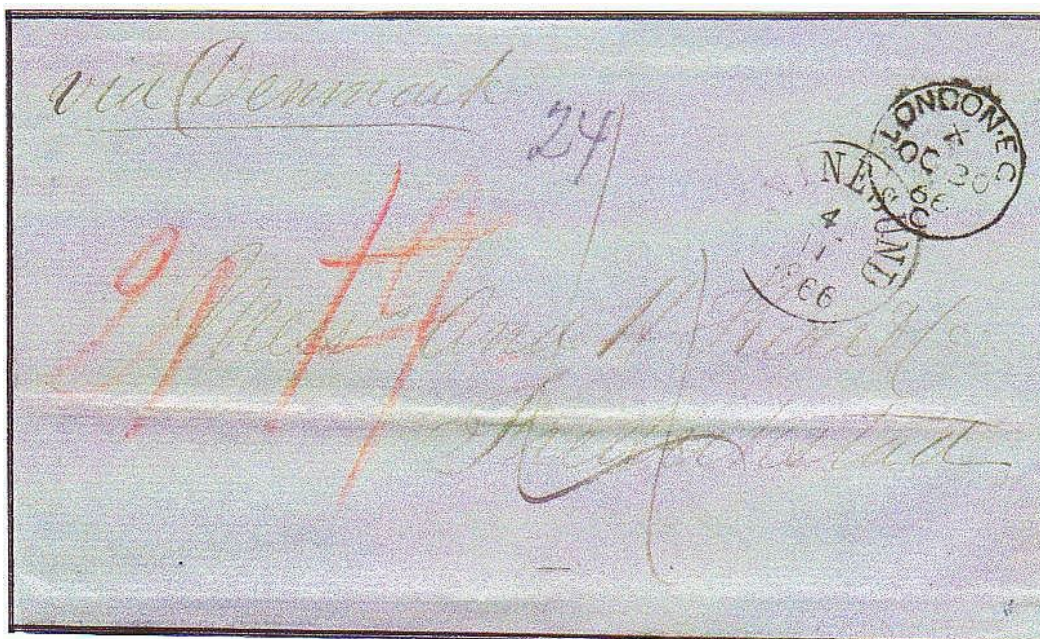
Postmarked with the Type V **SANDØSUND** stamp on July 6.

Netherlands postage was 5 cents equal to 1 sgr. German postage was 2 sgr. for a total of 3 sgr. as marked in blue crayon. This was crossed out and restated as 4 schillings equal to 8 sk.sp. Postage from Lübeck to Frederikstad was 16 sk.sp.

The local carrier fee was 1 sk.sp. for a total of 25 sk.sp. due as marked.



Unpaid letter from Frederikstad to Purmerend. Origin postmarked at Frederikstad.
 Conveyed from Christiania to Lübeck by the Norwegian steamship "Viken" departing September 26, 1865.
 Postmarked **SANDØSUND** on shipboard on the day of departure.
 The ship arrived at Lübeck on September 28 and was postmarked at the Danish post office in Lübeck on that date.
 Also stamped with a "22½" stamp representing the debit to Denmark from Prussia.
 Postage from Norway to Prussia was 22½ sk.Rm. in effect August 1, 1865.
 This represented 17 sk.Rm. as Norwegian and sea postage and 5½ sk.Rm. Danish postage.
 Arrival postmarked at Purmerend on September 29.
 The Prussian debit to Denmark was equal to 5½ sgr. Postage from Lübeck to the Netherlands border was 2½ sgr.
 Postage due from the recipient was marked as 55 cents representing 8 sgr. debit to Prussia and Netherlands postage of 5 cents.
 Moldenhauer auction November 2014



Unpaid letter of August 30, 1866, from London to Frederikstad.
 Inscribed "via Denmark". Postmarked at London.
 Postmarked by the Danish post office in Lübeck on November 1 and at Svinesund on November 4.
 Sent as closed mail in accordance with the British-Norwegian convention of November 1865.
 Prepayment was optional with a rate of 8d. per ½ oz.
 Postage to Lübeck was marked as 4d.
 Apparently the 8d. rate was initially marked as "19" for 19 sk.sp. and this was revised to 21 sk.sp.
 An additional postage of 3 sk.sp. was added at the destination for an unpaid letter.
 Total postage due was 24 sk.sp. as marked in pencil.

was 6d. per ½ oz. In January 1867 a T.P.O. on board the ships between Kiel and Korsør was substituted for the Danish post office in Lübeck. A convention between Great Britain and Sweden effective November 1, 1865, provided for mail via Denmark for 6d. per ½ oz. prepaid and 8d. per ½ oz. unpaid. Denmark received 3d. per ½ oz. for prepaid letters and 4d. per ½ oz. for unpaid letters. The Norwegian administration informed the British postal service in April 1865 that it would prefer to use the route via Hamburg in winter and the route via Lübeck in summer. This was revised on August 16, 1865, with mail made up at the Verviers-Cologne T.P.O. with a rate of one shilling per ½ oz. The amount due to Prussia was 7¾ sgr. in winter and 7½ sgr. in summer. A convention between Great Britain and Norway of November 1, 1865, provided that mail for Norway would be enclosed with that for Denmark and addressed to the Verviers-Cologne T.P.O. Postage was 8d. per ½ oz. of which Britain retained 3d. and 5d. was paid to Denmark. Unpaid letters were charged an equivalent of 2d. per ½ oz. at the destination.

The Danish postal administration preferred the Korsør-Kiel post steamship connection over the Korsør-Lübeck route, but could not arrange this because of objections by Prussia. After Holstein was incorporated into Prussia following the Austro-Prussian War in 1866, the Danes concluded an agreement with Prussia on the Korsør-Kiel route. When the Korsør-Kiel route was re-established, the Korsør-Lübeck route was discontinued.

Article X of the North German Union's constitution stated that the post and telegraph services should be under the administration and legislation of the union. These separate postal services, including those in Lübeck and Hamburg, were combined on July 1, 1867, into a North German Union postal service. A treaty concluded on April 7-9, 1868, canceled Danish postal rights in Lübeck and Hamburg for the king of Denmark and his successors forever. The king agreed to abolish his post office in Lübeck, and his government agreed to cancel the stipulations in its postal agreements with Norway and Sweden that could prevent their governments from making free arrangements with the North German Union and post connections with Lübeck and Hamburg. The North German Union agreed to pay 220,000 thaler to the Danish government as compensation for closing its Lübeck post office and acknowledging that its Hamburg post office was definitely closed. The union also agreed to pay pensions to seven civil servants in the Danish post office in Lübeck, a total of 4,200 thaler annually. The remainder of the civil servants in this office joined the North German Union postal service.



Lübeck coat-of-arms

References

1. Bergsøe, Jørgen, *Det Kongelige Danske Postvasen*, Universitetsbogtrykkeriet J. H. Schultz A/S, Copenhagen, 1924.
2. Bohn, Jeffrey, and Gordon Hughmark, "Unfrankierte Briefe aus den skandinavische Ländern nach Frankreich 1858-1868", *Postgeschichte und Philatelie in der ehemaligen herzogthümern Schleswig, Holstein und*

10-52

3. Cornelius, David, *An Introduction to the Postal History of Denmark 1624-1950*, Stuart Rossiter Trust Fund, Bristol, 2004, pp. 12 & 325.
4. Doerth, Erich, *Die postalischen beziehungen zwischen Lübeck und Dänemark in den Jahren 1650-1868*, Lübecker Verlagsanstalt Otto Waelde, Lübeck, 1928.
5. Emmerfors, Anders, "‘Bort öfver hafvet’ om Ångbåtspost", *Postryttaren*, 1975.
6. Hansen, Kurt, and Ole Mainz, "‘Skipspost til og fra Danmark I Midten af 1800-tallet’", Danske Filatelisters Fællesfond og Danmarks Filatelist Forbunds Fond, Århus, 1996, p.117
7. Hansen, Kurt, "Postbureauerne på de kgl danske postskibe I 1854, m.v.", *Nordisk Filatelisk Tidsskrift*, 2011, p. 12.
8. Höpfner, Herbert, "Lübeckische anzeigen No. 1," *Postgeschichte und Philatelie in der ehemaligen herzogthümern Schleswig, Holstein, und Lauenburg und den freien und Hansestädten Hamburg und Lübeck*, Forschungsbericht 154. 1976.
9. Höpfner, Herbert, "Lübeckische Anzeigen No. 2," *ibid.*, Forschungsbericht 155, 1976.
- 10 Höpfner, Herbert, "Lübeckische Anzeigen No. 3," *ibid.*, Forschungsbericht 156, 1976.
11. Höpfner, Herbert, "Lübeckische Anzeigen No. 6," *ibid.*, Forschungsbericht 159, 1977.
12. Höpfner, Herbert, "Die Postalischen Verhältnisse in der Hansestadt Lübeck während der Französischen Besetzung," *ibid.*, Forschungsbericht 161, 1977.
13. Höpfner, Herbert, "Die Wiederherstellung des Taxisschen Postamtes in Lübeck nach dem Jahre 1813," *ibid.*, Forschungsbericht 163, June 1978.
14. Höpfner, Herbert, "Die Postverträge zwischen Lübeck und Taxis im 19. Jahrhundert," *ibid.*, Forschungsbericht 164, 1978.
15. Höpfner, Herbert, "Das Lübecker Stadtpostamt," *ibid.*, Forschungsbericht 170, 1980.
16. Höpfner, Herbert, "Das Lübecker Stadtpostamt," *ibid.*, Forschungsbericht 172, March 1981, and 173, August 1981.
17. Höpfner, Herbert, "Bad Schwartau und seine Post," *ibid.*, Forschungsbericht 184, March 1985.
18. Höpfner, Herbert, "Der Dänische 1½ Kreisstempel ‘Lübeck’," *ibid.*, Forschungsbericht 186, December 1985, and 192, December 1987.
19. Höpfner, Herbert, "Die Beförderung der Correspondenz auf Schweden und Finnland über Boizenburg und Greifswald betreffend," *ibid.*, Forschungsbericht 192, December 1987.
20. Höpfner, Herbert, *Handbuch der Poststempel von Lübeck*, Arbeitsgemeinschaft für Schleswig-Holsteinische Postgeschichte und Philatelie e.V., 1995.
21. Hoppe, Walter, "Handschriftliche Ortsangaben vom Jahre 1669 bis Ende des Jahres 1867," *Arbeitsgemeinschaft für Schleswig-Holsteinische Postgeschichte und Philatelie e.V.*, Rundschreiben Nr. 152, December 1975.
22. Jessen, Kurt E., "LÜBECK, 1½ ring stempel," *Nordisk Filatelistisk Tidsskrift*, 1980, p. 115.
23. Kähler, Wilhelm, "Cholerabriefe von Lübeck," *Rundbriefe der Deutschen Altbrieftsammler-Verein*, Nr. 250/251, 1965, p. 77.
24. Knauer, Karl, and Johannes Niese, *Lübeck Stempel-Handbuch von dem Anfängen bis 1868*, Harry V. Hofman Verlag, Hamburg, 1977.
25. Kuhlmann, Erich, *Die Post im alten Hamburg*, Postgeschichtlich Blätter, Hamburg, Heft 27, 1984.
26. Lundh, Borge, "Stemplerne ‘Ueber Dänemark’," *Nordisk Filatelistisk Tidsskrift*, 1972, p. 118.
26. Lundh, Borge, *European Letters to Finland 1819-1873*, Philatelic Foundation of Finland, Lahti, 1990.
27. Lundh, Lennart, "Tidig Svensk Ångbåtspost 1824-1869," *Aktuellt om Posthistoria*, Sällskapet för Svensk Posthistorisk Dokumentation, 2000, p. 51.
28. Olsen, Fr., *Postvæsenet i Danmark, 1848-1873*, J. Frimodts Boghandel, Copenhagen, 1924, pp. 69 and 276.
29. Spies, Hans-Bernd, "J. A. Grimm und die erste direkte Postverbindung zwischen Lübeck und Schweden 1814/15," *Der Postgeschichte der Stadt Lübeck*, 1980, p. 47.
30. Stempien, Martin F., Jr., "Franco-Thurn & Taxis Accounting Marks," *Postal History Journal*, No. 84, February 1990, p. 17.
31. Sveriges Filatelist-Förenings Riksorganisation, *Handbok över Svenska Post-Makuleringsstämplar 1685-1951*, Stockholm, 1952, p. 230.
32. Yort, Svend, "K.B. aus Danemark," *The Posthorn*, 1953, p. 44.

