

Chapter 13

The Royal Danish Post Office in Hamburg

Regular messenger communications between Hamburg and Copenhagen were established under the Hamburg Kaufmannsälderleute (later called the Börsenalte) in the late 16th century. A report of 1653 to the Börsenalte stated that a messenger service had already been established with Copenhagen for about 70 years. In 1627 there was a weekly round trip from Hamburg to Copenhagen. Postage was 5 schilling for an ordinary letter. In the summer the fastest route was from Hamburg to Lübeck and then by ship to Copenhagen. There were also routes from Hamburg to Copenhagen by land via Assens, Denmark and Kolding, Denmark and via Heiligenhafen in Holstein. On December 24, 1624, King Christian IV of Denmark established a Danish messenger route from Copenhagen to Hamburg, but according to the Copenhagen messengers this went only rarely to Hamburg. The king's decree forbade letters to be sent to Hamburg with foreign messengers. However, documents show that the Hamburg messengers continued to go to Copenhagen.

In 1640 Christian IV apparently recognized the need for foreign mail to the south, but he was still unwilling to cooperate with the Hamburg messengers who took care of the regular connection between Copenhagen and Hamburg. A new Danish post route was initiated to Glückstadt in Holstein with the stated purpose of receiving letters from Holland, Cologne, Frankfurt, Leipzig, Brunswick and other locations. The objective was that both out-going and in-coming foreign mail would go to Stade, Hannover via Glückstadt and bypass Hamburg. However, Stade did not have good connections with the outside world, so it is doubtful that merchants sent their letters via Stade. The king finally recognized that his Glückstadt route was completely off the main route to foreign countries.

Although Danish postal services in the following years did not reflect much cooperation with foreign postal organizations, beginning in 1653 lists were published for places outside the Danish monarchy that could be reached by post. Postage rates to foreign destinations were not published until 1694.

The Danish post in Hamburg was represented by the Börsenalte from January 1, 1625, until June 12, 1649, when a Danish post office was opened with a Hamburg citizen, Ewert Reimers, as postmaster. In 1653 the Danish postal system became a private enterprise under Paul Klingenberg, who was a Danish merchant born in Hamburg. Klingenberg dismissed Reimers and allowed the Hamburg messenger Master Dietrich Gerbrand to take over the Danish postillions. With this change Klingenberg obtained access to the postal networks of the Hamburg Börsenalte and Thurn & Taxis. Gerbrandt served as postmaster for Denmark and Brandenburg as well as Hamburg until his death in 1674. Johann Baptist Luyders then served as postmaster for all three post offices until his death in 1704. The Hamburg Börsenalte messenger route to Copenhagen had ended before the end of the 17th century.

Luyders' son-in-law, Johann Wentzhardt, was appointed postmaster by Prussia after Luyders' death. The Hamburg Senate objected to this appointment since the Börsenalte had made its own choice for the Hamburg post. The king of Prussia insisted on his appointment and solicited support from the king of Denmark. The Danish king invoked his right to his own post institution in Hamburg. As duke of Holstein, a long-time unhindered possession of his ancestors, the king contended that Hamburg was not a free German city, but subject to him as part of the Holstein state. The power of Prussia and Denmark was too much for the Hamburg Senate. With lack of support from the German emperor, the Senate could not prevent separation of the Prussian and Danish post offices from the Hamburg post office. This occurred on April 1, 1704. After a transition period in which the Prussian postmaster represented the Danish post office, the king of Denmark appointed his own postmaster on January 30, 1712.

The duke of Holstein-Gottorp initiated a post from his residence city of Schleswig to Hamburg and Lübeck and opened a post office in Hamburg in 1692. This post had to compete with the Danish post. In 1711 an agreement was obtained between the Duchy of Holstein-Gottorp and Denmark by which riding and passenger posts could pass unhindered through each other's territory so that letters, packets and passengers did not have to change post coaches. The Gottorp duke became the Russian Czar Peter III and ceded the Gottorp portion of Holstein to the Danish crown in 1767 for the territories of Oldenburg and Delmenhorst. The Holstein post office in Hamburg was combined with the Danish post office there in 1775. This "Gottorp agreement" was concluded under King Christian VII of Denmark on May 27, 1768. In this pact the Danish king, in his capacity as duke of Holstein, declared that Hamburg was recognized as a free imperial city with the rights of the Holy Roman Empire. This ended the king's claim that had required Hamburg to pay large sums of money many times over centuries to induce the Danish army to depart from its gates. The Holstein post office in Hamburg was combined with the Danish post office in Hamburg in 1775.

The British encirclement of Copenhagen on August 17, 1807, cut off the normal postal routes. An order had been given on August 15 to establish a post connection between Fladstrand and Frederiksværn. After the bombardment and surrender of Copenhagen, negotiations resulted in permission to send the posts to Hamburg and Norway. The first letters from Hamburg went on September 12. Swedish post passage through Denmark also suffered during this period. Swedish complaints resulted in Danish refusal to allow Swedish mail to be forwarded the same as the Danish post. This then resulted in an open break with Sweden before war with Sweden was declared.



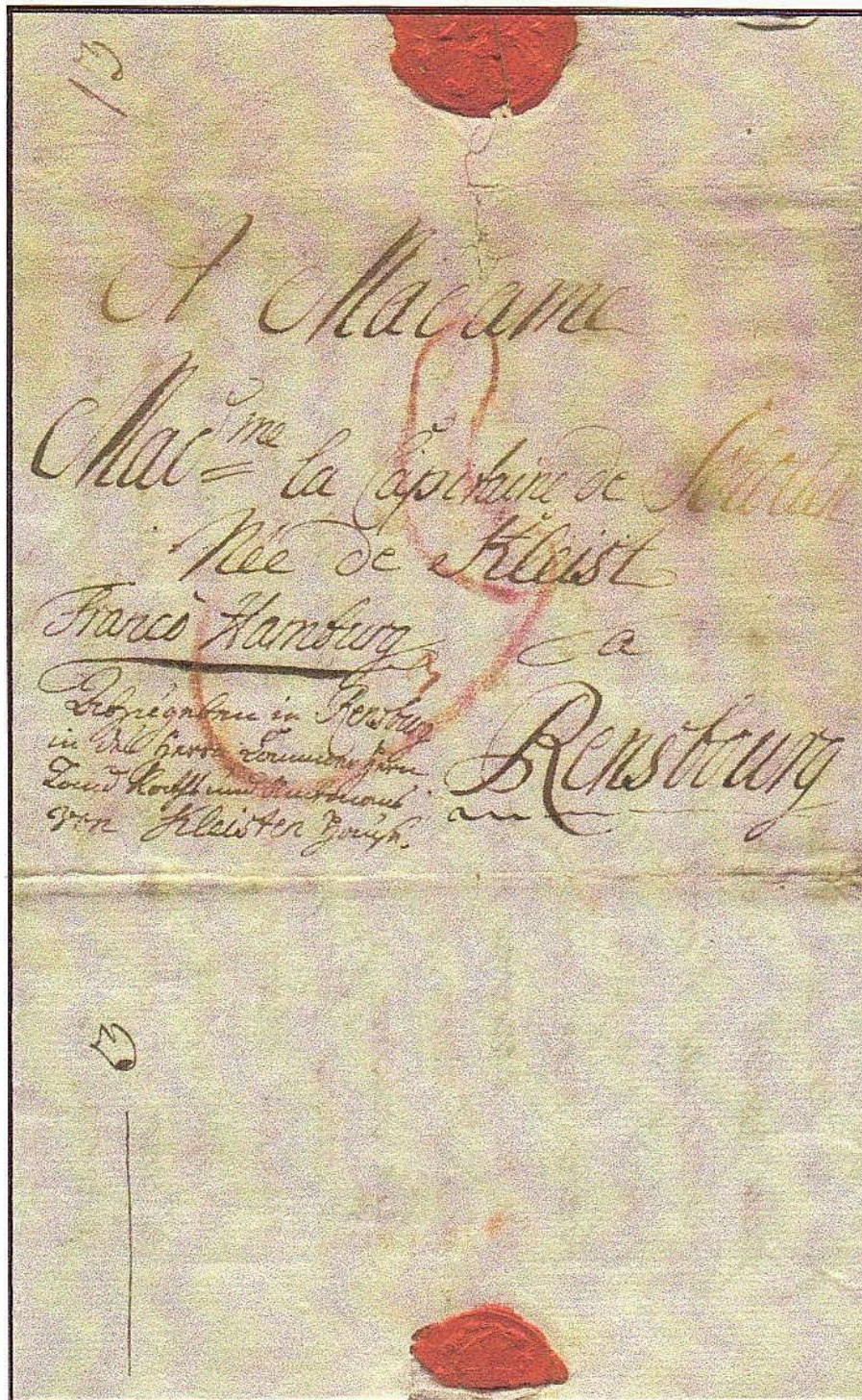
The British bombardment of Copenhagen in September 1807

The foreign post offices in Hamburg, with the exception of the Danish post office, were forced to close after the French occupation of Hamburg in 1806. The Danish post office was allowed to continue in Hamburg because this was an exception "due to an old agreement." In 1808 France requested that Denmark transfer its post office in Hamburg to the Grand Duchy of Berg administration. Before Denmark could negotiate this matter, Napoleon took over the Grand Duchy of Berg on August 1 that year, making the transfer meaningless. A French imperial decree of December 18, 1810, also incorporated Hamburg, Lübeck, Lauenburg and Lüneburg into the French Empire. The French government issued an order on January 11, 1811, that all foreign post offices in these lands and cities should be immediately closed. A Danish protest yielded only a brief respite, until a border post office could be established in Altona. Then the Danish post office in Hamburg was closed at the beginning of March 1811. A foot

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 1752

Letter of April 1, 1752, from Copenhagen to Antwerp. Inscribed "franco Hambg".
 Postage of 6 Lsk. to Hamburg was prepaid. List number 200 for conveyance to Hamburg.
 Transferred from the Danish post office in Hamburg to the Reichspost office.
 Postage from Hamburg to Antwerp was 9 sols as marked.
 The French postal administration in the Austrian Netherlands required postage payment from Hamburg.

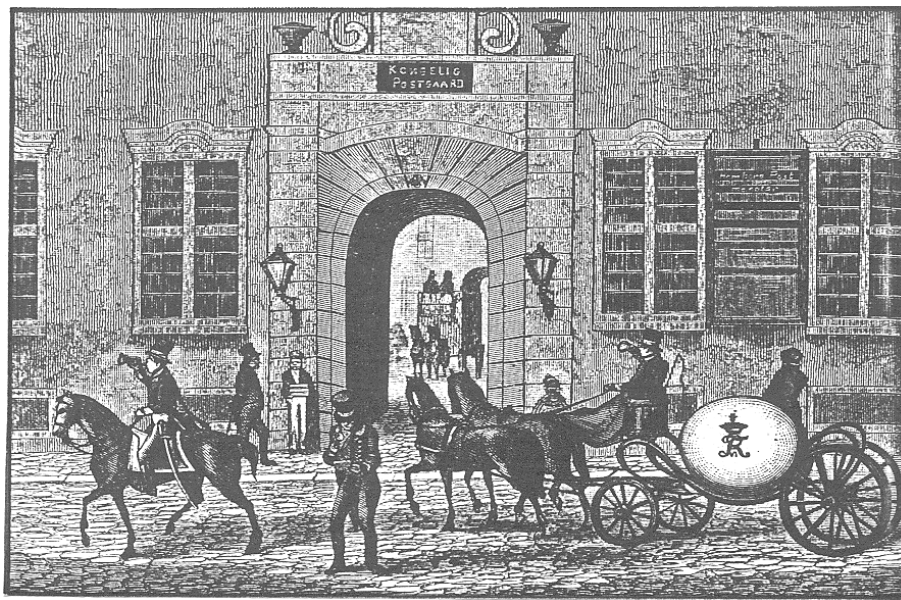


Letter of June 25, 1753, from Frankfurt am Main to Rendsburg.
 Postage to Hamburg of 3 kreuzer was prepaid. Inscribed "Franco Hamburg".
 Conveyed by the Reichspost to the Reichspost office in Hamburg.
 Transferred to the Danish post office in Hamburg where "13-3" was added.
 The "13" was a list number and postage to Rendsburg was 3 Lsk.
 The 3 Lsk. due was inscribed in crayon at Rendsburg

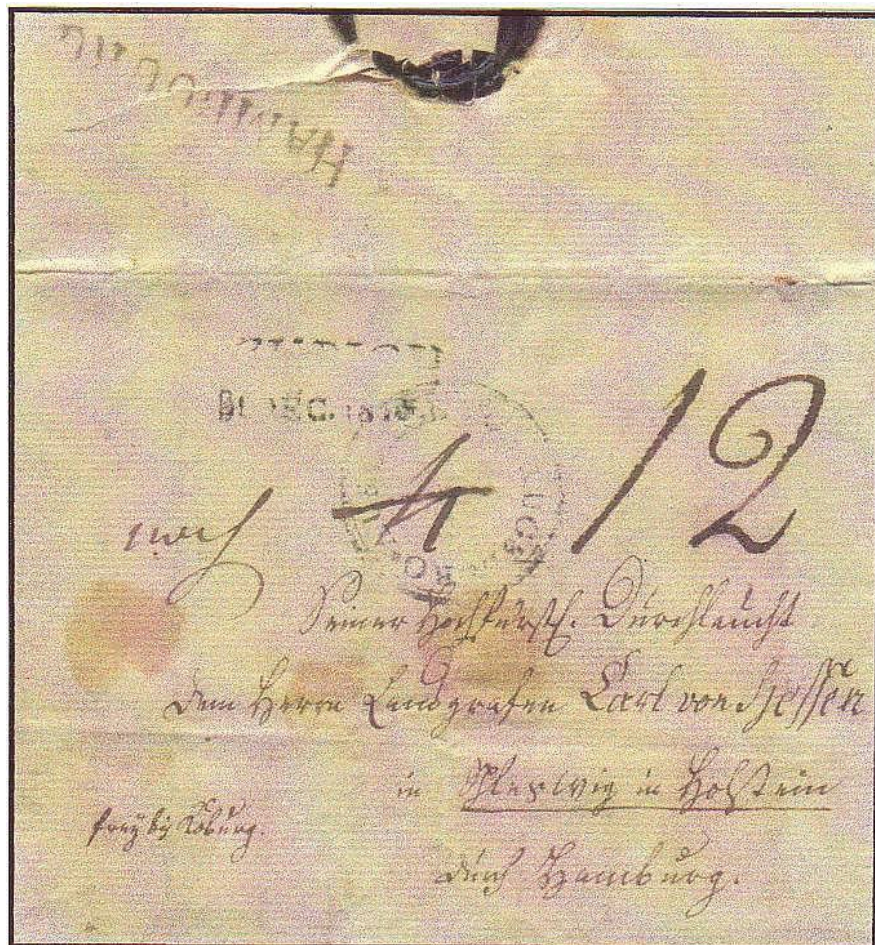
post was arranged for the conveyance of mail between Altona and Hamburg. The Danish post retained the postage for letters from Altona, and the French post retained the postage for letters from Hamburg. With letters that were mutually exchanged, the receiving postal service received the postage.

Danish post connections with Hamburg were cut off on December 8, 1813, when Russian troops entered the Duchy of Schleswig. An armistice was concluded in mid-December but this did not include post passage. Hostilities resumed after the armistice expired. Rendsburg was surrounded on January 6, 1814, while Russian and Swedish troops moved into the duchies. The Treaty of Kiel with Sweden and England that followed on January 14, 1814, made Denmark an enemy of France. Post passage resumed shortly after the treaty was signed. Receipt of letters from France and French subjects was prohibited and all of these letters that arrived with the post were detained. The last French regiment withdrew from Hamburg on May 31. The Danish post office reopened in June.

After Norway was ceded to Sweden in 1814 and was no longer part of the Danish postal system, Denmark no longer needed post passage through Sweden to Norway, so it withdrew the right of Sweden for post passage through Denmark. Sweden introduced negotiations for conveyance of Swedish letters through Denmark immediately after the Treaty of Kiel was concluded. Swedish couriers continued to pass through Denmark until an agreement was concluded on April 16, 1814. Swedish letters were to be dispatched in sealed packets to and from Hamburg via the Danish post to and from Helsingør. The Danish postal service would convey the post from Helsingør to Helsingborg and the Swedish post from Helsingborg to Helsingør. Sweden insisted that Swedish letters be conveyed in parcels that its postal service packaged and sealed. This would be done by the Swedish post office in Hamburg. The Danish postal service demanded that transit postage both ways should be according to Danish postal rates. Sweden accepted these terms, but the cost of post conveyance through Denmark was considerably greater and resulted in an increase in postage. This higher cost caused Sweden to look to the possibility of transit via Ystad and Stralsund. By 1827 approximately two-thirds of the Swedish and Norwegian mail was sent via Ystad and Greifswald. When the steamships could not operate in the winter months, the mail had to be sent through Denmark.



A postillion rode in the streets of Copenhagen when the mail arrived from Hamburg via Kuglewagon



Letter of December 30, 1815, from Zürich to Schleswig. Inscribed "frei bis Hamburg".

Postmarked at Zürich on December 31 and stamped **AUSLAGE AUGSBURG**.

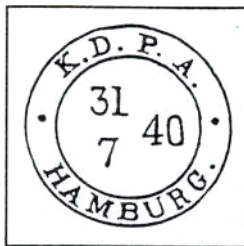
Postmarked **HAMBURG** by the Thurn & Taxis post office in Hamburg.

Transferred to the Danish post office in Hamburg where "4" was inscribed in black ink for 4 Lsk. postage to Schleswig.

The Danish post office in Schleswig marked "12" in black ink for 12 Rbs. postage due.

A twice-weekly post connection was established between Copenhagen and Hamburg in 1694 and remained unchanged as the main route until 1830. Steamship trips began between Copenhagen and Lübeck in 1824. Copenhagen merchants and the ship owners requested this route as a postal connection in 1825. The Danish postal service reluctantly agreed to a one-year trial, but the postage to Hamburg via Lübeck was 10 skilling higher than for the main land route, even though there was no charge for the steamship service. In 1825 a wagon master in Kiel received permission to carry mail between Altona and Kiel to connect with the steamship service between Kiel and Copenhagen. A weekly steamship connection between Frederiksværn, Norway and Copenhagen in 1827 provided for Norwegian mail to be sent to Copenhagen without passage through Sweden. Later Norwegian steamships made connections with the steamships operating between Copenhagen and Lübeck and Copenhagen and Kiel. By 1841 there was steamship service during the greater part of the year between Copenhagen and Kiel. In the summer half of the year there was also weekly service between Copenhagen and Lübeck. In addition, throughout the year there was post passage four times weekly by land between Copenhagen and Hamburg. In the winter months, however, all mail had to be conveyed by the land routes. Thus mail service between Copenhagen and Hamburg dramatically improved.

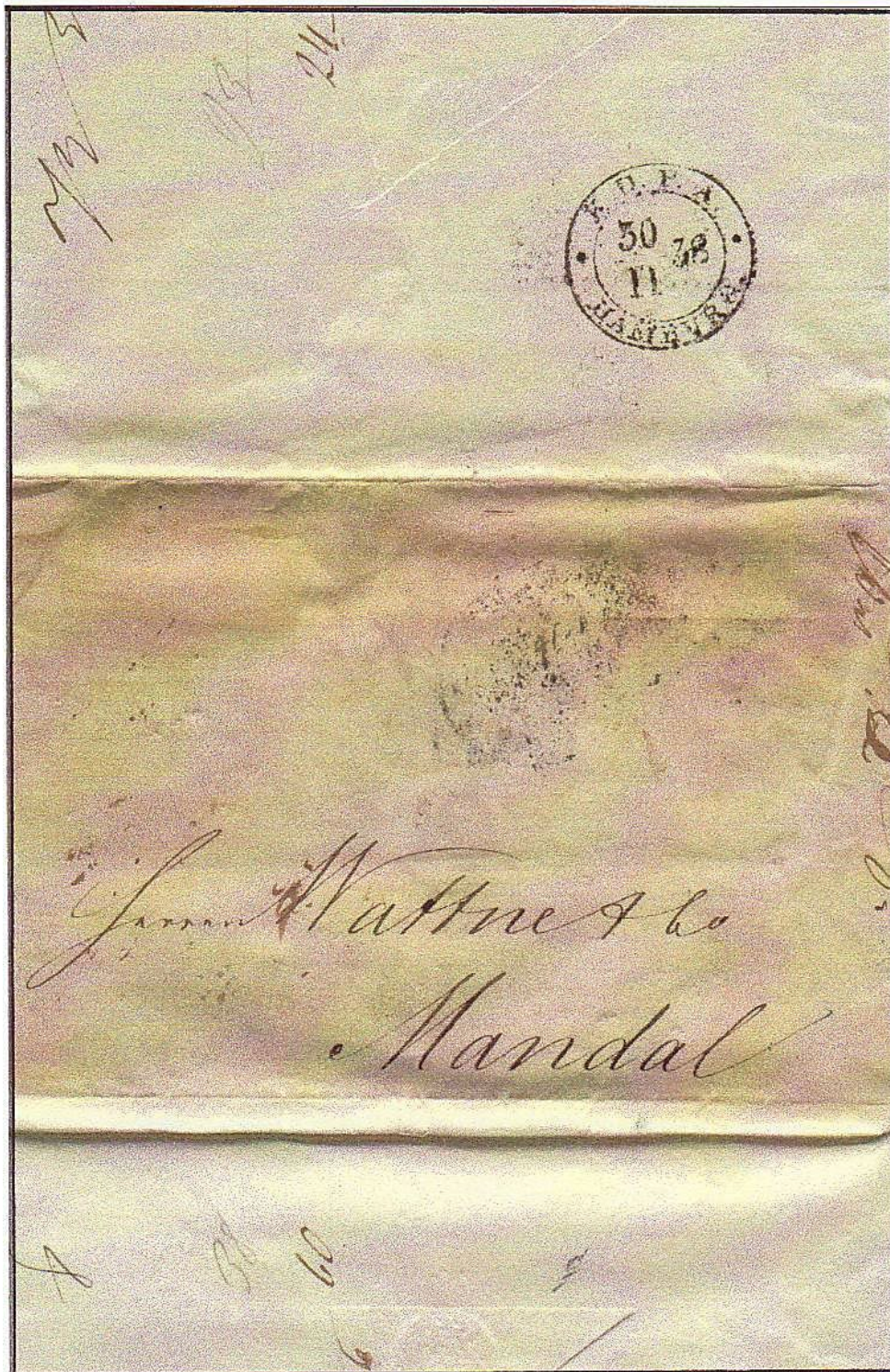
Cholera that had broken out in India in 1817 had spread to the western provinces of Russia by March 1831. The first case of the disease was reported in Hamburg on October 6, 1831, and in Altona on October 22. The king of Denmark had issued a decree on September 6 for a cordon on the Elbe River and the Lauenburg border. This defensive line was extended to include Hamburg on October 12. Orders were given for the post offices in the Duchies of Schleswig and Holstein to open all post sacks, remove the letters, and smoke them thoroughly with saltpeter and sulfur. Since all Eider River crossings except at Rendsburg were blocked by the military, a quarantine station was established at Rendsburg for Danish mail. The post for the duchies was treated at Hamburg. Three letters sent via the Danish post office in Hamburg and Schleswig-Holstein between November 13 and December 23, 1831, show holes from a rastel. This was a device with multiple awls to produce holes through a letter for fumigation. When the cholera did not spread to Denmark, a decree of December 10, 1831, to discontinue fumigation of letters was published in Schleswig-Holstein on December 23. Fumigation of letters and newspapers intended for Schleswig-Holstein and Denmark continued in Hamburg until January 10, 1832.



The Danish postal service was rather slow in using post-marks to identify transit post offices. There was no identifying stamp on mail through the Danish post office in Hamburg until January 1, 1837. This first hand stamp, a circular **K.D.P.A./date/HAMBURG.**, included the abbreviation for Königlich Dänische Postamt (Royal Danish Post Office). The stamp was used only as an origin postmark and as a transit stamp on letters to Denmark, Finland, Norway and Sweden. In 1842 an indentation appeared in the outer frame between the “D” and “P.” The latest known use of this stamp was August 15, 1842.



The Danish post operation in Hamburg had been divided in 1814 into separate sections for letter and passenger post. In 1840 these sections were combined, the post office elevated to an *oberpostamt* and its manager appointed *oberpost* director. A new circular hand stamp came into use in November 1842 with the inscription **HAMBURG/-date/K.DÄN.O.P.A.** as an abbreviation for Königlich Dänische Ober Postamt. This postmark also appears only on northbound mail from Hamburg. Its last known use was on April 17, 1848.



Unpaid letter to Mandal posted at the Danish post office in Hamburg on November 30, 1837.

*Origin postmarked **K.D.P.A. HAMBURG**.*

Danish transit postage was 38 Rbs. equal to 26 sk.sp. Sea postage was 30 sk.sp.

Norwegian postage was 2 sk.sp. Total postage due was 58 sk.sp.



Letter of April 21, 1842, from Rome to Hirschholm (Hørsholm) and Copenhagen prepaid to the Roman States border. Postmarked at Rome on April 22. Postmarked by the Thurn & Taxis post office in Hamburg on May 9 with a debit of 21 schillings courant to the Danish post office in Hamburg.

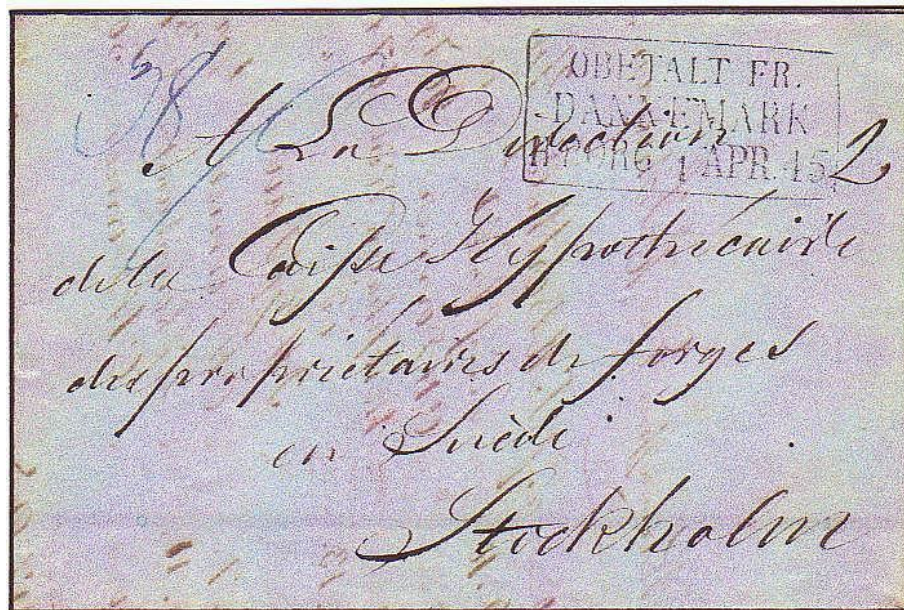
The Danish post office in Hamburg assumed that the destination was Copenhagen so inscribed "67/29" to show 67 Rbs. as foreign postage equal to 21 schillings and 29 Rbs. as postage to Copenhagen.

The destination was actually about 20 km. north of Copenhagen so the Copenhagen post office inscribed "67/32" to show 32 Rbs. as the Danish postage.

The Copenhagen post office also wrote "Hamborg" to show that the letter had come from Hamburg as there was no Danish post office in Hamburg postmark.

If the letter had come from Lübeck, postage would have been 29 Rbs.

Postage due was 67 plus 32 Rbs. equal to 1 Rigsdaler 3 Rbs. plus a 2 Rbs. delivery fee for a total of 1 Rd. 5 Rbs. as inscribed. Courtesy of the Kongelig Bibliotek, Copenhagen.



Unpaid letter of April 1845 from Hamburg to Stockholm.

Postmarked **HAMBURG/K.DÄN.O.P.A.** by the Danish post office in Hamburg.

Postmarked **OBETALT FR./DANNEMARK/H-BORG 1 APR. 45** at Helsingborg to show that the Danish postage had not been paid.

Danish postage to Helsingborg was 38 Rbs. as marked equal to 25 sk.bco.

Swedish postage to Stockholm to Stockholm was 8 sk.bco. for a total postage due of 33 sk.bco.



Letter of November 21, 1847, from New Orleans to Arendal. Inscribed "by the first steamship from N. York or Boston".

Addressed to a forwarder in London.

U.S. postage of 10 cents was prepaid. Stamped with an origin postmark and **PAID** at New Orleans.

Sent to Boston where it was sent on the Cunard Line "Acadia" that sailed on December 1 and arrived at Liverpool on December 16.

Arrived at London on December 17. The forwarder paid the 1/ postage to England and 1/8d. postage to Hamburg.

Posted at London on December 18. Postmarked by the Danish post office in Hamburg on December 25.

Hamburg Stadtpost postage was 4 schillings equal to 8 sk.sp. Postage from Hamburg to Norway was 37 sk.sp.

Norwegian postage was 4 sk.sp. A local delivery fee was 2 sk.sp. Total postage due was 51 sk.sp. as marked.

The letter was received on January 5, 1848.

The duchies of Schleswig and Holstein had been crown lands under the Danish king since the 15th century. When King Christian VIII of Denmark died on January 20, 1848, his son, Frederick VII, became king, with no future male heir to the throne. In German opinion the duchies should have passed to the duke of Augustenburg and ceased being crown lands under the Danish king. Representatives from Schleswig and Holstein, meeting on March 18, 1848, in Rendsburg, declared a separate Schleswig-Holstein state with the intent of incorporating it into the German Confederation. A provisional government was established at Kiel on March 23, with Dr. Wilhelm Ahlmann appointed commissioner of postal communications on March 31. The provisional government had the support of Prussia and its army. The insurgent army occupied Flensburg in Schleswig on March 26, and post dispatch through the duchies was stopped. Military operations began in early April with the Danish army opposing the combined Schleswig-Holstein and Prussian armies. Also in early April, Denmark made an agreement with the Lübeck Senate and Hamburg Senate for a Danish letter post connection to and from Hamburg via Travemünde and Lübeck. The Lübeck Stadtpost would pick up and deliver Hamburg mail at Travemünde. Post dispatch from Hamburg was to be sent in sealed bags addressed to Lübeck from the Hamburg Stadtpost. All Danish letters to Hamburg and exchanged with other post offices at Hamburg had to be sent from Copenhagen for forwarding by sea. The steamship *Skirner* went to Travemünde twice weekly but was soon used as a troop ship. Beginning on April 7 the *Lolland* made two trips weekly between Copenhagen and Travemünde to replace the *Skirner*.

A letter of April 11 from the Danish General Post directorate to the Danish postmaster in Hamburg, Count Holck, stated that letters in sealed sacks were to be sent via Schwarzenbeck and Ratzeburg in the Duchy of Lauenburg to Lübeck to connect with the steamships at Travemünde. Thus a Danish route between Hamburg and Lübeck was established through the Duchy of Lauenburg to avoid passing through Schleswig-Holstein territory. On April 15 the ship *Ophelia*, later replaced by the *Valdemar*, made two trips weekly on the Copenhagen-Travemünde route, increasing the number to four trips weekly. The Swedish ship *Malmö* began regular weekly trips on April 19 between Malmö and Lübeck via Copenhagen. With the declaration of war on Denmark by the German Confederation on April 12, Danish post steamship operations to Travemünde ceased later in the month because of the possibility of seizure. Swedish and Norwegian steamships then provided connections with Travemünde. These increased to twice weekly in May so that there were six trips weekly between Copenhagen and Lübeck. The Norwegian steamship *Nordcap* could also take mail on its trip between Christiania and Travemünde via Nyborg. Also in May, the Swedish post steamship that operated twice weekly between Ystad and Stralsund connected with steamships from Helsingborg and Malmö. Swedish postage was 39 Rigsbank skilling for a single letter. There was also an Øresund sound postage of 3 Rbs. in addition to the Danish postage from Helsingør or Copenhagen.

A new hand stamp for the Danish post office in Hamburg was first known used on February 22, 1848, on a letter to Stockholm. This was the first of a series of nine double-circle stamps with **K.D.O.P.A. HAMBURG/date/clock time** and is therefore designated as Type I (Table 13-1). Postmarks with this stamp are also recorded on letters to Finland, Norway and Skælskør, Denmark and with the date of April 30 as used by the Schleswig-Holstein post office in Hamburg on a letter from Memel to Copenhagen. The inner circle diameter is 14 mm. and the outer circle diameter 26.5 mm. This stamp also shows the first use of a clock time on a Danish postmark. The Danish post office in Hamburg was taken over by Schleswig-Holstein on April 28, 1848. The “K.DÄN.O.P.A.” and “K.D.O.P.A.” hand stamps were confiscated and converted for use by the Schleswig-Holstein post office in Hamburg.

The Danish post administration arranged for the dispatch of Danish mail from Malmö in sealed Swedish post sacks addressed to the Swedish post commissioner in Hamburg. With the closure of the Danish post office in Hamburg, the Swedish post commissioner there was requested to receive the northbound foreign mail designated for Denmark and Norway and to send this mail under Swedish post seal via Lübeck and

Table 13-1

“K.D.O.P.A.HAMBURG” Double-Circle Hand Stamps, 1848-1862



Type I



Type II



Type III



Type IV



Type V



Type VI



Type VII



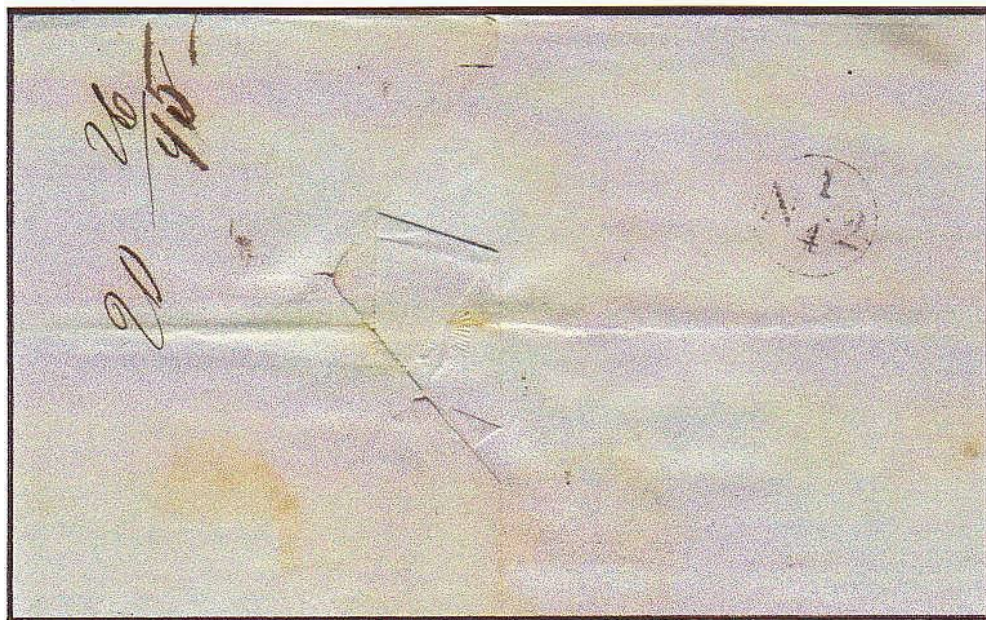
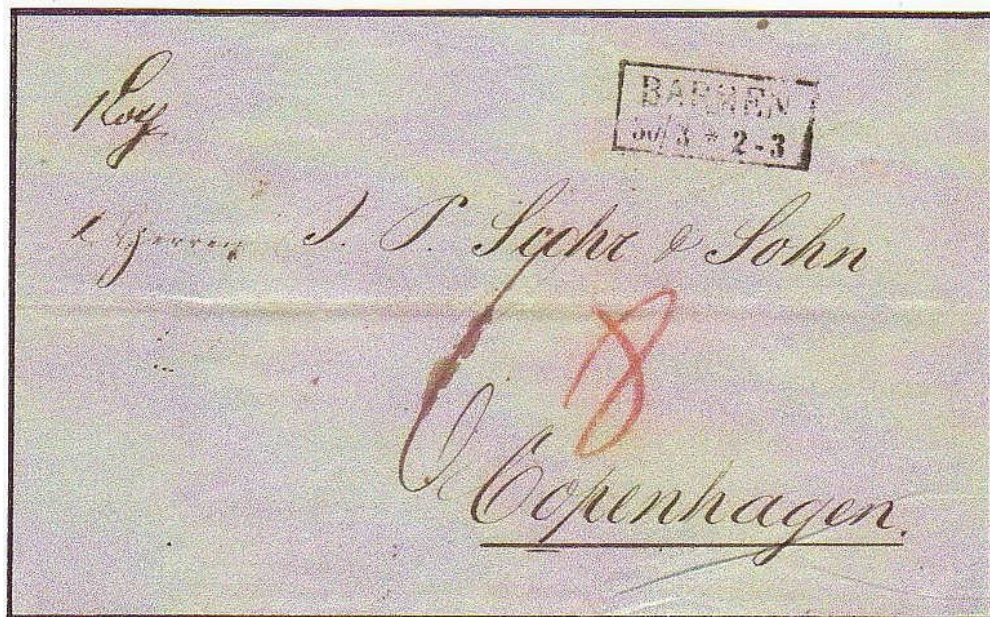
Type VIII



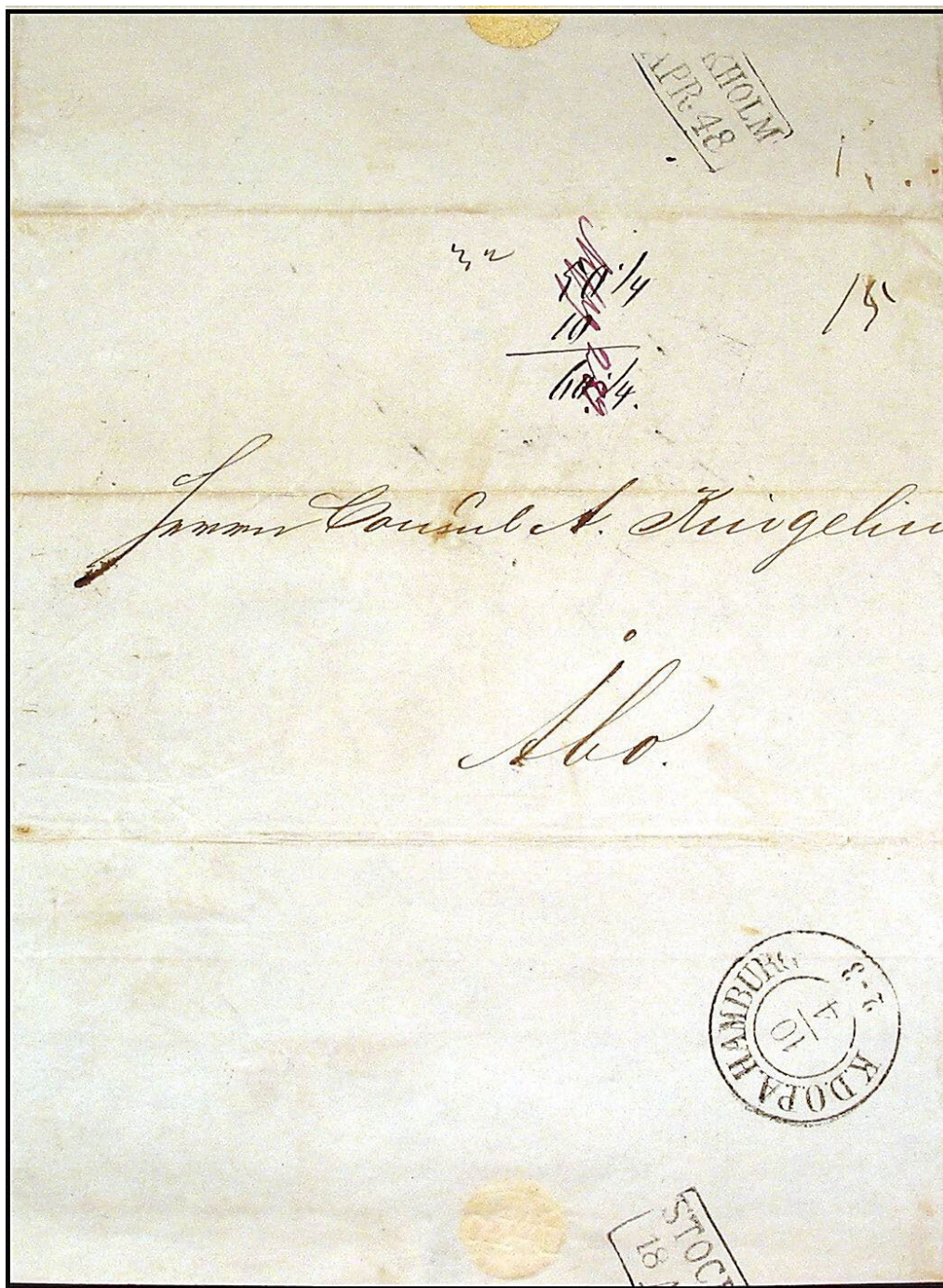
Type IX

by Swedish and Norwegian steamships to Copenhagen. A Danish General Post Directorate circular of May 12, 1848, stated that foreign-bound letters sent south via Lübeck and Hamburg should be listed to the Lübeck Stadtpost. Another circular the following day stated that foreign letters listed to Lübeck should not show any Danish post office stamp. By late May an agreement was concluded with the Lübeck post administration and the Thurn & Taxis postmaster in Hamburg for the Thurn & Taxis post office in Hamburg to dispatch the southbound Danish mail. Count Holck's son, Charles, escorted the Danish mail conveyance between the Thurn & Taxis post office in Hamburg and Lübeck via Lauenburg during the period the Danish post office in Hamburg was closed. He also apparently conveyed mail to and from the Altona post office for connection with England since letters from this period show an Altona postmark. A Danish post circular of May 21 instructed that letters to Great Britain dispatched to Hamburg should be prepaid to Hamburg.

A Norwegian postal circular of May 22, 1848, announced that a convention between Norway and Lübeck provided for forwarding of Norwegian mail sent by ship to Travemünde. Letters to Altona, Hamburg and beyond would be sent by Norwegian steamship and would be listed by the Lübeck Stadtpostamt instead of at Altona and Hamburg.



Unpaid letter of March 30, 1848, from Barmen, Prussia to Copenhagen. Barmen origin postmark.
 Prussian transit postmark of April 1. Prussian postage to Hamburg was 6 sgr. equal to 8 schillings courant.
 Transferred from the Danish post office in Hamburg to the Hamburg Stadtpost for delivery to Lübeck
 and Travemünde for dispatch by steamship to Copenhagen.
 Postage from Lübeck to Copenhagen for a 1 lod letter was $1\frac{1}{2} \times 29 = 45$ Rbs.
 Foreign postage was marked as 26 Rbs. and domestic postage as 45 Rbs. for a total postage due of 71 Rbs.
 Letter was received on April 2.



Unpaid letter from Hamburg to Åbo, Finland postmarked with the Type I **K.D.O.P.A. HAMBURG** stamp on April 10, 1848.

Sent via Sweden and postmarked at Stockholm on April 18.

Danish plus Swedish postage was 50¼ kop. silver. Postage in Finland was 10 kop. silver.

Total postage due was 60¼ kop. silver as marked.

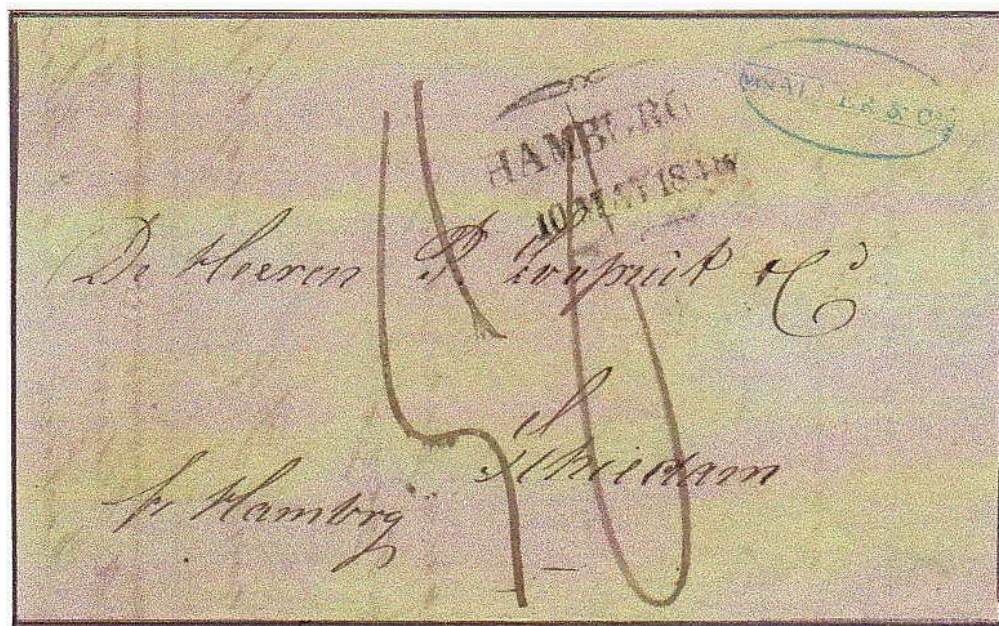
Courtesy of the Kingelin Archive, Turku.

Letters from Hamburg to Copenhagen during the period that the Danish post office in Hamburg was closed were either forwarded to Lübeck for posting through the Lübeck Stadtpost or were apparently posted at the Schleswig-Holstein post office in Hamburg with prepayment of 2 schillings single letter for conveyance by the Danish post wagon to Lübeck via Lauenburg. The letters posted in Hamburg show no postmark and were inscribed with 29 Rbs. as single letter postage at Copenhagen.

From June 1848 to April 1849 mail was sent occasionally by steamship from Hjerting, Denmark to London. A weekly steamship connection between Hjerting and Lowestoft, England was established in May 1851 but ended by July 2, 1851. The European powers did not favor the potential dismemberment of Denmark with the loss of the duchies. Russian diplomatic pressure and a threatened Danish blockade of Prussian Baltic ports forced Prussia to agree to an armistice that was formalized by the Treaty of Malmö on August 26, 1848. This provided for a seven-month truce with essentially a status quo for Schleswig-Holstein and the Prussian army. One provision required the government of the German Confederation to provide for reestablishment of the Danish post office in Hamburg and for regular post passage. The Schleswig-Holstein administration did not accept this, so Danish connections with foreign countries continued to be through Travemünde and Lübeck. The Mecklenburg steamship *Obotrit* began to carry mail between Copenhagen and Wismar in September 1848. An agreement was finally obtained in January 1849 for exchange of mail at Kolding with the Schleswig-Holstein postal administration responsible for conveyance between Kolding and Hamburg. A Schleswig-Holstein decree dated January 8, 1849, stated in Article 8 that the letters from the Kingdom of Denmark to Hamburg and beyond, as well as from Hamburg and beyond to the Kingdom of Denmark, with the Swedish and Norwegian correspondence, would be conveyed daily in closed and duly marked post sacks that would not be opened in route. Article 9 stated that the post between the Kingdom of Denmark and Great Britain would be conveyed daily in sealed sacks between the post offices in Kolding and Altona. Transit payment for forwarding of the post sacks through the duchies was 10 marks courier per pound (500 grams) net weight. A post connection was established via Kolding and Hadersleben in Schleswig on January 10. On January 19 the Danish post office in Hamburg reopened in its former location, which also housed the duchies' post office. As part of the agreement, the Danish post office employees were not permitted to wear uniforms. A new hand stamp came into use with the reopening of the Danish post office because the Type I stamp had been confiscated by the Schleswig-Holstein post office. This was Type II of the **K.D.O.P.A.HAMBURG/-date** double-circle postmarks, used only occasionally with a clock time (Table 13-1). Circle diameters were the same as for the Type I stamp. Type II was used exclusively until January 1851 and then as a reserve stamp later in 1851 and in 1852. Blue ink was used instead of black for this postmark in late 1850. This stamp also represented the first transit use on letters from the Danish postal area.

The status quo represented by the Treaty of Malmö was not satisfactory to Denmark. Preparations were made to resume the war, and this occurred in March 1849 at the end of the truce. Post connections with foreign countries through the duchies ceased, and again steamships were used to take mail to Lübeck and Wismar.

A Danish postal circular of April 12, 1849, instructed that letters to Great Britain should be listed to the Danish post office in Hamburg rather than to Altona. The Danish mails represented the major part of the packet mails between Altona and England so the packet call at Altona was not justified when the Danish and Schleswig-Holstein mails were sent separately and the Danish mails were sent to Hamburg. An unpaid letter from the DWI to Copenhagen via London was postmarked at Altona on April 26, 1849, and by the Danish post office in Hamburg on the following day. These postmarks showed that the Hamburg packet called at Altona until at least April 26. A Danish postal circular of May 19 stated that postage for letters to Great Britain by steamship from Hamburg was the same as before the Schleswig-Holstein rebellion. These letters should no longer be listed to the Danish post office in Hamburg. British mail to

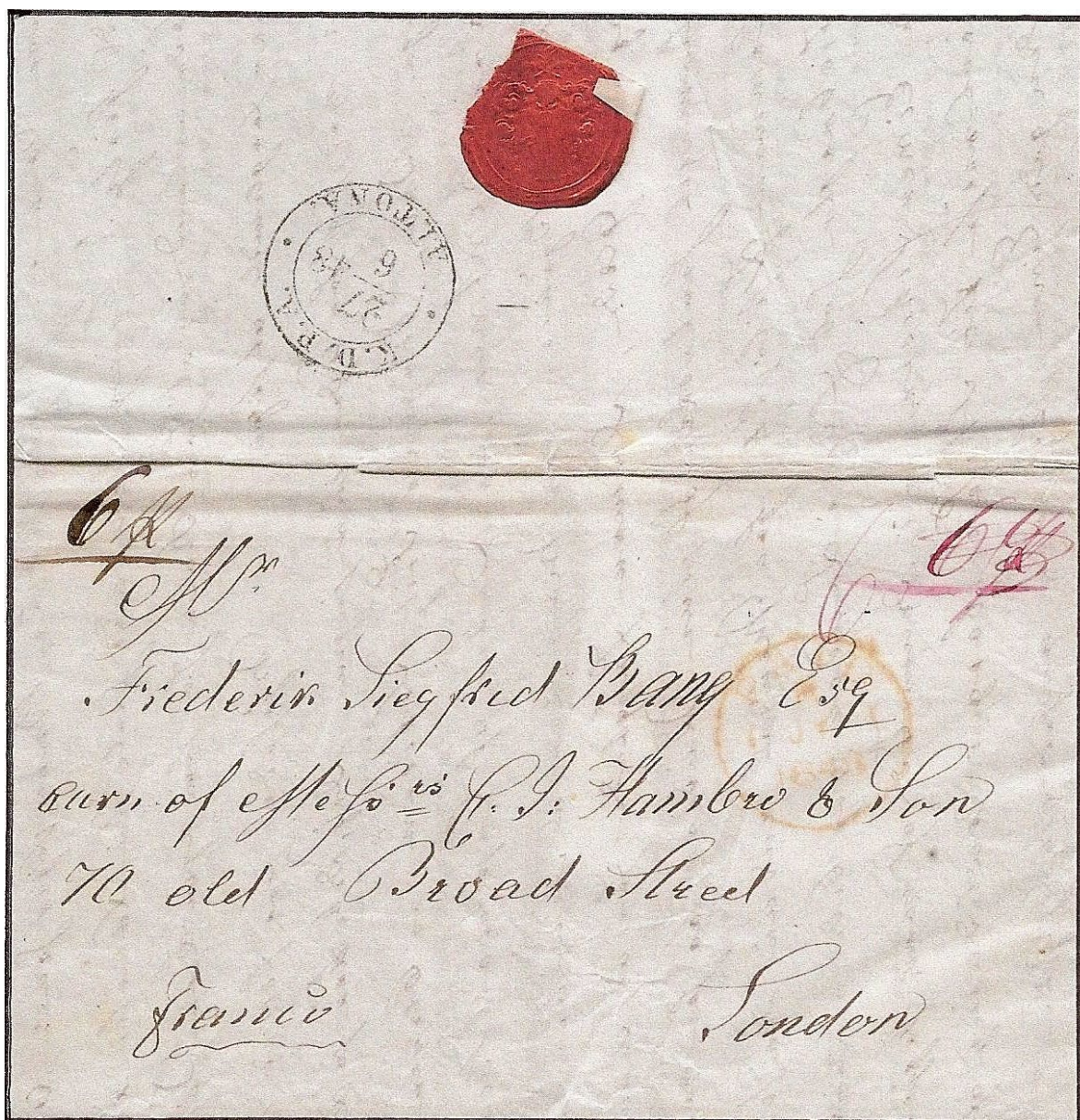


Letter dated May 6, 1848, at Helsingør to Schiedam. Inscribed "fr Hambg".
Sent by Danish post sack to Malmö and then under Swedish post seal by the Swedish steamship Malmö to Travemünde
and to the Swedish & Norwegian post office in Hamburg.

This arrangement was at the request of the Danish postal service to the Swedish postal service of April 27
because of the Schleswig-Holstein insurrection and the anticipated takeover
of the Danish post office in Hamburg by the Schleswig-Holstein post.

Transferred to the Hamburg Stadtpost where the date stamp was added on May 10.
Stamped **nach Postzeit** to show that the letter had arrived too late at the Stadtpost office
for connection to the Netherlands.

Postmarked **HAMBURG/A** in red ink at Arnhem and at Schiedam on April 12.
Postage due was 50 cents as marked.



Paid letter from Copenhagen to London. Postage paid was 45 Rbs. marked as 6d. domestic postage and 6d. foreign postage. Inscribed "franco". There were no Danish postal markings in accordance with the Danish postal circular of May 13, 1848. British currency was used for the postage along with no origin postmark to avoid recognition as mail originating in Denmark..

Sent by steamship from Copenhagen to Lübeck.

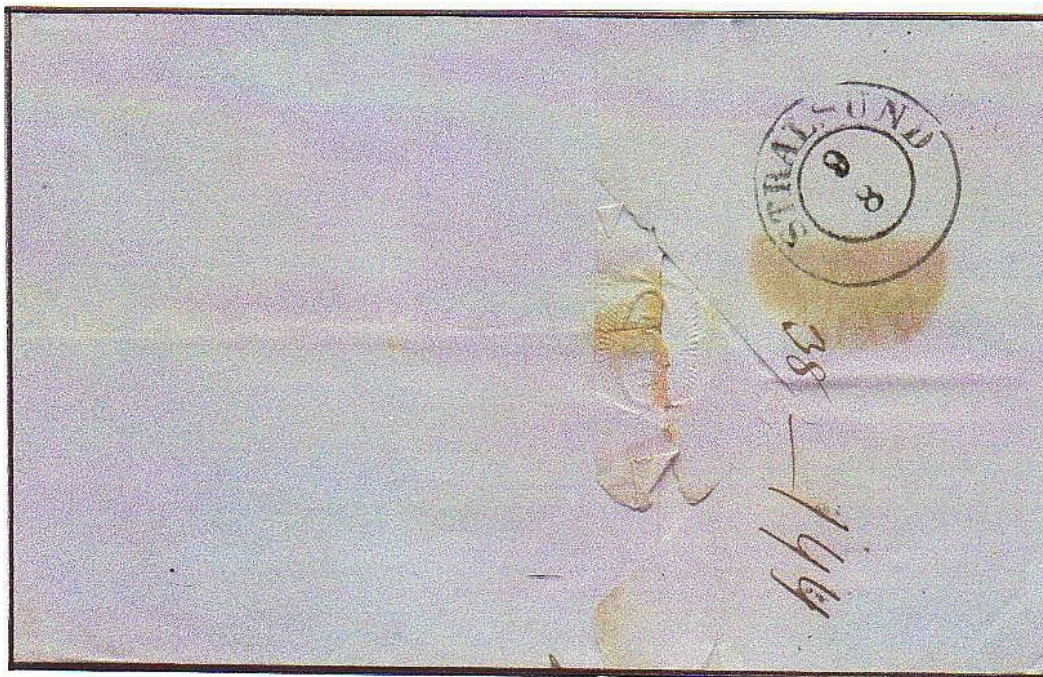
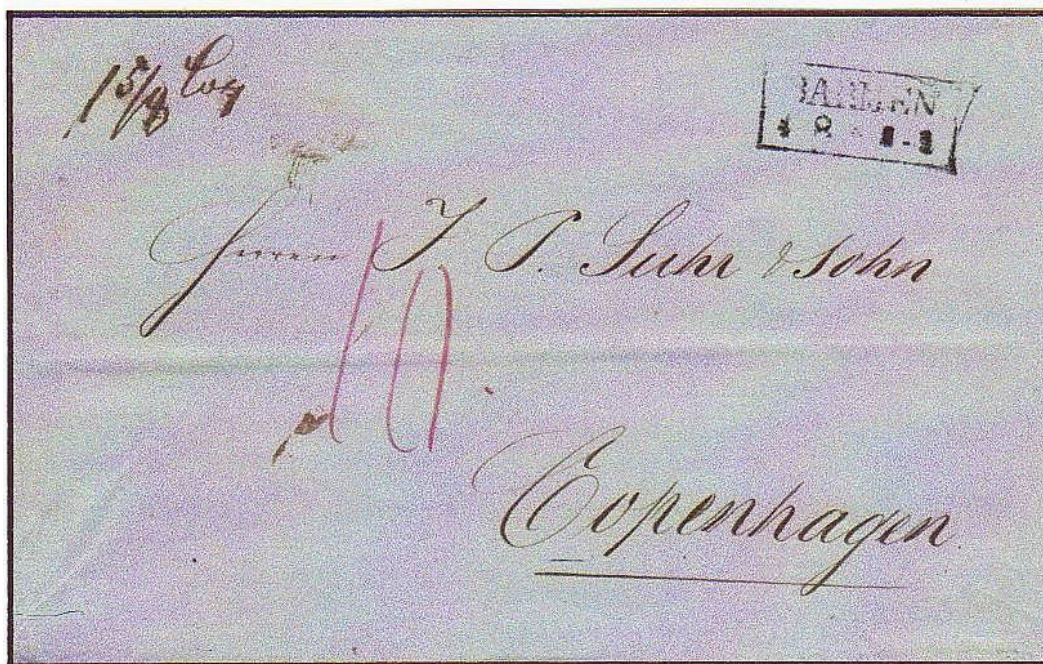
The Danish post was responsible for wagon conveyance between Lübeck and Hamburg via Lauenburg.

Postage for this conveyance was included in the postage from Copenhagen to Hamburg.

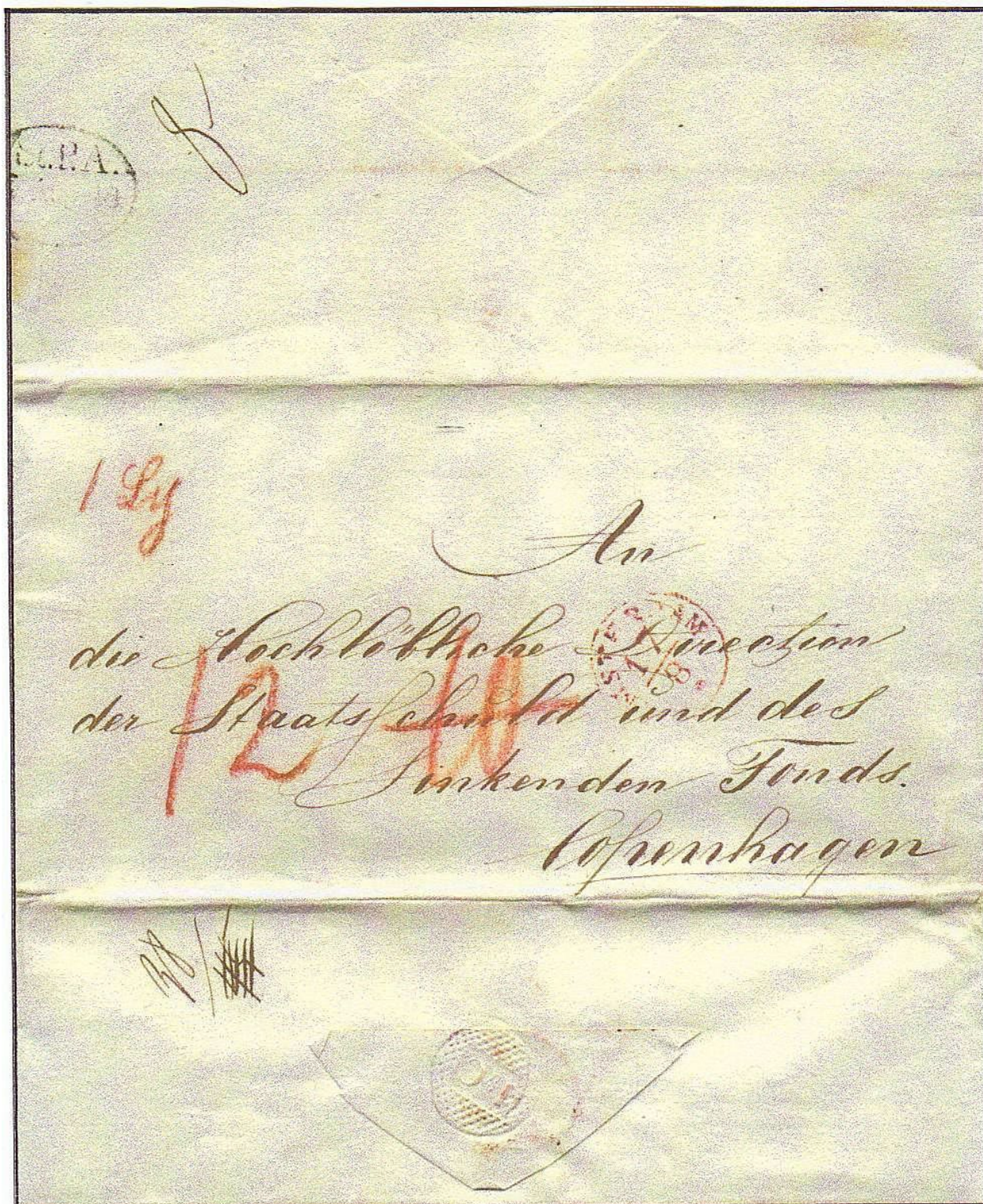
Postmarked at Altona on June 27, 1848.

Conveyed from Altona to London by the Hamburg packet in accordance with the 1846 British-Danish Convention.

Postmarked at London on July 1.



Unpaid letter of August 3, 1848, from Barmen to Copenhagen. Barmen origin postmark.
 Stralsund transit postmark of August 9. Letter was sent by Swedish steamship to Malmö and from there to Copenhagen.
 Letter weight was marked as $1\frac{3}{8}$ loth. Prussian postage was 10 sgr. equal to 43 Rbs.
 Swedish postage was $2 \times 39 = 78$ Rbs. Sound postage to Helsingør was $2\frac{1}{2} \times 3 = 8$ Rbs.
 Danish postage from Helsingør to Copenhagen was $6 \times 2\frac{1}{2} = 15$ Rbs.
 Total postage due was 144 Rbs.



Unpaid letter of August 17, 1848, from Amsterdam to Copenhagen. Amsterdam origin postmark.
 Postmarked by the Hamburg Stadtpost on August 19 and marked with postage due of 10 schillings to Hamburg.
 Sent via Lübeck and Travemünde with the addition of 2 schillings for a total of 12 schillings or 38 Rbs.
 Danish postage from Lübeck to Copenhagen was $29 \times 1\frac{1}{2} = 45$ Rbs. for a one lod letter as marked "1 Ly".
 Only the foreign postage of 38 Rbs. was due as this was an official letter and the 45 Rbs. Danish postage was crossed out.



Letter of December 10, 1848, from Haparanda to London. Postmarked at Haparanda as June 10 by mistake. Inscribed "fö Altona" in accordance with the Swedish rate book valid January 1, 1848, that stated the fastest route to the UK was via Denmark and Altona. Prepayment of postage to Altona of 24 sk.bco. for $\frac{3}{4}$ lod was required plus 10 sk.bco. for the Altona post share of 4 schillings for postage from Altona to London. Sent to Hamburg with the Swedish mail because of the Schleswig-Holstein rebellion. Postmarked by the Hamburg Stadtpost on December 24 and at London on December 30. Postage due was marked as 8d. for the British share of postage from Hamburg to London.



Unpaid letter of February 15, 1849, from Hamburg to Randers.
Origin postmarked with the Type II **K.D.O.P.A.HAMBURG** handstamp.
Postage due was 31 Rbs.



Letter of May 10, 1851, from London to Randers.
Sent by the steamship "Jylland" directly to Jutland. Postmarked at Nykøbing on Jutland on May 15.
Original postal inscription of 6d. was changed to 23 Rbs. for the Danish postal share of 22½ Rbs.
in accordance with the British postal agreement.
Collection of M. Lorentzen.



Unpaid letter of June 6, 1849, from Copenhagen to London.

Copenhagen origin postmark dated June 9 by mistake.

*Postmarked with the Type II **K.D.O.P.A. HAMBURG** stamp on June 8.*

Transferred to the Hamburg Stadtpost and sent by packet to London in accordance with the 1846 postal rate for Altona.

London receiving postmark dated June 14.

Postage due was 3/4d. of which 1/4d. was the Danish share for this quadruple rate letter.

and from Denmark then went via Hamburg, either by the Hamburg Stadtpost and packet or by the route through Ostende. Letters between Britain and Hamburg were exchanged in accordance with a General Post Office Notice of May 1846 stating that the British rate of 6d. per ½ ounce conveyed by the Hamburg packets would be combined with the Hamburg rate of 2d. per ½ ounce for a combined rate of 8d. per ½ ounce that could be either paid in advance or unpaid but payment of the British postage only was not permitted. Danish single-letter postage was the regular postage of 29 Rbs. between Hamburg and Copenhagen for all Danish mail.

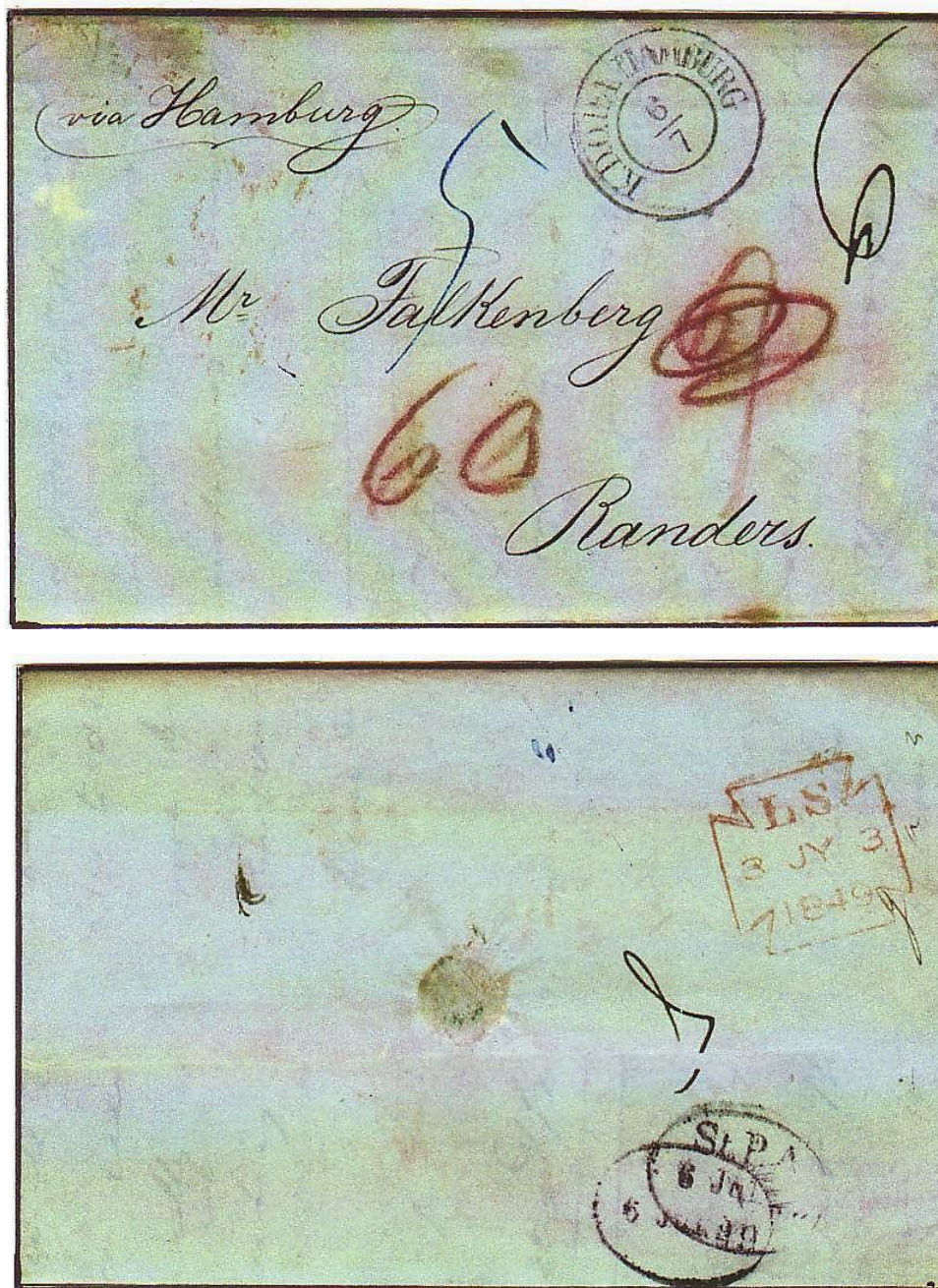
A letter of agreement between the Danish and the English posts on May 24, 1849, modified the Post Convention of June 26, 1846, to provide a direct steamship connection between the post offices in Altona and Hull in effect June 5, 1849. A General Post Office Notice of November 1849 announced the discontinuance of mail packet service between Hull, Altona and Hamburg effective November 23, 1849. Letters addressed to be forwarded via Hull would be sent by private ship.

There was unrest in Prussia in 1849, and negotiations in Berlin were successful in concluding a six-month truce. The agreement was ratified on July 15, 1849. A boundary line was established from south of Flensburg to Tönder in Schleswig. Postal communications were restored with Schleswig, but foreign mail continued to go to Lübeck and Wismar because the Danish government would not recognize the Holstein government since it was still regarded as an insurgent government.

An unpaid letter of September 17, 1849, from Manchester to Ribe showed that letters between England and Denmark were again sent in accordance with the 1846 British-Danish convention. The letter was postmarked by the Danish post office in Hamburg and showed an “6” in red crayon indicating that the letter was from England and thus should be marked with the 22½ Rbs. postal rate from Hamburg to Denmark.

Because the winter of 1849-50 was unusually cold, ice closed the Baltic steamship routes on December 22. A Danish postal circular of December 20 instructed that letters to foreign countries should be sent via Copenhagen where these letters would then be sent by separate letter sacks to Assens and Kolding. There the sacks were marked, sealed and sent to the Danish post office in Hamburg. Letters packets would then be dispatched further to Flensburg where the post would be conveyed to Hamburg by French and English couriers. After discussions between Danish and Holstein representatives, an agreement on December 30 allowed the Danish post to be forwarded by the Holstein postal service to and from Hamburg with the Altona-Kiel and Neumünster-Rendsburg railroads. The mail was to be carried in sealed sacks. Post-dispatch through the duchies resumed on January 3, 1850. Steamship trips from Copenhagen resumed to Wismar, Travemünde and Lübeck in early March so that there were five trips weekly for connections with foreign countries.

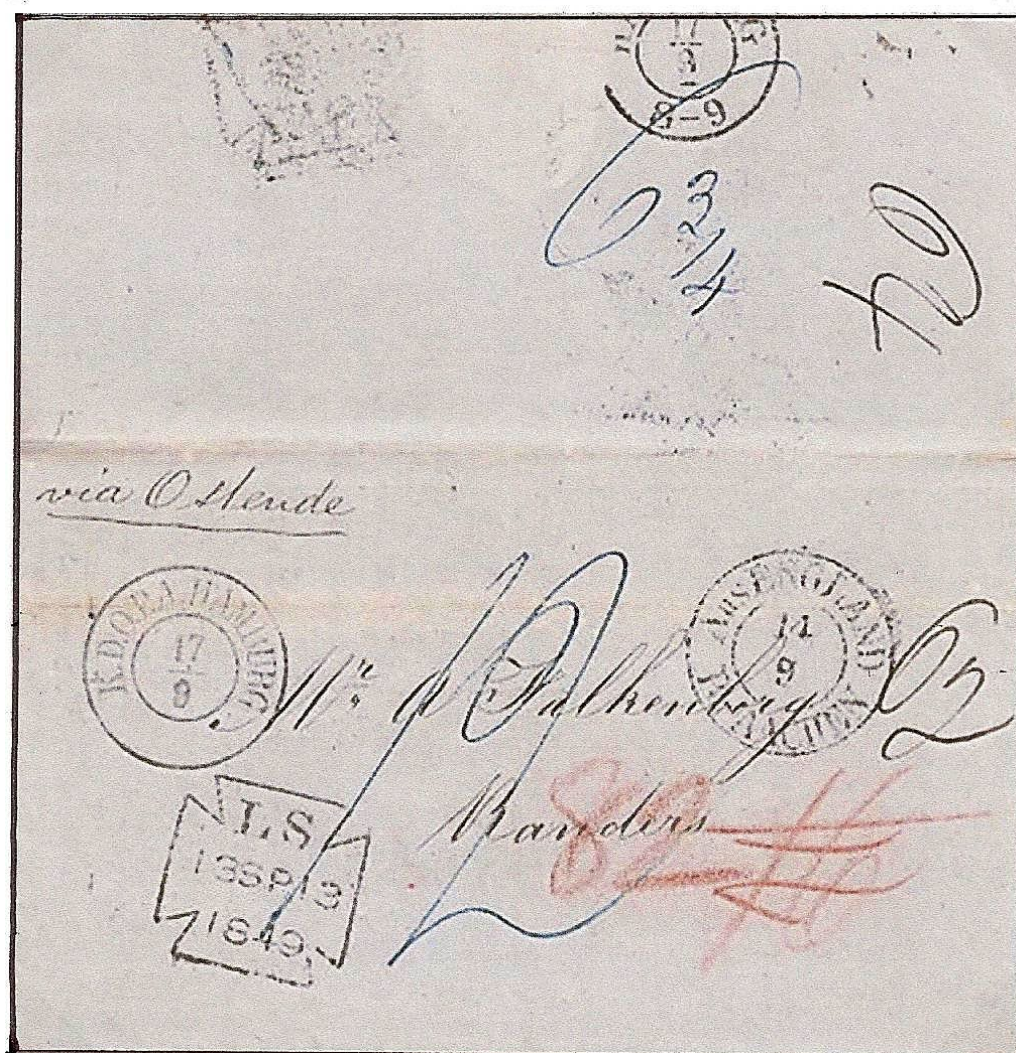
Prussia signed a treaty at Berlin on July 2, 1850, in which it agreed to withdraw military support for the Schleswig-Holstein provisional government. This was a result of Prussian internal problems and the continued pressure from the European powers. The Schleswig-Holstein army resumed the war on July 16. Danish connections with foreign countries via the duchies were then temporarily suspended. Letters to and from foreign countries that had been conveyed overland to Hamburg were then dispatched via Copenhagen and ships. A Danish postal circular of July 26 stated that no letters to the Danish post office in Hamburg should bear any stamp showing Danish origin. The mail routes were revised for the winter on December 8, 1850, to include a sea connection between Gedser, Denmark and Warnemünde, Mecklenburg. The Schleswig-Holstein army finally disbanded in January 1851. A temporary government that governed Holstein in the name of the Danish king took over in February 1851. An agreement at Kiel on February 22 re-established post passage between Denmark and both Schleswig and Holstein. When post connections through the duchies resumed on February 27, the post connection



Unpaid letter from London to Randers. Inscribed "via Hamburg". Postmarked at London on July 3, 1849.

The call at Altona by British packets to Hamburg had ceased after the resumption of the conflict between Denmark and Schleswig-Holstein at the end of March 1849. The letter was conveyed to Hamburg where the Stadtpost processed the British packet mail. Postmarked by the Hamburg Stadtpostamt on July 6. Transferred to the Danish post office in Hamburg and postmarked on the same day. British postage in accordance with a May 1846 Hamburg-British convention was 6d. per ½ oz. as marked in black ink and the Hamburg postage was 2d. per ½ oz. This debit to the Danish post was marked as 9 schillings in red crayon. The Danish post office in Hamburg added a "5" in blue ink probably representing 5 schillings for the Danish share of 4d. in accordance with the 1846 British-Danish convention. The Danish conveyance was to Lübeck and then by ship to Copenhagen. Postage to all Danish destinations was the same as the postage to Copenhagen of 29 Rbs. Postage due at Randers was then 9 schillings equal to 29 Rbs. plus 29 Rbs. plus a 2 Rbs. delivery fee for a total of 60 Rbs. as marked in red crayon. The Hamburg-British convention required that postage from the UK to a Hamburg destination of 8d. per ½ oz. had to be totally paid or unpaid. This was marked on the back in black ink. Reduced to 93% of the original size.

Collection of M. Lorentzen.



Letter postmarked at London on September 13, 1849. Inscribed "via Ostende".
 Marked "6 $\frac{3}{4}$ " postage of 6d. to Britain and 2d. for Belgium paid by Britain.
 Postmarked at Aachen **Aus ENGLAND per AACHEN** on September 14.
 Marked "6 $\frac{3}{4}$ " in blue ink at Aachen for 6 $\frac{3}{4}$ sgr. equivalent to 8d.
 Postmarked by the Prussian post office in Hamburg on September 17 and marked "12" in blue ink
 for the Danish debit to Prussia of 12 sgr. including 5 sgr. Prussian postal share.
 This was equal to 16 schillings as marked in red crayon.
 Also postmarked by the Danish post office in Hamburg on September 17.
 Total postage due was 52 Rbs. equal to 16 schillings plus 29 Rbs. Danish postage
 plus delivery fee equal to 82 Rbs. as marked in red crayon.
 Collection of E. Torbensen.



Letter to Ribe postmarked at Manchester on September 17, 1849. Inscribed "via London and Hambro".

Postmarked at London on September 24 and inscribed "6" as the British postal share from the 1846 convention. Postmarked by the Hamburg Stadtpost on September 22 and by the Danish post office in Hamburg on September 24.

The Danish post office in Hamburg marked "5" in blue ink representing the Danish share of 4d. or 5 schillings from the 1846 British-Danish convention.

The Danish post office also marked "9", "6" and "54" in red crayon.

The Danish debit was 6d. or 7 schillings to Britain and 2 schillings to the Stadtpost for a total of 9d. as marked.

The "6" showed that the letter originated in England.

The postage due from the recipient was 54 Rbs. representing 9 schillings equal to 29 Rbs., 22½ rounded to 23 Rbs. Danish postage in accordance with the 1846 convention and 2 Rbs delivery fee.

Collection of E. Torbensen.



Letter to Randers postmarked September 19, 1849, at Newcastle on Tyne. Inscribed "via Hull".

Postmarked on September 20 at Hull. Sent to Altona and Hamburg in accordance with the May 24, 1849, letter of agreement between the Danish and British posts.

Postmarked at the Danish post office in Hamburg on September 25.

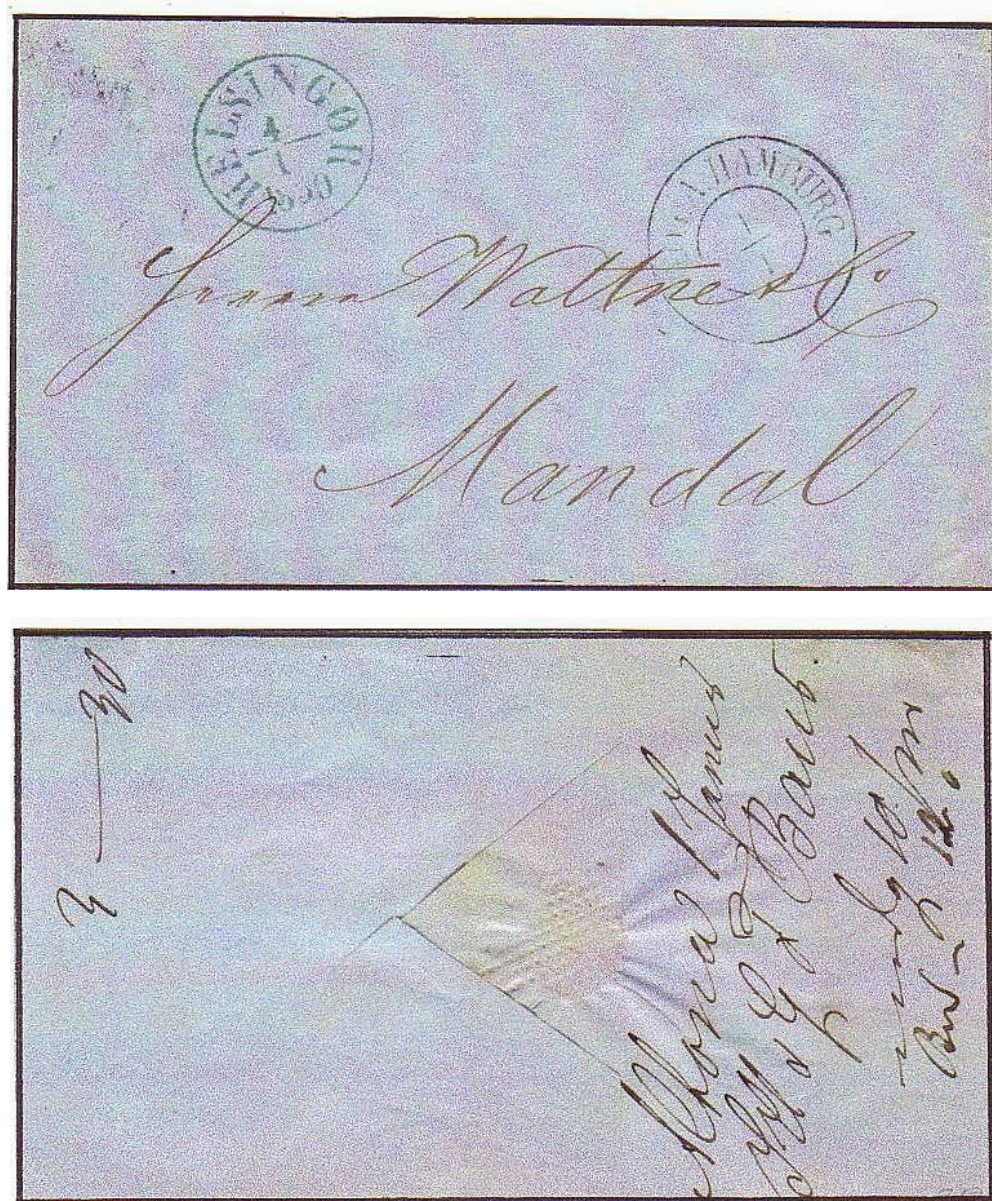
This post office inscribed "7" in blue crayon, "6" and "47" in red crayon.

The Danish debit to Britain was 6d. or 7 schillings equal to 22½ Rbs..

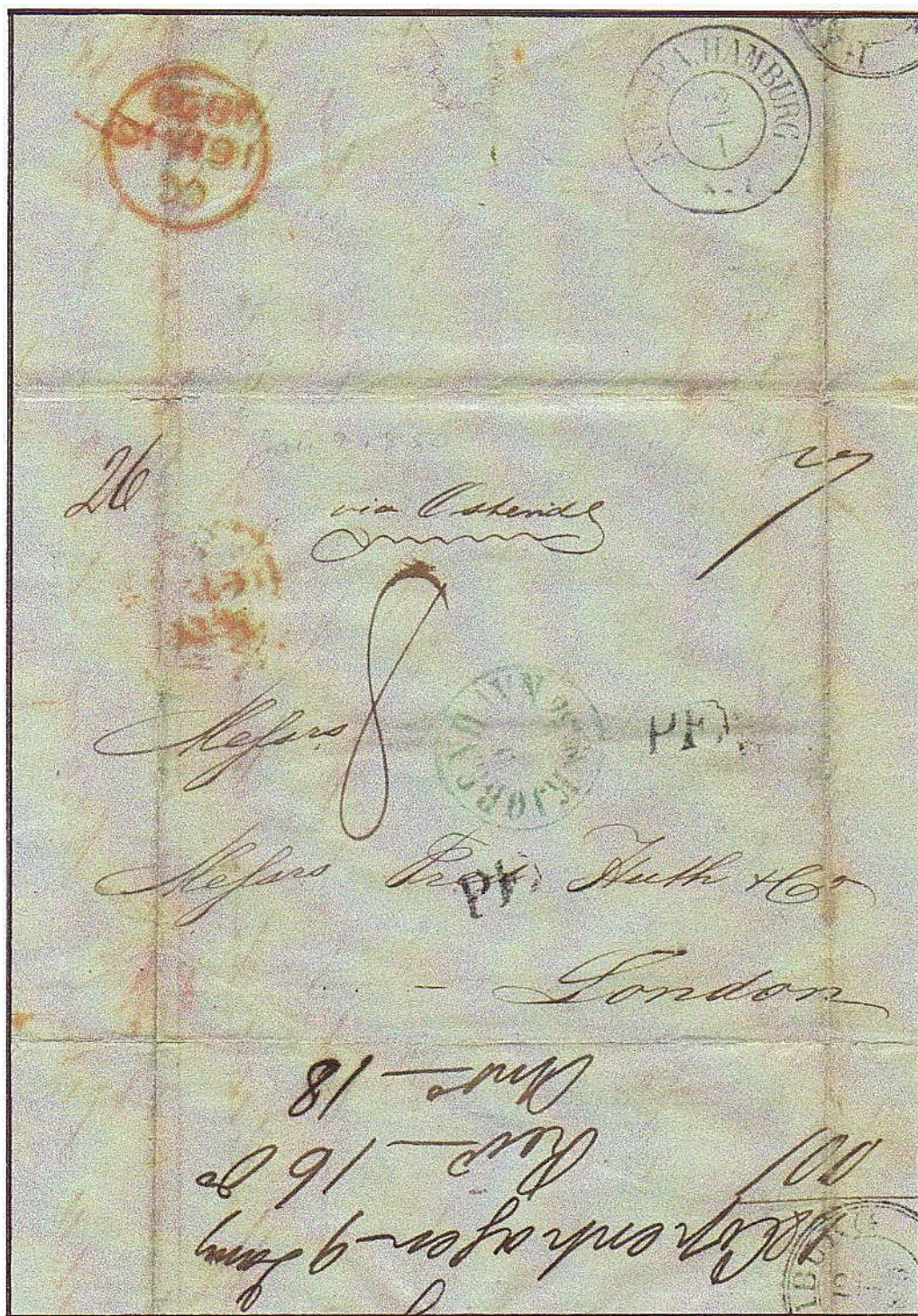
British origin was shown by the script "6".

Danish postage was 22½ Rbs. Total postage due was 47 Rbs. with a two Rbs. delivery fee.

Collection of E. Torbensen.



Unpaid letter of January 1, 1850, from Altona to Mandal.
 Posted at the Danish post office in Hamburg and postmarked with the Type II **K.D.O.P.A.HAMBURG** stamp.
 Conveyed via the duchies and postmarked at Helsingør on January 4.
 Danish and Swedish postage was 24 sk.bco. and Norwegian postage was 6 sk.sp.
 Total postage due was 30 sk.sp. as marked. Received January 10.



Partially paid letter of January 9, 1850, from Copenhagen to London. Inscribed "via Ostende". Copenhagen origin postmark.

Postmarked by the Danish post office in Hamburg with the Type II **K.D.O.P.A.HAMBURG** stamp on January 12 and by the Hamburg Stadtpost on the same date.

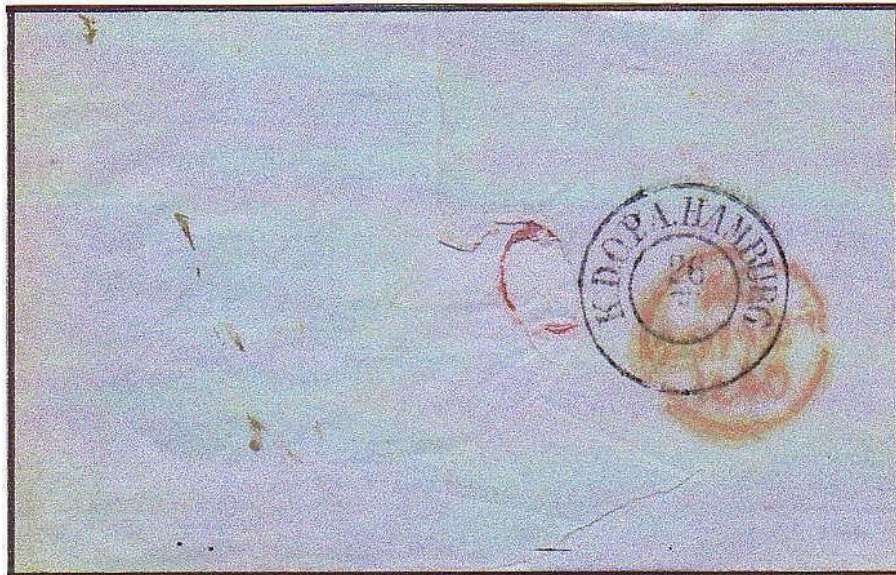
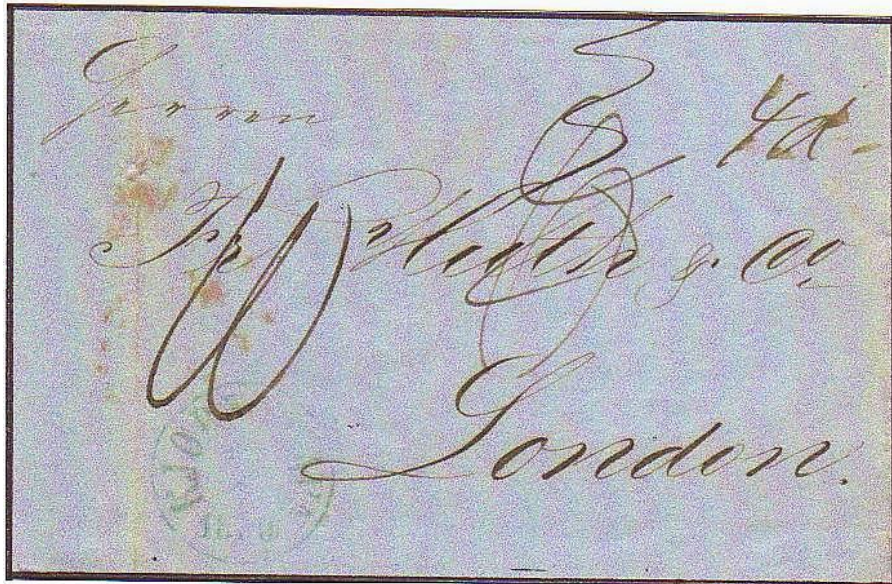
Prepaid postage was 29 Rbs. for Danish postage to Hamburg and 26 Rbs. equal to 8 schillings for postage to Ostende.

Total prepaid postage was 55 Rbs. Stamped **PF.** (Port Frontière) at Aachen to show payment to Ostende.

London receiving postmark dated January 16. Postage due was 8d. for Ostende to London.



Letter from Hull to Svendborg. Inscribed "pr Emperor" and "franco".
 Postage of 10d. was prepaid as marked. Postmarked **HULL SHIP-LETTER** in blue ink on July 6, 1850.
 Postmarked by the Danish post office in Hamburg on July 8.
 Inscribed "5" in blue crayon and "5" in red crayon by the Danish post office to show a credit of 5 schillings or 4d. from Britain
 Also marked "5" in red crayon to recognize England as the origin.
 The recipient paid 2 Rbs. as bærpenge.
 Collection of M. Lorentzen.



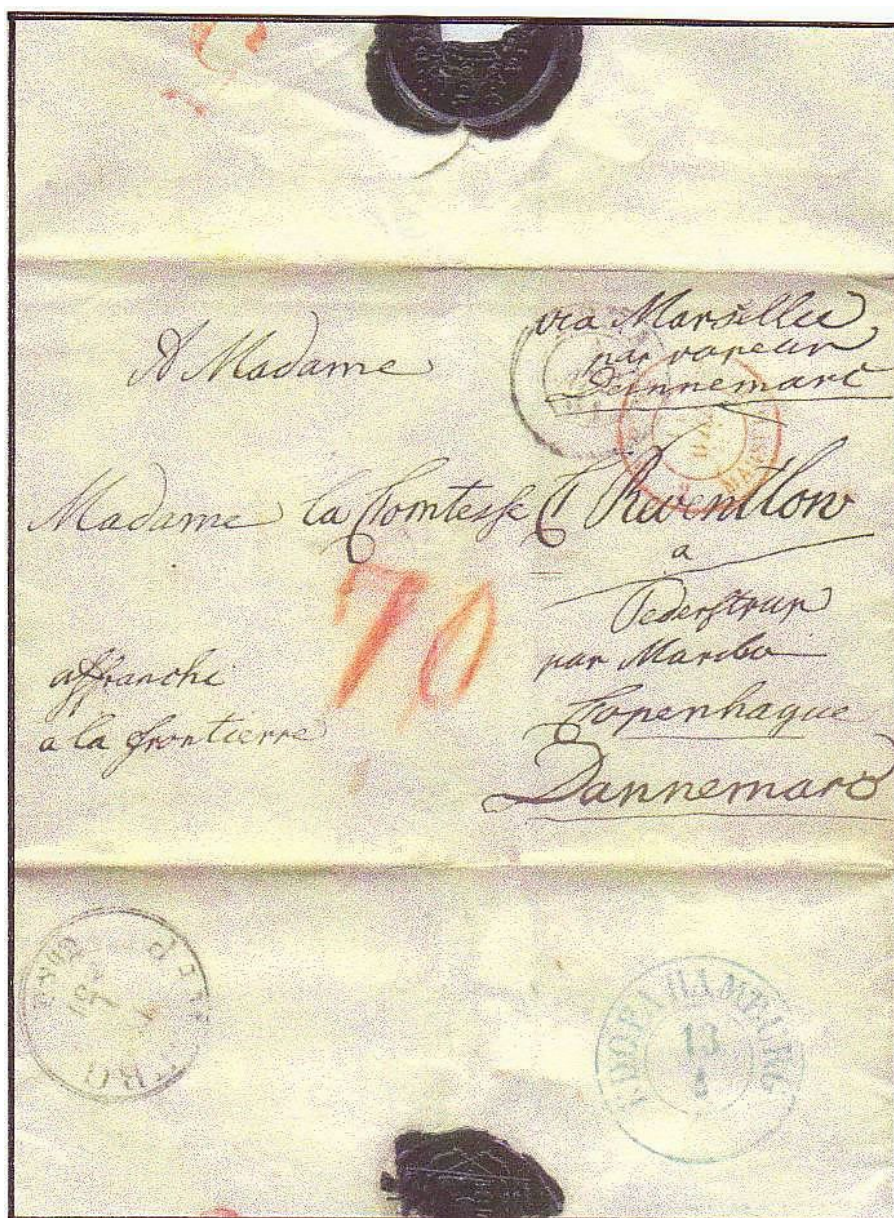
Unpaid letter of July 24, 1850, from Copenhagen to London. Postmarked at Copenhagen.

*Sent to London in accordance with the 1846 Danish-British convention
but via Hamburg instead of Altona as the Hamburg packet did not call at Altona.*

*Postmarked with the Type II **K.D.O.P.A. HAMBURG** stamp on July 26 and at London on July 29.*

A "6" was inscribed as British postage.

This was crossed out and "10" was marked as the postage due of which 4d. was marked as the credit to Denmark.



Letter of January 3, 1851, from Rome to Pederstrup via Copenhagen.
 Inscribed to be conveyed by steamship to Marseille and "affranche a la frontiere".
 Postmarked at Rome on January 3 and at Marseille on January 11.
 Conveyed via France and by the Thurn & Taxis post to Hamburg.
 Postmarked by the Thurn & Taxis and the Danish post office in Hamburg on January 13.
 Papal States postage of 5 bajocchi was prepaid as shown by the 5 in red ink.
 Total postage due was marked as 70 Rbs.

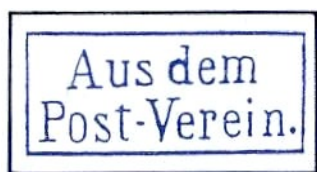
between Gedser and Warnemünde was discontinued. The post between Denmark and Hamburg passed through Holstein in closed sacks. The postal service established by the duchies' provisional government in Kiel in 1848 continued to operate until the Danish post director took over in April 1852 and the Holstein post department in Hamburg was closed. The Schleswig-Holstein postal service and later the Holstein postal service issued and used postage stamps beginning in 1850.

A hand stamp **FRANCO TOUT** (paid all) was used by the Danish post office in Hamburg in 1850, as shown by letters from Hamburg to Mandal that have only a **K.D.O.P.A.HAMBURG** postmark and the **FRANCO TOUT** stamp. The hand stamp is known in black and blue ink. **K.D.O.P.A.HAMBURG** postmarks are also known in black and blue at that time.

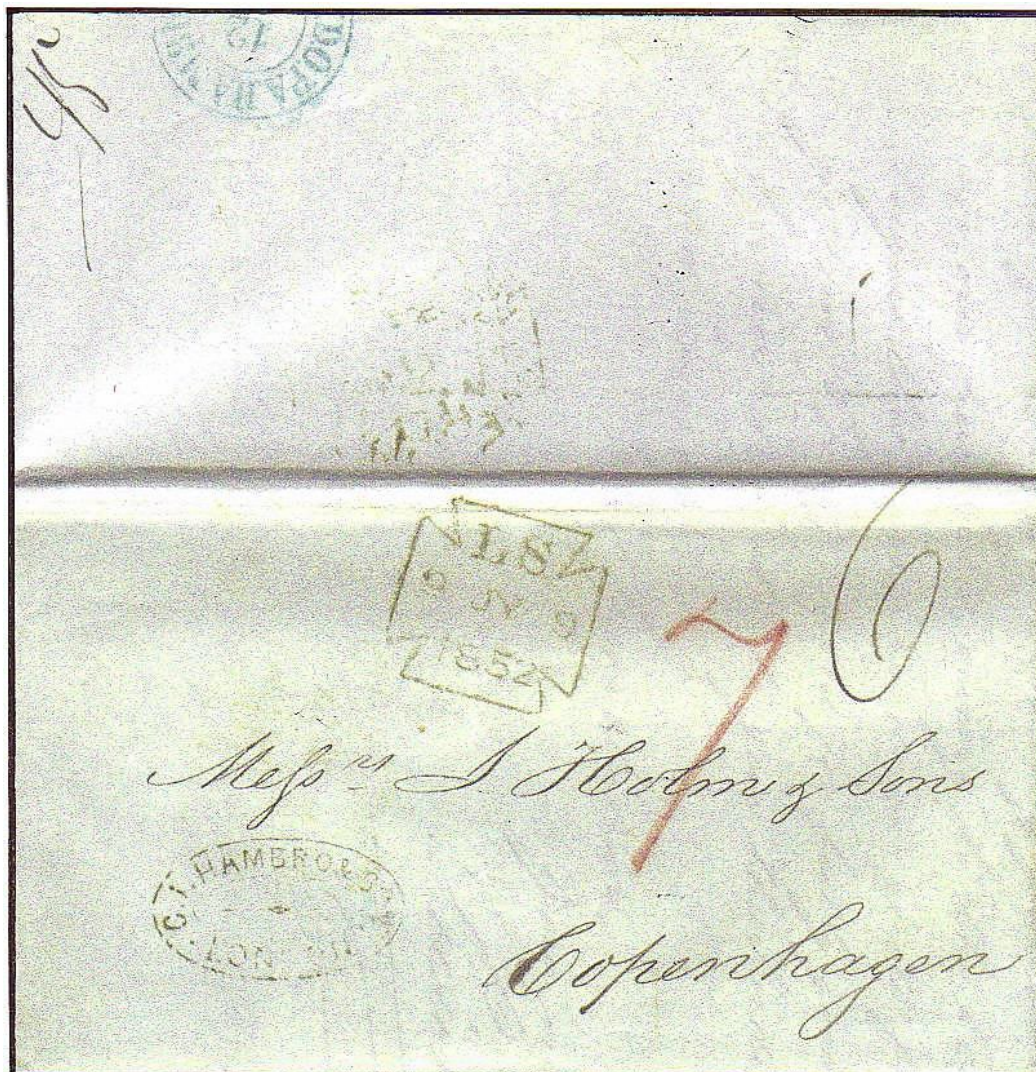
Type III of the **K.D.O.P.A.HAMBURG/date** hand stamp was used from January 1851 to January 1853 (Table 13-1). This was similar to the first two types in that the inner circle diameter is 14 mm. And the letters are about 3.5 mm. high, but the "H" of "HAMBURG" has been shifted to the left in comparison with Type II, and the "M" is somewhat thicker than that of Type II. Clock times with about 2 mm.-high numerals were used beginning in mid-1851. Blue ink was used with the Type III hand stamps to differentiate the Danish post office postmarks from the black Holstein post office postmarks.

Type IV of the **K.D.O.P.A.HAMBURG/date** hand stamps continued to have a 14 mm. diameter inner circle but letters that were slightly higher than in the Type II hand stamp (Table 13-1). This postmark also shows clock times, generally with numerals about 3 mm. high, and occasionally with an "A" or "M" after the time to show *abend* (evening) or *morgen* (morning) when the same numerals were repeated for morning and evening. Postmarks of this type were used from December 1852 to July 1854. This hand stamp appears to be the one used by the Oberpostanstalt, Holsteinische Abteilung (Head Postal Establishment, Holstein Division) in 1852 with "K.D.O.P.A." replacing "HOLST.P". The Holstein hand stamp is known used until June 1852 on letters to Holstein.

Foreign mail had to be conveyed overland during the winter period when the steamships could not operate between Copenhagen and Kiel. This reduction in connections was a great disadvantage to commerce. Complaints in January 1853 forced the Danish postal service to decide on a steamship connection between Korsør and Kiel, but this route also was closed because of ice at the end of January. Norwegian and Swedish mail was forwarded faster with this service. The following year when the steamship trips between Copenhagen and Kiel and the Baltic ports stopped at the end of the season, there were post steamship trips three times weekly between Korsør and Kiel, with the departure from Korsør after the arrival of the post diligence from Copenhagen, and the departure from Kiel after the arrival of the morning train from Altona. The overland route required a day more than the Korsør-Kiel ship route. The overland route was important only for foreign post when the Korsør-Kiel route did not operate. It was also important for travelers who wished to avoid the slow voyage between Korsør and Kiel.



The German-Austrian Postal Union provided for lower postage rates on letters for members of the union effective July 1, 1850. A Danish postal circular April 16, 1851, announced that a convention with Mecklenburg-Schwerin provided that GAPU postal rates would apply for Danish mail with a Danish single-letter rate of 3 sgr. for letters to and from GAPU territory via Wismar or Hamburg. Prussia and Thurn & Taxis were members of the GAPU. Hannover joined in May 1851 but the Hamburg Stadtpost was not a member. A hand stamp with **Aus Dem Post-Verein.** (from the Postal Union) was then used by the Danish post office in Hamburg to show letters received from postal services that were members of the union. The stamp is known used in May 1851. The Hamburg Stadtpost joined the GAPU effective January 1, 1852, so the stamp was no longer necessary. Blue ink was used for this stamp.



Letter from Havana to Copenhagen forwarded at London. Postmarked at London on July 9, 1852.
 Sent unpaid in accordance with the Danish-British convention of 1846 but via Hamburg instead of Altona
 as the Hamburg packet did not call at Altona.
 Inscribed "6" at London for 6d. credit to Britain and "7" in crayon by the Danish post office for 7 schillings equivalent to 6d.
 Postmarked with the Type III **K.D.O.P.A.HAMBURG** stamp on July 12.
 Postage due from the recipient was marked "45" in crayon as the postage of 45 Rbs. in accordance with the 1846 convention.
 Collection of Y. Kuori.



Unpaid letter of January 20, 1853, from Amsterdam to Mandal. Inscribed "via Hamburg".

Amsterdam origin postmark in red ink.

Postmarked by the Hamburg Stadtpost on January 22 and postmarked by the Danish post office in Hamburg with the Type IV **K.D.O.P.A.HAMBURG** stamp on the same day. Postage to Hamburg was 7 schillings equal to 17½ sk.sp.

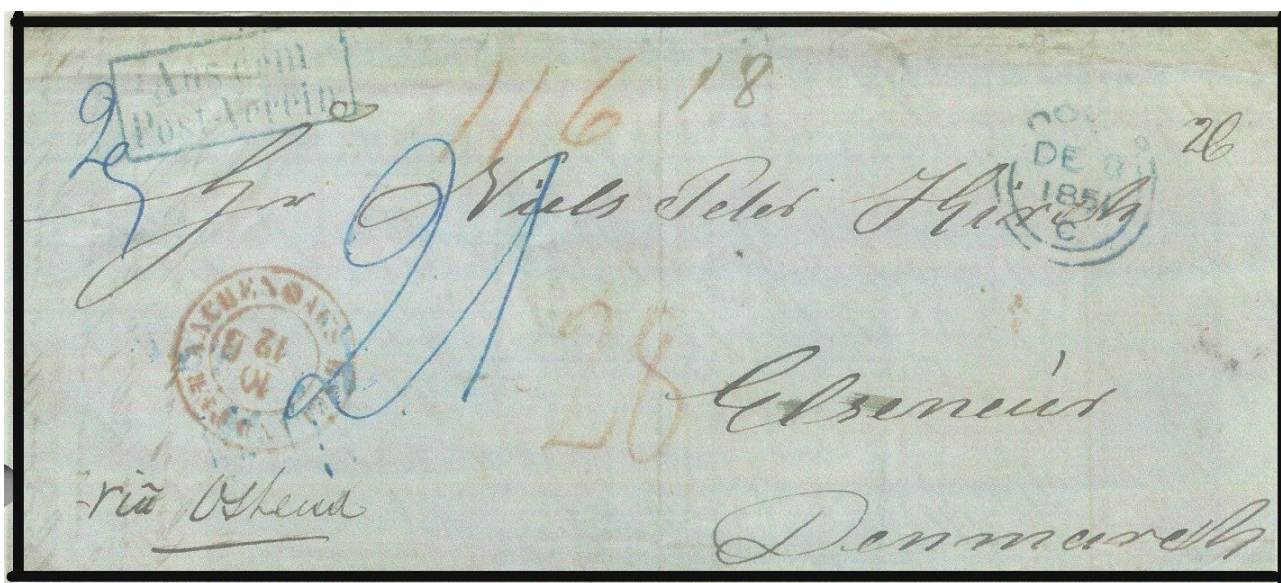
Danish and Swedish postage was 15 sk.sp. Norwegian postage was 6 sk.sp.

Total postage due was 38½ or 39 sk.sp. as marked.



Letter from Neudietendorf to Schleswig. Origin postmarked on October 24, 1851. Postal Union postage to Hamburg was 3 sgr. equal to 4 sch. Postmarked **Aus dem Post-Verein** to show entry from the German-Austrian Postal Union. Postage from Postal Union territory to Christiansfeld was also 4 sch. for a total due of 8 sch. as marked.

Potsdamer Philatelistische Büro auction December 2013



Unpaid letter from Dover to Helsingør. Postmarked at Dover December 8, 1851. Inscribed "via Ostende".

Stamped **AUS ENGLAND PER AACHEN** on December 10.

Stamped **Aus dem Post-Verein** by the Danish post office in Hamburg.

The debit to the Prussian post was marked as 21 sgr. and restated as 28 schillings.

The Danish post marked 116 Rbs. as postage due for foreign postage of 90 Rbs. and Danish postage of 26 Rbs.

Reduced to 86% of original size



The Danish post office in Hamburg established a branch office in the Berliner Bahnhof to process letters and packages to the Duchy of Lauenburg and to Lübeck. A **BAHNHOF HAMBURG/(No.) ZUG/date/ DAEN:POST** hand stamp showing the train number as well as the day and month was used at this post office. The period of use was from 1852 to 1864.

Type V of the **K.D.O.P.A.-HAMBURG/date** stamps had the same circle diameters as the preceding types, but the letters were higher (about 3.5 mm.) and the “H” in “HAMBURG” sloped to the left (Table 13-1). This stamp was used from March 1853 to about April 1856. The Types IV and V stamps were used simultaneously from March 1853 to May 1854. Blue as well as black ink was frequently used with these stamps.

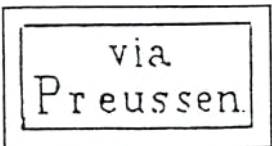
An agreement between Denmark and Mecklenburg, effective on February 1, 1854, established an 8 Rigsbank skilling rate for letters between Hamburg and Copenhagen via Wismar. This sea post route had been in use since 1851. The Danish domestic rate of 6 Rbs. for an unfranked letter or 4 Rbs. for a franked letter applied to Hamburg-to-Copenhagen mail sent via the duchies. Letters were sent via Wismar at the request of the sender. The Danish post office in Hamburg used a boxed **via Mecklenburg** stamp for these letters. Because of the higher postage rate, only a small part of the Hamburg-Copenhagen mail went via Wismar, so this stamp is scarce. The stamp is known in black and blue ink. Known usage is from 1854 to 1856.



A single-circle lapidar **K.D.O.P.A./date/clock time/HAMBURG** hand stamp was used from October 1855 to April 1862. It was used as an origin postmark instead of one of the antique **K.D.O.P.A.HAMBURG/date** stamps from October 17 to November 4, 1855. Any other use is inconsistent for any specific category of mail. Perhaps it was used as a reserve stamp.

The Type VI **K.D.O.P.A.-HAMBURG/date** hand stamp had an outer circle diameter of 27.5 mm. in comparison to 26.5mm. for the first five types (Table 13-1). The inner circle diameter remained at about 14 mm. Letter heights were about 4 mm. This hand stamp apparently succeeded the Type IV hand stamp and was used from August 1854 to October 1856. Blue ink is known used with this hand-stamp in 1854.

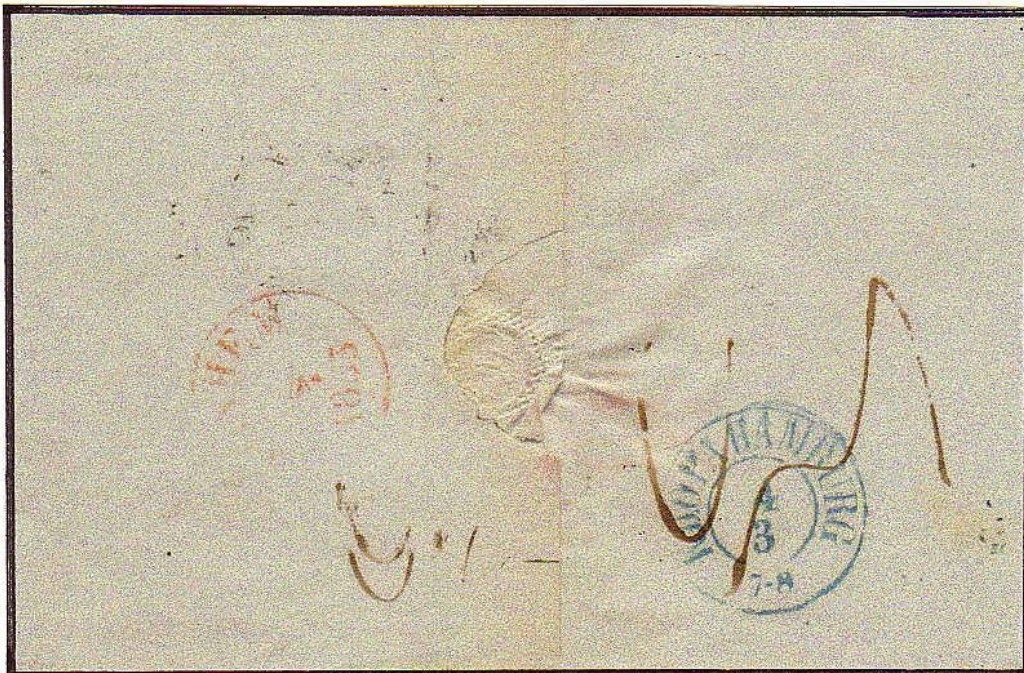
A post ship connection was established in 1856 between Stettin and Copenhagen that provided for mail to be sent from Hamburg to Copenhagen by Prussia via Stettin. A **via Preussen** hand stamp was used by the Danish post office in Hamburg in a manner similar to the use of the **via Mecklenburg** stamp. For this route postage from Hamburg to Copenhagen was 8 sk. The stamp is known only in black ink and is very scarce because of its limited usage.



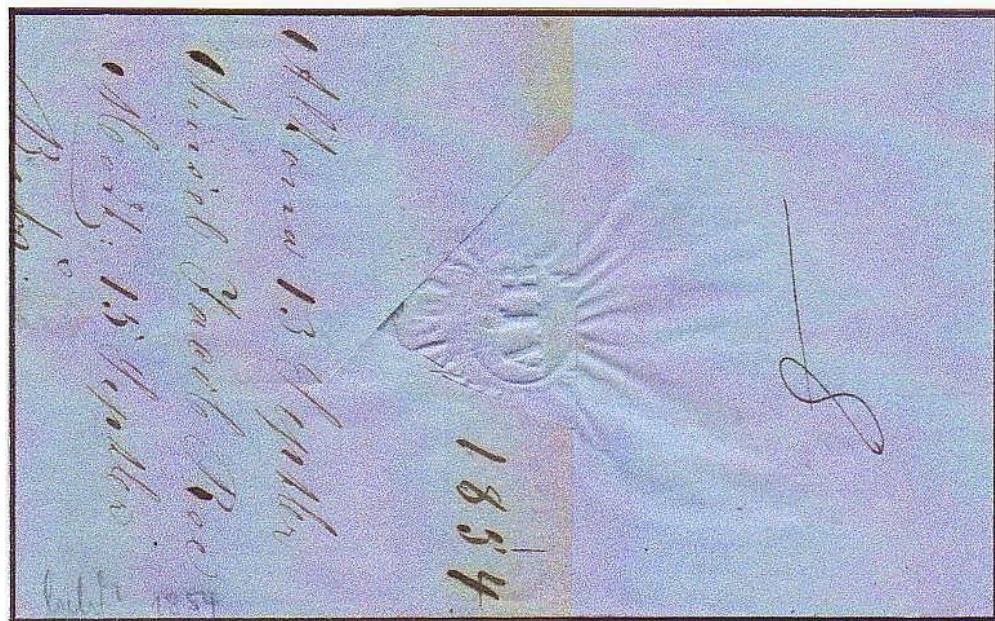
Type VII of the **K.D.O.P.A.HAMBURG/date** double-circle hand stamp differs from the preceding types with the outer circle diameter 26.5 mm. and the inner circle diameter reduced to 13 mm. (Table 13-1). The letter heights remained at about 4 mm. This stamp appears to have succeeded the Type VI stamp and was used from November 1856 to May 1858.



Letter of July 11, 1855, from Hamburg to Helsingør.
 Posted and postmarked at the Danish post office in Hamburg branch office in the Berliner Bahnhof.
 Postmarked at Copenhagen on July 12.
 Postage due was 6 sk.Rm.



Unpaid cover dated March 4, 1853, from Altona to Arnhem. **K.P.A. ALTONA** origin postmark.
 Postmarked with the Type V **K.D.O.P.A. HAMBURG** stamp by the Danish post office in Hamburg on March 4.
 Also postmarked by the Hamburg Stadtpost on March 4.
 Arnhem receiving postmark in red ink.
 Postage to the Netherlands border was 3 sgr. as Holstein was a member of the German-Austrian Postal Union.
 Netherlands postage was 2 sgr. for a total postage due of 5 sgr. equal to 30 cents as marked.



Letter of September 13, 1854, from Altona to Copenhagen.
 Posted at the Danish post office in Hamburg and postmarked with the Type VI **K.D.O.P.A. HAMBURG** stamp.
 Stamped **via Mecklenburg** as the sender requested this routing.
 Postage due was 8 sk.Rm.



Unpaid letter addressed to Westervik postmarked at St. Thomas on July 18, 1859.

Conveyed from St. Thomas on July 18 by the Royal Mail Steam Packet Company steamship "Teviot" arriving at Southampton on August 5.

Postage from St. Thomas to London was marked as 2/, apparently by error as the postage should have been 6d.

Postage from London to Hamburg was 8d. of which 4d. was the British part of the postage.

The debit to Prussia was marked as 2/4d in black ink.

Postmarked by the Hamburg Stadtpost on August 7 and the debit to the Swedish post was marked as 27 sgr.

The 2/4d was converted to 23½ sgr. and 3½ sgr. was added for the German share of the postage to Hamburg.

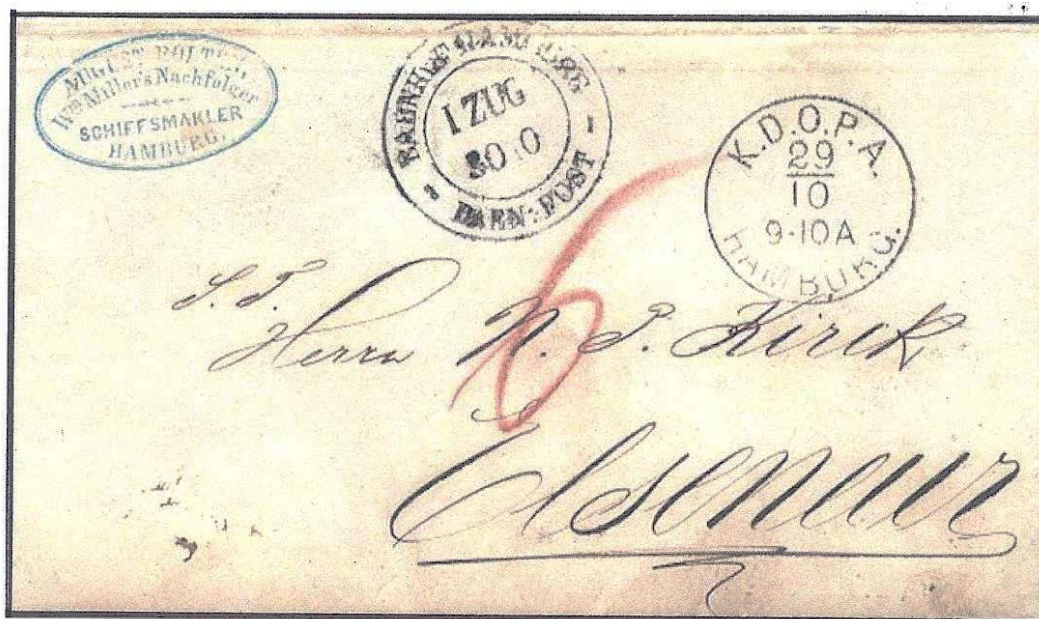
Postmarked by the Swedish post office and by the Danish post office in Hamburg on with the single-circle lapidar

K.D.O.P.A./date/clock time/ HAMBURG handstamp on August 7.

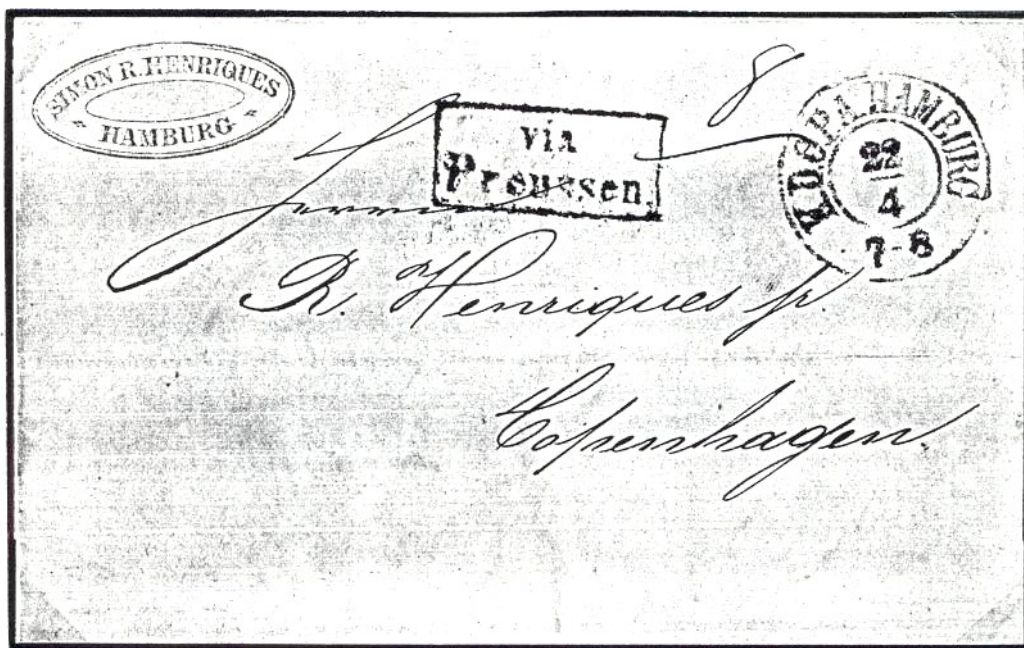
Conveyed via Denmark to Helsingborg where it was postmarked on August 9.

The Westervik post office converted the 27 sgr. to 243 öre and added 45 öre for postage from Hamburg for total postage due of 288 öre as marked.

Collection of B. Larsson.

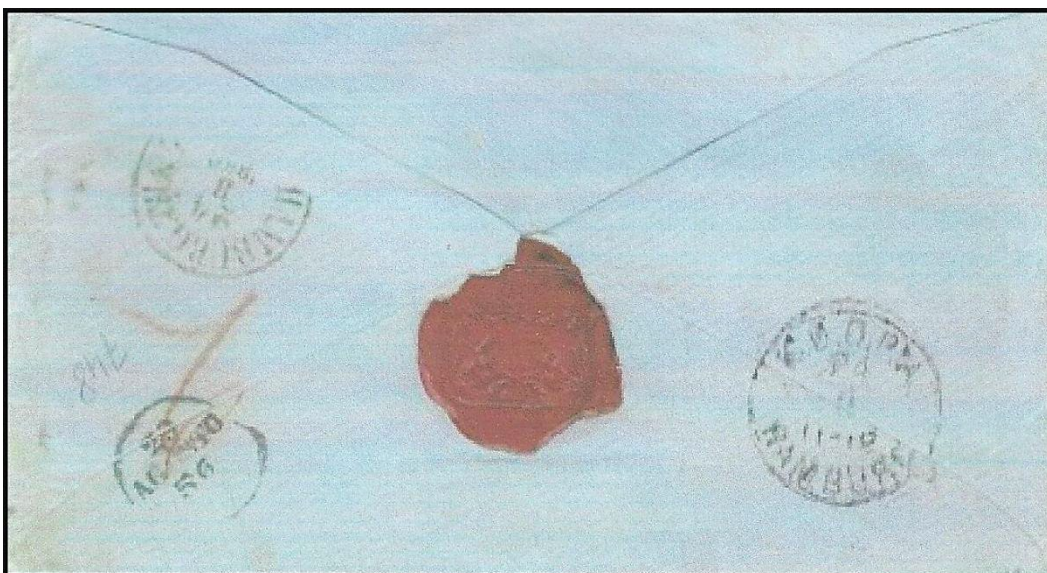


Letter from Hamburg to Helsingør.
 Origin postmarked on October 29, 1855, with the **K.D.O.P.A. HAMBURG** stamp.
 Postmarked on October 30 at the Danish post office in the Berliner Bahnhof.
 Postmarked on the back at Copenhagen on October 31. Postage due was 6 sk.Rm.
 Ulrich Felzmann auction, February 2011.



Letter of 1856 from Hamburg to Copenhagen.
 Postmarked by the Danish post office in Hamburg on April 22 with the Type VI **K.D.O.P.A. HAMBURG** stamp.
 Stamped **via Preussen** by the Danish post office in Hamburg and sent via Stettin.
 Postage due was 8 sk.Rm.
 Collection of Frau Ilse Popp.

A Copenhagen-Kiel ship post bureau was opened in May 1854. The Copenhagen-Kiel ship post route was changed to the new Korsør –Kiel route on April 27, 1856 operating with Royal Danish post steamships on routes also from Korsør to Nyborg and to Aarhus. Letters were first postmarked onboard with a circular frame date stamp DAMPSK.POST.SPED on May 16, 1856. There were five numbered hand stamps that were assigned to employees of the post bureau that remained with the assigned employee when he was moved from one of the three routes operated by the post bureau to another. Kiel and Hamburg were connected by rail so post was sent by this route to the Danish post office in Hamburg for transfer to other Hamburg post offices.



*Unpaid envelope sent from Denmark via Hamburg to Lombardy in the Duchy of Modene. Sent by post ship from Korsør to Kiel and by rail to Hamburg. Postmarked **DAMPSK.POST.SPED** on the post ship on August 23.*

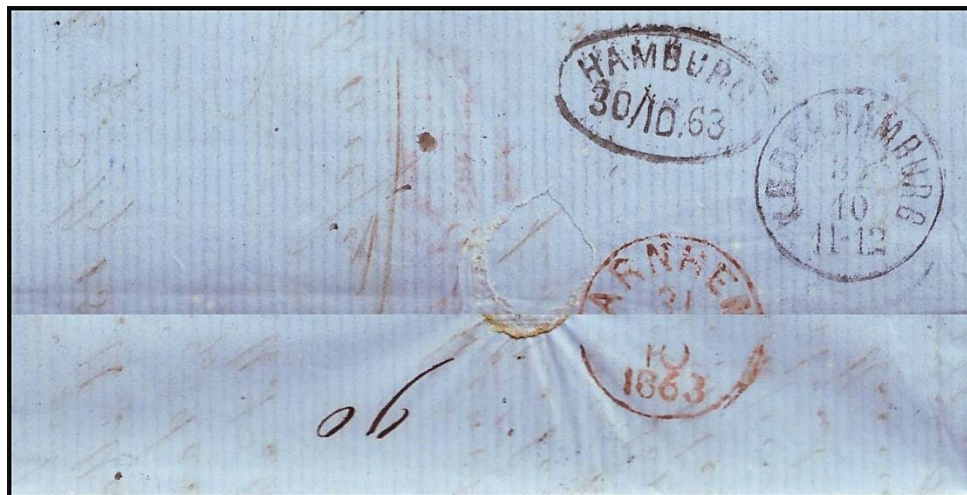
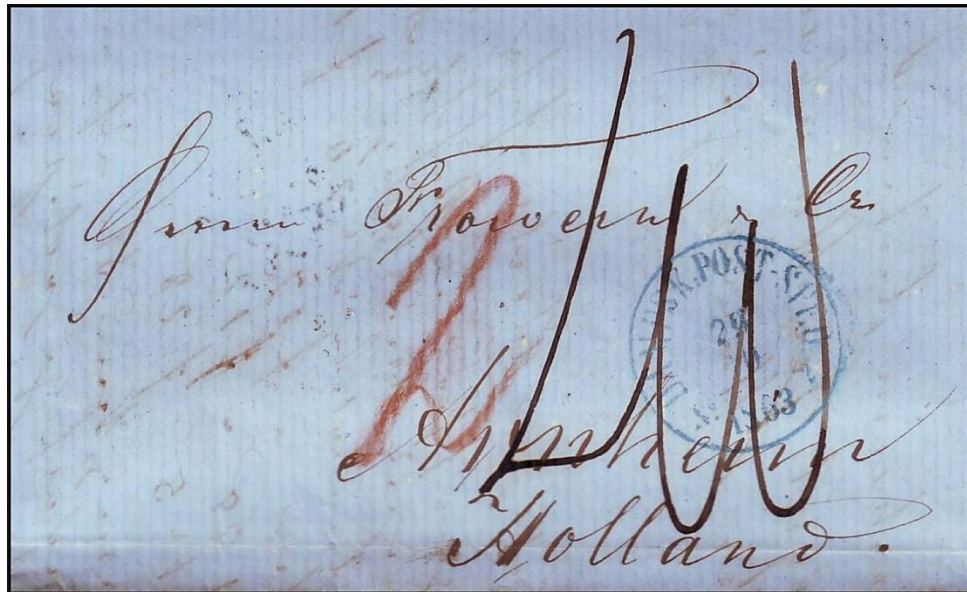
Postmarked by the Danish post office and the T&T post office in Hamburg on August 24.

Postmarked in Italy on August 28. Postage to Hamburg was 2 sgr. and German-Austrian Union postage was 3 sgr.

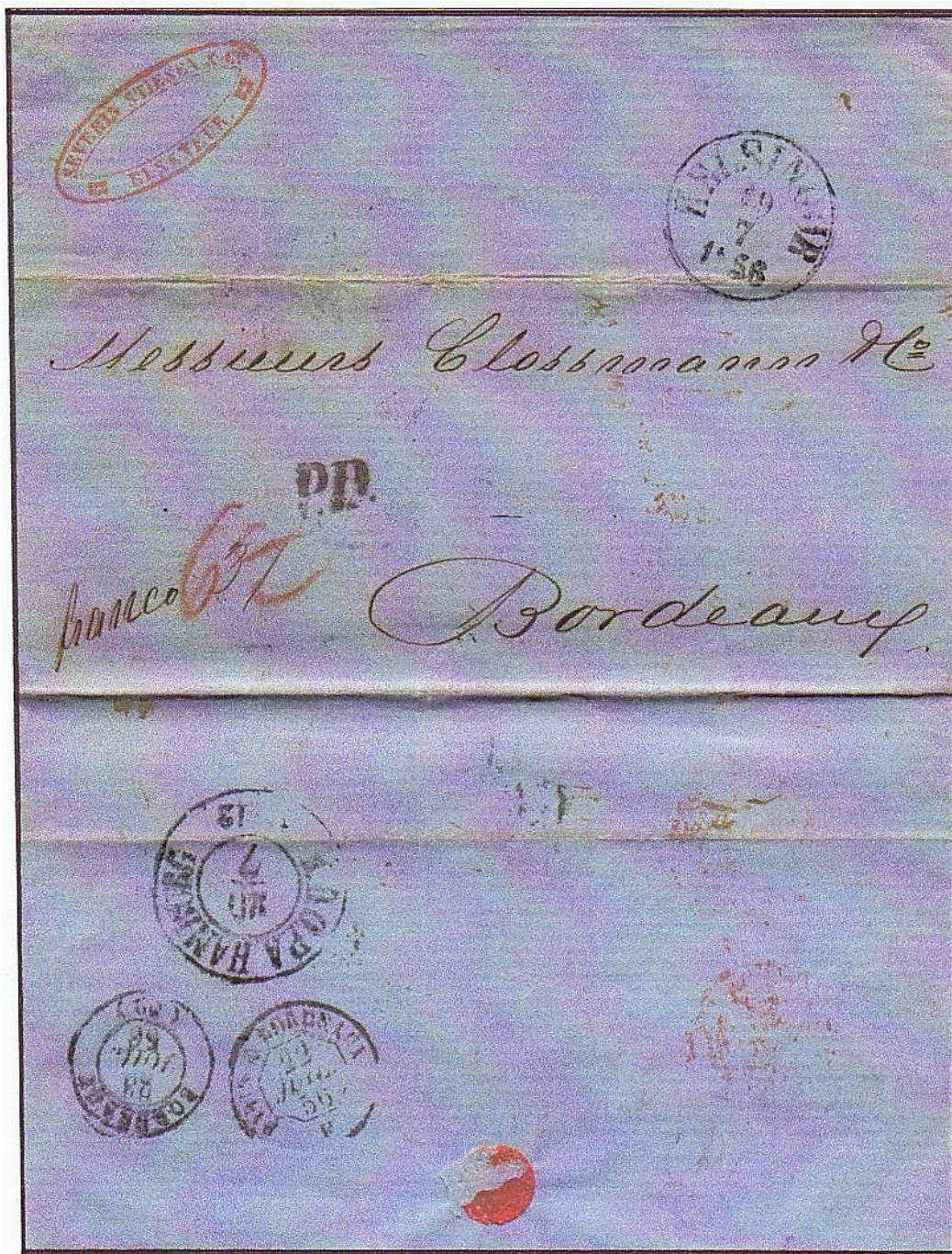
Postage in Italy was 4 Austrian kreuzer. Total postage due was 65 centesimi as marked.

Reduced to 92% of the original size.

Collection of M. Lorentzen



Unpaid letter of October 28, 1863 from Aarhus to Arnheim.
 Sent by post steamship departing Aarhus at noon on October 29 arriving at Korsør at 18:00 on the same day.
 Apparently postmarked on board the ship between Aarhus and Korsør.
 Transferred to the post steamship for Kiel after arrival of the train from Copenhagen at Korsør at 22:00.
 Post steamship arrived at Kiel at 05:00 on November 30.
 Conveyed by train from Kiel arriving at Hamburg on the same day at about noon.
 Postmarked by the Danish post office in Hamburg and by the Stadtpost also on September 30.
 Arrived at Arnheim on October 31.
 Danish postage to Hamburg was 2 sgr. Postage due at Arnheim was 40 cents.
 Collection of E. Berger



Prepaid letter of July 19, 1856, from Helsingør to Bordeaux. Helsingør origin postmark. Inscribed "franco"
 Postmarked with the Type VI **K.D.O.P.A.HAMBURG** stamp by the Danish post office in Hamburg on July 20.

Stamped **P.D.** to show paid to destination. Paris-Bordeaux railroad stamp of July 22.

Prepaid postage was 2 sgr. to Hamburg and 6½ sgr. as marked from Hamburg to Bordeaux.

Total prepaid postage was 8½ sgr. or 36 sk.Rm.

Bordeaux receiving postmark dated July 23.



Paid letter from London to Copenhagen. Inscribed "franco"

*Postmarked with the **PAID** date stamp and the **P.** in oval stamp in red ink at London on November 12, 1856.*

Prepaid postage for a letter over 1 oz. to Denmark was the quadruple rate of $4 \times 10\frac{1}{2} = 42d$ or $3/6$ as marked in red ink.

Sent as closed mail via Belgium and Aachen. British postage was $4 \times 4 = 16d$.

The British debit to Prussia was $4 \times 6\frac{1}{2} = 26d$. = $2/2d$ as marked.

*Postmarked by the Hamburg Stadtpost and stamped **franco** on November 15.*

Danish postage for a triple weight letter was $3 \times 2 = 2$ sgr. as marked in red crayon.

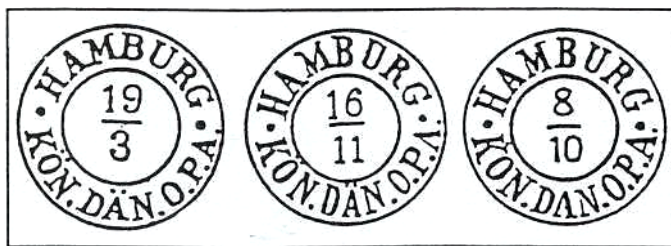
*Postmarked by the Danish post office in Hamburg with the Type VII **K.D.O.P.A. HAMBURG** stamp on the same day.*

Reduced to 88% of the original size.

Types VIII and IX **K.D.O.P.A.HAMBURG/-date** hand stamps have an outer circle diameter of about 27.5 mm. and an inner circle diameter of about 12 mm. Letter heights were increased to about 4.5 mm. The appearance of the letters in these two types is similar (Table 13-1). The difference is observed in the straight-line distance between the base of the left leg of the “K” and the right side of the base of the “G.” This distance is about 11½ mm. in Type VIII and about 10 mm. in Type IX. The Type VIII hand stamp was used from February 1857 to April 1862. The Type IX hand stamp succeeded the Type VIII stamp and is known used from July 1858 until April 1862.



A single-circle **K.D.O.P.A.HAMBURG/date/clock time** hand stamp replaced the double-circle Type VI stamp in 1861 and was used until the Danish post office was taken over by the Hamburg Stadtpost in February 1864. The Stadtpost then had “K.D.O.P.A.” removed and used the modified stamp for several months in 1864.



Three double-circle hand stamps were used as *Fahrpoststempel*. The first, known from 1852, read **HAMBURG/ day/ month/ KÖN.DÄN.O.P.A.** The second, introduced in 1861, had higher letters than the first. This second was soon replaced with a third stamp without the umlauts. Both black and

blue ink were used with these hand stamps. The *fahrpost* carried passengers as well as several categories of mail. Conveyance was by wagon or carriage so that there was space for packages. Letters with cash enclosures were also carried because this post was more secure than the riding post.

A regular direct mail steamship connection between Hamburg, Trondheim and Christiania began on April 1, 1858. The Danish post office in Hamburg took over this mail conveyance to Norway from the Swedish post office in Hamburg when the steamships were in operation.

The Danish post office in Hamburg did not use a hand stamp to show registry. Danish letters were inscribed “NB” (nota bene) to show when a receipt was required from the recipient.

After the outbreak of the Danish war with Prussia and Austria, the Duchies of Lauenburg and Holstein were occupied by German Confederation troops on December 23, 1863. On January 31, 1864, General de Meza of Denmark refused the demand of the high command of the Prussian army that the Danish army withdraw from Schleswig. With renewed war on February 1, the post connections through the duchies were broken. The post operation between Korsør and Kiel also was stopped, including the transport of Swedish and Norwegian mail that had been forwarded through Denmark to and from the Danish post office in Hamburg. The Swedish sea post connection between Ystad and Prussia had already ceased for the winter on December 6, 1863. Instead the Swedish postal service established a steamship service between Ystad and Warnemünde beginning on February 3, 1864, for the forwarding of Swedish, Norwegian and Danish mail. The Danish postal service established a steamship service with Lübeck that started three times weekly on February 13. The Swedish service to Warnemünde operated only until March 28, 1864. The Danish and Swedish postal services concluded an agreement in March to maintain a sea post connection between Denmark and Sweden for foreign mail. As a result there were six post steamship trips weekly between Copenhagen and Lübeck, and by mid-May there was daily service.



Prepaid letter of February 11, 1860, from Manchester to Christiania. Inscribed "via Belgium".

Manchester postmark in red ink. London paid stamp of February 13 in red ink.

*Postmarked **P** in the oval at Aachen to show that the letter was prepaid.*

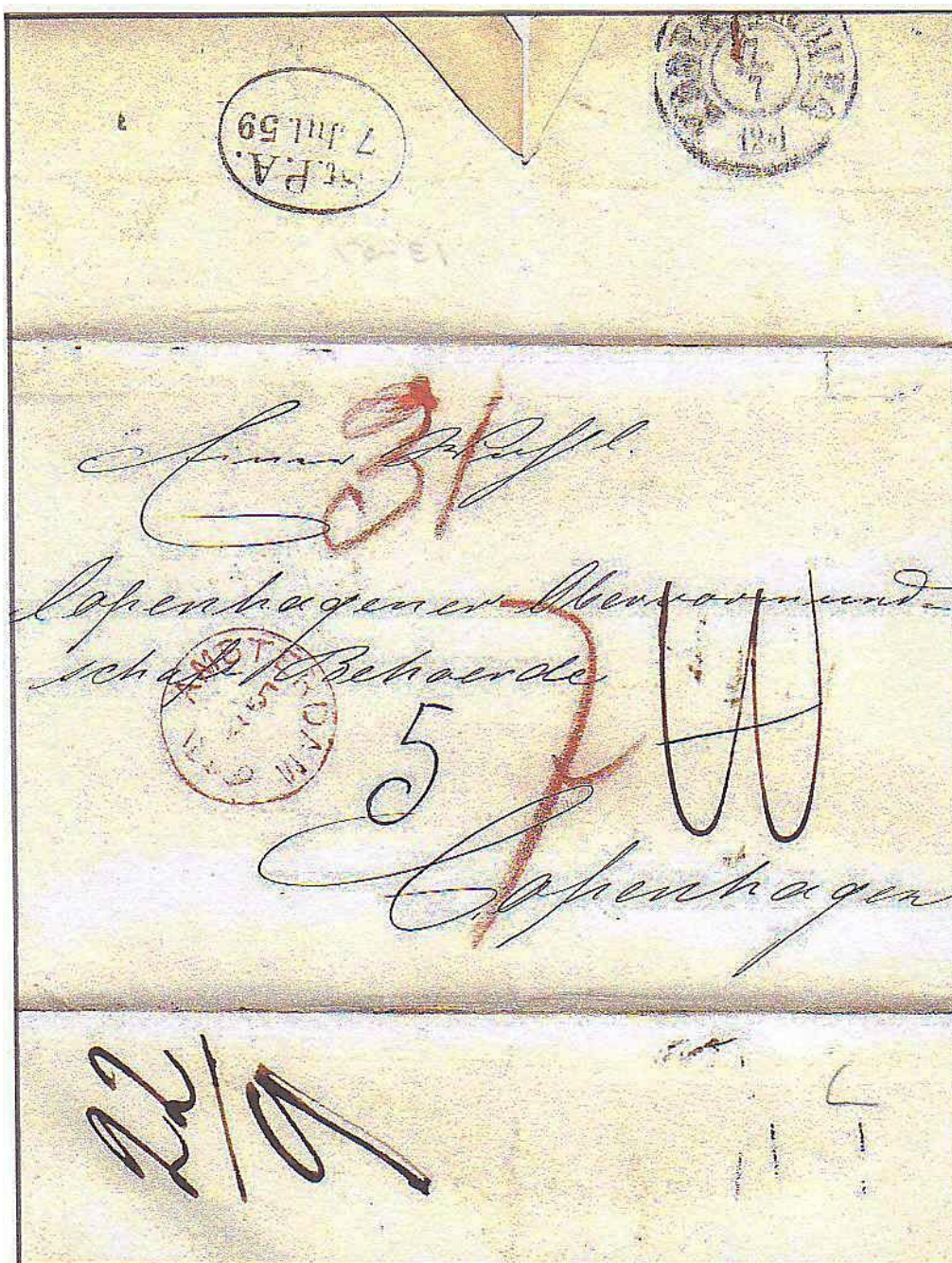
*Hamburg Stadtpost and Danish post office in Hamburg Type VIII **K.D.O.P.A.HAMBURG** postmark dated February 16.*

Transit postmarked at Svinesund on February 16.

Christiania Bypost postmark dated February 21 in red ink.

Prepaid postage to Hamburg was 7 sgr. and 6½ sgr. from Hamburg to Christiania of which 2 sgr. was to Denmark, 2½ sgr. was to Sweden and 2 sgr. was to Norway.

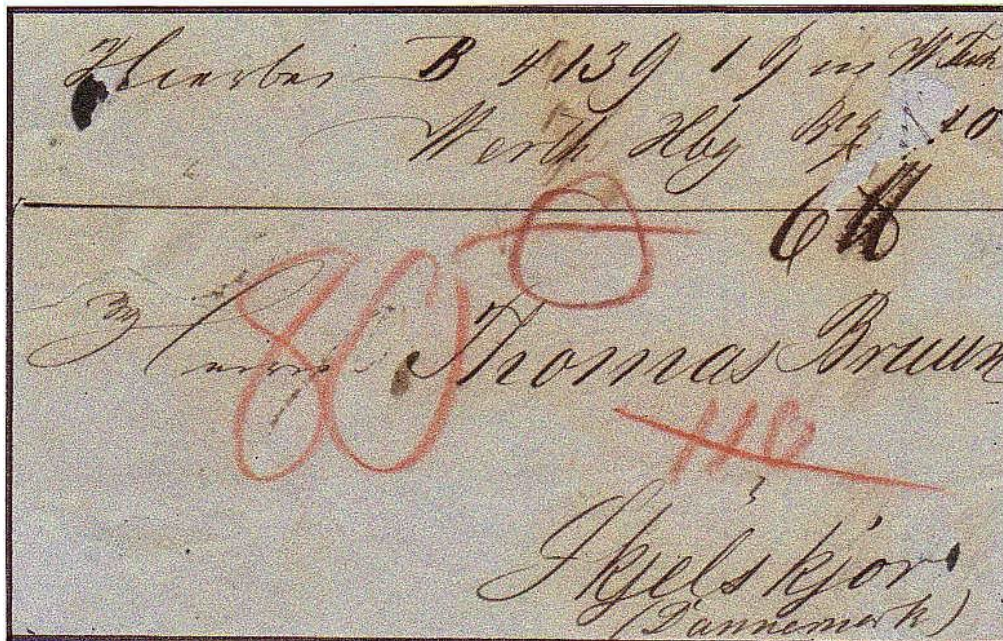
Total prepaid postage was 13½ sgr. marked as 1/5d.



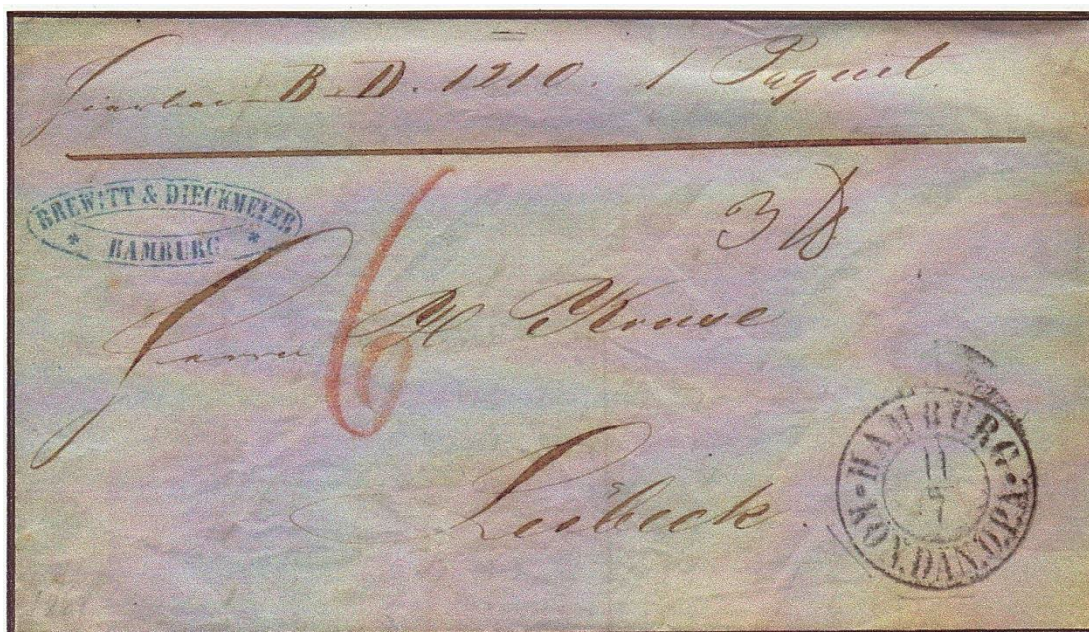
Unpaid letter of July 5, 1860, from Amsterdam to Copenhagen. Amsterdam origin postmark.
 Postmarked by the Hamburg Stadtpost and by the Danish post office in Hamburg with the Type IX **K.D.O.P.A.HAMBURG**
 stamp on March 4. Dutch postage was 10 cents equal to 2 sgr.
 German postage was 3 sgr. for a total of 5 sgr. equal to 7 schillings as marked at Hamburg.
 The Danish post office marked "22/9" on the back to show 22 sk.Rm. foreign postage and 9 sk.Rm. Danish postage.
 Total postage due was 31 sk.Rm.
 Collection of E. Berger.



Unpaid letter of May 11, 1863, from Copenhagen to Bordeaux. Copenhagen origin postmark.
 Postmarked by the Danish post office in Hamburg and the Thurn & Taxis post offices in Hamburg on May 13.
 Stamped **TT 36** by the Thurn & Taxis post office in Hamburg in accordance with the Franco-T&T convention of 1861
 to show that the letter originated in Denmark. Postmarked at Paris on May 15 and stamped for entry at Forbach.
 Postmarked at Bordeaux on May 16. Danish postage to Hamburg was 2 sgr. as marked. This was equal to 25 centimes.
 T&T debited France 50 centimes per 15 grams in accordance with the convention or 25 centimes for this letter.
 French postage was 4 decimes for total postage due of 9 decimes as marked.
 Collection of E. Torbensen.



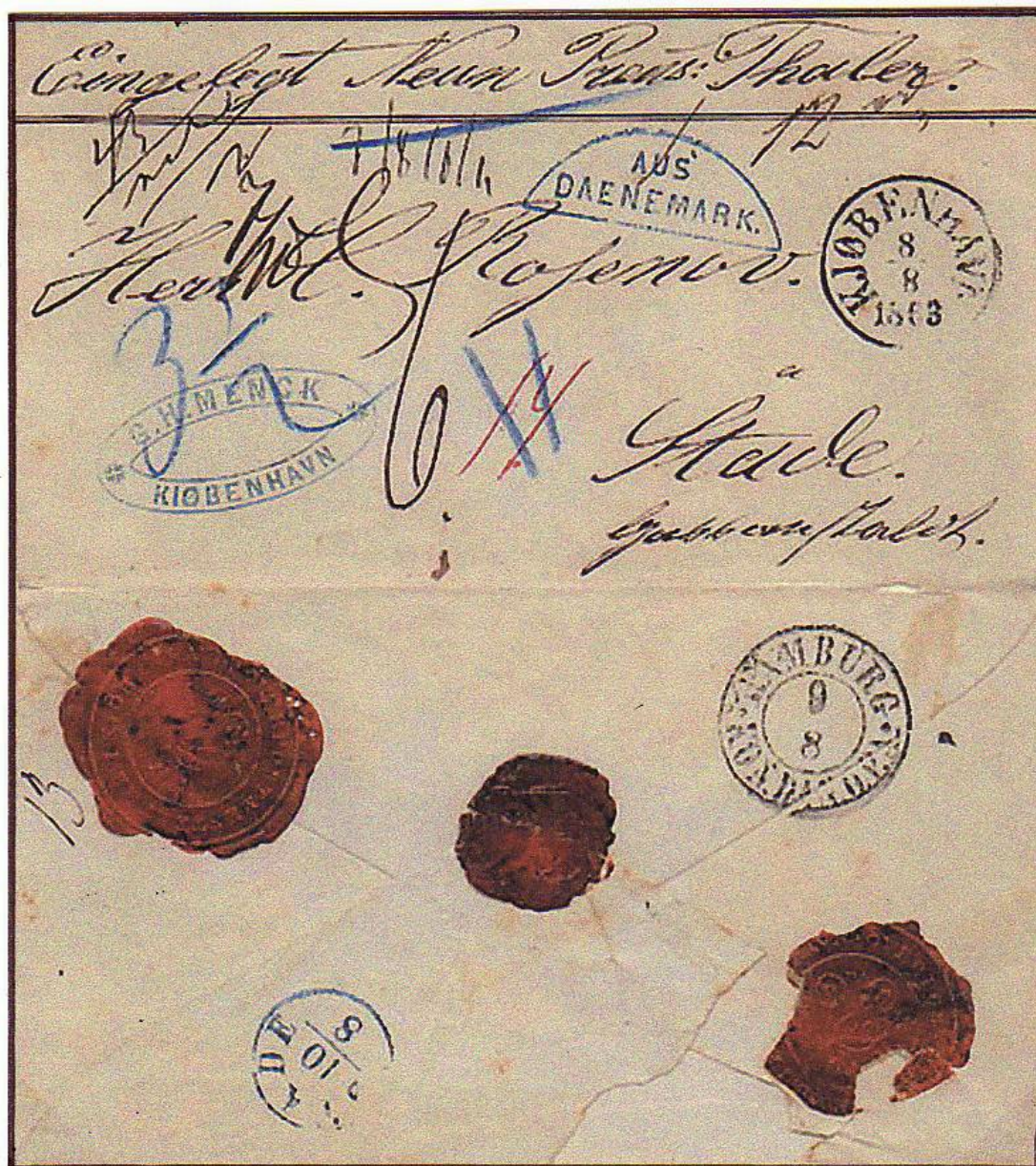
Letter of October 16, 1855, from Celle to Skælskør that accompanied a parcel.
 Postmarked with the first of the **HAMBURG KÖN. DÄN. O. P. A.** stamps.
 Postage due was marked as 80 sk.Rm. in red crayon.



Letter of July 11, 1861, from Hamburg to Lübeck that accompanied a parcel.
Origin postmarked with the second of the **HAMBURG KÖN. DÄN.O.P.A.** stamps.
Postage was the domestic rate of 6 sk.Rm.



Letter to Drammen postmarked at Antwerp on October 13, 1859, and prepaid to the Norwegian border.
Postmarked **PD** by the Prussian railway post office and with the Type VIII **K.D.O.P.A.HAMBURG** stamp on October 14.
The Danish post office in Hamburg stamp on the letter front was an unusual usage as a transit postmark.
Netherlands postage was 2 sgr., Prussian postage was 3 sgr. and postage from Hamburg to the Norwegian border was 4½ sgr.
for a total of 9½ sgr. or 57 cents. Norwegian postage of 6 sk.sp. was due as marked.
Schwanke auction, November 2002.



Parcel letter from Copenhagen to Stade containing nine Prussian thaler. Postmarked at Copenhagen on August 8, 1863.

Postmarked with the Danish post office in Hamburg Fahrpost Type III stamp on August 9.

Postmarked with the *Aus/Daennemark.* stamp by the Hannover post office in Hamburg.

Postage paid was 43 Rbs. marked in black ink equivalent to 11 sgr. in blue crayon.

This was crossed out and the Danish postage of 14 Rbs. equivalent of 3½ sgr. was marked in blue crayon.

The remainder of 29 Rbs. was marked as 6 sgr. in black ink for Hannover postage.

The parcel letter was received on August 10.

Collection of E. Torbensen.



Registered letter of February 5, 1858, from Hamburg to Mandal.
 Delivered to the Swedish post office in Hamburg and sent from the Danish post office.
 Postmarked by both post offices. Danish registry fee of 8 sk.Rm. was marked on the back.
 Postage was 10 Lsk. of which $3\frac{1}{2}$ Lsk. went to each of Denmark, Sweden and Norway.
 The registry fee was retained by Denmark. Postage of 10 Lsk. was equal to 20 sk.sp.



Cover from Eupen to Christiania postmarked at Eupen on June 29, 1863. Inscribed "fo".

Postage of 9 sgr. was prepaid as marked in red crayon. Stamped **FRANCO**.

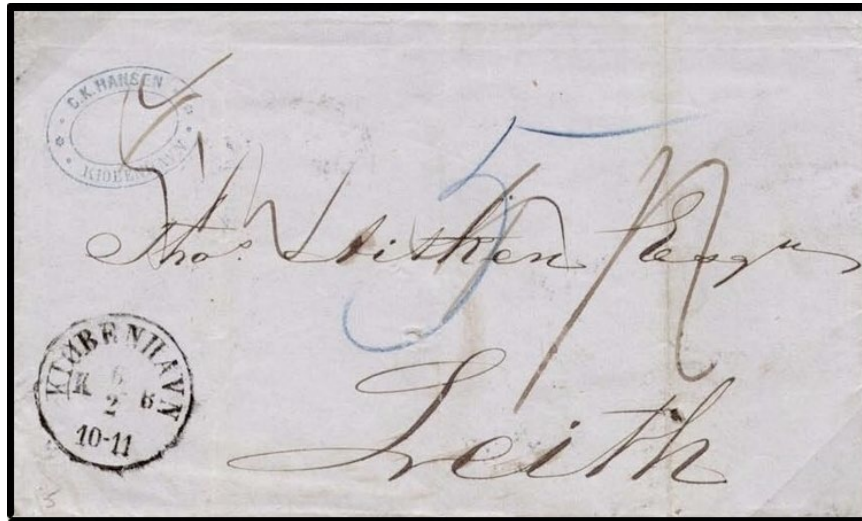
Postmarked by the Prussian post office in Hamburg on June 30 and by the Danish post office in Hamburg on the same day.

The Prussian post office marked "j6" in blue ink representing a credit of 6 sgr. to the Danish post.

The Prussian post office marked "j6" in blue ink representing a credit of 6 sgr. to the Danish post.

Postmarked by the Christiania Bypost on July 3.

The war activity between Denmark and Prussia that broke out in Schleswig on February 1, 1864 blocked the post route between Copenhagen and Hamburg. The Swedish postal service established a daily postal steamship route between Ystad and Warnemünde that began on February 3. An announcement of this service was published in a Danish postal circular on February 4. This route operated only until March 28 because a supplementary route was opened between Copenhagen to Lübeck on February 13.



Letter of February 6, 1864 from Copenhagen to Leith.

Sent via Malmö and the Swedish post to Ystad and conveyed by Swedish post steamship to Warnemünde.

Postmarked at Rostock on February 7 and placed in a post sack for conveyance by the Mecklenburg Hagenow-Rostock railway to Ludwigslust where the post sack was transferred to the Prussian Hamburg-Berlin railway on February 8.

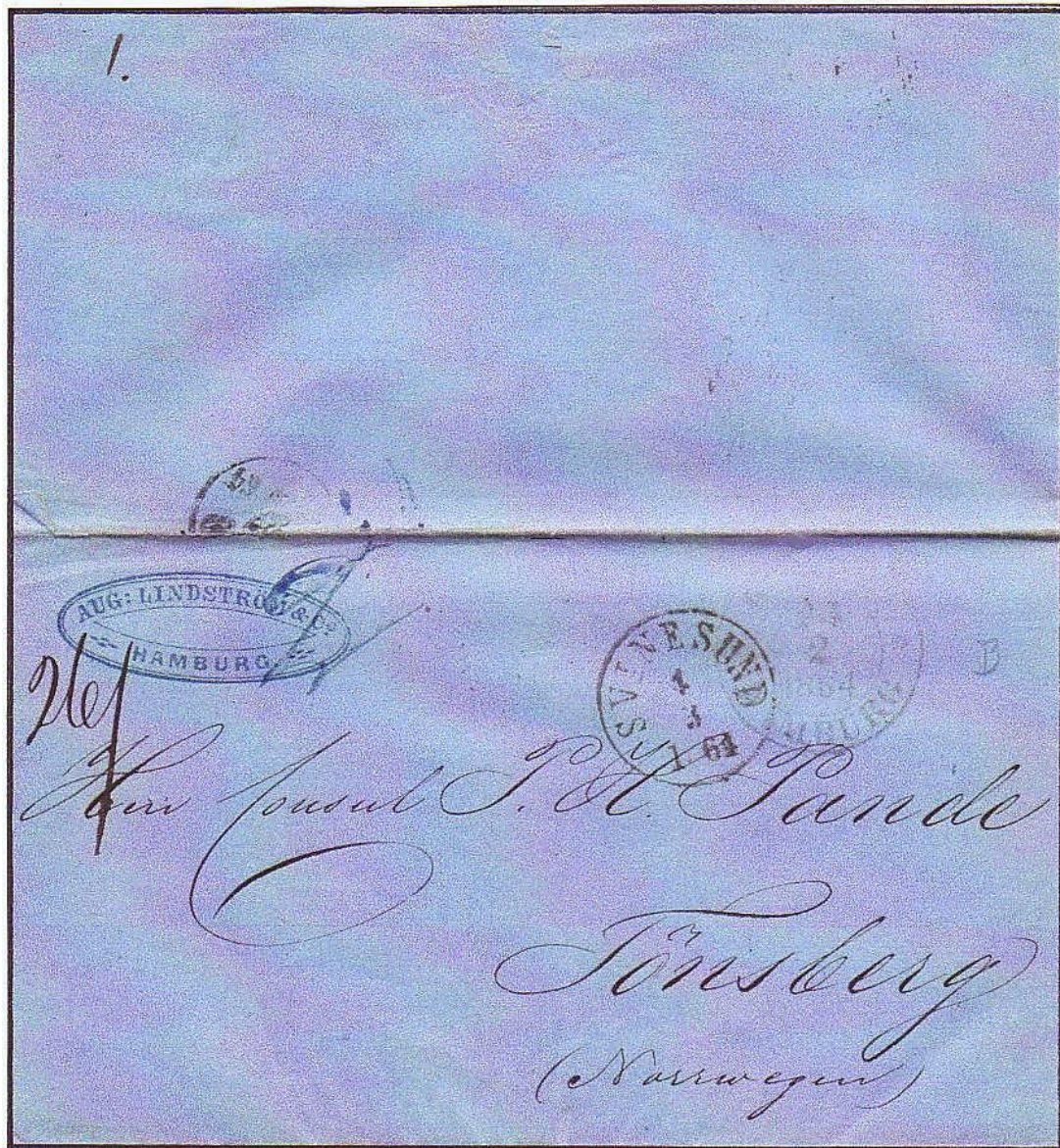
The letter was sorted and postmarked on this railway then placed in a post sack for conveyance to London.

The post sack was conveyed by the Prussian railway to Aachen where it was transferred to the Belgian railway for conveyance to Ostende and then by British conveyance to London where the letter was postmarked on February 10 and conveyed to Leith.

Under terms of the Anglo-Prussian Convention, the Prussian post initially applied a "5" Sgr debit marking in manuscript to denote the 2 sgr. Danish fee plus the 3 sgr Prussian fee for the transit services provided on this letter, to which the ½ sgr. Belgian transit fee was added to obtain the total "5½" sgr. Prussian debit.

The British fee on such unpaid letters was set at 3½ sgr., so the total postage due upon delivery in Leith was 9 sgr., or 11 pence.

Reduced to 79% of the original size. Collection of C. King



Letter of February 24, 1864, from Hamburg to Tønsberg.

Postmarked at the Swedish post office in Hamburg because the Danish post office had been taken over by the Hamburg Stadtpost and the winter route through the duchies was closed by the Danish-Prussian war.

Sent to Warnemünde and by Swedish steamship to Ystad. Postmarked at Ystad on February 27.

Postmarked at Svinesund on March 4. Prussian postage was 2 sgr. equal to 6 sk.sp.

Swedish postage was equal to 14 sk.sp. and Norwegian postage was 6 sk.sp.

Postage due was marked as 26 sk.sp.

Frederik VII of Denmark died in November 1863 without a male heir acceptable to the German Confederation and a controversy arose as a result of the passing of the November Constitution which integrated the Duchy of Schleswig into the Danish kingdom in violation of the London Protocol resulting from the first Schleswig War. Prussian troops were in Holstein from December 1863 and crossed the Eider River into Schleswig on February 1, 1864.

On February 1, 1864, the Hamburg senator in charge of postal service in the city appeared with a notary at the Danish post office and stated that the Senate had decided to take over the office in reprisal for Danish seizure of a German ship. The Danish post director protested strongly and said he would yield only to force. When threatened with force if he did not comply with the order, he voluntarily withdrew from his office. The Senate had not wished to interrupt its friendly relations with Denmark, but the seizure was a result of demands by the German alliance in Frankfurt. The former Danish post office was designated a second section of the Hamburg Stadtpost on March 18.

After the Danish post office in Hamburg was closed, the Danish post was required to make exchanges with the Hamburg Stadtpost at Lübeck. This took place on a temporary basis until agreements were concluded by May 3. Postage for franked single letters was 8 skilling Rigmønt or 2½ Hamburg schilling courant and for unfranked letters 12 sk.Rm. or 4 Hamburg sch. courant. Transport expenses between Denmark and Lübeck had to be paid by Denmark and between Lübeck and Hamburg by Hamburg. The agreements also contained decisions on forwarding Swedish-Norwegian correspondence by an exchange of sealed letter parcels between Sweden and the Swedish post office in Hamburg.

Although post connections by steamship to Lübeck and Wismer during the war continued temporarily on the same basis, the daily post connection between Copenhagen and Kiel was not continued. A daily post steamship connection was established by Denmark between Korsør and Lübeck on November 29, 1864. The Danish post steamship trips from Copenhagen to Lübeck were stopped at that time.

Prussian and Austrian troops occupied Jutland. The preliminaries of a peace treaty were signed August 1, 1864 by which the King of Denmark renounced all his rights in the duchies in favor of the Emperor of Austria and the King of Prussia. In the Treaty of Vienna, October 30, 1864, Denmark ceded Schleswig, Holstein and Lauenburg to Prussia and Austria.

After the war the posts in Holstein, Lauenburg and Schleswig were operated by the civil administrations of Prussia and Austria. The postal service from Hamburg to Schleswig, Holstein, Denmark and Norway was then provided by the Hamburg postal administration. All three duchies came under a Prusso-Austrian civil administration with a common Schleswig-Holstein postal service after the Treaty of Vienna on October 30, 1864. With the Treaty of Gasteino on August 15, 1865, Lauenburg was ceded to Prussia, Holstein was placed under Austrian administration with its own postal system, and Schleswig was placed under Prussian administration with its own postal system. When Prussia occupied Schleswig in June 1866, however, a Schleswig-Holstein postal administration was established. In January 1867 Schleswig-Holstein was annexed and incorporated into Prussia.

In 1864 Danish southbound foreign mail was sent preferentially via Korsør and Lübeck, but some went through the duchies. In the event that the steamship trips between Korsør and Lübeck were stopped because of ice, it would then be necessary to send all Danish mail through the duchies. This occurred beginning on February 5, 1865. The entire Danish mail as well as mail from Norway and Sweden transiting Denmark was directed to Kolding to be sent through the duchies. Post sacks could not be sealed because sealed sacks could be sent only via Lübeck to Hamburg. This meant that mail was handed over letter by letter for conveyance through the duchies, and the postage had to be the valid internal rate for the duchies. This amounted to 2 schilling courant per letter, much to the duchies' advantage. There

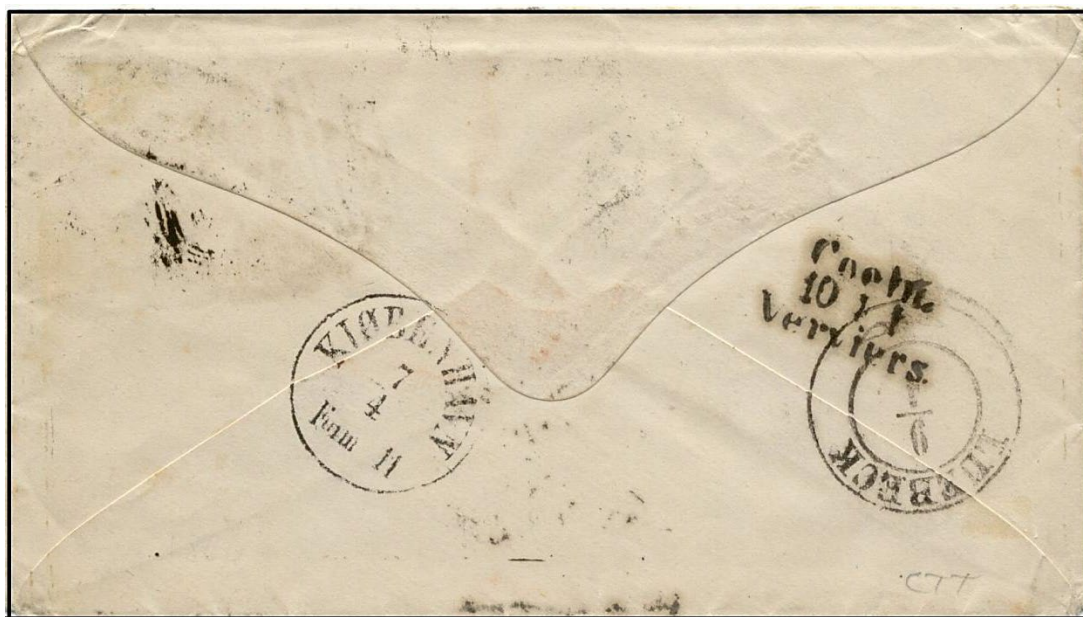
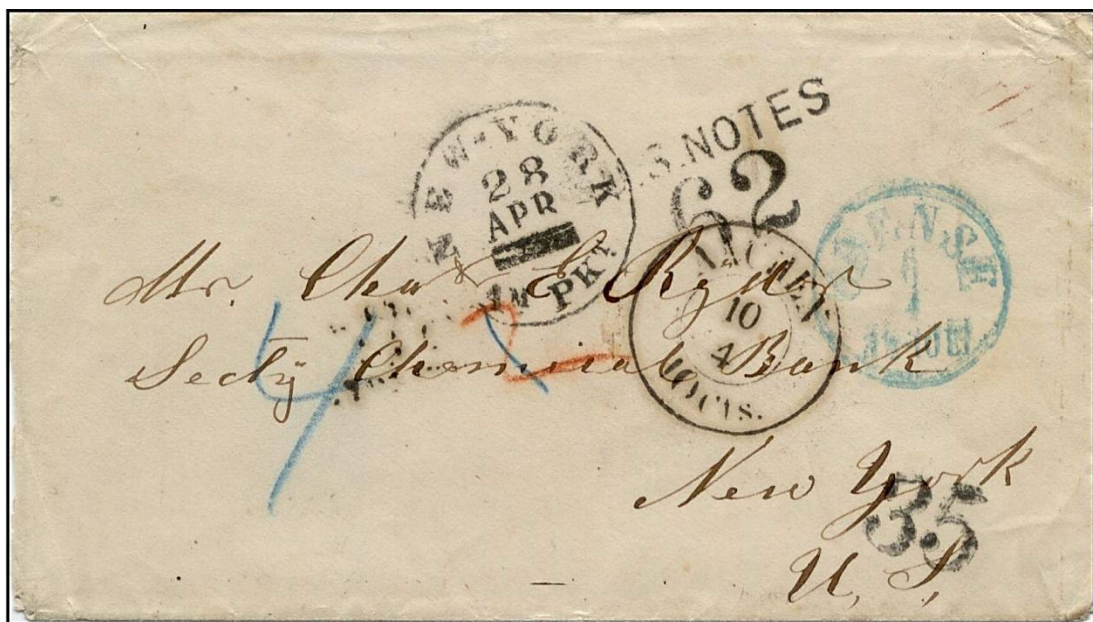
was not a postal agreement between Denmark and the duchies at that time. The Swedish and Norwegian foreign-bound mail was handled in the same way except for mail to and from Great Britain and France. This mail was conveyed through the duchies in closed bags in accordance with a post agreement of 1852 between Sweden and Denmark. Post conveyance through the duchies continued until April 1, 1865, when the post steamships between Korsør and Lübeck resumed operations.

A postal agreement was finally signed between Denmark and the duchies on April 30, 1865. Closed letter parcels could be sent to and from Denmark and Hamburg for a fee of 10 schilling courant or 32 sk.Rm. per pound net weight. These parcels could contain only letters originating in Denmark, Norway or Sweden with Hamburg as the destination. Letters going beyond Hamburg or arriving from locations beyond Hamburg were excluded from shipment in these parcels. The duchies' post administration had the authority to open these parcels at any time. All correspondence forwarded through the duchies and not in closed parcels had to pass as single letters in transit, subject to the same postage rates as set forth for letter exchange between the two governments.

New postal agreements between Denmark and Norway and between Denmark and Sweden were concluded in June 1865. Since Denmark had surrendered the duchies, and the Danish post office in Hamburg was closed without an official cancellation, the provisions of the old agreements concerning connections with Hamburg and the duchies were no longer realistic. The new agreements provided for conveyance of closed letter parcels through Denmark to or from the Schleswig or the Holstein border, Lübeck, or other German borders.

An important question for the Danish postal administration, after the end of the war in 1864, was the possibility of reopening the Danish post office in Hamburg. Denmark's postal rights were not officially negotiated at the peace treaty in Vienna. It was learned secretly by Denmark that Austria was not opposed to the restoration of its postal rights in Hamburg, while Prussia was against this. Negotiations among Denmark, Hamburg and Prussia on Danish postal rights in Hamburg had not reached a conclusion when war broke out between Prussia and Austria in June 1866. The Austrian defeat eliminated Austrian influence in the duchies. The formation of the North German Union that followed resulted in the inclusion of the postal services of the duchies, Hamburg and Lübeck into a North German Union postal service on July 1, 1867.

The constitution of the North German Union stated that the postal services should be under the administration and legislation of the union. Political and constitutional conditions then required a new arrangement with regard to the Danish post connections with Lübeck and Hamburg. A treaty concluded on April 9, 1868, canceled Danish postal rights in both places for the king of Denmark and his successors forever. The treaty stated that the king of Denmark should close his post office in Lübeck and acknowledge that the Danish post office in Hamburg was definitively closed from the day that the treaty took effect. The Danish government received compensation of 220,000 thaler in accordance with the terms of the treaty.



Letter from Odense to New York. Postmarked at Odense on April 6, 1864 and at Copenhagen on the same day.

Sent to Lübeck because the post route to Hamburg was closed by the Danish/Austrian-Prussian war.

Prepaid postage was 4 Lsk. for exchange with the Hamburg Stadtpost at Lübeck.

Postmarked at Lübeck on April 9, the Coeln-Verviers railway and at Aachen on April 10.

Sent as Prussian closed mail to New York.

Conveyed by the Inman Line "City of Baltimore" sailing from Liverpool on April 13 and arriving at New York on April 27.

Postage due was 35 cents in silver or gold or 64 cents in paper currency.

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