

Chapter 18

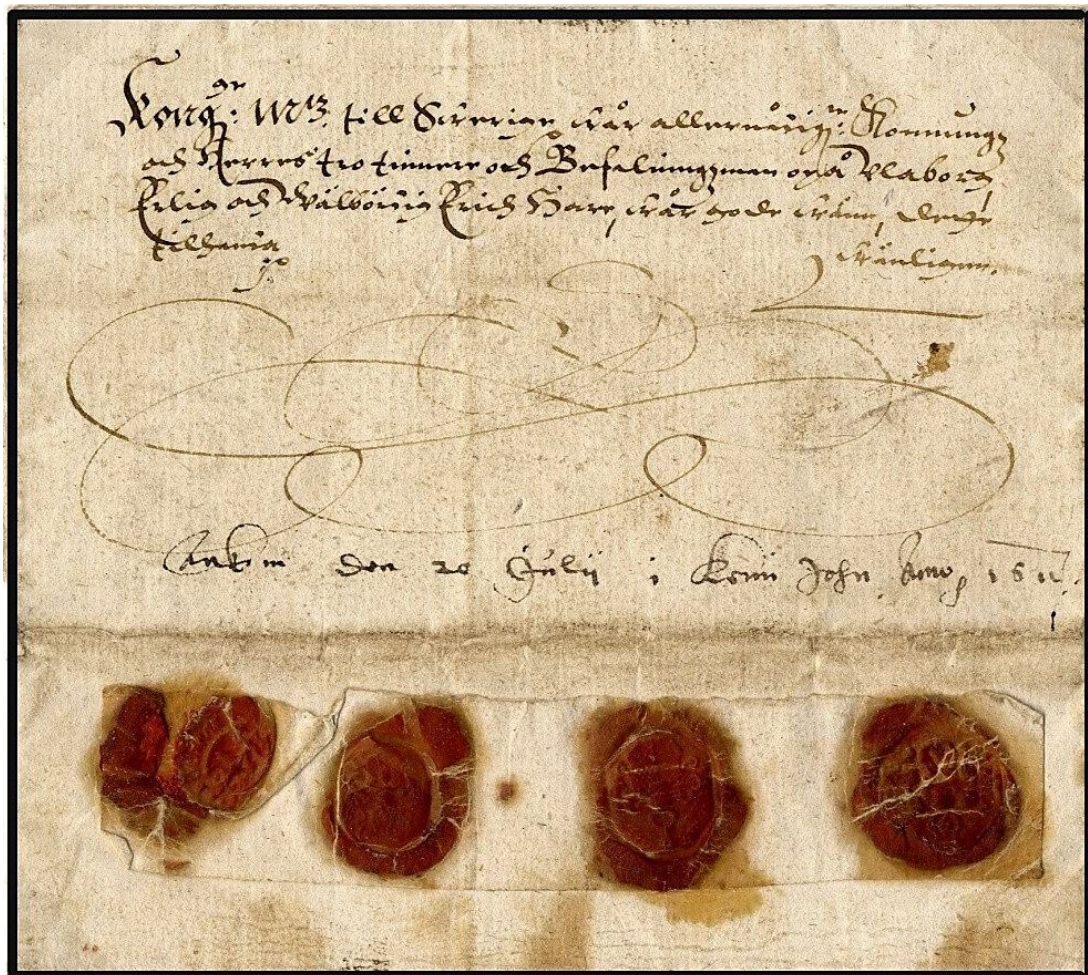
Swedish Postal Routes to Finland and the Baltic Provinces

Sweden established Christianity in Finland in the 12th century. The Swedes extended their influence in Finland including building a castle at Wiborg in 1293. This was in territory claimed by the Russian state of Novgorad. Intermittent fighting occurred until a peace treaty was concluded in 1323, dividing Karelia between Sweden and Russia. This established the eastern boundary of Finland for the first time. In the 16th century, King Gustav I Wasa encouraged settlement of Finland to the north and west that led to further conflicts and lengthy warfare with the Russians. Reval (Tallinn) and a large part of Estonia were ceded to Sweden in 1562 by the German order that held Estonia and Livonia because of continued suffering from Russian invasions. A war between Sweden and Russia that began in 1614 ended with the peace of Stolbova in February 1617 by which Russia gave up all claims to Estonia and ceded Ingermanland (Ingria) to Sweden. Swedish troops took Riga, the capitol of Livonia, in September 1621. Jacob Becker, a Riga citizen, started a courier post in about 1625 for which he received a royal commission and organized a Swedish foreign post connection to Riga. In the Treaty of Altmark in 1629, Poland ceded Livonia to Sweden. The Treaty of Stolbova ceded Ingria to Sweden in 1617. The Swedish Commander Jacob de la Gardie had begun building a fortress “Nyen Skans” in 1611. Some years later the town “Nyen” was founded.

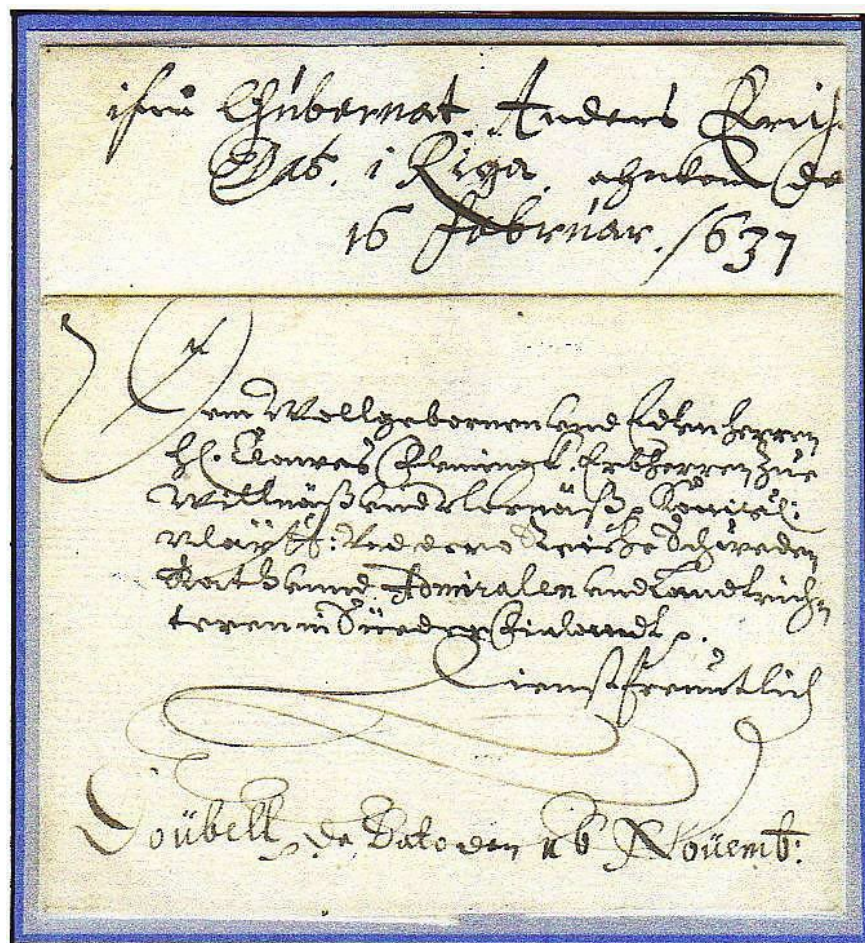
In the summer of 1638 Count Bernhard Stein von Steinhausen from Ingria was authorized by the Swedish government in Stockholm to organize a postal system for routes to the principle cities in Finland as well as to Narva and Reval in Estonia. The 1638 Swedish postal rate table listed rates to these two cities. The 1843 rate table also included Pernau. Courier conveyance of official mail to Finland and the eastern provinces had been only for the account of the crown. Establishment of postal routes to these eastern locations in 1638 required improvement in the routes to Finland. The Åland route was via the Åland Sea from Vaddö in Sweden to Eckerö in the Åland Islands. The post sacks were dispatched from there across the islands and sounds to Tuomis on the Finnish mainland and then continued via Åbo, Helsingfors, Wiborg and to the Baltic. Conveyance across the Åland sea was by peasants from the Åland Islands and from Vaddö who formed squads that received privileges such as tax relief, excuse from coach conveyance, conscription in times of war as well as some payment. The post carriers were required to provide their own boats. The Åland route could not be maintained in winter, unless the ice was thick enough to support horse-drawn sledges, so an additional route to Finland was initiated in December 1643 along the Gulf of Bothnia. Swedish postal rate tables from 1643 list postage per lod (13.3 grams) from Stockholm to Helsingfors as 6 öre silver, to Nyen Skans and Reval as 12 öre silver, to Narva and Pernau as 14 öre silver and to Riga as 18 öre silver.

Jacob Becker entered into an agreement in 1645 for reorganization of the postal service in Livonia. The general governor of Livonia, Andres Erichson, wrote in a letter from Riga on May 24, 1645, that Jacob Becker should convey the incoming and departing letters for the Swedish crown. A communication of December 18 of that year confirmed that Becker was appointed as a permanently paid state official with the specification that he head the postal service from Riga to Danzig, Pernau, Reval, Tartu and Narva. He established a direct connection Riga-Memel-Königsberg-Danzig with the Riga merchants that was also used by the Swedish government post. In 1657, Becker successfully concluded an agreement with the Berlin postmaster that provided for letter dispatch from Riga to foreign countries.

There was a weekly post dispatch from Stockholm to Finland in 1668 with a normal requirement of 7 days between Stockholm and Åbo but this could require as much as a month. The trip from Vaddö required 3 days with favorable conditions. A post office was established at Grisslehamn in 1686 for processing of the mail to and from Eckerö. Relatively few letters were conveyed from Stockholm to the East in this period. Only 15% of the letters from Stockholm in 1698 were sent to Finland and the East.



Courier letter sent from Stockholm to Erich Harr at Ulaborg where it arrived on July 20, 1610.
 The letter was forwarded from the addressee to five others who confirmed by signing that they had read it.
 It was then returned to Stockholm where it arrived on August 20, 1610.
 Collection of B. Larsson.



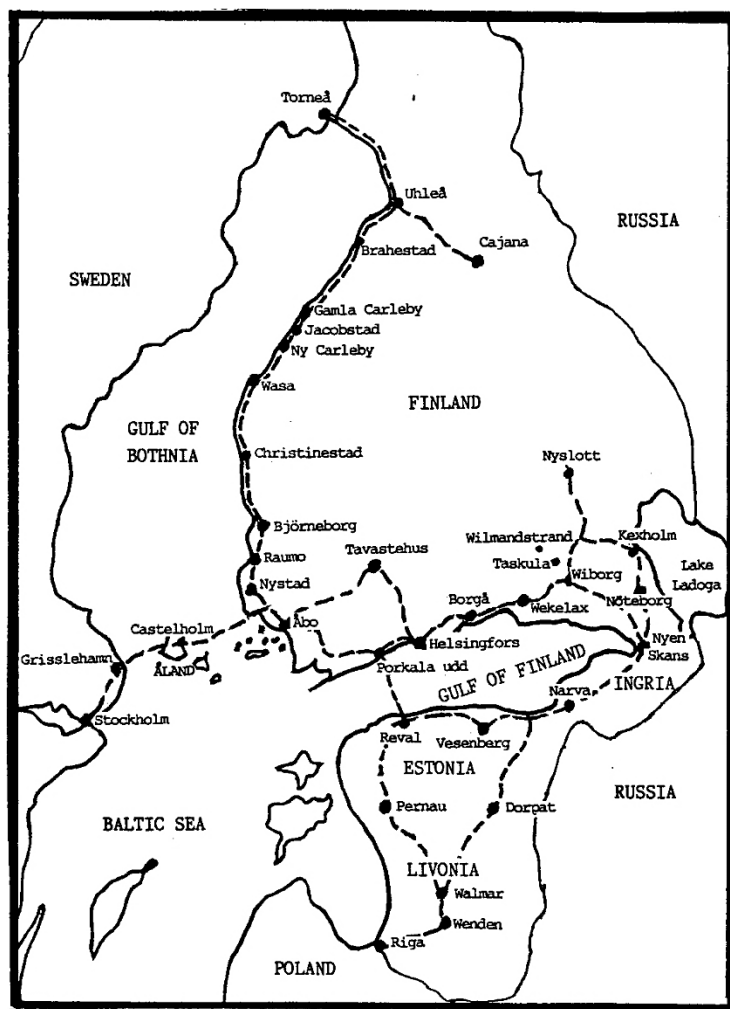
Letter wrapper dated February 16, 1637, from the Swedish Governor Anders Erichson in Riga to Admiral Klaus Fleming in Stockholm.

The first postal tariff rates in Livonia were established as of September 28, 1632, by Jacob Becker, the newly appointed Postmaster General of Livonia. The rates were based on the days required to deliver mail from Riga to the destination. The route Riga-Copenhagen required 38 days equal to 12 Marks.

The above letter was an official letter, therefore postal tariff exempt.

Collection of V. Dabols.

The postal service to Finland established in 1638 included instructions for service to the eastern Baltic provinces. The Baltic post was to accompany the Finnish post to Helsingfors and then be conveyed by boat to Reval. A postal route by land was also established around the Gulf of Finland via Nyen Skans to Narva and Reval. There were difficulties from the beginning with regular postal service provided by the post peasants and their boats between Finland and Reval. At times the post peasants could not cross from the Finnish side because of strong head winds and could not pick up the mail from Reval. Two post yachts were built at Stralsund in 1687 to establish a sea post route between Stockholm and Reval so as improve postal connections with Reval. These yachts began conveyance in 1688. One of the yachts operated between Porkkala udd and Reval as well as between Stockholm and Reval in 1690. The sea post operation with the yachts was discontinued after the 1690 sailing season.



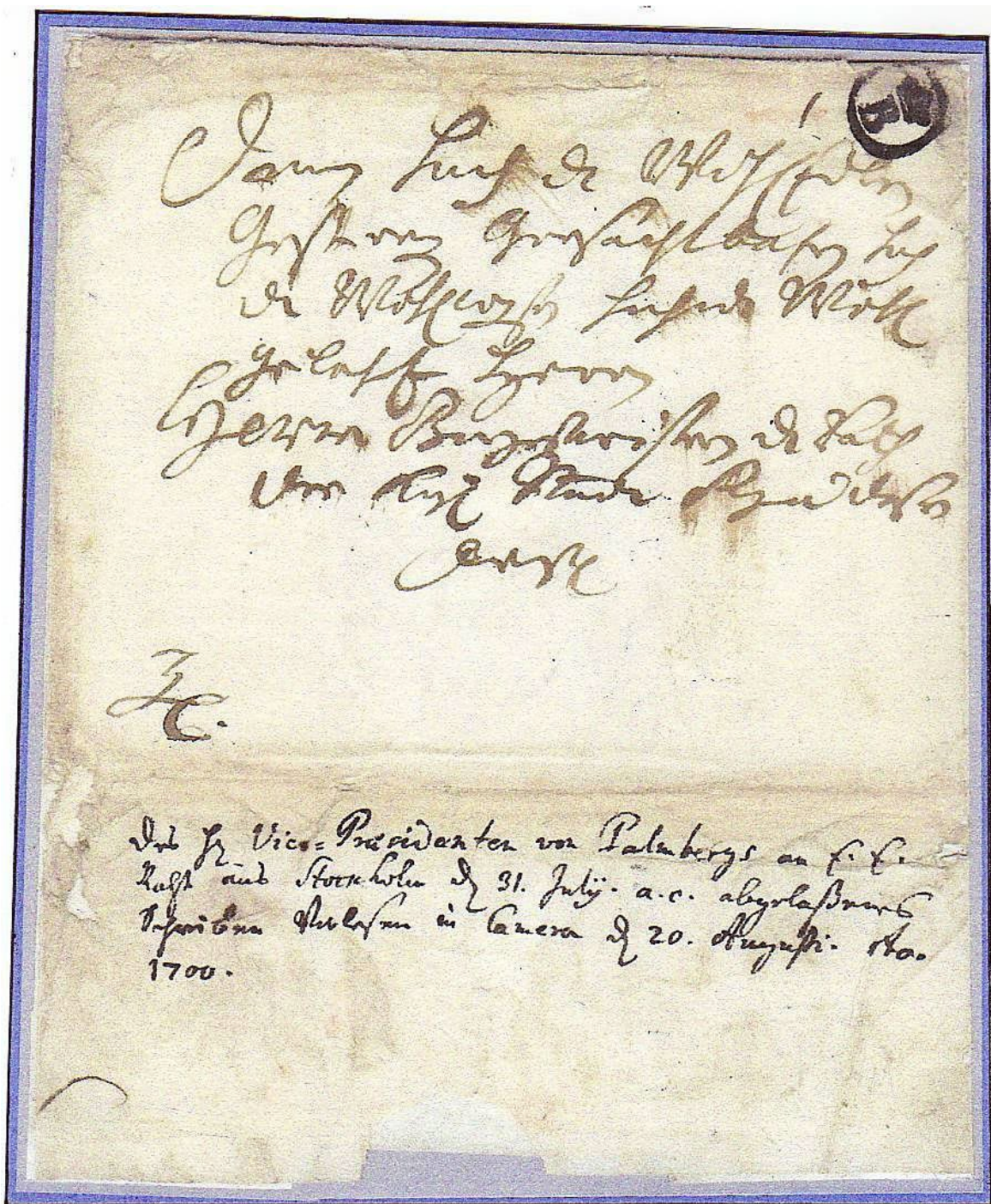
Post offices and postal routes in Finland, Ingria, Estonia and Livonia in 1685.

King August II of Poland attacked Riga at the beginning of 1700 and with this began the Great Northern War. Post conveyance between Porkkala udd and Reval was increased to twice weekly as this connection increased in importance when the Russians attacked Ingria and interrupted the postal route via Nyen Skans. Three yachts were used to establish a sea post connection in 1701 between Stralsund and Livonia. In addition, a sea post route was established between Stockholm and Riga in 1702. Nyen and the fortress Nyen Scans were captured by Russian troops in March 1803. Czar Peter the Great founded a new capital of Russia with the name of St. Petersburg at that location. The post connection by the post peasants with their boats between Porkkala udd and Reval, the sea post route between Stralsund and Livonia and the seapost route between Stockholm and Riga continued until 1710. The Russian army took Riga in July and Pernau in August 1710. The post inspector at Reval left the city at the end of August and the city was taken by the Russians on September 28, 1710. The occupation of the Baltic provinces was then complete and the

Swedish sea post connections ceased.

“Bandeau” type hand stamps were provided by the Swedish postal service for the cities of Pernau, Reval and Riga in 1708. These stamps were in use until 1710.

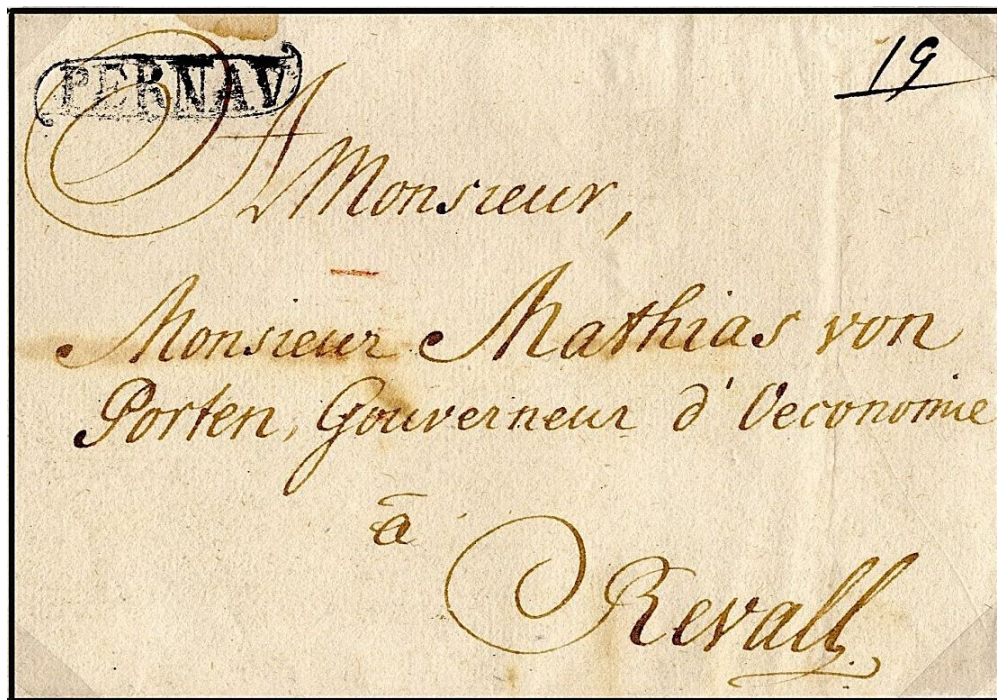
A protocol of February 9, 1709, established a post route across the Kvarken Straits between Umeå in Sweden and Wasa in Finland. Mail was to be transported by boats in the summer and by sledges in the winter.



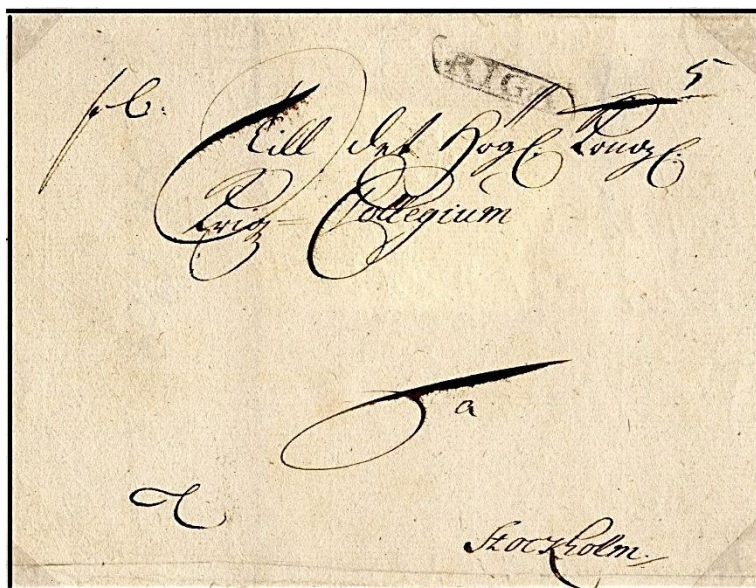
Prepaid cover of July 31, 1700, from Stockholm to Riga.
 Postmarked with Type e Swedish crown and B in circle to show prepayment.
 Received on August 20.
 From reference 1.

Monsieur
 Monsieur le Mai
 re de rase X.
 Tarroist
 par l'un
 vert
 Ares-afte
 à
 Nyen

Letter dated Grebla April 6, 1701 to Nyen in Ingria.
 Nyen was listed in the Swedish rate table of 1638.
 Collection of B. Larsson.



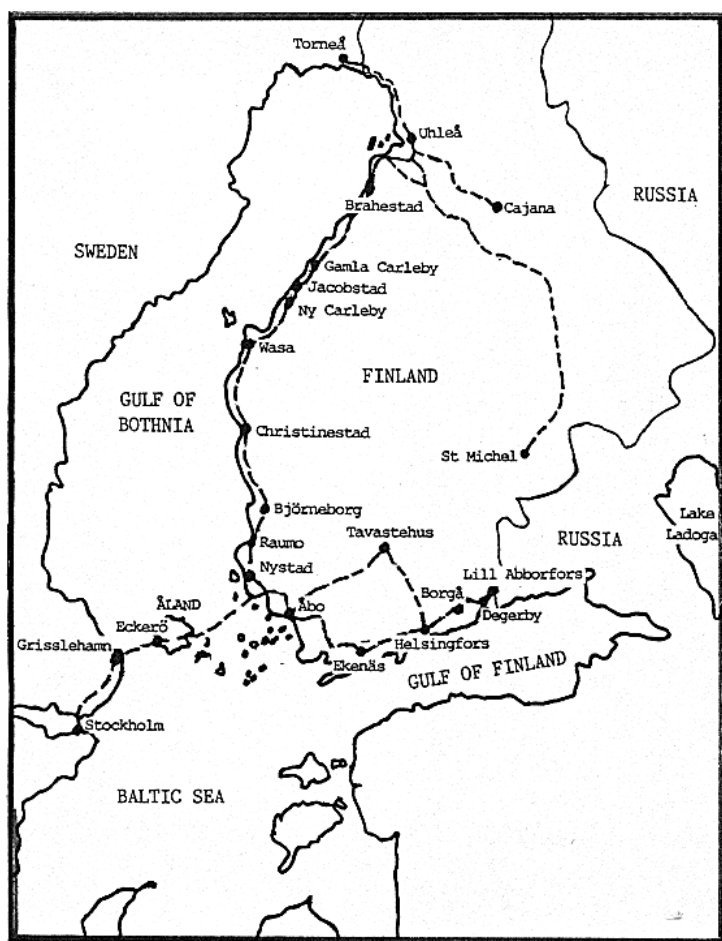
Letter sent from Pernau to Reval. Twenty letters with this postmark are known with dates between February 25, 1708, and March 5, 1710. Postage between Pernau and Reval was 3 öre silver according to the rate table of 1692. The Pernau post office ceased operation in August 1710, when the town was occupied by the Russians.



Free letter from Riga to Stockholm.
The letter was endorsed **fb.** (fribref = free letter) accordingly no postage was paid.
It was postmarked with the Riga ribbon type stamp that was struck between 1708 and 1710.
Both letters from the collection of B. Larsson

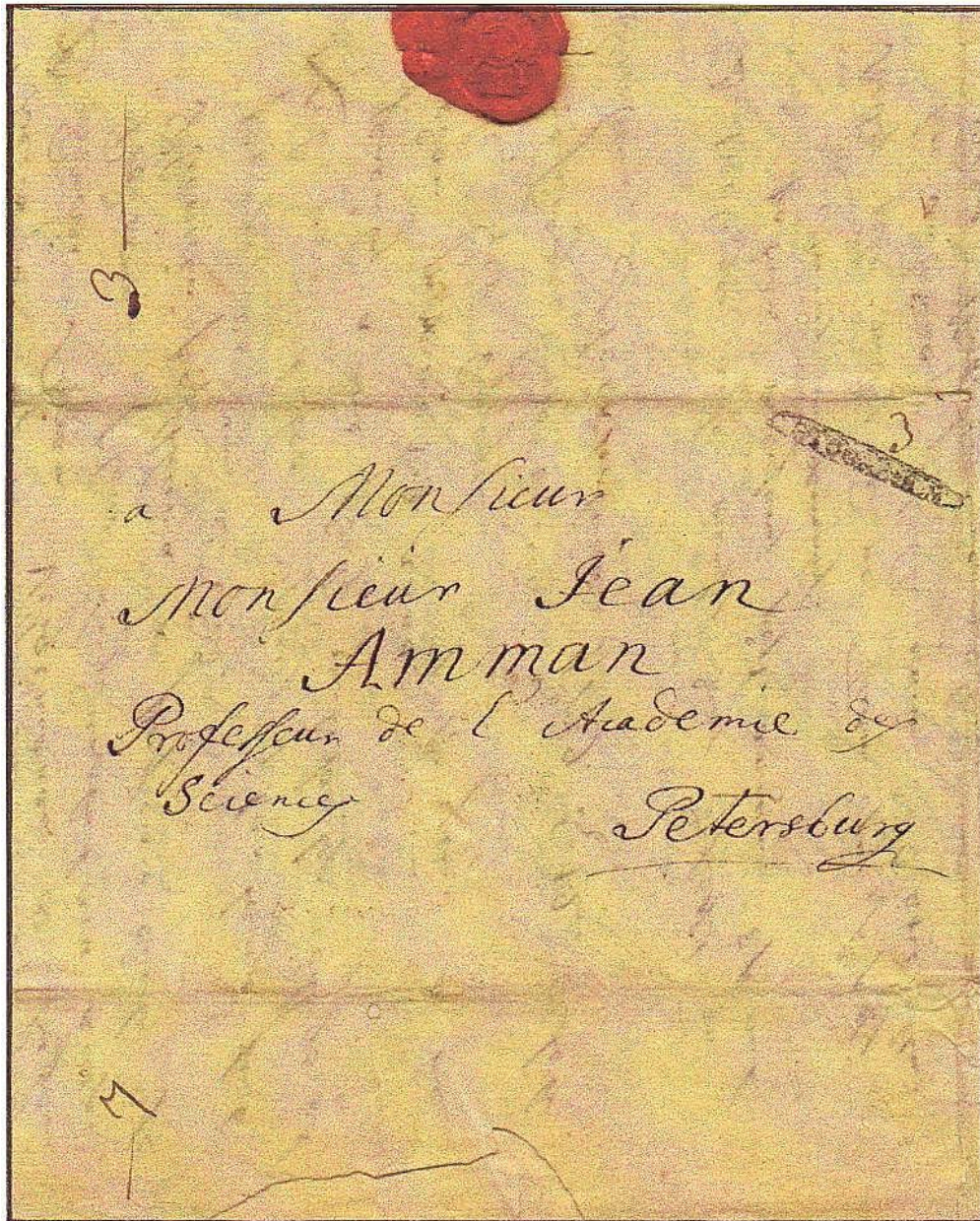
The Russians also captured Wiborg in 1710. All of Finland was Russian territory from 1713 until the Treaty of Nystad ended the war in 1721. The Swedish postal system in Finland completely disintegrated as the Åland Islands were occupied and the Ålanders had fled to Sweden. The Russian fleet attacked the Swedish coast in 1719 and virtually destroyed Grislehamn. At the end of the war, Eckerö was deserted with everything burned and destroyed. Post conveyance between Grislehamn and Eckerö finally resumed in 1722. The Treaty of Nystad required that Sweden cede a large part of Finnish territory to Russia. The important routes in the remaining Swedish territory had to be restored as quickly as possible to provide the principal connections with Sweden.

The Swedish government proposed that a Swedish post office be established in Russian territory at Wiborg. This would have been similar to the Swedish post office in Hamburg that brought together all post routes from Europe to Sweden. This proposal was rejected by Russia. The Swedish exchange post office was established at Willmandstrand (later Lovisa) as this was connected with a newly constructed land route to Frederikshamn on the Russian side. Within a short time the system became so well organized that the mail from St. Petersburg via Finland required 15 days in comparison to 17 days via Memel and Königsberg. The Swedish border post office was moved to Taskula several years later. The director of this border post office was one of Sweden's most important postal employees. The post director had a diplomatic responsibility and an obligation to report on the political conditions on the other side.



War broke out again with the Swedish attempt to recover territory lost to Russia with the 1721 treaty. Sweden was defeated and lost more territory to Russia with the Treaty of Åbo in 1743 so that the border post office was moved to Lill Abborfors. This remained as a border post office until 1809. Russia continued to utilize the Swedish route, particularly for letters to France and England, as this provided conveyance from the Swedish border to Hamburg in comparison to the route through Germany with many political borders. Prussia then competed with lower rates until Russia and Prussia were on different sides in a European war that stopped all postal traffic through Memel. The Russian post through Finland stopped again in 1762 when Czarina Elizabeth succeeded Czar Peter III and concluded a treaty with Prussia for mail to be sent via Memel. Russian mail for Holland, Denmark and Norway appeared at Lill Abborfors in 1766 as a result of increased German postal charges at Memel.

Post offices and postal routes in 1743 after the Treaty of Åbo

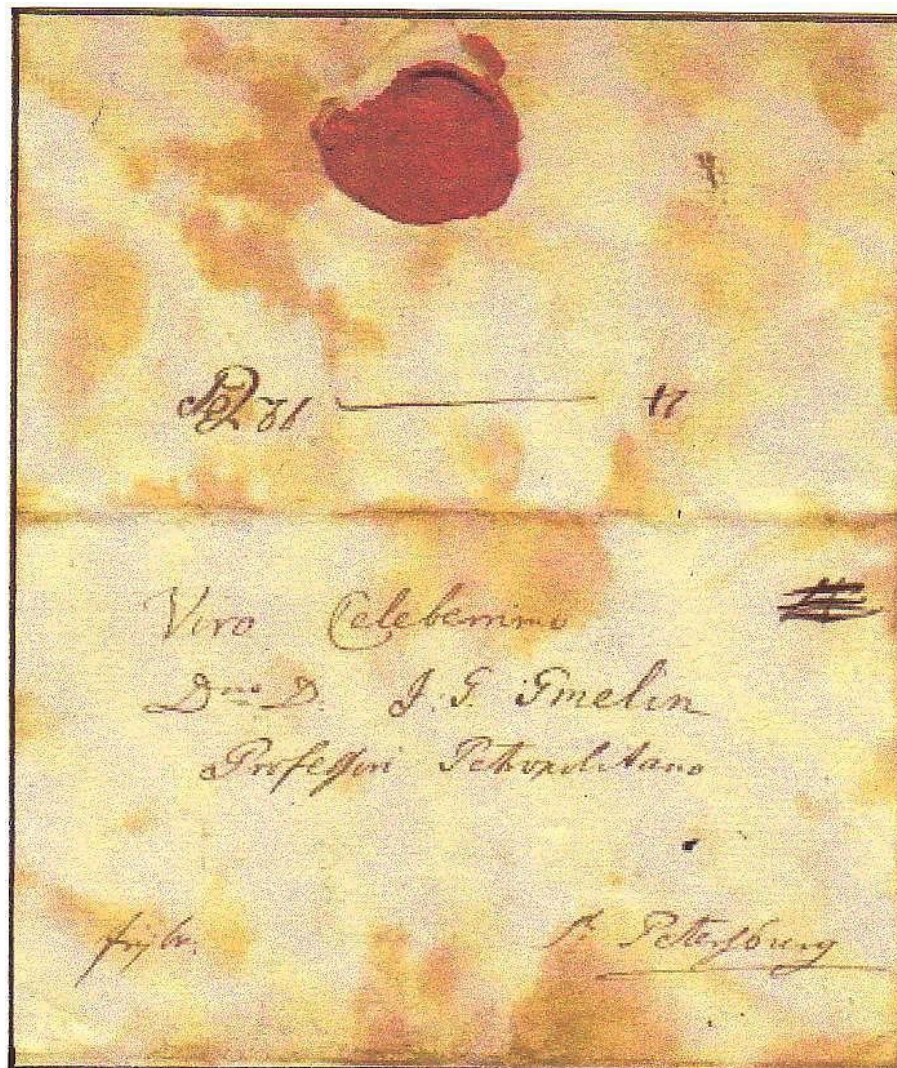


Letter dated October 12, 1739, from Stockholm to St. Petersburg. Postmarked with a **STOCKHOLM** bandeau stamp.

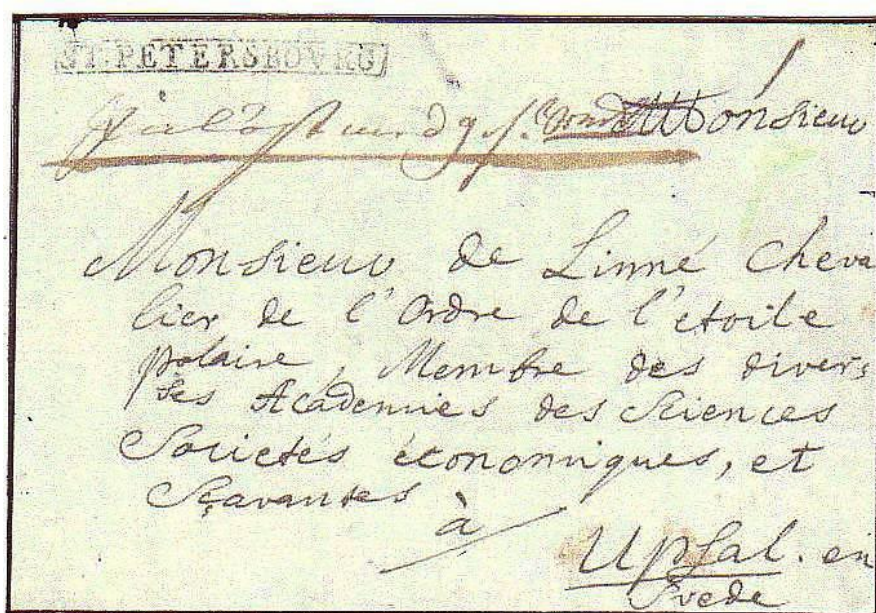
Conveyed via Finland to Taskula for exchange with the Russian post.

The Russian post inscribed 7 kop. as postage from Taskula to St. Petersburg.

The Linnaen Correspondence, London.



Letter dated September 3, 1746, from Uppsala to St. Petersburg.
 Sent without Swedish postage in accordance with the "fribr" inscribed via Finland to Lill Abborfors
 for exchange with the Russian post.
 This exchange post office was moved from Taskula to Lill Abborfors as a result of the Treaty of Åbo in 1743.
 Russian postage was 12 kop. as marked.
 The Linnaen Correspondence, London.

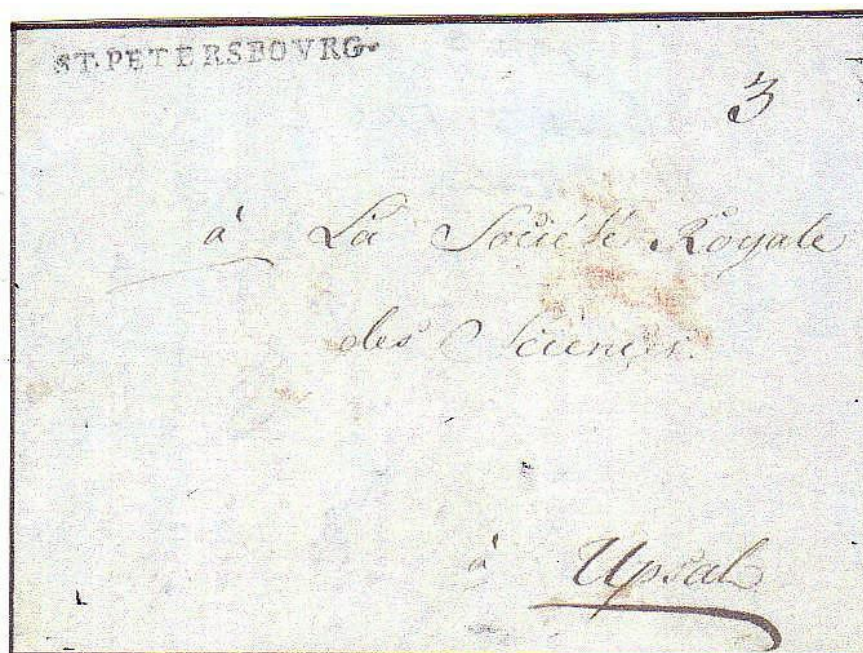


Letter dated June 23, 1764, from St. Petersburg to Uppsala. Postmarked at St. Petersburg. Czarina Elizabeth concluded a treaty with Prussia in 1762 by which mail would be sent to Sweden via Memel instead of via Finland.

This continued until 1766 when Russian mail was again sent via Finland.

Prepaid to Hamburg for exchange with the Swedish post office.

Inscribed "1" by the Swedish post office to show this as the first of the free franked letters on the list for this shipment.



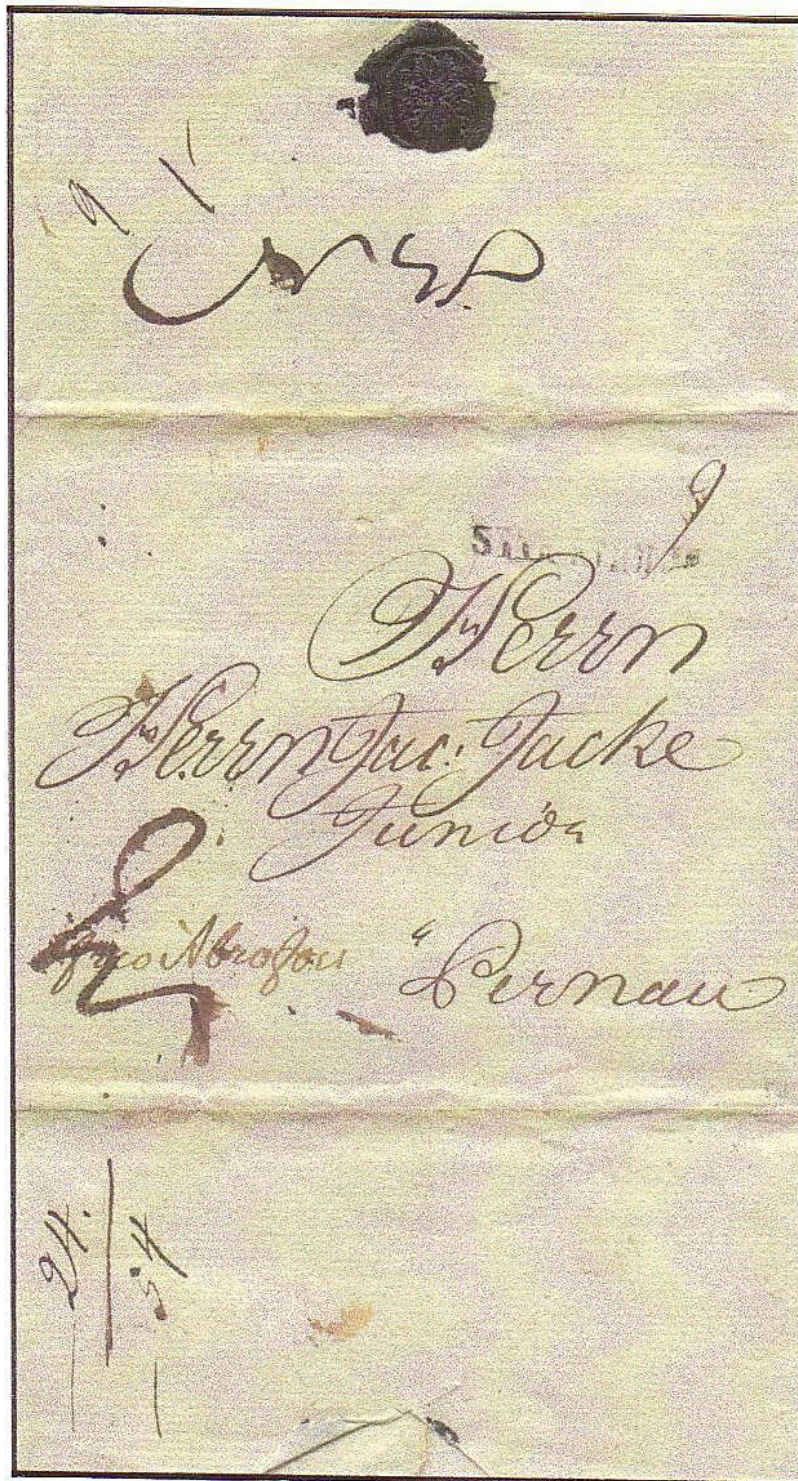
Letter of March 6, 1766, from St. Petersburg to Uppsala. Postmarked at ST. PETERSBOURG.

Postage was paid to the Prussian post for exchange with the Swedish post at Hamburg.

The Swedish post list number "3" was marked in the upper right corner.

There was no Swedish postage as Linné had a free franking privilege.

Both letters from The Linnean Correspondence, Uppsala



Letter of May, 5, 1769, from Stockholm to Pernau.
Postmarked **STOCKHOLM** and prepaid to Lill Abborfors.
Inscribed "frco Abrofors". Postage due was 54 kopeks.

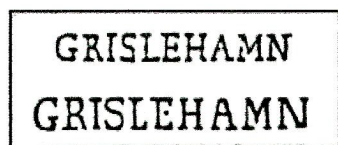
Kongl. Maj:te
 Exzellenz af Archiater
 samt Jildern af Nordkinsman
 Walbomns Gården
 Går Carl von Linné
 Uppsala.

Letter of November 23, 1775, from Mitau, Latvia to Uppsala.
 Postage was paid to exchange with the Swedish post at Lill Abberfors.
 Postmarked at St. Petersburg.
 There was no Swedish postage as Linné had a free franking privilege.
 The Linnean Correspondence, Uppsala

Herr
 Herr Peter Wiellbein
 Stockholm
 Gamla Carleby

Letter sent January 8, 1778, from Gamla Carleby to Stockholm. In winter, letters between Finland and Sweden were usually sent via Haparanda or the nearest, but less used route via Wasa and across the Gulf of Bothnia at the Kvarken Straits to Umeå.
 The postage in 1778 between Gamla Carleby and Stockholm was 9 öre silver and was independent of the route.
 The letter arrived in Stockholm on January 28.
 Collection of B. Larsson.

The Russian army entered Finland at the end of February 1808 without a declaration of war. The winter of 1808/09 was severe and the Åland Sea froze. A small Russian army crossed the ice to Grisslehamn and occupied the town. The Russians returned to Finland with the threat of an ice breakup. The Swedish king was deposed for scandalous conduct of the war with a result that it was possible for the Finnish people to pay homage to the Russian czar. This was done without any great remorse. The Treaty of Frederikshamn that was completed on September 17, 1809, ceded Finland and the Åland Islands to Russia. A Swedish circular published on December 18 of that year stated that the Åland post route was again in operation. A postal agreement was concluded on November 24, 1810, by which letters could be conveyed via Åland or Torneå. Grisslehamn and Haparanda then became border post offices for mail between Sweden and Finland. Russian mail to and via Hamburg continued to be sent via Prussia as it had since the end of the 18th century.

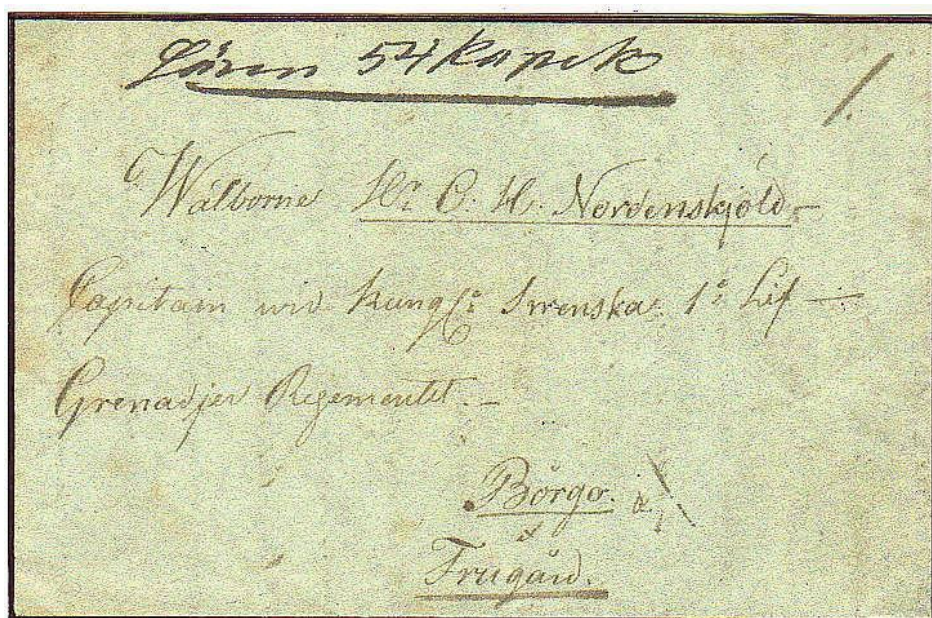


A single-line **GRISLEHAMN** hand stamp was issued to the Grisslehamn post office in 1816 because of its importance as a transit post office. A second **GRISLEHAMN** single-line hand stamp was issued to Grisslehamn in 1819 when single-line hand stamps were issued to the existing Swedish post offices. The Swedish postal service continued to issue **GRISSEHAMN** hand stamps for this post office when hand stamps of a new type were issued to other post offices in Sweden. A single-line **HAPARANDA** hand stamp was used at Haparanda on the letters received from Torneå. This stamp is known used in 1821 and may have been used earlier.

A Swedish post instruction of 1822 stated that letters to Russia and Finland should be sent via Grisslehamn or Haparanda. Postage was 10½ skillings per lod via Grisslehamn and 9½ skillings per lod via Haparanda. Transport across the Åland Sea continued to be a problem. Winter service was improved with the use of iceboats for mail conveyance beginning in 1818. Summer service was improved during the 1830's when an agreement was made with a Stockholm trading house to operate a steamship weekly between Stockholm and Åbo in addition to the regular mail service between Grisslehamn and Eckerö.

Red ink was used with a hand stamp at Åbo in 1822 as shown by two letters. One letter was from Åbo to Leipzig and the second letter was dated July 15, 1822 and sent from Åbo to London. The hand stamp **Åbo** was in red ink and the Type 1 **GRISSEHAMN** stamp was in black ink. The Grisslehamn circular date stamp was occasionally used during 1843 to 1846 with red ink. Speculation arose that red ink use for postmarks was a warning during periods of disease such as cholera applied to the use of red ink in 1822 and later with the Grisslehamn circular date stamp. Cholera was not a problem in Finland in 1822. A sample of three disinfected letters from July 1831 to February 1832 period were examined that had the Grisslehamn circular date stamp. Black ink had been used for all three. Thus the speculation of red ink use for cholera was proven incorrect.

The Royal Quarantine Commission in Stockholm received information in early July 1831 that cholera had broken out in St. Petersburg. A Royal Decree was issued on July 7, 1831 in regard to quarantine at Swedish ports and instructing that all letters arriving from foreign Baltic provinces should undergo disinfection at the border post office. Instructions for letter disinfection were issued in 1831 by the Royal Health Commission as a notice for outbreaks of contagious disease and pestilence. This applied to the Grisslehamn post office because letters from the Finnish border post office at Eckerö were sent to the Grisslehamn border post office by boat. The Swedish post boats ceased their trips to Åland, and post from Sweden to Eckerö was conveyed instead by the returning Åland boatmen. The post exchange procedure with the boat from Åland was that the post boat did not cast an anchor in the bay. A Swedish post boat with a noncommissioned officer and three or four boatmen would row out to the post boat and hold a position on the windward side of the post boat. A boat hook was thrown out to catch a post bag from the post boat and the bag was dragged to the land. The Swedish post was carried out by a



Letter from Fårebo dated December 8, 1816, to Borgå.
 The Swedish-Finnish-Russian Convention of November 21, 1810, required that Swedish letters had to be prepaid to Eckerö.
 Swedish postage to Eckerö was 6 sk.bco. and Finnish postage was 54 kopecks as marked.
 Collection of G. Nilsson.



Letter dated June 17, 1817, from Lübeck to Åbo. Inscribed "via Stockholm" and "fr Hbg".
 The Type 1 **GRISLEHAMN** handstamp was received in 1816, three years before any post office other than Stockholm.
 Postage was marked as 1 Rdr. 12 sk.bco.
 Collection of B. Larsson

Pris 23 Kop

Capitaine vid Konungens af Sveriges
 1^{te} Lif Grenadier Regemente
 Välborne Herr O. L. Nordenskjöld.
 Stockholm. Borgå och
 Tranaå.

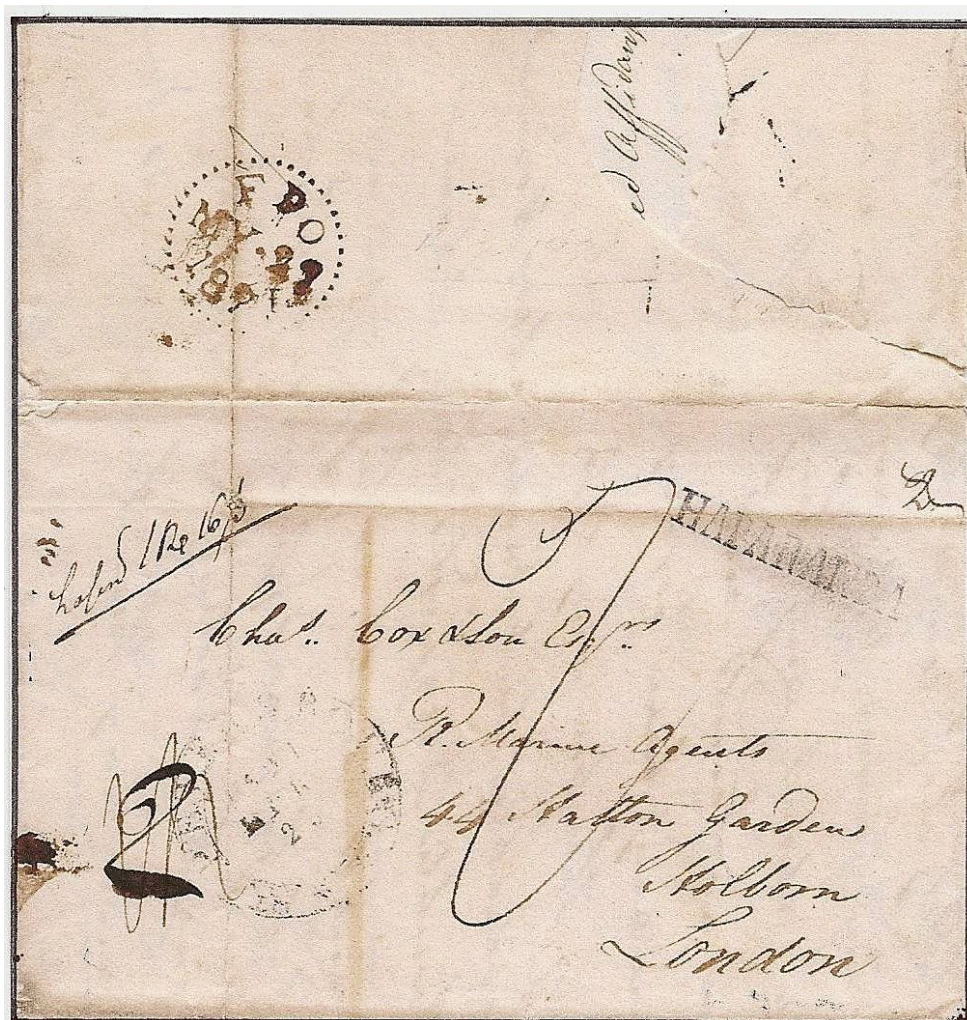
Letter of November 22, 1818, from Örnäs, near Linköping, to Borgå.
 Swedish postage to Eckerö was 4 sk.bco. 6 rst. Postage from Eckerö to Borgå was 33 kopeks as marked.
 Collection of G. Nilsson.

3/7

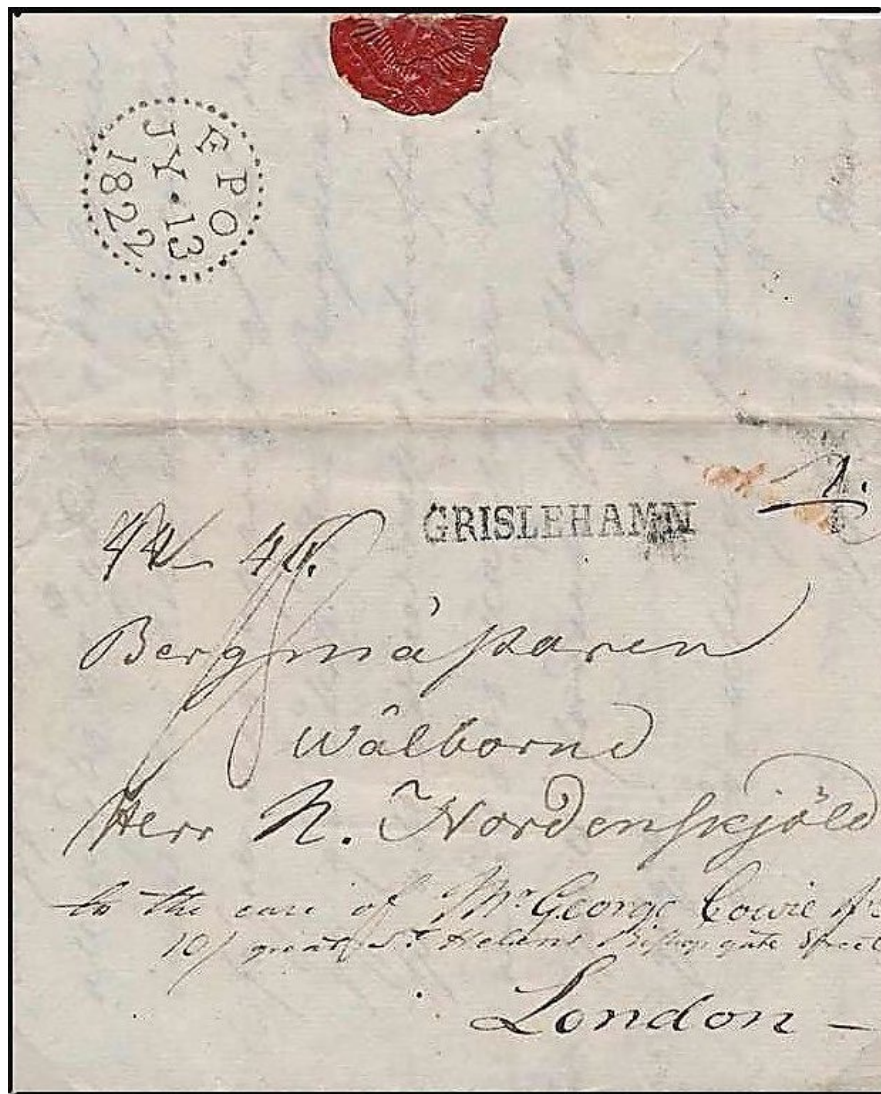
UPSA 7

Stats Prädet, Ledamoten af Kejsarliga
 Senaten för Finland, Riddaren af Kongl.
 Nordstjerne Orden och Kejsarf. St. Anna Ordens
 2^{dra} Pläs, Välborne Herr N. P. af Schultén.
Helsingfors.

Letter dated March 7, 1821, from Uppsala to Helsingfors. Postmarked **UPSALA**.
 According to the Swedish rates of 1818 the postage to Grislehamn
 had to be prepaid for letters to the Swedish/Russian exchange office at Eckerö.
 This was 6 sk.bco. for this letter. Finnish postage was 33 kop. Ass. as marked.
 Collection of B. Larsson.



Letter from St. Petersburg of April 2, 1821, to London sent via Haparanda.
 Prepaid to Gothenburg. St. Petersburg origin postmark dated March 25 by the Julian calendar.
 Inscribed "Lösen 1 Rd. 16 S" by the Swedish post office.
 Postmarked **HAPARANDA** and then by the London Foreign Post Office on May 22.
 Postage due was 5 shillings for a 1¼ to 1½ oz. letter.
 Collection of B. Larsson.



Letter of July 3, 1822, from Åbo to London. Postage from Åbo to Grislehamn was 46 Kop. Ass.
 Swedish postage to Gothenburg was 44 sk.bco. as inscribed and prepaid to Gothenburg as a double weight letter.
 Postmarked at Åbo in red ink and with the **GRISLEHAMN** stamp in black ink.
 Sent by British packet from Gothenburg to London.
 Postmarked at London on July 13 and inscribed for 1/8d. postage due.
 Postiljonen auction March 2014



Letter of June 19, 1825, by the Julian calendar or July 1 by the Gregorian calendar from Riga to Stockholm.
 Inscribed "via Åbo fco Eckerö". Prepaid to Grislehamn and postmarked at Riga.
 The single letter rate from Grislehamn to Stockholm was 2 sk.bco. in accordance with the rate table of January 1, 1809.
 Postmarked with the Type 2 GRISLEHAMN stamp. Postage due was 2 sk.bco.



Unpaid letter sent in March 1830 from Florence to Helsingfors. Postmarked by the T&T post office in Hamburg on March 10 and the Swedish & Norwegian post office in Hamburg on March 12. Postage from Florence to Hamburg was marked as 25 schillings and inscribed as "Forsk:-50" for 50 sk.bco. The "25" was restated in the upper left corner. The postage from Hamburg to Grislehamn was 1 Rdr 12 sk.bco. inscribed as "Porto 1. 12". Total Swedish charge to Finland was 2 Rdr. 14 sk.bco. The 10% Finland surcharge on foreign mail represented an additional 11 sk.bco. for 2 Rdr. 25 sk.bco. to be paid by the recipient.
 No Finnish postage for conveyance from Eckerö to Helsingfors was marked.
 Both letters from the collection of B. Larsson.



Unpaid letter of August 11, 1825 from Paris to Helsingfors. Inscribed "Suede".

Postage from Paris to Hamburg was 13 decimes or schillings as marked in red crayon by the T&T post office.

Transferred to the Swedish & Norwegian post office in Hamburg where it was postmarked on August 18.

Postage of 2 schillings was added for the transfer.

Postage to Stralsund was 7½ schillings for a total due of 22½ marked in red ink.

Postmarked by the Swedish & Norwegian post in Stralsund on August 21.

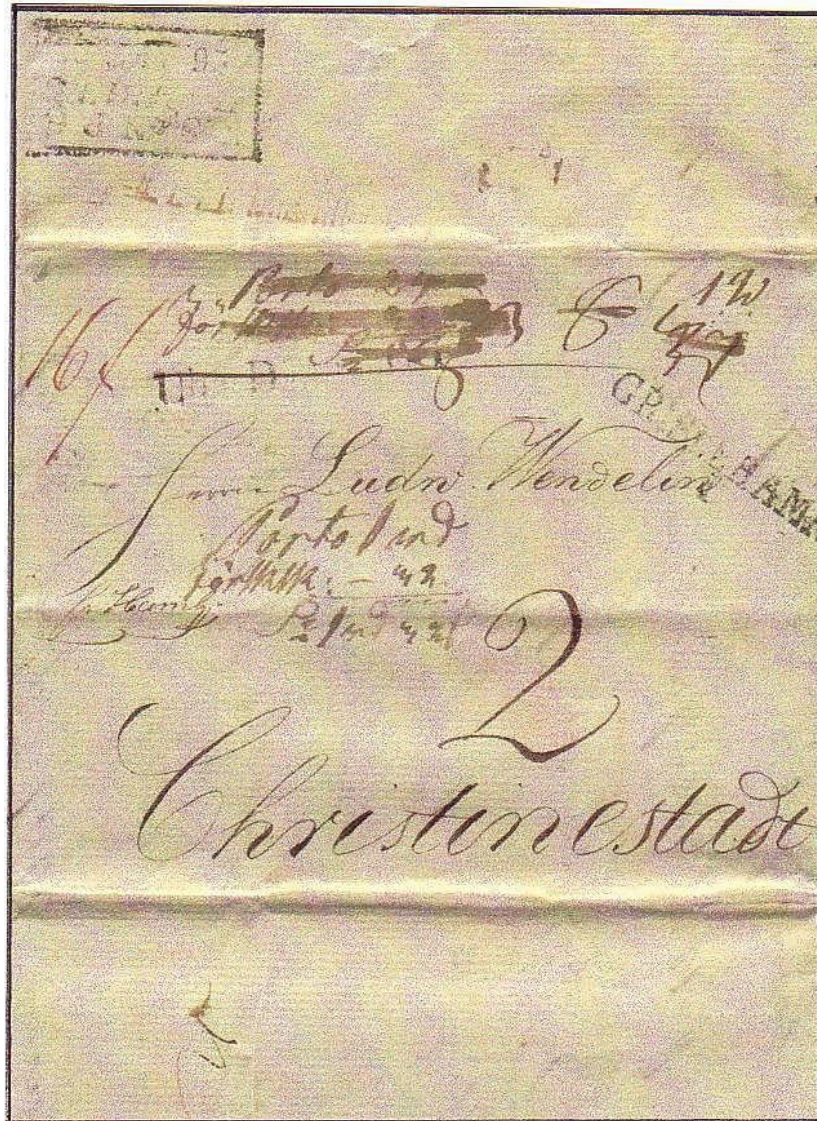
In Ystad the accumulated postage was stated as 45 sk.bco and postage to Grisslehamn as 24 sk.bco. for a total of 1 Rd. 21 sk.bco.

Postmarked with the Type 1 **GRISLEHAMN** stamp.

Finnish postage was 10% of the foreign postage equal to 7 sk.bco. plus Finnish postage of 33 kop. Ass.

Total postage due was 1 Rd. 28 sk.bco. plus 33 kop. Ass.

Postiljonen auction March 2014



Letter of August 20, 1828, from Lübeck to Christinestad. Inscribed "fr Hambg".
 Prepaid to Hamburg. Stamped **Über Dännemark** at Hamburg for transit through Denmark but this was crossed out.
 Postmarked by the Swedish & Norwegian post office in Hamburg on August 26 and was sent to Greifswald.
 The Prussian post inscribed "16" in violet ink for postage of 16 Pomeranian schillings
 from Hamburg to Ystad for a double-weight letter.
 The Swedish post office inscribed "förskjutne skillingar" as 32 sk.bco. equal to 16 Pomeranian schillings
 and 1 Rd. as double-weight postage from Ystad to Eckerö for a total of 1 Rd. 32 sk.bco.
 Postmarked with the Type 2 **GRISLEHAMN** stamp.
 A 10% surcharge of 8 sk.bco. was added on the foreign postage but was not marked as was
 the postage of 33 kop. assignats from Eckerö to Christinestad.

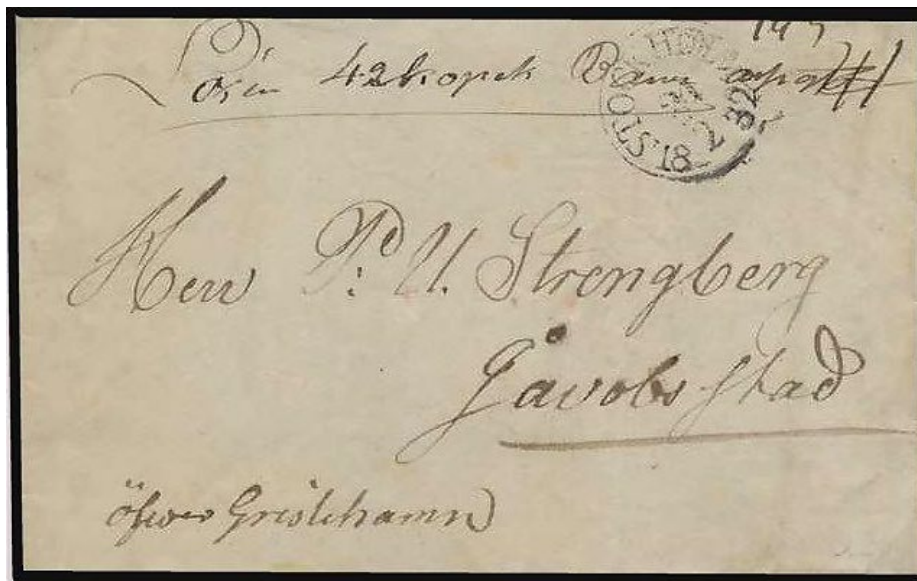


Unpaid cover to Reval postmarked at Stockholm on June 3, 1831. Inscribed "via Grislehamn".

Swedish postage to Eckerö was 51 kop. assignats.

A 10% surcharge was added on this foreign postage for a total of 57 kop. assignats as marked.

Postage from Eckerö was 30 kop. assignats for a total postage due of 87 kop. assignats as marked.



Letter of February 24, 1832 from Stockholm to Jacobstad.

Inscribed "öfver Grislehamn". Postmarked at Stockholm.

Swedish postage of 5 sk.bco. was paid and postage due from the recipient was marked as 42 kopek.

The letter was not perforated and disinfected.

Similar letters from Stockholm of August 5 and November 22, 1831 were not disinfected.

The instruction of July 1831 required the Swedish border post officials to direct perforation and "smoking" as disinfection for both arriving and departing post.

Stockholm to Grislehamn was a relatively short distance that remained cholera free.

Under these circumstances, disinfection was not required for letters from Stockholm.

Postiljonen auction March 2014



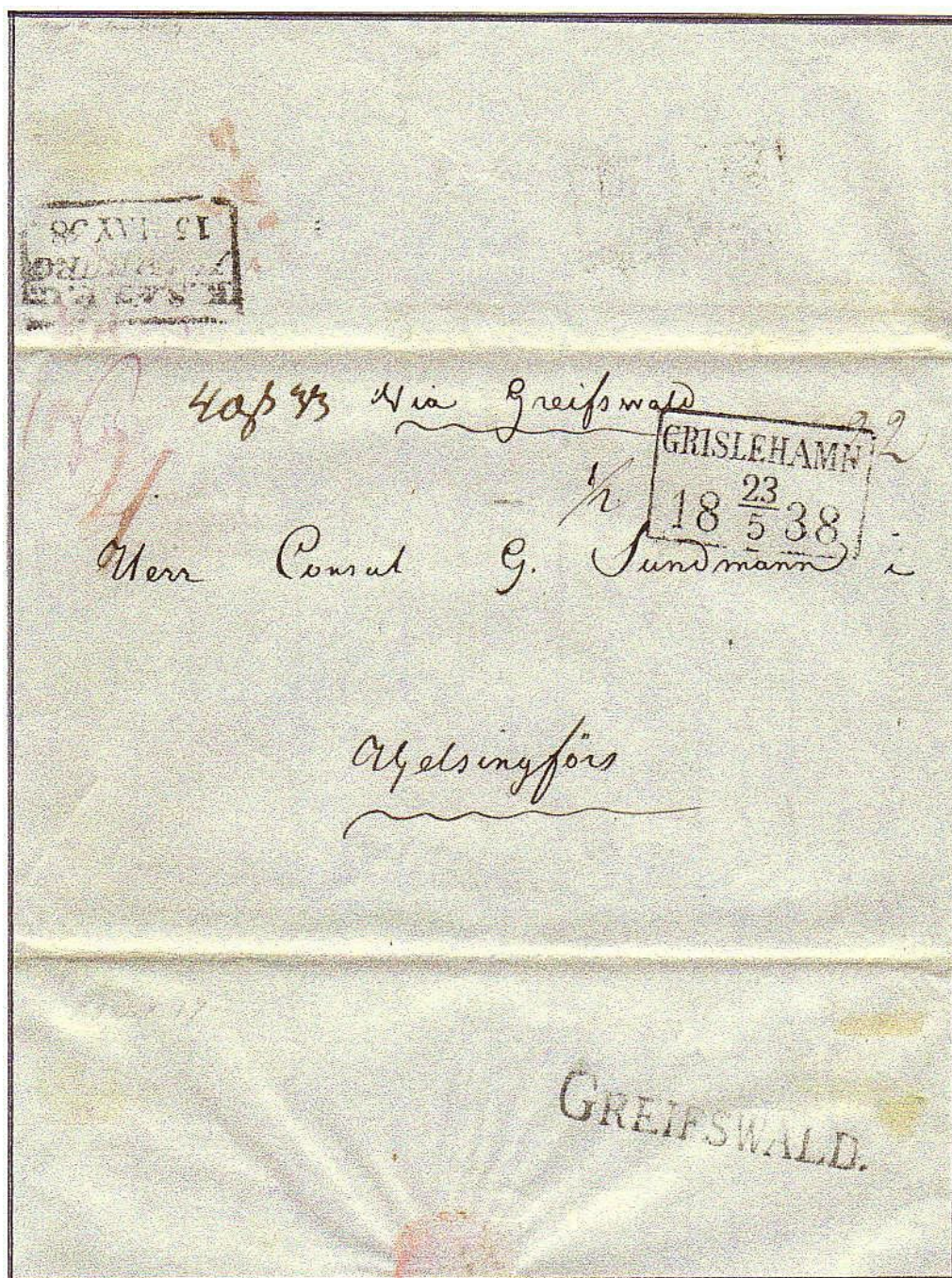
Letter of January 22, 1844 from Copenhagen to Jacobstad. Inscribed "fr Helsbg". Postage from Copenhagen to Helsingborg of 33 Rbs. was prepaid. Postmarked at Helsingborg on January 29 that postage to Helsingborg was paid. Postmarked in red ink at Grislehamn on February 4. Postage from Helsingborg to Grislehamn was 72¾ silver kopeks. Postage from Eckerö to Jacobstad was 36 kopeks silver for a total postage due of 108¾ silver kopeks as shown by the pen writing on the letter front.

Postiljonen auction March 2014



Letter from Bahia dated February 7, 1850 to Uleåborg, Finland. Sent to forwarding agent Le Sol Holms Enke & Schierback at Helsingør. Mailed by the forwarder at Helsingør on April 27. Postmarked at Helsingør and stamped with the hand stamp showing that postage to Helsingborg had been paid. Postmarked at Stockholm on April 30 and marked with Swedish postage of 18 sk.bco. Postage due was marked as 22 kop. sr. to Sweden and 10 kop. sr. for Finland. Total postage due was 32 kop. sr. Sent to Grisslehamn for exchange with the post office at Eckerö. Reduced to 80% of the original size.

Collection of V.D. Vandervelde



Unpaid letter from Hamburg to Helsingfors. Inscribed "via Greifswald".

Postmarked at the Swedish & Norwegian post office in Hamburg on May 15, 1838.

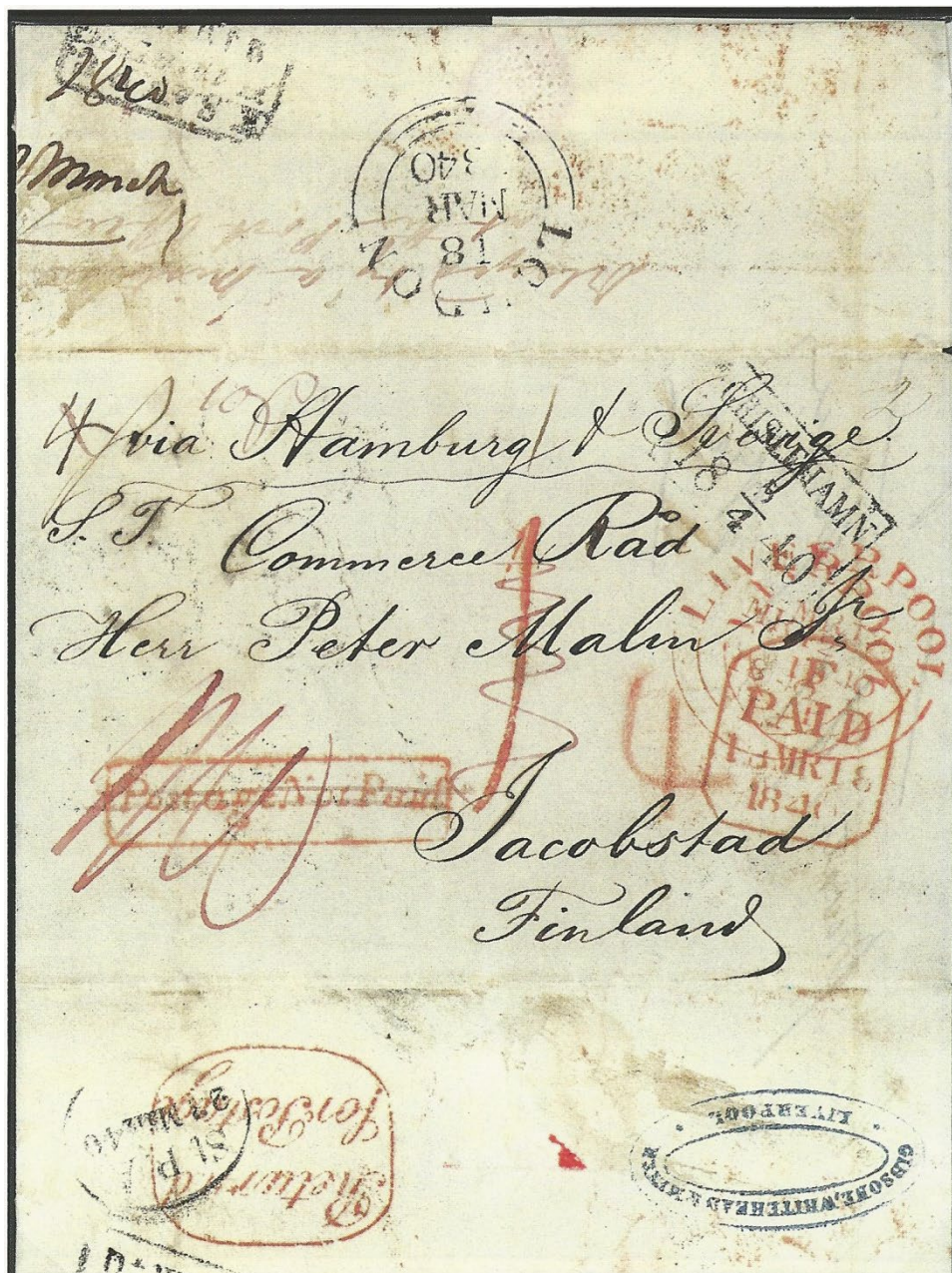
Postage to Greifswald was 4 schillings restated at Greifswald as 10 sk.bco. in the upper left corner.

Stamped **GREIFSWALD** and postmarked at Grislehamn on May 23.

Swedish postage from Greifswald to Eckerö was 25 sk.bco.

Total foreign postage to Finland was 35 sk.bco. A 10% surcharge was added for a total of 40 sk.bco.

Postage due at Helsingfors was marked as 40 sk.bco. plus 33 kopeks assignats for postage from Eckerö.

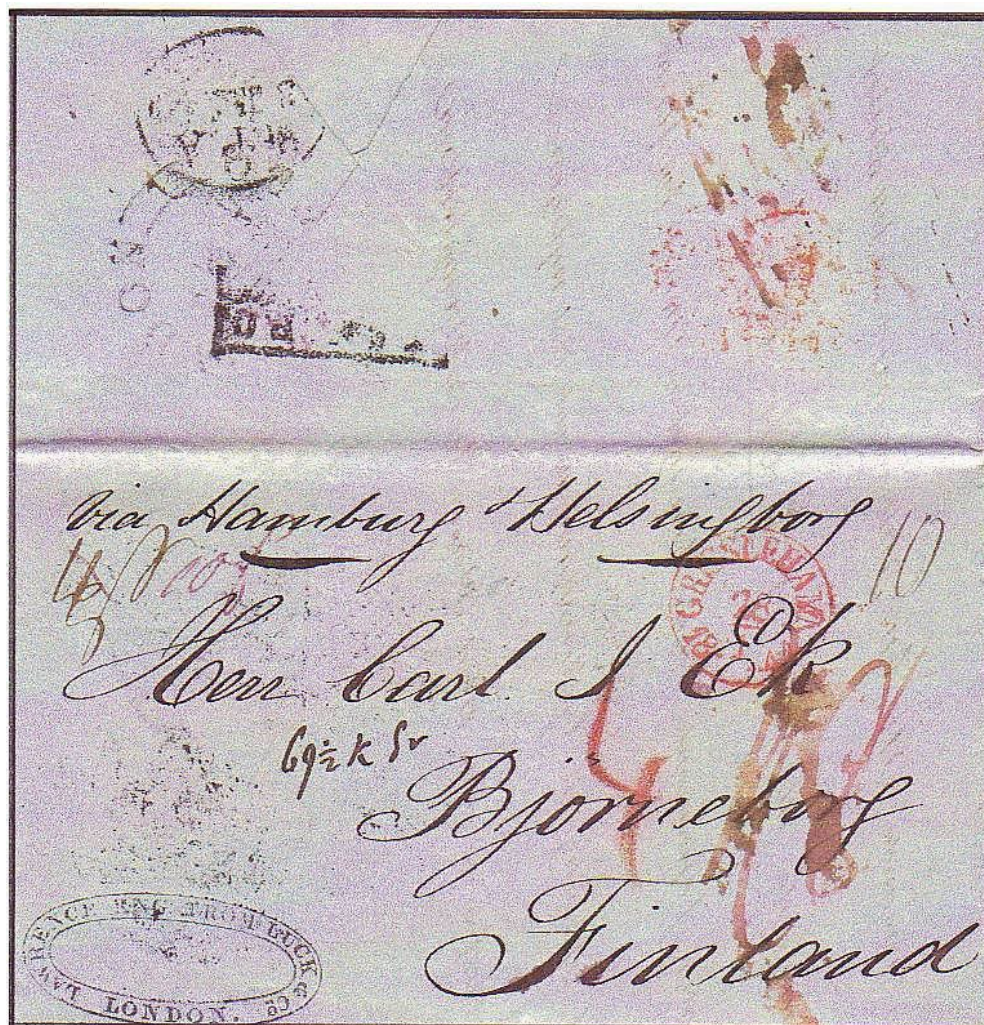


Letter of March 12, 1840, from Liverpool to Jacobstad. Inscribed "via Hamburg and Sverige". The letter arrived marked with only 1d. paid. The London Foreign Post Office added the stamps **Returned for Postage** and **Postage not Paid** for return to Liverpool. The correct postage of 1/10d. was paid at Liverpool. Postage from Liverpool to London was 2d. and postage from London to Hamburg was 1/8d.

The letter was date stamped at London on March 18 and stamped **PAID** on the same date.

Postmarked by the Hamburg Stadtpost and by the Swedish & Norwegian post office in Hamburg on March 27. Marked "4" in red crayon by the Stadtpost for Hamburg postage. This was restated in the upper left corner by the Swedish & Norwegian post office with the equivalent of 10 sk.bco.

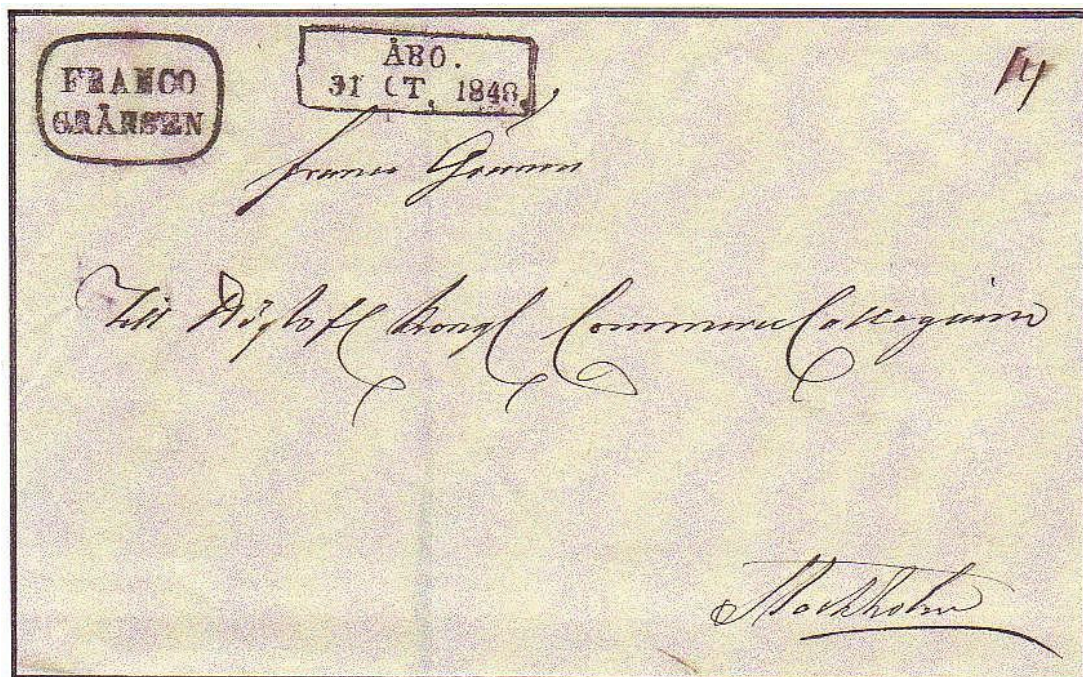
Postmarked at Grisleyhamn on April 5. There was no inscription for postage due at the Finnish border or from the recipient. Collection of Dr. D. Halpern.



Letter dated December 31, 1843, from London to Bjorneborg. Inscribed "via Hamburg & Helsingborg". Postmarked at London on January 1, 1844, by the Hamburg Stadtpost and the Swedish & Norwegian post office in Hamburg on January 3 and at Grisslehamn in red ink on January 28. Prepaid postage was 1/8d. as marked. The Hamburg Stadtpost inscribed "4" for 4 schillings debit to the Swedish post. This was restated by the Swedish post in the upper left corner and converted to 10 sk.bco. equal to 11 kop. silver. Danish plus Swedish postage to Eckerö was equal to 48½ kop. silver. Postage from Eckerö to Bjorneborg was 10 kop. silver for a total postage due of 69½ kop. silver as marked.



Letter of March 2, 1842, from Bergen to Christinestad. Postmarked at Helsingborg on April 1 and at Grislehamn on April 10.
Swedish postage was 10 sk.bco. equal to 11 kop. silver. Finnish postage was 22¾ for a total of 33¾ kop. silver as marked.
Moldenhauer Auction, November 2006.



Cover from Åbo to Stockholm. Finnish postage of 10 kopecks silver was prepaid.
Postmarked at Åbo on October 31, 1848, and stamped **FRANCO GRÄNSEN**.
There was no Swedish postage as this was addressed to the Royal Commerce Collegium.

noncommissioned officer and enlisted men in a boat that took a position on the leeward side of the post boat for transfer of the Swedish post. Transfer between the two border post offices returned mail from Finland to Sweden by the Åland boat and mail from Sweden to Finland by the Swedish boat in 1832.

The Baltic Sea blockade of Russia and Finland by the British and French fleets during the Crimean War in 1854 and 1855 stopped the mail connection between Grisslehamn and Eckerö in the ice free months. Mail had to be conveyed via Haparanda-Torneå or by another route if requested and postage was paid by the sender. The other routes were via Denmark and Russia or to Stettin and then by the land route to Finland. Mail was conveyed across the ice to and from Eckerö when the blockade had to be lifted in the winter months. Post passage between Sweden and Finland returned to normal at the end of the Crimean War in March 1856.

A convention of July 10, 1846, between Sweden/Norway and Russia effective January 1, 1847, provided for post conveyance over Finland via Eckerö and Grisslehamn or via Torneå and Haparanda. The convention also included seapost between Åbo and Stockholm. Russian postage was 10 kop. silver and Swedish postage was 10 sk.bco. for a letter less than one lod. Letters could be paid to the destination and were marked "franco". Letters could be sent unpaid or could be paid to the Finnish border. The Åbo postmaster had a **FRANCO GRÄNSEN** handstamp prepared for the letters prepaid to the border. The stamp was placed in the upper left corner of the letter and was used from 1847 to 1860.



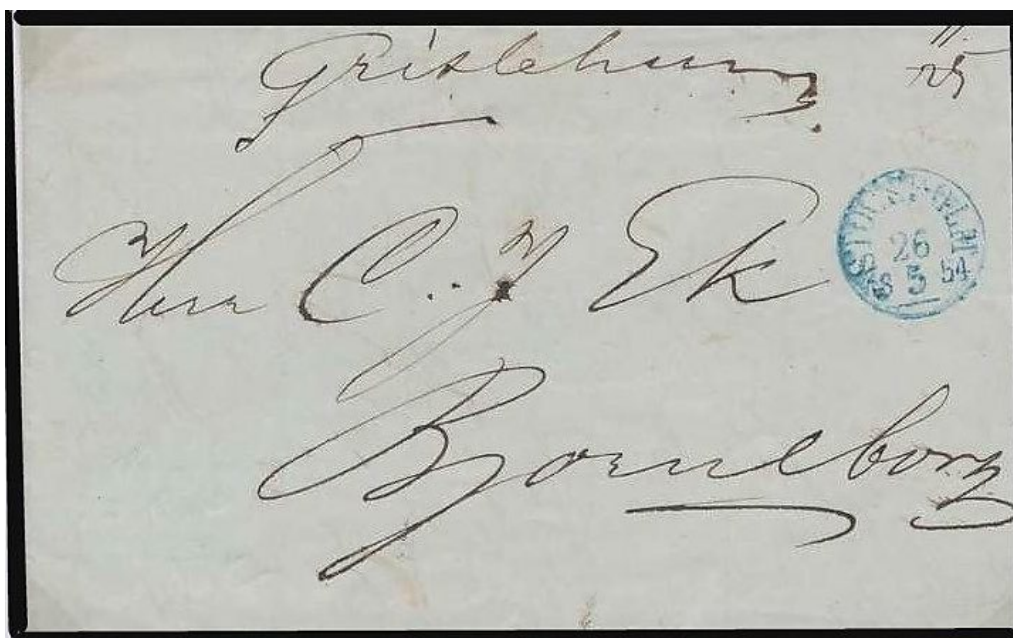
The privately owned Swedish steamship "Solide" began mail conveyance on a trial basis between Stockholm and Åbo in 1836. The Finnish steamship "Furst Menschikoff" began trips between Åbo and Stockholm in 1837. Regulations for post conveyance by steamship were finally established with a Swedish royal letter of July 2, 1839. The regulations stated that sealed bags could be carried by Swedish and Finnish ships on the Stockholm-Åbo route without change to the established postal connection between Grisslehamn and Åland. A Finnish decree of August 20, 1839, provided for mail conveyance on the Åbo-Stockholm route by the Finnish company Åbo Ångfartygsbolag. Both the Finnish and Swedish decrees stated that letters to be conveyed by steamship were to be inscribed "med Ångbåt" or "med Ångfartyg" by the sender.

Steamship conveyance of mail between Stockholm and Åbo continued until 1847. The Swedish ship "Solide" was sold to a Finnish company in the fall of 1841. Two Finnish ships, "Finland" and "Uleåborg" also operated on this route. The Finnish ship connection between Åbo and Stockholm ceased in 1848 when a cholera quarantine was instituted by Sweden. There was no steamship mail connection between Sweden and Finland from 1848 until 1858 when the Finnish postal service approved conveyance of mail on the route Stockholm-Åbo-Helsingfors-St. Petersburg by Finnish ships.

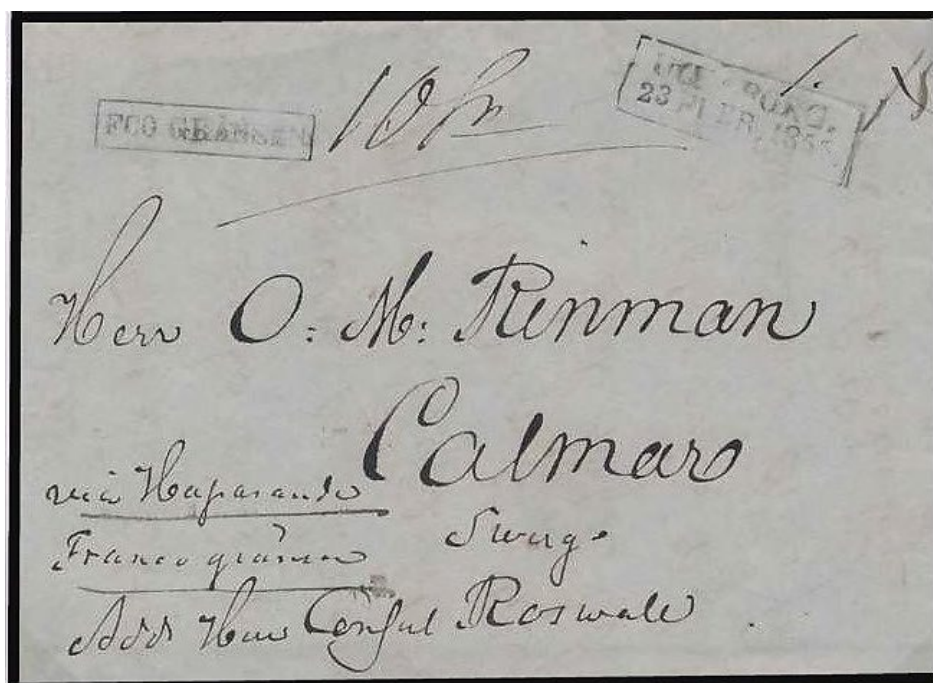
The steamship connection was only used in summer as the steamships could not operate in the Baltic ice. Mail went by the Grisslehamn route when the steamship route was not available.



Winter post conveyance through the ice between Grisslehamn and Eckerö



Prepaid letter of May 15, 1854 sent from Stockholm to Björneborg via Åbo. Origin postmarked at Stockholm and 20 sk.bco. was paid for postage to Björneborg. The Crimean War British blockade was in effect for the Åland route from April 10, 1854 so this letter was likely conveyed by smugglers as was stated in the letter.



Partly paid letter from Uleåborg to Calmar. Postmarked at Uleåborg on February 23, 1855 and stamped **FCO GRÅNSEN**. Sent via Haparanda in accordance with the Finnish post decree of July 18, 1854 to avoid the British blockade of the Åland route. Postmarked with the **HAPARANDA** date stamp on February 25. Prepaid postage was equivalent to 10 sk.bco.

Postage due from the recipient was 10sk. as inscribed on the letter.

Both letters from the Postiljonen auction of March 2014



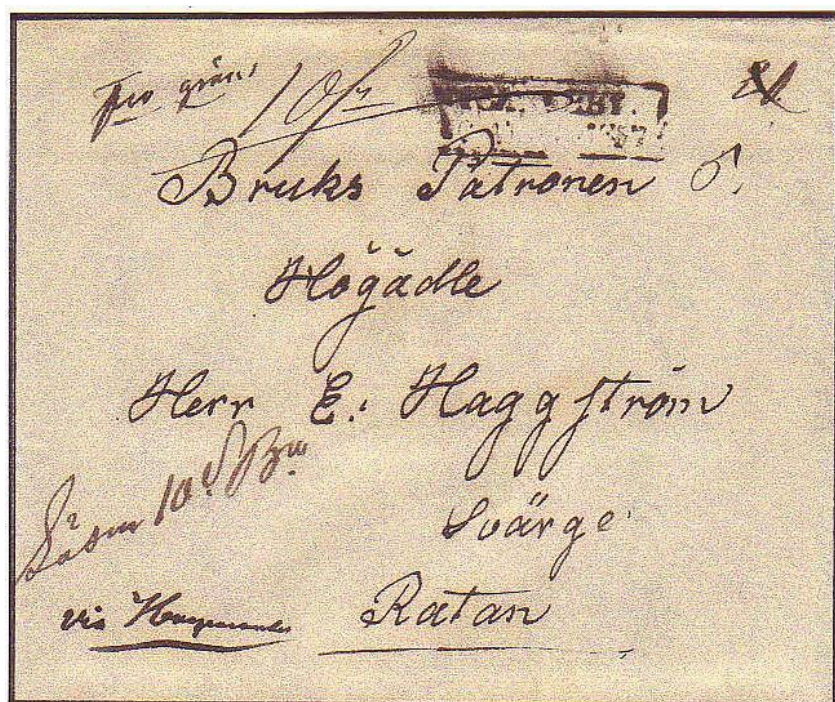
Unpaid letter of October 24, 1854, from Stockholm to Christinestad. Inscribed "via Haparanda".

Sent via Haparanda because of the Crimean War. Received on November 8.

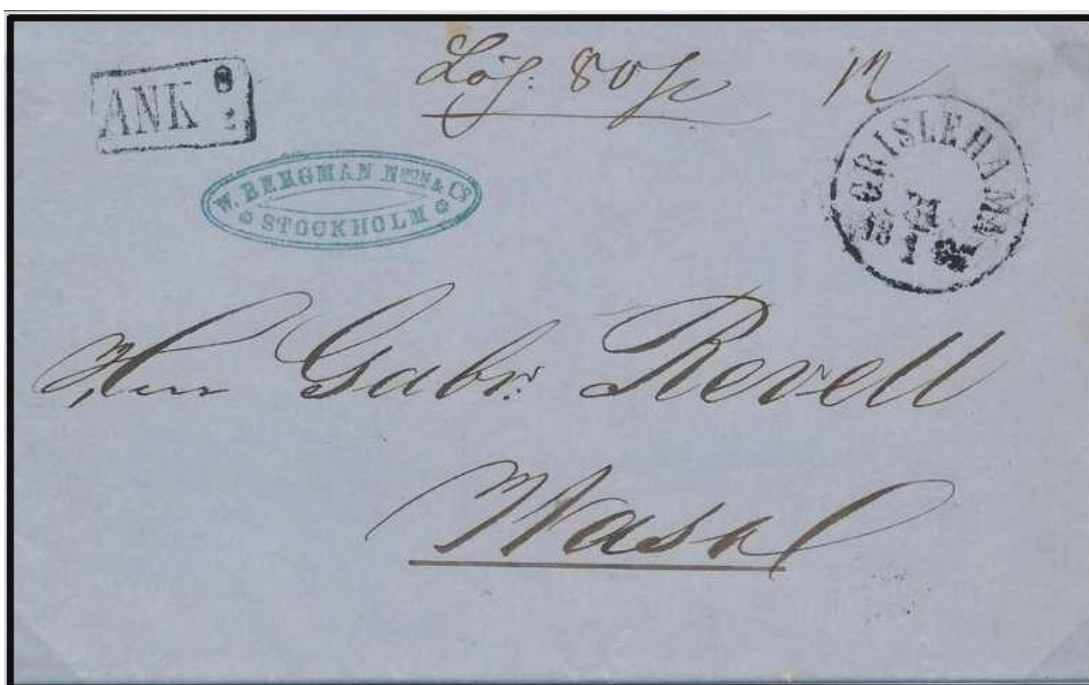
Postage due was 20 kopeks silver in accordance with the Swedish-Finnish-Russian Convention of 1846.

A circular of January 3, 1856, announced that the route via the Åland Islands was reopened.

Collection of G. Nilsson.



Letter of May 1, 1857, from Ny Carleby to Ratan, Sweden.
 Prepaid to the Finnish border and inscribed "frc Gräns" and via Haparanda".
 Swedish postage was 10 sk.bco. as inscribed.



Unfranked letter from Stockholm to Wasa dated January 30, 1866. Postmarked at Grislehamn on January 31.
 Mail was sent via Grislehamn when ships could not sail.
 Arrival stamped ANK/8/2. Postage due was 80 penni of which 40 penni was due to Sweden.



Registered letter of March 30, 1863, from Helsingfors to Stockholm. The letter was prepaid to the Swedish border and was marked **FR.GR.** (franco Gränsen) to distinguish it from unpaid letters.

The Swedish rate table stated that registered letters had to be prepaid but did not state "fully prepaid".

Swedish single-letter postage was 30 öre. This postage due stamp was added at Stockholm.

Collection of B. Larsson.

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