

Chapter 21

Mails to and from Africa, Asia and Australia

Letters are known between Scandinavia and the African territories of Algeria, Tunisia, Alexandria in Egypt, Morocco, the Canary Islands, Madeira and the Cape of Good Hope.

Africa

Algeria

A Danish postal rate table of September 20, 1834, listed single-weight postage to Algeria as the postage to Hamburg plus postage of 19 Lybske skillings or 61 Rbs. according to the French weight scale to Toulon sur mer. Conveyance from Hamburg was by the Thurn & Taxis post to France and then by the French post to Algiers. A Swedish circular of October 23, 1838, stated that prepaid postage from Hamburg and Greifswald to Morocco, Algeria, Tunisia and Libya was 28 sk.bco. per ½ lod. A circular of November 19, 1839, stated that postage from Hamburg to North African territories including Algeria could be paid or unpaid. This followed a circular of November 27, 1838, stating that it was now possible to send unpaid letters from France to Sweden.

A Danish postal rate table of June 3, 1843, listed single-weight postage to the French colonies with the exception of Algeria as 17 Lsk. or 54 Rbs. to the port of departure. A Danish postal circular of March 28, 1857, stated that letters could be sent paid or unpaid to Algeria. Danish postage was 3 sgr. and Belgian postage was 1 sgr. per lod. French postage was 2½ sgr. per ½ lod. Post conventions between France and Sweden/Norway in 1854, and between France and Thurn & Taxis in 1861, 1865 and 1866 provided the same postal rates to Algeria as to France.

Tunisia

A Danish postal circular of April 8, 1854, stated that letters could be sent via Switzerland to connect with the twice monthly steamship connection between Genoa and Tunisia. Letters could be sent paid or unpaid to Tunisia. Postage from Hamburg to Tunisia was 10½ sgr. per lod. A Danish postal circular of November 29, 1862, stated that the Prussian post had announced conveyance to Tunisia via Austria and Italy. Postage in addition to that to the Italian border was 4 sgr. for paid letters and 4½ sgr. for unpaid letters per 7½ grams.

A postal rate table of 1857 for the post convention between France and Sweden/Norway of 1854 provided a single-letter rate (7½ grams) of 15 decimes for letters to Sweden from Tunisia and Tangiers via France. The rate was reduced to 14 decimes in 1865.

Tripoli

A Danish circular of September 20, 1859, stated that reduced rates to Italy now provided for conveyance through Switzerland and Sardinia from Hamburg to Italian cities and to Tripoli on the north coast of Africa. Prepayment was required to Malta. In addition to postage to Hamburg, German postage was 3 sgr. per lod, Swiss postage was 2 sgr. per lod and postage to Malta was 5 sgr. per ½ lod.

Alexandria

Mail to and from Alexandria became important as part of a shorter and faster route between Europe and the Far East than the route around the Cape of Good Hope. Before 1837 the only means of

Alger 12 Sept.
1758

14 schilling und 17 sk. bco. 12.
~~28~~
 49
 Monsieur
 Monsieur Charles Linnæus
 Pr^{re}. Medecin de S^m L.
 Roi de Suède Docteur et
 Professeur à l'Université d'Upsal
 Chevalier de l'Ordre Royale
 de l'Étoile du Nord etc. etc.
 à Stockholm
 Uppsala

Letter of September 12, 1758, from Algiers to Linné in Uppsala.

Sent via France and the Reichspost to Hamburg where postage due was marked as 14 schillings in red crayon.

Transferred to the Swedish post office in Hamburg where the 14 schillings debit to the Reichspost was restated in the upper left corner.

The 14 schillings was marked equivalent to 28 öre silver. Postage from Hamburg to Uppsala was 21 öre silver for a total of 49 öre silver due. The receiving Swedish post office inscribed 1 Rd. 17 sk. bco. as paid.

The Linnean Correspondence, Uppsala.



Unpaid letter of November 29, 1845, from Algiers to Helsingør. Inscribed "via Hamburg".

Postmarked **ALGER/MARSEILLE** on November 30.

Postmarked at Marseille on December 2, at Lyon on December 4
and by the Thurn & Taxis post office in Hamburg on December 9.

Postage to Hamburg was 12 schillings marked as foreign postage equal to 38 Rbs.

Danish postage was 29 Rbs. for a total postage due of 67 Rbs.

Received on December 12.



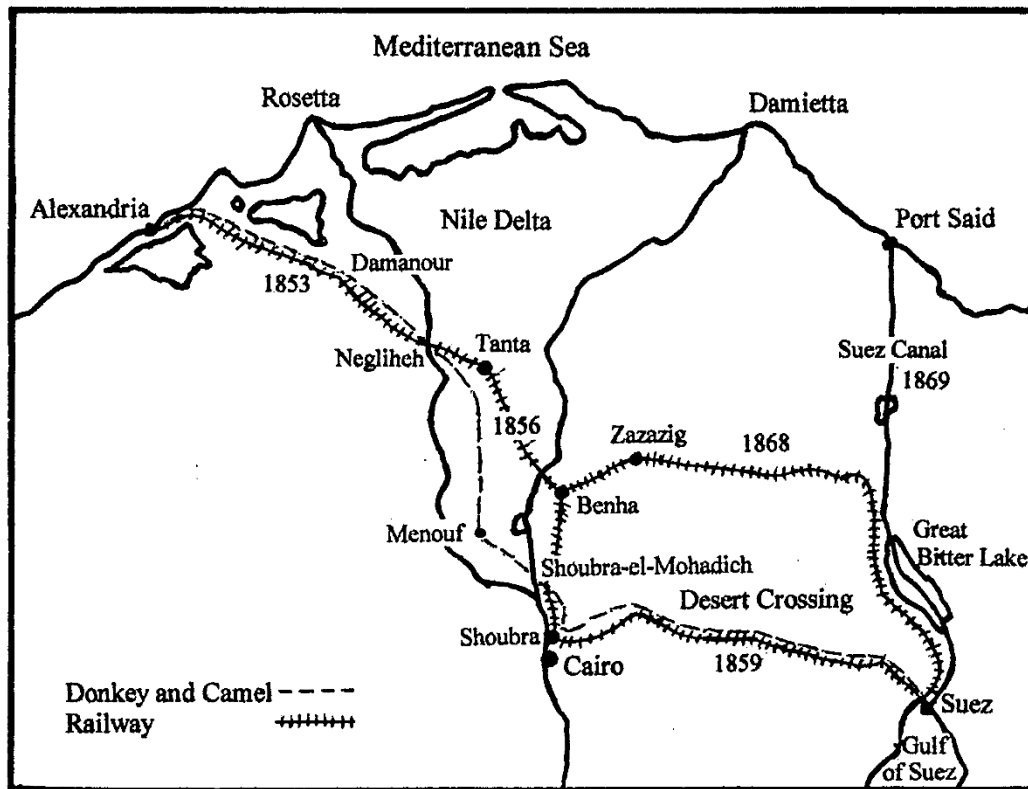
Letter from Stockholm to Algeria. Postmarked at Stockholm on July 24, 1857. Inscribed "via Ystad". In accordance with the Swedish-French postal convention of 1854 this could have been sent as closed mail from Sweden to France via Stettin. But it was sent as a single letter because of the inscription "Via Ystad". It was sent from Stockholm to Ystad where it was postmarked. At Stralsund it was stamped **Aus Schweden/per/Stralsund**. It then came under the Swedish-Prussian convention of 1852 by which Prussia received 2½ sgr. for postage on letters at Stralsund to be conveyed from Sweden to France. It was sent to the Prussian post office in Hamburg and then to Paris via Givet. Stamped in red ink at Paris on July 31 for French entrance at Givet and with a Paris stamp in black ink. Postmarked on the Paris-Lyon railway on the same day and at Algiers on August 7. The debit to Prussia for conveyance to Givet was marked as 5 sgr. in blue ink equal to about 6 decimes. Total postage due was marked as 13 decimes so French postage was apparently 7 decimes. This postage was one decime less than if the total postage if the letter had been sent as closed mail via Stettin because Sweden received no share of this postage.

Collection of G. Nilsson.



Cover from the Royal Commerce Collegium in Stockholm to the Swedish & Norwegian Consulate in Tunis. Inscribed "pr Nadler" and "via Marseille". Postmarked with the **STOCKHOLM/FR. BR.** stamp on May 30, 1859. Sent in accordance with the Sweden-Norway/France convention of 1854. Conveyed as closed mail from Stockholm to the French railway exchange post office where it was postmarked **SUEDE-QUIEVRAIN/AMB. C** on June 3. Postmarked at Paris on June 4 and at Tunis on June 16. There was no Swedish postage as this was an official letter. Stamped **P.P.** in red ink by the French post to show part payment of the postage. French postage for a letter to Tunis up to 7½ grams was the same postage as to France for an unfranked letter, 30 centimes. This was marked in red pencil as the postage to be paid by the recipient. Collection of G. Nilsson.

communication between England and India was around the Cape of Good Hope by British East India Company ships. Passage frequently required six months. Thomas Fletcher Waghorn was instrumental in establishing an overland route from Alexandria to Suez combined with steamship conveyance from Suez to India beginning in 1835. The British post office issued a tentative notice that it would forward letters to India in sealed boxes by private vessels to Alexandria at the same rates as via the Cape of Good Hope if so addressed.



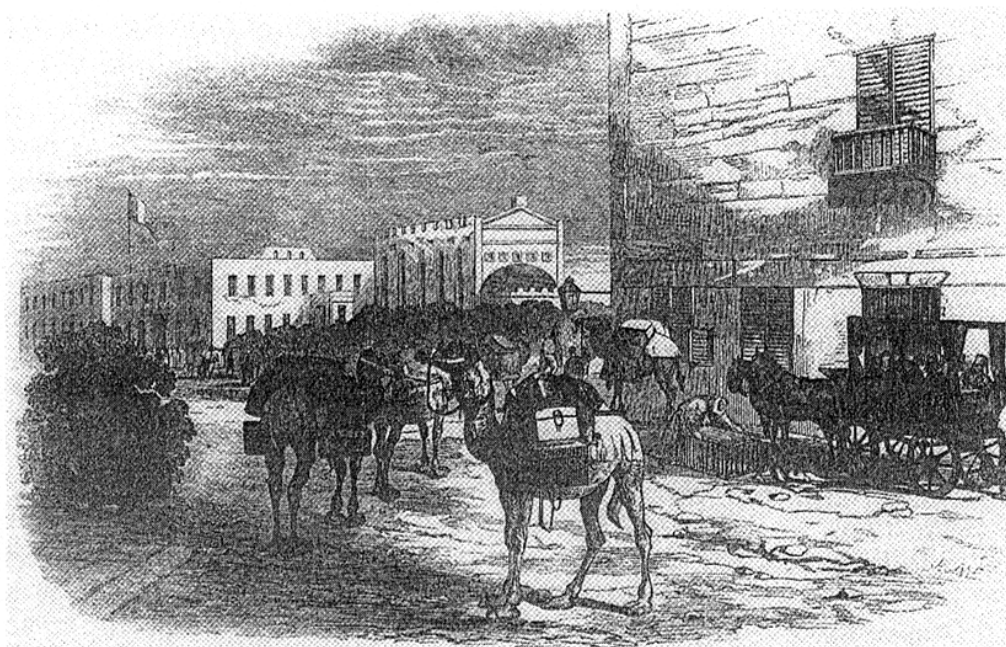
Mail routes from Alexandria to Suez.

An arrangement was concluded in 1837 between the British government and the East India Company for establishment of a monthly steamship connection by way of the Red Sea. The British government was responsible for conveyance between Britain and Alexandria and the East India Company agreed to conveyance between Alexandria and Bombay with the understanding that half of the cost of ship purchases and maintenance would be reimbursed by the government. An arrangement with France in May 1837 that provided for French packet service from Marseille was unsatisfactory with the result that a British-French convention was signed on May 10, 1839. The French government agreed to transport closed mail through Paris and Marseille to Malta and Alexandria. These mails traveled under the personal supervision of a British mail officer and continued from Marseille in vessels employed by the British post office, the Admiralty or the French government. In 1840 British arrangements for mails to Alexandria were by Admiralty packet from England via Gibraltar to Malta where these mails would be combined with British mails sent via France and conveyed from Marseille by Admiralty packet for conveyance to Alexandria. Slow service on the mails via Gibraltar delayed the Indian mails so a fast line of steamships operated by the Peninsular Company, renamed the Peninsular and Oriental Steam Navigation Company, began a monthly service from England to Gibraltar and Malta continuing to Alexandria on September 1, 1840. An Admiralty packet continued to provide the connection from Marseille to Malta. The contract with P&O expired in 1852. A new contract with P&O provided twice

monthly service from England to Alexandria with P&O taking over conveyance from Marseille to Malta. There was no great change for the mails in the Mediterranean until February 1868 when a new P&O contract sent the P&O ships through the Straits of Messina and bypassed Malta.

A French steam packet service was inaugurated by the French government in May 1837 with ships based at Marseille. A direct monthly service from Marseille to Malta and Alexandria was established in 1844. Sailings were increased to three times a month in 1845. The French packet ships were operated by the government from 1837 until 1851 when this service was taken over by La Compagnie des Services Maritimes des Messageries Nationales that became La Compagnie Messageries Impériales in 1853.

The Austrian Lloyd steamship line operated between Trieste and Alexandria with improved service beginning in 1842. A railway was completed from Ostende to Cologne in 1844. There was a daily mail conveyance between Dover and Ostende beginning in 1847 with British conveyance four days of the week and Belgian conveyance the other three days. Also by 1847, mail could go from Ostende by rail via Berlin to Vienna for connection with the Austrian Lloyd ships at Trieste. This became an attractive route for mail between Scandinavia and Trieste as there was a rail connection between Hamburg and Berlin.



Arrival of the Indian and Australian mails at Alexandria. From reference 5.

A Danish rate table of February 25, 1845, stated that letters could be sent to Egypt, the East Indies and China via Marseille by French naval steamships for prepaid postage from Hamburg to Alexandria of 17 schillings courant or 54 $\frac{2}{3}$ Rbs. per lod. A Danish rate table for 1846 stated that letters to Egypt and the Barbary Coast could be sent to Trieste or via France. Postage from Hamburg to Trieste via Prague and Vienna was 7 schillings to $\frac{5}{8}$ lod and 12 schillings for $\frac{5}{8}$ to 1 $\frac{1}{4}$ lod for outgoing letters and 13 schillings to $\frac{5}{8}$ lod and 21 schillings for $\frac{5}{8}$ to 1 $\frac{1}{4}$ lod for incoming letters. Letters sent via France were required to be paid to Alexandria with postage of 23 schillings to $\frac{1}{2}$ lod and 43 schillings for $\frac{1}{2}$ to 1 lod. A Norwegian rate table of January 1, 1848, listed postage from Hamburg or Ystad to Alexandria as 12 sk.bco. (4 sgr.) up to $\frac{3}{4}$ lod and 18 sk.bco. for $\frac{3}{4}$ to 1 lod. A Danish circular of September 18, 1848, announced a Thurn & Taxis connection for letters received at Hamburg before the 4th of every month with the steamship sailing from Trieste on the 10th of every month for Alexandria. A Danish postal circular of

April 23, 1849, listed postage from Hamburg to Egypt as 40 Lsk. per lod. Postage to Hamburg had to be prepaid. Postage from Hamburg to Egypt could be prepaid or unpaid.

A Danish circular of November 3, 1849, announced twice monthly departures from Trieste to Alexandria via Smyrna and a circular of November 24, 1849, announced a direct monthly Lloyd steamship connection between Trieste and Alexandria. A circular of August 30, 1851, stated that letters to Alexandria via France could be sent from Hamburg either paid or unpaid with postage of 3 sgr. as the German share and $8\frac{1}{4}$ sgr. French postage. A circular of September 23, 1851, stated that Austria had reduced sea postage from Trieste to Alexandria to 3 sgr. per lod. There were now two departures from Trieste per month.

A Danish circular of January 16, 1858, stated that the Lloyd's steamships from Trieste to Alexandria now operated twice monthly and that this route would be used to Alexandria unless the sender specified that the letter was to be sent via Marseille. Postage from Hamburg to Alexandria via Trieste was $6\frac{1}{4}$ sgr. per lod and $10\frac{1}{4}$ sgr. per $\frac{1}{2}$ lod via Marseille.

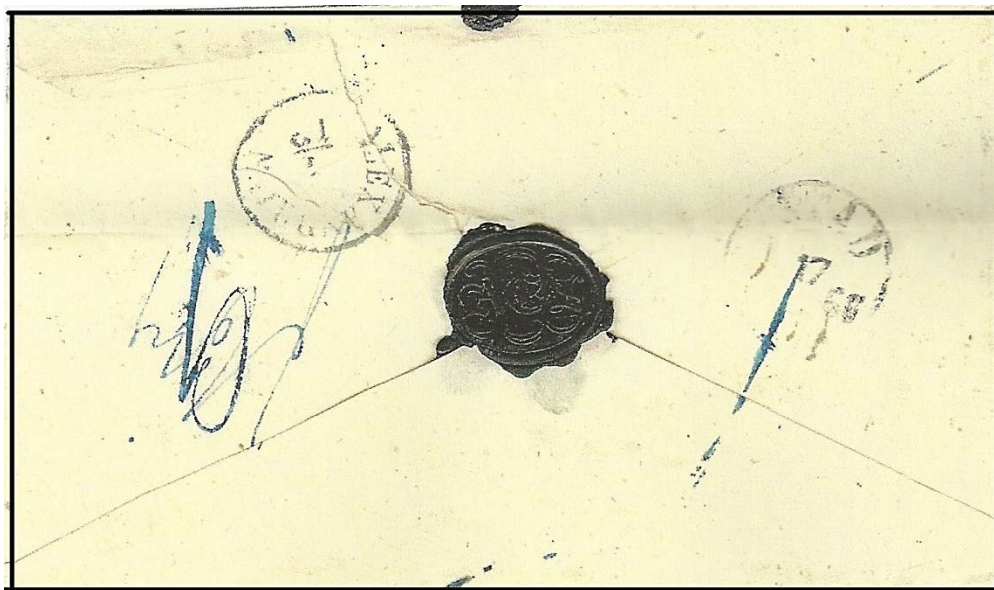
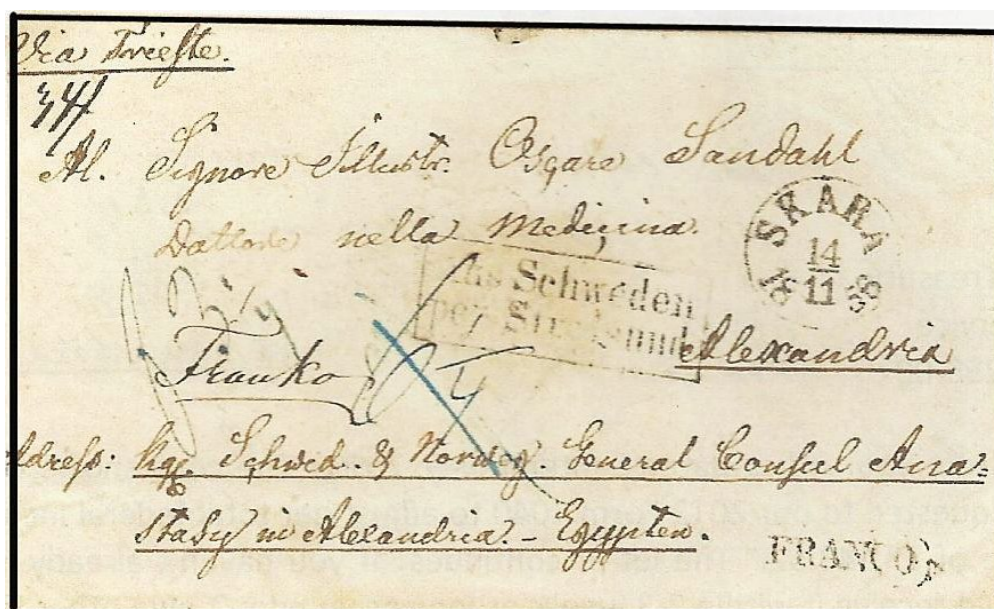
A Danish circular of May 17, 1859, announced that the sea post from Alexandria was cancelled because of war and that letters to Egypt should be sent via Marseille. A circular of August 27, 1859, announced that letters could again be sent via Trieste. Sailings between Trieste and Alexandria were increased to five times monthly according to a circular of August 28, 1861. A circular of April 29, 1862, stated that postage from Hamburg for letters sent to Alexandria and Suez was 32 kreuzer per $\frac{1}{2}$ lod.

Morocco

Mail from Morocco could be sent from Gibraltar by the overland route via Irun, Madrid, Seville and San Roque to the French border. This route was reported to have been in existence from 1749 but the use of the route was not encouraged because letter conveyance through Spain had no legal protection until October 1, 1858 when provided by an Anglo-Spanish convention. Letters to and from Morocco were usually sent via Gibraltar by private ship or British naval packet until 1837, by ships of the Peninsular Company until 1859 and then by ships of the Peninsular and Oriental Steam Navigation Company on the India route.

The Canary Islands

The Canary Islands were serviced by the British Brazil packet beginning in 1813. A Royal Mail Steam Packet Company contract in effect in January 1851 for conveyance to Brazil included a call at Tenerife. A Danish postal circular of March 19, 1853, reported an announcement of the British postal service in regard to mail for the West Coast of Africa. A ship was scheduled to depart from Plymouth on the 24th of each month with a call at Tenerife. Letters were to be prepaid to Great Britain. Letters to Madeira or Tenerife sent to London would be sent with the West Coast of Africa packet or with the Brazil packet that departed on the 9th of every month. A convention of September 1858 provided that correspondence for the Canary Islands was to be sent by the West Coast of Africa packet and was to be treated as that for Spain by direct packet. The West Coast of Africa packets were the Peninsular packets which called at Cadiz until January 1859. Letters addressed via Cadiz were sent overland through France for the Spanish packets. A Danish postal circular of October 9, 1859, listed postage from England to the Canary Islands as $8\frac{1}{2}$ sgr. up to $\frac{1}{2}$ lod and $13\frac{1}{2}$ sgr. for $\frac{1}{2}$ to 1 lod. Postage from Hamburg to the Canary Islands was then $13\frac{1}{2}$ sgr. and $20\frac{1}{2}$ sgr. with conveyance from Hamburg by the Prussian post.



Prepaid letter dated November 14, 1856 from Skara to Alexandria. Inscribed "Via Trieste" and "Franco".

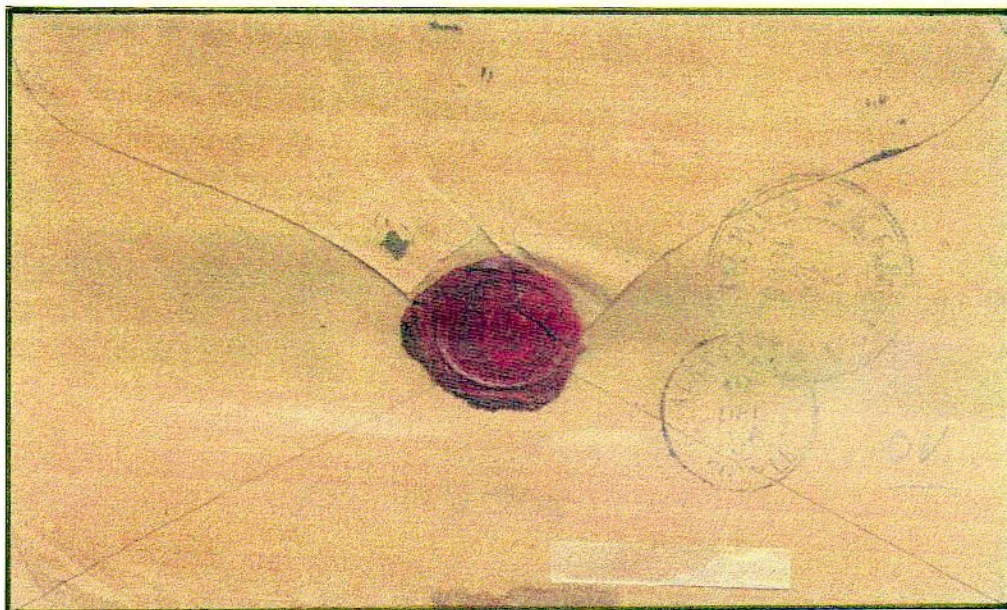
The postage to Alexandria was 34 sk.bco. in accordance with the Swedish rate book of 1855.

The Swedish postal share was 2½ sgr. and the Baltic sea postage was 2½ sgr. equally shared with Prussia.

The Prussian postage to Trieste plus the sea postage to Alexandria was marked as 6¼ in blue ink.

Prussian post to Trieste was 3 sgr. and sea post to Alexandria was 3¼ sgr. as the residual from the initial payment as marked by Prussia in blue ink.

Collection of G. Nilsson



Unpaid cover to Alexandria postmarked at Mariestad on November 27, 1856.
 Inscribed "via Frankrike" and "via Trieste".
 Sent to France in accordance with the Sweden-Prussia post convention of 1852.
 Postmarked by the Swedish post office in Hamburg on December 2.
 Postmarked **SUÈDE-QUIÉVRAIN** and postage due of 14 decimes was added on the
 Paris-Quievrain railway on December 3.
 This postal rate was assigned in 1854 for letters from Sweden to French post offices in the Levant.
 The letter was sent by ship to Alexandria from Marseille.
 Postmarked by the French post office in Alexandria on December 12.
 Collection of G. Nilsson.



Unpaid letter of January 12, 1857, from Stockholm to Alexandria.

Postmarked by the Swedish & Norwegian post office in Hamburg and **Aus Schweden** by the Prussian post office in Hamburg.

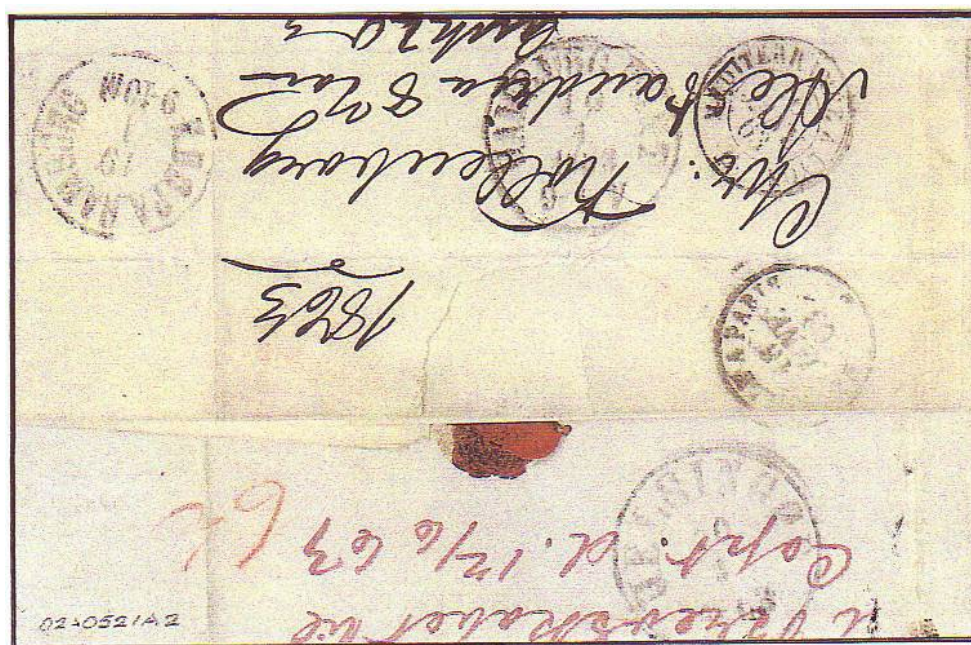
Postmarked **TRIESTE/Früh** to show morning arrival on January 22 and at Alexandria on February 2.

There was no postage to Hamburg as this was an official letter.

Postage to Trieste was 5 sgr. as marked and sea postage to Alexandria was 3 sgr. for a total of 8 sgr. or 9d. as marked.

This was equal to postage due of 24 paras as marked.

Collection of B. Larsson.



Unpaid letter from Alexandria to Helsingør.

Postmarked by the French post office in Alexandria on January 9, 1863.

Postmarked **MEDITERANÉE A LYON** on January 16 and **MARSEILLE A PARIS** in black ink on January 18.

Stamped **F.38** in accordance with the 1862 Franco-T&T convention.

Then postmarked by the Thurn & Taxis and Danish post offices in Hamburg on January 20.

France received 53½ centimes per 7½ grams in accordance with the convention.

Thurn & Taxis received 2 sgr. for transit to Hamburg representing a debit of 6½ sgr. as marked to the Danish post office in Hamburg.

Danish postage was 2 sgr. or 9 sk.Rm. for a total postage due of 37 sk.Rm. as marked.

Collection of J. Bohn.



Letter dated October 31, 1801, from Gothenburg to Tenerife.

The letter was inscribed "via Courana" and "Fr Hambg".

According to the 1801 rate book prepaid postage to Spain was 14 sk. plus an additional 8 "förskjutne skillingar" postage from Hamburg to Antwerp.

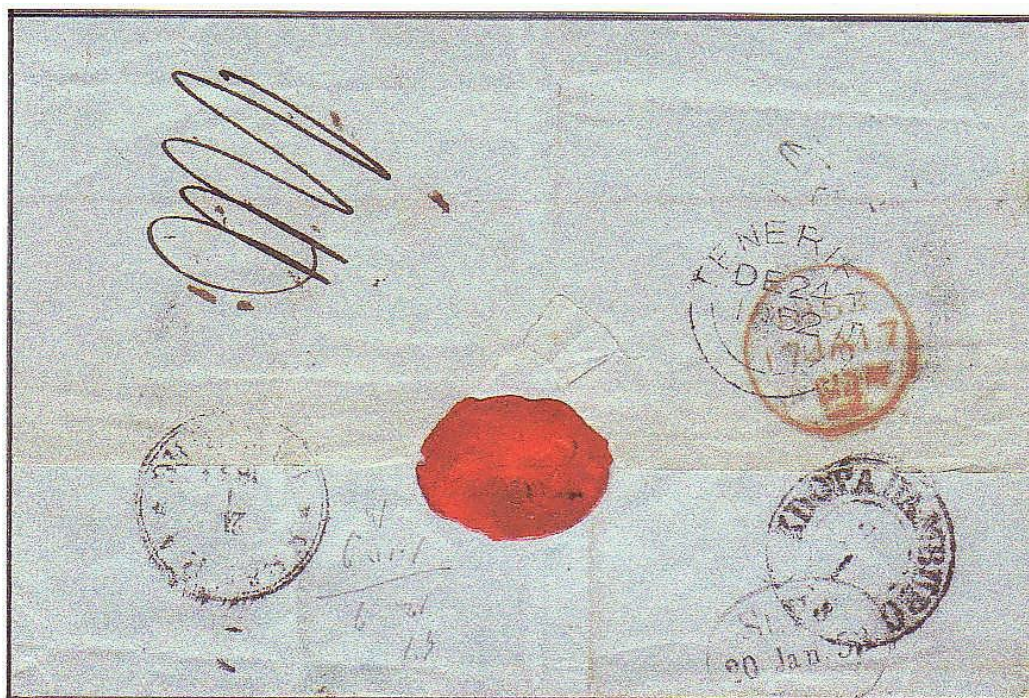
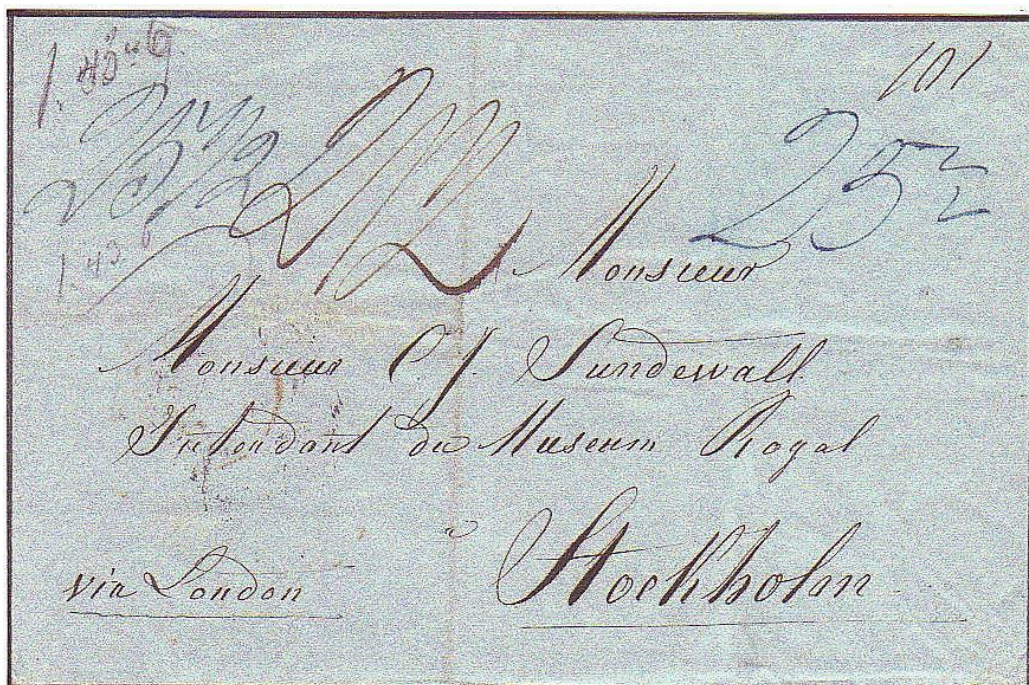
The 8 sk. postage was marked in the upper left corner.

Postmarked **SUEDE** by the Hamburg Post.

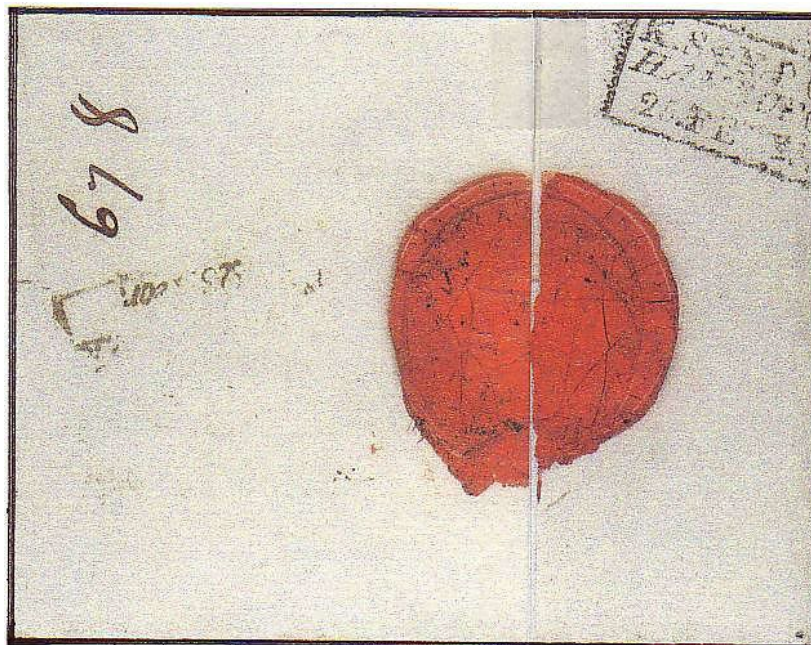
Conveyed to Antwerp and France to the Spanish border.

Postmarked **ESPANA** at the Spanish border and **OLANDA** at Irun.

Received February 18, 1802. The recipient paid postage due of 8 reales,
Collection of G. Nilsson.



Cover to Stockholm postmarked by the British agent in Tenerife on December 24, 1852. Inscribed "via London". Conveyed from Tenerife by the steamship "Tay" of the Royal Mail Steam Packet Co. The steamship had sailed from Rio de Janeiro on December 15 and made intermediate calls at Bahia, Pernambuco and St. Vincent before calling at Tenerife on December 24. The ship then called at Madeira and Lisbon with arrival at Southampton on January 15, 1853. Postmarked at London on January 17, by the Hamburg Stadtpost on January 20 and by the Swedish and the Danish post office in Hamburg on January 21. Postage to London was 1/10d. and to Hamburg 4d. for 2/2d. marked as a debit to Britain. This was equal to 22 sgr. An additional 3½ sgr. was added for postage to Hamburg for a total of 25½ sgr. as marked. This was equal to 76½ sk.bco. Postage to Stockholm was 15 sk.bco. for a total due of 1 Rd. 43 sk. 6 rst.bco as marked. Reduced to 92% of the original size.



Cover from the Swedish & Norwegian Consulate in Marrakech, Morocco to the Royal Commerce Commission in Stockholm. Inscribed "via Spania" and posted at Gibraltar with prepayment of 8 reales as marked in the upper right corner to the French border. Postmarked **FIGIB R. S. ROQUE/AND BAXA** in red ink and sent via Spain to the French border where it was postmarked **ESPAGNE/PAR BAYONNE:•**.

Conveyed via the French and Thurn & Taxis posts to Hamburg where it was postmarked by the Thurn & Taxis post office on February 23 and by the Swedish & Norwegian post office in Hamburg on February 25, 1823. French postage from rayon 5 was 36 decimes per 30 grams in accordance with a Franco/T&T convention in effect January 1, 1818. T&T postage from French exchange to Hamburg was 28 decimes per 30 grams. Total postage to Hamburg for a 7½ gram letter was 16 decimes marked as 18 schillings in red crayon by the T&T post office in Hamburg.

This was restated by the Swedish post office in the upper left corner.

There was no postage from Hamburg to Stockholm as this was an official letter.

Collection of B. Larsson.

Madeira

Letters could be sent from England to Madeira monthly from 1825 until 1851 by the British naval packets to Brazil. The Peninsular packets provided weekly conveyance from Southampton to Madeira via Lisbon from September 1843 until March 1845 and then three times monthly until the service was discontinued in July 1862. The Royal Mail Steam Packet Company provided conveyance to Madeira from England with the West Indies line from March 1842 until June 1851 and with the Brazil line monthly via Lisbon until discontinued in May 1858. This connection was reestablished in June 1864. Portuguese ships provided a regular connection between Lisbon and Madeira.

Cape of Good Hope

Until 1850 mail conveyance to and from Cape Town was usually dependent on passing East India Company ships. The Admiralty entered into a contract with the General Screw Steam Shipping Company in 1850 to provide a monthly service of 53 days transit from Plymouth. A second contract in June 1852 extended service to Mauritius, Point de Galle (Ceylon), Madras and Calcutta. The venture operated at a loss until the termination of the contract in April 1854. Private ships provided communications with the Cape from April 1854 to September 1856. Royal Navy departures were advertised to convey letters at the colonial packet rate from September 1855 until 1858. A contract with Dundas and Lindsay was scheduled to provide monthly service to the Cape beginning in August 1856 but this was terminated in September 1857 because of unsatisfactory service. A contract with the Union Steam Ship Company for service to the Cape of Good Hope was accepted on September 4, 1857. Ascension and St. Helena were to be visited on the homeward voyage. The contract was renewed for 6 years in 1863 with a reduced government subsidy because of the success of the operation.

A Danish circular of July 15, 1854, announced a direct private steamship connection between Great Britain and the Cape of Good Hope. Postage in addition to that to England was 8d. or 6¾ sgr. per ½ oz. A circular of September 30, 1856, announced a monthly steamship connection between England and the Cape of Good Hope and Mauritius. Postage from Hamburg was 17 sgr. per ½ lod. A circular of June 24, 1857, stated that British postage to the Cape of Good Hope was reduced to 5 sgr. so that postage from Hamburg was 12 sgr. A circular of April 11, 1863, stated that postage from Hamburg was 14¼ sgr.

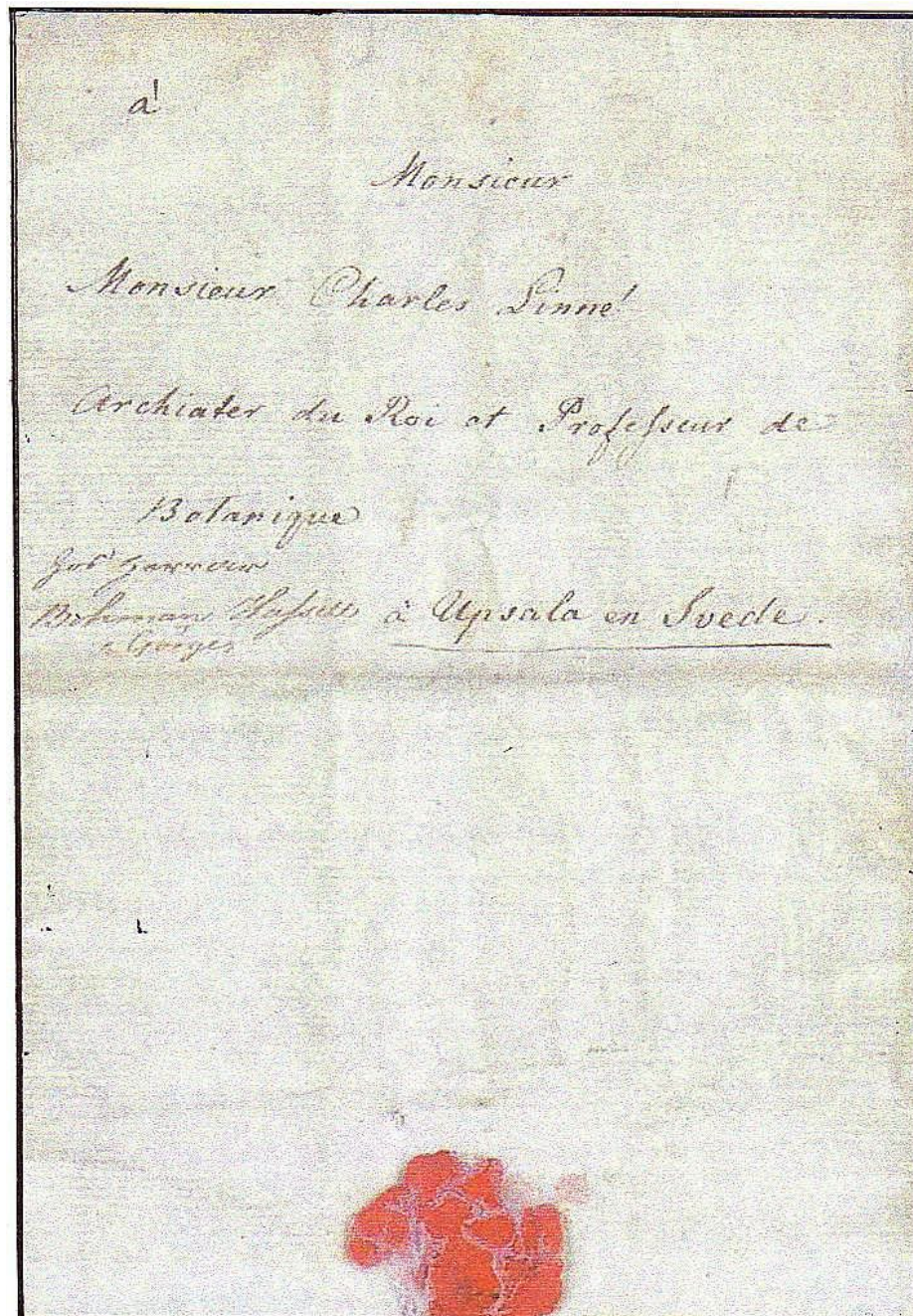
Middle East

The French Line d'Égypt extended its Marseille-Alexandria route to the eastern Mediterranean coast in October 1851. This provided connecting service with Trieste and Marseille. A convention with Compagnie Messageries Impériales in July 1852 provided connection with several ports along the Syrian coast and ships from Alexandria began calling at Jaffa, Beirut, Tripoli, Latakia and Alexandretta before continuing for a turnaround at Constantinople. Service continued to Beirut until 1861.

Asia

The East India Company was responsible for the conveyance of the boxes of mail from Alexandria to Suez by donkeys and camels. Transit time was about 70 hours. An Egyptian transit company became responsible for mail conveyance in 1858. Work on a railway between Alexandria and Suez began in 1851 and was opened to traffic on May 25, 1859. The East India Company was the sole operator on the steamship route between Suez and India until 1845. A contract with the Peninsular and Oriental Steam Navigation Company of December 1844 provided for a monthly service between Suez and Calcutta that

Madeira August 6 1776



Letter from Madeira to Uppsala dated August 6, 1776.
 Conveyed privately to Uppsala.
 The Linnean Correspondence, Uppsala.



Ship letter dated October 24, 1846, from Funchal, Madeira to Carlskrona.

Postmarked by the British post agent in Madeira on October 18.

Postmarked **BRIXHAM/SHIP LETTER** upon arrival in England and by the London post office on November 18.

Postmarked **COLONIES/&c.ART.13** at London as a totally unpaid letter under the "colonies and overseas" country category.

Sent in accordance with the Franco-Thurn & Taxis postal convention of 1844

as an unpaid letter originating in British colonies and undesignated overseas countries.

Postmarked **ANGL./CALAIS** on November 19 and at Lille on November 20.

Postmarked by the Thurn & Taxis and the Swedish & Norwegian post offices in Hamburg on October 24.

The combined British and French postal rate to exchange with the T&T post

was 6 francs per 30 grams in accordance with Art. 35 of the 1844 convention.

The T&T post office in Hamburg marked a total postage of 44 schillings that represented a 30 decime debit to the French post and T&T postage from exchange with the French post to transfer to the Swedish & Norwegian post office in Hamburg.

This was marked in red crayon and was restated by the Swedish post office in Helsingborg in ink.

Postage for the double-weight letter from Hamburg to Helsingborg was 64 sk.bco.

and single-weight postage to Carlskrona was 6 sk.bco.

Total postage due was 110 sk.bco. equal to 44 schillings plus 64 plus 6 sk.bco. equal to 180 sk.bco. or 3 Rdr 36 sk.bco.

Reduced to 96% of the original size.

Collection of B. Larsson.



Letter from Stockholm of October 18, 1850, to Madeira.

Postage to Stralsund was 24 sk.bco. and "forskjutne Skillingar" was an additional 27 sk.bco. as inscribed.

This was noted as a 9 sgr. debit to the Prussian post in blue ink for postage to the French-Spanish border.

Stamped **Aus Schweden** at Stralsund on October 22 and at Paris on October 26 for Prussian exchange at Valenciennes.

Stamped **P.D.** at Paris. Sent via Irun, Madrid, Badajoz and by ship to Madeira.

The Spanish postage was 10 reales, noted in red, and the recipient in Funchal paid postage of 720 reis as marked.

A special levy for the Bank of Portugal was imposed on all incoming foreign mail at the rate of 5% of the nearest 100 reis postage due in Lisbon, equal to 35 reis as stamped in red ink.

This levy was in effect from April 25, 1850, until June 1853.

Collection of G. Nilsson.



Letter from Christiania to the consul in Madeira. Inscribed "via Ostende" and "frc".
Postmarked at Christiania on October 14, 1853. Postage to Lisbon was required to be prepaid.

The letter was sent to London via the Danish post office in Hamburg and Ostende.

Postmarked by the Danish post office in Hamburg on October 21 in blue ink.
Conveyance from Southampton was by the Peninsular & Oriental steamship "Iberia"
departing on October 27 and arriving at Lisbon on November 4.

A Portuguese ship then carried the letter to Madeira.

Foreign postage of $23\frac{3}{4}$ sgr. was inscribed in red crayon in the lower left corner.

Norwegian and Danish postage to Hamburg was 16 sk.sp. or 7 sgr.

The 7 sgr. was added to the $23\frac{3}{4}$ sgr. and "30" was written over the "23".

This represented 83 sk.sp. that was required to be prepaid.

Foreign postage consisted of $3\frac{1}{2}$ sgr. to Prussia and the remaining $20\frac{1}{4}$ sgr. to Britain.

This represented approximately the 2/ inscribed on the letter in red ink.

Postage from England to Lisbon was 1/9d. so the British share of the postage from Hamburg to London was 3d.

Portuguese postage from Lisbon to Madeira was stamped as 160 reis.

From reference 10.

Cap. 2. 5. Marts 1773.

Kongl. Maj:ts 2
 Ho. Hvar och Archibers
 samt Children af Uppsjammarer
 Skilborna från Carl von Linné
 Uppsala

Letter to Linné at Uppsala dated March 5, 1773, at Cape Town.
 Apparently conveyed privately to Hamburg for delivery to the Swedish post office.
 Linné had a free franking privilege.
 The list number "2" was added in the upper right corner for the second free franked letter of that listing.
 There was no postage due.
 The Linnean Correspondence, Uppsala.



Unpaid letter of May 22, 1853, from Cape Town to Copenhagen. Inscribed "per steamer Mauritius via Ostende".

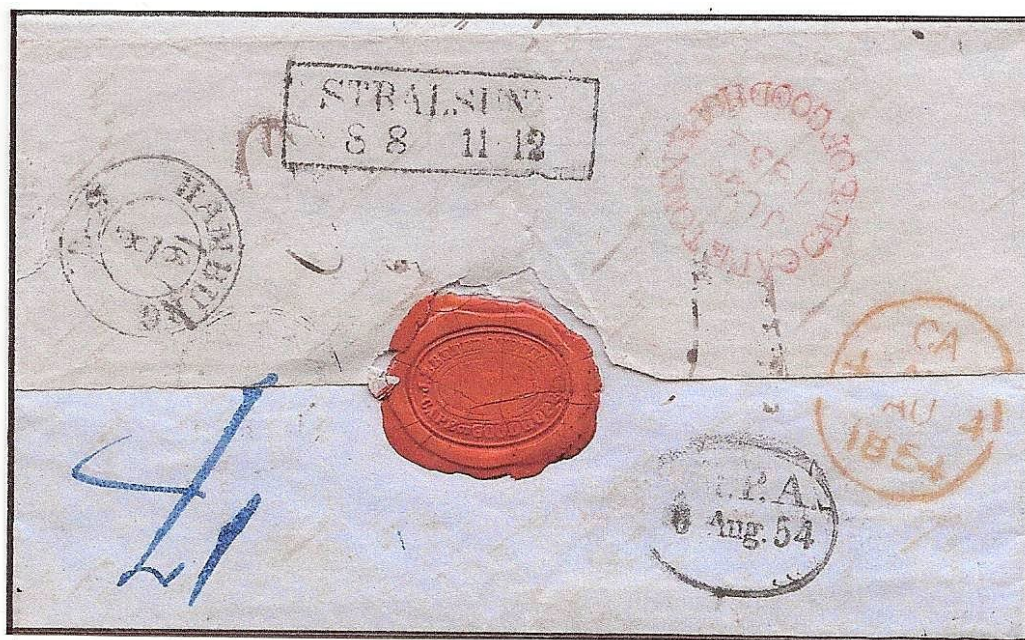
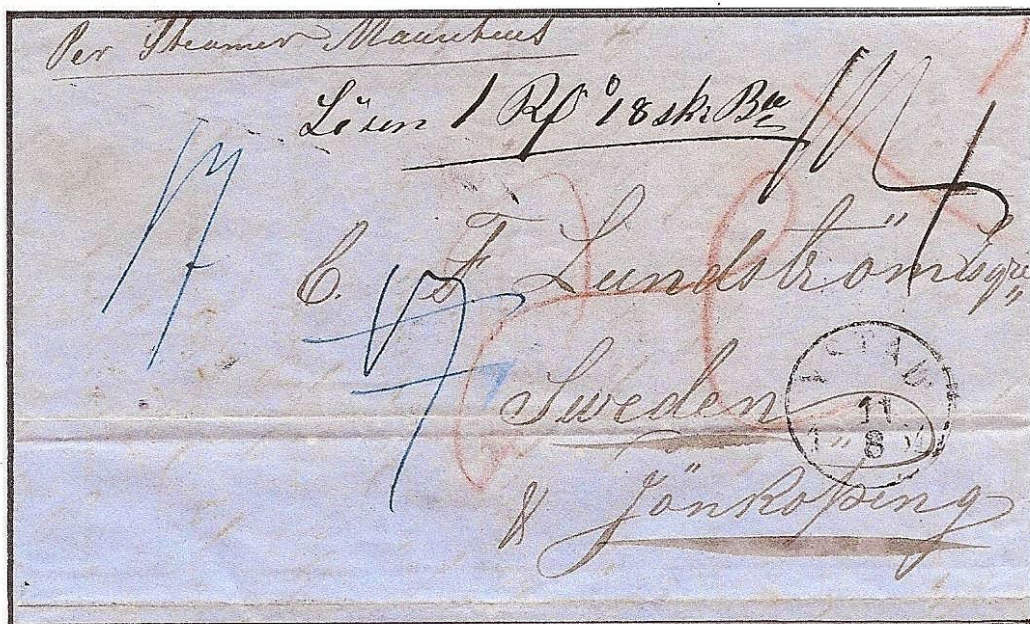
Postmarked **GENERAL POST OFFICE CAPE TOWN.**

Postmarked at London on July 26 and by the Hamburg Stadtpost and the Danish post office in Hamburg on July 28.

Packet postage from Cape Town to London was 12d. The British share of the postage to GAPSU territory was 4d. for a debit of 1/4d. to the GAPSU as marked.

The GÄPU share of the postage to Hamburg was 3½ sgr. for a total debit of 17 sgr. to the Danish post office as inscribed by the Prussian post office at Aachen and 23 schillings inscribed by the Hamburg Stadtpost.

The Danish post office marked 74 Rbs. as foreign postage and 13 Rbs. as Danish postage for a total postage due of 87 Rbs.



Unpaid letter of June 6, 1854, from Cape Town to Jönköping. Inscribed "Per Steamer Mauritius".

This letter may have been conveyed by the General Screw Steam Shipping Co. "Mauritius" on her last voyage under a contract in effect in June 1852.

Postmarked **CAPE TOWN/CAPE OF GOOD HOPE** and postmarked at London on August 4.

Postmarked by the Hamburg Stadtpost and the Prussian post office in Hamburg on August 6, at Stralsund on August 8 and at Ystad on August 11. Packet postage from Cape Town to London was 12d. The British share of the postage to GAPU territory was 4d. for a debit of 1/4d. to the GAPU as marked.

The GAPU share of the postage to Stralsund was 3½ sgr. for a total debit of 17 sgr. to the Swedish Post. This was marked on the letter by the Prussian post and confirmed by the Swedish post on the back of the letter.

Total postage due was 17 sgr. equal to 51 sk.bco. plus 15 sk.bco. for postage from Stralsund to Jönköping equal to 66 sk.bco. or 1 Rd. 18 sk.bco. as inscribed.

Collection of B. Larsson.



Unpaid letter from Cape Town to Kungsbacka. Postmarked at Cape Town on December 25, 1861, and the Cape of Good Hope on December 26.
 Postmarked at London on February 22 and by the Hamburg Stadtpost and the Swedish post office in Hamburg on February 24.
 Postmarked at Helsingborg on February 26.
 Packet postage to London was 6d. and the British share of the postage to Hamburg was 4d. for a total of 10d. as marked at London.
 The Prussian post at Aachen inscribed 12 sgr. for the British postage of 10d. plus the GAPU share of the postage to Hamburg of 3½ sgr.
 The Swedish post office in Hamburg confirmed this by writing "12" in the upper left corner.
 In Helsingborg the 12 sgr. was converted to 108 öre and the postage from Hamburg of 45 öre was added.
 The total of 153 öre should have been charged rather than the 152 öre written on the letter.
 Collection of B. Larsson.

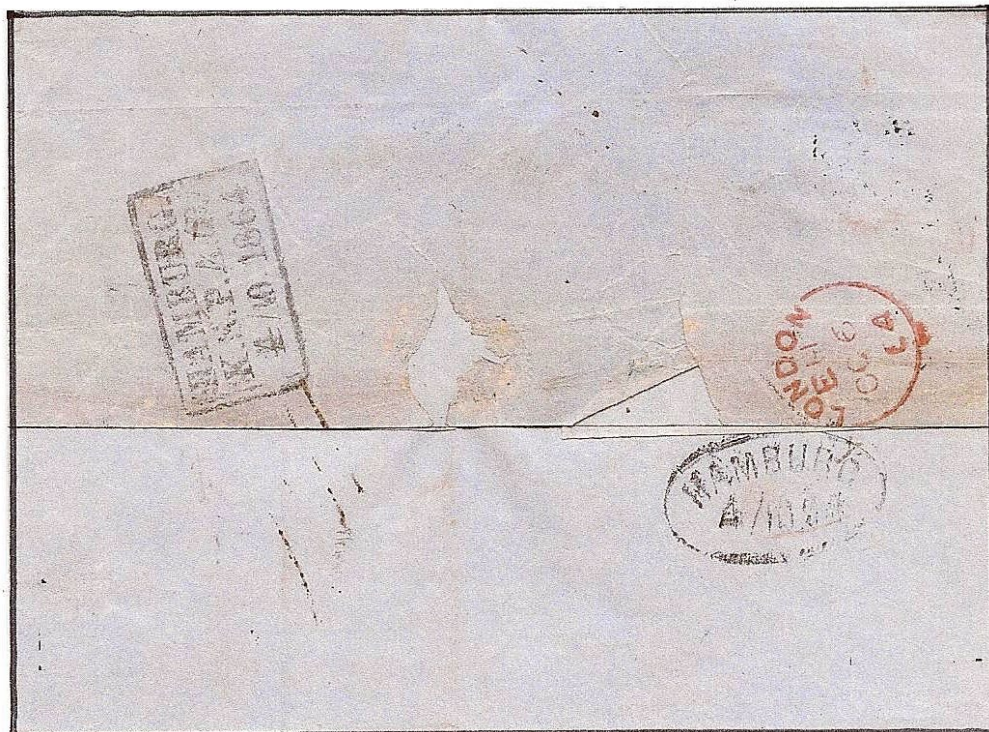
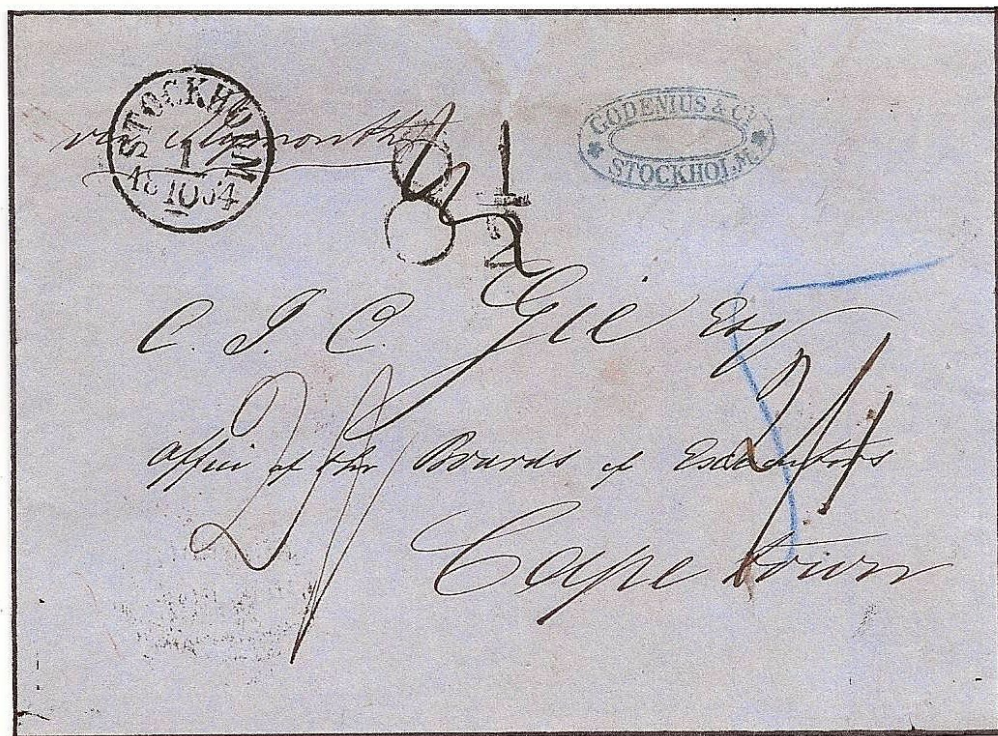


Paid letter from Hadersleben in Holstein to Cape Town. Postmarked at Hadersleben on January 30, 1864. The Prussian army had occupied Holstein as it had been evacuated by Danish troops. Postmarked at Oldenburg on January 31, at Lübeck, by the Danish post office in Hamburg and on the Hamburg-Berlin railway on February 1. Postmarked at London with the date stamp and **P.D.** in red ink on February 5. Postmarked at Cape Town in red ink on March 19.

Prepaid with the 70 sk.Rm. rate to the Cape of Good Hope valid from April 1, 1863.

A Danish share of 2 sgr. provided a debit of 14¼ sgr. to the Prussian post of which 2¼ sgr. was credited to the Prussian post and 12 sgr. was credited to the British post. This was marked as 1/2d. in red ink to show that this postage was paid.

Collection of M. Lorentzen.



Unpaid letter of October 1, 1864, from Stockholm to Cape Town. Postmarked at Stockholm and by the Swedish post office in Hamburg and by the Hamburg Stadtpost on October 4. Postmarked $8\frac{1}{2}$ at Aachen. Postage from Sweden to Britain was $1\frac{1}{2}$ d. of which $8\frac{1}{2}$ sgr. was credited to Prussia in accordance with the Prussian-UK Convention valid January 1, 1863. Postage to Cape Town was an additional 10d. in accordance with the convention for a total postage due of 2/ as marked.

Collection of B. Larsson.



Prepaid letter of February 1857 from Sweden to Beirut. Inscribed "via Trieste" and "franco".

Prepaid postage was 37 sk.bco. as marked.

Stamped **AUS SCHWEDEN** and **FRANCO** by the Prussian Post Office in Hamburg.

The Swedish rate book of 1855 provided for a postage of 34 sk.bco. between Sweden and Alexandria.

With the prepaid postage of 37 sk.bco. this provided 3 sk.bco. as postage from Alexandria to Beirut.

The Prussian Post marked 8 in blue ink as the postage to Trieste in sgr. to show that the remaining paid postage was $4\frac{1}{4}$ sgr.

Postage from Trieste to Alexandria was 3 sgr. Remaining postage was then $1\frac{1}{4}$ sgr.

The French ship line Ligne d' Égypte that connected with Marseille and Alexandria operated a service to the Levant with ships sailing between Alexandria and Constantinople from 1851 to 1866.

The "Simois" departed Alexandria on March 13, 1857 and called at Beirut on March 16 and 17.

Postage from Alexandria to Beirut was marked as $7\frac{1}{4}$ paras.

Collection of G. Nilsson

required 25 days. A connection at Point de Galle provided for conveyance to Singapore and Hong Kong. East India Company naval ships met the P&O steamships at Aden for mail conveyance to Bombay.

A regular monthly steamship service with Dutch naval vessels was established between Batavia and Singapore in August 1844 to connect with the P&O steamships. This service continued with Dutch naval vessels until May 1853 when a contract with the Nederlandsche Indische Stoomboot Maatschappij (N.I.S.M.) provided for a twice monthly connection with P&O ships at Singapore. N.I.S.M. continued to operate once or twice a month to connect with the P&O ships at Singapore until 1890.

A Danish rate table of February 25, 1845, announced that letters could be sent to Egypt, India, Ceylon and China with conveyance via Marseille by French naval ships. Letters had to be prepaid to Alexandria at a single-weight rate of 17 schillings courant or 54 $\frac{2}{3}$ Rbs. A rate table of January 18, 1848, reduced postage to 16 schillings or 51 Rbs. A Danish circular of April 23, 1849, stated that foreign postage from Hamburg to India was 24 Lsk. A circular of August 30, 1851, stated that the postage of 11 $\frac{1}{4}$ sgr. to Alexandria was to be prepaid for letters to Egypt, India, Ceylon and China sent via Marseille.

A new contract was signed with P&O on January 1, 1853. The schedule provided for twice monthly service from Southampton to Malta and Alexandria. There were also twice monthly sailings from Marseille that connected with the steamships from Southampton at Malta. Sailings were also twice monthly from Suez to Aden, Point de Galle and Calcutta. There were twice monthly sailings from Bombay connecting with the ships from Suez and then continuing to Singapore and Hong Kong. A ship departed on alternate months for Batavia and Australia.

A Danish circular of May 19, 1854, stated that postage by British steamship to Ceylon and Hong Kong was reduced to 5 sgr. for a single-weight letter. These letters were to be inscribed "via Southampton". A circular of March 8, 1856, stated that British seapost to Java via Alexandria was reduced to 5 sgr. and postage to Borneo and the Philippines to 8 $\frac{1}{2}$ sgr. per lod if inscribed "via Southampton". Letters to India inscribed "via England" were sent via Marseille for French transit to Alexandria with postage of 4 $\frac{1}{4}$ sgr. per $\frac{1}{2}$ lod.

The post convention of 1854 between France and Sweden/Norway provided a single letter rate (7 $\frac{1}{2}$ grams) of 14 decimes for letters to Sweden from India, the East Indies and China via Suez. This was increased to 15 decimes with a table of 1857.

A Danish circular of June 9, 1852, stated that effective June 1 the postal rates of the German-Austrian Postal Union would apply for letters to Egypt and the East Indies sent via Trieste. An Austrian Lloyd steamship connection had been established between Trieste and Alexandria in 1842. A Danish circular of January 16, 1858, stated that a communication from the Prussian postal service announced twice monthly connections between London and Calcutta and twice monthly connections between London and Bombay via Marseille, Alexandria and Suez. The Calcutta line connected with a line to Mauritius, Ceylon, the Dutch Indies, Singapore, China and Manila. Lloyd's steamships from Trieste connected twice monthly at Alexandria with the mails for Calcutta. A rail connection from Vienna was provided for the steamships at Trieste. There was no direct connection for the Bombay mails. Correspondence would continue to be sent via Trieste unless the sender specifically requested conveyance via Marseille. Postage to Alexandria was required. Postage from Hamburg was 6 $\frac{1}{4}$ sgr. per lod via Trieste and 10 $\frac{1}{4}$ sgr. per $\frac{1}{2}$ lod via Marseille. The postal rate from Hamburg to Trieste was reduced to 6 sgr. per lod effective November 1, 1858, to June 23, 1867, then to 5 sgr. per lod until January 1, 1868.

A Danish circular of September 30, 1856, announced a monthly steamship connection to Mauritius, Madras and Calcutta via the Cape of Good Hope. Single-weight letter postage from Hamburg was 17 sgr.

Colombo sur l'Isle de Ceylon
 15 Novemb. 1776

Monsieur
 Monsieur Charles Linnæus
 Architecte de la Cour de Suède
 & Chevalier de l'Ordre Polaire
 à Uppsala

Letter dated November 15, 1776, from Colombo, Ceylon to Uppsala.
 Sent privately to Uppsala.
 The Linnean Correspondence, Uppsala.

Batavia
 2. May 1762



Letter dated May 2, 1762, from Batavia to Uppsala.

Apparently sent privately to The Netherlands where it was posted to Hamburg and Sweden.

Postage to Hamburg was marked as 5 schillings in red crayon that was typical for Amsterdam origin.

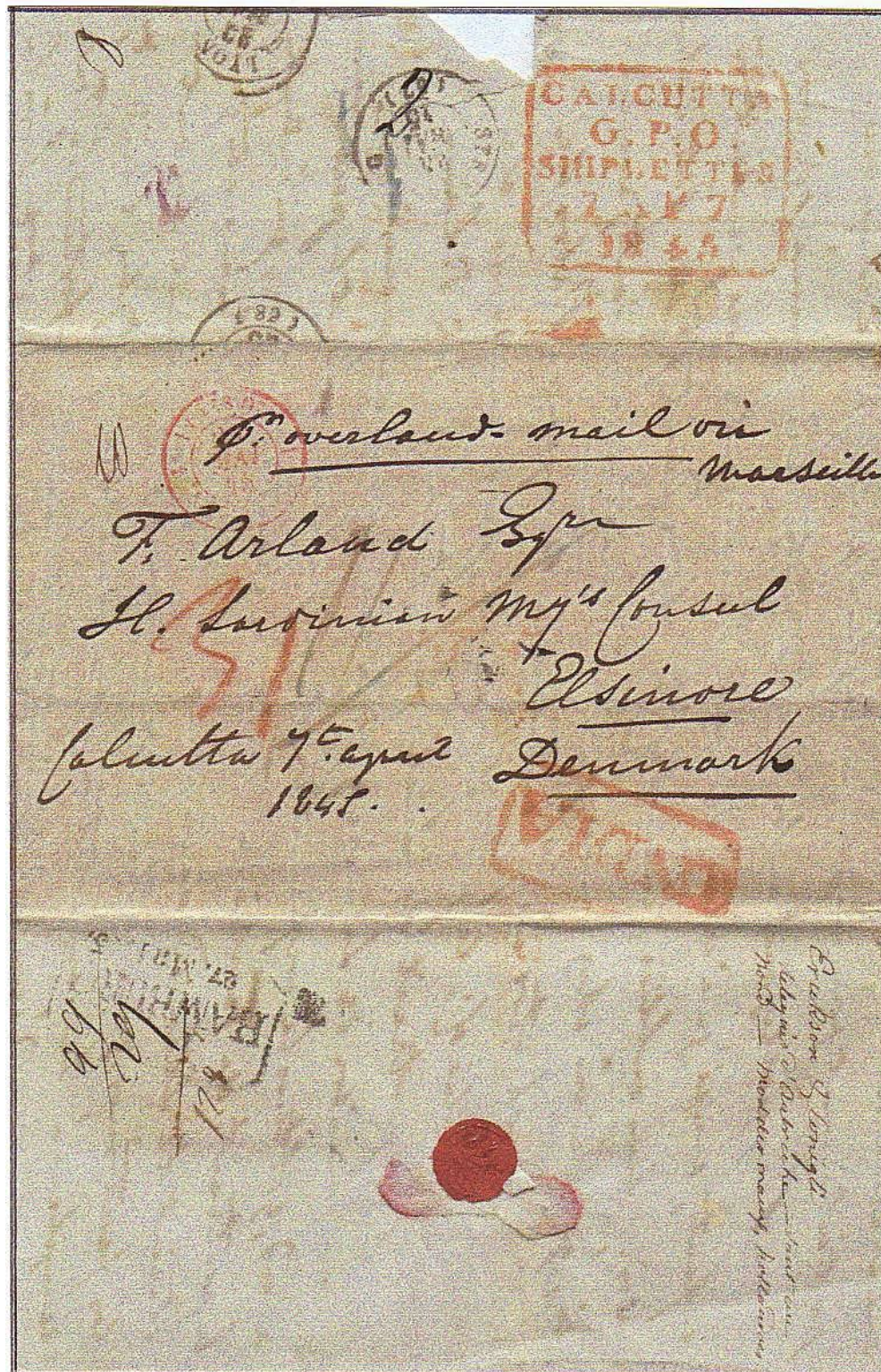
The Swedish post office in Hamburg restated the 5 schilling debit to the Hamburg Post in the upper left corner.

The list number 2 in the upper right corner recognized Linné's free franking privilege.

The Linnean Correspondence, Uppsala.



Letter of November 23, 1859, from Batavia to Copenhagen. Inscribed "Overland Mail via Marseille". Postmarked **FRANCO** at Batavia for postage to Singapore. Postmarked **PAYS ETR./V. SUEZ AMB.** in red ink on January 11, 1860, at Paris on January 12 and by the T&T and Danish post offices in Hamburg on January 14. Received on January 17. Postage to Hamburg was 18½ sgr. equal to 25 schillings as marked in red crayon. The Danish postal service marked 80 sk.Rm. as foreign postage equal to 25 schillings and 9 sk.Rm. as postage to Copenhagen for a total of 89 sk.Rm. as marked in red crayon.



Unpaid letter from Calcutta to Helsingør. Inscribed "p overland mail on Marseille". Postmarked as a ship letter at Calcutta on April 7 1845. Stamped **INDIA**. Postmarked at Marseille on May 20, at Lyon on May 22 and by the T&T post office in Hamburg on May 27. Postage to Hamburg was 31 schillings as inscribed. The Danish post office marked this as foreign postage of 99 Rbs. and Danish postage of 29 Rbs. for a total postage due of 128 Rbs.



Cover of November 1849 from Tranquebar to Copenhagen. Inscribed "via Southampton".
Red frame stamps **TRANQUEBAR – PAID** dated November 9, 1849 and **MADRAS/ G.P.O./ 1849 NO 12**.

Also inscribed "Steamship postage/franco" and "8 As Steamer".

Postage due at Hamburg was marked as 21 schillings in red crayon.

Postmarked at the Danish Post Office in Hamburg on January 3, 1850.

Danish debit was marked as 67 Rbs. equal to 21 schillings.

Postage from Hamburg to Copenhagen was 22½ Rbs.

Total postage due was 99½ Rbs.

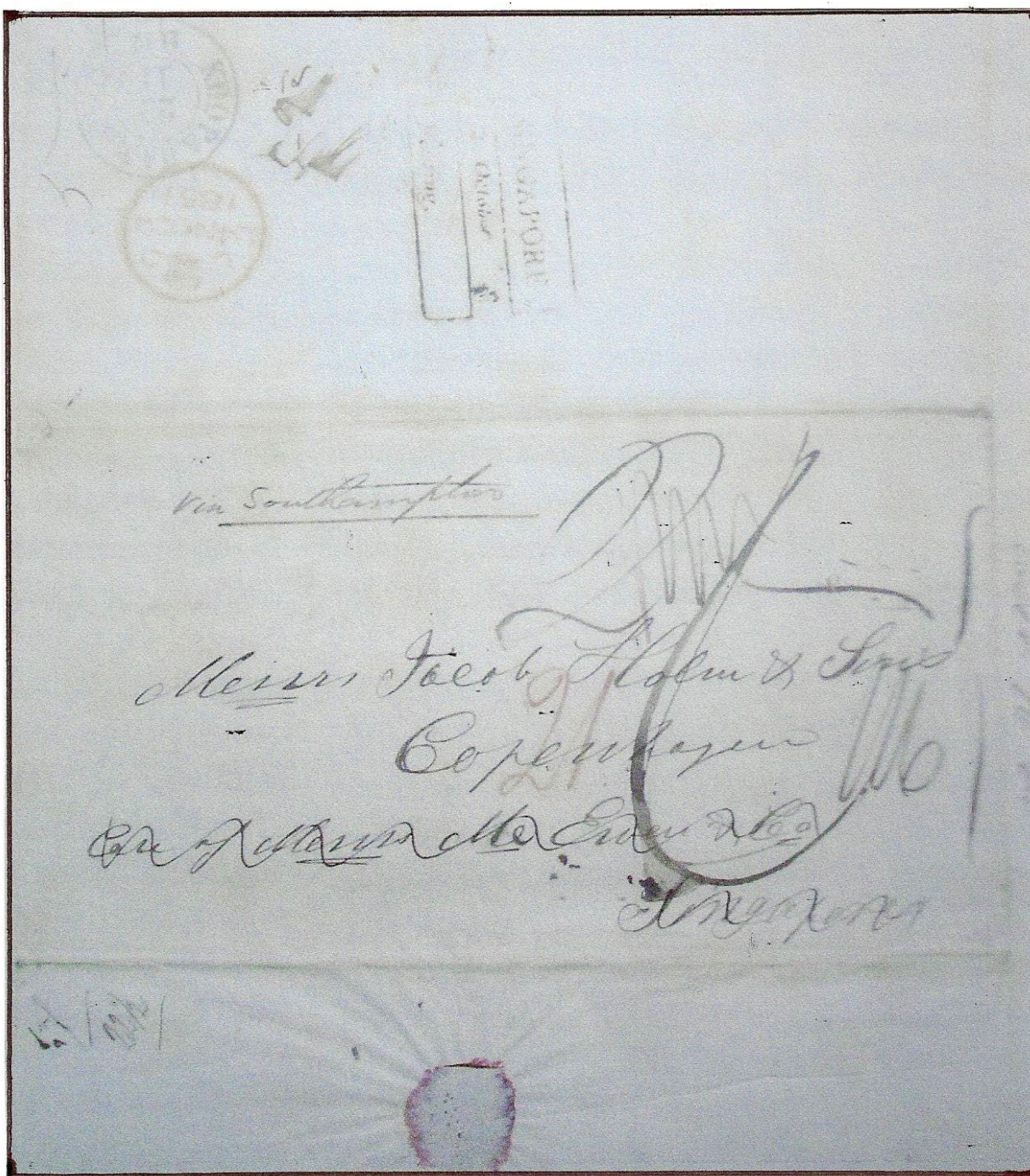
Høiland Auction November 2000



*Letter of June 16, 1851, from Copenhagen to Batavia. Inscribed "pr overland mail via Triest". Postmarked by the Danish, T&T and Prussian post offices in Hamburg on June 17. Stamped **NACH ABGANG DER POST** by the T&T post office. Postmarked on the Berlin-Hamburg railway on June 19, the Cosel-Oderburg and Breslau-Myslowitz railways on June 20. Postmarked with the double-circle stamp of Trieste on June 21, the **ALEXANDRIAN/ 2. JUL.** stamp of the Austrian post office in Alexandria and by the British post office in Alexandria on May 3. Letter weight was marked as 1¾ lod. Prepaid postage to Alexandria was the postage to Hamburg of 2½ x single-weight rate of 29 Rbs. equal to 72½ Rbs. apparently written as "74" in the upper right corner and postage from Hamburg to Alexandria of 237 Rbs. in the upper left corner. The Prussian post office in Hamburg marked "fr 57" in blue ink for a 57 sgr. debit by the Danish post office equal to 237 Rbs.*

The Austrian post office inscribed "18/ 1f20" representing 18 kreuzer C.M. as the double rate from Trieste to Alexandria and 1 guilder 20 kreuzer C.M. for the double rate from Alexandria to Singapore. The British post office in Alexandria marked "2/8" in red crayon representing 2 shillings 8 pence equal to 1 guilder 20 kreuzer C.M. Postage from Alexandria to Singapore was 2 x 100 deuten. Postage from Singapore to Batavia was 2 x 60 duiten for a total due of 320 duiten written as "3,20".

Reduced to 80% of the original size.



Letter of September 5, 1851, from Badong, Bali to Copenhagen. Inscribed "via Southampton" by the agent Mc Ewen & Co. in Singapore. Postmarked at Singapore on October 3 and at London on November 24. Inscribed 1/6 at London after 2/ had been crossed out. This represented 1/. postage to London and 6d. postage to Denmark in accordance with the British-Danish Convention of 1846.

Postmarked by the Danish post office in Hamburg on November 29.

Total postage was marked as 67 Rbs. for the 1/6d. debit to Britain plus 22½ Rbs. for Danish postage.

Courtesy of the Jacob Holm & Sønner archive, Statens Arkiver, Erhversarkivet, Århus.



Letter of February 25, 1852, from Badong, Bali to Copenhagen. Inscribed "Via Trieste" by the agent Mc Ewen & Co. in Batavia. Postmarked at Trieste on May 12 and at Berlin on May 16.

Postmarked on the Berlin-Hamburg and the Hagenow-Rostock railway. Sent from Wismar to Copenhagen by ship.

The Prussian post marked $12\frac{1}{2}$ as the postage debit to Prussia in sgr.

Danish postage was 6 sgr. for this double-weight letter.

Total postage was $18\frac{1}{2}$ sgr. marked as 79 Rbs. on the back.

Courtesy of the Jacob Holm & Sønner archive, Statens Arkiver, Erhversarkivet, Århus.



Letter from Horten, Norway to Cochin. Inscribed "a Triest & Bombay". Postmarked at Horten and Moss on December 31, 1853. Postmarked by the Swedish & Norwegian post office and the Prussian post office in Hamburg on January 7, 1854.

Stamped **FRANCO** by the Swedish & Norwegian post office and **Aus Schweden** by the Prussian post office.

Postmarked on the Hamburg-Berlin and the Berlin-Leipzig railways and at Trieste on January 11.

Sent via Austrian Lloyd steamship to Alexandria where it was postmarked by the British post office on February 3.

Conveyed by the P&O steamship "Achilles" departing Suez on February 6 and arriving at Bombay on February 23.

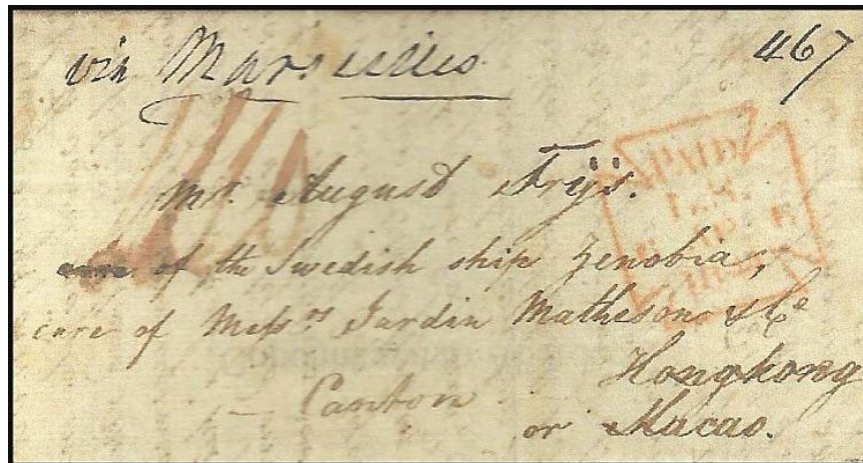
Postmarked at Madras and at Cochin on March 4. Prepaid postage to Alexandria was 32 sp.sk.

Postage to Hamburg was 19 sp.sk. equal to 6 1/4 sgr. and German/Austrian postage to Trieste was 3 sgr.

Steamship postage from Trieste to Alexandria was 9 kr. as marked equal to 3 sgr.

Postage from Alexandria to Bombay was 1/ equal to 8 annas, from Bombay to Madras was 5 annas and 1 anna from Madras to Cochin for a total of 14 annas due.

From references 8 and 10.



Letter of March 25, 1844 from Stockholm to Hong Kong. Inscribed "via Marseilles".

Postage paid at London on April 6 as shown by the postmark and conveyed by the East India Company "Atalanta" arriving at Alexandria on April 22.

Conveyed overland to Suze and from there by the "Bentwick" arriving at Madras on May 13.

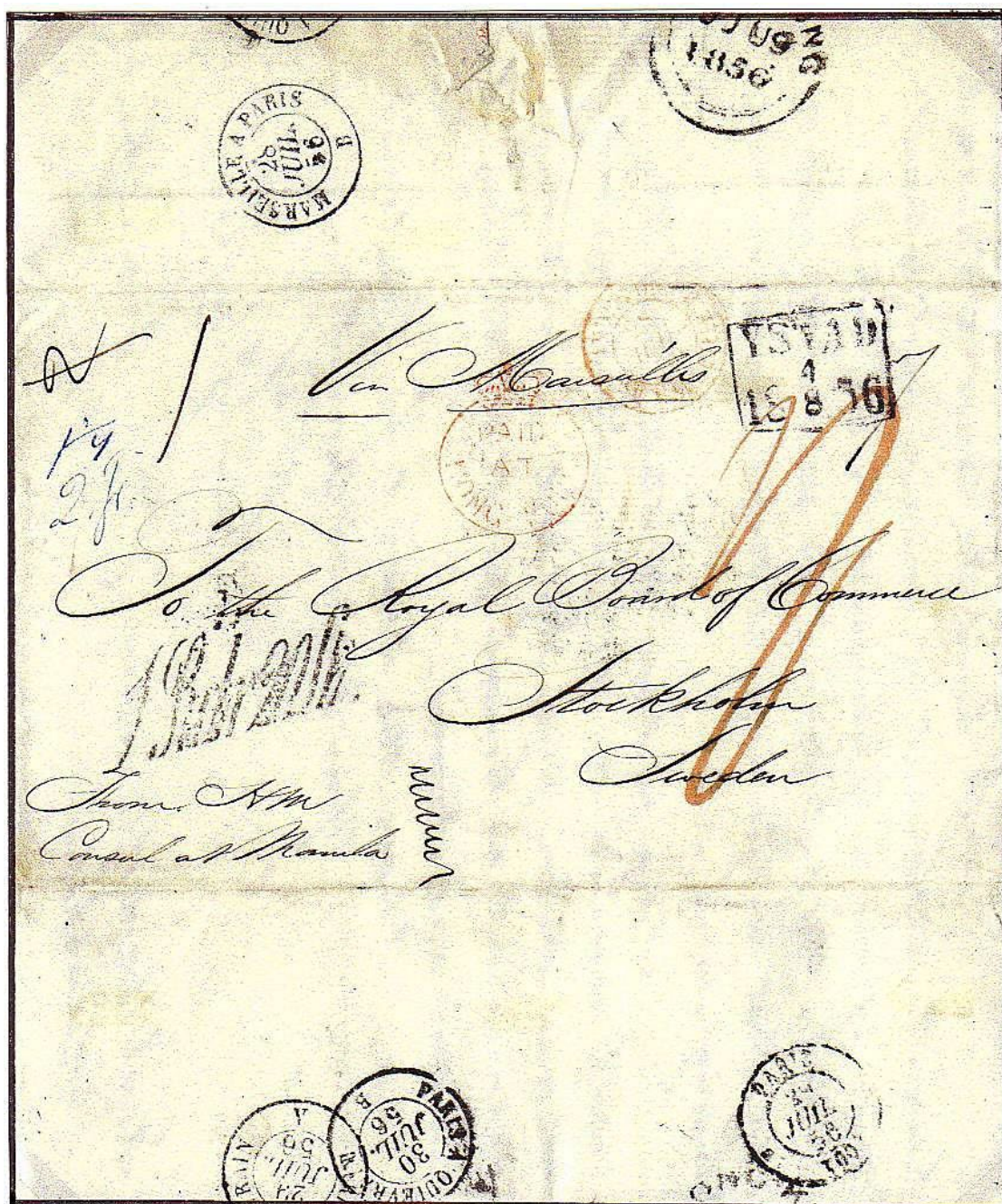
Conveyed from there by private ship to Hong Kong arriving on July 6.

British packet postage to Madras was 1/10d as marked.

The postage for ship letters from India to Hong Kong was 2 annas as shown by the postmark on the back "1844 Madras-Bearing 2 annas" to be paid at Hong Kong as postage due.

This was equivalent to about 3d. so total postage due at Hong Kong may have been 1/13d..

Collection of G. Nilsson.



Letter of April 15, 1856, from Manila to Stockholm. Sent to Hong Kong by private ship as there was no regular packet service to Hong Kong. The note "1s 4" indicates that the captain was paid 4d. for conveyance to Hong Kong and 1/ for postage to Marseille. The 1/ postage for double-weight was paid at Hong Kong as shown by the stamp **PAID AT HONG HONG**.

Conveyed by the P&O steamship "Norna" departing on June 10 and arriving at Point de Galle on June 28.

Same day departure on the P&O "Bengal" with arrival at Suez on July 19. After the overland conveyance in Egypt, departed from Alexandria on the P&O "Valetta" July 22 arriving at Marseille on July 28.

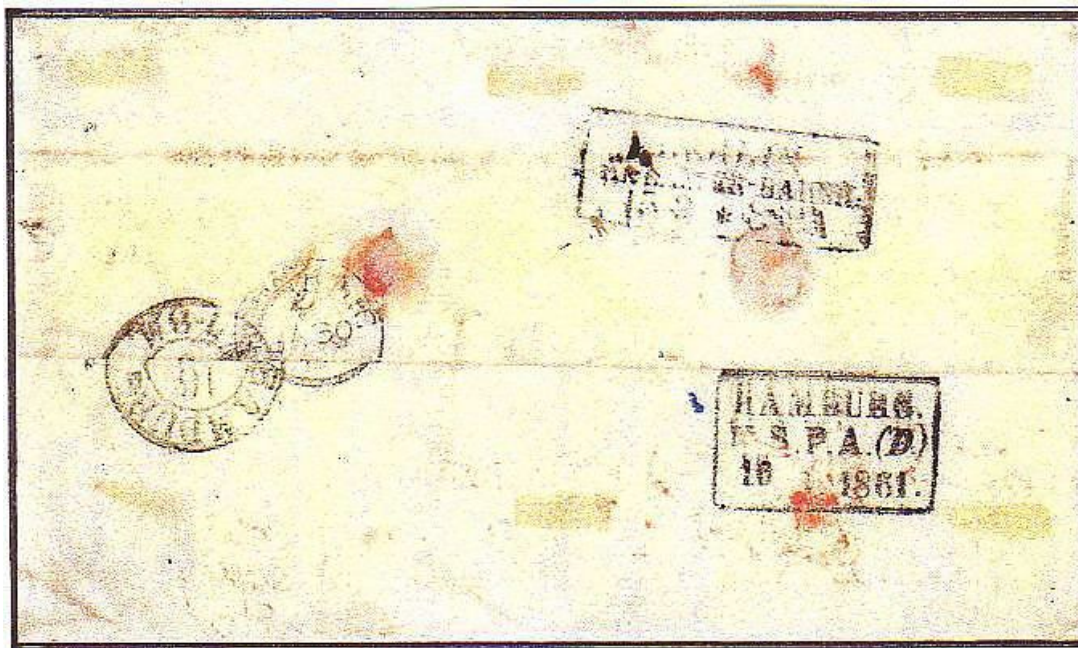
Postmarked on the Marseille-Paris railway on July 28 and stamped **INDES OR. AMB. MARSEILLE**.

The postal clerk wrote "2 Fr" indicating that the postage due in Sweden was 2 francs for the double rate from Marseille.

Postmarked on the Paris-Quévrain railway on July 30 where the letter was treated as though prepayment was to Alexandria.

The letter was stamped **1Rdr.20sk.** for double-weight postage from Alexandria. Postmarked at Ystad on August 4.

Collection of B. Larsson



Letter from the Swedish & Norwegian Consulate at Manila dated January 18, 1861, and stamped by a forwarder for conveyance by private ship to Hong Kong. Postmarked with a paid stamp at Hong Kong on January 30 where postage was paid to Trieste. Conveyed by the P&O steamship "China" departing on February 1 and arriving at Galle on February 15. Sent to by the P&O steamship "Nubia" departing Galle on February 17 and arriving at Suez on March 4. Then sent by the Egyptian overland route to Alexandria arriving on March 8. Postage from Hong Kong to Alexandria was probably 10d. for a double-weight letter. Sent by Austrian Lloyd steamship to Trieste where the post office marked "41" in red crayon for 41 kreuzer postage from Alexandria to Trieste and the GAPSU postage to Hamburg. The Prussian post office in Hamburg postmarked the letter on March 16 and inscribed the Swedish post office debit of 12 sgr. equal to 41 kreuzer. This represented double-weight postage of 6 sgr. to Trieste and 6 sgr. GAPSU postage. There was no Swedish postage as this was an official letter.

Collection of B. Larsson.



Letter of June 19, 1857, from Port Luis, Mauritius to Stockholm. Inscribed "per overland mail via Trieste".

The inscription excluded the sea route via the Cape of Good Hope which was used only with the sender's request. An agreement between the government of Mauritius and a local shipping company in 1856 for conveyance to Aden had problems and requested assistance from P&O. The P&O steamship "Azof" departed from Port Luis on June 19, 1857, and conveyed this letter to Aden where it arrived about three weeks later. The letter was probably conveyed by the P&O "Bengal" which departed Aden on July 14 and arrived at Suez on July 20. An Austrian Lloyd steamship conveyed the letter from Alexandria to Trieste.

The letter weight was marked as $\frac{1}{2}$ oz. and postage to Alexandria of 2/ was paid with "2/" marked. The postal clerk in Alexandria wrote "2" in brown ink to indicate double postage. Postage from Alexandria to Trieste was 9 kreuzer (3 sgr.) for a single-weight letter so postage for this letter was 6 sgr. as inscribed at the bottom left.

Double-weight postage from Trieste to Hamburg was 6 sgr. so the total postage of "12" for 12 sgr. was added at the top. The Swedish post office in Hamburg apparently misinterpreted the "12" and " $\frac{1}{2}$ " and wrote "12 $\frac{1}{2}$ " that was then crossed out when the mistake was recognized. Another mistake apparently was made at Helsingborg where 6 and 12 $\frac{1}{2}$ were added to obtain 18 $\frac{1}{2}$ sgr. as the debit to the Prussian post office. This was equal to 55 $\frac{1}{2}$ sk.bco. or 1 Rd. 7 sk. 6 runstycken written as "1-7.6".

The double rate to Stockholm of 30 sk.bco. was added and "1.37.6" was written at the top left.

The postage due should have been $12 \times 3 + 30 = 66$ sk.bco. or 1 Rd. 18 sk.bco.

Collection of B. Larsson.



Unpaid letter of July 26, 1857, from Shangai to Wexiö. Conveyed to Hong Kong by the P&O "Formosa" arriving at Hong Kong on July 5 although it may have been sent as a ship letter. Postmarked at Hong Kong on August 5.

The P&O "Ganges" departed Hong Kong on August 10, arrived at Singapore on August 19 or 20 and at Point de Galle on August 30. Conveyed by the "Bengal" departing on September 2 and arriving at Suez on September 21. Overland to Alexandria and then by the "Indus" to Southampton where it arrived on October 7 and continued to London where it was postmarked on October 8.

Postmarked by the Hamburg Stadtpost, the Swedish post office in Hamburg and the Danish post office in Hamburg on October 10 and by the Helsingborg post office on October 12.

Postage for a single-weight letter from Shangai or Hong Kong to London via Southampton was 6d.

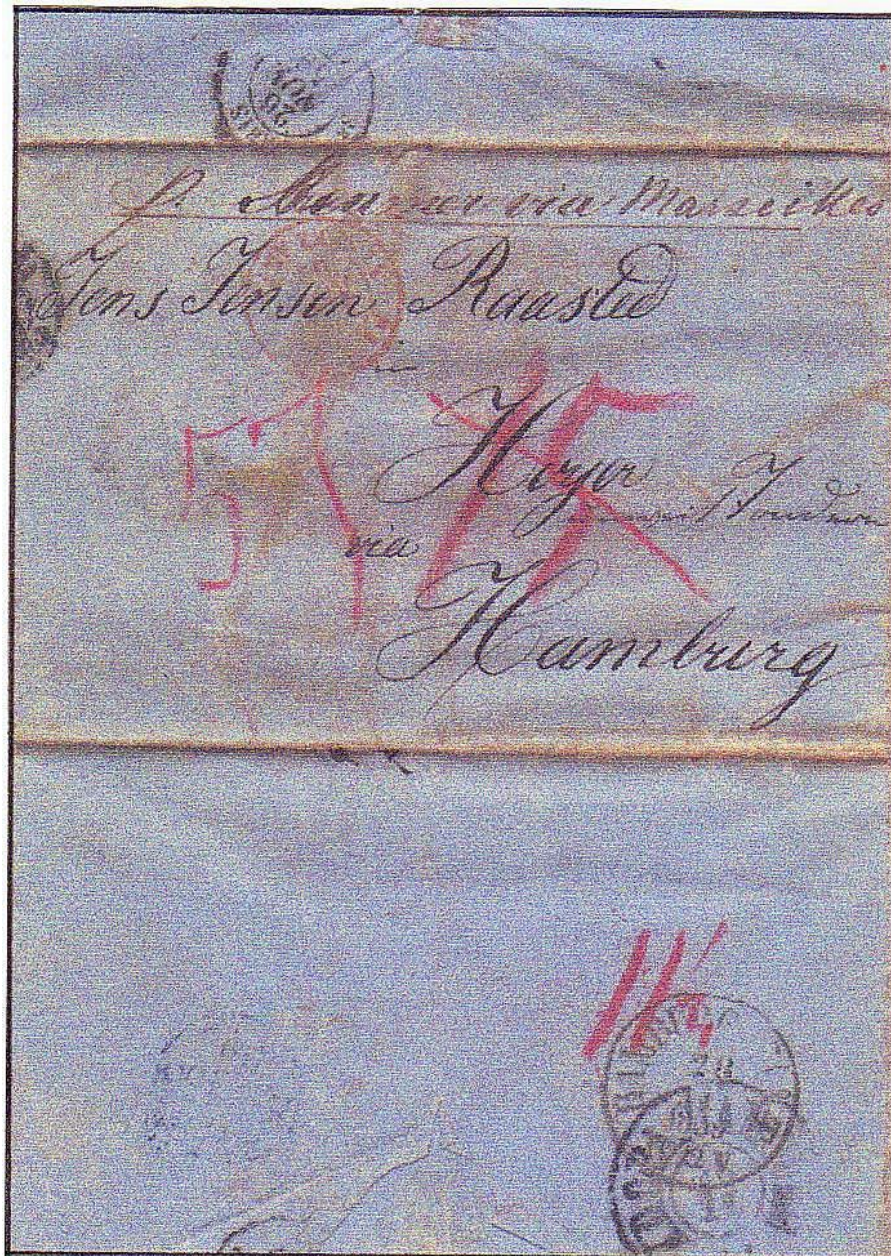
Postage of 10d. was inscribed at London for the 6d. postage to London plus 4d.

as the British share of postage to Hamburg via Belgium.

The GAPU share of the postage to Hamburg was 3½ sgr. for a total debit to the Swedish post office of 12 sgr. as inscribed in blue ink in the center. The Swedish post office repeated "12" in blue ink in the upper left corner.

The 12 sgr. was equal to 36 sk.bco. Postage from Hamburg to Wexiö was 15 sk.bco. for a total postage due of 51 sk.bco. or 1 Rd. 3 sk.bco. as inscribed.

Collection of B. Larsson.



Letter of October 2, 1859, from Amoy, China to Hoyer. Inscribed "p Steamer via Marseille".
 Prepaid to Alexandria. Postmarked at Hong Kong on October 10.
 Postmarked **PAYS ETR./V.SUEZ AMB.** in red ink on November 25, at Paris on November 26 and
 by the T&T and Danish post offices in Hamburg on November 28.
 Postage at Hamburg was 11¼ sgr. equal to 15 schillings or 48 sk.Rm.
 Danish postage was 9 sk.Rm. for a total postage due of 57 sk.Rm. as marked.
 Collection of Dr. D. Halpern.



Letter from Bangkok on June 16, 1859.

*Red forwarders stamp **PICKENPACK THIES & Co. – BANGKOK SIAM.***

Inscribed “via Marseille”. Sent via London to Hamburg.

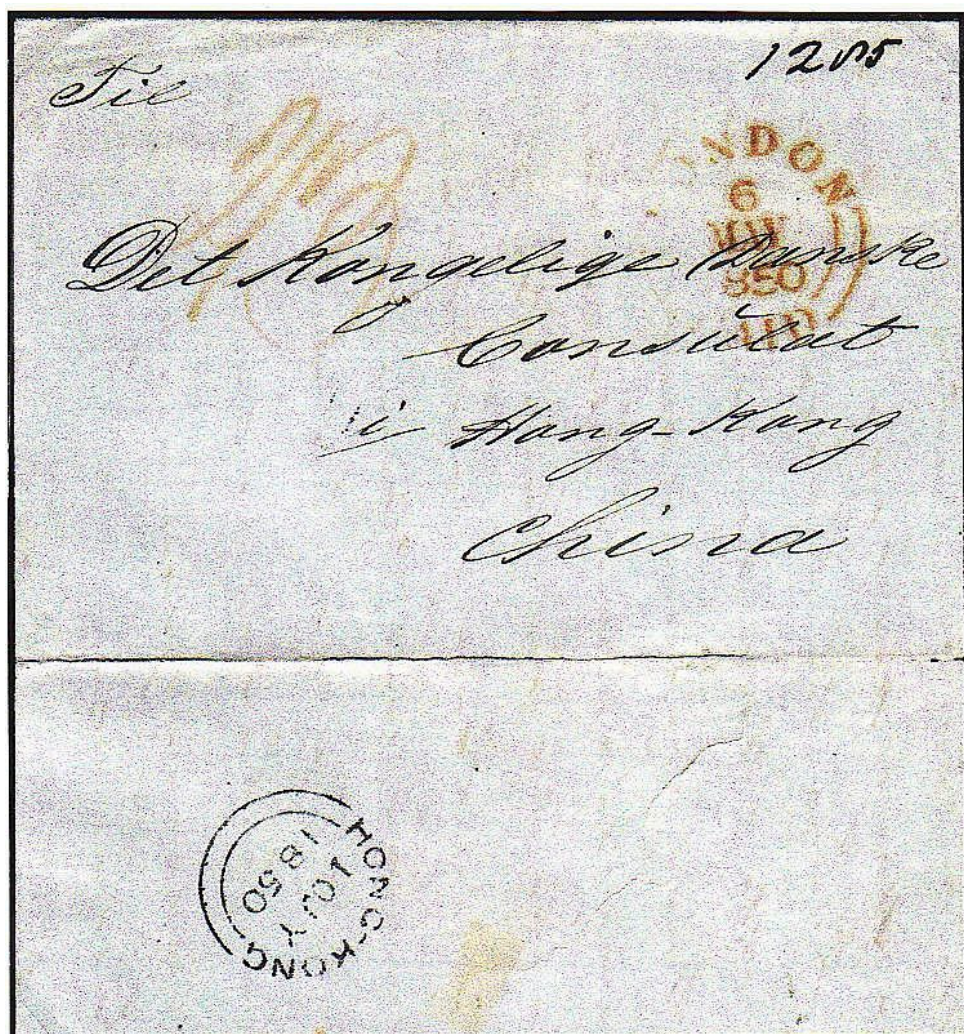
Postmarked at London with 1/2 as the debit to Britain.

Sent via Belgium to Hamburg where 14½ was marked in blue ink to include 2½ sgr. German postage.

The Stadtpost marked 19½ schillings equal to 14 ½ sgr. as the debit to the Danish post office.

Postage from Hamburg to Hoyer was 9 sk.Rm. for a total postage due of 68 sk.Rm. as marked.

Høiland auction November 2000



Letter from Frederikstad, Norway to the Danish Consulate in Hong Kong.

Privately conveyed to London where it was postmarked on May 6, 1850.

Postage was prepaid for a letter between $\frac{1}{4}$ and $\frac{1}{2}$ oz. of 2/3d. in accordance with the Anglo-French convention of 1843.

Sent to Marseille and then by British packet to Alexandria and then overland mail to Suez.

Conveyed by the P&O ship "Hindustan" from Suez on June 7 and then by P&O steamship "Braganza" departing Point de Galle on June 24 with arrival at Singapore on July 3 and Hong Kong on July 10.

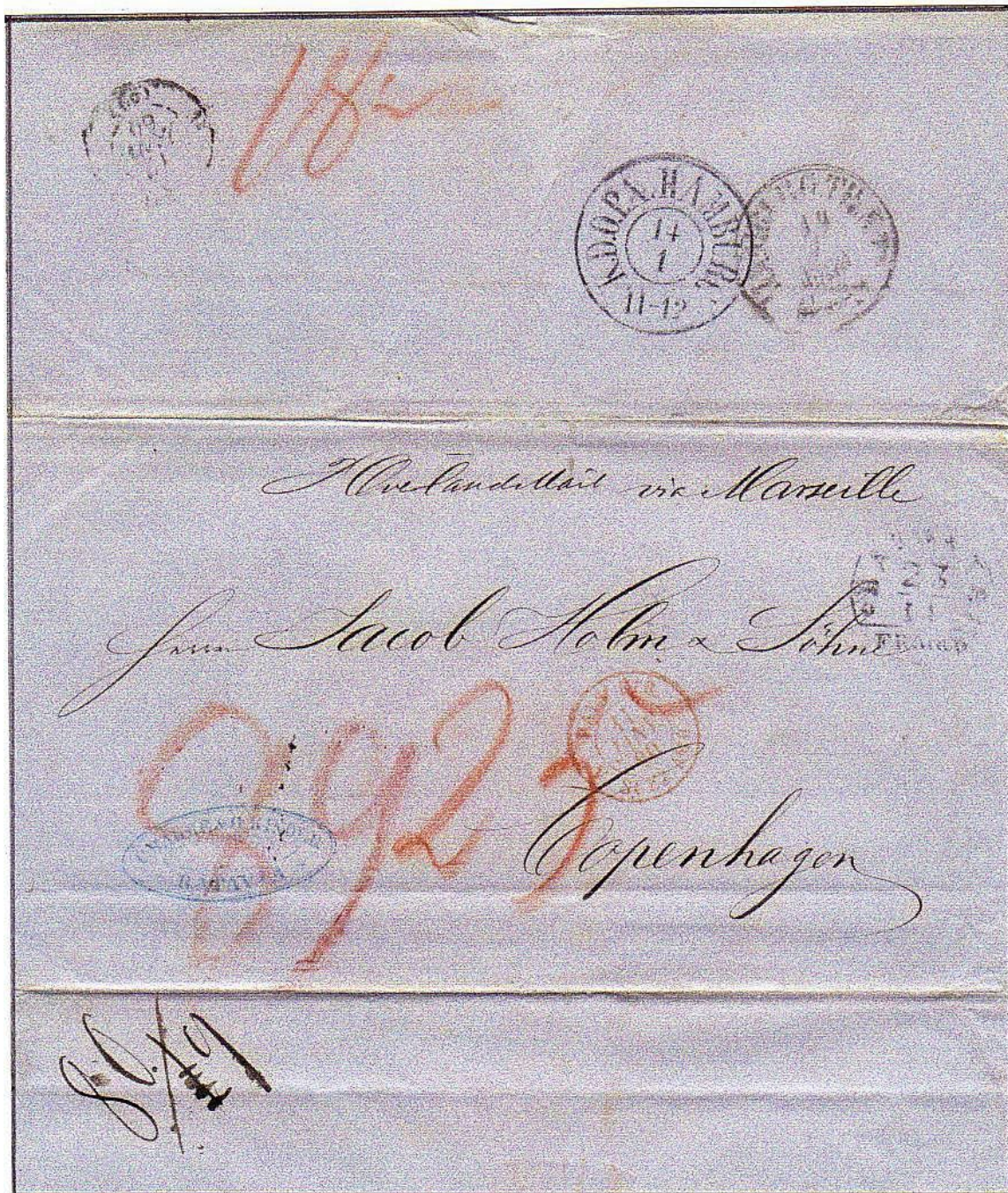
Postmarked by the British agent in Hong Kong on that date

British colonial postage was 1/ per $\frac{1}{2}$ oz. French transit was 5d. per $\frac{1}{4}$ oz. or 10d. for this letter.

British Mediterranean postage was 5d.

Total British postage was 1/5d. and French postage was 10d.

From reference 10.



Letter of November 23, 1859, from Batavia to Copenhagen. Inscribed "Overland Mail via Marseille". Postmarked **FRANCO** at Batavia for postage to Singapore. Postmarked **PAYS ETR./V. SUEZ AMB.** in red ink on January 11, 1860, at Paris on January 12 and by the T&T and Danish post offices in Hamburg on January 14. Received on January 17. Postage to Hamburg was 18½ sgr. equal to 25 schillings as marked in red crayon. The Danish postal service marked 80 sk.Rm. as foreign postage equal to 25 schillings and 9 sk.Rm. as postage to Copenhagen for a total of 89 sk.Rm. as marked in red crayon.

Letters sent beyond the Cape of Good Hope were to be inscribed "via the Cape of Good Hope". Prepaid single-weight postage for letters sent from Hamburg to Mauritius and India via Suez was 12 sgr.

A Franco-British convention went into effect on January 1, 1857, that provided for the accounting of postal charges between Britain and France. An exchange rate of 1F60c per 30 grams applied to unpaid letters sent to France from all British Colonies and Possessions except Canada and Jamaica. Additional articles of July 1, 1860, provided for the direct accounting of mail sent to France, via Suez, from the British offices in Aden, India, Ceylon, Malaysia and Hong Kong. The bulk rate of exchange for unpaid service provided a monthly connection between Marseille and Hong Kong with steamship connections between Point de Galle and Calcutta and between Hong Kong and Shanghai. Correspondence to be sent on these routes must arrive at Paris before the 18th of the month. Letters to Suez, Shanghai and French possessions in Indo China could be sent unpaid or prepaid to the destination. Letters to other destinations had to be prepaid to the port of embarkation. A circular of January 24, 1863, followed with the information that the usual route to the Far East over England via Southampton and Suez was no longer suitable as a result of the latest post convention between the Hamburg and British postal services. The route via Marseille and Suez was now regarded as the usual route. Postage from England to China (excluding Hong Kong) was 14¼ sgr. prepaid, to India 9¼ sgr. prepaid or unpaid, to Singapore and Hong Kong 14¼ sgr. prepaid or unpaid and to destinations that were not British 14¼ sgr. prepaid. French packet branch services were established between Singapore and Batavia and between Hong Kong and Shanghai in 1863, between Suez and Mauritius in 1864 and between Shanghai and Yokohama in 1865. In November 1865 new Letter Bills were introduced for the Franco-British convention of 1857 in regard to the exchange of unpaid letters sent to France by British packet service via Suez. The rate for unpaid letters from British offices East of Suez was increased to 1F66c per 30 grams and for unpaid letters from non-British origins to 1F26c.

A Danish postal circular of September 21, 1866, announced receipt of a communication from the Prussian postal service stating that letters could no longer be sent to Africa and Asia via Trieste.

Australia

There were several unsuccessful attempts to obtain regular steamship connections to and from Australia between 1844 and 1853. An attachment to the Peninsular & Oriental Steam Navigation Company contract of 1853 provided that steamships on the Australian line would be at Singapore to meet the Bombay and China steamships with the London mails of the previous month and at two month intervals would meet the same line of steamships on the passage from Hong Kong to Point de Galle.

The proprietors of the General Screw Steam Shipping Co. pressed for a contract for mail conveyance with Australia expecting that the discovery of gold would make this financially feasible. A contract was obtained in January 1854 with the first departure on February 4. Departures then followed at two month intervals until November 1854 when the company stated that it was unable send a steam vessel to Australia in December. This connection was then discontinued.

A Danish postal circular of July 23, 1852, announced that letters could be sent via Great Britain to Australia. Postage from Hamburg was 1/6d. per ½ oz. A circular of July 15, 1854, stated that correspondence to Australia could be sent as ship letters from Hamburg or Great Britain. A circular of November 4, 1854, stated that letters to west Australia should be inscribed "by the direct Australian Packet". Prepaid postage from Hamburg was 5 sgr. per ½ oz.

The Crimean War requirements for British steamships disrupted regular Australian service between 1854 and 1856. A contract with the European and Australian Royal Mail Company initiated service on February 24, 1857, on the route from Southampton to Alexandria, via Malta, with a connection to



Unpaid letter dated February 26, 1843, from Sydney to Stockholm. Inscribed "via London". In Sydney, the letter was prepaid 3d. outgoing ship letter postage as inscribed in red ink. Stamped **SHIP LETTER/APR 1 1843/SIDNEY** and sent as a ship letter to England. Stamped **SHIP LETTER** upon arrival in England and inscribed "8" as the ship letter postage. Postmarked at London on July 22. Sent from London to Hamburg by the Hamburg packet in accordance with the agreement of April 6, 1841, between the G.P.O. of London and the Post Office of Hamburg providing that unpaid letters from British colonies sent to England as ship letters or by British packets could be sent unpaid to Hamburg. Postmarked by the Hamburg Stadtpostamt and the Swedish & Norwegian post office in Hamburg on July 28. The Hamburg Stadtpost debit to Britain was the ship letter postage of 8d. to England plus British postage from London to Hamburg of 1/8d. equal to a total of 2/4d. as marked. This was equal to 33 schillings. The Hamburg Stadtpost share of postage to Hamburg was 4 schillings. The Hamburg Stadtpost marked "37" as 37 schillings for the debit to the Stadtpost. The letter was transferred to the Swedish & Norwegian post office in Hamburg and then to the Prussian post office for conveyance to Stralsund. Prussian postage was 8 sgr. for this 1 loth letter as marked with "1". The Swedish debit to Prussia at Stralsund was marked as "35" in the upper left corner from 35 sgr. equal to 37 schillings (27 sgr.) plus 5½ sgr. The 35 sgr. was converted to 105 sk.bco. Swedish postage was 32 sk.bco. (double rate) for Stralsund to Ystad and 8 sk.bco. to Stockholm for a total of 145 sk.bco. or 3 Rdr. 1 sk.bco. as marked.

Reduced to 89% of the original size.

Collection of B. Larsson.



Prepaid letter from Arboga to Sydney postmarked at Arboga on September 18, 1853.

Inscribed "via Ostend a Southampton" and "franco".

Postmarked at Helsingør on September 20 and by the Swedish & Norwegian post office in Hamburg on September 21 where the stamp **FRANCO** was added. Postmarked **PAID** at London on September 25. As no packet was available from Southampton, the letter was forwarded to Liverpool on September 25 and sent by the sailing ship "Nelleus" departing October 5 via the Cape of Good Hope to Melbourne on December 24 and then by local vessel to Sydney on December 31. Prepaid postage was 1 Rd. 18 sk.bco. as noted in the upper left corner, equal to 22 sgr. noted in red crayon. The Swedish share was 15 sk.bco., the Prussian share was 9 sk.bco. and the remainder of 42 sk.bco. was the British share. The total credit to foreign countries was 17 sgr. equal to 1/8d. in blue ink. The British share of 4d. plus the Colonial postage of 1 shilling was marked in red ink. Postmarked **SHIP LETTER/SIDNEY** on December 31. Stamped **ADVERTISED AND UNCLAIMED** and postmarked at Helsingborg on March 31, 1854.

Collection of G. Nilsson.

Marseille, across Egypt and from Suez to Sydney via Point de Galle and Melbourne. This service had many difficulties so that the last months of the contract were carried out by the RMSP Company. The postal rate table for the post convention between France and Sweden/Norway of 1854 provided a single-weight rate ($7\frac{1}{2}$ grams) of 21 decimes for letters from Australia to Sweden via Suez. This rate was reduced to 15 decimes with a rate table of 1857 for this convention.

The Crimean War requirements for British steamships disrupted regular Australian service between 1854 and 1856. A contract with the European and Australian Royal Mail Company initiated service on February 24, 1857, on the route from Southampton to Alexandria, via Malta, with a connection to Marseille, across Egypt and from Suez to Sydney via Point de Galle and Melbourne. This service had many difficulties so that the last months of the contract were carried out by the RMSP Company. The postal rate table for the post convention between France and Sweden/Norway of 1854 provided a single-weight rate ($7\frac{1}{2}$ grams) of 21 decimes for letters from Australia to Sweden via Suez. This rate was reduced to 15 decimes with a rate table of 1857 for this convention.

A Danish circular February 26, 1857, announced that letters could be sent monthly from Southampton with the European & Australian Royal Mail Company steamships via Suez. Prepaid postage was 12 sgr. per $\frac{1}{2}$ oz. in addition to the postage to Southampton. A circular of March 28, 1857, stated that letters could be sent monthly to Australia via Marseille and Suez. Prepaid postage from Hamburg was 4 sgr. per lod to France plus French postage and sea postage of $11\frac{1}{4}$ sgr. per $\frac{1}{2}$ lod. A Norwegian rate table of July 7, 1857, announced that letters could be sent to Australia via Belgium and England or via Marseille and India. Prepaid postage from Hamburg for the route via Belgium and England was 72 sk.bco. per $\frac{1}{2}$ lod and via Marseille and India was $107\frac{1}{2}$ sk.bco. per $\frac{1}{2}$ lod. A Danish circular of January 16, 1858, stated that letters could be sent to Australia via Marseille for prepaid postage from Hamburg of $11\frac{1}{4}$ sgr. per $\frac{1}{2}$ lod and via England for 12 sgr. per $\frac{1}{2}$ lod.

P&O contracted with the Mauritius government for a monthly connection between Aden and Port Luis and agreed to extend service to Australia beginning with the Southampton sailing of March 12, 1859. The service operated at a great loss so that the route returned to "via Suez and Galle" in March 1860. This arrangement was confirmed by a contract in April 1861 with the time between Point de Galle and Sydney set at 22 days. A Danish circular of January 24, 1863, stated that letters could be sent to Australia via Southampton and Suez for prepaid postage from England of $9\frac{1}{4}$ sgr. per $\frac{1}{2}$ lod.

An agreement was signed in December 1863 between the Postmaster General of New Zealand and the Intercolonial Royal Mail Packet Company to utilize the recently completed railway across the Isthmus of Panama. The first mail did not leave London until June 1866. Monthly service was provided by the West Indian service of the RSMP Company to Colon with conveyance from Panama to Wellington, Sydney and Melbourne by the Intercolonial Royal Mail Steam Packet Company.

A Danish postal circular of September 21, 1866, announced a communication from the British postal service in regard to a monthly steamship service that was established between Panama and Wellington, New Zealand. A post steamship departed from Panama on the 24th of every month. Letters could be sent not only to Wellington but to other New Zealand ports and also to Australia. Letters for this connection must arrive in London on the 2nd of the month. Postage was the same as was hitherto listed for letters to these countries via England. Postage from London was 34 sk.Rm. per quint (15 grams).



Letter to Melbourne postmarked at Calmar on March 24, 1856.

Inscribed "via England" and "poste restante".

Postmarked by the Swedish post office in Hamburg and by the Hamburg Stadtpost March 30.

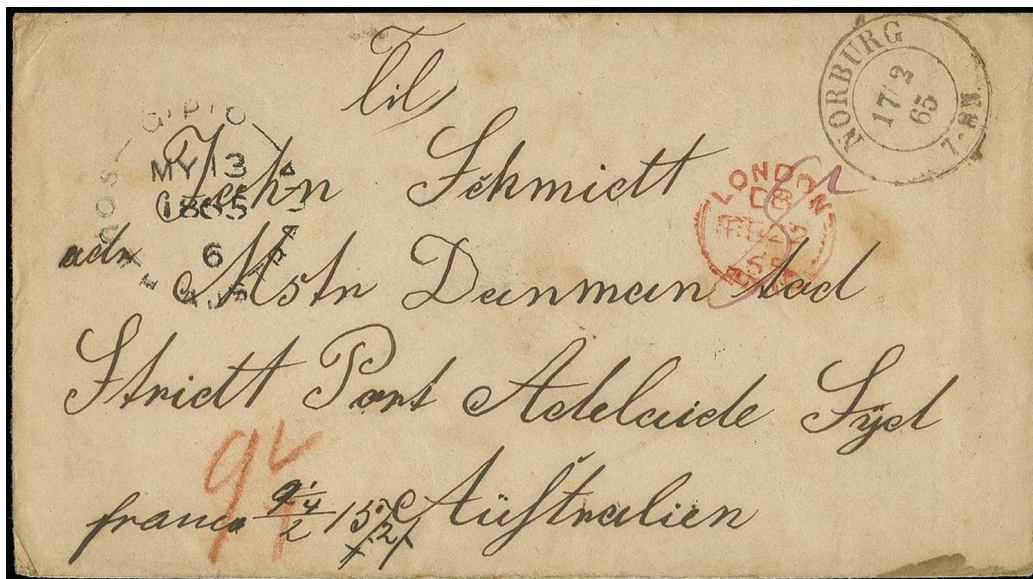
Postmarked **SHIP LETTER / FREE / VICTORIA** on June 26.

Stamped **ADVERTISED AND UNCLAIMED** and postmarked at Helsingborg on June 29, 1857.

Prepaid postage to England and Australia was 36 sk.bco. and 1/.

The Prussian post marked "18f" to show a debit of 18 sgr. to Britain.

Collection of B. Larsson.



Letter of from Norburg (Nordburg auf Als) to Port Adelaide, South Australia.

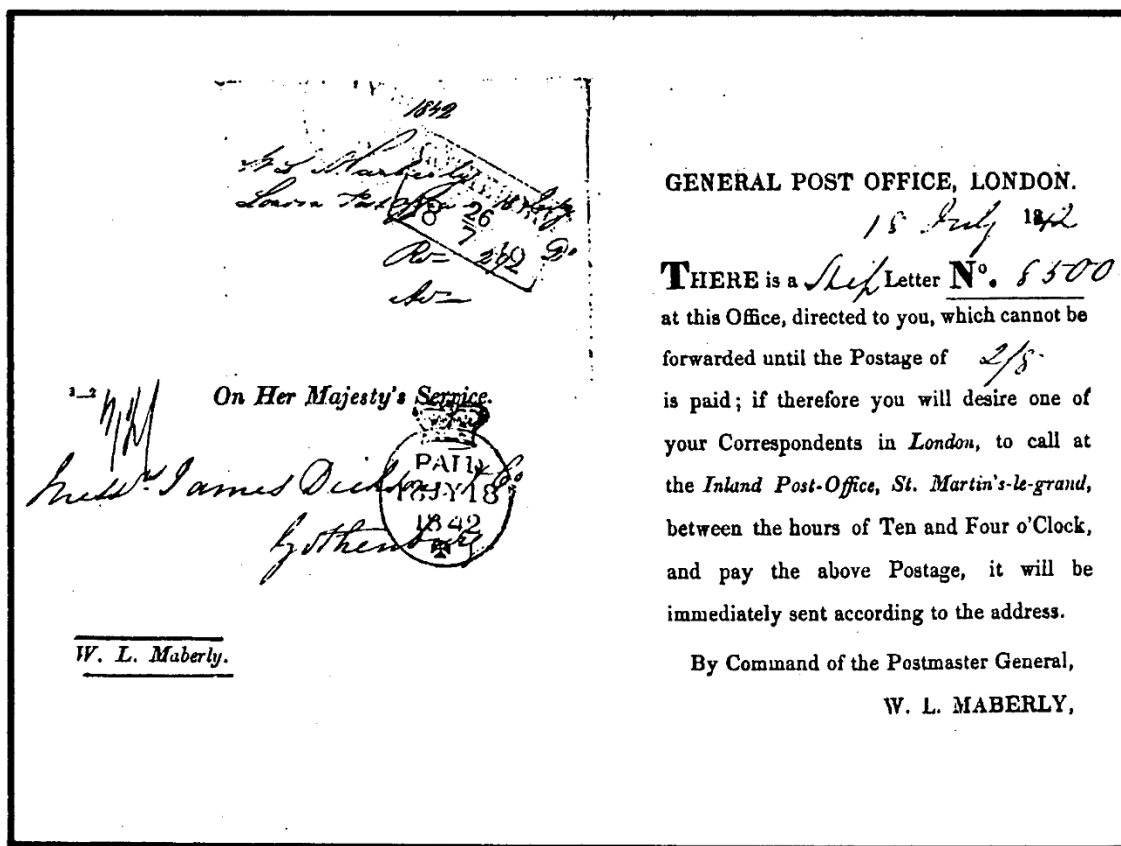
Postmarked at Norburg on February 17, 1865. Inscribed "franco".

Prepaid postage was 2 sgr. to Hamburg and 9¼ sgr. Hamburg to Australia.

Postmarked at the Hamburg Stadtpost on February 18 and February 22 at London.

Postmarked **GPO SOUTH AUSTRALIA** and at Port Adelaide on May 13.

Heinrich Köhler auction March 2015



A notice sent by command of the Postmaster General in London to James Dickson & Co. in Gothenburg on July 18, 1842.

This stated that a ship letter had arrived in England that was insufficiently paid and was therefore held in England.

The recipient was requested to pay the postage to Gothenburg of 2/8d. through a correspondent in London.

The British post office would not forward letters with unpaid postage unless there was a postal accounting agreement with the country of destination. Reduced to 70% of the original size.

From reference 7.

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