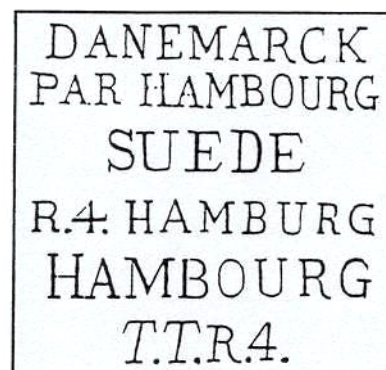


Chapter 5

The Thurn & Taxis Post Office in Hamburg (1814-1867)

Hamburg again became an independent city following the French occupation, and the Thurn & Taxis post office resumed its activity on June 1, 1814. The earliest transit stamp was **DANEMARCK/PAR HAMBOURG**, that was first used by the French post office in October 1813, no doubt on letters transferred from the Danish post office in Hamburg. Transit mail from the Swedish post office received the old **SUEDE** stamp that was last used in 1804 along with a new **R.4.HAMBURG** stamp and **HAMBOURG** stamp. The last two stamps were also used by the Thurn & Taxis post office on other mail. The new **R.4.HAMBURG** stamp is known used from July 1814 to December 1818 and the **HAMBOURG** stamp from 1814 to May 1829. The **SUEDE** stamp was used until March 1850.

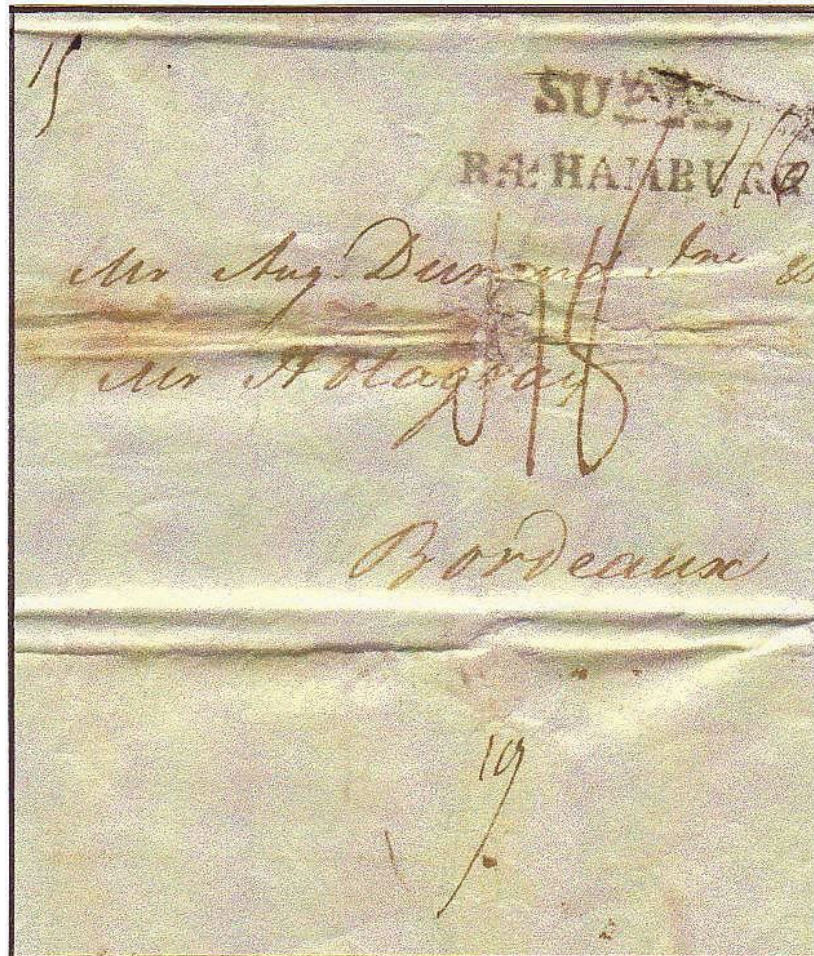


The postal rates of October 1802 remained in effect for letters to Paris and beyond until January 1, 1819. A Franco/Thurn & Taxis convention in effect on that date redefined the French and the Thurn & Taxis rayons specified by the 1801 convention. All letters from Hamburg to France were required to have a **T.T.R.4.** stamp showing origin in rayon 4. Postage from rayon 4 to exchange with the French post was 70 kreuzer or about 25 decimes per 30 grams. The Thurn & Taxis post office in Hamburg continued in direct exchange with Paris with transfer between the postal services at Givet. The Thurn & Taxis single-letter weight was 7½ grams and the French single-letter weight was 6 grams. The Thurn & Taxis single-letter postage from Hamburg to exchange with France was 6¼ decimes rounded to 7 decimes and the French single-letter postage from Givet to Paris was 5 decimes in accordance with the French rate table of 24 April 1806. Total single-letter postage to Paris was then 12 decimes. French postage from Paris to the destination was in accordance with the 1806 rate table. The 1802 weight scale remained in effect. The letter heights were uneven in the **T.T.R.4.** stamp that was first used in April 1819.

Sweden required that mail from Norway to Denmark and Europe be processed by the Swedish postal service as a result of the union of Norway with Sweden in 1814. The forced use of the Swedish postal service resulted in high rates and slow service. The high cost was caused by an unfavorable exchange rate between the Swedish and Norwegian currencies. The Norwegians were refused a request to carry their own mail through Sweden, but were allowed to open a sea route to Denmark. An agreement between Norway and Denmark in 1820 provided for terminals at Frederiksværn in Norway and Fladstrand (later named Frederikshavn) in Denmark. The service began in June 1821 with the intent of twice weekly sailings. However, the weather turned out to be a major adverse factor, and winter service had to be discontinued. Postage for the seapost was 14 skilling sk.sp. Letters from Norway could be sent “franco Frederikshavn” for the Norwegian domestic postage plus the 14 sk.sp. sea post postage, or “franco Hamburg” for the postage to Frederikshavn plus 35 Rigsbank skillings for the Danish postage to Hamburg. The postage for both routes, by sea and via Sweden, varied widely between 1821 and 1826. In 1822 the postage to Hamburg by the sea route was about 60 percent of that via Sweden. The sea route was discontinued in 1827 when Sweden agreed to reduce the rates and the transit time for mail via Sweden. A new sea post route between Frederiksværn and Copenhagen was initiated that same year.



Application of three separate hand stamps on mail from Sweden was inconvenient, so a new stamp combining **T.T.R.4.** and **HAMBOURG** was used by the Thurn & Taxis post office beginning in June 1820. The Swedish post office in Hamburg did not use a transit postmark until

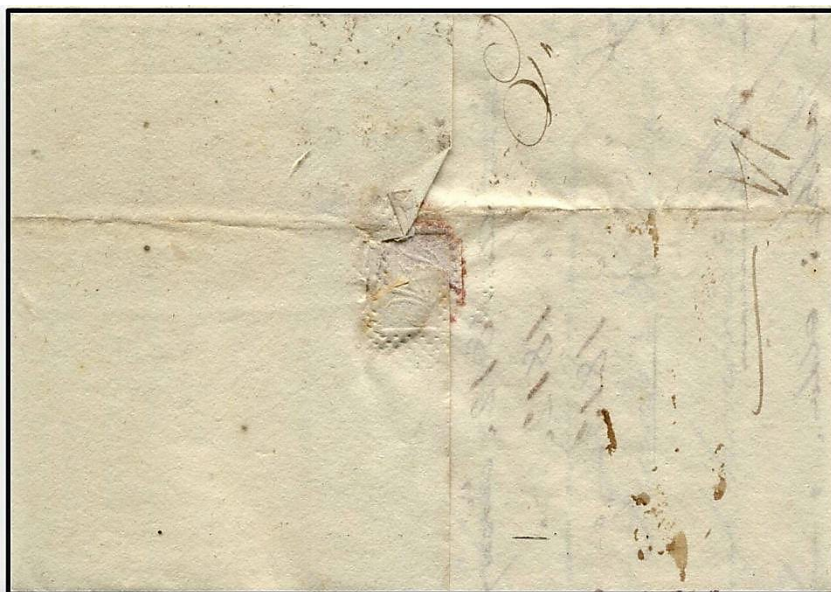
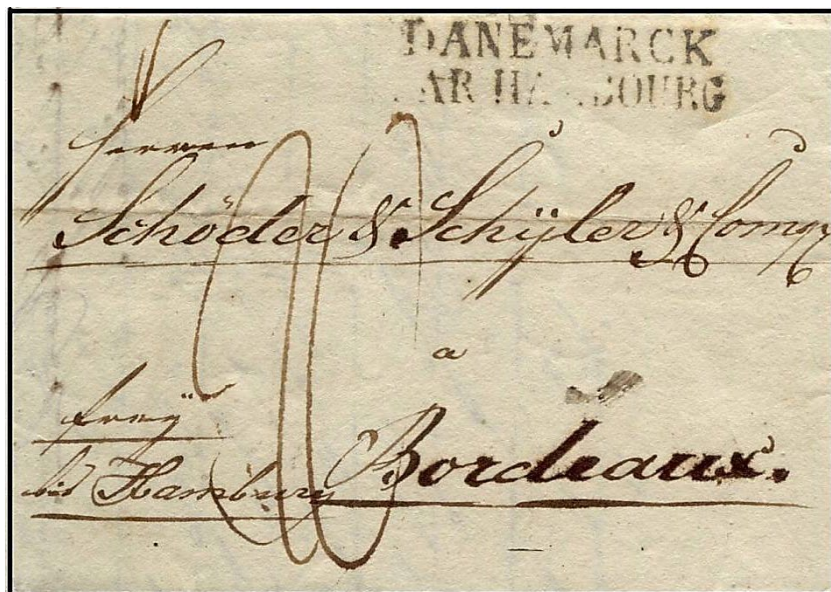


Letter of August 12, 1814, from Stockholm to Bordeaux. **STOCKHOLM** origin postmark.
Stamped **SUEDE** and **R.4. HAMBURG** by the Thurn & Taxis post office in Hamburg
after transfer from the Swedish post office.

The **R.4. HAMBURG** appears to be the same stamp that was used in 1806.
Letter weight was marked as 15 grams. Received at Bordeaux on August 30.

Inscribed "19" at Paris for the single-weight postage of 19 decimes.

Postage due was $2\frac{1}{2} \times 19 = 47\frac{1}{2}$ or 48 decimes.

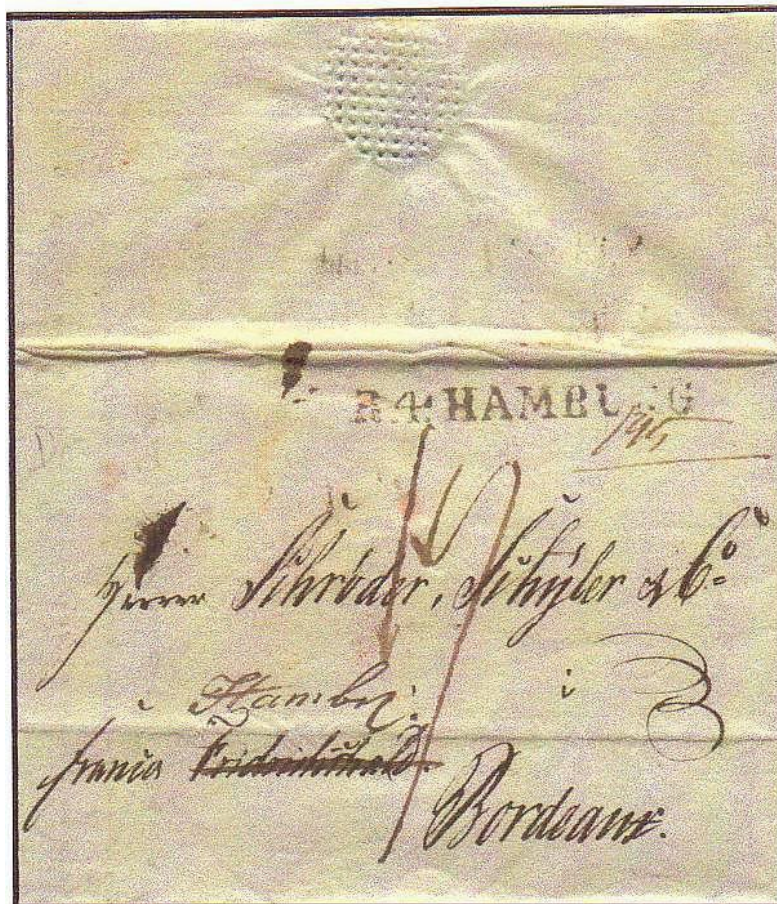


Letter from Sønderborg to Bordeaux dated October 16, 1814. Inscribed that letter was paid to Hamburg.

Postage paid was 14 sk. or 7 Lsk. as inscribed on the back.

Postmarked **DANEMARCK/PAR HAMBOURG** by the T&T post office in Hamburg.

Postage due was 20 decimes.



Letter of November 1, 1814, from Trondheim to Bordeaux.
 Inscribed "franco Fredrikshald" and changed to "franco Hambrg".
 Inscription of "145" or "195" in the upper right corner appears to be a Norwegian postal marking
 but there is no **SUEDE** stamp
 with the **R.4.HAMBURG** stamp of the Thurn & Taxis post office to show transfer from the Swedish post office.
 Received at Bordeaux on December 8. Postage due was 19 decimes.

ALLEMAGNE
PAR
SARREBRUCK



*Letter of March 17, 1815, from Stockholm to Belfort. Prepaid to Hamburg.
Postmarked **HAMBURG** by the Thurn & Taxis post office in Hamburg.
Postmarked **ALLEMAGNE/PAR/SARREBRUCK** at Saarbrücken.
Received April 6. Postage due was 12 decimes.*



Letter of June 15, 1819, from Christiania to Bordeaux.

Inscribed "Franco Nurnbg" and changed to Hamburg.

Transit postmarked with the **SUEDE**, **HAMBOURG** and **T.T.R.4.** by the Thurn & Taxis post office in Hamburg.

Postmarked **ALLEMAGNE/PAR/GIVET** at Paris. Postage from Hamburg to Givet was 9 decimes for a 10 gram single-weight letter in accordance with a French postal notice of 18 November 1818.

Postage from Givet to Bordeaux was 10 decimes for a total of 19 decimes as marked.

Received June 29.



Letter of September 25, 1821, from Christiania to Bordeaux. Inscribed "over Hamburg". Prepaid to Hamburg.

Transit postmarked **SUEDE** and **T.T.R.4./HAMBOURG** by the Thurn & Taxis post office in Hamburg.

Letter weight was 8 grams. Postage was $1\frac{1}{2} \times 19 = 28\frac{1}{2}$ or 29 decimes.

1823. The Prussian post office in Hamburg processed the French-bound mail from the Swedish post office after 1828. The Danish mail continued to be sent through the Thurn & Taxis post office in Hamburg. Letters to France were postmarked with **T.T.R.4.** and **DANEMARCK/PAR HAMBOURG.** Letters to other destinations were postmarked with the **DANEMARCK/PAR HAMBOURG** hand stamp

A "T.T." stamp with 6½ mm. high letters is known on a few letters postmarked with **DANEMARCK/PAR HAMBOURG** and with letters postmarked **SUEDE** by the Thurn & Taxis post office in Hamburg between 1822 and 1825. There was no **T.T.R.4.** stamp on these letters as the Rayon designation was unnecessary because these letters were not sent to or via France. This "T.T." hand stamp is reported to have been used by the Thurn & Taxis post office in Frankfurt am Main beginning in 1818. A similar stamp apparently was used at Hamburg because an 1819 letter from Paris to Copenhagen has this as the only Thurn & Taxis postmark.



The Thurn & Taxis post office in Hamburg used three different types of a half-circle "Hamburg" hand stamp from 1818 to December 1829. These were used as an origin and as a transit stamp. The types differ in the position of

the "B." The stamps show the month and day date but not the year date.

The **T.T.R.4./HAMBOURG** hand stamp apparently received so much use that it had to be replaced with a new stamp in the mid-1830s. The first two-line stamp showed different letter heights similar to the first single-line stamp. The new stamp had nearly the same letter heights. There was also a difference in the shape of the base of the "U".



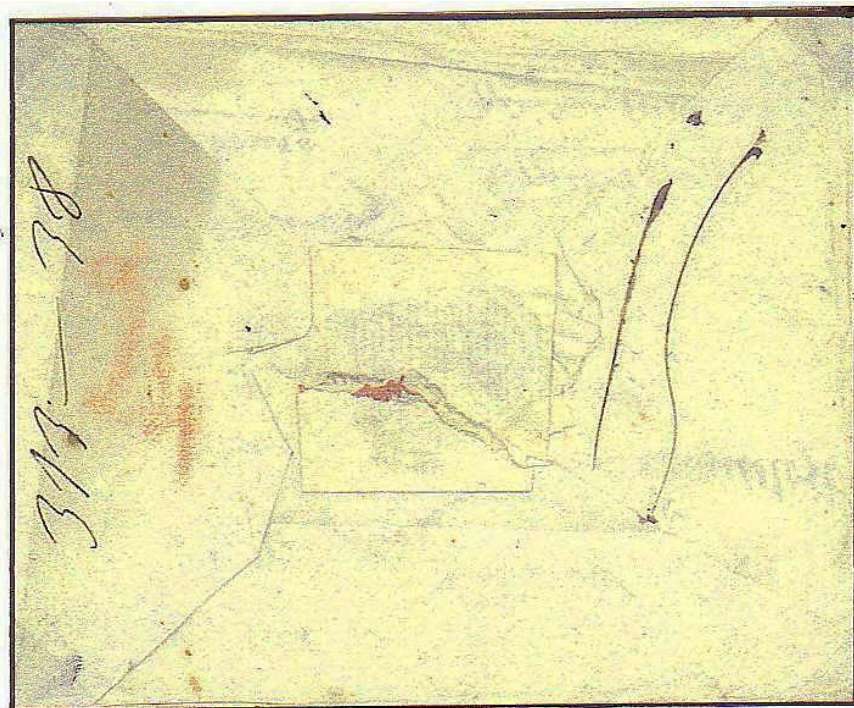
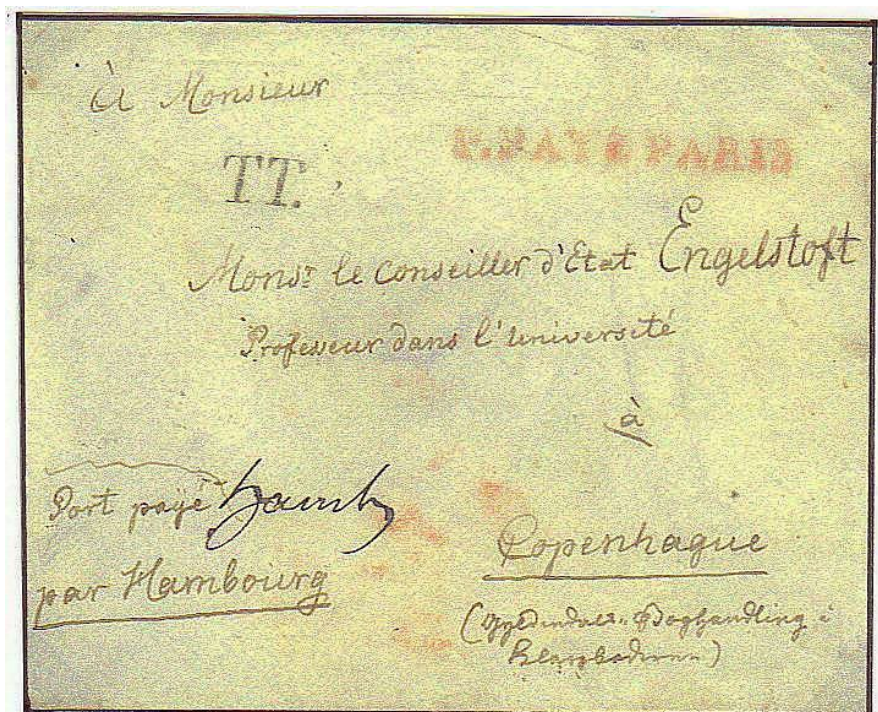
An eight-sided double-line framed hand stamp with **T.T./HAMBURG/day, month and year** came into use from January 1830 until January 1845. There were two varieties of this stamp with the difference in the position of the period after the first "T." These stamps were probably not used on transit mail to France since there was no "R.4." to show the zone.

A second eight-sided hand stamp came into use from March 1835 until June 1845. It had a single-line frame, and again there were two types. This time the difference was in the width of the frames, Type II being 1 mm. wider than Type I.

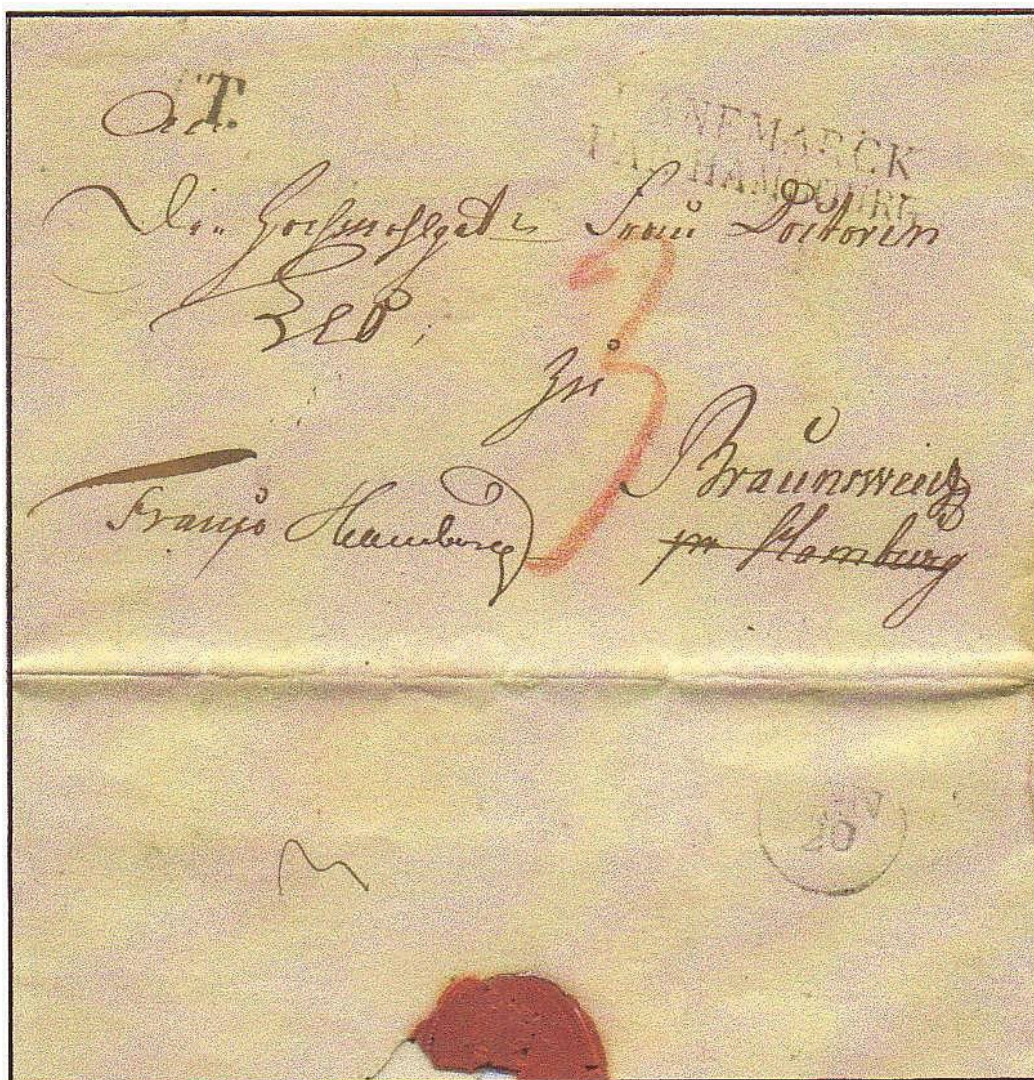


Replacement **T.T.R.4.** and **DANEMARCK/PAR HAMBOURG** hand stamps were placed in use by 1840. The letter heights in Type II of the **T.T.R.4.** were now more nearly equal. New letters are also apparent in the **DANEMARCK/PAR HAMBOURG** stamp. Type II

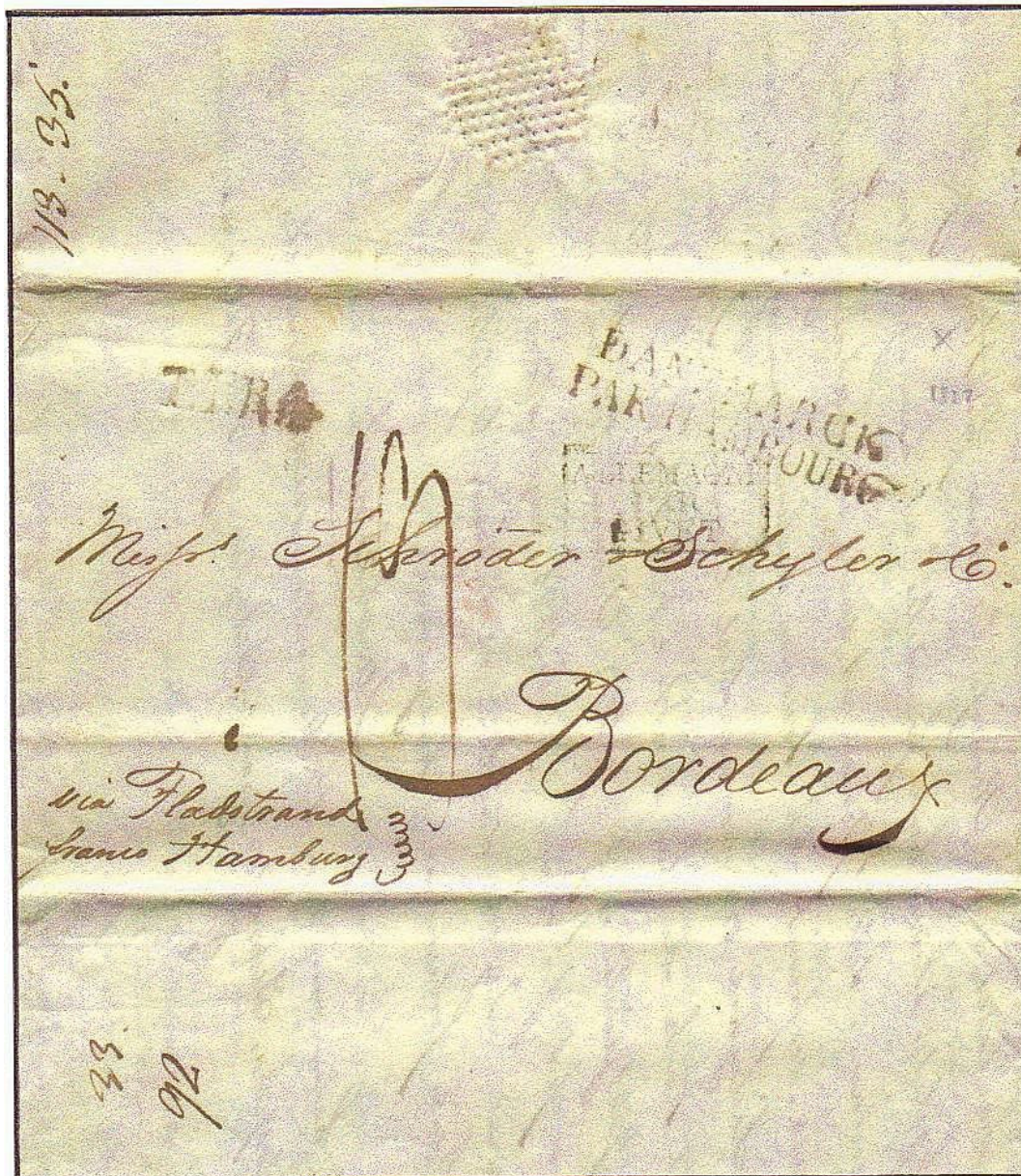
of this two-line stamp is known used from January 1837 to June 1842.



Letter of 1819 from Paris to Copenhagen. Inscribed "Port payé par Hambourg". Changed to "Port payé Hambg"
 Postmarked **P. PAYÉ PARIS** in red ink. Prepaid postage to Hamburg of 15 decimes was inscribed on the back.
 Conveyed from the French border to Hamburg by the Thurn & Taxis post. Apparently stamped **T.T.** by T&T at Hamburg.
 Transferred to the Danish post office in Hamburg where the list number of 313 and the postage of 38 Rbs. in paper currency
 were inscribed. Postage from Hamburg to Copenhagen was 29 Rbs. silver currency with the ratio of 1.3125 paper to silver
 currency applicable from September 25 to December 25, 1819. Reduced to 95% of the original size.
 Collection of E. Torbensen.



Letter of June 15, 1822, from Saltum to Brunswick. Prepaid to Hamburg.
 Postmarked **DANEMARCK/PAR HAMBOURG** by the Thurn & Taxis post office in Hamburg.
 Stamped **T.T.** with letters 6½ mm. in height.
 There was no French Rayon stamp because the letter was not to France.
 Receiving postmark dated June 20. Postage due was 3 groschen.

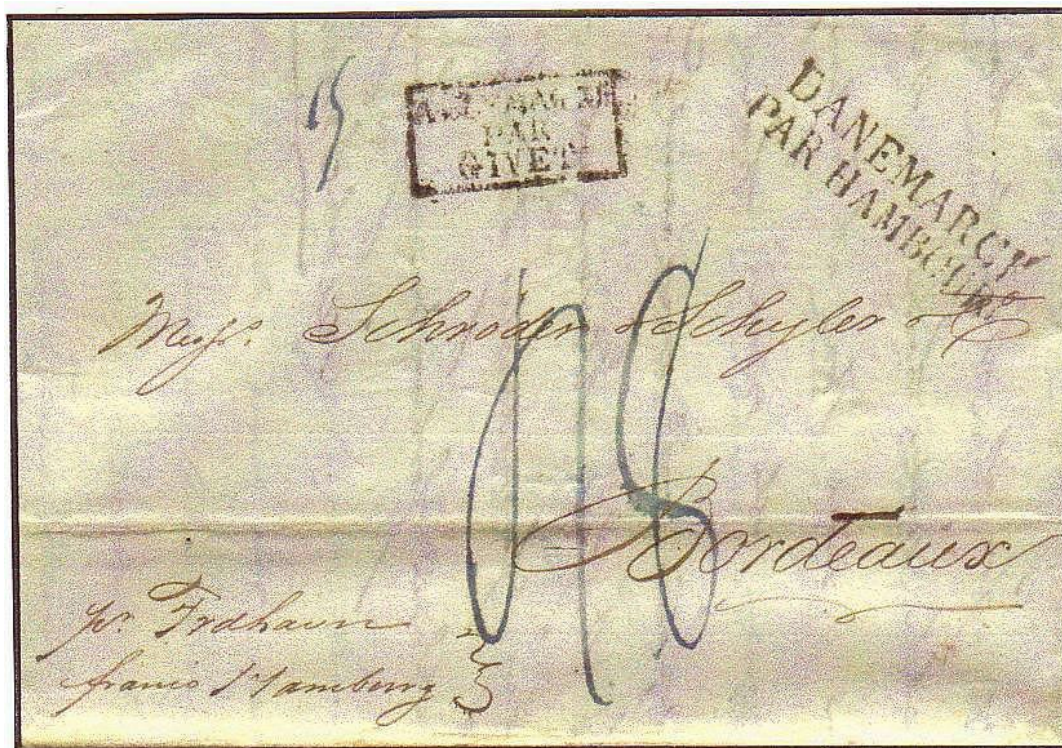


Letter of September 6, 1822, from Christiania to Bordeaux. Inscribed "via Fladstrand" and "franco Hamburg".

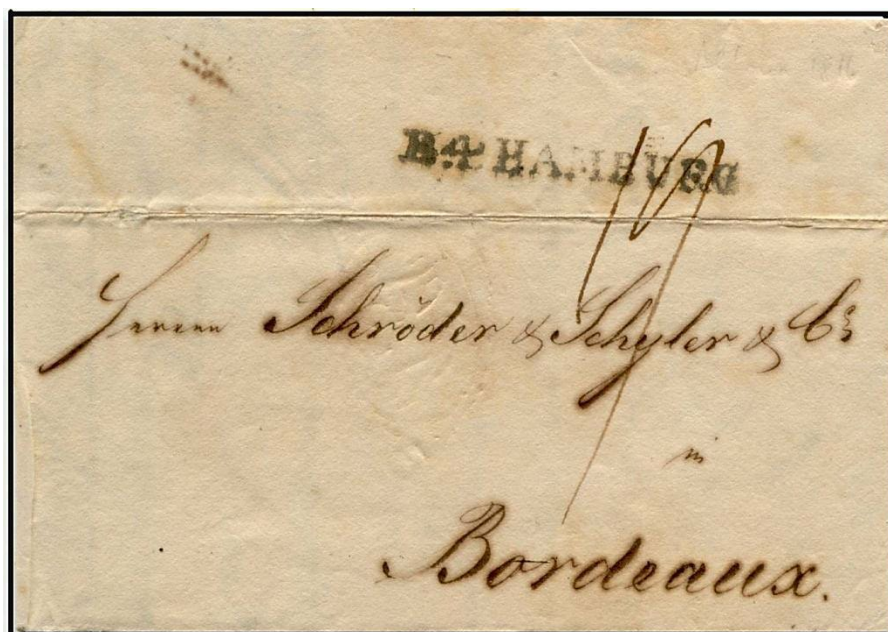
Sent by sea post via Fladstrand. Danish list number and 35 Rbs. Danish postage.

Postmarked **DANEMARCK/PAR HAMBOURG** and **T.T.R.4.** by the Thurn & Taxis post office in Hamburg.

French entry at Givet. Postage due was 19 decimes.



Letter of August 26, 1824, from Christiania to Bordeaux sent by sea post via Frederikshavn. Prepaid to Hamburg with postage of 53 Rbs. Postmarked **DANEMARCK/PAR HAMBOURG** but not **T.T.R.4**, by the Thurn & Taxis post office in Hamburg. French entry at Givet. Letter weight was 15 grams. Postage was $2\frac{1}{2} \times 19 = 47\frac{1}{2}$ or 48 decimes.



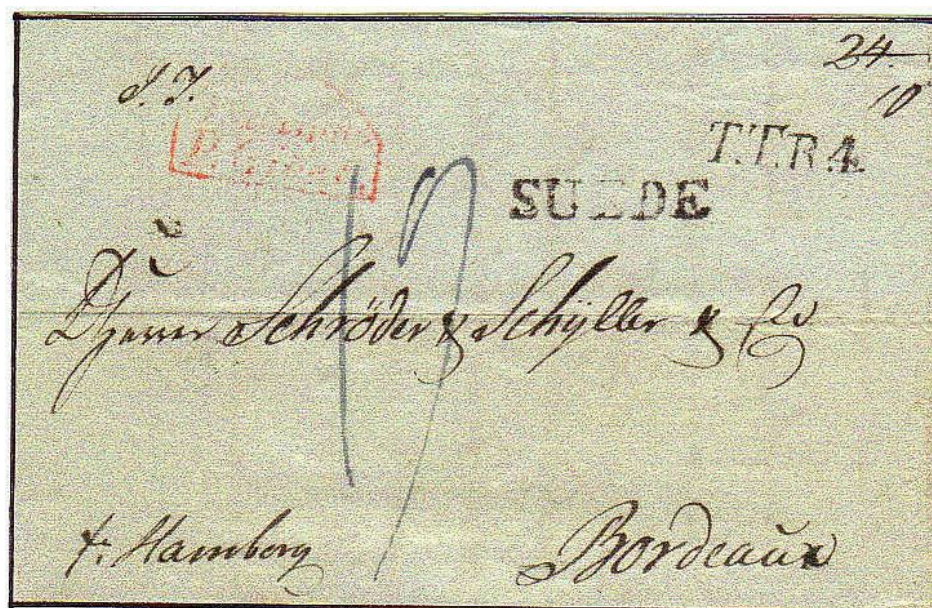
June 7, 1826 letter from Altona to Bordeaux. Posted at Hamburg. Postmarked **R.4. HAMBURG** by the Thurn & Taxis post office in Hamburg. Postage was 19 decimes as marked..



Folded cover of December 1826 from Marseille to Stockholm. Origin postmarked at Marseille.

Stamped **C-F-5-R** (Correspondance Francais 5 Rayon) in red ink to show the rayon in France that determined the French postage. A Franco/T&T postal convention in effect on January 1, 1818, listed postage from rayon 5 to exchange with T&T as 36 decimes per 30 grams or 9 decimes for a 7½ gram letter. T&T postage was 25 decimes per 30 grams or 9 decimes for a 10 gram letter. Total postage to Hamburg was then 18 decimes marked as 19 schillings by the T&T post office in Hamburg. Postmarked by the Thurn & Taxis in Hamburg on December 26 and by the Swedish & Norwegian post office on December 28. Postage due was 38 sk.bco. for postage to Hamburg plus 1 Rd. to Stockholm for a total of 1 Rd. 38 sk.bco.

A new French weight scale was in effect on January 1, 1828 that revised the single letter weight to 7½ g.



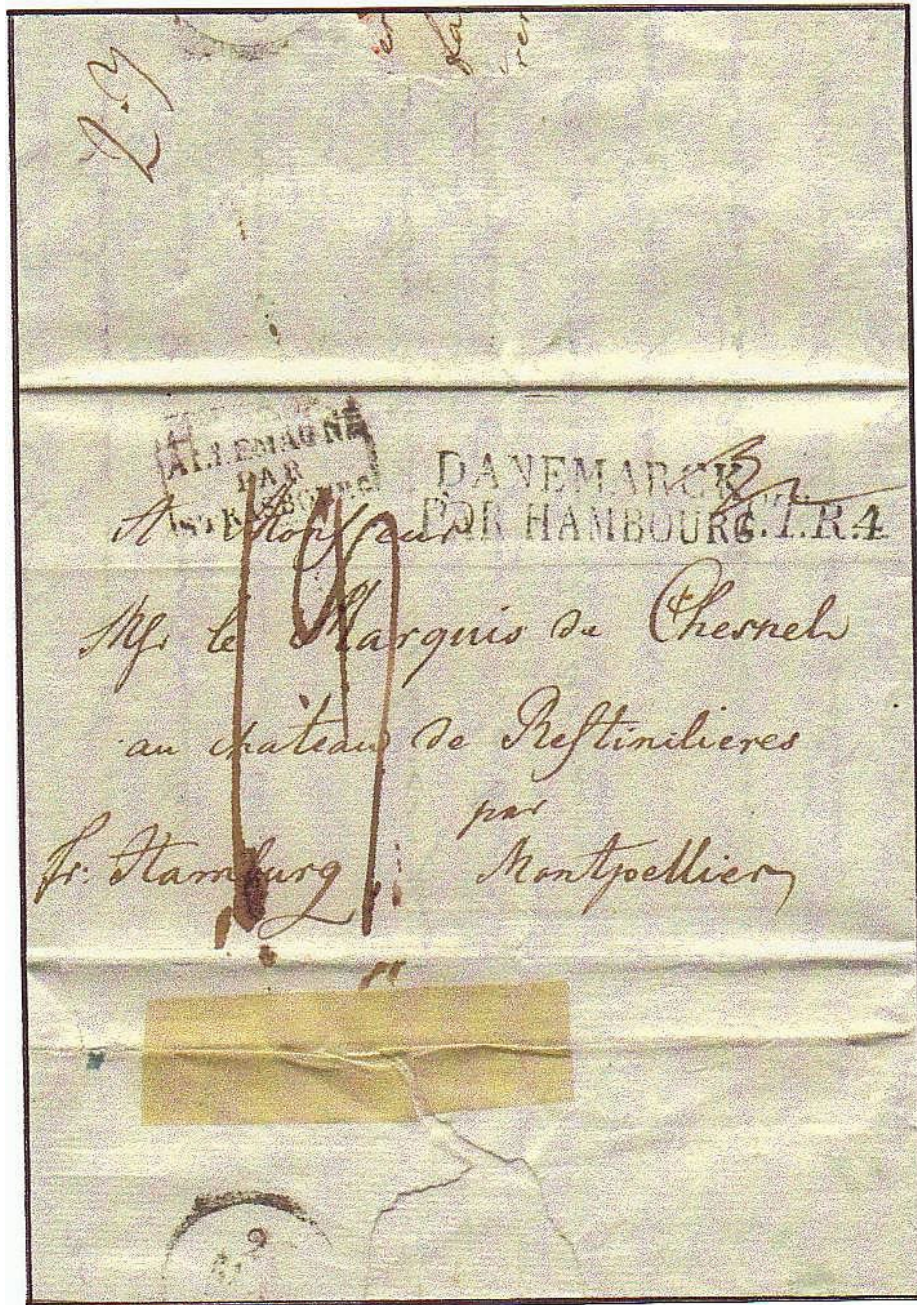
Letter of September 2, 1828, from Christiania to Bordeaux. Inscribed "fr Hamburg".

Postmarked by the Swedish & Norwegian post office in Hamburg on September 9.

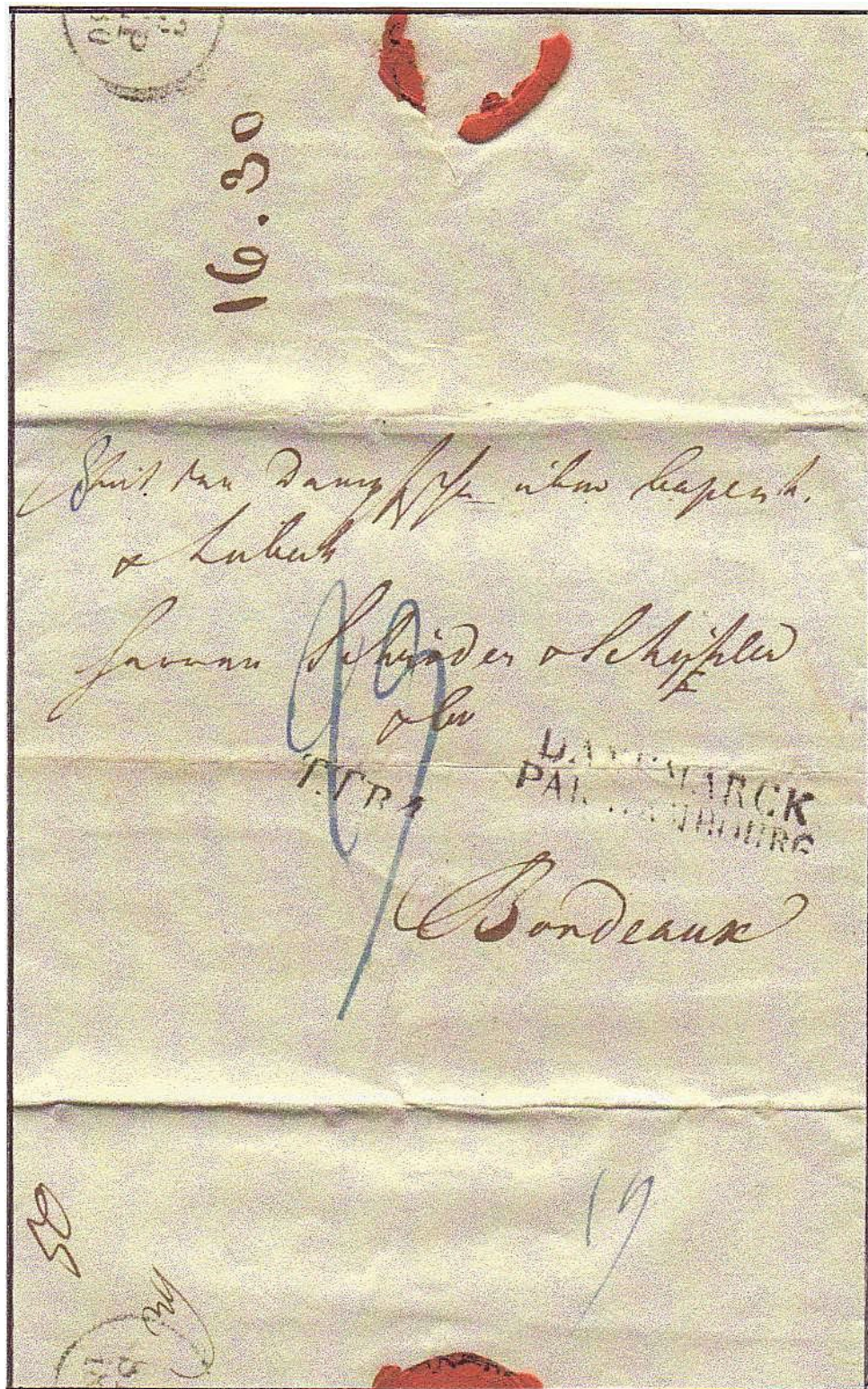
Stamped with the **SUEDE** and **T.T.R.4** handstamps at the Thurn & Taxis post office.

The French semi-circle entry postmark was used at Givet from 1827 to 1838.

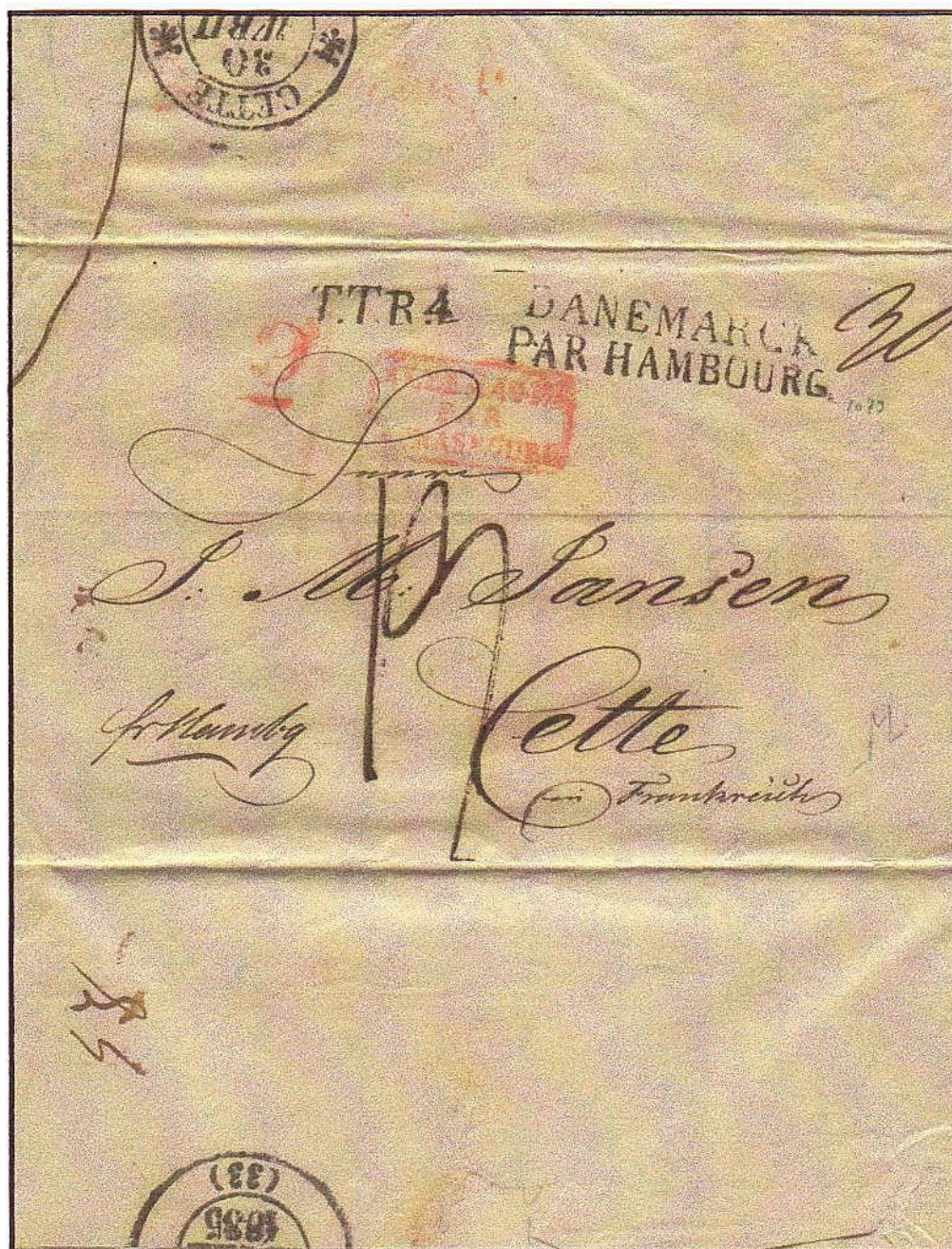
Postage due was 19 decimes. Postmarked at Bordeaux on September 18.



Letter of May 10, 1828, from Copenhagen to Montpellier. Prepaid to Hamburg.
 Postmarked **T.T.R.4.** and **DANEMARCK/PAR HAMBOURG** by the Thurn & Taxis post office in Hamburg.
 Postmarked **ALLEMAGNE/PAR/STRASBOURG** at Strasbourg.
 Postage from Hamburg to Strasbourg was 9 decimes and French postage was 10 decimes to Montpellier
 for a total of 19 decimes as marked. Received May 26.



Letter of August 25, 1830, from Trondheim to Bordeaux. Sent by steamship via Copenhagen and Lübeck. Postmarked **DANEMARCK/PAR HAMBOURG** and **T.T.R.4**, by the Thurn & Taxis post office in Hamburg. Letter weight was 8 grams. Postage was $19 \times 1\frac{1}{2} = 29$ decimes. Received at Bordeaux on September 13.



Letter of April 18, 1835, from Copenhagen to Cette.

Postage of 30 Rbs. was paid for postage to Hamburg. Inscribed "fr Hamburg".

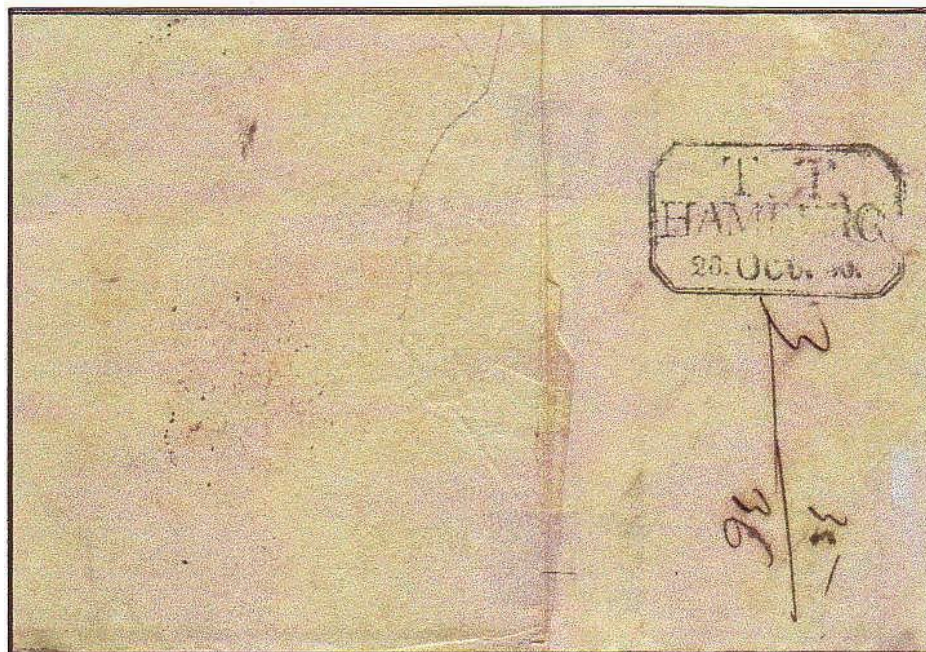
*Postmarked **DANEMARCK/PAR HAMBURG** and **T.T.R.4**, by the Thurn & Taxis post office in Hamburg.*

*Postmarked at Strasbourg to show French entry and stamped **2***

to show a French debit of 9 decimes to Thurn & Taxis for conveyance from Hamburg.

Postage from Strasbourg to Cette was 10 decimes in accordance with the 1828 rate table for a total of 19 decimes postage due as marked.

Cette receiving postmark dated April 30.



Unpaid letter of October 21, 1830, from Elberfeld to Nakskov.

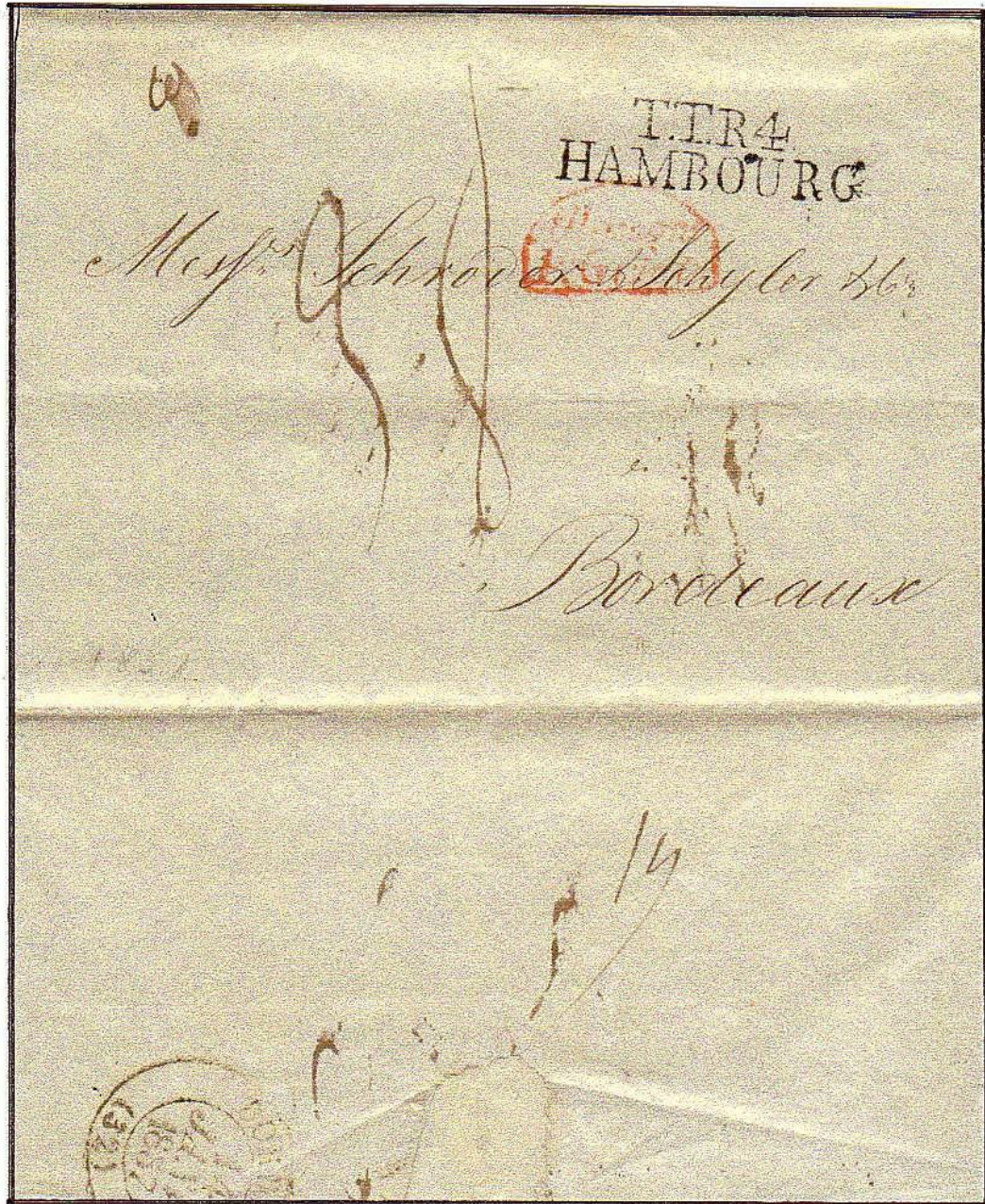
Postmarked at Elberfeld on October 27.

Postmarked at Hamburg with a double-frame octagonal date stamp on October 28.

Postage to Hamburg was marked as 11 schillings in red crayon.

The Danish post inscribed 35 Rbs. as the debit to the T&T post equal to 11 schillings.

Postage to Nakskov was 36 Rbs. for a total due of 71 Rbs.



Unpaid letter of January 6, 1837, from Altona to Bordeaux.
 Posted at the Thurn & Taxis post office in Hamburg and stamped **T.T.R.4/HAMBOURG**.
 French entry at Givet stamped at Paris. Inscribed with 38 decimes due for a double-weight letter.
 The single-weight postage of 19 decimes was marked on the back.
 Receiving stamp at Bordeaux on January 14.



Letter of November 2, 1847, from Barcelona to the Commerce Board in Stockholm. Inscribed "via Hamburg".

*Prepaid to the French border and origin postmarked **B/CATALUNA**.*

Sent by ship to Colliouer, a small French port city a short distance from the Spanish border.

France and Spain were concerned about cross border transmission of infectious disease after the 1831 cholera epidemic.

Consequently, the border was frequently closed to mail conveyance.

Ship conveyance from Spain to France was one of the diversions with border closure.

*Postmarked **PAYS D'OUTREMER/PAR COLLIOUER** and stamped for French entry at Colliouer on November 11.*

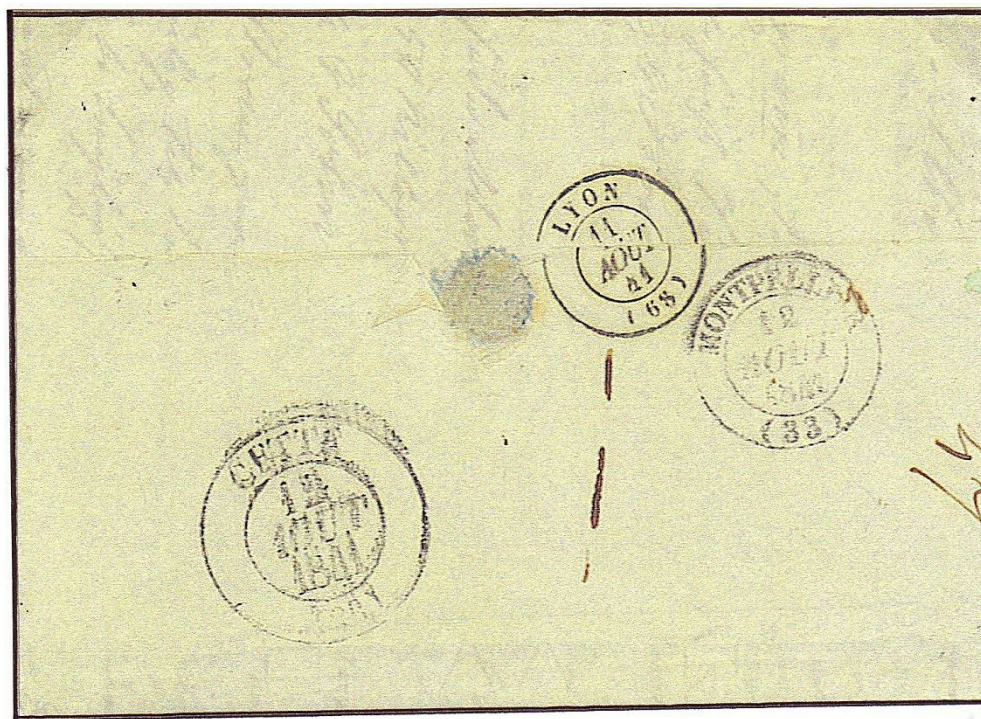
*The red stamp **E.T.F** (Espagne Transit Francais) was added at Paris.*

Postmarked by the T&T post office and the Swedish & Norwegian post office in Hamburg on November 24.

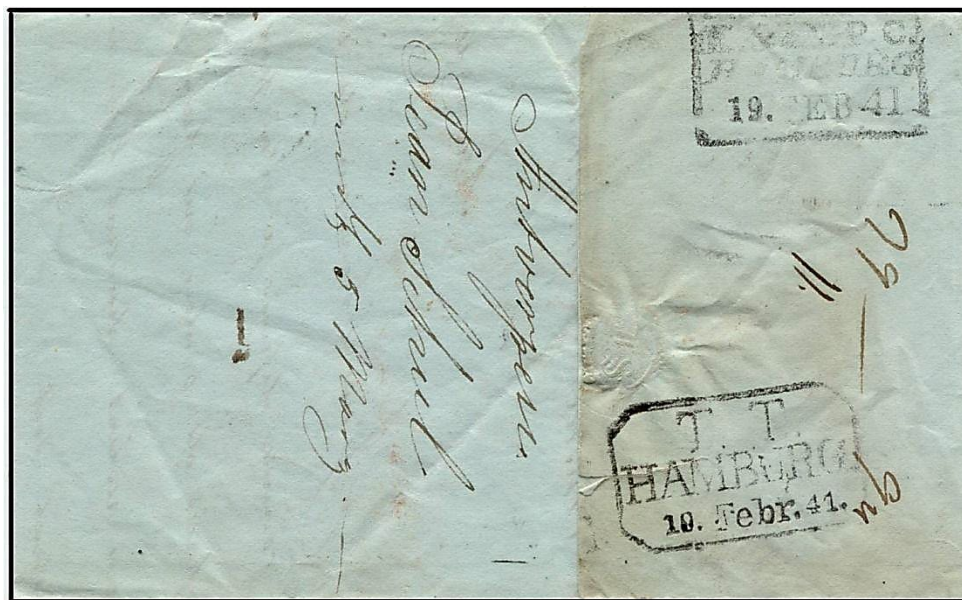
Postage from the Spanish border to Hamburg was marked as 18 schillings in red crayon.

This was restated by the Swedish post office as a debit to the T&T post in the upper left corner.

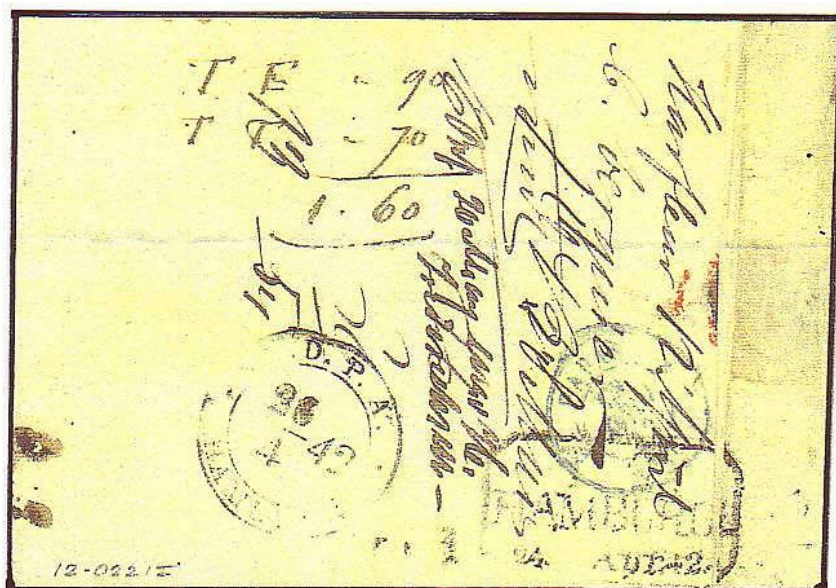
There was no postage from Hamburg to Stockholm as this was an official letter.



Letter of August 3, 1841, from Copenhagen to Cette. Postage of 29 Rbs. was paid to Hamburg. Stamped **DANEMARCK/ PAR HAMBOURG** and **T.T.R.4.** by the Thurn & Taxis post office in Hamburg. Postmarked at Strasbourg on August 9 and stamped **9** representing the T&T share for a single-weight letter. Postmarked at Lyon on August 11, Montpellier and Cette on August 12. Conveyed from Hamburg to Strasbourg via Frankfurt am Main by T&T. Apparently a **TTR.4.** stamp was added at Frankfurt to provide a more obvious origin location for the French post. Postage due was marked as 19 decimes to include 10 decimes French postage.
Collection of E. Torbensen



Letter of February 13, 1841 from Antwerp to Mandal. Postmarked at Antwerp on February 14.
 Postmarked by the T&T post office and the Swedish & Norwegian post office in Hamburg on February 19.
 Belgian postage was marked as 5 decimes.
 Postage to Hamburg was 14 Lsk. as marked in red crayon equal to 29 sk.sp.
 Postage from Hamburg to Norway was 8 Lsk. Danish transit plus 16 sk.sp. sea post equal to 32 sk, sp.
 Postage paid by the recipient was marked as 94 sk.sp. for Norwegian postage of 33 sk.sp.



Cover from Harfleur to Mandal. Postmarked at Harfleur on April 18, 1842, and paid to Hamburg.

Inscribed "par Hambourg" and "par" was written over with "franco".

Stamped **P F** and **P.P.** in rectangular frames representing Port Frontière

for postage paid to the French border and Port Payé for postage paid to Hamburg.

French postage from Harfleur to exchange with T&T was 9 decimes in accordance with the rate table in effect January 1, 1828, for a 7½ gram letter. T&T postage to Hamburg was in accordance

with the Franco-T&T convention of September 1, 1818, valid on January 1, 1819.

T&T postage from exchange with France to Hamburg in T&T Rayon 4 was 25 decimes per 30 grams.

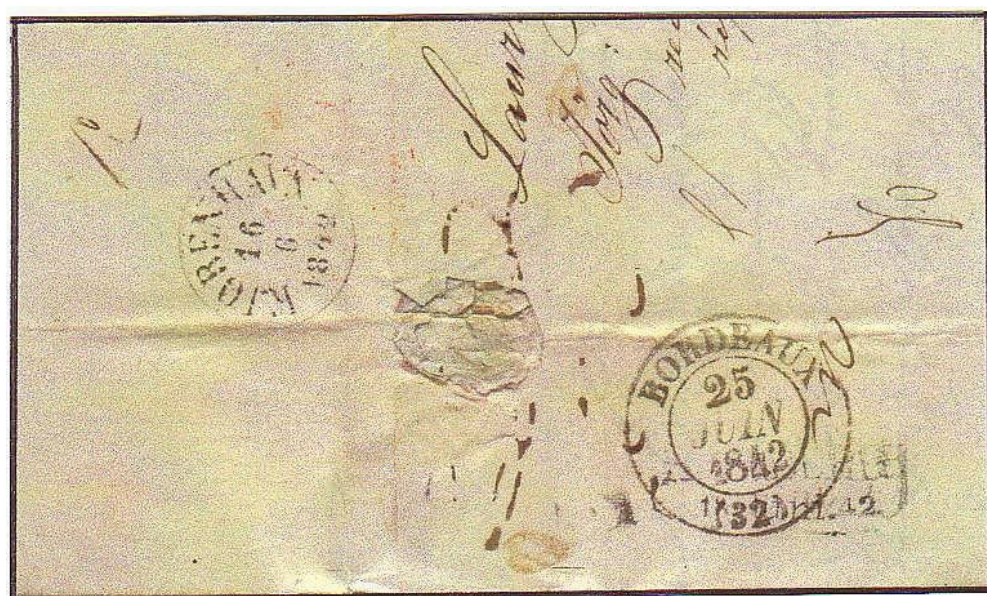
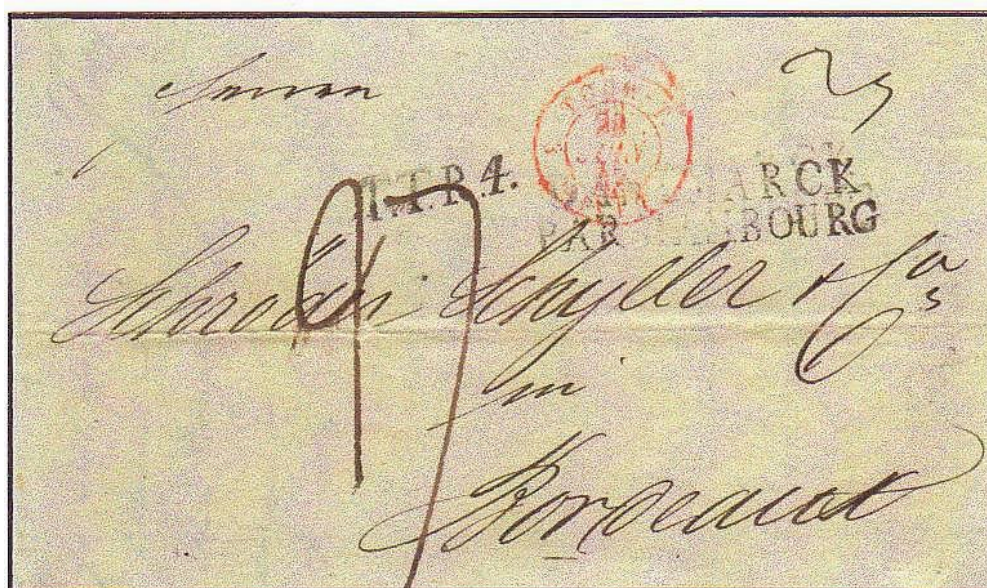
The back of the cover shows "T F - .90" for French postage of 9 decimes and "T T - .70" for T&T postage of 7 decimes.

Total prepaid postage to Hamburg was 16 decimes.

The cover was postmarked at Paris on April 19, with the double octagonal frame **T. T./HAMBURG** dated April 24 and with the Danish post office in Hamburg date stamp on April 26.

It was conveyed via Denmark and Sweden to Norway. Postage from Hamburg to Mandal was marked as 54 sk.sp.

Collection of J. Bohn.



Letter of June 14, 1842, from Laurvig to Bordeaux.

Apparently posted at Copenhagen where it was postmarked on June 16 and 29 Rbs. was paid as postage to Hamburg.

Postmarked by the Thurn & Taxis post office in Hamburg on June 18, at Paris

on June 23 showing French entry at Givet and at Bordeaux on June 25.

The back of the letter was marked for single-letter postage of 18 decimes and the letter weight as 8 grams.

This indicates a Thurn & Taxis postal share of 8 decimes apparently in accordance

with the Thurn & Taxis 10 gram weight scale in use beginning in mid 1837.

The French postal share for a single-weight letter of 7½ grams was 10 decimes.

Total single-letter postage was then 8 + 10 decimes = 18 decimes.

Total postage due was then determined as 1½ x 18 = 27 decimes for this 8 gram letter.

Letters to Bordeaux in 1839 show postage due of 1½ x 19 = 29 decimes for a letter of this weight.

Received at Bordeaux on June 25.



Letter from Arendal dated September 23, 1843, to Bordeaux sent via Sweden and Denmark to Hamburg.

The weight was 30 grams or 2 Danish lod.

Postage to Denmark was Norwegian domestic postage of $2\frac{1}{2} \times 8$ sk.sp. plus

sea postage to Denmark of $2\frac{1}{2} \times 16$ sk.sp. = 60 sk.sp.

Postage from Copenhagen to Hamburg was 29 Rbs. $\times 2\frac{1}{2}$ = 72.5 Rbs. rounded to 74 Rbs. as marked in crayon.

This was equal to 49 sk.sp. Total postage to Hamburg was $60 + 49 = 109$ sk.sp.

*Postmarked **T.T.R.4.** and **DANEMARCK/PAR HAMBURG** by the T&T post office in Hamburg.*

Postmarked at Paris on October 10, for entry at Givet.

T&T postage in accordance with the Franco-T&T Convention valid January 1, 1819,

was 25.2 decimes per 30 grams or 9 decimes for 10 grams.

French postage in accordance with the French rate table of January 1, 1828,

was 10 decimes for a distance between Givet and Bordeaux of 600 to 750 km.

The French weight scale of January 1, 1828, showed $3\frac{1}{2} \times$ single-weight for a 30 gram letter.

Total French postage was $3\frac{1}{2} \times 10 = 35$ decimes. Total T&T postage was $3 \times 9 = 27$ decimes.

These numbers are shown on the letter front. Total postage was $35 + 27 = 62$ decimes.

This was written as 6f2 for the postage due.

Moldenhauer Auction, November 2000.

The additional articles of the September 1844 Convention of 1844 provided by Article 5 for T&T to pay France a postal rate of 16 decimes per 30 grams for unpaid letters from Hamburg to France. Article 6 provided that T&T pay France 12 decimes per 30 grams for unpaid letters to Hamburg from France. Article 17 provided that T&T pay France 12 decimes per 30 grams for letters to Sweden and Norway. Article 19 provided that France pay T&T 16 decimes for transit of unpaid letters to France from Sweden and Norway that were paid to Hamburg. The articles pertaining to Norway included Danish postage. Thus postage from French origin to Hamburg represented French postage of 3 decimes and T&T postage of 4 decimes for a single letter of $7\frac{1}{2}$ grams.



Unpaid letter of January 11, 1845, from Newport to Ohrt on Fehmern.

Postmarked at Newport on January 12 and at London on January 14.

Sent via France in accordance with the Anglo-French convention of 1843.

Postmarked **ANGLO/CALAIS** on January 15 and at Lille on January 16. Sent as closed mail from Lille to Hamburg.

Postmarked by the Thurn & Taxis post office in Hamburg on January 20 with the smaller diameter single-frame date stamp.

Postage to Calais was 5d. or 5 decimes for a ½ oz. letter as marked with the French "5".

French postage was 5d. or 5 decimes for a ¼ oz. letter.

T&T postage was 5 decimes in accordance with the Franco-T&T convention of 1844.

The debit of the Danish post office in Hamburg to T&T was 15 decimes or 18 schillings as marked in crayon.

This was equal to 57 Rbs. Postage from Hamburg to Ohrt was 13 Rbs. for a total postage due of 70 Rbs. as marked.



Letter dated February 5, 1848, from Odense to Reims.

Paid to the destination with 32 Rbs. Danish postage to Hamburg and 39 Rbs. foreign postage.

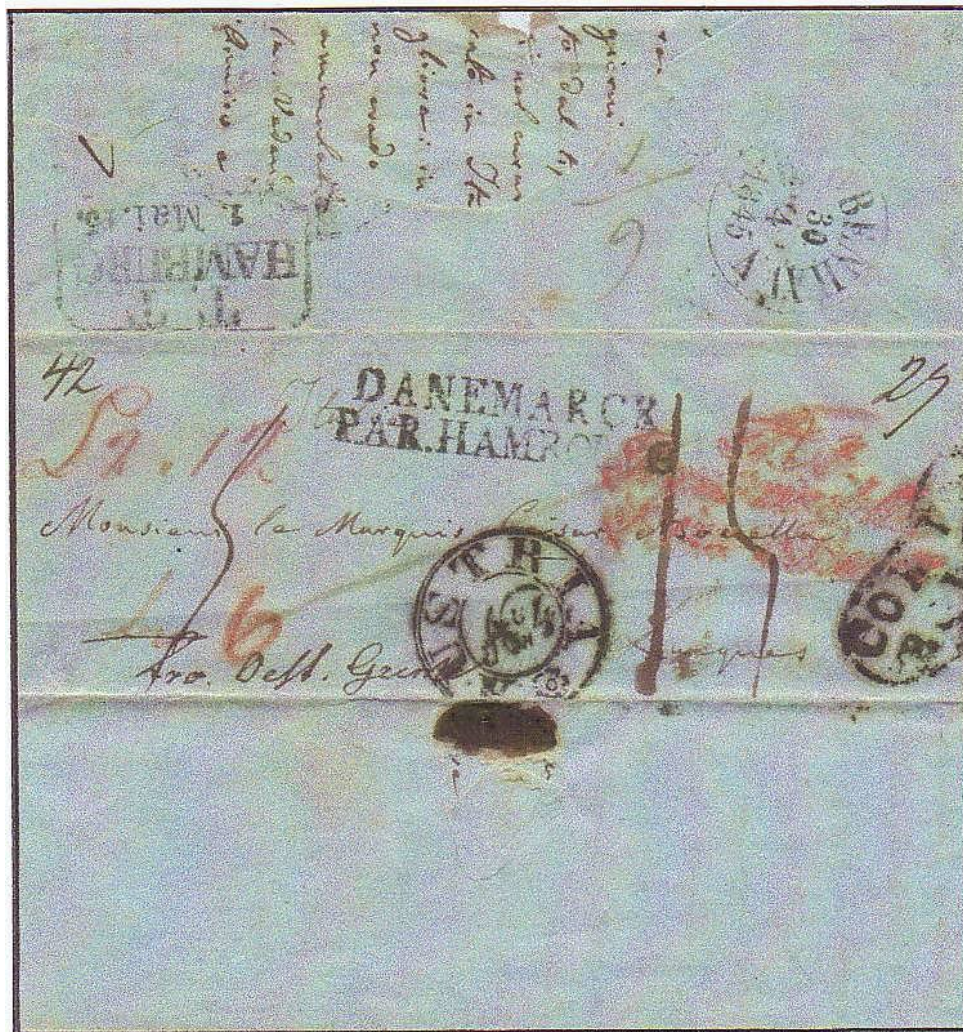
Postmarked at Odense with a manuscript origin and date of February 6.

*Postmarked at the T&T post office in Hamburg on February 8 and stamped with the Type II **DANEMARK/PAR HAMBOURG**.*

Postmarked at St. Quentin on February 12 to show T&T French entry at Valenciennes.

Receiving postmark at Reims also on February 12.

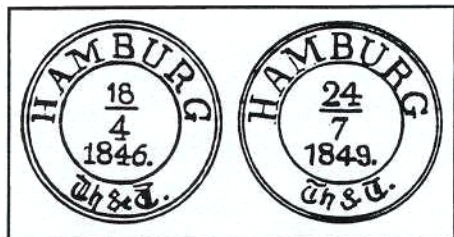
Prepaid foreign postage of 39 Rbs. was equivalent to about 11 decimes.



Letter of April 30, 1845, from Copenhagen to Lucca.
 Inscribed "fro. Dest. Grænze" (paid to destination border). Postmarked at Copenhagen on April 30.
 Postmarked by the Thurn & Taxis post office in Hamburg with
 the larger diameter octagonal frame stamp on May 1 and stamped **DANEMARCK/PAR HAMBURG**.
 Stamped *T.A./Genri via della Svizzera Bont* in red ink at Milan as a letter from Germany transit Bavaria and Austria.
 Postmarked **AUSTRIA/No. 4** as a letter from Austria and Switzerland and **CORTO/BOLLO** (insufficient postage) at Florence.
 Prepaid postage was 29 Rbs. to Hamburg and 42 Rbs. from Hamburg to Tuscany as marked in the upper right and left corners.
 An additional 5 soldi was due at Florence and postage to Lucca was 10 soldi for a total of 15 soldi due as marked.

The Type III **DANEMARCK/PAR HAMBOURG** hand stamp was used beginning in June 1842. This differs from the Type II because of the short second "A" in "DANEMARCK".

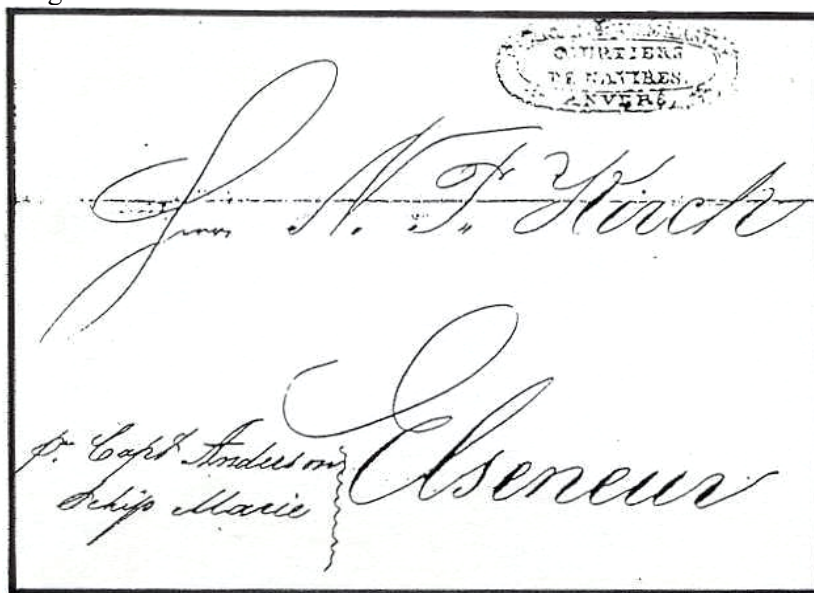
**DANEMARCK
PAR HAMBOURG**



The eight-sided hand stamps were replaced in August 1845 with a double-circle **Hamburg/Th & T.** stamp. There were two types, with the difference in the shape of the "U" in "HAMBURG". These were used until June 1863.

The Thurn & Taxis postal administration advised the Danish general post director that, as of July 1, 1836, letters could be sent from Hamburg to Le Havre in France by steamship. These ship letters were required to be inscribed "Par voie de Mer" or "per Dampfschiff." Postage was the same as for the overland routes. This post was designated "Kommunion-Post zwischen Hamburg und Le Havre" "Bureau Maritime de Hambourg pour Le Havre par Bateau à Vapeur." The Thurn & Taxis post office in Hamburg used the stamp **B.M.H.R.4.** for this mail. In May 1837 the Danish postal service advised that only letters to northern France or Paris should be sent by ship and that this service was available only on Fridays. This stamp was used from 1837 to July 1844.

A steamship post connection between Hamburg and Antwerp was introduced by the agreement of December 23, 1838, between Thurn & Taxis and the Belgian postal service. It provided for dispatch of correspondence from Belgium and its overseas territories to Denmark, Sweden and Norway as well as other northern European destinations. An unusual feature was that correspondence of the Société Anversoise des Bateaux à Vapeur (Antwerp Steamer Company) was exempt from postage between Antwerp and Hamburg. An additional



Letter of June 23, 1846, from the ship broker Ch. Grisard in Antwerp to Helsingør. The letter was sent without postage by the boat "Marie" to Hamburg as the ship broker was a member of the Société Anversoise des Bateaux à Vapeur. From reference 3.



Letter of September 20, 1846, from Nakskov to Bordeaux.

Inscribed "franco Hamburg".

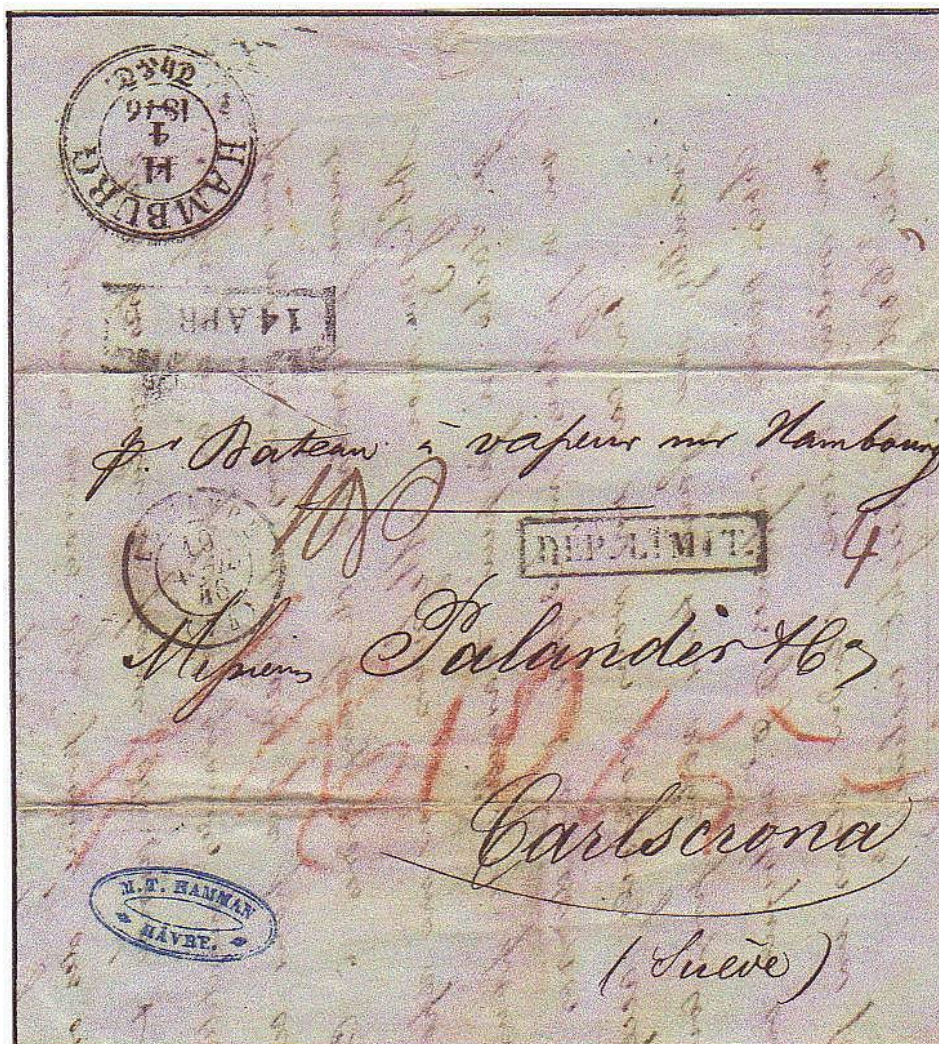
Postmarked with the Nakskov 1½ ring stamp with the manuscript date 22 September.

*Postmarked by the T & T post office in Hamburg on September 25
and stamped **DANEMARCK/PAR HAMBOURG** with the Type III stamp.*

Postmarked at Paris for French entry at Valennciennes and with the Paris stamp on September 29.

Postage due at Bordeaux was inscribed as 20 decimes.

Bordeaux receiving stamp dated October 2.



Unpaid letter of April 11, 1846, from Le Havre to Carlskrona.

Inscribed that the letter was to be sent to Hamburg by steamboat.

Postmarked with the Le Havre date stamp for April 10.

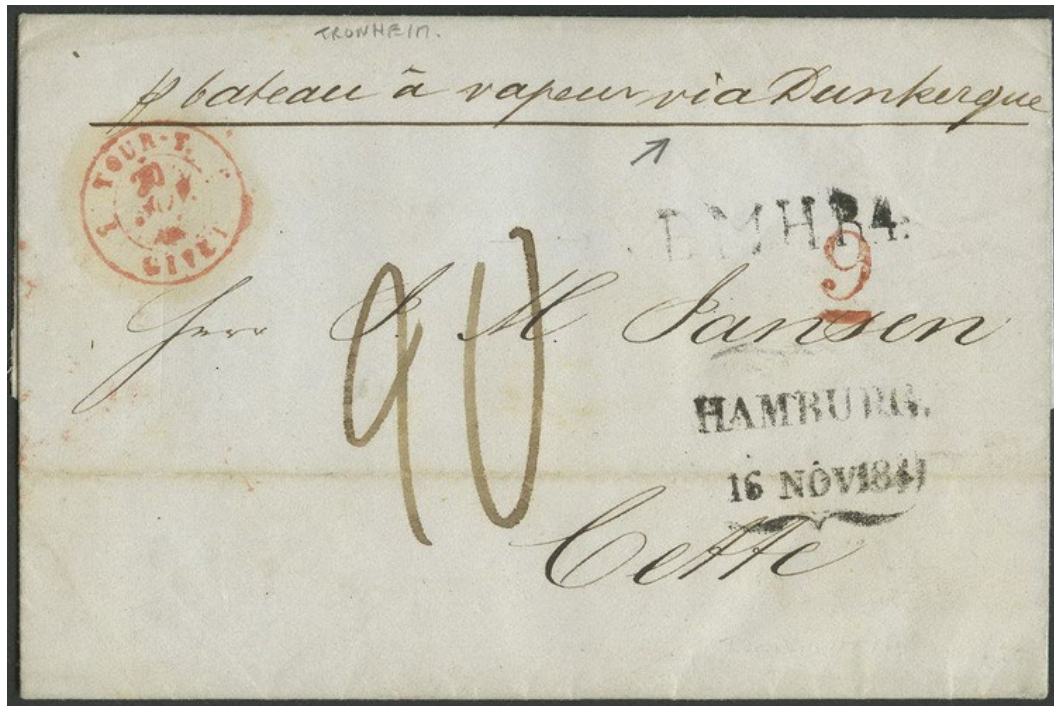
Postmarked at Hamburg on April 14 by the Thurn & Taxis and the Swedish & Norwegian post offices.

Postage to Hamburg was 10 schillings as marked in crayon.

This debit was inscribed in the upper left corner in ink by the Swedish post office at Helsingborg.

Postage from Hamburg to Helsingborg was 32 sk.bco. and postage to Carlskrona was 7 sk.bco.

Total postage due was $10 \times 2\frac{1}{2} + 32 + 7 = 64$ sk.bco. or 1 Rd. 16 sk.bco.



Letter of November 4, 1841 from Trondheim to Bordeaux. Inscribed "*p bateau à vapeur via Dunkerque*".

Postage was paid to Hamburg. Postmarked by the Hamburg Stadtpost on November 16.

Postmarked **BMHR.4**, by the T&T post office in Hamburg and sent to Dunkerque by the Bureau Maritime de Hambourg pour Le Havre par Bateau à Vapeur.

Postmarked **TOUR-T/GIVET** at Dunkerque on November 20 in red ink and stamped **2** in red ink as the debit for postage from Hamburg to exchange with France in decimes.

Total postage due from the recipient was marked as 20 decimes.

Moldenhauer auction November 2014

agreement of January 19, 1841, provided for postage of 6 decimes per single-weight letter between the two cities for correspondence not exempt from postage.

A Franco/Thurn & Taxis convention of September 11, 1844, was in effect January 1, 1845. Article 15 stated that France would pay Thurn & Taxis 4 francs per 30 grams for unpaid letters to France from "Etats du Nord". This provide for the Danish postal service as an "Etats du Nord" to send unpaid letters from Denmark to France via Hamburg. The postal rate for Thurn & Taxis conveyance from Hamburg to France was 2 francs per 30 grams. This resulted in an agreement at the request of the Danish postal service with Thurn & Taxis that was in effect March 1, 1845, by which letters from Denmark to France were required to be sent wholly paid or entirely unpaid. Denmark received compensation of 2 francs or 20 decimes per 30 grams for unpaid letters to France delivered to the Thurn & Taxis post office in Hamburg. Thurn & Taxis postage from Hamburg to France was 20 decimes per 30 grams and French postage from exchange with Thurn & Taxis to the destination was in accordance with the 1828 rate table.

Before 1845 Danish letters could be sent fully paid to destinations in France, but other than posting at Hamburg to Paris, this was unlikely because the Danish, Thurn & Taxis and French postage had to be prepaid. Letters could not be sent entirely unpaid, but were required to be paid to Hamburg. In both cases the Danish postal service collected the Danish share of the postage directly from the sender. For fully paid letters, the Danish postal service also collected the foreign postage share. On the other hand, letters from France to Denmark could not be prepaid further than Hamburg, but could be sent entirely unpaid to the destination. In both cases the Danish postal service collected the Danish postage share from the recipient in Denmark. The Danish postal service also collected the foreign postage share for entirely unpaid letters. Settlement then took place in Hamburg between the Danish and Thurn & Taxis post offices for the fully paid letters from Denmark and the entirely unpaid letters from France. In both cases the Danish post office had to pay the foreign postage share to the Thurn & Taxis post office for the amount due both the Thurn & Taxis and the French postal services.

The Danish postage share was irrelevant to France because in all cases the Danish share was collected by Denmark. Thus the town of origin was of no concern to the French. Even when letters were returned from France as undeliverable there, the Thurn & Taxis postmark from Hamburg allowed return from France to Hamburg. Lack of a clearly defined town of origin then became a problem with no immediate solution for the Hamburg post offices, since Denmark was so lax about using origin postmarks.

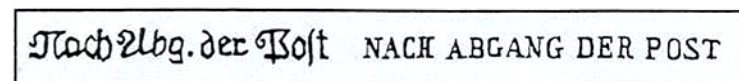
By 1845 agreements between Denmark and the Thurn & Taxis postal areas, the German areas and Switzerland provided that mail in both directions could be sent either fully paid or entirely unpaid to the destination. At that time the Danish postal share varied between 1 and 11 schillings courant (3 and 35 Rigsbank skilling) for a simple letter (less than 3/4 lod) depending upon the distance to Hamburg. Identification of the town of origin would then be necessary for the collection of the correct postage due from the recipient. However, even if the originating town was clearly shown, post offices other than the French used the postage that the Danish post office in Hamburg wrote on each letter as the correct postage for Denmark. These post offices were willing to accept this as the correct postage and were not concerned with a lack of indication of the town of origin. This omission was not acceptable to the French.

The Danish postal service had decided by 1845 to provide a hand stamp (a one-and-a-half ring stamp) to any town under its administration that did not have one with its town name. The postal service then notified the Danish post office in Hamburg on February 22, 1845, that it was in agreement with the request of the French post administration to show originating town names. On March 1, 1845, the Thurn & Taxis and the French postal services then put into effect the agreement that required letters between Denmark and France in both directions to be sent either fully paid or entirely unpaid to the destination.

France did not really need Denmark to use origin postmarks under the new arrangement for unpaid letters to France. These unpaid letters were to be combined for delivery to the Thurn & Taxis post office in Hamburg with Danish compensation of 2 francs per 30 grams or 20 schillings courant per 2 lod. The Thurn & Taxis post office would then receive this amount from the French postal service. These unpaid letters were to be stamped **DANEMARCK/PAR HAMBOURG** by the Thurn & Taxis post office. The Danish postage of 1 to 11 schillings courant still applied to paid letters.

The use of the Danish origin postmarks created another problem for the French post offices. The Danish postal administration did not state where the origin postmarks were to be placed on a letter. Some Danish post offices assumed that they should be on the back of the letter. In France, however, the origin postmark was stamped on the front with the destination and sorting marks on the back. The French postal service reported this confusion to the Thurn & Taxis post office, which passed this information on to the Danish postal administration. A circular dated November 27, 1845, was issued to all Danish post offices with instructions to place the origin postmark on the front of letters to France and to all other foreign countries.

The Thurn & Taxis post office in Hamburg used **NACH ABGANG DER POST** hand stamps to show when it had received a letter too late to make a transit connection. Two different stamps were used, one in script and one in block letters. The stamp with



the script letters was used from June 1847 to March 1850, and the stamp with block letters from June 1850 to August 1853.

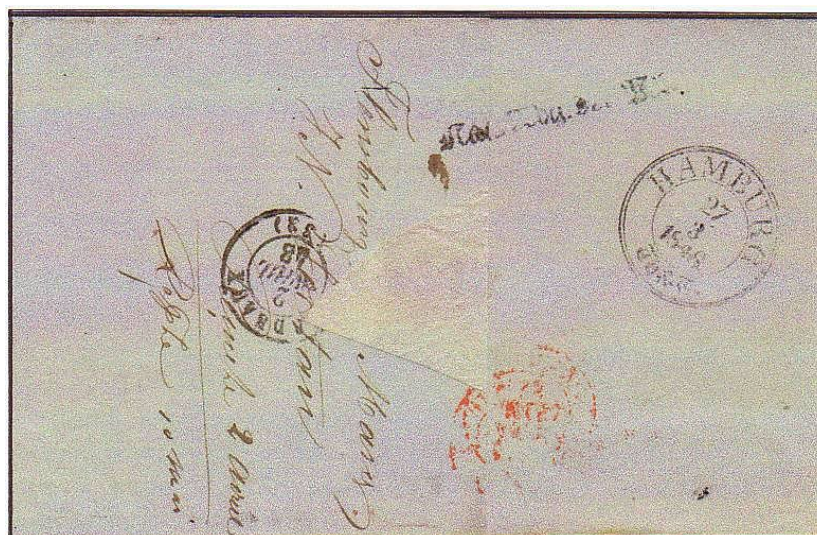
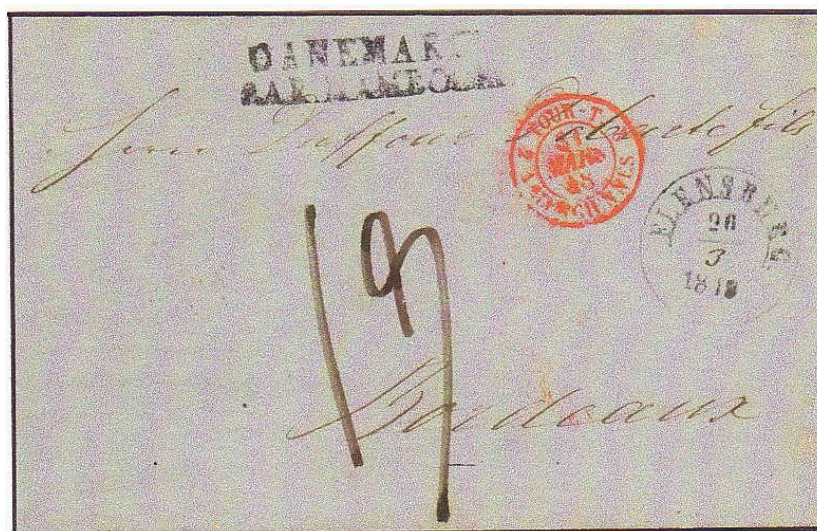
Denmark concluded an agreement with Thurn & Taxis on August 30, 1847, by which Denmark was required to send to the Thurn & Taxis post office in Hamburg letters addressed to the Thurn & Taxis post district, in addition to letters addressed to Belgium, Luxembourg, Limburg, France, Spain, Portugal, Baden, Bavaria, Switzerland, Austria, Italy, Turkey, Greece and some overseas locations. Calculation of the postage between the Danish and the Thurn & Taxis post districts was carried out according to the designated rayons as measured from Hamburg. The Thurn & Taxis postal area was divided into three rayons. The Danish postal area was also divided into three rayons. Holstein and Lauenburg were in the first rayon, Schleswig in the second and the kingdom in the third. The postal rates for Danish correspondence could also take advantage of agreements that Thurn & Taxis had made with other countries. This represented a reduction in postage from Denmark to these locations.

The seizure of the Danish post office in Hamburg on April 28, 1848, by the Schleswig-Holstein provisional government left Denmark without a postal facility in Hamburg. Correspondence by the Danish General Post Directorate in May 1848 stated that the Thurn & Taxis post administration in Frankfurt offered to revise the agreement of August 30, 1847, in order to transfer the Danish foreign mail at its post office in Lübeck instead of Hamburg at no additional charge. Although the Danish General Post Directorate did not accept this offer, it did conclude an agreement in May with the Lübeck post administration and the Thurn & Taxis postmaster in Hamburg for the Thurn & Taxis post office in Hamburg to dispatch Danish foreign mail to Lübeck. The Danish General Post directorate then arranged for conveyance of Danish mail between Hamburg and Lübeck via the Duchy of Lauenburg. This agreement remained in effect until the Danish post office in Hamburg reopened in January 1849.

Following the establishment of the German-Austrian Postal Union in April 1850, a treaty between the Thurn & Taxis and Prussian postal administrations was concluded in Berlin on August 20, 1850. This important treaty established the mutual connection rights of the Prussian royal post and the Thurn & Taxis post in the Hanseatic cities of Bremen, Hamburg and Lübeck, and designated the origins and destinations for which each post was responsible.



Letter of August 5, 1847, from Helsingør to Ribadeo, Spain. Helsingør origin postmark in greenish-blue ink. Postmarked by the Thurn & Taxis post office in Hamburg on August 6 and stamped **Nach Abg. der Post**. Valenciennes entry stamp in red ink and double-circle paid stamp in blue ink added at Paris on August 9. French **PD** stamps show that the letter was prepaid to the Spanish border.
9 R stamp in red ink was the Spanish postage due of 9 reals.
RIVADEO receiving postmark in red ink was dated August 18.



Unpaid letter from Flensburg to Bordeaux. Postmarked at Flensburg on March 26, 1848. Postmarked at the T&T post office in Hamburg on March 27, stamped **DANEMARCK/PAR HAMBOURG** and *Nach Aufg. des Post.*

Postmarked at Paris on March 31 to show French entry at Valenciennes and at Bordeaux on April 2.

The Danish post received 5 decimes in accordance with the Franco/T&T convention in effect January 1, 1845.

T&T postage was 16 decimes per 30 grams or 4 decimes for 7½ grams effective January 1, 1848,

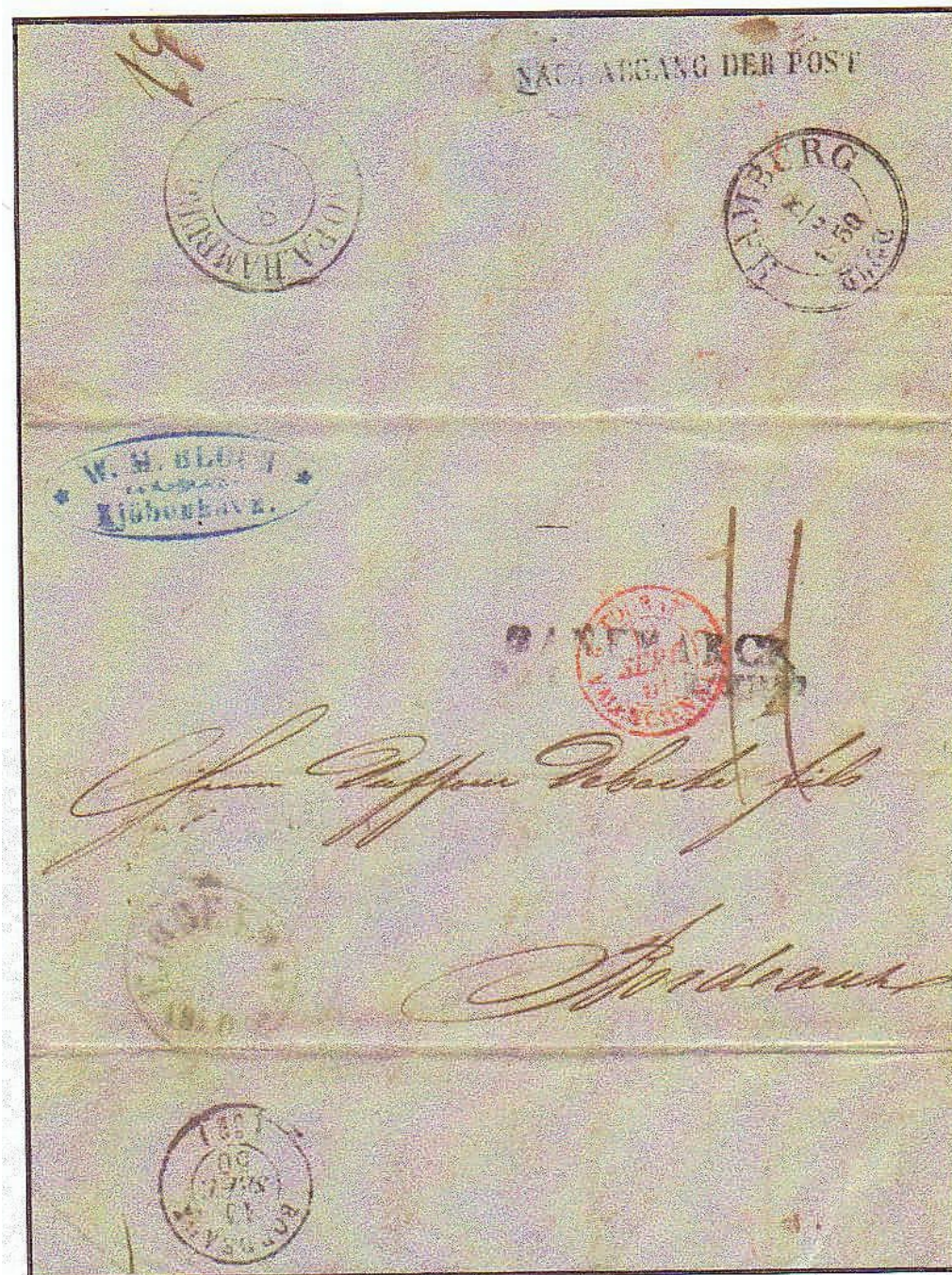
and French postage to Bordeaux was 10 decimes for a total of 19 decimes due as marked.

Reduced to 83% of the original size.

A treaty was concluded between T&T and Prussian postal administrations on August 20 1850 that established mutual connection rights of the Prussian and T&T posts in Hamburg and designated the origins and destinations for which each post was responsible. This treaty provided the DÖPV postal rate of 3 sgr. for a single letter between Hamburg and exchange with the French post. The rate of 3 sgr. (about 4 decimes) replaced the 4 decime single letter rate for T&T conveyance from Hamburg to exchange with the French post that was in effect on January 1, 1848. Letters from France to Hamburg with Scandinavian destinations continued to be marked in decimes by the T&T post in Hamburg. Beginning in August 1851, letters from France to Hamburg with Scandinavian destinations were also marked 6½ as the French plus T&T postage that was due at Hamburg.



Unpaid letter from Bordeaux to Copenhagen. Postmarked at Bordeaux on May 5, 1850.
 Postmarked at the T&T post office and the Danish post office in Hamburg on May 10.
 Postage to Hamburg was marked as 9 decimes by the T&T post office in red crayon.
 This was equal to 9 Lsk. or 29 Rbs. as shown.
 Postage from Hamburg to Copenhagen was also 29 Rbs. for total postage due of 58 Rbs.
 Collection of E. Torbensen



Unpaid letter of September 7, 1850, from Copenhagen to Bordeaux.

Copenhagen origin postmark in greenish-blue ink.

Postmarked by the Danish and Thurn & Taxis post offices in Hamburg on September 8.

*Stamped **NACH ABGANG DER POST** by the Thurn & Taxis post office.*

Valenciennes entry stamp added at Paris on September 12.

Postage due was 11 decimes. Unpaid single-letter postage of 11 decimes from Denmark to France was in effect from May 1850 until the Danish postage from Copenhagen to Hamburg was reduced from 3 sgr. to 2 sgr. on February 1, 1854.

Received at Bordeaux on September 14.



Letter from Copenhagen to Udine with Copenhagen postmark dated April 15, 1847.

*Date postmarked and stamped **DANEMARCK/PAR HAMBOURG***

by the Thurn & Taxis post office in Hamburg on April 19.

Inscribed "9" in red crayon for 29 Rbs. postage from Copenhagen to Hamburg.

The "9" was crossed out and "Al 24" was added representing Auslage 24 to show 24 South German kreuzer as the debit of the Thurn & Taxis post to the Danish post.

The Danish postage was also equal to 20 Austrian kreuzer as marked in black ink.

Postage from Hamburg to the Austrian border was 10 Austrian kreuzer.

This was marked with the 12 Austrian kreuzer of Austrian and Italian postage as "12/10".

Total postage was 42 Austrian kreuzer as marked in black ink.

Collection of O. Steen Jacobsen.



Cover from Copenhagen to Rome postmarked at Copenhagen on February 24, 1849.

Inscribed "voie de France" and "franco Marseille".

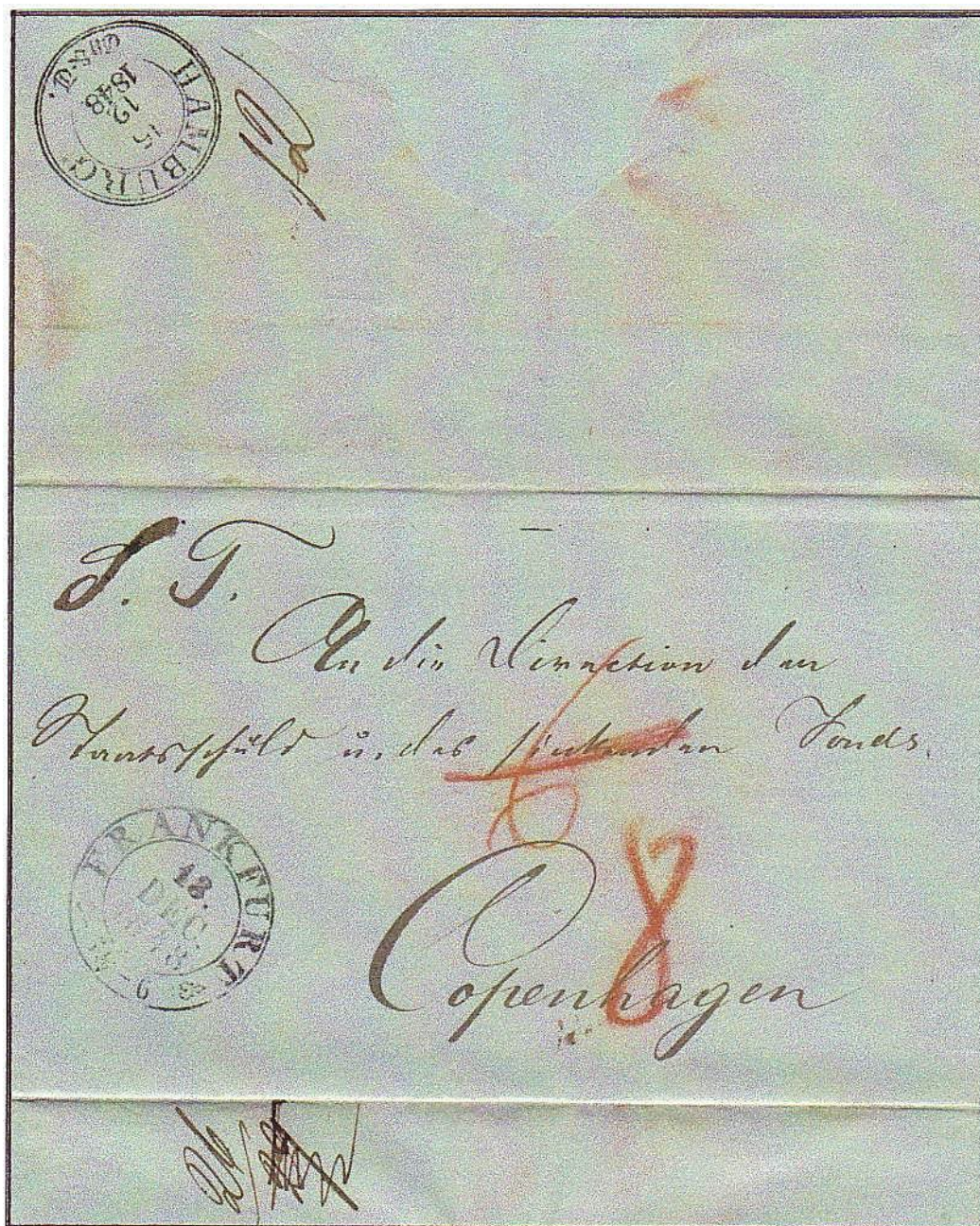
Prepaid with 58 Rbs. Danish postage to Hamburg and 96 Rbs. from Hamburg to Marseille for this 15 gram letter.

Postmarked by the Thurn & Taxis post office in Hamburg on February 27

and **PRUSSE/VALENCIENNES** at Paris on March 2.

Also postmarked **P.D.** at Paris to show that the letter was paid to Marseille.

Sent by ship to Rome. Received at Rome on March 12. Postage due was 30 bajocchi.



Unpaid letter of December 13, 1848, from Frankfurt to Copenhagen. Frankfurt origin postmark.
 Postmarked by the Thurn & Taxis post office in Hamburg on December 15 and dispatched via Lübeck and Copenhagen.
 Postage to Hamburg was 6 schillings plus 2 schillings at Lübeck for a total of 8 schillings equal to 26 Rbs.
 There was no additional Danish postage as this was an official letter.



Unpaid letter from London to Randers. Postmarked at London on June 14, 1850. Intended by the London post office to be sent to Hamburg via Belgium and Prussia in accordance with the Royal Mail Instruction of 1846 that listed British postage as 6d. and Belgian postage of 2d. for a $\frac{1}{4}$ oz. letter due to the British post office. Stamped with 8 in black ink as the debit to the British post. The letter was sent to France by mistake as there was no country designation. Postmarked at Calais on June 15 as a letter from the UK. The French post office inscribed "Danemarck" in red ink and sent the letter via the Thurn & Taxis post to Hamburg where it was postmarked by the T&T post office and the Danish post office on June 14. French and T&T postage was 9 schillings as marked at Hamburg in red crayon. This was equal to 29 Rbs. Danish postage was also 29 Rbs. Postage due was 60 Rbs. as marked to include a 2 Rbs. deliver fee. The French post apparently ignored the debit to the British post. Collection of M. Lorentzen.



Prepaid letter dated October 18, 1850 from Stockholm to Madeira. Postmarked at Stockholm.

Prepaid postage was 24 sk.bco. to Stralsund with an additional 27 "förskjutne skilling" for postage to the French-Spanish border.

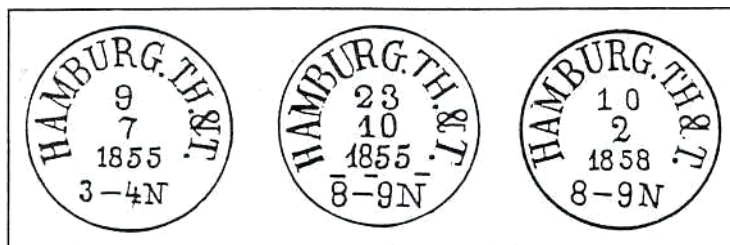
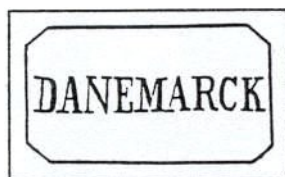
Postmarked at Stralsund on October 22 and stamped **Aus Schweden**. Postmarked **PRUSSE VALENCIENNES** on October 28 in red ink and **P.D.** at Paris showing that postage was paid to the border.

Spanish postage was 10 reales as shown by **10.R** in red ink. A special levy of 35 reis was added in Lisbon as shown in red ink.

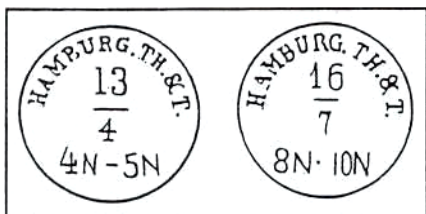
The recipient in Funchal was required to pay postage due of 720 reis as shown in blue ink.

Collection of G. Nilsson

An octagonal **DANEMARCK** hand stamp was used by Thurn & Taxis from March 1852 to August 1854 on mail transferred from the Danish post office in Hamburg. The Danish-Prussian postal convention of December 19, 1853, that was in effect on February 1, 1854, provided Danish postal access to the GAPU. Danish postal territory was divided into two rayons in accordance with this convention. Two smaller octagonal hand stamps with **DÄNEMARK/R.1.** and **DÄNEMARK/R.2.** were then used by the Thurn & Taxis post office in Hamburg. The R.1. stamp was applied to letters mailed less than about 50 miles from Hamburg, and the R.2. stamp was used for the remainder of the Danish postal territory. This effectively divided the Danish postal territory into two zones representing the two Danish postage fees applicable to unpaid mail. The R.1. stamp is known used from August 1854 to January 1861, and the R.2. stamp from December 1854 to March 1862. Letters with the R.1. stamp are rare.



The Thurn & Taxis post office in Hamburg used three types of a single-circle **HAMBURG TH.&T.** hand stamp from January 1855 to November 1866. The difference among the types was in the distance between the "&" and the second "T." These postmarks included for the first time the "clock time" as well as the date.



A similar but smaller single-circle hand stamp was used by the Thurn & Taxis post office in Hamburg in mid-1864 to June 1867. There were two types with the difference in the height of the "H" in "TH".

A script *Charge* hand stamp was used by the Thurn & Taxis post office in Hamburg for registered letters before the post office was closed by the French in 1807. This script stamp, also used later by this post office, is known on a letter of August 18, 1824, from Zedlitz in Silesia to Hobro in Denmark. A **CHARGÉ** hand stamp with block letters is known used in October 1830 on a letter from Denmark. This stamp was probably in use until the post office was sold to Prussia in 1867. Black ink was used with both these hand stamps.



A convention (effective April 1, 1862) was signed between the Thurn & Taxis and the French postal services in 1861 that introduced the use of accountancy hand stamps for the different classes of unpaid mail exchanged between the two postal services. Thurn & Taxis used **TT** with the corresponding article number from its letter bill to France. The following Table 13-2 shows the accountancy numbers representing Norway and Denmark. Sweden was not listed in 1862 as letters from Sweden were sent via the Prussian post. The Letter Bills and associated Article numbers were revised on January 1, 1866.

The **TT** hand stamps in accordance with the 1861 convention were probably used by the Thurn & Taxis post office in Hamburg. Letters from Danish postal territory to France were conveyed to the Danish post



Unpaid letter of July 6, 1852, from Christiania to Paris. Christiania origin postmark in blue ink.

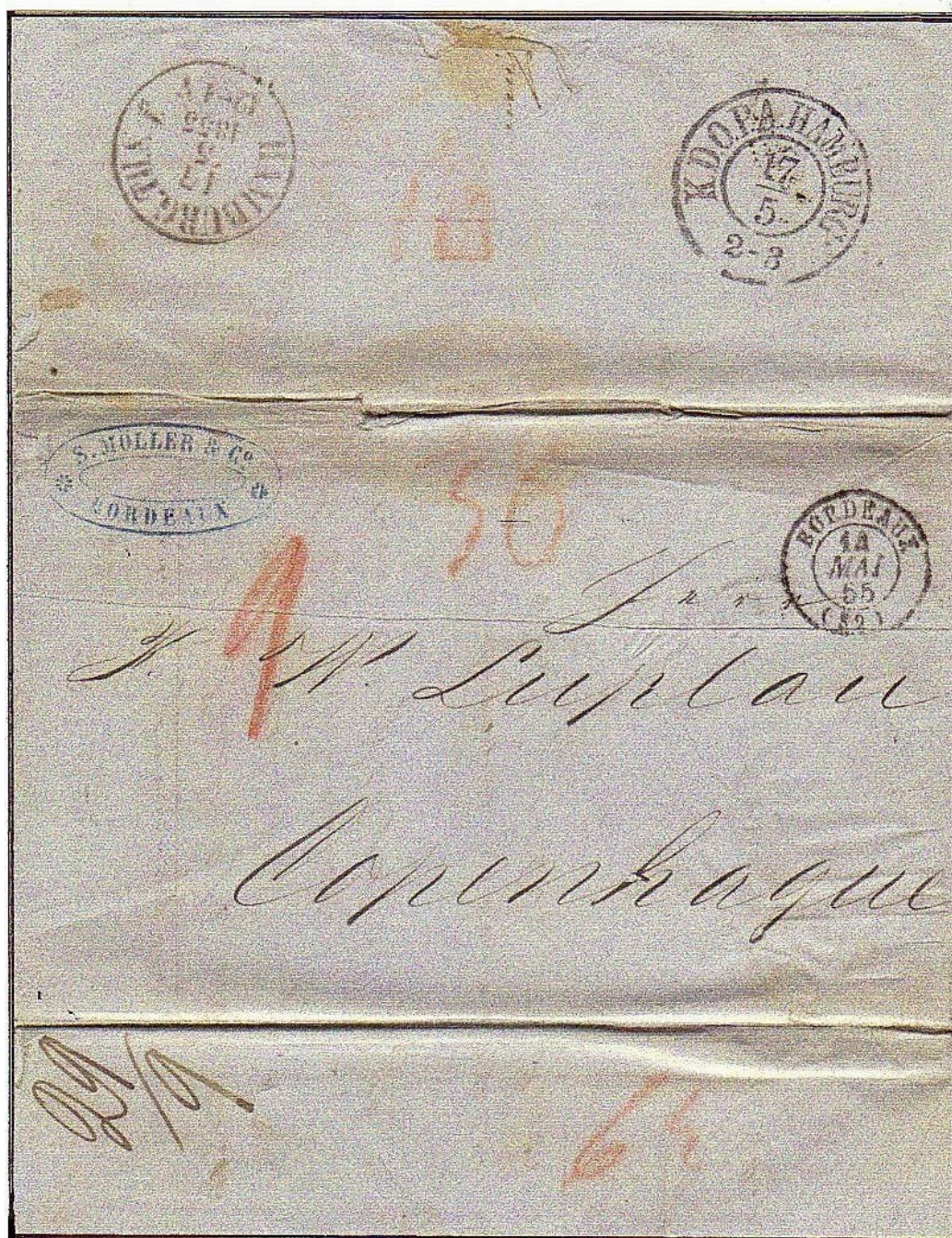
Inscribed "franco Gensen" (paid to border).

Postmarked by the Danish and the Thurn & Taxis post offices in Hamburg on July 8.

Stamped with the octagonal **DANEMARCK** stamp by the Thurn & Taxis post office.

Paris and Valenciennes entry postmark added at Paris on July 10.

Postage due was 22 decimes for a double-weight letter.



Unpaid letter from Bordeaux to Copenhagen. Postmarked at Bordeaux on May 14, 1855.
 Postmarked by the Thurn & Taxis post office in Hamburg and the Danish post office in Hamburg on May 17.
 A debit of 6½ sgr. to the Danish post was marked on the back.
 Beginning in August 1851, letters from France to Hamburg with Scandinavian destinations
 were marked 6½ for 6½ sgr. as the French plus Thurn & Taxis postage that was due at Hamburg.
 This was restated by Thurn & Taxis as 9 decimes.
 The Danish post marked 29 Rbs. as the foreign postage and 9 Rbs. for the Danish postage.
 Total postage due was 38 Rbs. as marked.



Unpaid letter of November 11, 1857, from Altona to Cette. Altona origin postmark.

The debit to the Danish post of 1 sgr. was inscribed on the back.

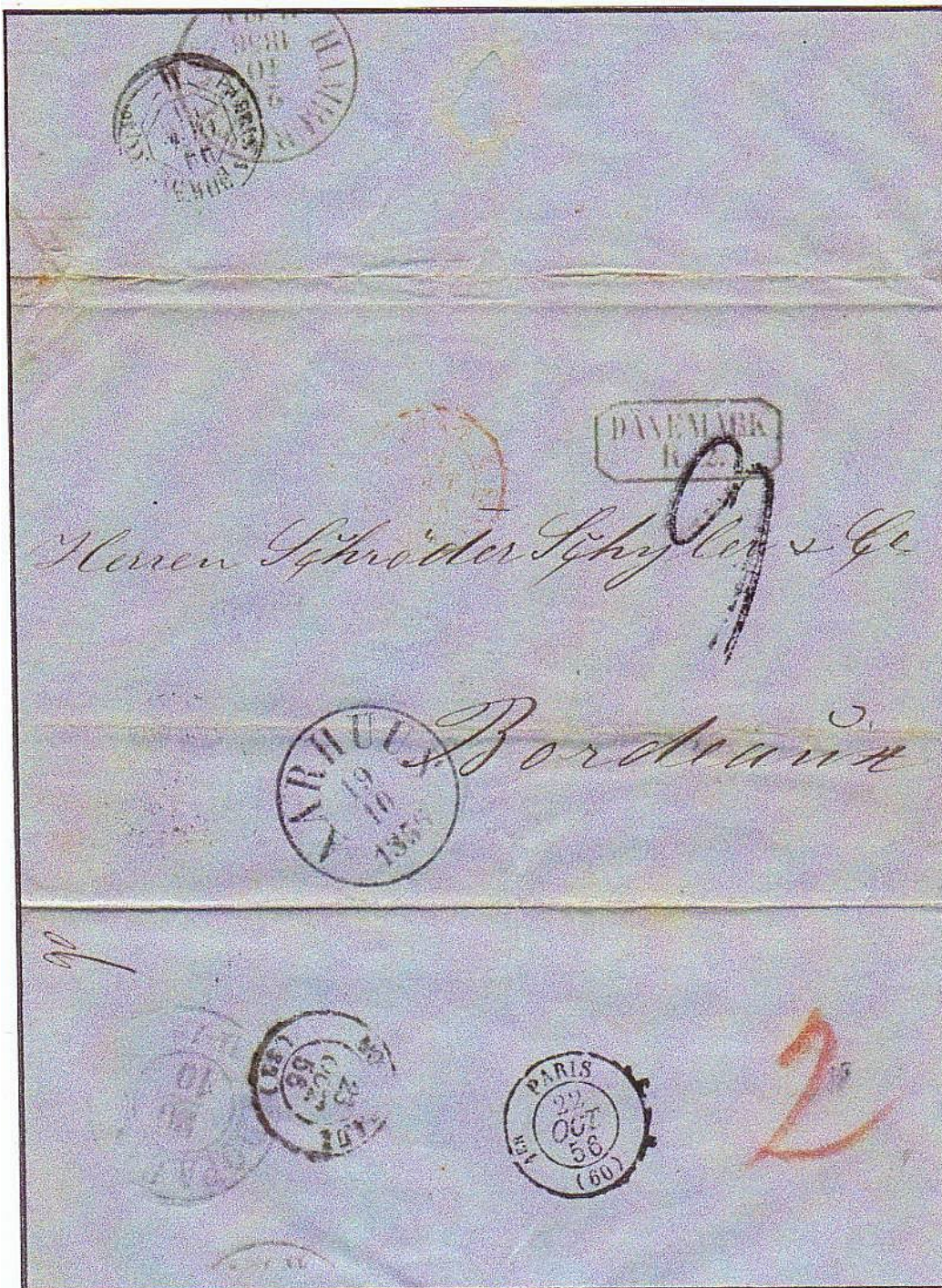
Postmarked by the Danish and the Thurn & Taxis post offices in Hamburg.

Postmarked with the octagonal **DANEMARK R. 1.** stamp by the Thurn & Taxis post office.

Valenciennes entry postmark added at Paris on November 16.

Postmarked on the Paris-Marseille railway on November 16. Postage due from Rayon 1 was 8 decimes.

Postmarked at Cette on November 17.



Unpaid letter of October 19, 1856, from Aarhus to Bordeaux. Aarhus origin postmark.

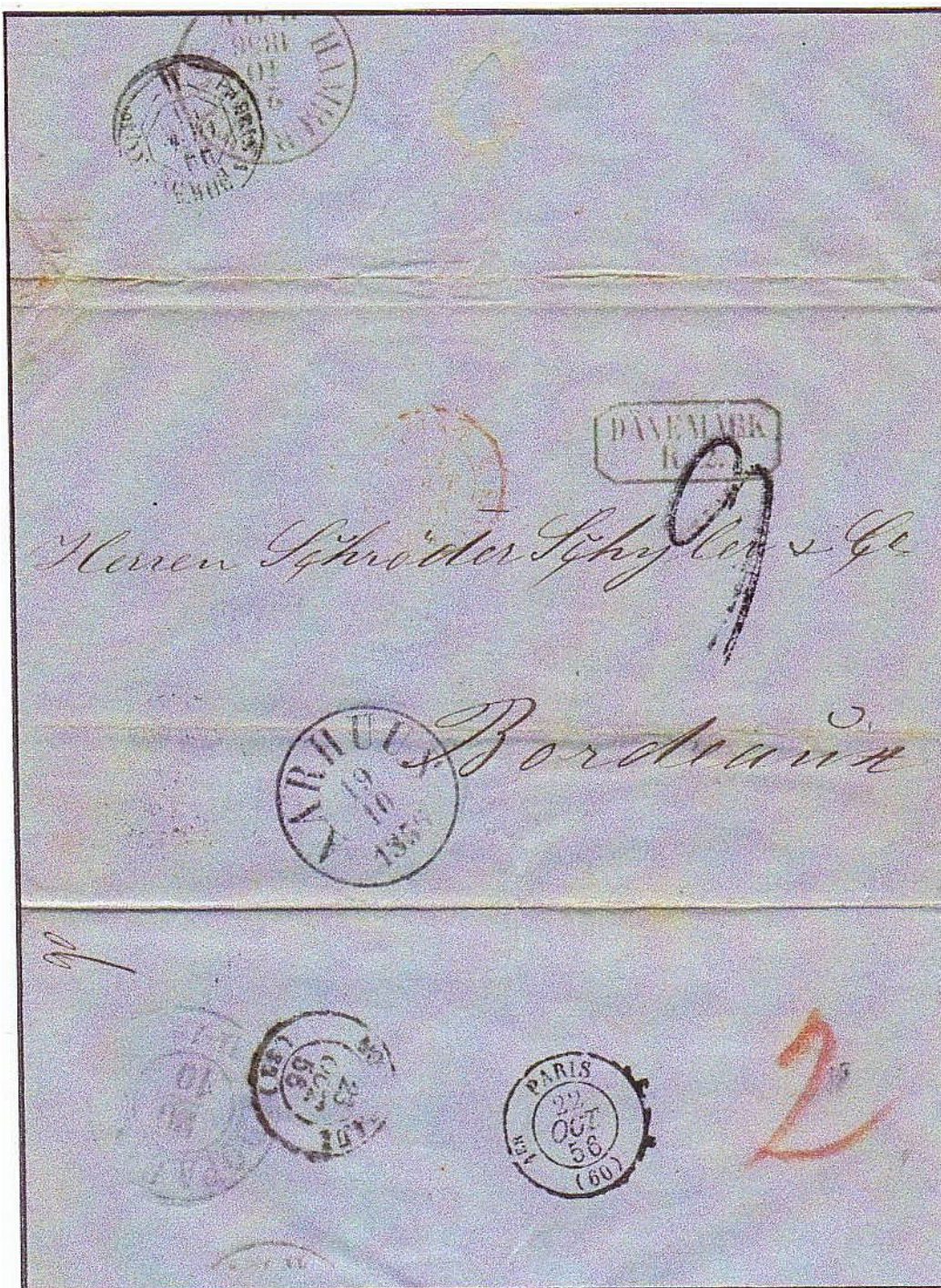
The debit to the Danish post of 2 sgr. was marked on the back.

Postmarked by the Danish and Thurn & Taxis post offices in Hamburg on October 20.

Postmarked with the **DANEMARK R. 2.** stamp by the Thurn & Taxis post office.

Postmarked at Paris and on the Paris-Bordeaux railway on October 22.

Postmarked at Bordeaux on October 23. Postage due from Rayon 2 was 9 decimes.



Unpaid letter of October 19, 1856, from Aarhus to Bordeaux. Aarhus origin postmark.

The debit to the Danish post of 2 sgr. was marked on the back.

Postmarked by the Danish and Thurn & Taxis post offices in Hamburg on October 20.

Postmarked with the **DANEMARK R. 2.** stamp by the Thurn & Taxis post office.

Postmarked at Paris and on the Paris-Bordeaux railway on October 22.

Postmarked at Bordeaux on October 23. Postage due from Rayon 2 was 9 decimes.



Letter of March 29, 1856, from Paris to Calmar. Inscribed "via Hamburg and Copenhagen.

Postmarked at Paris on March 29.

Postmarked by the Thurn & Taxis post office at Frankfurt on March 30 and stamped **A U UEB FRANKREICH**.

Postmarked at Hamburg by the Prussian post office, the Thurn & Taxis post office, the Danish post office and the Swedish & Norwegian post office on April 1. Postmarked at Helsingborg on April 4.

Prussia marked postage due at Hamburg as 5½ sgr. in blue ink of which 2½ sgr.

was the French share and 3 sgr. was the German share.

Postage from Hamburg to the Swedish destination was 24 sk.bco. for a total postage due of 40 sk.bco.



Unpaid letter of May 5, 1857, from Copenhagen to Strasbourg.

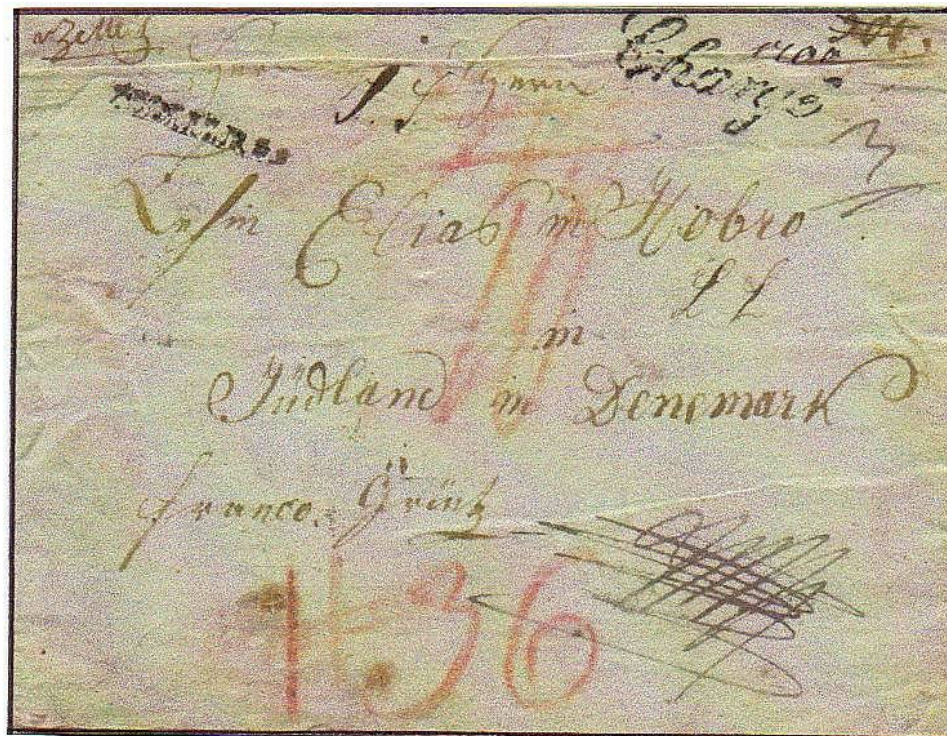
Postmarked on the Sjælland railway on May 2.

Postmarked by the Danish post office in Hamburg and by the T&T post office in Hamburg on May 3.

*Postmarked by the T&T post office in Frankfurt on May 4 and stamped **T.T.** in a frame.*

Postmarked to show French entry at Strasbourg and by the French post office in Strasbourg on May 5.

Postage due was marked as 8 decimes.



Registered letter of August 18, 1824, from Zedlitz, Silesia to Hobro.
 Origin postmarked **ZEDLIZ.R.3**. Inscribed "NB" (Nota Bena) and "franco Gräntz".
 Postmarked by the Thurn & Taxis post office in Hamburg on August 25 and stamped **Chargé**.
 Postage to Hamburg was 10 schillings equal to 32 Rbs. Danish postage was 34 Rbs. paper currency.



Registered letter from Copenhagen to Messina. Copenhagen origin postmark on January 25, 1849. Marked "NB" to show that a receipt was required. Prepaid postage was marked as Danish postage of 29 Rbs., foreign postage of 42 Rbs. and 8 Rbs. for registry and a return receipt. Postmarked by the Danish post office and the Thurn & Taxis post offices in Hamburg on August 29. Stamped **CHARGE** by the T&T post office to show registry. There was no registry postage paid beyond Hamburg. The T&T post office in Hamburg marked "8" and "5" representing the 13 schilling credit from the Danish post. The "8" was crossed out as T&T postage to exchange with the Baden post. The "5" represented 5 schillings postage to the Swiss border. Postage from the Swiss border to the destination was then unpaid. This was marked as 37 grana. Postmarked at Livorno on February 13 and at Messina on February 27.



Registered letter from Copenhagen to Paris. Danish postage of 25 sk.Rm. and foreign postage of 98 sk.Rm. was prepaid. Danish postage was 17 sk.Rm to Hamburg for a double-weight letter (2 loth) and 8 sk.Rm. for registry. Foreign postage was equal to 23 sgr. German postage was 6 sgr. and Belgian postage was 2 sgr. double-weight (2 loth). French postage was 7½ sgr. (22.5 gram) triple-weight. Foreign registry was 7½ sgr. Inscribed NB and "frco". Postmarked at Copenhagen on August 6, 1854. Stamped CHARGÉ by the T&T post office in Hamburg and P.D. by the French post.



Registered letter from Copenhagen to Paris. Danish postage of 17 sk.Rm. and foreign postage of 60 sk.Rm. was prepaid. Danish postage was 9 sk.Rm. to Hamburg for a single-weight letter and 8 sk.Rm. for registry. Foreign postage was 60 sk.Rm. equal to 14 sgr. German postage was 3 sgr. and Belgian postage was 1 sgr. single-weight. French postage was 5 sgr. double-weight. Foreign registry was 5 sgr. Postmarked at Copenhagen on August 31, 1854. Both letters from the collection of M. Lorentzen.



Letter of March 19, 1852, from Lisbon to Copenhagen. Postmarked at Lisbon on March 20.

Postmarked **ESPAGNE PAR ST JEAN DE LUZ** in red ink for French entry on March 27.

Postmarked by the Thurn & Taxis and Danish post offices in Hamburg on March 31.

Postage to exchange with the French post was prepaid.

The T&T post office in Hamburg inscribed "6½" for French and German postage to Hamburg.

The French share was 3½ sgr. and the German share was 3 sgr.

This was restated as "9" in red crayon as the debit of the Danish post to T&T in schillings.

The Danish post inscribed 29 Rbs. as foreign postage and 13 Rbs. as Danish postage for a total of 42 Rbs. due.



Letter from Angers to Eckenförde. Postmarked at Angers and on Ligne de Tours railway on January 11, 1853.

Postmarked at Paris on January 12 and stamped **Aus Frankreich per Aachen** on January 13.

Stamped on the Deutz-Minden railway on January 13 and on the Minden-Berlin railway on January 14.

Postmarked by the Prussian post office and by the Danish post office in Hamburg on January 14.

The debit to the German post was marked as 7½ sgr. in blue ink.

The Prussian debit to France and Belgium was marked as 3½ sgr. of which 1 sgr. was the debit to Belgium.

This represented 3½ sgr. to France, 1 sgr. to Belgium and 3 sgr. to Prussia.

German conveyance from exchange with France was by the Prussian rail system. This was an arrangement from the German-Austrian Postal Union Convention of 1850 to provide rail conveyance over the T&T routes.

The T&T post office in Hamburg transferred the letter to the Danish post office and marked "10" in red crayon equal to 7½ sgr. Danish postage was 4 schillings that in addition to the 10 schilling debit to T&T represented 14 schillings due from the recipient.

Mail conveyed by the Prussian post from exchange with France to Hamburg usually did not show the Prussian postmarks.

Collection of E. Torbensen.



Unpaid letter of April 4, 1854, from Dunkerque to Uddevalla.

Postmarked at Dunkerque on April 4 and on the Calais railway on April 5.

Postmarked at Hamburg by the Thurn & Taxis post office on April 5 and by the Prussian and Danish post offices on April 6 and at Helsingborg on April 10.

Postmarked with the Uddevalla ship postage due stamp on April 13.

This is the only foreign letter known with the Uddevalla ship postage due postmark.

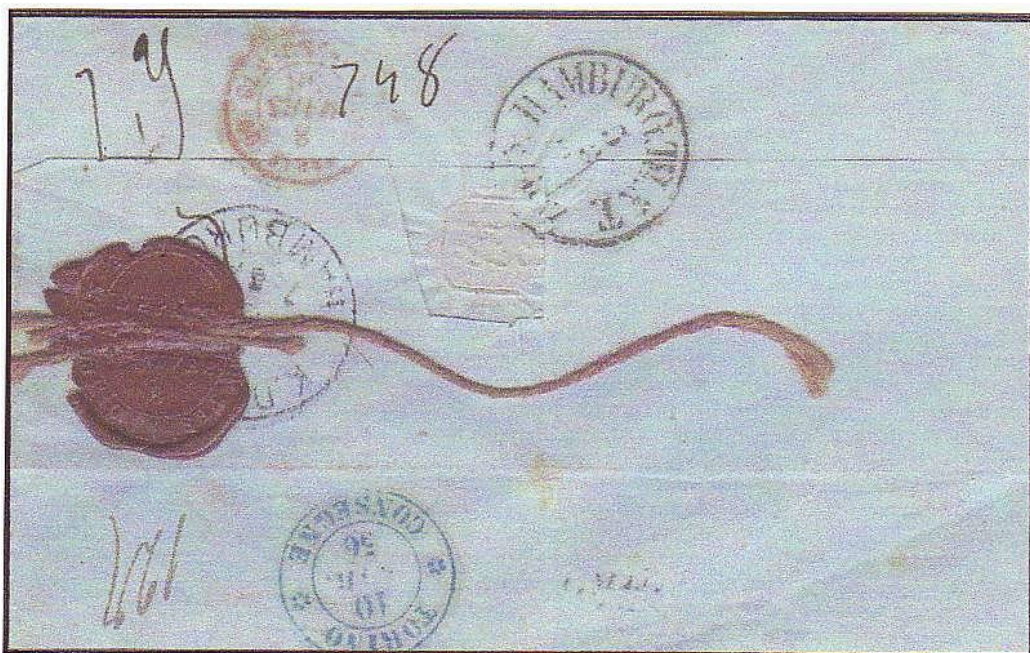
Postage from Dunkerque to Hamburg was 5 sgr. as inscribed and was converted to 7 schillings at Hamburg.

Total postage due at Gothenburg was 32 sk.bco.

The letter was sent from Gothenburg to Uddevalla as a ship letter by the steamship "Thorild" at an additional charge of 4 sk.bco.

Total postage due was 36 sk.bco.

Collection of B. Larsson.

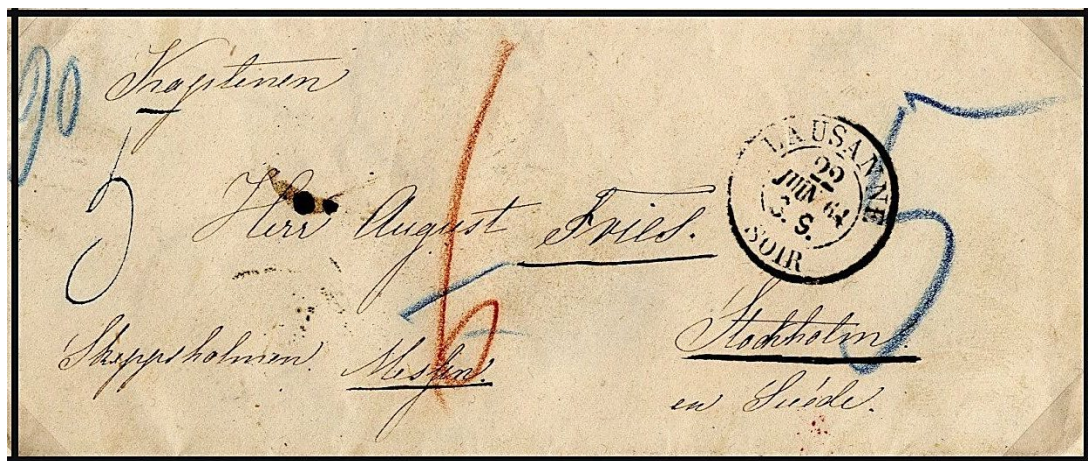


Registered cover from Copenhagen to Modena. Postmarked at Copenhagen on March 3, 1856. Inscribed *WV* by the sender and by the Copenhagen post office. Prepaid postage was 9 sk.Rm Danish postage, 8 sk.Rm for registry, 2 sk.Rm for a return receipt and 18/18 sk.Rm foreign postage. The foreign postage was 18 sk.Rm (4¼ sgr.) for postage to Modena with conveyance via Austria and 18 sk.Rm for return notice of receipt. Apparently, the T&T post office in Hamburg decided to send the letter via France. The postage to Modena via France was the total prepaid foreign postage of 8½ sgr. Postmarked by the Danish and Thurn & Taxis post offices in Hamburg on March 5. Stamped **CHARGE** by the T & T post office and inscribed 8½ in red crayon to show a credit of 8½ sgr. from the Danish post. Postmarked at Paris on March 8 to show French entry at Valenciennes and stamped **P.D.** to show that the letter was paid to the destination. Postmarked at Turin on March 10. Thurn & Taxis postage was 3 sgr., Belgian postage was 1 sgr., French postage was 2½ sgr. and Italian postage was 2 sgr. for a total of 8½ sgr. Collection of M. Lorentzen.



Unpaid letter postmarked at Basel on June 9, 1864 and sent to Stockholm.

Swiss postage between Basel and the GAPU border was 10 Rappen equal to 2 kreuzer (1 sgr.) as marked in red crayon. Postmarked by T&T in Hamburg on June 11 and marked with the combined Swiss and T&T postage of 4 sgr, as 4 in blue ink. Passed to the Prussian Post Office in Hamburg and postmarked on the same day. Then passed to the to the Swedish Post Office where it was postmarked on June 6. Here the postage was restated as 4 sgr. by writing 4 in blue ink. In Stockholm 4 sgr, was equal to 36 öre. Postage from Hamburg to Stockholm of 45 öre was added. Total postage due of 81 öre was added in blue crayon.

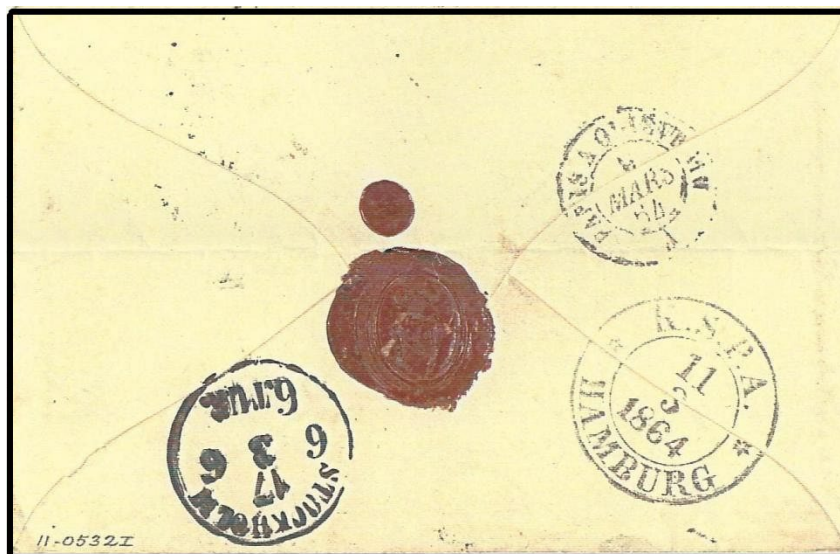
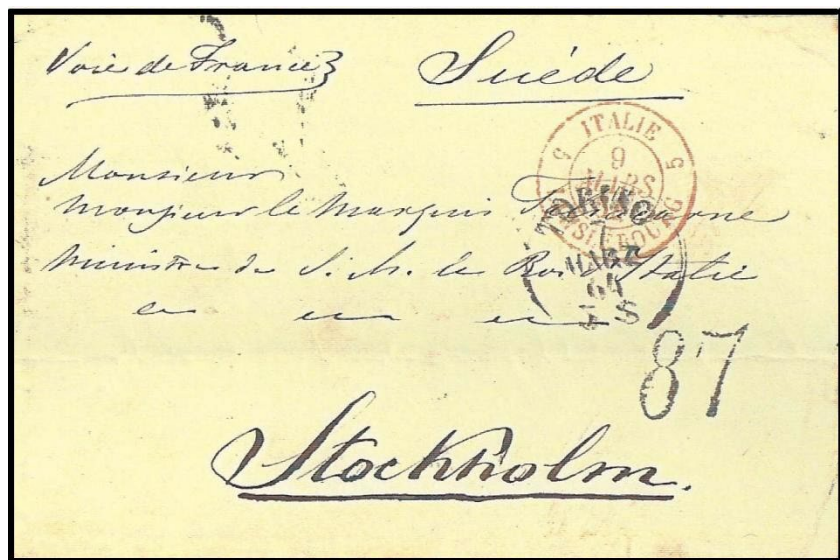


Unpaid letter postmarked at Lausanne on June 22, 1864 and sent to Stockholm.

Swiss postage to the GAPU border was 20 Rappen equal to 6 kreuzer (2 sgr.) as marked in red crayon. Postmarked by T&T in Hamburg on June 25 and marked with the combined Swiss and T&T postage of 5 sgr, as 5 in blue ink. Passed to the Prussian Post Office in Hamburg and postmarked on the same day. Then passed to the to the Swedish Post Office where it was postmarked on June 26. Here the postage was restated as 5 sgr. by writing 5 in blue ink. In Stockholm 5 sgr, was equal to 45 öre. Postage from Hamburg to Stockholm of 45 öre was added. Total postage due of 90 öre was added in blue crayon. Both letters from the collection of B. Larsson.



Unpaid letter from Bergen to Genoa postmarked at Bergen on July 27, 1860.
 Sent as closed mail in accordance with the French – Norwegian convention of 1856.
 Postmarked at Sandösund on July 31 from where it would be conveyed
 as closed mail to French exchange on the Paris-Quiévrain railway.
 Postmarked on the Paris-Quiévrain railway on August 3 and stamped with the French “14” for 14 decimes
 due for postage between Norway and Italy in accordance with the convention.
 Postmarked at Genoa on August 6 in red ink.



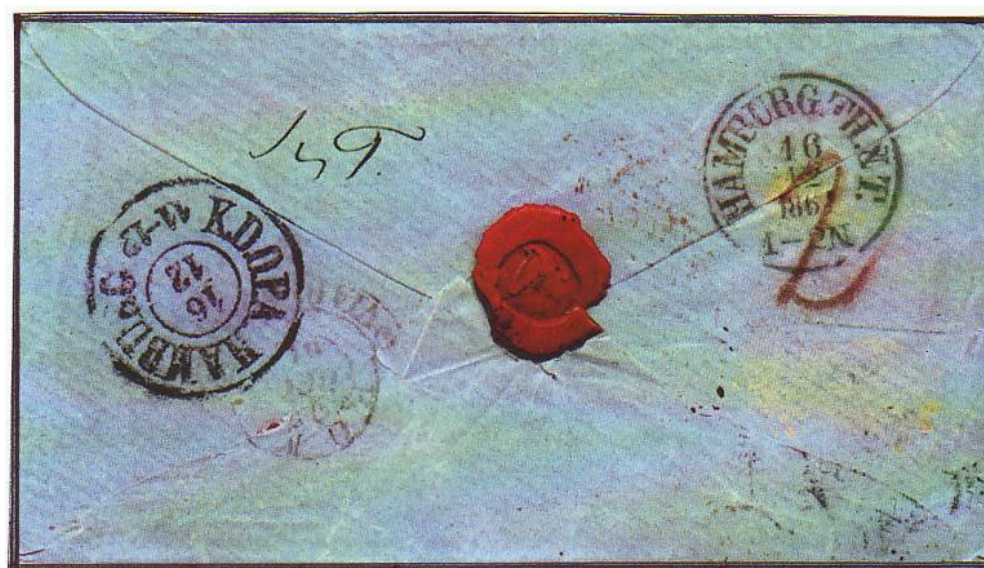
Unpaid letter from Turin to Stockholm dated March 7, 1864. Inscribed "voie de France".

Postmarked with the red ink railway stamp **ITALIE LANSLEBOURG** on March 9.

Postmarked **PARIS A QUIÉVRAIN** also on March 9 and by the Swedish post office in Hamburg on March 11.

Postmarked at Stockholm on March 17 and stamped **87** for 87 öre postage due.

Collection of J. Bohn



Unpaid letter from Copenhagen to Rome. Inscribed "Poste restante".

Postmarked on the Copenhagen-Korsør railway.

Postmarked by the Danish and the Thurn & Taxis post offices in Hamburg on December 16, 1864.

Stamped **DANEMARK/R. 2.** by the T&T post office in Hamburg to show origin in Danish rayon 2.

Postmarked in red ink at Paris to show French entry at Valenciennes.

Receiving date at Rome with a **Via di Mare** postmark indicating arrival by sea from France at Civitavecchia, the port of Rome.

A Danish rate list of April 1, 1862, showed postage to Rome via France as 2 sgr. per lod foreign postage and 7 sgr. per ½ lod additional foreign postage.

Postage due at Rome was 68 bajocchi equivalent to 16 sgr.

Apparently representing 2 sgr. German postage and 2 x 7 = 14 sgr. French and Italian postage.

This amount did not allow for the 2 sgr. Danish postage that was inscribed as "2" in red crayon on the front and back..

Collection of M. Lorentzen.

office in Hamburg and transferred to the Thurn & Taxis post office until the Danish post office in Hamburg was closed in February 1864. Letters from Norway to France could be conveyed via Denmark to Hamburg but could also be sent direct from Norway to Hamburg by steamship. These letters were received by the Danish post office in Hamburg until February 1864 and then by the Hamburg Stadtpost that took over the activity of the Danish post office in Hamburg when this was closed.

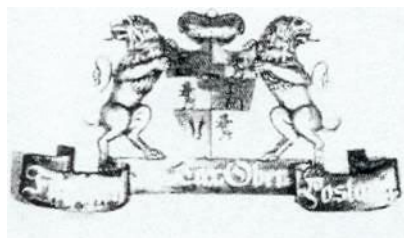
Table 13-2
Articles of Account for Unpaid Mail to France via Thurn & Taxis Post

<u>Route</u>	<u>Accountancy Number</u>	
	<u>1862</u>	<u>1866</u>
Norway to France	34	37
Sweden to France	--	38
Denmark Zone 1 to France	35	--
Denmark Zone 2 to France	36	39
Norway to other countries via France	40	43
Sweden to other countries via France	--	44
Denmark Zone 1 to other countries via France	41	--
Denmark Zone 2 to other countries via France	42	45

Zone 1 and Zone 2 were the same as Zone 1 and Zone 2 in accordance with the Prussian-Danish convention of 1854. The Prussian-Danish war of 1864 resulted in the loss of Holstein, Schleswig and Lauenburg by Denmark so that the remaining Danish postal territory after 1864 was all in Zone 2.

Letters from Denmark were sent to Hamburg via Lübeck and the Hamburg Stadtpost in 1864 after the Danish post office in Hamburg was closed. These letters were transferred to the Thurn & Taxis post office and received the **TT36** hand stamp. The **TT34**, **TT35**, **TT36**, **TT40**, **TT41** and **TT42** hand stamps were transferred to Lübeck in July 1865. The **TT37** hand stamp was retained by the Thurn & Taxis post office in Hamburg for use on the direct steamship letters from Norway.

The Thurn & Taxis post was sold to Prussia in 1867, and its post office in Hamburg ceased activity on June 30, 1867. The **TT37** hand stamp continued to be used at Hamburg after June 30, 1867. This stamp is observed on a letter of November 18, 1868, from Stavanger to France with the Hamburg date stamp of the North German Confederation on November 27.



Sign for the Thurn & Taxis Oberpostamt in Hamburg



Unpaid letter from Copenhagen to Reims. Postmarked with the "kasse breve" Copenhagen stamp on April 5, 1862.

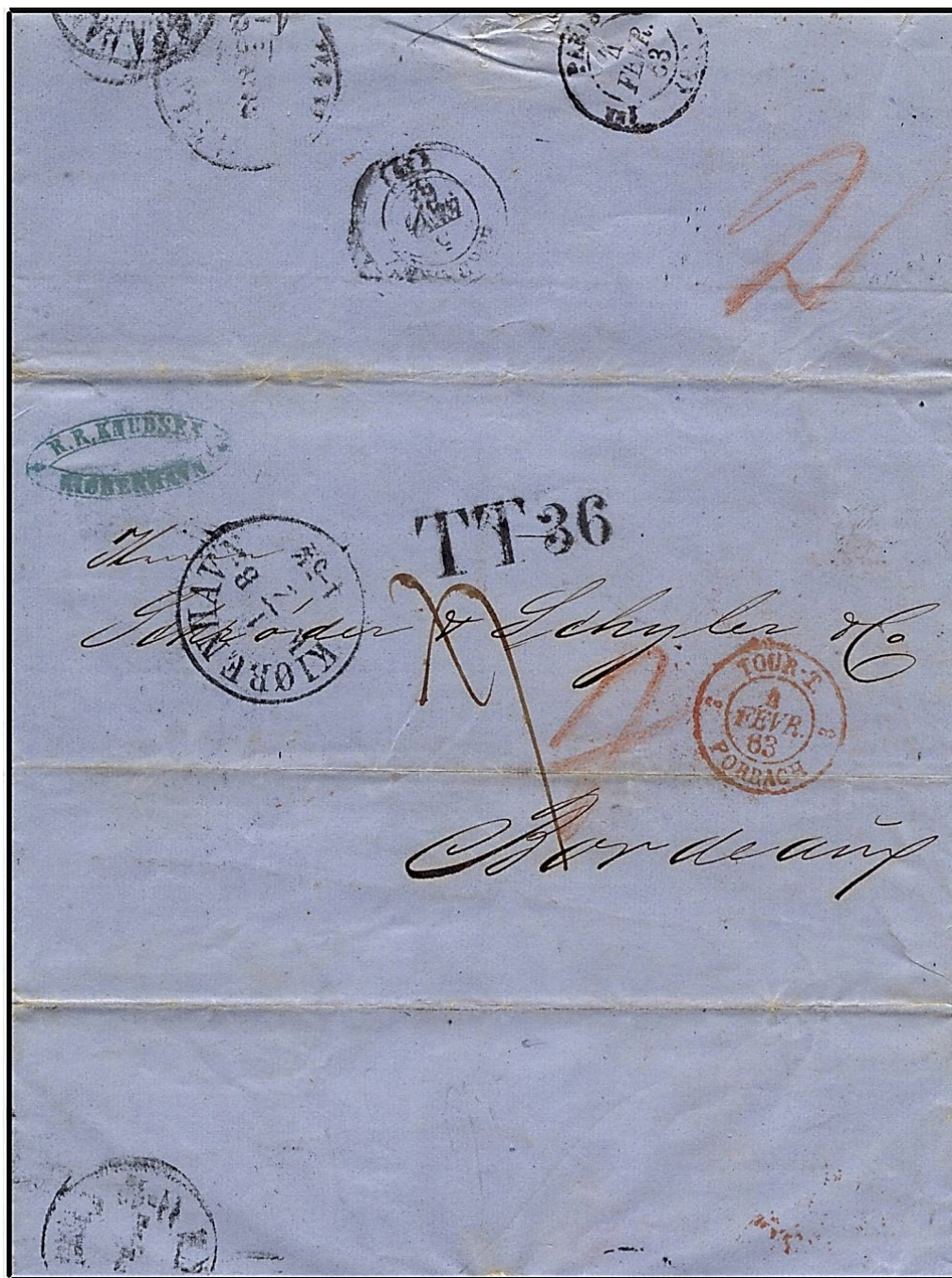
*Postmarked **TT 36** in blue ink in accordance with Article 36 of the Letter Bill of the Franco-Thurn & Taxis Convention effective April 1, 1862.*

The Thurn & Taxis post debited France 50 centimes per 15 grams for transit.

The Danish post received 2 sgr. (25 centimes) for postage. Postmarked by the Danish post office and the T&T post office in Hamburg on April 6. Postmarked by T&T at Paris on April 8 for entry at Valenciennes.

Postmarked by two railways and at Reims on April 8. Postage due was 9 decimes including French postage of 4 decimes.

Collection of J. Bohn



Unpaid letter of February 1, 1863 from Copenhagen to Bordeaux. Postmarked with the "kasse breve" Copenhagen stamp.

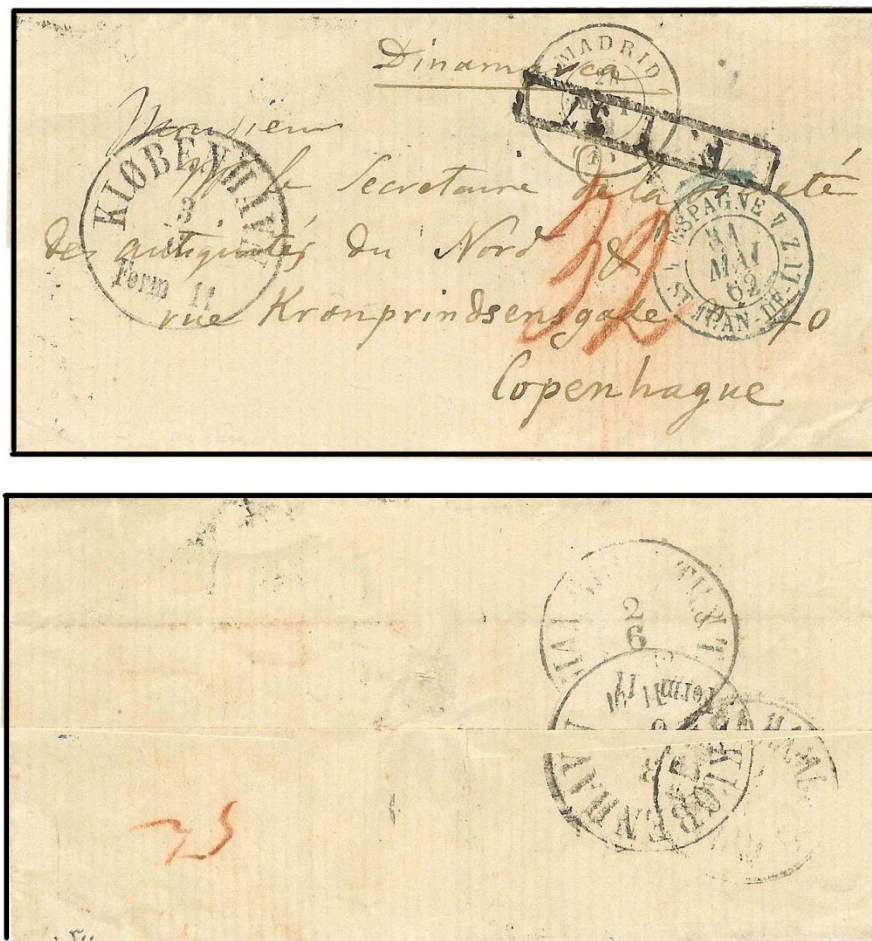
The Danish post was credited 2 sgr. (25 centimes) as shown by the manuscript "2" in red.

Postmarked by the Danish post office and the Thurn & Taxis post office in Hamburg on February 2.

Postmarked **TT 36** in black ink in accordance with Article 36 of the Letter Bill of the Franco-Thurn & Taxis Convention effective April 1, 1862.

Postmarked by T&T at Forbach and at Paris on February 4 and at Bordeaux on February 5.

Postage due was 9 decimes including French postage of 4 decimes.



Unpaid letter to Copenhagen postmarked at Madrid on May 28, 1862.

Under the Franco-Thurn & Taxis Convention effective in 1862 unpaid letters sent from Spain and Portugal via France to any of the Thurn & Taxis post offices were exchanged under Article 37 of the Letter Bill.

France debited Thurn & Taxis 42½ centimes per 7½ grams for this service.

France applied the **F.37** exchange marking before forwarding to the Thurn & Taxis post.

Postmarked for transfer from Spain on May 31.

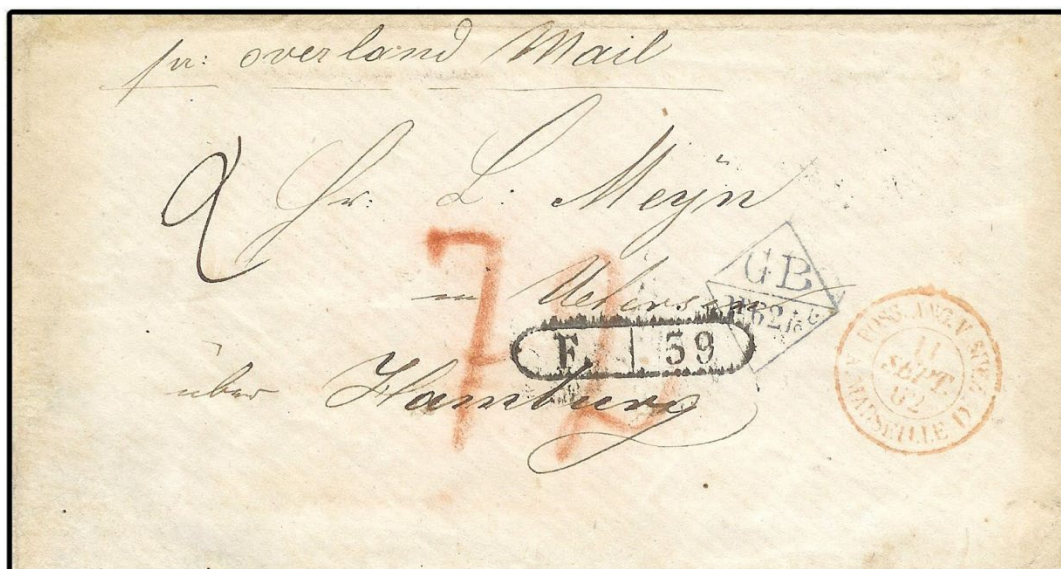
Postmarked by the Thurn & Taxis and the Danish post offices in Hamburg on June 2 and at Copenhagen on June 3.

The French debit to Thurn & Taxis was 3 sgr. 6 pf. (42½ centimes) and the T&T transit fee was 2 sgr.

The total debit to Denmark was 5½ sgr. equal to 23 sk.Rm.

Danish internal postage was 2 sgr. equal to 9 sk.Rm. for a total postage due of 32 sk.Rm.

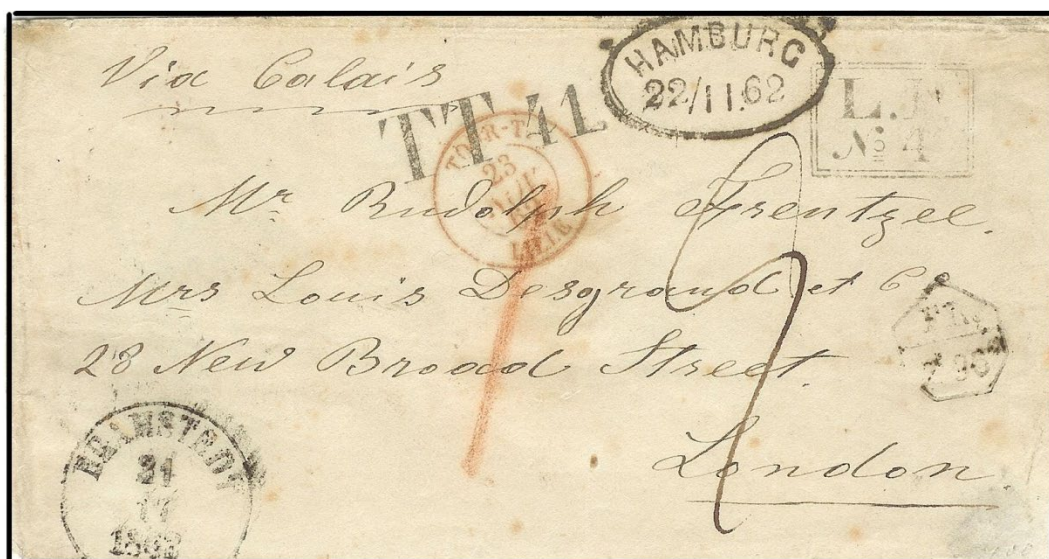
Collection of J. Bohn.



Unpaid double weight letter from Hong Kong dated August 25, 1862 to Uetersen, Holstein. Postmarked at Hong Kong and the stamp **GB/1F 62 4/10^c** was added by the British Office at Hong Kong. The letter was placed aboard the P&O Line steamship "Orissa" for conveyance to Ceylon. Transit from Galle to Suez was provided by the "Colombo". After passing overland to Alexandria, the mails were placed aboard the "Euxine" for conveyance to Marseille. Postmarked at Marseille on September 11 and **F.39** was added. Sent to Hamburg by the T&T post. Postmarked at the T&T and Danish post offices in Hamburg on September 14. The French debit to T&T was 14 sgr. (1F71c) and the T&T transit fee was 2 sgr. for a total of 16 sgr. as marked. Conveyed by railway (blue postmark) the short distance to Uetersen where it was also postmarked on September 14. The Danish post office marked 72 sk.Rm. due from the recipient.

This represented 4 sk.Rm (1 sgr.) as postage between Hamburg and Uetersen.

Collection of J. Bohn.



Unpaid cover from Kaltenkirchen to London. Inscribed "via Calais".

Postmarked **L.P./No.4** at Bramstedt on November 21, 1862, for the Holstein Landpost route Kaltenkirchen to Bramstedt.

Postmarked by the Holsteinisches Eisenbahn Post Spedition Bureau in route to Hamburg.

Postmarked by the Danish post office in Hamburg on November 21 and by the Hamburg Stadtpost on November 22.

A debit of 1 sgr. to the Danish post was marked at Hamburg.

Stamped **TT 41** under Article 41 of the Franco-T&T Convention in effect in 1862 for Denmark Zone 1 origin to other countries via France.

Postmarked at Lille and on the Paris-Calais railway on November 23.

Stamped **FR./2F96c** in accordance with the Franco-British Convention of 1856 representing postage of 2 francs 96 centimes per ounce for conveyance to Britain.

Upon arrival in England, the letter was rated for collection of 9d. as marked per 1/4 oz.

That amount was a combination of the 8d. fee to France plus 1d. British internal postage.

The 8d. represented one-quarter of the 2F96c per ounce bulk rate.

Postmarked at London on November 24.

Collection of J. Bohn.



Unpaid letter to Horsens postmarked at Rome on September 8, 1863. Inscribed "via del Mare".
 Conveyed by ship to Marseille. Correctly postmarked **E. PONT** at Marseille on September 12 as a letter from the Roman states.
 The **F./34** exchange marking was incorrectly applied as this marking was intended for use on letters sent to Denmark et al from
 France and Algeria under the 1862 Franco-T&T Convention.
 Postmarked at Paris on September 13 and by the T&T post office in Hamburg on September 15.
 Inscribed **5** in red crayon for 5 sgr. postage from France to Hamburg.
 Postmarked by the Danish post office in Hamburg on September 15 and inscribed **30 Rmsk.** in crayon
 representing the 5 sgr. debit to T&T plus 2 sgr. Danish postage.
 Conveyed by the railroad from Hamburg to Korsör on September 16.
 The 30 Rmsk.. postage due was correct for an unpaid letter from France but not from the Roman States.
 Posthistorisk Tidsskrift June 2008



Unpaid letter of January 1, 1864, from Itzehoe to Nice. Postmarked at the Itzehoe railway station post office.

Postmarked by the Danish post office and the Thurn & Taxis post offices in Hamburg January 1.

Postmarked **TT 35** by the Thurn & Taxis post office in accordance with Article 35 of the Franco-Thurn & Taxis in effect in 1862 for Denmark Zone 1 origin to France.

Postmarked at Paris on January 3 for French entry at Forbach and at Nice on January 4.

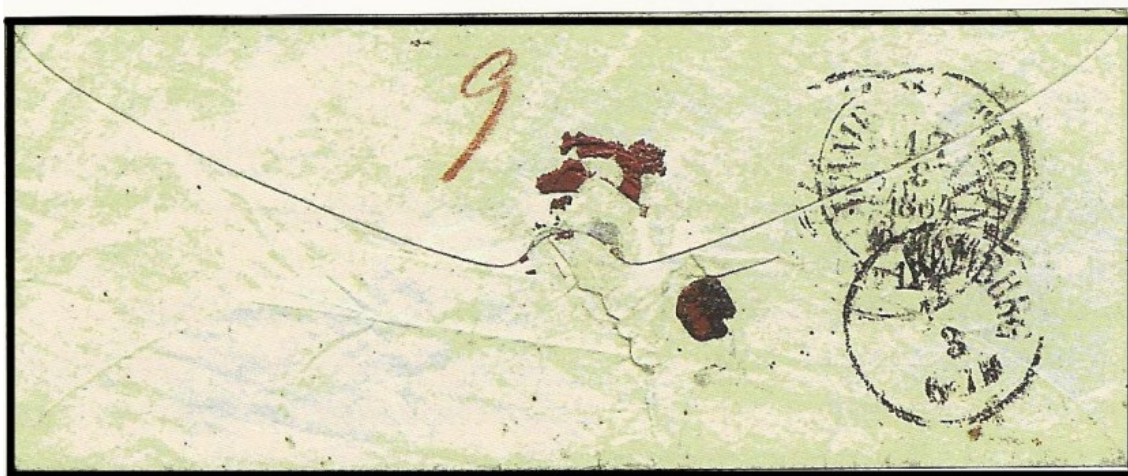
The Thurn & Taxis post debited France 40 centimes per 15 grams.

The Thurn & Taxis post credited 1 sgr. (12 centimes) to the Danish post office for a letter from rayon 1.

Postage should have been 40 centimes for French internal postage plus 40 centimes credit to Thurn & Taxis for a total of 8 decimes postage due.

Postage due of 10 decimes was apparently marked in error.

Collection of J. Bohn.



Unpaid letter from Rome to Horsens postmarked at Rome on March 9, 1864. Inscribed "via del Mare".

Postmarked **E-PONT/MARSEILLE** on March 16 with **F. 39** added.

Postmarked by the T&T post office in Hamburg on March 17.

Inscribed **9** in red crayon representing 9 decimes debit in accordance with Article 39 as this marking was used on single weight letters sent to Denmark from the Papal States under the 1862 Franco-T&T Convention.

Postmarked by the Stadtpost office in Hamburg on March 17.

Postage from Hamburg to Horsens was 2 sgr.

Inscribed **41** in red crayon representing 41 Rmsk equivalent to 11 sgr. due from the recipient.

Posthistorisk Tidsskrift June 2008



Letter from Copenhagen to Bordeaux. Postmarked at Copenhagen on September 23, 1864.

Postmarked by the Lübeck Stadtpost and the T&T post office in Lübeck on September 25.

Stamped TT36 to show Danish origin.

Postmarked at Paris for French entry at Erquelines and postmarked at Paris on September 27.

Receiving postmark at Bordeaux on September 28.

The T&T post debited France 50 x 2 = 100 centimes for this double-weight letter.

The Danish post was credited 2 x 2 = 4 sgr. A black manuscript "2" showed a double-weight letter and a red crayon "2" showed a single-weight debit of 2 sgr. to Denmark.

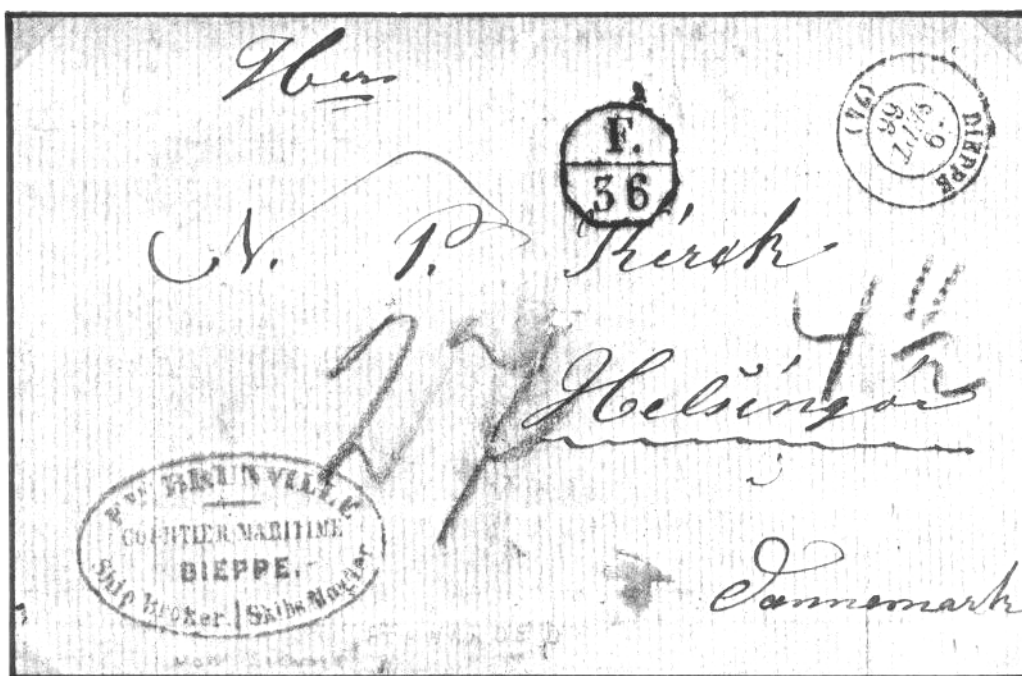
Postage due was 18 decimes of which 8 decimes was French postage.



Unpaid letter from Bergen to Bordeaux. Inscribed "p. Trondhjem". Postmarked at Bergen on September 26, 1865. Conveyed by Norwegian steamship to Hamburg. Postmarked by the Stadtpostamt in Hamburg on October 1 and stamped **NORWEGEN/direct**. Postmarked by the Thurn & Taxis post office in Hamburg on the same day. Postmarked **TT 34** in accordance with Article 34 of the Franco-T&T convention in effect in 1862 for letters originating in Norway. Forbach entry stamped at Paris and Paris postmark on October 3. Also postmarked on the Paris-Bordeaux railway on October 3. Bordeaux receiving postmark on October 4. The T&T post debited France 1F10c per 15 grams of which 50 centimes was retained by T&T and 60 centimes was credited to the Hamburg Stadtpost and Norway. French postage was 40 centimes for a total postage due of 15 decimes as marked. Germeten auction December 2013



Unpaid letter of May 1, 1863, from Bordeaux to Copenhagen. Bordeaux-Paris railway postmark. **F./34** stamp added at Paris on May 2 in accordance with Article 34 of the Letter Bill of the Franco-Thurn & Taxis Convention of 1862. Postmarked by the Thurn & Taxis post office and the Danish post office at Hamburg on May 3. French postage in accordance with the convention was 28c per 7½ grams equal to 2 sgr. 4 pf. GAFU postage was 2 sgr. 8 pf., and Danish postage was 2 sgr. for a total of 7 sgr. or 30 Rbs. as marked at Copenhagen on May 4. Reduced to 88% of the original size.
Collection of E. Torbensen.



Unpaid letter of September 9, 1866, from Dieppe to Helsingør. Dieppe origin postmark. **F./36** added at Paris in accordance with Article 36 of the 1866 articles of the Franco-Thurn & Taxis Convention. Postmarked by the T&T post office in Hamburg on September 11 where postage of 4½ sgr. was added in blue crayon. Danish postage was 2 sgr. for a total of 6½ sgr. or 27 sk.Rm. as marked. Received at Helsingør on September 12.
Collection of M. Lascombe.



Unpaid triple weight letter from Saigon dated November 3, 1865 to Copenhagen.
 Sent to Suez on the French Ligne d'Indochine paquebot "Cambodge".
 Conveyed from Alexandria to Marseille by the Ligne d'Egypte steamship "Said" departing from Alexandria on November 30 arriving at Marseille on December 5. Postmarked at Marseille on the same day. France applied the F.39 exchange marking.
 Postmarked by the T&T post offices in Hamburg on December 8. The Danish debit to T&T was 26 sgr. (111 sk.) as marked at Hamburg in red crayon. Postage from Hamburg to Copenhagen was 3 sgr (13 sk).
 Postage due from the recipient was 124 sk.Rm. as marked in red crayon.
 Collection of J. Bohn.



Unpaid letter of September 15, 1866, from Christiania to Bordeaux. Christiania origin postmark. Sent to Hamburg by the steamship "Swallow". Received at the Hamburg Stadtpost office, stamped **NORWEGEN/direct**, and postmarked on September 19. Transferred to the Thurn & Taxis post office and postmarked on the same day. Stamped **TT 37** to show Norway as the origin. Postmarked at Paris on September 21. Received at Bordeaux on September 22. The total postage from Norway to France was reduced to 14 decimes in 1866 from 15 decimes per 15 grams. Collection of J. Bohn.



Unpaid letter from Rome to Copenhagen. Postmarked at Rome on February 5, 1867.
 Postmarked at Culoz, France on February 8 and stamped **F. 41** as the applicable French-Prussian Convention Article.
 Postmarked by the T&T post office in Hamburg on February 9.
 The Prussian post inscribed the debit at Hamburg as 9 ½ sgr. in blue crayon.
 Postage to Copenhagen was 2 sgr for a total of 9 ¾ or 48 sk.Rm.as marked
 Postmarked at Copenhagen on February 10.
 Collection of J. Bohn

Additional Articles of July 1, 1860 of the Franco-British Convention provided a 5F41c per ounce exchange rate to for letters sent to Malta from Sweden, Norway, Russia and Poland. Unpaid letters sent under these provisions were marked for a collection of 1 shilling 7 pence per $\frac{1}{4}$ ounce on arrival. This amount represented the sum of 1 shilling 2 pence of the French transit fee (one quarter of the bulk rate rounded to the nearest whole penny), the 4 pence British packet fee, plus the one penny British Colonial postage.



Unpaid single weight postmarked August 12, 1867 at Stockholm letter sent to France via Prussia, and forwarded to Malta at the 5F41c per ounce bulk rate. The amount of 1 shilling three pence was required to pay the Maltese internal postage, plus the French postage. Reduced to 96% of the original size.
Collection of J. Bohn.

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