POSTAL HISTORY OF THE SOUTHERN COAST FROM 1855 TO GPU

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Presentation of the author

I started to collect stamps in 1981 and postal history from my hometown Flekkefjord on the Southern Coast of Norway in 1985. I started to form my Grand Prix exhibit *Postal History of the Southern Coast of Norway from 1719 to GPU* (General Postal Union on July the 1st 1875) more than 20 years ago. I have been awarded six large international gold medals, twice been candidate to the Grand Prix International (FIP) and won the Grand Prix in the championship class in Liberec 2022 (FEPA). This is the second zoom presentation for the Royal. The first was on March the 5th 2024; Postal History of the Southern Coast of Norway from 1719 up to 1855. Part two on January the 7th 2025 covers the same subject, but the period from 1855 to GPU.

Chapter 1 Introduction

The Norwegian coastline is the second longest after Canada. It runs from the Swedish to the Russian border. The population in Norway grew from 724 000 in 1769 to 1.5 million in 1855. The population on the Southern Coast was only 198 000 in 1855 (Slettan, 1998).

The Southern Coast has always been significant in Norwegian postal history. Already from the establishment of the Norwegian post in 1647, the important Western route went along the Southern Coast. The Southern Coast route started in Brevig, a very important mail handling post office in earlier times and further to Flekkefjord, the end of the Southern Coast.

Figure 1: Map of Norway and the Southern Coast.

On the Southern Coast, commercial trade included fish and lumber export, ironwork and not at least shipping. In 1807, Arendal on the Southern Coast had grown to Norway´s second largest maritime city after Bergen. From the 1840´s Arendal was the largest maritime city in Norway, as well as the richest up to 1886 when the town went bankrupt (Johnsen and Sætra, 2016).

In 1812, Bergen post office, in the second largest city in Norway, had the highest revenue in the country. Christianssand, the most important post office on the Southern Coast, had the second largest revenue in Norway. Number three was Christiania post office, in the capital of Norway and the largest city. Later Christiania grew to the largest post office in Norway. Number six and seven of the most important offices in Norway are Brevig and Arendal on the Southern Coast.

Post Office	Revenue (Rdl)
Bergen	54 896
Christianssand	*32 619*
Christania	32 119
Trondheim	22 542
Bragernes (Drammen)	11 835
Brevig	*8 783*
Arendal	*8 117*

Table 1: Norwegian statistics 1812
(Rdl = Riksdaler) (Berrum, 1906).

Up to the beginning of 1814, Norway was under Danish governance and the Norwegian postal system was part of the Danish. From 1814 Norway and Sweden were in Union, but the Norwegian post was not part of the Swedish postal system.

At this time the rates were extremely high, especially for international mail. Only persons of high status and rank as well as wealthy businessmen had sufficient money to pay for mail in Norway. Norway was a very poor country at the time and had extremely limited mail correspondence compared to neighbouring countries like Sweden and Denmark.

Overview of the presentation

The presentation is limited to the period from 1855 up to GPU. I have selected various covers to tell the postal history of the Southern Coast and parts of Norwegian postal history. The common thread in the exhibit is Norwegian laws and international postal conventions. I am going to emphasize rates, routes and international mail to and from the Southern Coast of Norway.

I would like to start to talk about what the Norwegian Western mail route is, specifically the southern part of this route. Then, I divide the presentation into three parts. The first is about domestic mail and the Norwegian domestic rates. Part two is about the significant Hull route and the Hamburg Line, with one of the main ports of call on the Southern Coast and of great significance for the western and southern part of Norway. Then I would like to talk about two important Norwegian steamship routes between Denmark and the Southern Coast. Part three, the last part of the presentation is about rarities to European destinations and mail carried to or from countries outside the European continent.

Chapter 2 Domestic rates

The domestic postage was calculated based on distance up to 1855. January the 1st 1855, the uniform domestic postal rate in Norway was introduced and the first Norwegian adhesive stamp of 4 skilling (Coat of Arms), equal to 1.8 pence. According to the law of 1854 with Royal assent of July the 7th 1854, the single prepaid rate up to 1 lod (15.56 grams) was 4 skilling from January the 1st 1855, double rate 8 skilling between 1-2 lod, and so on. The single domestic rate up to 15 grams was reduced to 3 skilling from January the 1st 1872, double rate 6 skilling between 15-30 grams, and so on (Law of 1871). According to the Law of 1816 with the Royal Assent on August the 24th 1816, the Norwegian currency was skilling Specie (sk.) from September the 1st 1816. The highest recorded franked cover from the Southern Coast is shown in figure 2. This is a "5"-fold rate of 20 skilling from Skien in 1865.
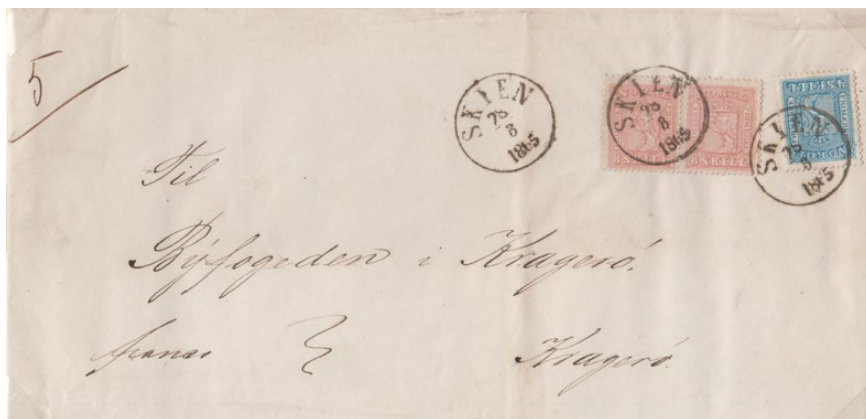

Figure 2: Domestic 5-fold rate of 20 sk. (4-5 lod).

According to the law of 1854, the single unpaid rate up to 1 lod was 5 skilling up to January the 1st 1872, double unpaid rate 10 skilling, and so on. The cover in figure 3 is from Arendal to Grimstad in 1860. This is the second highest recorded Norwegian domestic rate, and it´s 11-fold, "55" skilling (also on the reverse in black ink) to be collected. The author has only recorded one Norwegian cover with a higher weight. This is an exceptional 18-fold prepaid rate of 72 skilling, but this is not related to the Southern Coast.
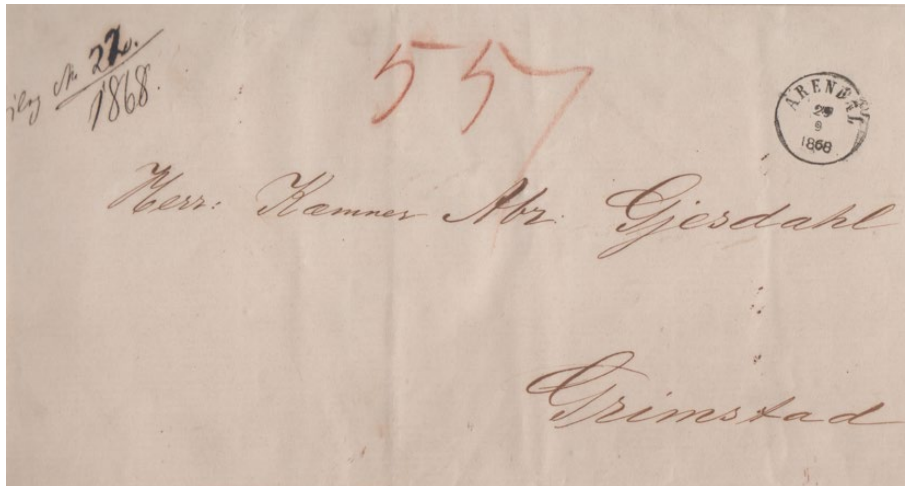
Figure 3: 11-fold unpaid rate of 55 sk.

Registered mail

The registered cover in figure 4 is sent from Christianssand in 1857. The rate is 3-fold; 12 skilling. According to the law of 1854, the only obligation was to pay the registered fee in cash with 4 skilling. On the front, "Recommanderes", is a confirmation of registration at Christianssand post office.

Figure 4: Numeral handstamp "43" (Christianssand) on the adhesive stamps and "CHRISTIANSSAND 28-1-1857". According to article 5 in the Law of 1854, "Recommanderes" ("Anbefales" or "NB") on the front of the cover was obligatory. In late 1856 and 1857, Norwegian stamps were normally cancelled with numeral handstamps. "3" in black pen refers to a triple weight between 2-3 lod. 12 sk. was the triple rate from January the 1st 1855 to January the 1st 1872 + registration fee of 4 sk. paid in cash (until January the 1st 1872).

4 and 8 skilling Oscar adhesive stamps were sent from Stockholm November the 1st 1856 (Gjelsvik, 2002). The 8 skilling was distributed as soon as they were available to the postal cashier in Christiania, December the 21st 1856 (Gjelsvik, 2002). The earliest recorded use is

Laurvig on January the 5th 1857 (Størmer, 2022). According to the instructions, the 4 skilling Oscar was probably distributed during the first days of January 1857, when the 4 skilling Coat of Arms was sold out. The letter in figure 4 is the only recorded with Norway number one (Coat of Arms) in combination with any other skilling issues. An important item in Norwegian philately. The cover was exhibited on the member part of MonacoPhil 2022.

Chapter 3 International steamships routes

In this chapter I will show items that explain the significant Hull route, the Hamburg Line and two important Norwegian steamship routes between Denmark and the Southern Coast.

The Hull route

According to the convention between Norway and Great Britain of 1850, valid January the 1st 1851, mail could be forwarded directly between Hull and Christiania, and from 1854 via Christianssand in closed mail bag (article XXVII)). Only half of the rate could be prepaid to the destination (article XXVI and XXVIII). The Hull ship route was of great importance for Norway, and of course to the Southern Coast. The cover in figure 5 is from Christianssand in 1858 to Scotland and partly prepaid rate of 15 skilling. On the front, British rate of "6" pence for half an ounce (article XXXI) (1 ounce equal to 28.35g.).

The Hull sea-post route

Figure 5: "43" (Christianssand) and "CHRISTIANSSAND 6-11-1858" on the side. Delivered in Christianssand to the private S.S. Ganger Rolf, on board, "HULL SHIP-LETTER NO 8 1858". Railway from London to Edinburgh (Van der Linden, 2023). Transit "STIRLING A NO 9 1858" (reverse). From January the 1st 1855 to April the 26th 1866 the Norwegian single rate up to 1 lod was 14 sk. = 4 ½ sk. Norwegian- + 9 sk. Danish and sea rate (article XXXVI).

The Hamburg Line

Businessmen had for a long time complained that international mail took too long time. For this reason, they had raised enough capital to establish a steamship company for the route between Hamburg, Christianssand and Bergen. However, an English company from Leith received the first contract in 1851 for a ship route to Hamburg. The contract was terminated June the 13th 1853, and the Bergen Steamship Company took over the ship route (Gjelsvik, 1996). This was a summer-route; usually from March/April to November.

The cover in figure 6 is transported from Arendal on June the 12th 1856 to Christianssand by a coastal steamer. Then by the Hamburg Line to the Danish post office in Hamburg. Single rate; 16 skilling. Four Southern Coast covers with Norway number one to Hamburg are recorded. Two are in very poor quality. According to Størmer (2024); the cover in figure 6 is an important item in Norwegian philately.

The Hamburg Line

Figure 6: "ARENDAL 12-6-1856" to Hamburg. Conveyed under the convention of 1851 between Denmark-Sweden/Norway to the "K.D.O.P.A. HAMBURG 15-10" (article 5). From March the 13th 1855 to October the 1st 1865, single rate up to 1 lod to Hamburg (article 14) was 16 sk. = 5 1/3 sk. Norwegian- + 5 1/3 sk. sea- + 5 1/3 sk. Danish rate (circular of September the 15th 1852).

The steamship Hakon Jarl was one of the ships in the Hamburg Line. Normally the ships in the Hamburg Line had a postal agent on board, and it was possible to send prepaid mail (Gjelsvik, 1996). Adhesive covers with datestamp from ships in the Hamburg Line are generally rarities in Norwegian philately. The Hakon Jarl cover in figure 7, is partly prepaid to Hamburg with 16 skilling. This is the only recorded Norwegian cover to France with Hakon Jarl cancellation. An important item in Norwegian philately, according to Størmer (2024). It´s also recorded one cover to the Russian Empire and three to Hamburg. One of the Hamburg covers is also part of the exhibit. The Russian cover is not from the Southern Coast.

Figure 7: Christianssand, dated March the 30th 1860. S.S. "HAKON JARL 30-3-1860", "K.D.O.P.A. HAMBURG 1-4" and "HAMBURG TH.&T. 1-4" (both on the reverse). T&T (Thurn & Taxis) to France. "TOUR-T. 2 VALENCIENNES 2 / 3 AVRIL 60", "PARIS 3 AVRIL 60" and "PARIS BORDEAUX 1 / G / 3 AVRIL 60" (on the reverse and front). "6" decimes (13 sk.) at the T&T post office in Hamburg for Belgian and French postage less than 7.5g. (additional convention of 1847 between T&T and France). Partly prepaid was allowed from October the 7th 1859 to January the 1st 1861 (circular of October the 7th 1859).

The Hamburg Line was extended on September the 2nd 1865 to Hammerfest. At the same time six new circular datestamps with the letters A to F were delivered to the ships in the Hamburg Line. The cover in figure 8 is from Christianssand in 1866 with the letter E. The sea-post between Hamburg and Norway was handled by the Danish post office in Hamburg. As a result of the second Schleswig war in 1864, the sea-post was taken over by the Hamburg city post in 1864 (Hughmark and Halpern, 2009). The handstamp "Norway direct" was then used on the reverse.

Extended to Hammerfest.

Figure 8: Christianssand, dated August the 1st 1866. S.S. Nidelven to Hamburg, on board, "HMRFST E. HMBRG 1-8-1866". "NORWEGEN direct.", "ST. P.A. HAMBURG 5-8", "HAMBURG. TH. & T. 5-8", "TOUR. T. / 3 FORBACH 6 / AUGT 66", "PARIS 7 AUGT 65" and "PARIS BORDEAUX 1 / G / 7 AUGT 65" (on the reverse and front) (convention of 1861 between T&T and France). Red "6 1/2" Sgr. (Silbergroschen) (18 sk.) is the further postage from the GAPU (German-Austrian Postal Union) (exchange rates, see appendix A). Single rate up to 15g. ("1" lod) in 8 sk. Norwegian- and sea rate + 12 sk. RM Danish- and GAPU + 22 sk. RM double French rate (10-20g.) (34 sk. RM = 21 ¼ sk.), in total 30 sk. from November the 1st 1865 to April the 14th 1868 (circular of September the 29th 1865). From May the 26th 1866 to April the 15th 1868 the postage was partly calculated in Danish currency.

The steamship route Christiania - Christianssand - Hamburg

There was also a steamship route between Christiania, Christianssand and Hamburg. This ship route was not part of the Hamburg Line system, but still an important Norwegian sea route to Hamburg. The route was established in 1855. The steamship St. Olaf was sailing in the route, year after year, only interrupted by a couple of accidents and subsequent repair work (Gjelsvik, 1996).

The cover shown in figure 9 was delivered in Hamburg in 1857. Since there was no postal agent on board "St. Olaf", only unpaid mail could be delivered on the ship (Hughmark and Halpern, 2009). In Christianssand the cover was redirected to the state-owned steamship Nordcap and

cancelled with the blue "POSTDAMPSKIBET NORCAP" and "25/5". This ship was a replacement ship on the Western coast of Norway (Gjelsvik, 2009) and there are only three recorded Norwegian covers with Nordcap in blue (a few in black is also recorded).

Steamship route

Figure 9: Hamburg to Arendal, dated May the 23rd 1857. Unpaid rate of "16" sk. (reverse).

The steamship route Arendal - Frederikshavn

The route between Arendal and Frederikshavn in Denmark was established in 1871. This route was of great significance for the western and southern part of Norway. On the reverse of the cover in figure 10, "ARENDAL - FR.HAVN 11-8-1871" on board the steamship Dannebrog. This is the only recorded Swiss cover with circular datestamp from the route between Arendal and Frederikshavn. This datestamp was only used for one summer season in 1871 and on one trip in 1872 (probable between Christianssand and Frederikshavn).
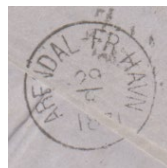
Steamship route.

Figure 10: "CHRISTIANSSAND 10-8-1871". S.S. Dannebrog from Arendal to Frederikshavn, on board the steamship, "ARENDAL - FR.HAVN 11-8-1871" (reverse). Then railway through Denmark (convention of 1869 between Sweden/Norway and Denmark) to Hamburg (convention of 1868 between Sweden/Norway and NGU) and then to Langnau. Red "2" Sgr. (6 sk.) is the NGU and further postage (exchange rates, see appendix A). Blue "wf 1" (3 Kreuzer) is the further postage, equal to 3 sk. This according to article 5 in the convention of 1868 between Switzerland and the NGU. From June the 22nd 1869 to January the 6th 1873 the single coordinated rate was 11 sk. (circular of June the 22nd 1869).

The steamship route Christianssand - Frederikshavn

The port of call was moved from Arendal to Christianssand in 1872. The reverse of the cover shown in figure 11 is cancelled "CHR-SAND-FR-HAVN 17-4-1873" on board the steamship

Fridjov. This circular datestamp was used for two summer seasons in 1872 and 1873. This is the only recorded Norwegian Cuban cover with the datestamp from this steamship route.

Figure 11: Havana to "NEW YORK APR 2 BR TRANSIT". S.S. Abessinia to Queenstown April the 11th, British train to Dover, Ostende, train post office (TPO) 10 Cologne-Verviers (Van der Linden, 2023) and Hamburg in closed mail, under the additional convention of 1870 between USA and the North German Postal Union (NGU). Conveyed through Denmark by train under the Danish-Swedish/Norwegian convention of 1869. S.S. Fridtjov from Frederikshavn to Christianssand, on board, "CHR-SAND-FR-HAVN 17-4-1873". The New York exchange office struck "7" to show a debit of 7 cents to the NGU for transit fee from Cuba to New York (Winter, 2009). Blue "9 ½" Sgr. (25 sk.) is the NGU debit to Norway (exchange rates, see appendix A). This represented the postage to New York and the convention rate of 8 Sgr. in closed mail from New York to Hamburg via Great Britain. "30" sk. To be collected = 9 ½ Sgr. + 2 ½ Sgr. NGU to Norway.

Chapter 4 Rarities to European destinations

In this chapter I will show some rarities to European destinations. The first item is one of three recorded covers with Norway number one to Denmark, then the only recorded Norwegian 4-coloured cover to Great Britan, double rate of 64 skilling to Great Britan, double rate of 52 skilling to France and the highest recorded adhesive cover of 78 skilling to any destination from the Southern Coast.

Norway number one to Denmark

International mail with Norway number one is recorded to Sweden, Denmark, German States, the Kingdom of the two Sicilies and Russia. Denmark is the rarest destination. Most Norwegian covers with number one to foreign destinations are from Bergen (Størmer, 2019).

The cover in figure 12 is sent to Denmark through Sweden in the winter of 1857. Svinesund was established in 1839 as a Norwegian exchange office – close to the Swedish border. It was a transit post office of great importance for incoming and outgoing mail in the winter (Solli, 2002). The rate to Denmark via Sweden was 17 skilling – not 16 skilling and the cover is underrated with 1 skilling. The 3 skilling Oscar didn`t come into use before June the 6th 1857 (Gjelsvik, 2002). From July 1857 the postal treaty with Denmark opened for stamps on mail via Sweden (circular of July the 29th 1857). However, this cover is not in accordance with the regulations. It´s recognized as a genuine item. Two of the three recorded covers with number one to Denmark are from Tvedestrand. The other is shown in Størmer (2024).

Figure 12: "315" (Tvedestrand), "TVEDESTRAND 22-2-1857", "SVINESUND 28-2-1857". The address has been replaced by pencil. The rate for single covers up to 1 lod was 17 sk. (article 12 and 15 in the convention of 1851 between Sweden/Norway and Denmark).

4-coloured cover to Great Britain

It is recorded 4-coloured covers from Norway to Denmark, German states, the Netherlands and Great Britain. Some of these covers are from the Southern Coast. The cover in figure 13 is the only recorded 4-coloured Norwegian cover to Great Britain. Single rate via Sweden in the winter was 37 skilling. 2 skilling more than by steamship from Norway.

The winter route to Great Britain.

Figure 13: "MANDAL 26-11-1862", "SVINESUND 30-11-1862", "HAMBURG PAID JUNI 11 1860" and "EDINBURGH DE 6 62" (reverse). Red "7" Sgr. (19 sk.) on the Prussian railway is the prepaid GAPU and further postage (exchange rates, see appendix A). From January the 1st 1860 the Swedish transit rate was reduced from 7 ½ sk. to 6 2/3 sk. (additional convention of 1859 between Prussia and Great Britain, valid July the 1st 1859). "LONDON PAID DE 6 62" is a confirmation of the prepaid rate of 37 sk.

The Hamburg city post, "HAMBURG PAID" handstamped in red on the front. When the prepaid mail was clearly marked, it made the work in London easier. This was confirmed in London with the red "LONDON PAID" handstamp on the front too (Hughmark and Halpern, 2009).

Double rate of 64 skilling to Great Britian

According to the convention of 1862 between Prussia and Great Britain, the single transit fee between Hamburg and Great Britain was reduced from 7 to 5 silbergroschen. The Prussian post added "10" in red on the front to show the double transit fee of 10 silbergroschen, equal to 28 skilling (see appendix A). An additional 36 skilling in double rate from Norway to Hamburg. Totally 64 skilling. This is the second highest adhesive cover from the Southern Coast to foreign destinations.

Figure 14: "MANDAL 16-2-1863" to Leith by the winter route. "2" = double rate. "10" Sgr. is the double prepaid GAPU and further postage. Railway to Ostende, then to Dover by British steamer (additional convention of 1862 between Prussia and Great Britain, valid January the 1st 1863). "5" Sgr. (14 sk.) GAPU and further postage (exchange rates, see appendix A). From January the 15th 1863 to August the 29th 1865 the single rate was 31 1/3 sk. = 5 1/3 sk. Norwegian- + 5 1/3 sk. Danish- + 6 2/3 sk. Swedish rate + 14 sk. GAPU and further postage, i.e. 32 sk. Double rate, 32 sk. * 2 = 64 sk.

Double rate of 52 skilling to France

According to the first convention of 1854 between France and Sweden/Norway, the rate was similar through Sweden and by steamship to Denmark or Kiel. Mail was kept in closed mail bags from Norway to the French exchange office on board the train between Belgium and Paris (article 4 in the convention of 1854). Up to 1865 open mail was generally more expensive through Sweden than by ship to Copenhagen or Kiel. The cover shown in figure 15 is from Christianssand in 1862 and carried through Sweden under the 1854 convention between Sweden/Norway and France. The rate is double (7.5-15g.), 52 skilling. The single rate (less than 7.5g.) was 26 skilling.

The winter route to France.

Figure 15: "CHRISTIANSSAND 21-1-1862", "SVINESUND 24-1-1862" (reverse) and "NORWEGE-QUIEVRAIN AMB. 30 JANV 62" and "PARIS A BORDEAUX 31 JAN 62" (reverse) on the railway. Red "2/15", double rate of 52 sk. (26 sk. Norwegian- + 26 sk. French rate) (article 7 in the convention of 1854) from March the 31st 1855 to February the 1st 1868. "PD", struck at Svinesund exchange office.

78 skilling to France, triple France rate

Only six 78 skilling covers are recorded from Norway to France (five in closed mail). The cover in figure 16 is the only recorded, and the highest rate to any country, from the Southern Coast. Only one 4-fold cover is recorded from Norway to France, but that cover is not a Southern Coast cover.

Figure 16: "CHRISTIANSSAND 12-8-1859", the Hamburg Line by S.S. Nordstjernen, "K.D.O.P.A. HAMBURG 14-8", "HAMBURG TH.&T. 14-8-1859" and the border exchange office "PRUSSE 3 VALENCIENNES 3 / 15 AOUT 59" (transit on the reverse and front), under the convention of 1857 between France and Prussia, valid May the 1st 1858. "PARIS 16 AOUT 59" and "PARIS A BORDEAUX 16 AOUT 59" (both on the reverse). Arrival "LA ROCHELLE 16 AOUT 59" (reverse). "11 ½" Sgr. (30 sk.) is the 3-fold (20-30g.) further postage from the GAPU (see appendix A). From March the 31st 1855 to April 1862 the 78 sk. rate for open mail was equal to 32 sk. in 2-fold (15-30g.). Norwegian-, sea- and Danish rate + 16 sk. in 2-fold GAPU + 30 sk. in 3-fold Belgian- and French rate. This according to the convention of 1857 between France and Prussia, where the 3-fold rate was raised from 15-22.5g to 20-30g.

Chapter 5 Mail to or from countries outside the European continent

The Federative Republic of Brazil

The cover in figure 17 is from Brazil in 1870. According to the statement from the General Post Office of November the 27th 1869 (see figure 18), the cover is transported from Rio de Janeiro by French packet and French railway to the border of the NGU. Then further through the NGU by railway. Finally, by the Norwegian steamship Kong Sverre from Kiel to Christiania. This is the only Norwegian recorded South American cover conveyed under the 1868 convention between France and Sweden/Norway.
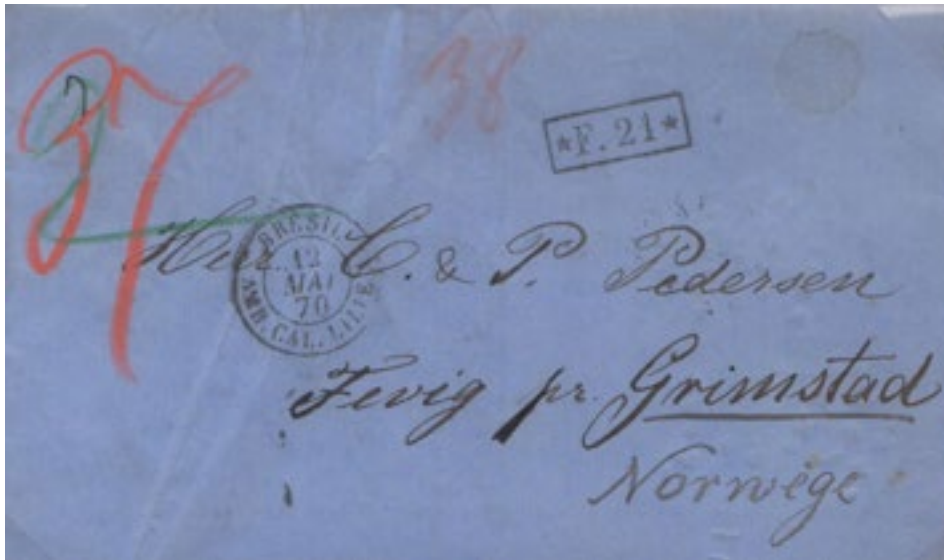
Figure 17: Santa Catarina, dated March 24th 1870. "RIO-DE-JANEIRO 8 MAR 1870" (reverse) to Bordeaux by French packet (GPO November the 27th 1869, no. 27). "BRÉSIL 12 MAI 70 / AMB. CAL. LILIE" on the French railway and "LILLE 12 MAI 1870" (reverse). S.S. Kong Sverre from Kiel to Christiania. In France rated as unpaid mail, "37" sk. = 1 france and 30 centimes French- + 45 centimes Norwegian rate (prepaid rate was less expensive, 32 sk.). "38" sk. to be collected, included 1 sk. delivery fee. On the front "2" (article 17) in double rate (10-20g.), however only single rate charged.

Figure 18: General Post Office November the 27th 1869, no. 27.

Accountancy mark "*F. 21*" on the cover for unpaid mail from outside France (article 18 in the Franco-Swedish/Norwegian convention of 1868). This was applied at the French exchange office at the railway. On the front "38" skilling in red crayon to be collected in Norway.

Printed matter from the Danish West Indies

There are recorded approximately thirteen Danish West Indies printed matters between 1865-77 (Heinrich Köhler, 2024) and only one of these to Norway. It isn't recorded Norwegian mail

to the Danish West Indies before GPU. Printed matters outside Europe are rarities in Norwegian philately. The printed matter shown in the figure 19 from St. Thomas 1874 is the most important Norwegian printed matter outside Europe. The rate is 2 pence, equal to 4.5 skilling.

Figure 19: "ST. THOMAS OC 30 74 / PAID" to Southampton, railway to Dover via London, British steamship to Ostende and railway to Hamburg (convention of 1870 between Great Britain and NGU), Denmark and through Sweden to Christiania exchange office. British bags were opened on TPO 10 Verviers-Cologne and the mail from London was sorted out. The convention of 1868 between NGU and Sweden/Norway allowed exchange of closed mail between Britan and Norway (article 16). Single rate was 2d for printed matters from the British offices at Danish West Indies to Norway from March the 14th 1863 to August the 31st 1877 (DuBois, 2000).

Registration

It is recorded four covers from the Southern Coast to the Ottoman Empire, all addressed to Constantinople – two of these are in the exhibit. Four Norwegian covers are recorded to Africa. In the exhibit there is one cover to Egypt and a printed matter to Algeria. Both non-adhesive covers. Finally, there are recorded six Norwegian covers to Asia. The exhibit includes three of the four recorded Southern Coast covers to Asia – one of the two recorded to China and the two recorded to the Dutch East Indies.

Destination	Southern Coast	Exhibit	Norway
The Ottoman Empire	4	2	> 10
Africa	3	2	4
Asia	4	3	6

Tabel 2: Registration of Norwegian mail.
Source: Heskestad (2024) and "Norgeskatalogen Postal III" (2021).

The Ottoman Empire

The Levant letters that passed through the Triest exchange office, they originated from three different regions. The Turkish Empire, the Ionian Isles, Egypt and parts of The Far East. In 1857, according to Van der Linden (2022), the rate for the Austrian Lloyd transportation was increased by 3 kreuzer CM to 12 kreuzer (coordinated with the overland route to the Balkans) + 9 kreuzer CM in GAPU transit in the 3rd rayon (3 Sgr.) = 21 kreuzer CM = 7 ¼ Sgr. A new convention of January the 31st 1859 between Prussia and Great Britain set new rates, but the transit mail to foreign countries kept the old rates. The Austrian Lloyd Lines brought the mail to and from different countries in the Levant. A cover transported by the Austrian Lloyd Lines to Constantinople is shown in figure 20.

Figure 20: "FARSUND 2-10-1862" to the Austrian post office in Constantinople. 34 sk. (1 france French- + 60 centimes Norwegian rate), in compliance with the closed mail convention of 1854. It was compulsory to prepay to Constantinople (circular of February the 21st 1855). Nevertheless, the cover is forwarded as *open mail* in the Hamburg Line from Farsund to Hamburg, "K.D.OPA. HAMBURG 5-10" and "HAMBURG 5-10" (Prussian post office). "Aus Dänemark", added on the Prussian railway to Berlin (Van der Linden, 2023). Then railway to "TRIEST 9-10" via Prag and Vienna (Van der Linden, 2023). Arrival "CONSTANTINOPEL 16-10". Red "7 1/4" Sgr. (20 sk.) is the postage further from Hamburg (credit to the GAPU). In blue "f 4 ¼" (12 sk.) is the prepaid postage further the GAPU. "FRANCO", but the rate via Triest was 2 sk. more expensive than 34 sk. 2 sk. was paid in cash (added on the reverse in red). The cross over the address is a mark for prepayment. From January the 1st 1855 to September the 24th 1863 the single rate up to 1 lod from Norway to Constantinople via Trieste was 36 sk. = 16 sk. Norwegian-, sea- and Danish rate + 8 sk. GAPU + 12 sk. further postage (the Austrian Lloyd share).

The only Norwegian printed matter to a country outside Europe

Figure 21 shows the only recorded Norwegian printed matter to a country outside Europe. Carried from Brevig 1873 to Christiania exchange office, then in closed mail to Algeria (convention of 1868 between France and Sweden/Norway). The rate for single printed matters

was 4 skilling (or 18 centimes). On the front "9" centimes in postage due, but the receiver didn´t accept to pay and the printed matter was redirected back to Norway.

Figure 21: "BREVIG 6-3-1874". On the reverse "CHRISTIANIA OMK. 8-3-1877" (exchange office), "LYON A / MARSEILLE 1 / 14 MARS 78". According to article 13 in the convention of 1868, printed matters are less expensive than ordinary mail. The rate to Algeria for printed matters up to 40g. was 4 sk. (9 centimes Norwegian- + 9 centimes French rate). Only prepaid or unpaid was allowed (article 13), but this item is obviously underrated with 9 centimes. On the reverse "ALGER / ALGERIE 18 MARS".

Double rate to China

The last cover is from Arendal in 1870 to Shanghai, China. According to the additional convention of 1865 between Franche and Prussia, the rare Prussian accountancy mark "P. 48" for unpaid mail from Norway, passing through Prussia and France to other countries. French ship from Marseille to Alexandria, Suez by train and then by different ships to Shanghai. The weight was changed from double to triple rate and finally again to double in Shanghai. In black ink on the front, "36" decimes in double rate. This is the only recorded Norwegian double rate cover to Asia.

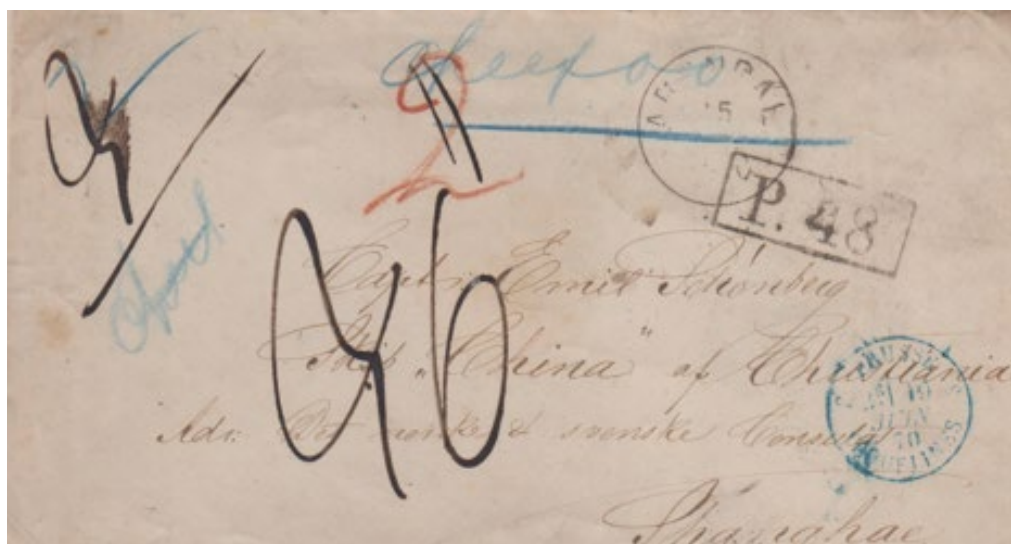The route to China under the Franco-Prussian convention of 1865.

Figure. 22: "ARENDAL 15-6-1870" to Shanghai via Christiania to Kiel by S.S. Kong Sverre, on board, "SANDØSUND 16-6-1870" and "KIEL-HAMBURG 18-6" (railway) (both on the reverse). Hamburg to Paris via TPO 10 and Belgium by railway under the Franco-Prussia convention of 1865, "3 PRUSSE / ERQUELINES 3/19 JUIN 70". Marseilles to Alexandria by the ship Delta (arrived July 8th) and railway to Suez. The ship Simla departed July 9th and arrived Point de Galle July 23rd. Deccan departed July 26th and arrived in Singapore August 3rd, Hong Kong August 9th, and ship Sunda arrived Shanghai August the 14th 1870 (Snarvold, 2003). On the reverse: "SHANGHAI / FRANCAIS 14 AUOT. 70" and "6ap" in blue for unpaid mail through Prussia, 6 Sgr. double Norwegian postage (Amts-Blatt April the 15th 1868 and the 1868 convention between Sweden/Norway and NGU). The weight was changed from "2" (double) to "3" (triple French rate) and finally to double rate, "2" in Shanghai. On the front, "36" decimes to be collected.

Final comments

The rarity statements are based on personal recordings for more than 20 years, as well as findings in Norwegian and international literature. The author is grateful for feedback related to rarity and information about the items presented in the article (Terje.heskestad@uia.no). The author is grateful for the feedback from Tore Berg, Bjørn Eirik Rasmussen and Øyvind Westbø.

Appendix A

til Brug ved Reduktionen af Sølvgroschen til Lybskskilling og Norsk Sp. ß.

Sølv-groschen.	Lybsk-Sk.	Norsk Sp. Sk.	Sølv-groschen.	Lybsk-Sk.	Norsk Sp. Sk.	Sølv-groschen.	Lybsk-Sk.	Norsk Sp. Sk.
1/4	1/2	1	10 1/4	14	28	20 1/4	27	54
1/2	1	2	10 1/2	14	28	20 1/2	27 1/2	55
3/4	1	2	10 3/4	14 1/2	29	20 3/4	28	56
1	1 1/2	3	11	15	30	21	28	56
1 1/4	2	4	11 1/4	15	30	21 1/4	28 1/2	57
1 1/2	2	4	11 1/2	15 1/2	31	21 1/2	29	58
1 3/4	2 1/2	5	11 3/4	16	32	21 3/4	29	58
2	3	6	12	16	32	22	29 1/2	59
2 1/4	3	6	12 1/4	16 1/2	33	22 1/4	30	60
2 1/2	3 1/2	7	12 1/2	17	34	22 1/2	30	60
2 3/4	4	8	12 3/4	17	34	22 3/4	30 1/2	61
3	4	8	13	17 1/2	35	23	31	62
3 1/4	4 1/2	9	13 1/4	18	36	23 1/4	31	62
3 1/2	5	10	13 1/2	18	36	23 1/2	31 1/2	63
3 3/4	5	10	13 3/4	18 1/2	37	23 3/4	32	64
4	5 1/2	11	14	19	38	24	32	64
4 1/4	6	12	14 1/4	19	38	24 1/4	32 1/2	65
4 1/2	6	12	14 1/2	19 1/2	39	24 1/2	33	66
4 3/4	6 1/2	13	14 3/4	20	40	24 3/4	33	66
5	7	14	15	20	40	25	33 1/2	67
5 1/4	7	14	15 1/4	20 1/2	41	25 1/4	34	68
5 1/2	7 1/2	15	15 1/2	21	42	25 1/2	34	68
5 3/4	8	16	15 3/4	21	42	25 3/4	34 1/2	69
6	8	16	16	21 1/2	43	26	35	70
6 1/4	8 1/2	17	16 1/4	22	44	26 1/4	35	70
6 1/2	9	18	16 1/2	22	44	26 1/2	35 1/2	71
6 3/4	9	18	16 3/4	22 1/2	45	26 3/4	36	72
7	9 1/2	19	17	23	46	27	36	72
7 1/4	10	20	17 1/4	23	46	27 1/4	36 1/2	73
7 1/2	10	20	17 1/2	23 1/2	47	27 1/2	37	74
7 3/4	10 1/2	21	17 3/4	24	48	27 3/4	37	74
8	11	22	18	24	48	28	37 1/2	75
8 1/4	11	22	18 1/4	24 1/2	49	28 1/4	38	76
8 1/2	11 1/2	23	18 1/2	25	50	28 1/2	38	76
8 3/4	12	24	18 3/4	25	50	28 3/4	38 1/2	77
9	12	24	19	25 1/2	51	29	39	78
9 1/4	12 1/2	25	19 1/4	26	52	29 1/4	39	78
9 1/2	13	26	19 1/2	26	52	29 1/2	39 1/2	79
9 3/4	13	26	19 3/4	26 1/2	53	29 3/4	40	80
10	13 1/2	27	20	27	54	30	40	80

Exchange rates between Silbergroschen, Lybske skilling and (Norwegian) skilling (Sundsbø, 1989)

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