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Danish Postal Rates

1624 - 1965

By H. E. Tester

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INTRODUCTION

Some time ago, the Editor of Scandinavian Contact requested information about the postal rates of the Scandinavian countries. C. P. Heywood provided a partial answer for Denmark in Vol. 4, #7, 1963. Heywood stated that he was unable to discover information about Danish rates prior to 1851 when uniform postage was introduced simultaneously with the issue of the first postage stamp. It is this period before 1851 which is of the greatest interest to Postal Historians because of the difficulty in determining the significance of the rate markings on stampless covers.

In this account, details are given of the postal charges in Denmark from 1624 to 1965, as far as I have been able to ascertain them. For the period prior to 1851, I have given, in addition to postal rates, relevant information concerning post-routes and sea-mail.

After 1851, Denmark concluded Postal Conventions with other European countries which are of considerable importance regarding postal rates and an understanding of the postal history of this era. The salient features of these conventions are provided.

The Royal Ordinance of Dec. 24, 1624, introduced postal rates for letters consisting of half a sheet. These rates were for the carrying of mail along nine main post routes and related only to the destination. Rates for double letters were fixed for one route, Kjøbenhavn-Hamburg. New rates were introduced in 1653, 1694, and 1734, the latter being the same as 1694 in much greater detail. From 1624 to 1801, postage depended on the number of sheets and destination, a system subject to many anomalies.

In 1801, for the first time, rates were based on distance and weight, thus removing most anomalies. This system remained in effect, with some modifications, until April 1, 1851.

The history of parcel post rates is more complicated. Parcels are first mentioned in the 1624 Ordinance which states that they may be carried on the Kjøbenhavn-Hamburg route, and payment would be by size and value. No rates are given. Parcels up to 50 Lod could be carried by "Ridende Posts" (mounted posts), as they were called. Most were carried, however, by the "Agende Post" operated by contractors prior to 1777, who charged various rates subject to Postal Authority approval.

As far as I am aware, no comparable compilation is available in English, and I would be grateful for any additions or corrections.

I must express my gratitude to Chief Inspector I. C. Petersen of the Danish Postal Museum who answered innumerable questions and supplied photo-copies of many of the Postal Ordinances.

Danish Conversion Factors

Monetary Standard

The monetary standard in the Kingdom of Denmark was the Kurant daler (1693-1818):

- 125 Kurant daler=100 Specie (in silver)
- 1 Kurant daler=6 Mark
- 1 Kurant daler=96 Skilling
- 1 Kurant daler= $4\frac{1}{5}$ Specie

also

- 1 Lybske (Lübeck) skilling=2 Skilling Kurant

In 1736, a "Kurant Bank" was established as a private institution. It misused its unrestricted privilege of issuing banknotes so that by 1745 there was a difference in the value of banknotes and ready money. The bank took advantage of this in its exchange rate.

Kurant money was valid in Denmark until 1818. Between 1800 and 1818 many fluctuations occurred in the rate of exchange, to the detriment of Danish money, which had serious effects on postal rates to towns outside the Kingdom. This fluctuation caused the "General Directorate of Posts" to "fix" quarterly the rate of exchange used in calculating the rates. Details of this period are discussed elsewhere.

On April 16, 1818, the operating "Rigsbank" was transformed into a "National Bank." It was decided that from August 1, 1818 silver money was to be the basic means of payment in Denmark. Furthermore, the former Rigsbank skilling was to be converted to the new Rigsmønt skilling as follows:

- 1 Skilling Kurant= $1\frac{3}{10}$ Skilling Rigsmønt

On January 1, 1875, Denmark introduced the monetary unit "Krone" which was related to the old money as follows:

- 1 Krone=100 øre; 2 Krøner=1 Rigsmønt daler=96 Rigsmønt skilling.

Weight Standard

- 1 Danish Pund=500 grammes= $\frac{1}{2}$ kilogramme
- 1 Tonne=1000 Kilogrammes=2000 Pund
- 1 Pund=32 Lod=500 grammes
- 1 Lod=15.625 grammes

On February 19, 1861, a new weight system became law.

- 1 Kvint=5 grammes; 1 Pund=100 kvint.

Distance Standard

- 1 Danish Mil=7.53 Km.=4.68 English miles.

These factors provide sufficient information to interpret Danish postal rates.

Postal rates for letters

The first attempt to set up a national postal service was made by King Christian IV. The details were laid down in a Royal Ordinance dated December 24, 1624. This Ordinance set out details for operating the posts along nine main postal routes. The management of the postal service was put in the hands of Kjøbenhavn's mayor and council and four guilds ("Iceland," "East Indies," "Silk," and "Cloth"). They were entrusted with the management of arrival and delivery times, the appointment of postmasters and letter carriers, and their salaries.

Letter posts were established along the following routes:

1. **Kjøbenhavn-Hamburg**—via Middelfart, Kolding and Itzehoe
2. **Kjøbenhavn-Nakskov**—via Kjøge, Tryggevalde, Næstred, Vordingborg, Nykjøbing and Maribo.
3. **Kjøbenhavn-Kristianopel**—via Malmø, Lund, Kristiansstad, Sølvborg and Ronneby.
4. **Kjøbenhavn-Warberg**—via Helsingør, Laholm, Halmstad and Falkenburg.
5. **Kjøbenhavn-Helsingør**
6. **Kjøbenhavn-Kalundborg**—via Roskilde and Holbæk
7. **Kolding-Aalborg**—via Nørresnedé and Viborg.
8. **Kolding-Randers**—via Vejle, Horsens, Skanderborg and Aarhus.
9. **Kolding-Ribe**—via Faldingbro.

Article 21 sets out the postal rates for letters carried on these routes (details in Appendix 1). The ordinance specifically states that a single letter shall consist of half a sheet. This was meaningless, as the size of sheet is not specified. Size of sheet may have been standard and readily understood by all as handmade paper may have only come in one size sheet. On all of the routes only rates for single letters are given, with the exception of the Kjøbenhavn-Hamburg route for which rates for double letters are provided.

After the list of rates for the Kjøbenhavn-Hamburg route, a paragraph is inserted which reads: 'Packeter oc andre Vare skal gives efter Aduenant oc deas Verdi.' This statement is evidence that parcel post was foreseen from the beginning (at least, along this route).

No additional rates for letter postage were given for delivery to towns or villages off the main routes but in part of a letter from about 1650, some rates for single letters were given as follows. Ribe to Varde, 3 Sk.; Ribe to Ringkjøbing, 6 Sk.; and Varde to Ringkjøbing, 4 Sk.; but these were not official.

A new era in the Danish Postal Service occurred in 1653 when Paul Klíngenberg took over the complete organization for a period of 30 years. He became Postmaster General on July 16, 1653. It is mainly due to him that the Danish Postal Services became re-vitalized since he introduced many outstanding improvements. His first contribution was the "Forordningen om Postfærderne over Danmark of Norge" issued on November 20, 1653.

An Almanac for 1655-1656 gives details of the postal rates in the 1653 Ordinance some of which are reproduced in Appendix 2.

Paul Klíngenberg also introduced the "Agende Post" on the routes Haderslev-Aalborg, Haderslev-Ringkjøbing, Kjøbenhavn-Laaland, and Kjøbenhavn-Skaane. Further details of these posts are given elsewhere.

Postal Ordinance of December 25, 1694

The postal rates of 1653 remained valid until December 25, 1694 when a new law came into force. Some details of this new ordinance were:

- A. The main route Kjøbenhavn-Hamburg unaltered.
- B. A new "Ridende Post" established from Rendsborg to Lübeck via Kiel, Preetz, Plöen and Eutin.
- C. The "Agende Post" Haderslev and Aalborg and between Haderslev and Ringkjøbing changed to "Ridende Posts."
- D. The post between Kjøbenhavn and Lolland-Falster unaltered, and by this post, mail to Møen, places in Sjælland, as well as to Kjøge, Praestø and Vordingborg would be carried.

The ordinance also established "Biposts" along the following routes, operated by walking postmen:

In Sjælland

From Roskilde to Slangerup, Frederiksborg and Holbæk

From Ringsted to Næstved and Kiøge

From Slagelse to Kalundborg and Sjelskør

From Nyborg to Svendborg

From Odense to Kjertemind and Faaberg

In Jylland

From Kolding to Fredericia

From Horsens to Skanderborg

From Aarhus to Grenaa and Ebeltoft

From Randers to Hobrø and Mariager

From Viborg to Skive, Nykjøbing (Mors) and Thisted

From Aalborg to Hjørring, Sæby, Frederikshavn, Skagen, Hals and Læsø

From Ringkjøbing to Varde and Holstebro.

From Roskilde to Slangerup and Frederiksborg (This "Bipost" was later altered to a "Ridende Post," later extended to Helsingør).

The maximum parcel weight that the "Ridende Post" was allowed to carry was 50 Lod. The ordinance also contained instructions on the method of payment of letters examined by the various posts; e.g., letters from Kjøbenhavn to Jylland to be prepaid to Haderslev,* and letters to Norway to be prepaid to Kristiania.

With regard to the "Biposts," letters had to be prepaid to the town from which the "Bipost" started; e.g., Letters to Frederiksborg, Slangerup and Holbæk were prepaid to Roskilde.

Rates for mail carried on the "Bipost" for single letters remained unaltered at : up to 4 Mil, 4 Sk.; from 5 to 10 Mil, 6 Sk., etc.

The ordinance also contained rates for single letters to foreign countries.

Postal Ordinance of December 31, 1734

This contained, in addition to the various postal rates, a number of regulations concerning the transport and franking of letters. The main details follow:

1. Large letters or documents weighing up to 50 Lod were taxed according to weight: 1 Lod was counted as a single letter.
2. If several letters were inclosed in a single cover, each letter was taxed individually.
3. Letters carried within a single province, e.g. Sjælland, Fyen or Jylland where there were main post offices could be forwarded either prepaid or unpaid.
4. Letters between Jylland and other provinces had to be prepaid to Haderslev.
5. Letters to destinations outside the main postal routes had to be prepaid to the nearest main post office.
6. Letters to Sydsjælland (Præstø and Vordingborg) and to Lolland-Falster had to be prepaid to Kjøbenhavn; the postage on a single letter from Kjøbenhavn to Lolland-Falster was 4 Skilling (Lybske)=8 Skilling Kurant.
7. Letters to Bornholm, Iceland and Færøerne had to be prepaid to the "Danish Post Office" in Kjøbenhavn.

*—Editor's note: This must be a mistake in copying; since Haderslev is in Slesvig, this would have to apply to points south, i.e. the Duchies of Slesvig and Holstein.

8. Letters between towns in Lolland-Falster to be paid as follows:

From Kjøbenhavn to Kiøge	2 Lybske Sk.
Kjøbenhavn to Vordingborg	3 Lybske Sk.
From Kiøge to Vordingborg	2 Lybske Sk.
Kiøge to Falster	3 Lybske Sk.
Kiøge to Lolland	4 Lybske Sk.
From Vordingborg to Moen	2 Lybske Sk.
Vordingborg to Falster	2 Lybske Sk.
Vordingborg to Lolland	3 Lybske Sk.

These rates were for single letters carried by the "Lolland-Falster Agende Post."

9. Letters to Sweden to be prepaid to Helsingør.

The ordinance gives in addition a comprehensive list of rates for single letters between all large towns in Denmark and the duchies of Slesvig and Holsten (listed in Appendix 4).

Postal Law of May 1, 1801

The rates for letters in the Ordinance of December 31, 1734, remained valid until May 1, 1801. Prior to 1801, rates were based on destination along the various routes. It was possible for a letter carried on one route to cost more than one carried a longer route. A letter from Kjøbenhavn to Varde cost 8 Lybske Sk, whereas one from Kjøbenhavn to Hamburg cost only 6 Lybske Sk. On May 1, 1801, for the first time, postal rates were based on the distance a letter was carried.

Single Letter: consisting of a single sheet, $\frac{1}{2}$ Lod or less.

First 9 Mil—2 Lybske Sk.

Each additional 9 Mil to 54 Mil—1 Lybske Sk.

Rate for 63 Mil to be same as for 54 Mil, so that postage on a letter from Kjøbenhavn to Hamburg should not exceed 7 Lybske Skilling.

Above 63 Mil—1 Lybske Sk. per 9 Mil.

$\frac{1}{2}$ to $\frac{3}{4}$ Lod— $1\frac{1}{2}$ single rate

$\frac{3}{4}$ to 1 Lod—Twice single rate, etc.

Single letter enclosed in cover, $1\frac{1}{2}$ single rate.

Letters would be forwarded either prepaid or unpaid.

Some rates for single letters were now:

Kjøbenhavn to Roskilde—2 Lybske Sk.

Kjøbenhavn to Odense—4 Lybske Sk.

Kjøbenhavn to Aarhus—7 Lybske Sk.

Kjøbenhavn to Aalborg—8 Lybske Sk.

Kjøbenhavn to Hamburg—7 Lybske Sk.

Royal Resolution of June 1809

This resolution, which came into force on July 1, 1809, increased postal rates of the 1801 law in that the restriction that the rate on a single letter for 63 Mil should be the same as for 54 Mil, was removed; i.e., the increase of rate of 1 Lybske Sk. for each additional 9 Mil above the first 9 Mil was continuous.

The rate on a single letter from Kjøbenhavn to Hamburg was now 8 Lybske Skilling=16 Skilling Dansk Kurant, whereas it was formerly 7 Lybske Sk.

This increase in rates was made because many other European countries had increased their rates.

Postal Ordinance of December 1811

A postal ordinance of December 1811, which came into force on January 1, 1812, introduced new postal rates for letters. In the new rates the former increment of 9 Mil was reduced to 6 Mil. The new rates were:

Single Letters: First 6 Mil—6 Lybske Sk.

For each additional 6 Mil—1 Lybske Sk.

As before, single letters were not to exceed $\frac{1}{2}$ Lod; letters $\frac{1}{2}$ to $\frac{3}{4}$ Lod were $1\frac{1}{2}$ times single rate; and $\frac{3}{4}$ to 1 Lod were double rate, etc.

These new rates caused a considerable increase in postage. A single letter from Kjøbenhavn to Aalborg or from Kjøbenhavn to Hamburg now cost 12 Lybske Skilling or 24 Skilling Kurant, whereas since 1809 these rates had been 18 and 16 Skilling Kurant respectively.

Royal Resolution of June 12, 1818

On April 6, 1818, the operating "Rigsbank" was transformed into a National Bank and it was decreed that silver was to become the means of payment in Denmark. Up to this date, the Rigsbank Daler and Rigsbank Skilling had been the currency. The new currency became the Rigmønt Daler and Rigmønt Skilling and the relation between the old and the new currency was fixed at:

1 Skilling Dansk Kurant=1-3/10 Skilling Dansk Rigmønt.

As a result of this change, postal rates followed suit.

A Royal Resolution of June 12, 1818, laid down that henceforth postal rates for letters would be according to the 1801 ordinance in Skilling Kurant, converted to Skilling Rigmønt; i.e.:

Single Letters: First 9 Mil—4 Sk. Kurant

For each additional 9 Mil to 54 Mil—2 Sk. Kurant

Tax for 63 Mil to be the same as for 54 Mil

For each 9 Mil above 63 Mil—2 Sk. Kurant

A Skilling Kurant was converted to a Skilling Rigmønt by the ratio given above.

A letter carried under 4 Mil cost 2 Sk. Rigmønt, while a letter carried a full 4 Mil cost 3 Sk. Rigmønt. Postage was now on single letters.

Kjøbenhavn to Lyngby—2 Sk.

Kjøbenhavn to Helsingør—4 Sk.

Kjøbenhavn to Roskilde—3 Sk.

Kjøbenhavn to Ringsted—5 Sk.

Kjøbenhavn to Korsør—8 Sk.

Kjøbenhavn to Kolding—13 Sk.

Kjøbenhavn to Ribe; Fredericia to Vejle—16 Sk.

Kjøbenhavn to Aarhus; Randers to Viborg—18 Sk.

Kjøbenhavn to Aalborg—21 Sk.

For letters from the Kingdom to the duchies as well as to Lübeck, Hamburg and between towns in the duchies, the distance increment was now fixed at 7 Mil in place of 9 Mil, thus:

Single Letter: For first 7 Mil—2 Lybske Sk.

Each additional 7 Mil to 56 Mil—1 Lybske Sk.

For 56 Mil to 63 Mil—No increase

Above 63 Mil—1 Lybske Sk./7 Mil

The Lybske Skilling was converted to new currency so that 5 Lybske Skilling=16 Skilling Rigmønt.

The postage on a single letter from Kjøbenhavn to Hamburg was now 9 Lybske Skilling=29 Sk. Rigmønt whereas formerly it was 8 Lybske Skilling.

Royal Resolution of May 25, 1838

The rates of 1818 were based mainly on how many sheets a letter contained and the distance covered. The resolution of May, 1838, which came into force on July 1, priced single, double, etc. letters according to weight alone, a system in force in most other countries. The system was the same as in 1818, namely:

Single Letters: First 9 Mil—4 Sk.

For each additional 9 Mil to 54 Mil—2 Sk.

Tax for 63 Mil same as for 54 Mil.

For each 9 Mil above 63 Mil—2 Sk.

Except that from now on,

Single letter up to $\frac{3}{4}$ Lod.

Over $\frac{3}{4}$ to 1 Lod— $1\frac{1}{2}$ single letter rate

Over 1 to $1\frac{1}{2}$ Lod—Double single letter rate

Each additional $\frac{1}{2}$ Lod— $\frac{1}{2}$ single letter rate

This completes the survey of inland letter rates up to the introduction of uniform postage on May 1, 1851.

Postal law of March 11, 1851

This law which came into force on April 1, 1851, introduced uniform postal rates within the Kingdom irrespective of distance carried.

Single letter rate: Up to 1 Lod—4 Sk. Franked; 6 Sk. Unfranked

Each additional 1 Lod—4 Sk. Franked; 6 Sk. Unfranked

Maximum letter weight 1 Pund=32 Lod

Maximum letter postage, 1 Rigsdaler 32 Skilling franked, or 2 Rigsdaller if unfranked.

Registration fee, 8 Sk.

Parcels up to 32 Lod weight would be sent at letter rates.

Printed matter (with single wrapper) up to 8 Lod weight would also be carried by letter post at rates:

Up to 4 Lod—4 Sk. franked; +50% unfranked

From 4 to 8 Lod—8 Sk. franked; +50% unfranked

Parcel Post Rates

Parcels taxed according to weight and distance. For all parcels a basic fee of 6 Sk. was charged two categories:

(a) Parcels up to 1 Pund weight:

2 Sk. up to 16 Mil, plus 6 Sk. for distances above 16 Mil

(b) Parcels above 1 Pund weight:

Basic 6 Sk. plus $\frac{1}{2}$ Sk. per Pund for each 4 Mil or part thereof.

Letters and parcels could be sent either franked or unfranked, except that registered letters and letters over 8 Lod had to be prepaid. Partial franking was not allowed.

Certificates of posting cost 2 Sk. In addition, a fee of 3 Sk. was charged for addressing letters or for notification of arrival of mail.

From April 1, 1851, the single letter rate was:

Denmark to Holsten, 12 Sk.; to Lauenborg, 16 Sk.; and to Hamburg or Lubeck, 16 Sk.

Postal Law of 1865

This law came into force on Nov. 1, 1865, and introduced three weight scales for letter post, viz:

Letter Post Rates:

Up to 3 Kvint—4 Sk.

From 3 to 25 Kvint—8 Sk.

From 25 to 50 Kvint—12 Sk.

These rates applied to franked letters; rates for unfranked letters were increased by 50%. Maximum letter weight was 50 Kvint.

From August 1 1865, "Express" letters were introduced. Express letters were delivered by special postmen immediately on being handed in. The rates were:

Single letter—8 Sk. within town

Outside town limits up to $\frac{1}{4}$ Mil—16 Sk.

over $\frac{1}{4}$ to $\frac{1}{2}$ Mil—32 Sk.

over $\frac{1}{2}$ to $\frac{3}{4}$ Mil—48 Sk.

In addition to normal 8 Sk. rate, for night delivery the above rates were increased by 50%.

In the Postal Law of January 7, 1871, rates for express letters were fixed as above, but with following modifications:

Over $\frac{3}{4}$ Mil to Mil—64 Sk.

and then 12 Sk. for each additional $\frac{1}{4}$ Mil.

Postal Law of 1869

From Jan. 1, 1869, weight scales for letter post were reduced to two. The rates were now:

Up to 3 Kvint, 4 Sk.; and over 3 to 50 Kvint, 8 Sk. for franked letters.

For unfranked letters the preceding rates were increased by 50%.

Postal Law of 1871

From Jan. 7, 1871, there was only one weight scale for letter post, i.e.: up to 50 Kvint, 4 Sk. for franked letters. Unfranked letters were double rate.

Rates for letter-parcels

Rates for letter-parcels for inland post were as follows:

July 1, 1930	25 øre up to 1000 g.
July 1, 1940	30 øre up to 1000 g.
July 1, 1946	40 øre up to 1000 g.
May 1, 1951	50 øre up to 1000 g.
May 1, 1955	60 øre up to 1000 g.
March 15, 1962	80 øre up to 1000 g.
April 16, 1963	60 øre to 25 g.; 90 øre to 1000 g.
May 15, 1965	80 øre to 25 g.; 110 øre to 1000 g.
July 3, 1967	150 øre to 1000 g.

Additional Rates for Sunday Letters

From 1929, additional rates have been charged in Denmark for delivering letters on Sundays.

May 1, 1929	10 øre	April 15, 1963	55 øre
July 1, 1946	20 øre	May 15, 1965	100 øre
June 1, 1950	25 øre	July 3, 1967	200 øre
July 1, 1952	30 øre		

Postage Rates
Letters, Postcards and Printed Matter 1871-1965

Grammes	Letters					Postcards		Printed Matter															
	Inland			Local			Inl.	Loc	Inland			Local											
	50	125	250	500	1000	50	125	250	500	1000	—	—	50	125	250	500	1000	50	125	250	500	1000	
4.1.1871	4	4	4			2	2	2			4	2	2	2	2			2	2	2			
1.1.1875	8	8	8			4	4	4			8	4	4	4	4			4	4	4			
10.1.1888	8	8	8			4	4	4			8	3	4	4	4			4	4	4			
10.1.1902	10	10	10			5	5	5			5	3	4	4	4			4	4	4			
12.1.1905	10	10	10			5	5	5			5	3	4	4	4			2	2	2			
11.1.1917	10	10	10			5	5	5			5	3	4	4	4			3	3	3			
1.1.1919	10	10	10			7	7	7			7	5	7	7	7			5	5	5			
7.1.1919	10	10	10	40		7	7	7	30		7	5	7	7	7	15		5	5	5	10		
10.1.1919	15	15	15	60		10	10	10	40		10	7	7	7	7	30		5	5	5	20		
7.1.1920	20	20	20	80		10	10	10	60		15	8	10	10	10	40		7	7	7	30		
3.1.1921	20	30	30	60	60	10	15	15	60	60	15	8	10	15	15	40	40	8	12	12	40	40	
4.1.1922	20	30	30	60	60	10	15	15	60	60	15	8	10	15	15	40	40	5	8	8	40	40	
4.1.1926	20	30	30	50	50	10	15	15	50	50	12	7	7	12	12	30	30	5	7	7	30	30	
1.1.1927	15	25	25	50	50	10	15	15	50	50	10	7	7	12	12	30	30	5	7	7	30	30	
7.1.1930	15	25	25	50	50	10	15	15	50	50	10	7	5	10	10	25	25	4	7	7	25	25	
7.1.1940	20	30	30	50	50	10	15	15	50	50	15	7	6	10	10	30	30	5	8	8	30	30	
7.1.1946	20	30	30		60	15		20		60	15	10	6		10	40	40						
6.1.1950	25	35	35		60	15		20		60	15	10	6		10	40	40						
7.1.1952	30	40	40		70	20		25		70	20	15	8		12	50	50						
5.1.1955	30	40	40		80	25		30		80	20	20	12		20	60	60						
4.1.1957	30	40	40		80	Local postage on letters abolished from 1st April 1957					20								Local postage on Printed Matter abolished from 1st July 1946				
3.15.1962	30	50	50		100						20		12		20	80	80						
4.15.1963	35	60	60		120						25		15		25	90	90						
5.15.1965	50	80	80		150						40		25		40	110	110						

Miscellaneous Letter Postal Rates

October 1917—Letters to Iceland, up to 20 g. 10 øre
 20 to 125 g. 20 øre; 125 to 250 g. 30 øre
 Unfranked letters, double rate
 Postcards 5 øre
 Registration Fee 15 øre

Postal Rates to Finland, Iceland, Norway and Sweden						
	7.1.1922	7.1.1952	6.22.1955	5.15.1962	5.15.1963	5.15.1965
Letters						
Up to 20 g.	20 øre	30 øre	30 ore	30 ore	35 ore	50 ore
20 to 125 g.	40 "	} 60 "	40 "	50 "	60 "	80 "
125 to 250 g.	60 "					
250 to 500 g.	80 "	100 "	30 "	100 "	120 "	150 "
Postcards						
Single	15 ore	20 øre	20 ore	20 ore	25 ore	40 ore
Reply	30 "	40 "	40 "	40 "	50 "	80 "
Printed Matter						
Up to 50 g.	10 øre			12 øre	15 øre	25 øre
50 to 250 g.	per 50 g.	12 øre		20 "	25 "	40 "
250 to 1 kg.		60 "		80 "	90 "	110 "
Registration Fee						
(for Letters)	30 øre	40 øre	50 ore	60 ore		80 ore

Letters to Norway and Sweden		
Date	Weight	Rate
January 1, 1875	15 grammes	12 øre
March 1, 1885	15 grammes	10 øre
June 1, 1918	20 grammes	12 øre

Postal Rates on Letters to Greenland						
	1951	7.1.1952	5.1.1955	5.15.1962	5.15.1963	5.15.1965
Up to 20 g.	30 øre	30 øre	30 ore	30 ore*	35 ore*	50 ore*
20 to 250 g.	40 "	40 "	40 "	50 " *	60 " *	80 " *
250 to 500 g.	60 "	70 "	80 "	} 100 "	120 "	150 "
500 to 750 g.	100 "	120 "	125 "			
750 to 1 kg.	150 "	150 "	150 "			

Rates for 1962-1965 are same as normal inland.

*Weight scales are up to 50 g., 50-250 g. and 250-1 kg.

Registration Fees for Letters

Prior to 1808, no official registration fees for letters were in force. Specially important letters were endorsed "N.B."; i.e., Notaberende, and charged 14 Sk. extra. In 1814, registration of a letter took place for the first time, the fee being 8 Sk. However it was only from 4.1.1868 that it became compulsory to attach stamps to letters to indicate the additional registration fee. A complete list of registration fees follows:

4.1.1868	3 Sk.	7.1.1940	30 øre
1.1.1875	16 øre	5.1.1951	40 øre
10.1.1902	15 øre	4.1.1957	50 øre
7.1.1920	20 øre	3.15.1962	60 øre
3.1.1921	30 øre	5.15.1965	80 øre
4.1.1926	25 øre	7.3.1967	140 øre

From 1851 to 1868 the fee was 8 Sk.

Parcel Post Rates

Postage rates for parcels were introduced in Denmark in 1624. These rates prior to 1801 were manly for parcels transported by the "Agende Post."

The Postal Ordinance of 1653 introduced by Paul Klingenberg set down the following routes:

- Between Kjøbenhavn and Hamburg—8 Sk. per Lod
- Between Kjøbenhavn and Aalborg—8 Sk. per Lod
- Between Kjøbenhavn and Haderslev—8 Sk. per Lod
- Between Kjøbenhavn and Kristianopol—10 Sk. per Lod
- Between Kjøbenhavn and Lolland—8 Sk. per Lod

The next set of rates for parcels was given in the Postal Ordinance of Dec. 25, 1694, and were:

- Up to 80 Pund—12 Sk. per Pund
- 80 to 120 Pund—same rate as for 80 Pund
- 120 to 300 Pund—8 Sk. per Pund

In 1777 the Postal Service took over operation of the "Agende Post" and fixed Parcel Post rates at:

- For 1 Pund—2 Lybske Sk for 6 Mil
- 3 Lybske Sk. for 6 to 12 Mil
- 4 Lybske Sk. for 12-16 Mil

The rates were complicated and did not increase in direct proportion with weight. A 19 Pund parcel from Kjøbenhavn to Roskilde cost 7 Lybske Sk., to Haderslev 45 Lybske Sk. and to Hamburg 95 Lybske Sk.; while a 100 Pund parcel from Kjøbenhavn to these three towns cost 26, 176, and 375 Lybske Sk. respectively.

About 1750, some "Agende Post" rates for parcels were as follows:

- Between Kjøbenhavn and Kallundborg—4 Sk. per Pund
- Between Kjøbenhavn and Aalborg—10 Sk. per Pund
- Between Kjøbenhavn and Helsingør—2 Sk. per Pund up to 12 Pund;
large parcels 1½ Sk. per Pund

Apparently, different parcel post rates were in operation at the various "Agende Posts."

New rates for parcels were introduced in 1788. They were calculated according to distance carried and weight and were very complicated. The essential details of the 1788 rates were:

- For parcels up to 6 Mil—1/3 Lybske Sk. per Pund
- For parcels from 6 to 12 Mil—2/3 Lybske Sk. per Pund
- For each additional 4 Mil—1/3 Lybske Sk. per Pund

These rates were valid for parcels weighing up to 50 Pund; parcels weighing from 50 to 66 Pund were taxed at the same rate as for 50 Pund. Above 66 Pund the rate was subject to a 25% reduction.

In 1799 the contractors who operated the "Agende Post" increased their parcel post rates by 25%.

- Jan. 1, 1810, increase of 25%
- May 1, 1810, increase of 50%
- May 1, 1811, increase of 50%.

These drastic increases in parcel post rates were due to high cost of fodder, and the fall in value of money during the years 1800-1815. Thus, in 1812, parcel post rates were about 3½ times those prevailing before 1800.

New Parcel Post rates came into force on Feb. 1, 1837. There were two categories: (a) parcels up to 1 Pund, and (b) parcels over 1 Pund.

Rates for parcels up to 1 Pund:

- for first 6 Mil—1 Sk. per Mil
- for next 6 Mil—1 Sk. per Mil with 1/3 rebate
- each additional Mil— $\frac{1}{2}$ Sk.

For a 1 Pund parcel carried a distance of 12 Mil. the rate was 10 Sk. and for a 1 Pund parcel carried 48 Mil, the cost was 28 Sk.

Rates for Parcels above 1 Pund:

- Up to 6 Mil— $1\frac{1}{2}$ Sk. per Pund (minimum 9 Sk.)
- Each additional 6 Mil to 48 Mil—1 Sk. per Pund
- Each 4 Mil above 48 Mil—1 Sk. per Pund

These rates were a considerable reduction compared with the old rates. A 50 Pund parcel from: Kjøbenhavn to Hamburg cost 5 Rigsdaler 48 Skilling whereas at the old rate, the cost was 9 Rigsdaler 36 Skilling.

The 1837 rates remained in force until the major Postal Law of 1851 was introduced.

From Nov. 3, 1851:

Parcels up to 1 Pund—2 Sk. up to 16 Mil plus 6 Sk. for distances above 16 Mil

Parcels above 1 Pund—Basic 6 Sk. plus $1\frac{1}{2}$ per Pund for each 4 Mil Documents and similar matter sent as parcels, rates were:

- Up to 1 Lod—single letter rate=4 Sk.
- Up to 2 Lod—double letter rate=8 Sk.
- Up to 4 Lod—triple letter rate=12 Sk.
- Up to 8 Lod—four times letter rate=16 Sk.

Postal Law of 1865:

Rates for parcels according to weight and distance:

Weight:

- Parcels to 1 Pund—8 Sk.
- Parcels to 2 Pund—12 Sk.
- Parcels to 4 Pund—18 Sk.

Distance:

- Not over 5 Mil— $\frac{1}{2}$ Sk. per Pund
- Not over 10 Mil—1 Sk. per Pund
- Not over 20 Mil—2 Sk. per Pund
- Not over 30 Mil—3 Sk. per Pund

Parcel Law of 1871:

Parcel rates were calculated solely on basis of weight. For each parcel, a basic fee of 6 Skilling plus 2 Sk. per Pund.

Postal Law of 1888:

Rates for parcels as follows:

- Parcels to 2 Pund—16 øre
- Parcels 2 to 5 Pund—24 øre
- Parcels 5 to 10 Pund—32 øre
- Parcels above 10 Pund—16 øre per parcel plus 5 øre per Pund.

Parcel Law of 1902:

Rates for parcels as follows:

- Parcels to 2 Pund—15 øre
- Parcels 2 to 5 Pund—20 øre
- Parcels 5 to 10 Pund—30 øre
- Parcels above 10 Pund—15 øre per Pund

These rates were in force until April 1, 1914. From this date parcel post rates are given in the following table:

Table of Parcel Post Rates
1914-1966

Not over kg.	Local Postage—Near Zone Rate									General Postage—Long Distance							
	1	2½	3	5	6	7	8	10	1	2½	3	5	6	7	8	10	
1.4.1914	15		20		48		64		80	20		30		60		80	100
1.11.1917	20		25		53		69		85	25		35		65		85	105
1.1.1919	20	30	40		60		100		140	30	40	50	70	110		150	
1.10.1919	30	40	50		80		140		200	40	50	60	90	150		210	
1.7.1920										50	70	90	120	180		240	
1.3.1921										60	75	90	120	180		240	
1.4.1922										50	65	75	100	150		200	
1.4.1926										40	50	60	80	140		160	
1.6.1933	40				100			over 7kg+20 øre/kg		40	50	60	100		over 7kg		
1.7.1940	40		50		5 to 7kg		+25 øre per kg.		50	60	75	5-7 kg		100	+25 øre per kg		
1.7.1946		50	60		120		+30 øre per kg		60	75	90		120	+30 øre per kg			
1.5.1951		60	70		135		+35 øre per kg		70	90	100		135	+35 øre per kg			
1.5.1953		65	80		150		+40 øre per kg		75	95	110		150	+40 øre per kg			
1.5.1955		70	90		170		+50 øre per kg		80	100	120		170	+50 øre per kg			
	Not over kg		1	5	10	15	20										
15.3.1962			100	125	250	475	900										
15.4.1963			120	150	275	500	950										
15.5.1965			150	200	350	600	1100										

N.B. Minimum weight for postal parcels reduced from 50 kg to 20 kg on 15th March 1962.

Notes:

1. Local postage for parcels abolished from 1 July 1920.
2. General (all Denmark) postage for parcels abolished from 31 May 1933 on the change over to charging on the basis of the postal zone system.
3. From 1 June 1933 the term long and near distance zones were introduced for charging parcels. Denmark was divided geographically into seven zones and parcels for conveyance within one zone or between two neighboring zones were charged at the lowest near zone rate.

Parcel Post—Additional Information

The preceding table provides information on postage rates for parcels up to a weight of 10 Kg from 4.1.1914 to 3.15.1962 when the maximum weight for inland parcels was 50 Kg. and thereafter 20 Kg. It is not possible to provide all the details concerning parcel post rates, but some additional information is provided below:

Oct. 20, 1917**Inland Rate:**

Up to 2½ Kg. 25 øre; up to 5 Kg. 35 øre (as in Table)

Over 5 Kg., 10 øre for the first ½ Kg. and 5 øre for each add. ½ Kg.

e.g., rate for a 6 Kg. parcel=10+11x5=65 øre

rate for a 10 Kg. parcel=10+19x5=105 øre

Local Rate:

Up to 2½ Kg. 20 øre; up to 5 Kg. 25 øre (as in Table)

Over 5 kg., 9 øre for the first ½ kg and 4 øre for each add. ½ kg.

e.g., rate for a 6 kg. parcel=9+11x4=53 øre

rate for a 10 kg. parcel=9+19x4=85 øre

Large Parcels: 50% increase in rates.

June 20, 1919:**Inland Rate:**

Up to 1 kg.—30 øre

1 to 3 kg.—40 øre

3 to 5 kg.—50 øre

Above 5 kg., 50 øre for first 5 kg. and 20 øre for each additional kg.

Local Rate:

Up to 1 kg.—20 øre

1 to 3 kg.—30 øre

3 to 5 kg.—40 øre

Above 5 kg. 40 øre for first 5 kg. and 20 øre for each additional kg.

July 1, 1922**Inland rate:**

Up to 1 kg.—50 øre

1 kg. to 3 kg.—65 øre

3 kg. to 5 kg.—75 øre

Over 5 kg., 75 øre for the 1st 5 kg. and 25 øre for each additional kg.

e.g., rate for a 6 lb. parcel=75+25=100 øre

rate for a 10 lb. parcel=75+5x25=200 øre

Parcel Post to Greenland

Some rates for the carriage of parcels from Denmark to Greenland for the period 1917 to 1965 are given below:

Oct. 20, 1917: up to 10 kg. at normal inland rates.

Oct. 1, 1924: up to 10 kg. at normal inland rates.

	5.1.1951	5.1.1953	5.1.1955	3.15.1962	1.1.1964	5.2.1965
Up to 1 kg.	140	150	160	200	225	300
1 to 3 kg.	211	225	240	300**	350**	480**
3 to 5 kg.	235	260	275			
5 to 6 kg.			410			
5 to 10 kg.	440	500	*	500	600	800
10 to 15 kg.				800	1000	1200
15 to 20 kg.				1300	1500	1800

*Above 6 kg.. 50 øre for each additional kg.

**Rate for 1 to 5 kg.

Parcel Post to Norway and Sweden**Oct. 20, 1917**

Kg.	Norway (via Sweden) and Sweden	Norway (via Frederikshavn) by ship from Kjøbenhavn
Up to 1	60 øre	50 øre
1 to 3	90 øre	70 øre
3 to 5	120 øre	90 øre
5 to 6	160 øre	130 øre

For larger parcels, + 40 øre for each additional kg up to a maximum weight of 50 kg.

Oct. 1, 1924

Kg.	Norway (via Sweden) and Sweden	Norway (via Frederikshavn) by ship from Kjøbenhavn
Up to 1	100 øre	80 øre
1 to 3	150 øre	120 øre
3 to 5	200 øre	160 øre
5 to 6	290 øre	240 øre

For larger parcels, + 80 øre for each additional kg up to a maximum weight of 50 kg.

Parcel Post to Norway

Kg.	Mar. 15, 1962		Jan. 1, 1964		Jan. 1, 1965	
	Direct	via Sweden	Direct	via Sweden	Direct	via Sweden
Up to 1 kg.	200	200	220	220	220	220
1 to 3	290	300	300	310	300	310
3 to 5	390	400	440	450	440	450
5 to 10	760	800	760	800	760	800
10 to 15	1150	1200	1150	1200	1150	1200
15 to 20	1520	1600	1520	1600	1520	1600

Postage Rates for Printed Matter

The postal rates introduced on April 1, 1851, for printed matter were:

Up to 4 Lod—6 Skilling
over 4 to 8 Lod—12 Skilling

Postal Law of 1865: Three weight categories

Up to 8 Kvint—2 Skilling
over 8 to 25 Kvint—4 Skilling
over 25 to 50 Kvint—6 Skilling

Postal Law of 1868: Two weight categories

Up to 8 Kvint—2 Skilling
over 8 to 50 Kvint—4 Skilling

Postal Law of 1871. One weight category

Up to 50 Kvint—2 Skilling

From April 1, 1851 to April 5, 1888 local rates for printed matter were the same as for the general inland postage.

The rates for printed matter from April 5, 1888 to date are given in the following table:

Postage Rates
Printed Matter 1888 to 1965

Date	Inland				Local			
	50	250	500	1000	50	250	500	1000
4.5.1888	4	4			2	2		
10.1.1902	4	4			2	2		
11.1.1917	4	4			3	3		
1.1.1919	7	7			5	5		
7.1.1919	7	7	15		5	5	10	
10.1.1919	7	7	30		5	5	20	
7.1.1920	10	10	40		7	7	30	
3.1.1921	10	15	40	40	8	12	40	40
4.1.1922	10	15	40	40	5	8	40	40
4.1.1926	7	12	30	30	5	7	30	30
7.1.1930	5	10	25	25	4	7	25	25
7.1.1940	6	10	30	30	5	8	30	30
7.1.1946	6	10	40	40	Local postage abolished			
**6.1.1950	6 10	15 15	40 40	40 40				
**7.1.1952	8 12	12 20	50 50	50 50				
5.1.1955	12	20	60	60				
3.15.1962	12	20	80	80				
4.15.1963	15	25	90	90				
5.15.1965	25	40	110	110				

**Numerator: Printed matter without annotations.
Denominator: Printed matter with annotations.

Postal Conventions

Of special importance in the study of postal rates are the various postal conventions concluded between the Danish Postal Administration and the neighboring countries, duchies and principalities. Under this heading details are provided pertaining to the period 1836-1874 which is of the greatest importance to postal historians.

1836—Denmark and England

For Danish post sent via Hamburg to London by sea:

Single letters: English postage $3\frac{1}{2}$ pence=13 Sk. Rm.+Danish inland postage.

At this time, the Danish inland rate on a single letter from Kjøbenhavn to Hamburg was 29 Sk. Rm. Postage on a letter from Kjøbenhavn to London was 42 Sk. Rm.

1846—Denmark and England

English postage on single letters increased to 6 pence= $22\frac{1}{2}$ Sk. Rm.

Single Letter: English postage 6 pence= $22\frac{1}{2}$ Sk. Rm.+Danish postage $22\frac{1}{2}$ Sk. Rm.

The Danish rate of $22\frac{1}{2}$ Sk. Rm. was valid for any town in the Kingdom. For letters from the duchies, the English postage was reduced to 4 pence=15 Sk. Rm.

Thus, a letter from anywhere in the duchies to London cost 10 pence= $37\frac{1}{2}$ Sk. Rm., while a letter from anywhere in the Kingdom to London cost more, i.e. 1 Shilling=45 Sk. Rm.

1847—Denmark and Norway

Letters to or from Norway via steamship terminals Frederikshavn, Korsør or Kiel:

Single Letter: Norwegian inland postage
 +Norwegian sea postage—16 Sk.
 +Danish inland postage—4 Sk

For letters from Kjøbenhavn and Helsingør to or from Norway sent either by route Kjøbenhavn-Frederikshavn or route Korsør-Frederikshavn, the rate for single letters was:

Norwegian inland postage
 +Norwegian sea postage—16 Sk.
 +Danish postage—4 Sk. from Kjøbenhavn, or 6 Sk. from Korsør

1847—Denmark and Sweden

The postage on a single letter from Denmark, Slesvig and Holsten to Sweden was 27 Sk. Rigmønt, with the following exceptions:

Single Letters:

Helsingør to Sweden—22½ Sk. Rm.
 Denmark to Helsingborg—22½ Sk. Rm.
 Sjælland to Skaane—18 Sk. Rm.
 Helsingør to Helsingborg—6 Sk. Rm.
 Kjøbenhavn to Malmö—6 Sk. Rm.
 Aalborg to Stockholm—27 Sk. Rm.

1851—Denmark and Mecklenburg

Introduced on April 15, 1851, for mail conveyed via Hamburg or Wismar by the Mecklenburg Steamship Co.'s ship "Obotrit."

Single letter (1 Lod)—3¼ Silver groschen=16 Sk. Dansk

Registration fee—2 Silver groschen=8 Sk. Dansk

1851—Denmark and Thurn and Taxis

Introduced on July 1, 1851.

Single letter (1 Lod)—3 S. gr.=13 Sk. Dansk

Registration fee—2 S. gr.=9 Sk. Dansk

1851—Denmark and Prussia

For mail carried on route Kjøbenhavn-Stettin, the single letter rate was:

Single letter (1 Lod)—3 S. gr.=13 Sk. Dansk

1852—Denmark and Norway

Introduced on Jan. 1, 1852.

Single letter (1 Lod)—2½ Lybske Sk., Danish inland rate
 +2½ Lybske Sk., Norwegian inland rate
 +2½ Lybske Sk., sea postage

If the letter went via Sweden, the sea postage was replaced by the Swedish transit fee.

For letters to or from Holsten and Lauenburg, above rates were increased to 3 Lybske Sk.

Letters to or from Norway to foreign countries passing through Denmark cost 4 Lybske Sk. plus sea postage of 3 Lybske Sk.

Letters of 1 to 2 Lod weight rated double postage, 2 to 3 Lod triple postage, etc.

Printed matter, 2 Lybske Sk. per 2 Lod.

1852—Denmark and Sweden

Single letter (1 Lod)—5 Lybske Sk., for letters between Kjøbenhavn and Helsingborg, Landskrona or Malmö.

Between Bornholm and Ystad—2½ Lybske Sk.

Between Sweden and Holsten—6 Lybske Sk.

Between Sweden and Lauenburg—6% Lybske Sk.

Letters (1 Lod) passing through Sweden to Norway, Russia or Finland cost 5, 6 or 6% Lybske Sk. respectively.

Printed Matter—2½ Lybske Sk. per Lod

1865—Denmark and Prussia

Introduced on August 1, 1865.

Exchange of post to take place at Stralsund.

Seapost route, Stralsund-Malmö, eventually Stralsund-Ystad, or by seapost between Lubeck, Travemunde and Danish ports.

Postal rates to be independent of routes taken.

Single letter: up to 3 Kvint—3 S. gr.=12 Sk. for franked mail; 4 S. gr.=16 Sk. for unfranked mail

Registration fee—2 S. gr.=8 Sk.

Printed Matter: per 8 Kvint—¾ S. gr.=3 Sk.

Express Letter Fee—3 S. gr.=12 Sk.

Denmark and Lauenberg same rates as for Prussia.

1865—Denmark and Lubeck

For exchange of mail to or from Denmark via Lubeck:

Single Letter (3 Kvint)—3 S. gr.=12 Sk. franked; 4 S. gr.=16 Sk. unfranked

1865—Denmark and Norway

Introduced on Oct. 1, 1865.

For exchange of mail by sea between Denmark and Norway:

Single letter (15 grammes)—12 Sk. franked and 16 Sk. unfranked

If the letter passed through Sweden sea postage of 4 Sk. was not paid, but in its place, the Swedish transit fee was substituted.

Printed Matter—4 Sk. per 40 grammes

1865—Denmark and Sweden

Introduced on Oct. 1, 1865.

Single letter (15 grammes), in Denmark 8 Sk.; in Sweden 17 øre

Above rates increased to 12 Sk. and 25 øre respectively for unfranked mail

Printed Matter, Denmark, 3 Sk. per 40 grammes; Sweden, 6 øre per 40 grammes

1865—Denmark with Great Britain and Ireland

For mail from Denmark via Hamburg:

Single letter: per 15 grammes (½ ounce)—4 pence or 14 Sk. Dansk

From Nov. 1, 1865

Printed Matter—4 Sk. per 40 grammes

Unfranked letter (15 g.) from Great Britain or Ireland—21 Sk.

From Jan. 1, 1873, rate on letters reduced to 10 Sk. and for unfranked letters to 20 Sk.

1866—Denmark and Holland

Introduced on April 1, 1867.

Single letter (15 grammes): Franked, 14 Sk. Dansk or 20 cents;

Unfranked, 21 Sk. Dansk or 30 cents

Rates revised in September, 1868 to: Franked, 10 Sk. Dansk or 15 cents
 Unfranked, 20 Sk. Dansk or 30 cents
 Maximum weight of letter 250 grammes
 Equal division of postage

1867—Denmark and France

Introduced on Feb. 1, 1868.

Letters from France to Denmark:

Single letter (10 grammes): Franked 50 centimes; unfranked 60 centimes

Letters from Denmark to France (10 grammes): Franked 16 Sk.

Unfranked 20 Sk.

1869—Denmark with Norway and Sweden**With Norway**

Single letter (15 grammes)—8 Sk. Dansk or 5 Sk. Norwegian

Printed Matter—3 Sk. per 40 grammes

With Sweden

(15 grammes)—6 Sk. Dansk or 12 øre Swedish

Both conventions were introduced on July 1, 1869.

1871—Denmark and United States of America

Introduced on Jan. 1, 1872.

Single Letter (15 grammes)—Danish rate—12 Sk.

U.S.A. rate—7 cents

Unfranked letters, 18 Sk. or 11 cents respectively

Maximum weight 250 grammes

1872—Denmark and Russia including Finland

Introduced on April 1, 1873.

Single letter (15 grammes): Between Denmark and Russia—

40 centimes (?)*; unfranked 60 centimes (?)*

Printed Matter—12 centimes (?)* for 50 grammes

1873—Denmark with Norway and Sweden

Introduced on Jan. 1, 1874.

Single letter (15 grammes): 12 øre

15 to 125 grammes—24 øre; 125 to 250 grammes—36 øre

Same rates for both countries

Post cards taxed at single letter rate.

Printed Matter—6 øre per 50 grammes

1868—Denmark with North German Alliance and Hanseatic towns of Hamburg and Lübeck

Introduced on May 1, 1868.

North Germany

Single letter (15 grammes): Danish rate—8 Sk.

German rate—2 Silver Groschen

Unfranked letters=double postage.

Slesvig-Holsten and Hanseatic towns of Hamburg and Lübeck

Single letter (15 grammes): Danish rate—6 Sk.

Slesvig-Holsten rate—1½ Silver Groschen

Over 15 to 250 grammes double above rates

Unfranked letters=double postage

Postage costs equally divided

*Ed. Note: These are the author's question marks, as he is not yet completely certain of these items.

Postal Endorsements on Letters

The postal rates fixed in the various Postal Conventions concluded between Denmark and other European countries from 1836 to 1875 are of immense importance to postal historians.

A great deal of research on this subject has been arrived at by A. Tholl, the results of which have been published in a series of important articles in "Nordisk Filatelistisk Tidsskrift."

As an illustration of the importance of this information, we shall consider one of the articles by A. Tholl, namely:

"Portopaaetegninger paa Breve"—"Nordisk Filatelistisk Tidsskrift, Jan. 1964, Page 30."

The article considers a letter dated June 5, 1870 from Kiel to Nakskov franked with a 1 Groschen stamp.

On Jan. 1, 1875, the monetary standards in Denmark and Germany were changed and the postal rates altered accordingly. The last convention, prior to 1870, between Denmark and the North German alliance, also between Denmark and Slesvig-Holsten, the principality of Lübeck and the Hanseatic towns of Hamburg and Lübeck, came into force on May 1, 1868, remaining valid until Jan. 1, 1875.

The letter in question is hand stamped with a boxed "Unzureichend Frankirt" and with three postal endorsements: (a) a manuscript "1" in blue, (b) a manuscript "6" in blue and (c) a manuscript "8" in red.

The problem is to ascertain the significance of these endorsements.

Referring to page 20 we find that at the time this letter was handled, the rates were:

Franked letter—6 Sk. Rigsmønt; 1½ Silver Groschen

Unfranked letter—12 Skilling Rigsmønt; 3 Silver Groschen

These rates were for a letter of up to 15 grammes in weight. Letters from 15 to 250 grammes doubled these rates.

Since the letter was franked with a one Groschen stamp, it was insufficiently franked. The regulations stated that such a letter should be treated as an unfranked letter regarding payment but with subtraction of the value of the attached stamp. Further, the postal charges were to be equally divided between the two postal services concerned, i.e.: German and Danish.

Unzureichend Frankirt

The handstamp was correctly applied by the Kiel post office, i.e.: "insufficiently franked." The correct postage was 1½ Groschen.

Manuscript "1" in blue

The regulations stated that "The forwarding post office shall . . . indicate the value of the stamp used, directly under or at the side of the stamp, with a small red figure in the currency of the postal district to which the letter is destined."

For a one Groschen stamp, a figure "4" should have been applied (value of stamp in Danish money); but in Kiel a "1" in blue was applied and the letter handed over to the Nakskov post office to convert the value of the stamp into Danish money

Manuscript "6" in Blue

The regulations also stated that "At the same time indicate the postage which should have been paid by the sender of an unfranked letter in blue figures at the left of the address."

For an unfranked letter of up to 15 grammes weight, the amount due to the German postal service was half of 12 Skilling, and the endorsement "6" in blue indicates the amount. (If the letter had been double weight, a small "2" in blue would have been written in the upper left corner.)

From this 6 Skilling the value of the applied stamp (4 Skilling=1 Groschen) had to be subtracted, which the German postal authorities had already collected. The total amount to be credited to the German post office was 2

Skilling or $\frac{1}{2}$ Groschen. It would have been easier to figure out that the German postal administration should be credited with 2 Sk. (Dansk), if the value of the stamp had been indicated by a "4" (Sk. Dansk) in red, as regulations called for, instead of by a "1" (Groschen), and in blue at that.

Manuscript "8" in Red

It was naturally left to the receiving post office to indicate the postage due that the recipient should pay, in this case then 12 Sk. (for an unpaid letter) less the value of the stamp, 4 Sk.=8 Sk. For the underpayment of $\frac{1}{2}$ Groschen, therefore, the addressee had to pay four times the amount!

We have now accounted for all of the manuscript endorsements on the interesting letter.

Although only a single example has been discussed, this should be sufficient to stimulate interest in letters of this nature. For additional information on this and related subjects, the reader is referred to the articles by A. Tholl listed in the Bibliography, Item 9, (page 27).

Miscellaneous Postal Rates

According to the Postal Law which became valid on April 1, 1851, the postage on a single letter to Hamburg was 16 Sk. This rate was valid until July 1, 1853 when the rate was reduced to the normal inland fee of 4 Sk. if franked or 6 Sk. if unfranked.

The 1851 law also stipulated that all letters endorsed "Frit," "Betalt" or "Franco" would incur the full unfranked rate of 6 Sk.

In 1851 some rates for letters weighing 1 Lod between Denmark and foreign countries were:

To Germany—22 Sk.

Mecklenburg-Schwerin—13 Sk.

Towns in Hanover and Prussia less than 20 Mil from Hamburg or Stettin—18 Sk.

Belgium—26 Sk.

Holland—22 Sk.

Switzerland—30 Sk.

England—30 Sk.

North America via Prussia—64 Sk.

North America via Hamburg or Bremen—37 Sk.

France ($\frac{1}{2}$ Lod)—27 Sk.

Portugal—47 Sk.

Spain—32 Sk.

Norway—7 $\frac{1}{2}$ Lybske Sk. or 24 Sk. Rm.

Sweden—5 Lybske Sk. or 16 Sk. Rm.

By Royal decree of Oct. 7, 1855, postal rates were fixed for mail to the Danish West Indies. The rate for a single letter carried by a Danish ship was 3 times inland single letter rate or 18 Sk. before the introduction of postage stamps. After the introduction of stamps it was 3 times 4 Sk. or 12 Sk., if franked.

From Dec. 13, 1860, local delivery of letters was instituted in towns of over 6000 inhabitants: e.g., Aarhus, Altona, Elmshom, Flensburg, Fredericia, Haderslev, Heide, Helsingør, Horsens, Itzehoe, Kiel, Neumunster, Odense, Randers and Rendsborg. The rate for local letters up to 1 Pund was 3 Sk. unfranked or 2 Sk. franked.

The Postal Law of Jan. 7, 1871 was valid for the Faerøes but not for Iceland.

Regular postal service to Iceland was authorized by Royal Charter dated May 13, 1776, from Kjøbenhavn to Reykjavik. [Ed. note: For rates and dates of implementation of the Royal Charter between 1776 and 1870, see E. A. G. Caroe, 'Icelandic Posts Under Danish Administration, 1776-1919,' serialized in The London Philatelist, April, 1944 to January, 1947.]

In March, 1870, rates on letters to Iceland carried by sea were fixed at:
 Up to 3 Kvint—8 Sk. Franked; 12 Sk. Unfranked
 3 to 50 Kvint—16 Sk. Franked; 24 Sk. Unfranked
 Registration and "N.B." were 2 Sk. additional, and no letter could weigh more than 50 Kvint.

The rate for money letters and other valuables was decided partially by weight and partially by value.

If they were sent as letters, then the previously mentioned rates are in effect. If they were sent as parcels, then parcel post rates were assessed. If they were paid for by value, then the following rates obtain:

Value: Up to 50 Riksdaler—8 Sk.
 50 to 100 Riksdaler—16 Sk.
 over 100 Riksdaler—16 Sk. for each 100 rd. or fraction

Parcel post rates were:

Weight: Up to 1 Pund—16 Sk.
 1 to 2 Pund—32 Sk.
 2 to 5 Pund—48 Sk.

No parcel could exceed 5 Pund. No rate was charged for advice notes accompanying parcels but they could not exceed 3 Kvint in weight.

The new Postal Law of January 7, 1871, changed some of these rates effective March 28, 1871. Unfranked letters were now to be charged double rate and parcels were charged 12 Sk. each plus 4 Sk. per Pund or fraction thereof.

From Jan. 1, 1873 rates on letters to Iceland became:

Up to 3 Kvint—8 Sk.
 3 to 25 Kvint—16 Sk.
 25 to 50 Kvint—24 Sk.

Double rates on unfranked letters.

From April 1, 1868 prepayment of postage by cash was forbidden and it became compulsory to use stamps. On Jan. 1, 1865, stamped envelopes were introduced (value 4 Sk.), while 2 Sk. stamped envelopes were introduced on April 1, 1865. 2 Sk. and 4 Sk. postcards were introduced on April 1, 1871, and 2 Sk. wrappers (for newspapers) were introduced the following year (May 1, 1872).

In 1865, the following foreign rates were valid on single letters from Denmark:

- To Sweden, Slesvig, Holsten, Hamburg, and Lubeck—6 Sk.
- Norway and Germany—8 Sk.
- England and Holland—10 Sk.
- Belgium and Switzerland—13 Sk.
- Portugal and Russia—14 Sk.
- France and USA via Hamburg or Bremen—16 Sk.
- Spain—17 Sk.
- USA via England—23 Sk.

Letters to France

Nov. 2, 1767. Letters to any destination in France to be prepaid to Hamburg. The rates from Hamburg are not given.

1812: Rates were from Kjøbenhavn to:

- Bordeaux—16 Lybske Sk.
- Calais—11 Lybske Sk.
- Grasse—17 Lybske Sk.
- Marseille—16 Lybske Sk.
- Paris—12 Lybske Sk.

1834: Rates from Kjøbenhavn to the same towns were:

- Bordeaux—17 Lybske Sk or 54 Rigsbank Sk.
- Calais—13 Lybske Sk. or 42 Rigsbank Sk.
- Grasse—19 Lybske Sk. or 61 Rigsbank Sk.
- Marseille—18 Lybske Sk. or 58 Rigsbank Sk.
- Paris—12 Lybske Sk. or 38 Rigsbank Sk.

1869: Letters direct to France per 2 Kvint (10 grammes)—16 Skilling, but if letters were sent via Northern Germany the charge was:

- 8 Sk. per first 3 Kvint (15 grammes)
- plus 11 Sk. for each additional $1\frac{1}{2}$ Kvint
- 1 Lybske Sk.=2 Sk. Kurant
- 1 Sk. Kurant= $1\frac{3}{5}$ Rigsbank Sk.

Letters to Norway

Before 1720, a single letter from Kjøbenhavn to Kristiania cost 10 Sk. In 1720, new rates were fixed for letters to Norway, i.e.

- Kjøbenhavn to Kristiania—12 Sk.
- Kjøbenhavn to Bergen—24 Sk.
- Kjøbenhavn to Trondhjem—24 Sk.
- Trondhjem to Finnarken—24 Sk.

(See 1694 Ordinance Appendix for earlier rates.)

The Royal Resolution of June 3, 1809, besides altering Danish inland postal rates, fixed new rates for letters to Norway. Postage on letters to Norway was to consist of:

- (a) Danish postage for a letter to or from Viborg.
- (b) Norwegian postage for a letter to or from Kristiansand.
- (c) Additional fee of 6 Sk. per single letter for sea-postage.

Postage on a single letter was now:

- Kjøbenhavn to Kristiania—32 Sk.
- Kjøbenhavn to Bergen—44 Sk.

The Royal Resolution of March 12, 1810 again fixed new rates for mail to Norway, e.g.:

Kjøbenhavn to Kristiania—20 Sk.
or if the letter went via Sweden—12 Sk.

By a Resolution of June 10, 1811, the rates were considerably increased; e.g.: Kjøbenhavn to Kristiania—36 Sk.
and again in 1812 to:

Kjøbenhavn to Kristiania—48 Sk.
Kjøbenhavn to Bergen—64 Sk.

When the change in the monetary system was introduced in 1818, these rates became:

Kjøbenhavn to Kristiania—24 Sk.
Kjøbenhavn to Bergen—39 Sk.

or, if the Norwegian post went via Fladstrand, these rates became 66 and 96 Sk. respectively.

The varying rates for letters between Denmark and Norway in the period 1809-1818 was due to the violent fluctuations in the rate of exchange for Danish currency in European markets.

1951 Postal Rates—Sweden To Denmark

Letters—up to 20 g—25 øre
20 g to 125 g—45 øre
125 g to 500 g—65 øre
Postcards—20 øre
Registration Fee—40 øre

1952 Postal Rates—Finland and Iceland to Denmark

	Finland	Iceland
Letters—up to 20 g	25 mark	125 aur
20 to 125 g	40 mark	250 aur
125 to 250 g	60 mark	500 aur
250 to 500 g	60 mark	750 aur
over 500 g, first 20 g	25 mark	150 aur
each additional 20 g	15 mark	90 aur
Postcards	15 mark	
Printed Matter—up to 50 g	10 mark	
Each additional 50 g	5 mark	
Letter Parcels—per 50 g	10 mark	
minimum	40 mark	
Registration Fee	25 mark	
Express Delivery Fee	30 mark	

1957 Postal Rates—Norway to Denmark

Printed Matter—up to 50 g—15 øre
50 to 100 g—25 øre
100 to 200 g—35 øre
200 to 500 g—60 øre
500 to 1 Kg—100 øre
1000 to 1050 g—325 øre
additional 50 g—15 øre

1957 Postal Rates—France to Denmark

Letters—Up to 15 g—35 fr each additional 15 g—20 fr
Postcards—20 fr
Registration Fee—45 fr
Express Delivery Fee—80 fr

1957 Belgium to Denmark

Letters—Up to 15 g—5 fr
 each additional 15 g—3 fr
 Postcards—3 fr
 Registration Fee—6 fr

1959 France to Denmark

Letters—Up to 15 g—50 fr
 each additional 15 g—30 fr
 Postcards—30 fr
 Printed Matter—to 50 g—20 fr
 each additional 50 g—10 fr
 Registration Fee—60 fr
 Express Delivery Fee—80 fr

Iceland to Denmark

	1960	1961
Letters—up to 20 g	3.00 kr	3.50 kr
20 to 100 g	5.00 kr	5.50 kr
100 to 300 g	7.50 kr	8.50 kr
300 to 500 g	12.00 kr	13.50 kr
over 500 g—first 20 g	3.50 kr	
additional 20 g	2.00 kr	
Postcards	2.00 kr	
Registration Fee	3.00 kr	3.50 kr
Express Delivery Fee	7.00 kr	8.00 kr

International U. P. U. Postage Rates

These international postage rates came into force from July 1, 1875.

Date	Letters	Postcards	Printed Matter
July 1, 1875	20 øre	10 øre	6 øre
April 1, 1879	"	"	5 øre
Feb. 1, 1921	40 øre	25 øre	"
Nov. 1, 1925	30 øre	20 øre	"
Jan. 1, 1927	25 øre	15 øre	"
July 1, 1930	"		7 øre
Nov. 1, 1933	30 øre		"
July 1, 1940	40 øre		8 øre

Kjøbenhavn "Bipost"

Postal Rates—Letters—3 øre
 Postcards—3 øre
 Express Letters—10 øre; Express Postcards—10 øre
 Congratulatory Telegrams—15 øre
 Printed Matter—2 øre
 Circulars (without address)—1 øre

Parcels—up to 10 Pund—15 øre
 10 to 20 Pund—20 øre
 20 to 30 Pund—30 øre
 30 to 50 Pund—40 øre
 50 to 100 Pund—50 øre

Appendix 1.

Postal Rates per Ordinance of 1624

Route: Kjøbenhavn-Hamburg							
Single	Double		Single	Double		Single	Double
Sk.	Sk.		Sk.	Sk.		Sk.	Sk.
Kjøbenhavn to		Flensborg	6	9	Haderslev	5	8
Roskilde	3	Gottorp	8	9	Kolding	5	8
Ringsted	3	Rendsborg	8	12	Middelfart	6	9
Slagelse	3	Itzehoe	8	12	Odense	6	9
Korsør	3	Hamburg	8	12	Nyborg	6	9
Nyborg	5	Hamburg to			Korsør	8	12
Odense	5	Itzehoe	3	6	Slagelse	8	12
Middelfart	5	Rendsborg	3	6	Ringsted	8	12
Kolding	6	Gottorp	3	6	Roskilde	8	12
Haderslev	6	Flensborg	5	8	Kjøbenhavn	8	12
Laaland Route							
Kjøbenhavn to		Nykøbing i Falster			Næstved		6
Kiøge	4 Sk.	and all Laaland			Trygveelde		6
Trygveelde	5	towns		8	Kiøge		8
Næstved	6	Laaland-Falster to			Kjøbenhavn		8
Vordingborg	6	Vordingborg	4 Sk.				
Blekingske Post							
Kjøbenhavn to		Rundebye		12	Christianstad		8
Malmø	4 Sk.	Christianopel		16	Lund		10
Lund	6	Christianopel to			Malmø		12
Christianstad	8	Rundebye	4 Sk.		Kjøbenhavn		16
Sølfuidsborg	10	Sølfuidsborg	6				
Hallandske Post							
Kjøbenhavn to		Halmsted		8	Langholm		7
Helsingør	4 Sk.	Falkenberg		12	Engelholm		7
Helsingborg	6	Warberg		12	Helsingborg		8
Engelholm	6	Warberg to			Helsingør		10
Langholm	7	Halmsted	6 Sk.		Kjøbenhavn		12
Kallundborg Post							
Kjøbenhavn to		Kallundborg		8	Roskilde		6
Roskilde	4 Sk.	Kallundborg to			Kjøbenhavn		8
Holbeck	6	Holbeck	4 Sk.				
Helsingør Post							
Kjøbenhavn to		Helsingør	4 Sk.		for double letters	6 Sk.	
Jydske Post (Between Kolding and Aalborg)							
Kolding to		Aalborg		12	Hald		6
Nørre Sned	6 Sk.	Aalborg to			Nørre Sned		8
Hald	8	Wiborg	6 Sk.		Kolding		12
Wiborg	8						
Randers Post							
Kolding to		Aars		10	Skanderborg		6
Weile	4 Sk.	Randers		12	Horsens		8
Horsens	6	Randers to			Weile		10
Skanderborg	8	Aars	4 Sk.		Kolding		12
Ribe Post							
Kolding to		Ribe		8	Follingbro	4 Sk.	
Follingbro	4 Sk.	Ribe to			Kolding		8

The spelling of place names is as given in the original Postal Law. Rates for double letters are given only for the Kjøbenhavn-Hamburg route and were about 50 percent greater than for a single letter.

Appendix 2.

Postage Rates for Single Letters in 1653

An almanac for the years 1655-1656 gave tables of postal rates for single letters carried by (a), the "Ridende Post," and (b), the "Agende Post" as laid down in the Postal Ordinance of 1653. For this purpose, a single letter could consist of a quarter, half or a whole sheet. The rates were as follows:

1. The "Ridende Post," for the routes Kjøbenhavn-Hamburg and Kjøbenhavn-Kristiania.

(a) Route Kjøbenhavn-Hamburg:

From	From	Slagelse	6	12	Flensborg	10	6
Kjøbenhavn	Hamburg	Korsør	6	12	Gottorp	10	6
Kjøbenhavn	12 Sk.	Nyborg	8	10	Rendsborg	10	6
Roskilde	4 Sk. 12 Sk.	Odense	8	10	Itzehoe	12	4
Ringsted	4	Assens	8	10	Glückstadt	12	4
Sorø	6	Haderslev	8	8	Hamburg	12	—

(b) Kjøbenhavn-Kristiania

From	From	Helsingborg	6	10	Halden	8	6
Kjøbenhavn	Kristiania	Baahus	6	8	Frederiksstad	8	6
Kjøbenhavn	— 10 Sk.	Marstrand	6	8	Moss	8	4
Helsingør	6 Sk. 10	Uddevalla	8	8	Kristiania	10	—

2. The "Agende Post," for the routes Haderslev-Aalborg; Haderslev-Ringkjøbing; Kjøbenhavn-Laaland and Kjøbenhavn-Skaane.

(a) Route Haderslev-Aalborg—Rate from Haderslev

Haderslev	—	Horsens	6	Viborg	8
Kolding	4 Sk.	Aarhus	6	Aalborg	10
Vejle	4	Randers	8		

(b) Route Haderslev-Ringkjøbing—Rate from Haderslev

Haderslev	—	Varde	8	Ringkøbing	10
Ribe	6 Sk.				

(c) Route Kjøbenhavn-Laaland—Rate from Kjøbenhavn

Kjøbenhavn	—	Nykjøbing	8	Nakskov	8
Kjøge	4 Sk.	Aalholm	8	Maribø	8
Praestø	5	Rødby	8	Saxkjøbing	8
Vordingborg	5				

(d) Route Kjøbenhavn-Skaane—Rate from Kjøbenhavn

Kjøbenhavn	—	Kristiansstad	8	Ronneby	12
Helsingborg	6 Sk.	Sølvborg	10	Kristianopol	14

For letters larger than single, i.e. consisting of more than one sheet, the rates were increased by a third.

For "large" letters and parcels, payment was fixed according to weight as follows:

Between Kjøbenhavn and Hamburg	8 Sk. per Lod
Between Aalborg, Ringkøbing and Haderslev	8 Sk. per Lod
Between Kjøbenhavn and Kristianopol	10 Sk. per Lod
Between Kjøbenhavn and Laaland	8 Sk. per Lod

These rates were for mail carried by the "Ridende Post."

For letters carried by the posts to localities for which no specific rates were fixed, payment for single letters was fixed according to the distance, e.g.

For first 4 Mil—4 Sk.; For 5-10 Mil—6 Sk., etc.

For large parcels carried by the "Agende Post" the ordinance of 1653 fixed the following rates:

From 10 to 80 Pund	12 Sk. per Pund
From 80 to 120 Pund	12 Sk. per Pund
From 120 to 300 Pund	3 Sk. per Pund

Appendix 3.

Post-Ordning udi Danmark og Norge samt
Fyrstendømmerne Slesvig og Holsten.
Hafniae die 25 December Anno 1694.

Article 11 of this important postal ordinance gives the following postage rates for single letters within the Kingdom of Denmark to Slesvig and Holsten and to Norway.

A quarter, half or a single sheet were all considered as a single letter.

Kjøbenhavn to Roskilde	4 Sk. Dansk
Ringsted, Sorø, Slagelse, Korsør	6 Sk. Dansk
Nyborg, Odense, Assens, Haderslev	8 Sk. Dansk
Flensborg, Slesvig, Rendsborg	10 Sk. Dansk
Itzehoe, Glückstadt, Altona, Hamburg	12 Sk. Dansk
Lübeck	14 Sk. Dansk
Hamburg to Itzehoe, Glückstadt	4 Sk. Dansk
Rendsborg, Slesvig, Flensborg	6 Sk. Dansk
Haderslev	8 Sk. Dansk
Assens, Odense, Nyborg	10 Sk. Dansk
Korsør, Slagelse, Sorø, Ringsted and Roskilde, Kjøbenhavn	12 Sk. Dansk
Helsingør	14 Sk. Dansk
Kjøbenhavn to Kjøge	4 Sk. Dansk
Praestø, Vordingborg, Møen	6 Sk. Dansk
Nykjøbing, Aalholm, Rødby, Nakskov, Maribo, Saxkjøbing	8 Sk. Dansk

For all letters carried by the "Ridende Post" between towns in the Kingdom and duchies payment to be as follows:

Kjøbenhavn to Holbæk, Frederiksborg, Slangerup; paid to Roskild (4 Sk.)	
Naestved; paid to Ringsted (6 Sk.)	
Kallundborg, Skjelskør, Sansø; paid to Slagelse (6 Sk.)	
Langeland, Svendborg; paid to Nyborg (8 Sk.)	
Kerteminde, Faaborg; paid to Odense (8 Sk.)	
All stations in Jylland and to Aabenraa; paid to Haderslev (8 Sk.)	
Kjøbenhavn to Tønder, Sønderborg; paid to Flensborg (10 Sk.)	
Husum, Frederiksstad; paid to Slesvig (10 Sk.)	
Kiel, Pløen, Stettin; paid to Rendsborg (10 Sk.)	
Haderslev to Kolding, Vejle	4 Sk. Dansk
Horsens, Aarhus	6 Sk. Dansk
Randers, Viborg	8 Sk. Dansk
Aalborg	10 Sk. Dansk
Ribe	6 Sk. Dansk
Varde	8 Sk. Dansk
Ringkjøbing	10 Sk. Dansk

For letters addressed to towns outside the Kingdom the method of payment was as follows:

Franked to Hamburg—Fee 12 Sk. Dansk, to: Oldenburg, Leipzig, Magdeburg, Brunsvig, Cardleben, Berlin, Königsberg, Memel, Libau, Witton, Riga, Dörpt, Brunsberg, Stettin, Cassel, etc.
Franked to Amsterdam—Fee 24 Sk. Dansk, to: England, Scotland, Ireland, France, Spain, Flanders

Letters to Norway

Payment for single letters to Norway was fixed as follows:

Kjøbenhavn to Friderichshald, Frideriksstadt, Moss	8 Sk. Dansk
Christiania	10 Sk. Dansk
Christiania to Moss	4 Sk. Dansk
Frideriksstadt, Friderichshald	6 Sk. Dansk
Bragenes	4 Sk. Dansk
Kongsberg, Laurvigen	6 Sk. Dansk
Langesund, Christiansand	8 Sk. Dansk
Stavanger, Bergen, Trondheim	10 Sk. Dansk

From Bergen to Trondheim, single letter 16 Sk.

The ordinance then gives a list of transit towns to which letters must be prepaid.

For several letters enclosed within a single cover and carried by the "Ridende Post," payment was for each individual letter at preceding rates.

Rural Postage Rates

For letters carried by the "Ridende Post" along country routes for which there was no regular post, payment for single letters was fixed at:

up to a distance of 4 Mil, 4 Sk. Dansk; from 5 to 10 Mil, 6 Sk., etc.

Parcel Post Rates

The 1694 ordinance also laid down rates for parcels between Kjøbenhavn and Hamburg:

From 10 to 80 Pund—12 Sk. per Pund

From 80 to 120 Pund—same rate as for 80 Pund

From 120 to 300 Pund—8 Sk. per Pund

Appendix 4.

Forordning Angaaende Taxten for Brevene som sendes med Posten imellem Stæderne i Danmark og Frystendømmerne Slesvig Holsteen.

Freieriksberg Slot den 31 December, 1734.

The postage rates given in this ordinance remained valid until 1801.

The rates are for single letters consisting of a quarter, half or whole sheet.

These rates are exactly the same as those in the 1694 Ordinance, but in much more detail. (All rates are in Lybske Skilling.)

Kjøbenhavn to

Helsingør ----- 2	Itzehoe ----- 6	Lübeck ----- 7
Roskilde ----- 2	Altona ----- 6	Ribe ----- 7
Ringsted ----- 3	Hamburg ----- 6	Varde ----- 8
Sorø ----- 3	Apenrade ----- 5	Kolding ----- 6
Slagelse ----- 3	Tundern ----- 7	Fredericia ----- 6
Korsør ----- 3	Husum ----- 7	Veile ----- 6
Nyborg ----- 4	Friderichstadt -- 7	Horsens ----- 7
Odense ----- 4	Tonningen ----- 7	Aarhus ----- 7
Assens ----- 4	Eckernförde ----- 6	Randers ----- 8
Haderslev ----- 4	Kiel ----- 7	Viborg ----- 8
Slesvig ----- 5	Plön ----- 8	Holstebro ----- 10
Rendsborg ----- 5	Preez ----- 7	Aalborg ----- 9

	Helsingør to		
Frideriksborg	2	Rendsborg	6
Kjøbenhavn	2	Itzehoe	7
Roskilde	3	Altona	7
Ringsted	3	Hamburg	7
Sorøe	4	Apenrade	6
Slagelse	4	Tundern	8
Korsør	4	Husum	8
Nyborg	5	Friderichstadt	8
Odense	5	Tonningen	8
Assens	5	Eckernförde	8
Haderslev	5	Kiel	7
Flensborg	6	Plön	9
Slesvig	6		
		Roskilde to	
Frideriksborg	2	Rendsborg	5
Helsingør	3	Itzehoe	6
Kjøbenhavn	2	Altona	6
Ringsted	2	Hamburg	6
Sorøe	3	Apenrade	5
Slagelse	3	Tundern	7
Korsør	3	Husum	7
Nyborg	4	Friderichstadt	7
Odense	4	Tonningen	7
Assens	4	Eckernförde	6
Haderslev	4	Kiel	7
Flensborg	5	Plön	8
Slesvig	5		
		Ringsted to	
Roskilde	2	Itzehoe	6
Kjøbenhavn	3	Altona	6
Helsingør	3	Hamburg	6
Sorøe	2	Apenrade	5
Slagelse	2	Tundern	7
Korsør	3	Husum	7
Nyborg	3	Friderichstadt	7
Odense	3	Tonningen	7
Assens	3	Eckernförde	6
Haderslev	4	Kiel	7
Flensborg	5	Plön	8
Slesvig	5	Preez	7
Rendsborg	5		
		Sorøe to	
Ringsted	2	Itzehoe	6
Roskilde	3	Altona	6
Kjøbenhavn	3	Hamburg	6
Helsingør	4	Apenrade	5
Slagelse	2	Tundern	7
Korsør	2	Husum	7
Nyborg	3	Friderichstadt	7
Odense	3	Tonningen	7
Assens	3	Eckernförde	6
Haderslev	4	Kiel	7
Flensborg	5	Plön	8
Slesvig	5	Preez	7
Rendsborg	5		
		Helsingør to	
		Preez	8
		Lübeck	7
		Kolding	7
		Veile	7
		Horsens	8
		Aarhus	8
		Randers	9
		Aalborg	10
		Ribe	8
		Varde	9
		Fredericia	7
		Viborg	9
		Holstebro	11
		Roskilde to	
		Preez	7
		Lübeck	7
		Kolding	6
		Veile	6
		Horsens	7
		Aarhus	7
		Randers	8
		Aalborg	9
		Ribe	7
		Verde	8
		Fredericia	6
		Viborg	8
		Holstebro	10
		Ringsted to	
		Lübeck	7
		Kolding	6
		Veile	6
		Horsens	7
		Aarhus	7
		Randers	8
		Aalborg	9
		Ribe	7
		Varde	8
		Fredericia	6
		Viborg	8
		Holstebro	10

Sorøe -----	2
Ringsted -----	2
Roskilde -----	3
Kjøbenhavn -----	3
Helsingør -----	4
Korsør -----	2
Nyborg -----	3
Odense -----	3
Assens -----	3
Haderslev -----	4
Flensborg -----	5
Slesvig -----	5
Rendsborg -----	5

Slagelse -----	2
Sorøe -----	2
Ringsted -----	3
Roskilde -----	3
Kjøbenhavn -----	3
Helsingør -----	4
Nyborg -----	2
Odense -----	3
Assens -----	3
Haderslev -----	4
Flensborg -----	5
Slesvig -----	5
Rendsborg -----	5

Korsør -----	2
Slagelse -----	3
Sorøe -----	3
Ringsted -----	3
Roskilde -----	4
Kjøbenhavn -----	4
Helsingør -----	5
Odense -----	2
Assens -----	3
Haderslev -----	3
Flensborg -----	4
Slesvig -----	4
Rendsborg -----	4

Nyborg -----	2
Korsør -----	3
Slagelse -----	3
Sorøe -----	3
Ringsted -----	3
Roskilde -----	4
Kjøbenhavn -----	4
Helsingør -----	5
Assens -----	2
Haderslev -----	3
Flensborg -----	4
Slesvig -----	4
Rendsborg -----	4

Slagelse to

Itzehoe -----	6	Lübeck -----	7
Altona -----	6	Kolding -----	6
Hamburg -----	6	Veile -----	6
Apenrade -----	5	Horsens -----	7
Tundern -----	7	Aarhus -----	7
Friderichstadt --	7	Randers -----	8
Husum -----	7	Aalborg -----	9
Tonningen -----	7	Ribe -----	7
Eckernförde ----	6	Varde -----	8
Keil -----	7	Fredericia -----	6
Plön -----	8	Viborg -----	8
Preez -----	7	Holstebroe ----	10

Korsør to

Itzehoe -----	6	Lübeck -----	7
Altona -----	6	Kolding -----	6
Hamburg -----	6	Veile -----	6
Apenrade -----	5	Horsens -----	7
Tundern -----	7	Aarhus -----	7
Husum -----	7	Randers -----	8
Friderichstadt --	7	Aalborg -----	9
Tonningen -----	7	Ribe -----	7
Eckernförde ----	6	Varde -----	8
Kiel -----	7	Fredericia -----	6
Plön -----	8	Viborg -----	8
Preez -----	7	Holstebroe ----	10

Nyborg to

Itzehoe -----	5	Lübeck -----	6
Altona -----	5	Kolding -----	5
Hamburg -----	5	Veile -----	5
Apenrade -----	4	Horsens -----	6
Tundern -----	6	Aarhus -----	6
Husum -----	6	Randers -----	7
Friderichstadt --	6	Aalborg -----	8
Tonningen -----	6	Ribe -----	6
Eckernförde ----	6	Varde -----	7
Kiel -----	6	Fredericia -----	5
Plön -----	7	Viborg -----	7
Preeze -----	6	Holstebroe ----	9

Odense to

Itzehoe -----	5	Lübeck -----	6
Altona -----	5	Kolding -----	5
Hamburg -----	5	Veile -----	5
Apenrade -----	4	Horsens -----	6
Tundern -----	6	Aarhus -----	6
Husum -----	6	Randers -----	7
Friderichstadt --	6	Aalborg -----	8
Tonningen -----	6	Ribe -----	7
Eckernförde ----	5	Varde -----	7
Kiel -----	6	Fredericia -----	5
Plön -----	7	Viborg -----	7
Preez -----	6	Holstebroe ----	9

Assens to					
Odense -----	2	Itzehoe -----	5	Lübeck -----	6
Nyborg -----	2	Altona -----	5	Kolding -----	4
Korsør -----	3	Hamburg -----	5	Veile -----	4
Slagelse -----	3	Apenrade -----	3	Horsens -----	5
Sorøe -----	3	Tundern -----	6	Aarhus -----	5
Ringsted -----	3	Husum -----	6	Randers -----	6
Roskilde -----	4	Friderichstadt --	6	Aalborg -----	7
Kjøbenhavn -----	4	Tonningen -----	6	Ribe -----	5
Helsingør -----	5	Eckernförde ----	5	Varde -----	6
Haderslev -----	2	Kiel -----	6	Fredericia -----	4
Flensborg -----	3	Plön -----	7	Viborg -----	6
Slesvig -----	4	Preez -----	6	Holstebro -----	8
Rendsborg -----	4				
Haderslev to					
Assens -----	2	Itzehoe -----	4	Lübeck -----	5
Odense -----	3	Altona -----	4	Kolding -----	2
Nyborg -----	3	Hamburg -----	4	Veile -----	2
Korsør -----	4	Apenrade -----	1	Horsens -----	3
Slagelse -----	4	Tundern -----	4	Aarhus -----	3
Sorøe -----	4	Husum -----	5	Randers -----	4
Ringsted -----	4	Friderichstadt --	5	Aalborg -----	5
Roskilde -----	4	Tonningen -----	5	Ribe -----	3
Kjøbenhavn -----	4	Eckernförde ----	4	Varde -----	4
Helsingør -----	5	Kiel -----	4	Fredericia -----	2
Flensborg -----	2	Plön -----	6	Viborg -----	4
Slesvig -----	3	Preez -----	5	Holstebro -----	6
Rendsborg -----	3				
Kolding to					
Haderslev -----	2	Rendsborg -----	5	Preez -----	7
Assens -----	4	Itzehoe -----	6	Lübeck -----	7
Odense -----	5	Altona -----	6	Ribe -----	5
Nyborg -----	5	Hamburg -----	6	Varde -----	6
Korsør -----	6	Apenrade -----	3	Veile -----	4
Slagelse -----	6	Tundern -----	6	Horsens -----	3
Sorøe -----	6	Husum -----	7	Aarhus -----	3
Ringsted -----	6	Friderichstadt --	7	Randers -----	4
Roskilde -----	6	Tonningen -----	7	Aalborg -----	5
Kjøbenhavn -----	6	Eckernförde ----	6	Fredericia -----	5
Helsingør -----	7	Kiel -----	6	Viborg -----	4
Flensborg -----	4	Plön -----	8	Holstebro -----	6
Slesvig -----	8				
Veile to					
Kolding -----	2	Slesvig -----	5	Plön -----	8
Haderslev -----	2	Rendsborg -----	5	Preez -----	7
Assens -----	4	Itzehoe -----	6	Lübeck -----	7
Odense -----	5	Altona -----	6	Ribe -----	5
Nyborg -----	5	Hamburg -----	6	Varde -----	6
Korsør -----	6	Apenrade -----	3	Horsens -----	2
Slagelse -----	6	Tundern -----	6	Aarhus -----	3
Sorøe -----	6	Husum -----	7	Randers -----	3
Ringsted -----	6	Friderichstadt --	7	Aalborg -----	4
Roskilde -----	6	Tonningen -----	7	Fredericia -----	3
Kjøbenhavn -----	6	Eckernförde ----	7	Viborg -----	3
Helsingør -----	7	Kiel -----	6	Holstebro -----	6
Flensborg -----	4				

Horsens to

Veile -----	2	Helsingør -----	8	Eckernförde ----	7
Kolding -----	3	Flensborg -----	5	Kiel -----	7
Haderslev -----	3	Slesvig -----	6	Plön -----	9
Assens -----	5	Rendsborg -----	6	Preez -----	8
Odense -----	6	Itzehoe -----	7	Lübeck -----	8
Nyborg -----	6	Altona -----	7	Ribe -----	6
Korsør -----	7	Hamburg -----	7	Varde -----	7
Slagelse -----	7	Apenrade -----	4	Aarhus -----	2
Sorø -----	7	Tundern -----	7	Randers -----	3
Ringsted -----	7	Husum -----	8	Aalborg -----	4
Roskilde -----	7	Friderichstadt --	8	Viborg -----	3
Kjøbenhavn -----	7	Tonningen -----	8	Holstebro -----	5

Aarhus to

Horsens -----	2	Helsingør -----	8	Eckernförde ----	7
Veile -----	3	Flensborg -----	5	Kiel -----	7
Kolding -----	3	Slesvig -----	6	Plön -----	9
Haderslev -----	3	Rendsborg -----	6	Preez -----	8
Assens -----	5	Itzehoe -----	7	Lübeck -----	8
Odense -----	6	Altona -----	7	Ribe -----	6
Nyborg -----	6	Hamburg -----	7	Varde -----	7
Korsør -----	7	Apenrade -----	4	Aalborg -----	2
Slagelse -----	7	Tundern -----	7	Viborg -----	3
Sorø -----	7	Husum -----	8	Holstebro -----	5
Ringsted -----	7	Friderichstadt --	8	Fredericia -----	4
Roskilde -----	7	Tonningen -----	8	Randers -----	2
Kjøbenhavn -----	7				

Randers to

Aarhus -----	2	Kjøbenhavn -----	8	Tonningen -----	9
Horsens -----	3	Helsingør -----	9	Eckernförde ----	8
Veile -----	3	Flensborg -----	6	Kiel -----	8
Kolding -----	4	Slesvig -----	7	Plön -----	10
Haderslev -----	4	Rendsborg -----	7	Preez -----	9
Assens -----	6	Itzehoe -----	8	Lübeck -----	9
Odense -----	7	Altona -----	8	Ribe -----	7
Nyborg -----	7	Hamburg -----	8	Varde -----	8
Korsør -----	8	Apenrade -----	5	Aalborg -----	3
Slagelse -----	8	Tundern -----	8	Viborg -----	2
Sorø -----	8	Husum -----	9	Holstebro -----	4
Ringsted -----	8	Friderichstadt --	9	Fredericia -----	7
Roskilde -----	8				

Aalborg to

Randers -----	3	Ringsted -----	9	Husum -----	10
Aarhus -----	3	Roskilde -----	9	Friderichstadt --	10
Horsens -----	4	Kjøbenhavn -----	9	Tonningen -----	10
Veile -----	4	Helsingør -----	10	Eckernförde ----	9
Kolding -----	5	Flensborg -----	7	Kiel -----	9
Haderslev -----	5	Slesvig -----	8	Plön -----	11
Assens -----	7	Rendsborg -----	8	Preez -----	10
Odense -----	8	Itzehoe -----	9	Lübeck -----	10
Nyborg -----	8	Altona -----	9	Ribe -----	8
Korsør -----	9	Hamburg -----	9	Varde -----	9
Slagelse -----	9	Apenrade -----	6	Fredericia -----	8
Sorø -----	9	Tundern -----	9	Holstebro -----	6

		Viborg to			
Randers	2	Roskilde	8	Friderichstadt	9
Aarhus	3	Kjøbenhavn	8	Tonningen	9
Horsens	3	Helsingør	9	Eckernförde	8
Veile	3	Flensborg	6	Kiel	8
Kolding	4	Slesvig	7	Plön	10
Haderslev	4	Rendsborg	7	Preez	9
Assens	6	Itzehoe	8	Lübeck	9
Odense	7	Altona	8	Ribe	7
Nyborg	7	Hamburg	8	Varde	8
Korsør	8	Apenrade	5	Fredericia	5
Slagelse	8	Tundern	8	Aalborg	3
Sorøe	8	Husum	9	Holstebro	2
Ringsted	8				
		Holstebro to			
Viborg	2	Ringsted	10	Husum	11
Randers	4	Roskilde	10	Friderichstadt	11
Aarhus	5	Kjøbenhavn	10	Tonningen	11
Horsens	5	Helsingør	11	Eckernförde	10
Veile	6	Flensborg	8	Kiel	10
Kolding	6	Slesvig	9	Plön	12
Haderslev	6	Rendsborg	9	Preez	11
Assens	8	Itzehoe	10	Lübeck	11
Odense	9	Altona	10	Ribe	9
Nyborg	9	Hamburg	10	Varde	10
Korsør	10	Apenrade	7	Aalborg	5
Slagelse	10	Tundern	10	Fredericia	7
Sorøe	10				
		Fredericia to			
Kolding	1	Slesvig	5	Plön	8
Haderslev	2	Rendsborg	5	Preez	7
Assens	4	Itzehoe	6	Lübeck	7
Odense	5	Altona	6	Ribe	5
Nyborg	5	Hamburg	6	Varde	6
Korsør	6	Apenrade	3	Veile	3
Slagelse	6	Tundern	6	Horsens	4
Sorøe	6	Husum	7	Aarhus	4
Ringsted	6	Friderichstadt	7	Randers	5
Roskilde	6	Tonningen	7	Aalborg	6
Kjøbenhavn	6	Eckernförde	6	Viborg	5
Helsingør	7	Kiel	6	Holstebro	7
Flensborg	4				
		Ribe to			
Haderslev	3	Rendsborg	6	Preez	8
Assens	5	Itzehoe	7	Lübeck	8
Odense	6	Altona	7	Kolding	5
Nyborg	6	Hamburg	7	Veile	5
Korsør	7	Apenrade	4	Horsens	6
Slagelse	7	Tundern	7	Aarhus	6
Sorøe	7	Husum	8	Randers	7
Ringsted	7	Friderichstadt	8	Aalborg	8
Roskilde	7	Tonningen	8	Viborg	7
Kjøbenhavn	7	Eckernförde	7	Holstebro	9
Helsingør	8	Kiel	7	Fredericia	5
Flensborg	5	Plön	9	Varde	7
Slesvig	6				

Varde to

Ribe -----	1	Slesvig -----	7	Plön -----	10
Haderslev -----	4	Rendsborg -----	7	Preez -----	9
Assens -----	6	Itzehoe -----	8	Lübeck -----	9
Odense -----	7	Altona -----	8	Kolding -----	6
Nyborg -----	7	Hamburg -----	8	Veile -----	6
Korsør -----	8	Apenrade -----	5	Horsens -----	7
Slagelse -----	8	Tundern -----	8	Aarhus -----	7
Sorøe -----	8	Husum -----	9	Randers -----	8
Ringsted -----	8	Friderichstadt --	9	Aalborg -----	9
Roskilde -----	8	Tonningen -----	9	Viborg -----	8
Kjøbenhavn -----	8	Eckernförde -----	8	Holstebro -----	10
Helsingør -----	9	Kiel -----	8	Fredericia -----	6
Flensborg -----	6				

Hamburg to

Itzehoe -----	2	Roskilde -----	6	Kolding -----	6
Rendsborg -----	3	Kjøbenhavn -----	6	Veile -----	6
Slesvig -----	3	Helsingør -----	7	Horsens -----	7
Flensborg -----	3	Kiel -----	3	Aarhus -----	7
Haderslev -----	4	Preez -----	4	Randers -----	8
Assens -----	5	Plön -----	3	Aalborg -----	9
Odense -----	5	Eckernförde -----	4	Ribe -----	7
Nyborg -----	5	Husum -----	4	Varde -----	8
Korsør -----	6	Friderichstadt --	4	Fredericia -----	6
Slagelse -----	6	Tonningen -----	4	Viborg -----	8
Sorøe -----	6	Tundern -----	5	Holstebro -----	10
Ringsted -----	6	Apenrade -----	3		

Altona to

Itzehoe -----	2	Roskilde -----	6	Kolding -----	6
Rendsborg -----	3	Kjøbenhavn -----	6	Fredericia -----	6
Slesvig -----	3	Helsingør -----	7	Ribe -----	7
Flensborg -----	3	Kiel -----	3	Varde -----	8
Haderslev -----	4	Preez -----	4	Veile -----	6
Assens -----	5	Plön -----	3	Horsens -----	7
Odense -----	5	Eckernförde -----	4	Aarhus -----	7
Nyborg -----	5	Husum -----	4	Randers -----	8
Korsør -----	6	Friderichstadt --	4	Viborg -----	8
Slagelse -----	6	Tonningen -----	4	Holstebro -----	10
Sorøe -----	1	Tundern -----	5	Aalborg -----	9
Ringsted -----	6	Apenrade -----	3		

Itzehoe to

Rendsborg -----	2	Helsingør -----	7	Apenrade -----	3
Slesvig -----	3	Hamburg -----	7	Kolding -----	6
Flensborg -----	3	Altona -----	2	Veile -----	6
Haderslev -----	4	Kiel -----	3	Horsens -----	7
Assens -----	5	Preez -----	4	Aarhus -----	7
Odense -----	5	Plön -----	5	Randers -----	8
Nyborg -----	5	Lübeck -----	5	Aalborg -----	9
Korsør -----	6	Eckernförde -----	3	Ribe -----	7
Slagelse -----	6	Husum -----	4	Varde -----	8
Sorøe -----	6	Friderichstadt --	4	Fredericia -----	6
Ringsted -----	6	Tonningen -----	4	Viborg -----	8
Roskilde -----	6	Tundern -----	5	Holstebro -----	10
Kjøbenhavn -----	6				

Rendsborg to					
Slesvig -----	2	Itzehoe -----	2	Apenrade -----	2
Flensborg -----	2	Altona -----	3	Ribe -----	6
Haderslev -----	3	Hamburg -----	3	Varde -----	7
Assens -----	4	Kiel -----	2	Kolding -----	5
Odense -----	4	Preez -----	3	Fredericia -----	5
Nyborg -----	4	Plön -----	4	Veile -----	5
Slagelse -----	5	Eckernförde -----	3	Horsens -----	6
Ringsted -----	5	Friderichstadt -----	3	Randers -----	7
Roskilde -----	5	Tonningen -----	3	Holstebro -----	9
Kjøbenhavn -----	5	Tundern -----	4	Aalborg -----	8
Helsingør -----	6				

Slesvig to					
Flensborg -----	2	Itzehoe -----	3	Lübeck -----	3
Haderslev -----	3	Altona -----	3	Ribe -----	6
Assens -----	4	Hamburg -----	3	Varde -----	7
Odense -----	4	Tundern -----	4	Kolding -----	5
Nyborg -----	4	Apenrade -----	2	Fredericia -----	5
Korsør -----	5	Husum -----	2	Veile -----	5
Slagelse -----	5	Friderichstadt -----	2	Horsens -----	6
Sorøe -----	5	Tonningen -----	2	Aarhus -----	6
Ringsted -----	5	Eckernförde -----	1	Randers -----	7
Roskilde -----	5	Kiel -----	2	Viborg -----	7
Kjøbenhavn -----	5	Preez -----	3	Holstebro -----	9
Helsingør -----	6	Plön -----	4	Aalborg -----	8
Rendsborg -----	2				

Flensborg to					
Haderslev -----	2	Itzehoe -----	3	Lübeck -----	4
Assens -----	3	Altona -----	3	Ribe -----	5
Odense -----	4	Hamburg -----	3	Varde -----	6
Nyborg -----	4	Tundern -----	2	Kolding -----	4
Korsør -----	5	Apenrade -----	1	Fredericia -----	4
Slagelse -----	5	Husum -----	3	Veile -----	4
Sorøe -----	5	Friderichstadt -----	3	Horsens -----	5
Ringsted -----	5	Tonningen -----	3	Aarhus -----	5
Roskilde -----	5	Eckernförde -----	3	Randers -----	6
Kjøbenhavn -----	5	Kiel -----	4	Viborg -----	6
Helsingør -----	6	Preez -----	4	Holstebro -----	8
Slesvig -----	2	Plön -----	6	Aalborg -----	7
Rendsborg -----	2				

Kiel to					
Rendsborg -----	2	Helsingør -----	7	Lübeck -----	2
Slesvig -----	2	Itzehoe -----	3	Kolding -----	6
Flensborg -----	4	Altona -----	3	Fredericia -----	6
Haderslev -----	4	Hamburg -----	3	Ribe -----	7
Assens -----	6	Husum -----	4	Varde -----	8
Odense -----	6	Friderichstadt -----	4	Veile -----	6
Nyborg -----	6	Tonningen -----	4	Horsens -----	7
Korsør -----	7	Eckernförde -----	1	Aarhus -----	7
Slagelse -----	7	Tundern -----	5	Randers -----	8
Sorøe -----	7	Apenrade -----	4	Viborg -----	8
Ringsted -----	7	Preez -----	1	Holstebro -----	10
Roskilde -----	7	Plön -----	2	Aalborg -----	9
Kjøbenhavn -----	7				

Preez to

Kiel	1
Rendsborg	3
Slesvig	3
Flensborg	4
Haderslev	5
Assens	6
Odense	6
Nyborg	6
Korsør	7
Slagelse	7
Sorøe	7
Ringsted	7
Roskilde	7

Kjøbenhavn	7
Helsingør	8
Itzehoe	4
Altona	4
Hamburg	4
Husum	5
Friderichstadt	5
Tonningen	5
Eckernförde	2
Tundern	6
Apenrade	4
Plön	2

Lübeck	2
Ribe	8
Varde	9
Kolding	7
Fredericia	7
Veile	7
Horsens	8
Aarhus	8
Randers	9
Viborg	9
Holstebro	11
Aalborg	10

Plön to

Preez	2
Kiel	2
Rendsborg	4
Slesvig	4
Flensborg	6
Haderslev	6
Assens	7
Odense	7
Nyborg	7
Korsør	8
Slagelse	8
Sorøe	8
Ringsted	8

Roskilde	8
Kjøbenhavn	8
Helsingør	9
Itzehoe	5
Altona	3
Hamburg	3
Husum	6
Friderichstadt	6
Tonningen	6
Eckernförde	3
Tundern	7
Apenrade	6

Lübeck	2
Ribe	9
Varde	10
Kolding	8
Fredericia	8
Veile	8
Horsens	9
Aarhus	9
Randers	10
Viborg	10
Holstebro	12
Aalborg	11

Lübeck to

Plön	2
Preez	2
Kiel	2
Rendsborg	3
Slesvig	3
Flensborg	4
Haderslev	5
Assens	6
Odense	6
Nyborg	6
Korsør	7
Slagelse	7

Sorøe	7
Ringsted	7
Roskilde	7
Kjøbenhavn	7
Helsingør	7
Itzehoe	5
Husum	5
Friderichstadt	6
Tonningen	5
Eckernförde	2
Tundern	6

Apenrade	4
Ribe	8
Varde	9
Kolding	7
Fredericia	7
Veile	7
Horsens	8
Aarhus	8
Randers	9
Viborg	9
Holstebro	11
Aalborg	10

Eckernförde to

Slesvig	1
Flensborg	3
Haderslev	4
Assens	5
Odense	5
Nyborg	5
Korsør	6
Slagelse	6
Sorøe	6
Ringsted	6
Roskilde	6
Kjøbenhavn	6

Helsingør	8
Rendsborg	3
Itzehoe	3
Altona	4
Hamburg	4
Husum	3
Friderichstadt	3
Apenrade	3
Kiel	1
Preez	2
Plön	3
Lübeck	2

Ribe	7
Varde	8
Kolding	6
Fredericia	6
Veile	6
Horsens	7
Aarhus	7
Randers	8
Viborg	8
Holstebro	10
Aalborg	9

		Husum to			
Slesvig	2	Helsingør	8	Lübeck	5
Flensborg	3	Rendsborg	3	Ribe	8
Haderslev	5	Itzehoe	4	Varde	9
Assens	6	Altona	4	Kolding	7
Odense	6	Hamburg	4	Fredericia	7
Nyborg	6	Friderichstadt	1	Veile	7
Korsør	7	Eckernförde	3	Horsens	8
Slagelse	7	Apenrade	3	Aarhus	8
Sorøe	7	Kiel	4	Randers	9
Ringsted	7	Preez	5	Viborg	9
Roskilde	7	Plön	6	Holstebro	11
Kjøbenhavn	7			Aalborg	10

		Friderichstadt to			
Slesvig	2	Helsingør	8	Lübeck	5
Flensborg	3	Rendsborg	3	Ribe	8
Haderslev	5	Itzehoe	4	Varde	9
Assens	6	Altona	4	Kolding	7
Odense	6	Hamburg	4	Fredericia	7
Nyborg	6	Husum	1	Veile	7
Korsør	7	Eckernförde	3	Horsens	8
Slagelse	7	Apenrade	3	Aarhus	8
Sorøe	7	Kiel	4	Randers	9
Ringsted	7	Preez	5	Viborg	9
Roskilde	7	Plön	6	Holstebro	11
Kjøbenhavn	7			Aalborg	10

		Tonningen to			
Friderichstadt	1	Helsingør	8	Lübeck	5
Slesvig	2	Rendsborg	3	Ribe	8
Flensborg	3	Itzehoe	4	Varde	9
Haderslev	5	Altona	4	Kolding	7
Assens	6	Hamburg	4	Fredericia	7
Odense	6	Husum	1	Veile	7
Nyborg	6	Eckernförde	3	Horsens	8
Korsør	7	Tundern	5	Aarhus	8
Slagelse	7	Apenrade	4	Randers	9
Sorøe	7	Kiel	4	Viborg	9
Ringsted	7	Preez	5	Holstebro	11
Roskilde	7	Plön	6	Aalborg	10
Kjøbenhavn	7				

		Tundern to			
Flensborg	2	Rendsborg	4	Lübeck	6
Haderslev	4	Itzehoe	5	Kolding	6
Assens	6	Altona	5	Fredericia	6
Odense	6	Hamburg	5	Ribe	7
Nyborg	6	Apenrade	2	Varde	8
Korsør	7	Husum	5	Veile	6
Slagelse	7	Friderichstadt	5	Horsens	7
Sorøe	7	Tonningen	5	Aarhus	7
Ringsted	7	Eckernförde	4	Randers	8
Roskilde	7	Kiel	5	Viborg	8
Kjøbenhavn	7	Preez	6	Holstebro	10
Helsingør	8	Plön	7	Aalborg	9
Slesvig	8				

Apenrade to					
Haderslev -----	1	Rendsborg -----	2	Lübeck -----	4
Assens -----	3	Itzehoe -----	3	Kolding -----	3
Odense -----	4	Altona -----	3	Fredericia -----	3
Nyborg -----	4	Hamburg -----	3	Ribe -----	4
Korsør -----	5	Tundern -----	2	Varde -----	5
Slagelse -----	5	Eckernförde ---	3	Veile -----	3
Sorøe -----	5	Husum -----	3	Horsens -----	4
Ringsted -----	5	Friderichstadt --	3	Aarhus -----	4
Roskilde -----	5	Tonningen -----	3	Randers -----	5
Kjøbenhavn -----	5	Kiel -----	4	Viborg -----	5
Helsingør -----	6	Preez -----	4	Holstebroec -----	7
Flensborg -----	1	Plön -----	6	Aalborg -----	6
Slesvig -----	2				

Appendix 5: — Postal Routes in 1711, 1814 and 1848

Postal Routes in 1711

When the state took over the postal services in 1711, main services were established on the following routes:

1. **Kjøbenhavn-Hamburg:** twice weekly rider, via Roskilde, Ringsted, Sorøe, Slagelse, Korsør, Nyborg, Odense, Assens, Aarøsund, Haderslev, Flensborg, Slesvig, Rendsborg, Itzehoe and Hamburg.
2. **Roskilde-Helsingør:** twice weekly rider, via Slangerup and Frederiksborg.
3. **Haderslev-Aalborg:** twice weekly rider, via Kolding, Vejle, Horsens, Aarhus, Randers and Viborg.
4. **Haderslev-Ringkøbing:** twice weekly rider, via Ribe and Varde.
5. **Rendsborg-Lübeck:** twice weekly rider, via Kiel, Preetz, Pløen and Eutin.
6. **Kjøbenhavn-Helsingør:** daily foot post.

In 1711 the main post offices on these routes were in the following towns: Kjøbenhavn, Helsingør, Roskilde, Ringsted, Sorøe, Slagelse, Korsør, Nyborg, Odense, Assens, Kolding, Fredericia, Veile, Horsens, Aarhus, Randers, Viborg, Aalborg, Ribe, Varde, Haderslev, Flensborg, Slesvig, Rendsborg, Itzehoe, Altona, Hamburg, Kiel and Lübeck.

To Sydsjælland and Lolland-Falster there was no riding postman. Letters were transported by the "Agende Post" which operated weekly between Kjøbenhavn and Nakskov. There were no post offices in these districts.

"Biposts," which carried mail partly by riders and partly by foot post were established along the following routes:

Roskilde-Holbæk; Ringsted-Kjøge; Ringsted-Næstved; Slagelse-Kalundborg; Slagelse-Skelskør; Odense-Faaborg; Ringkøbing-Holstebroec; Itzehoe-Glückstadt; Vordingborg-Stege; Nyborg-Svendborg; Nyborg-Langeland; Odense-Bogense; Odense-Kerteminde; Viborg-Skive-Thiastad; Flensborg-Sønderborg; and Hamburg-Glückstadt.

There were "Bipost" offices in Holbæk, Næstved, Kallundborg, Svendborg, Bogense, Kerteminde, Faaborg, Ringkøbing and Glückstadt.

Postal Routes in 1814

Main Routes—in Kingdom

1. **Kjøbenhavn-Helsingør:** via Lingly and Hørsholm: Weekly letters and parcel post.

2. **Kjøbenhavn-Nakskov:** via Kjøge, Haarlev, Fakse, Præstø, Vordingborg, Gaabøse, Nørre-Aslev, Nykjøbing, Sakskjøbing, and Maribo. Weekly letter and parcel post.
3. **Kjøbenhavn-Haderslev:** via Roskilde, Ringsted, Sorøe, Slagelse, Korsør, Nyborg, Odense, Assens and Aarøssund. Twice weekly letter post and weekly parcel post; but route was Odense, Middelfart, Kolding.
4. **Haderslev-Aalborg:** via Kolding, Vejle, Horsens, Aarhus, Randers, and Hobro. Twice weekly letter post and weekly parcel post.
5. **Haderslev-Lemvig:** via Ribe, Varde, Ringkjøbing, and Ekjernbro. Twice weekly letter post.

Main Routes—in Duchies

1. **Haderslev-Hamburg:** (connection to and from Kjøbenhavn) via Aabenraa, Flensborg, Slesvig, Rendsborg, Itzehoe, Elmshorn, and Pinneberg. Twice weekly letter post and weekly parcel post.
2. **Kolding-Hamburg:** The Slesvig-Holsten Parcel Post: weekly via Haderslev, Aabenraa, Flensborg, Slesvig, Rendsborg, Nordtorf, Neumunster, Bramstedt, and Ultzburg.
3. **Slesvig-Hamburg:** (Dittmarkse Parcel Post), weekly via Husum, Frederickstadt, Lunden, Heide, Meldorf, Itzehoe, Elmshorn, and Pinneberg.
4. **Itzehoe-Husum:** Letters weekly, via Schaarfstedt, Meldorf, Heide, Lunden and Frederickstadt.
5. **Kiel-Hamburg:** Parcel Post, twice weekly, via Preetz, Pløen, Segeberg, Oldestoe, Abrensborg, and Wandsbeck.
6. **Kiel-Hamburg:** Letters weekly, via Neumunster, Bramstedt, and Ultzburg.
7. **Hamburg-Lybeck:** Letters twice weekly, via Wandsbeck, Abrensborg and Oldesloe.
8. **Kiel-Lübeck:** Letter Post twice weekly via Preetz and Pløen.
9. **Oldesloe Itzehoe:** via Segeberg, Neumunster, Bramstedt and Kellinghusen. Weekly letter and parcels.

Side Routes in Kingdom

1. Hørsholm.-Fredericksborg: weekly letter and parcel post
2. Fredericksborg-Fredericksvarik—Bipost
3. Vordingborg-Stege
4. Gaabøse-Stubbekjøning
5. Nykjøbing F.-Nysted
6. Maribo-Rødby
7. Vordingborg-Næstved—weekly Bipost
8. Roskilde-Helsingør—twice weekly letter post
9. Roskilde-Kallundborg—weekly letter and parcel post
10. Holbæk-Nykjøbing S.—twice weekly, Bipost
11. Ringsted-Næstved—weekly letter and parcel post
12. Slagelse-Skjelskør—twice weekly, Bipost
13. Nyborg-Svendborg—weekly letter and parcel post
14. Svendborg-Faaborg—twice weekly letter post
15. Svendborg-Rudkjøbing—weekly letter and parcel post
16. Svendborg-Aarøskjøbing—weekly letter and parcel post
17. Odense-Bogøse—twice weekly letter post
18. Odense-Faaborg—weekly letter and parcel post
19. Odense-Kjertemind—Bipost
20. Assens-Middelfart—Bipost
21. Kolding-Fredericia—twice weekly letter and parcel post
22. Fredericia-Middelfart—Bipost, weekly

23. Randers-Ebeltoft—twice weekly letter post
24. Randers-Viborg—twice weekly letter post and fortnightly parcel post
25. Viborg-Thisted—Bipost, twice weekly
26. Skive-Holstebro—twice weekly letter post
27. Hobro-Mariager—Bipost
28. Aalborg-Fladstrand—twice weekly letter post
29. Fladstrand-Sæby—Bipost, twice weekly
30. Fladstrand-Skagen—Bipost, twice weekly
31. Skjenumbro-Holstebro—twice weekly letter post

Side Routes in Duchies

1. Hadershev-Christiansfeld
2. Flensborg-Tønder
3. Tønder-Højer
4. Flensborg-Sønderborg-Nordborg
5. Flensborg-Cappein
6. Slesvig-Husum-Frederikstadt
7. Husum-Bredsted-Wyck
8. Frederikstadt-Tønning
9. Slesvig-Eckernförde-Kiel
10. Kiel-Rendsborg
11. Pløen-Eutin-Neustadt
12. Pløen-Lütjenborg-Oldenburg
13. Lübeck-Neustadt-Oldenburg
14. Oldenburg-Heiligenhafen-Burg
15. Itzehoe-Glückstadt
16. Elmshorn-Glückstadt
17. Pinneborg-Uetersen

Kjøbenhavn Post Offices in 1814

- (a) Kjøbenhavns Danske Brevpostkontor
- (b) Det Danske Postkontor for den udgaaende Pakkepost
- (c) Det Danske Postkontor for den indeaaende Pakkepost
- (d) Kjøbenhavns Helsingørske Postkontor
- (e) Kjøbenhavns Lollandske Postkontor
- (e) Kjøbenhavns Lollandske Postkontor

Main Post Offices in Kingdom in 1814

Aalborg, Aarhus, Assens, Bogense, Ebeltoft, Faaborg, Fredericia, Frederickshavn, Grenaa, Helsingør, Hjørring, Hobro, Holbæk, Holstebro, Horsens, Hørsholm, Kallundborg, Kjøge, Kolding, Korsør, Lemvig, Lyngby, Maribo, Middelfart, Nakskov, Nyberg, Nykjøbing S. F., & J., Falster, Nysted, Næstved, Odense, Præstø, Randers, Ribe, Ringsted, Roskilde, Rudkjøbing, Rødby, Saksøkjøbing, Skanderborg, Slagelse, Sorøe, Stege, Stubbkjøbing, Svendborg, Varde, Vejle, Viborg and Vordingborg.

Main Post Offices in Duchies in 1814

Aabenroaa, Ahrensborg, Altona, Bramstadt, Bredsted, Burg, Cappeln, Christiansfeld, Eckernförde, Elmshorn, Flensborg, Frederickstadt, Glückstadt, Haderslev, Heide, Heiligenhafen, Husum, Itzehoe, Kellinghusen, Kiel, Lunden, Lütjenburg, Meldorf, Neumünster, Neustadt, Nortorf, Oldenburg, Oldesloe, Pinneberg, Pløen, Preetz, Rendsborg, Segeberg, Slesvig, Sønderborg, Tønder, Tønningen, Ulzburg, Wandsbeck, Wyck and Aarøeskjøbing. Bipost offices in: Kiertemind, Nykjøbing, Skjelskør, Slangstrup, Uetersen. Also, Denmark had main post offices in Hamburg, Lübeck and Eutin (in the principality of Lübeck, as distinguished from the Hanseatic city of Lübeck).

Postal Routes in 1848

Postal Routes in Kingdøm

1. **Kjøbenhavn-Helsingør:** via Lyngby and Hørsholm, twice daily letter post.
 - (a) Hørsholm-Frederiksborg, twice weekly letter and parcel post.
2. **Kjøbenhavn-Frederiksborg:** thrice weekly letter post.
3. **Kjøbenhavn-Frederikssund:** weekly parcel post
4. **Kjøbenhavn-Nakskov:** via Kjøge, Rønnede, Vordingborg, Gaabense, Nykjøbing F, Sundby, Sakskjøbing and Maribo: twice weekly letter post, weekly parcel post
 - (a) Kjøge-Storeheddinge: weekly letter and parcel post
 - (b) Tappernøje-Stege: twice weekly letters and weekly parcels
 - (c) Gaabense-Stubbekjøbing: weekly letter and parcel post
 - (d) Nykjøbing-Nysted: twice weekly letter and parcel post
 - (e) Maribo-Rødby: weekly letter and parcel post
5. **Kjøbenhavn-Kallundborg:** via Roskilde and Holbæk. Letter post by railway to Roskilde; post from Kallundborg to Aarhus by ship—daily service
 - (a) Holbæk-Nykjøbing S; twice weekly letters and weekly parcels
 - (b) Holbæk-Ringsted: weekly letter post
6. **Kjøbenhavn-Hamburg:** via Roskilde, Ringsted, Sorø, Slagelse, Korsør, Nyborg, Langeskov, Odense, Vissenberg, Assens, Aarøund, Haderslev, Aabenraa, Flensborg, Slesvig, Rendsborg and Neumunster. Daily letters and parcel post
 - (a) Roskilde-Helsingør, via Slangerup, Frederiksborg and Fredensborg, twice weekly parcel post
 - (b) Roskilde-Kjøge, weekly letter and parcel post
 - (c) Ringsted-Kjøge, weekly letter and parcel post
 - (d) Ringsted-Holbæk, twice weekly letter and parcel post
 - (e) Ringsted-Næstved, twice weekly letters and parcel post
 - (f) Næstved-Præstø, weekly letter and parcel post
 - (g) Næstved-Vordingborg, weekly letters and twice weekly parcels
 - (h) Vordingborg-Stege, twice weekly letter and parcel post
 - (i) Vordingborg-Nakskov, weekly letter post
 - (j) Slagelse-Kallundborg, twice weekly letter and parcel post
 - (k) Slagelse-Skjelskør, thrice weekly letters and weekly parcels
 - (l) Korsør-Skjelskør, thrice weekly letters and weekly parcels
 - (m) Nyborg-Kjerteminde, twice weekly letter and parcel post
 - (n) Nyborg-Svendborg, weekly letter post
 - (o) Odense-Svendborg, twice weekly letter and parcel post
 - (p) Svendborg-Rudkjøbing, twice weekly letter and parcel post
 - (q) Svendborg-Faaborg, weekly letter post
 - (r) Svendborg-Aerøskjøbing, twice weekly letters and weekly parcels
 - (s) Nakskov-Svendborg, weekly letter and parcel post
 - (t) Odense-Faaborg, weekly letter and parcel post
 - (u) Odense-Kjerteminde, weekly letter and parcel post
 - (v) Odense-Bogense, twice weekly letter and parcel post
 - (w) Odense-Assens, weekly letter and parcel post
 - (x) Odense-Vejle, twice weekly letter post
 - (y) Assens-Nykjøbing F, twice weekly letter and parcel post

7. **Haderslev-Aalborg**; via Kolding, Vejle, Skanderborg, Aarhus, Randers and Hobro, twice weekly letter and parcel post
- Kolding-Fredericia, four letters and 2 parcels per week
 - Kolding-Ribe, twice weekly parcel post
 - Vejle-Fredericia, twice weekly letter post
 - Aarhus-Grenaa, weekly letter post
 - Aarhus-Ringkjøbing, weekly letter post
 - Aarhus-Viborg, weekly letter post
 - Randers-Grenaa, weekly letter post
 - Randers-Mariager, weekly letter post
 - Randers-Viborg, weekly letter and parcel post
 - Randers-Thisted, thrice weekly letters and weekly parcels
 - Hobro-Mariager, weekly letter post
 - Aalborg-Thisted, weekly letter and parcel post
 - Aalborg-Logstør, weekly letter post
 - Aalborg-Frederikshavn, weekly letter post
 - Frederikshavn-Saby, weekly letter post
 - Frederikshavn-Skagen, weekly letter post
8. **Haderslev-Holstebro**; via Ribe, Carde, Tarm, Ringkjøbing and Skjernumbrø, twice weekly letter and weekly parcels
- Skjernumbrø-Lemvig, twice weekly letter and parcel post
 - Holstebro-Lemvig, twice weekly letter and parcel post
 - Holstebro-Skive, twice weekly letter and parcel post
 - Skive-Thisted, weekly letter post

Postal Routes in Duchies

Impossible to give complete details, but essentials follow: The main route was Kjøbenhavn-Rendsborg, with letter post five times weekly and twice weekly parcel post. From Kiel and Rendsborg the mail was carried by railway from Neumunster to Altona and by branch line to Glückstadt. The main routes in the duchies were:

Haderslev-Christiansfeld; Aerøskjøbing-Sønderborg; Flensborg-Sønderborg-Nordborg; Flensborg-Tønder-Højer; Flensborg-Kiel via Slesvig and Eckernförde; Slesvig-Cappeln; Slesvig-Husum; Husum-Wyck via Bredsted and Dageböl; Husum-Frederiksstad; Tønning-Rendsborg via Frederiksstad; Husum-Itzehoe via Frederiksstad, Lunden, Heide and Meldorf; Heide-Hamburg via Meldorf, Itzehoe, Elmshorn and Pinneberg; Itzehoe-Glückstadt via Crempe; Itzehoe-Wilster; Itzehoe-Wrist via Kellinghusen; Itzehoe-Lübeck via Kellinghusen, Bramstadt, Neumunster, Segeberg and Oldesloe; Kiel-Heiligenhafen via Lütjenborg and Oldenburg; Kiel-Altona via Preetz, Plöen, Segeberg, Oldesloe, Ahrensburg and Wandsbeck; Kiel-Lübeck via Preetz, Plöen, Eutin and Schwartau; Eutin-Neustadt; Lübeck-Hamburg via Oldesloe, Ahrensburg and Wandsbeck; Lübeck-Neustadt; Lübeck-Hamburg via Ratzeburg, Hanfelde and Mölln; and Hamburg-Lauenburg via Boberg and Schwartzbeck.

The post was also sent by ship, between Kjøbenhavn and Kiel and between Lübeck and Stettin.

Postal Routes in 1863 and 1873

The details of these routes are too complicated to reproduce. The interested reader is referred to "Postvæsenet i Danmark," Vol. 4, period 1848-1873, pp 113 and 324, where details are recorded of all the main routes including railway and ship transportation within the Kingdom of Denmark and the duchies.

Appendix 6:

Danish Sea Posts

Denmark, more than most countries, has a large number of small inhabited islands. It is natural that, before the railways and the many bridges that connect the islands with the mainland were built, transfer of mail was largely by sea.

Before the first steamship, the "Caledonia," was put into service on July 1, 1819, by the Postal Administration, delivery of mail was carried out by ferry service and by sailing vessels of many types. Frequently, postal ships were employed, operated solely on account of the Postal Service, but in many cases, the Postal Administration paid a fixed yearly income to ship owners to transport mail.

Some knowledge of these sea-post routes is of importance in connection with rates prior to 1851, as letters are now endorsed with the name of the ship. After about 1870, transport of mail by sea became of less importance, due to the building of railways.

A list of the various routes is given below, although no claim to completeness is made.

Date	Ship	Route
July 27, 1819	S. S. "Caledonia"	Kjøbenhavn-Kiel
June 1824	S. S. "Prinsesse Wilhelmina"	Kjøbenhavn-Lübeck
1824	Swedish S. S.	Ystad-Stralsund
1824	Private Ferry	Nakskøv-Fejø
July 1827	S. S. "Diana"	Kjøbenhavn-Aarhus Kjøbenhavn-Fredericia Kjøbenhavn-Aalborg Frederiksværn-Kjøbenhavn
1827	Norwegian S. S.	London-Hamburg
1826	Private S. S.	Korsør-Nyborg
1829	Sloop Private S. S.	Kjøbenhavn-Malmø
1830	Packet Ship	Kjøbenhavn-Kiel
July 26, 1830	S.S. "Frederikden Shette"	Kallundborg-Aarhus
Oct. 1833	S. S. "Danie"	London-Cuxhaven
1832	Packet Ship	Helsingør-Helsingborg
July 1, 1833	Packet Ship	Kjøbenhavn-Stettin
Sept. 1838	S. S. "Mercurius"	Across Large Belt
1838	S. S. "Løven"	Kiel-Snoghøj
1839	S. S. "Malmø"	Malmø-Lübeck
1844	S. S. "Hamlet"	Kjøbenhavn-Helsingør
1844	S. S. "Ins"	Kjøbenhavn-Aarhus, Kjøbenhavn-Aalborg
1844	S. S. "Caroline Amalie"	Kjøbenhavn-Flensborg
1844	S. S. "Lolland"	Kjøbenhavn-Bandholm
1844	S. S. "Sjoelland"	Kjøbenhavn-Rostock
1844	S. S. "Mercurius"	Over Large Belt
1844	S. S. "Maagen"	Over Little Belt
Aug. 1847	Private S. S.	Altona-Hull
1848	Ferry Service	Korsør-Nyborg
1848	Ferry Service	Assens-Aerø Sund
Mar. 29, 1848	S. S. "Skivner"	Kjøbenhavn-Travemunde
Apr. 7, 1848	S. S. "Lolland"	Kjøbenhavn-Travemunde
Apr. 15, 1848	S. S. "Ophelia"	Kjøbenhavn-Travemunde
1848	S. S. "Nordeap"	Kristiania-Travemunde
May 1848		Bogense-Jylland

Sept. 1848	S. S. "Obotrit"	Kjøbenhavn-Wismar
1849	S. S. "Slesvig"	Kjøbenhavn-Wismar
1849	S. S. "Lolland"	Gedser-Warnemunde
1849		Hjerting-London
Apr. 1, 1850		Vordingborg-Gaabense
Mar. 11, 1851	S. S. "Slesvig"	Kjøbenhavn-Kiel
1851	S. S. "Ejderen"	Kjøbenhavn-Kiel
1851	S. S. "Diana"	Kjøbenhavn-Kiel
1851	S. S. "Kristiania"	Kristiania-Kiel
May 1851		Hjerting-Lowestoft
1852	S. S. "Lübeck"	Kjøbenhavn-Lübeck
June 1852	S. S. "Limfjorden"	Aalborg-Limfjord posts
1852	S. S. "Løven"	Nykjøbing (Falster)-Kiel
July 1852	S. S. "Jylland"	Kiel-Göteborg
July 1853	S. S. "Frejr"	Korsør-Aarhus
Private Steamships		
1855	S. S. "Iris"	Kjøbenhavn-Aalborg
1855	S. S. "Valdemar"	Kjøbenhavn-Aalborg
1855	S. S. "Valdemar"	Aalborg-Frederikstavn
1855	S. S. "Valdemar"	Kjøbenhavn-Aarhus
1855	S. S. "Zephyr"	Kjøbenhavn-Fredericia
1855	S. S. "Newcastle"	Flensborg, Kjøbenhavn, Aalborg, Aarhus, Fredericia
1855	S. S. "Caroline Amalie"	Kjøbenhavn-Flensborg
1855	S. S. "Zampa"	Kjøbenhavn-Bandholm
1855	S. S. "Hamlet"	Helsingør-Helsingborg
	S. S. "Ophelia"	Helsingør-Kjøbenhavn
	S. S. "Horatio"	Kjøbenhavn-Malmø
1856		Korsør-Aarhus
1856		Korsør-Kiel
May 27, 1850	S. S. "Valdemar"	Kjøbenhavn-Rønne
1856	S. S. "Løven"	Kjøbenhavn-Rønne
1857	S. S. "Ekpres"	Kjøbenhavn-Rønne
1858	S. S. "Mercur"	Kjøbenhavn-Rønne
Aug. 1847	Private Ship	Altona-Hull
1865	S. S. "Dania"	Korsør-Aalborg
1863	S. S. "Fylla"	
Aug. 17, 1873		Frederikshavn-Göteborg
1866	S. S. "Excellencen Toll"	Kristiania-Kjøbenhavn

Steamships operated by Danish Posts

1863	S. S. "Eideren"	Korsør-Nyborg-Aarhus-Kiel
	S. S. "Jylland"	
	S. S. "Frejr"	
	S. S. "Freja"	
	S. S. "Hermod"	
	S. S. "Niord"	
	S. S. "Vildanden"	Assens-Aerø Sund
	S. S. "Gerda"	Vordingborg-Gaabense-Stubbekjøbing
	S. S. "Mercurius"	Vordingborg-Gaabense-Stubbekjøbing
	S. S. "Maagen"	
1866	S. S. "Fyen"	Over Large Belt
1868	S. S. "Freyr"	Korsør-Nyborg
1868	S. S. "Niord"	Fredericia-Strib
1868	S. S. "Valdemar"	Masned Sund-Ørehoved
1868	S. S. "Limfjorden"	

Appendix 7

Aalborg																														
14	Aarhus																													
35½	21½	Assens																												
29½	15½	6	Christiansfeldt																											
31½	17½	4	2	Haderslev																										
68½	54½	33	39	37	Helsingør																									
65½	51½	30	36	34	3	Hørsholm																								
6	8	29½	23½	25½	62½	59½	Hobro																							
19½	5½	16	10	12	49	46	13½	Horsens																						
62½	48½	27	33	31	6	3	53½	43	Kjbenhavn																					
27½	18½	8	2	4	41	38	21½	8	35	Kolding																				
48½	34½	13	19	17	20	17	42½	29	14	21	Korsør																			
64	50	28½	34½	32½	4½	1½	58	44½	7½	36½	15½	Lyngby																		
44½	30½	9	15	13	24	21	58½	25	18	17	4	19½	Nyborg																	
40½	26½	5	11	9	28	25	34½	21	22	13	8	23½	4	Odense																
9½	4½	26	20	22	59	56	3½	10	53	18	39	54½	35	31	Randers															
37½	23½	10	8	6	43	40	31½	18	37	10	23	38½	19	15	28	Ribe														
54½	40½	19	25	23	14	11	48½	35	8	27	6	9½	10	14	45	29	Ringsted													
58½	44½	23	29	27	10	7	52½	39	4	31	10	5½	14	18	49	33	4	Roskilde												
50½	36½	15	21	19	18	15	44½	31	12	23	2	13½	6	10	41	25	4	8	Slagelse											
52½	38½	77	23	21	16	13	46½	33	10	25	4	11½	8	12	43	27	2	6	2	Søro										
23½	9½	12	6	8	45	42	17½	4	39	4	25	40½	21	17	14	14	31	35	27	29	Vejle									
10	9½	31	25	27	64	61	14	15	58	23	44	59½	40	36	5	33	50	54	46	48	19	Viborg								

Table in Danish MILs for Computing Postal Charges

1 Danish MIL=7.5 kilometers

=4.68 British miles

e.g. Distance from Kjbenhavn to Aalborg=62.5 MILS

=62.5x4.68=292.5 miles

Distance from Kjøbenhavn to towns in Lolland-Falster

Kjøbenhavn

5	Kjølge																		
20¼	15¼	Maribo																	
24¼	19¼	4	Nakskov																
17	12	3¼	7¼	Nykøbing															
19	14	5¼	9¼	2	Nysted														
10	5	9½	13½	6¼	8¼	Præstø													
22	17	1¾	5¾	5	7	12	Rødby												
19	14	1¼	5¼	2	4	9	3	Saksjølbing											
15¾	10¾	10½	14½	7¼	9¼	5¾	12¼	9¼	Stege										
16¼	11¼	8	12	4¾	6¾	6¼	9¾	6¾	6½	Stubbekjølbing									
12¾	7¾	7½	11½	4¼	6¼	2¾	9¼	6¼	3	3½	Vordingborg								

Appendix 8:

The Ridende and Agende Posts

In the early days of the Postal Services, letters were generally distributed by foot post, except on the Kjøbenhavn-Hamburg route where mail was carried by coach.

About 1640, mail began to be carried by riding postmen, the so-called "Ridende Posts," and eventually, these took over most of the services on the main routes formerly served by foot post.

In 1711, the state took over the complete operation of the posts which formerly was mainly in private hands and it is from this time that the "Agende Posts" were established. The "Agende Posts" carried travellers as well as letters, parcels, money and valuables. They were operated by contractors who paid a yearly income to the post office for the privilege of operating them. These "Agende Posts" operated mainly along routes that were not within the main network. Since passenger transportation was the main source of income for these services, the various "Agepost Tax" ordinances give more detail concerning the cost of transportation of passengers and valuable than for letters and parcels.

Some details of these posts are given below:

1711—A. P. established on routes: Kjøbenhavn-Lolland and Kjøbenhavn-Hamburg for the transportation of passengers and goods. Letters to Sydsjælland and to Lolland-Falster were sent by these posts.

1714—A. P. established in Jylland along route Haderslev, Kolding, Fredericia, Vejle, Horsens, Aarhus, Randers, Viborg, Hobro to Aalborg.

1717—A. P. to Slesvig-Holsten

(a) to Hamburg and Husum via Itzehoe, Heide, Lunden, Tönning and Frederickstadt

(b) Itzehoe-Meldorf

(c) Hamburg-Slesvig via Ultzburg, Kiel and Eckernförde

(d) Hamburg-Tønder via Itzehoe, Rendsborg, Slesvig and Flensborg

1726—Kjøbenhavn-Helsingør

1732—Hamburg-Meldorf

1750—Kjøbenhavn-Aalborg

1759—Kjøbenhavn-Christiania

Parcel rates for some of the "Agende Posts" were laid down in various ordinances. However, on the privately operated "Agende Posts," a considerable variation occurred. Some of these were as follows:

Kjøbenhavn-Kalundborg—4 Sk. per Pund

Kjøbenhavn-Aalborg—10 Sk. per Pund

Kjøbenhavn-Helsingør—2 Sk. per Pund

The operation of the 'Agende Posts' was taken over by the Postal Authorities in 1777, as they considered it would be more lucrative than receiving annual payments from contractors. With the introduction of railways and transportation by sea, the "Agende Posts" died out, as their main function, the conveyance of passengers, virtually ceased. For additional information concerning the "Agende Posts" the reader should consult *Postvæsenet i Danmark* by Fr. Olsen, Vol. II, 1711-1808, pp 109 and 201.

Appendix 9:

Postal Charges for Period 1807-1818

It is impossible to discuss in full rates on letters to destinations outside Denmark during this period. The monetary unit in Denmark was the "Kurantdaler," 125 Kurantdaler=100 Specie (silver).

However, during the period under review large fluctuations occurred in the rate of exchange of Danish money. Some indication of these are given below (compared with par @ 125):

January 1809	-----	191	October 1810	-----	648	September 1812	--	1300
December 1809	---	388	March 1811	-----	885	October 1812	----	1500
August 1810	-----	450	December 1811	----	730	March 1813	-----	1500

Thus, from October 1812 to March 1813, the Kurantdaler was worth only 1/12th of its original value.

Within the Kingdom of Denmark, banknotes were exchanged at face, but for payment of postage outside the country, they were exchanged according to the rate of exchange valid at the time. Because of the rapid variation in the value of Danish money on the foreign exchanges, the Danish Authorities arranged their own rates for postal transactions. This rate was fixed twice yearly. From March 31, 1810, the rate was 373. From December 15, 1810, the rate was 500. From May 7, 1811, 750 and from November 7, 1812, the rate was 1500, against a par of 125.

From January 1, 1813, postage on letters to Hamburg, Lübeck or foreign countries incurred an additional fee of 1 Lybske Skilling; and on letters from Hamburg or Lübeck a fee of 2 Lybske Skilling, and from foreign countries, a fee of 3 Lybske Skillings. These additional fees were to be paid according to the rate of exchange in force at the time.

To see the effect of the rate of exchange on postal charges, it is interesting to calculate the cost of a single letter from Kjøbenhavn to Berlin in the early months of 1813. The charges were made up as follows:

Internal postage Kjøbenhavn to Haderslev	14 Skilling
Postage Haderslev-Berlin	16 Lybske Skilling
Additional fee to Berlin	1 Lybske Skilling
	17 Lybske Skilling

This amount of 17 Lybske Skilling=34 Skilling was for postage outside Denmark, and since the rate of exchange was 1500 against a par of 125, the total amount to be paid in Denmark was accordingly $34 \times 12 = 408$ Skilling. The total cost of this letter to Berlin was $408 + 14 = 422$ Skilling or 4 Rigsdaler 38 Skilling.

The preceding is a brief indication of the complexities of postal charges on foreign letters during the years 1807 to 1818 when the operating "Rigsbank" was transformed into a "National Bank" and money became stabilized.

For further details of this complicated period of Danish Postal History, the reader is referred to "Postvæsenet i Danmark" 1808-1848 by Fr. Olsen, Vol. III, pp 111-132.

Ed. Notes: Spelling—i and j were interchangeable in Danish, so Vejle and Veile are the same town. Also, Plön is the German and Pløen is the Danish spelling. Preetz and Preez are similar examples.

