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EUROPEAN CLASSICS

X. DENMARK

The Kingdom of *Denmark*—Danmark in the native Danish tongue—is one of the smaller European countries. In 1851, when postage stamps were introduced, Denmark proper comprised the northern part of the peninsula of Jutland (Jylland) and about 200 islands, located between the North Sea and the Baltic, as well as the island of Bornholm in the Baltic. Danish sovereignty extended also to the southern part of Jutland, which had a predominantly German population, forming the Duchies of Schleswig, Holstein and Lauenburg. Although Holstein and Lauenburg were members of the German Confederation, the King of Denmark was also Duke of Schleswig, Holstein and Lauenburg, in this way binding the three duchies to Denmark proper. Schleswig at the north bordered on Denmark, at the south on Holstein, with the river Eider forming the boundary. Holstein and Lauenburg had as their southern boundary the river Elbe, with the Kingdom of Hanover and the Free City of Hamburg with Bergedorf on the other side of the river. To the southeast they bordered on the Grand Duchy of Mecklenburg-Schwerin, the Duchy of Ratzeburg, which belonged to the Grand Duchy of Mecklenburg-Strelitz, and the Free City of Lubeck. There was a small enclave in Holstein territory, the Principality of Lubeck, about 170 sq. mi., with 22,000 inhabitants, which belonged to the Grand Duchy of Oldenburg. Denmark proper covered about 14,500 sq. mi., of which more than 5,000 sq. mi. were islands; it had a population of 1,350,000 in 1845 and 1,500,000 in 1855. Schleswig covered little over 3,500 sq. mi., with 365,000 inhabitants in 1845, 396,000 in 1855 and 406,000 in 1864. Holstein comprised about 3,350 sq. mi., with a population of 477,000 in 1845, 524,000 in 1855 and

555,000 in 1864. Lauenburg had little more than 400 sq. mi., with 47,000 inhabitants in 1845, 49,000 in 1855 and 50,000 in 1864. The city of Copenhagen (Kiöbenhavn), situated on the largest island, Seeland (Sjælland), which became Denmark's capital in 1443, had a population of 127,000 in 1845, which increased rather rapidly and was 170,000 in 1858. Denmark had, during its stamp issuing classical period, several overseas possessions, namely in Europe the Faroe Islands, 540 sq. mi., with about 8,500 population in 1855, and Iceland, almost 40,000 sq. mi., with 65,000 inhabitants in 1855, as well as the icy wastes of Greenland, 735,000 sq. mi., with a population of less than 10,000 in 1855, and the Danish West Indies, three small islands (St. Thomas, St. John and St. Croix), all together 133 sq. mi., with about 37,000 inhabitants in 1855.

Denmark's *history* goes far back into the dark ages. Its territory was settled in the second century A. D. by the Angles, Jutes and Saxons, Germanic tribes, which in the fifth or sixth century were replaced by the Danes, also a Germanic tribe, of the Viking race, which invaded the territory from Scandinavia. They were ruled by native Kings, but in 934 came under German sovereignty which lasted for two and a half centuries. After throwing off German rule, Denmark extended its territory greatly and in the 13th and 14th centuries became

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the mightiest power on the Baltic. At that time, Danish sovereignty extended over almost 25,000 sq. mi. and included the southern part of Sweden, the coastal regions of Pomerania, with the island of Rügen, and part of Estonia. In 1397, in the treaty of Kalmar, the Kingdoms of Denmark, Norway and Sweden formed a union, under Danish leadership, which nominally existed for more than 400 years. Sweden soon drove out the Danish rulers and in 1523 established its full independence. But the last Danish possessions in Sweden were lost only in 1656, as were the possessions in Pomerania and Estonia some time before. Norway, with its overseas possessions—the Faroe Islands, Iceland and Greenland—remained under Danish rule. In 1448, Christian of Oldenburg became the first Danish King, founding the ruling House of Denmark-Oldenburg. Schleswig, which until 1386 had belonged to Denmark, when its larger southern part was ceded to the Count of Holstein, was regained in 1460 when Holstein, after the death of the last Duke of Holstein, placed itself under the sovereignty of King Christian I, who now became also Duke of Schleswig and Holstein, which union remained in force for more than 300 years. During the 16th and 17th centuries, Denmark was involved in numerous wars; it participated also in the Thirty Years War, losing part of its territory but regaining it at the end. In the 17th and 18th centuries, the seafaring qualities of the population became more evident and important overseas interests were acquired, which made Denmark one of the leading trading nations of that time. Danish settlements and forts existed on the Gold Coast of West Africa, but they were sold to the British in 1650. In 1671, the Danish West India Company established the first settlements in the West Indies on three little islands of the Leeward Islands, which in 1755 went as the colony of Danish West Indies to the government. The Danish East India Company, founded in 1729, became one of the foremost trading companies, with flourishing possessions in India, the chief towns of which were Tranquebar, Frederiksnagore and Serampur on the east coast. Denmark at first kept out of the Napoleonic Wars, but later joined the side of Napoleon and was attacked by the British. In the peace of Kiel in 1814, it

was punished by losing Norway, which was given to Sweden, and the tiny island of Heligoland, which had been occupied by the British in 1807 and was ceded to them. As a small compensation for these losses, it obtained Swedish Pomerania which it exchanged in 1816 for the Duchy of Lauenburg, which from 1811 belonged to the French Department 128, Bouches de l'Elbe. In the 19th century, territorial losses continued. Of the overseas possessions, those of the Danish East India Company were sold to Great Britain in 1845 and plans to sell the Danish West Indies to the United States in 1867 did not materialize only because the United States Congress did not approve the purchase. In the duchies of Schleswig, Holstein and Lauenburg, German nationalism made itself felt more and more and in 1848, when Denmark tried to incorporate Schleswig, it resulted in a revolution which severed these duchies from Denmark. But the German Confederation, of which Holstein and Lauenburg were members, interfered only temporarily and after three years, the war ended with a victory for Denmark. Its sovereignty in the three duchies was completely restored in 1851 and 1852, but autonomy of the duchies remained guaranteed. Under King Frederic VII, who ruled from 1848 to 1863, a new democratic constitution was adopted in 1849. When Frederic VII died childless, Prince Christian of the House of Glücksburg became King and, as Christian IX, he ruled for more than forty years. Shortly after his accession to the throne, he again tried to incorporate Schleswig, but this led to the intervention of the German Confederation, which did not recognize the new King as ruler of Schleswig, Holstein and Lauenburg. Prussian and Austrian troops occupied Holstein and Lauenburg late in 1863. In 1864, they invaded Schleswig and in the resulting war, Denmark was defeated. In the peace treaty of Vienna in 1864, Denmark lost all three duchies, including the Danish northern part of Schleswig. Lauenburg was incorporated into Prussia, while Schleswig and Holstein were first governed by Prussia and Austria together. After the Prusso-Austrian War of 1866 they were also annexed to Prussia. By this loss, Denmark became one of the small countries of Europe, of limited political importance.

The *postal history* of Denmark is quite diversified, but organized mail service started relatively late. The first mail routes on Danish territory were established by the Hanseatic League, which extended in 1602 its courier service to Copenhagen. By a decree of 1624, King Christian IV established a national postal service and the first mail routes connecting the various Danish towns in which post offices were established, and with the important trade center of Hamburg, were soon opened. But the postal service passed after a few years, in 1653, into private hands, when King Frederic III leased it to a Hamburg merchant, Paul Klingenberg. In 1685, the postal service was leased to Christian Gyldenløve, a natural son of King Christian V, and only after Gyldenløve's death, did the government again take over the postal service in 1711. Due to the peculiar geographical conditions, a large part of the mail was transported by ship, while the transportation on land was carried out by mail riders and runners, only to a small extent by mail coaches. The organization of the mail service developed in the 17th century in a rather unusual way, by dividing according to mail routes the originally uniform mail service, served by a single post office at Copenhagen. For each of the main mail routes, emanating from Copenhagen, a separate post office was now established, called, for example, "Copenhagen's Altona-Jutland Post Office", which served the mail routes to Jutland and abroad via Hamburg. "Copenhagen's Lolland Post Office", "Copenhagen's Elsinor Post Office", etc. For the mail to Norway, a separate "Copenhagen's Norwegian Post Office" was established as early as 1647, when the separate postal service in Norway was founded. Separate post offices later were also established at Copenhagen for parcel post, newspapers and for the delivery service. Letter boxes were installed only after the first postage stamps had been issued. The postal service in Schleswig and Holstein had a semi-independent status and was absorbed by the Danish postal service only in 1778. All post offices were supervised by a "General Post Direction", which later received the Danish name "General Directoratet for Postvaesenet". In Copenhagen, a city mail service, the so-called "Footpost" (Danish "Fod Post"), which used mail runners, was

established on March 1, 1806. It passed into private hands in 1809 and was again taken over by the government post office in 1849. Until 1876, it was conducted by a separate "Fodpostkontor". From 1819, mail was carried by steamboat, first on the line from Copenhagen to Kiel, but only in summer, while in winter the mail was carried by sleigh over the ice. Generally, steamboats were used for carrying the mail from 1833. The first railroad was opened in 1844 between Altona and Kiel and used for mail from 1847, in which year a "Railroad Post Office" was established at Copenhagen. Post offices on mail boats were first established in 1856, travelling post offices on railroad trains in 1854. Numerous postal treaties were concluded with the neighboring countries between 1840 and 1860, regulating the foreign mail service. From 1848, the postal service was supervised by the Ministry of Finances and from 1873 by the Ministry of the Interior, in which year it was combined with the telegraphs and the railroads into a single administration. On July 1, 1875, Denmark became a founding member of the Universal Postal Union.

The postal service at Schleswig, Holstein and Lauenburg was in some respects autonomous and administered by a special division of the Copenhagen General Post Office. The official language in the three duchies was German and all decrees and regulations had to be published in that language. In the southern part of Holstein, the Thurn & Taxis mail service attempted to establish its mail service in the 18th century, but does not seem to have succeeded, except in the border town of Altona, which was just across the Elbe from Hamburg. In Lauenburg, before it became Danish in 1816, several mail services of the neighboring countries had operated, from 1811 to 1813, during French rule also several French post offices. During the revolution of 1848, the duchies severed their postal relations with Denmark and established their own independent mail service, directed by a separate postal administration at Kiel. Holstein with Lauenburg, on July 1, 1850, became a founding member of the German-Austrian Postal Union. After the restoration of Danish sovereignty and Danish mail service, it was forced to relinquish this membership on August 31, 1851. The mail service in Schleswig after the return to Denmark in

1850 was more closely connected with that of Denmark itself, while the special privileges of the mail service in Holstein and Lauenburg continued. Danish postal administration ended in Holstein, Lauenburg and Schleswig, when these three duchies were occupied by Prussian and Austrian troops in 1863 and 1864. From 1845, the mail service in the principality of Lubeck, due to a treaty, was administered by Holstein. In the towns of Ratzeburg and Lauenburg in the duchy of Lauenburg, in accordance with a postal treaty of 1817, the postmasters also conducted the mail service of Mecklenburg-Schwerin, an arrangement which remained in force until the territory came definitely under Prussian sovereignty in 1867.

There existed no foreign post offices on Danish territory in 1851. The Thurn & Taxis postal service at Altona had been abolished long before. A Swedish postal agency had started to operate as early as 1620 at Helsingör on the island of Sjaelland, just across the Sound from the Swedish coast, when a Swedish overland mail route from Stockholm to Hamburg was established. This postal agency remained open for almost 200 years, even after the overland mail route had been discontinued in 1814, but it was closed in 1847. The only foreign mail service remaining in operation after 1851 was the Mecklenburg-Schwerin postal service at Ratzeburg and Lauenburg. On foreign soil, Denmark had post offices in the Free Cities of Hamburg and Lubeck, the territory of which bordered on Danish territory. The post office in Hamburg, which was an "Oberpostamt", was opened in 1649. It was consolidated with the separate Schleswig-Holstein post office there in 1778. After the railroad from Hamburg to Berlin was opened in 1847, a branch office at the railroad station ("Berliner Bahnhof") started to operate. During the rebellion of 1848, both offices were temporarily closed and replaced by a Schleswig-Holstein post office. Both offices were taken over definitely by the Hamburg "Stadtpost" on Feb. 21, 1864 when the war broke out. In Lubeck, the Danish post office existed from 1650. It later became an "Oberpostamt" and after a short interruption of the service in 1864, was closed on April 30, 1868. In the enclaved Principality of Lubeck, which belonged to the Grand

Duchy of Oldenburg, there were three Danish post offices, Ahrensboeck, Eutin and Schwartau. Concerning the Danish mail service at Bergedorf refer to "Bergedorf" (Volume II, page 247 etc.).

For the overseas possessions, special post offices were established at Copenhagen, for the West Indies in 1781 and the East Indies in 1803. In the Danish West Indies, in 1855 a separate postal administration was established and the first post offices were opened. In Iceland, local mail service existed from 1774, but the first Danish post offices were opened only on March 1, 1870. The postal service there was severed from the Danish postal service on Jan. 1, 1873, when a separate postal administration for Iceland was established. The first post office on the Faroe Islands was also opened on March 1, 1870. In Greenland, the mail service was handled by private trading companies and no post offices existed during the classic stamp period. At Heligoland, which until 1815 belonged to Denmark, no Danish postal service seems to have existed, but the Hamburg "Stadtpost" had an agent there from 1796.

In 1711, when the postal service was restored to government operation, there existed 37 *post offices*. At the end of the pre-stamp period, on March 31, 1851, there were about 150 post offices. The post offices were grouped into three classes, the "postkontor", of which about 100 existed, independent "postekspeditioner", of which there were about 30, and subordinated "postekspeditioner", about 20. Aside from that were a few rural postal agencies, mostly in Holstein, where they were opened during the revolutionary period of 1848 to 1851, and a larger number of "brevsamlingssteder", letter collecting agencies, the latter introduced in 1852, as well as about 20 travelling post offices on railroads and steamships. In 1864 the number of post offices had increased to about 210. The loss of Schleswig-Holstein and Lauenburg reduced the number of post offices in Denmark proper to 135 and at the end of the classic stamp period, on Dec. 31, 1874, the number of post offices was about 170, their service being augmented by a rather large number of letter collecting agencies. There were 16 travelling post offices on railroad trains in 1864 and 14 in 1874. Travelling post offices on steamboats numbered 11 in

1864 and only 2 in 1874. During the war of 1863-64 there were five fieldpost offices in operation. The mail service gained greatly during the early period of the use of postage stamps. While there were only a little over 3 million letters mailed in 1845, this figure increased to $8\frac{3}{4}$ millions in 1855 (of which $1\frac{1}{2}$ millions went to foreign countries) and $12\frac{1}{2}$ millions in 1860 ($2\frac{1}{4}$ millions to foreign countries). The Copenhagen City Post carried only 39,000 letters in 1849, when taken over by the government post office. This increased to 375,000 in 1859 and 753,000 in 1869.

Rural mail service, the so-called "Landpost", was introduced early in the Fifties. Delivery and collection of mail in the rural communities was either conducted by the postal administration or leased to private individuals. In the latter case, frequently the postmasters conducted such local service for their own account. In any case, these local services worked in close collaboration with those post offices which they used as bases.

The post office in Denmark had no monopoly in respect to the transportation of *parcels*. The parcel post service was supplemented by the government owned as well as by the privately operated *railroads*, which accepted and also carried parcels for their own account.

The Danish *currency* in 1851 was based upon the Rigsbankdaler (R. B. D.) which was divided into 96 Rigsbankskilling (R. B. S.). By a law of Feb. 10, 1854, the currency names were shortened to Rigsdaler (R. D.) and Skilling (S.). In the three German duchies, it was Reichsbankthaler (R. B. T.) and Reichsbankschilling (R. B. S.), from 1854 Reichsthaler (R. T.) and Schilling (S.). Aside from that, all three had second currencies, Schleswig and Holstein the Hamburg currency of 1 mark equivalent to 16 schilling and Lauenburg the Mecklenburg-Schwerin currency of 1 mark equivalent to 48 schilling, but they were not used in the postal service as long as it was in Danish hands. 4 Danish skilling were equivalent to $1\frac{1}{4}$ Schleswig-Holstein schilling and $1\frac{1}{2}$ Lauenburg schilling. On Jan. 1, 1875, a change of currency took place, Rigsdaler and Skilling being replaced by Krone and Oere, one Krone being equivalent to 100 Oere. One Rigsdaler was equivalent to two Kroner, therefore, one

Skilling to little more than two Oere, but considered equal to two Oere in the postal service.—For the *weight*, the Danish pund (pound), which was equivalent to 500 grams and was divided into 30 Danish lod (loth, one loth a little over $\frac{1}{2}$ ounce), was in use. On Oct. 1, 1865, the metric system was introduced, the (metric) pund (pound) was divided into 100 kvint (one kvint equivalent to 5 grams). *Distances* were measured in Danish miles, which were about $7\frac{1}{2}$ kilometers; from 1865 metric measurements came into use.

There are two possibilities to terminate the *classic period* of Danish stamps and stationery, either with the introduction of bi-colored stamps in 1870-71, or with the end of the Skilling currency, on Dec. 31, 1874. We have chosen the later date, because the change of currency allows a much sharper distinction than the simple change of design. Therefore, the classic period for the purpose of this monograph ends on Dec. 31, 1874.

Denmark issued its first *Postage Stamps* on April 1, 1851. Only one other kind of adhesives, *Official Postage Stamps*, for use on government mail, was introduced, on April 1, 1871. Four different kinds of postal stationery were used during the classic period. First, on Jan. 1, 1865, *Envelopes* were introduced, then, both on April 1, 1871, *Postal Cards* and *Official Postal Cards*, and finally, on June 1, 1872, *Wrappers*.

The *use* of the Danish postage stamps was first restricted to Denmark proper. For the time being, they were not introduced in Schleswig, Holstein and Lauenburg. In these three duchies, after the revolution of 1848, an independent Schleswig-Holstein postal administration had been created, which on Nov. 15, 1850, issued its own postage stamps, 1s and 2s in Hamburg currency. This was in conformity with the regulations of the German-Austrian Postal Union. Due to the fact, that Schleswig had been re-occupied by Danish troops in the meantime, these stamps were not issued in Schleswig but only in Holstein, including Rendsburg, and the principality of Lubeck, as well as in Hamburg and Lubeck. They were also not issued in the duchy of Lauenburg because of currency difficulties. After Holstein also was returned to Danish sovereignty, the Schleswig-Holstein stamps were

was granted when 100 stamps or 100 post cards were bought. A sheet of hundred 4rs stamps for example was sold for 4rd instead of 4rd 16rs. The same discount was curiously enough also given to government agencies for their quantity purchases of official postage stamps and official postal cards. Contrariwise, a $\frac{1}{2}$ s surtax for the manufacturing costs of each envelope was collected, by selling single envelopes for $2\frac{1}{2}$ s and $4\frac{1}{2}$ s. But quantity discounts were given also in this case, each package of 25 envelopes costing 56s and 1rd8s respectively. Wrappers were sold only in sheets of 6, for 13s each sheet, which was the smallest quantity sold, therefore charging a $\frac{1}{6}$ s surtax for each wrapper.

When postage stamps were introduced on April 1, 1851, their use was *voluntary*. For local mail, the fee was 2rs, regardless of whether stamps were used or paid in cash. For other mail, the letter fee was 50% higher when paid in cash, therefore 6rs for each loth. The reduced fee of 4rs for letters franked with stamps was considered a privilege of the large users of mail. Use of stamps by others was discouraged and the postal clerks received specific instructions, forbidding them to advise people of the possibility of using stamps to reduce the postage. They were not permitted to frank with stamps letters which were delivered at the post office against payment of cash. A number of strict regulations existed to enforce these instructions. Only after some time these odd regulations—which, for example, declared stamps invalid when they were affixed at the bottom left corner, instead of the regulation top right corner — were abolished, making use of stamps on all letters and printed matter *obligatory*. The registration fee had first to be paid in cash; only from 1865 payment had to be made in stamps. The fees for money letters and parcels until Dec. 31, 1864 had to be paid in cash; from Jan. 1, 1865, stamps were used for them. Use of stamps on letters to foreign countries was not permitted until Feb. 1, 1854, when they were introduced on mail to Prussia and generally on July 16, 1854. But their use on all foreign mail was voluntary and became obligatory only many years later, towards the end of the classic stamp period, in 1872.

The *designs* of the classic Danish stamps

featured prominently the royal insignia—crown, sceptre and sword—which adorned the earliest stamps until 1870. There was only one exception, the 2rs stamp of 1851, which showed the value indication in the center, with the crown above and posthorn below. The issues from 1851 to 1863 had a square design, the 1864 and 1870 issues as well as the official stamps were upright rectangles. The envelope stamps were oval, the design being similar to the central design of the 1864 postage stamps. A similar combination as for the 2rs of 1851 was used for the design of the 1870 issue, which has the figure of value in its center, with the crown above and a wreath of corn-stalks below to which a posthorn is attached. The same design was also used for the stamps on the postal cards and wrappers. The official stamps featured the Danish coat of arms; the same design was also used for the stamps on the official postal cards.

As long as Schleswig, Holstein and Lauenburg belonged to Denmark, the *language problem* influenced the inscriptions on the stamps. The 1851 issue had Danish inscriptions, KONGELIGT POST FRIMÆRKE and the value indication FIRE R. B. S. on the 4rs, KGL. POST FRIMÆRKE and 2 RIGSBANK SKILLING on the 2rs. When these stamps were introduced in Schleswig, Holstein and Lauenburg, where the official language was German, this led to protests and eventually to appropriate changes in the inscriptions, which were characteristic of the new issue of 1854. For that issue, rather ingenious abbreviations were used which were valid for both languages, Danish as well as German. "KGL." could be read Danish as "Kongeligt" or German as "Koenigliche", "POST" was the same in both languages and "FR. M." meant "Frimærke" as well as "Freimarke". The value indication was now in figures, with "S" added, which signified "Skilling" as well as "Schilling". The same abbreviated inscriptions were retained for the 1864 issue as well as the 1865 envelope stamps, as the preparations for their introduction started before the German duchies were lost. Only the design of the 1870 issue again shows plain Danish inscriptions, "POSTFRIM." and the value indication with added "Sk."; the country name "DANMARK" is used here for the

first time on stamps. The official stamps, which were issued 1871, had Danish inscriptions, "TJENESTE POST FRIMAERKE" and the figure of value with added "Sk". The designs of the two values of the 1851 issue were created by the engraver, M. W. Ferslew of Copenhagen. The design of the 4rs was also used for the 1854 issue, with small alterations, of which the insertion of "Caduceus" ornaments before and after the inscriptions on all four sides—which the 4rs had only at the top—are the only prominent ones. In 1858, a change from dotted to wavy lined background of the spandrels took place. It was in all probability made for technical printing reasons only and no designer seems to be responsible for it. Only the 4s and 8s were affected by this change of design. The issues from 1851 to 1863 had an underprint of diagonal wavy lines, probably to increase the difficulties in the manufacture of forgeries. The design of the 1864 issue, of which the center was also used as a model for the envelope stamps, was the work of the painter O. H. B. Olrik of Copenhagen. The origin of the design of the 1870 issue is not known, but is was probably supplied by the engraver, P. C. Batz of Copenhagen, who also is the designer of the official postage stamps of 1871.

The *original dies* for the various issues and values were obtained in different ways. For the 2rs and 4rs of 1851, the original dies were cut completely in steel, including all inscriptions. For the 1854, 1858 and 1864 issues, only the dies for one value, in each case the 4s, were cut in steel, also each with the complete design including all inscriptions. For the bi-colored 1870 issue, two dies were necessary, one for the frame and one for the center. Both were cut in steel, that for the frame complete, while the master die for the center was without figures of value, in the center as well as in the value indication in the oval at bottom. The master die of the official stamps was cut in steel, without the value indication at bottom. The master die of the envelope stamps, also cut in steel, had no value indication. The earliest dies, for the 1851 issue, were the work of M. W. Ferslew. The dies for the 1854 and 1858 issues were made by the engraver A. Buntzen, those of the 1864 and 1870 issues, as well as of the official stamps and of the envelope stamps

by the engraver P. C. Batz. The 1851 and 1854 issues have so-called "*secret marks*" which consist of the first letter of the name of the engraver inserted in the design, being therefore rather a kind of "signature" of the engraver on his work. On the 1851 issue, it is a tiny "F" for Ferslew, in the wreath below the "M" of "FRIMAERKE" on the 4rs and in the center of the posthorn on the 2rs. On the 1854 issue, it is an equally tiny "B" for Buntzen, in the wreath below the left foot of the "M" of "FRM". No such "*secret marks*" have been found on the later issues. Aside from the "*secret marks*", all dies in the square designs, except that of the 2rs of 1851, have so-called "*control marks*" above the posthorns in the bottom corners. In the bottom right corner, we always find the tiny letter "S", which stands probably for "Skilling" while in the bottom left corner it is a tiny figure "4" for the 1851 and 1858 dies, but "2" for the 1854 die.

The manufacture of the *printing material* was accomplished by the printers of the stamps and stationery with the help of the original dies or the master dies. The first plates of both values of the 1851 issue were made by M. W. Ferslew, who had also designed the stamps and cut their original dies. From 1852 all printing material was manufactured by the H. H. Thiele Printing Works of Copenhagen. For the 1851 issue, as well as the 4s of the 1854, 1858 and 1864 issues, the printing material derived usually directly from the original dies while for the other values and issues working dies first had to be obtained from the original dies or the master dies and then these new dies used for the manufacture of the printing material. For obtaining the dies for the 2s, 8s and 16s of the 1854 issue, a matrix was taken from the original 4s die, in which the value indication was erased. In three stereotypes, taken from this altered matrix, the new value indications "2S.", "8S." and "16S." were inserted, probably by cutting them into the dies. For the 4s of this issue, the printing material was, except for one later pair of plates, also not obtained directly from the original die, but a working die was injected. Three types resulted in this way, with "*control figure*" "4" and "FRM." (Type I), with "*control figure*" "4" and "FR.M." (Type II) and at last the original

state, with "control figure" "2" and "FR. M." (Type III). For the 8s of the 1858 issue, a rather complicated way of obtaining the printing material was chosen. A matrix was taken from the original die in which the figure of value and the "control figure" "4" were removed. The new value indication "8" and the new "control figure" "8" were cut separately in each of the 200 electrotypes taken from this matrix, making each cliché an individual, characterized by the position of the "8" which comes $\frac{3}{4}$ to $1\frac{1}{2}$ mm. spaced from the "8", standing higher or lower as the case may be. The tiny "control figure" "8" also varies greatly in respect to shape and position. The 2s, 3s, 8s and 16s of the 1864 issue had their dies derived from the oval center of the original 4s die. Four electrotypes were made of it, the value indication "4s.", erased and "2s.", "3s.", "8s." and "16s." inserted instead. Then the frame for each value, with the figure of value in the four corners, was cut in brass and added to the center dies of each of the four values, making the designs complete. These frames differ in some respect from the original 4s frame, which is open on all four sides, while the frames of the four other values have continuous frame lines all around. For the 1870 issue, the original die of the frame was used for the 4s without change ("thick frame"), but for the other values the frame lines were thinned and other minor changes made ("thin frame"). For the oval center designs, the master die without the figures of value was used to obtain the dies for all six values, by inserting these figures in a working die for each value. For the official stamps, a more complicated method was used, by having twelve electrotypes made of the master die without value indication and using four for each of the three values, inserting the value indication by cutting it in each die separately. Therefore, four types exist of each value, which differ in the position and shape of the letters of the inscriptions "2Sk.", "4Sk." and "16Sk.". The dies for the envelope stamps are all derived from the master die without value indication, of which electrotypes were made, in which the value indications were cut. For the first issue of envelopes in 1865, the value indications read "2s" and "4s", for the second issue—the 4s from 1866, the 2s from

1869—the "s" was omitted and the value indications read "2" and "4". While of the 1865 envelopes only one die existed for each value, there were several dies for the 1866-69 issue. Two main types exist of the 2s; the first one, which is scarce, has a large "2" with broad foot, the second, used from 1872, a smaller "2". Three main types can be distinguished of the 4s. First the "4" was broad and thick, closed at top, later, from 1869, similar, but narrower. From 1871, another type of "4" was used, which was open at top and comes in two sub-types, with longer or shorter tail. For the stamps on the other stationery, no separate dies were manufactured but clichés, obtained from the dies of the specific values of the adhesives, used. For the postal cards and wrappers, the dies of frame and center of the bi-colored 1870 issue were combined to produce clichés for printing in one color. One type only exists of each value. Clichés in all four types of the 2s and 4s official stamps were used for the official postal cards. The envelopes had only the stamps in the top right corner and no other printing. The postal cards, official postal cards and wrappers had aside from the stamp also other printing. The postal cards and official postal cards were type-set and had as a frame a meander between a thick line outside and a thin line inside. The stamp was at the right, the Danish arms at the left. Between them was the inscription "BREV-KORT", below which a line instructed the writer that this side of the card should be used for the address only. At the beginning of the address lines stands the word "Til" which means "To." The official postal cards had the same features but the arms at left are omitted and the main inscription reads "TJEN-ESTE-BREVKORT". The wrappers had no inscriptions but a border on both sides, consisting of a thick line outside and a wavy line inside. The stamp was placed sideways, near the right of the two borders.

The clichés and printing forms were obtained from the original die of each value in various ways. For the 4rs of the 1851 issue, 100 matrices were cast in type metal, a setting of 100 (10x10) assembled of them and copper plates obtained by electrotyping, which were mounted on a brass base. For the 2rs of 1851, only 10 matrices were cast, in plaster, assembled to a block of 10 (2x5),

of which stereos in type metal were taken, ten of which were assembled to a plate of 100 (10x10), mounted on a wooden base. The mounting was in this case done with the help of nails, on six of the ten clichés of each block, in the space below "SKILLING." Due to the rather primitive way of manufacture, almost each cliché of the 1851 issue shows characteristic particularities, which have enabled plating of this issue. Of the 2rs, ten "types" corresponding to the ten matrices, can be distinguished, one of them being easily recognizable because the foot of the "2" is almost separated. The plates of the 1854 and 1858 issue consisted of 100 copper electrotypes (10x10), mounted on a common base. The electrotypes were obtained from single matrices taken from the original die of each value. The special way in which the clichés of the 8s 1858 were obtained is described in a preceding paragraph. For the 1864 and 1870 issues, as well as for the official stamps, the electrotypes were not mounted on a common base, but remained singly and were assembled to settings of 100 (10x10) which usually were taken apart after each printing, cleaned and reassembled. For the 1870 issue, such settings were made for the center designs of all values, as well as for the frames, for which usually the same setting was used for several values. An exception was the first setting of frames, with "thick" frames, which was used for the 48s only. The design of the frame was not completely symmetrical; therefore "inverted" frames are recognizable by several particularities. The settings of the frames contained partly such "inverted" frames. In the only setting of the 48s, with "thick" frames, the frames in positions 45 and 80 were inverted. There were several settings with "thin" frames; some had all frames normal while others

had one or more frames inverted. The first settings of the frames, used for all values up to 16s had only normal frames. Therefore, the first printings of all these values had only normal frames, including 2s and 4s in L.P. 12½, which existed only in settings with all frames normal. A few later printings of the 3s and 8s also had all frames normal. Three different settings which included inverted frames were used for later printings, one of which had only the frame in position 90 inverted (all five values), another which had the frames in positions 18 and 77 inverted (2s, 3s and 4s) and a third which included no less than eleven inverted frames, namely in positions 36, 37, 38, 39, 40, 45, 46, 47, 48, 49 and 50 (4s only). The settings of the official stamps included all four types and several settings are known of the 2s and 4s. Without any exception, there was no margin print of any kind on classic stamps of Denmark.

The plates for the underprint on the square stamps were, according to research accepted as correct, engine-turned on a steel plate, which was mounted on a base. It extended about 12mm. on all four sheet margins (Fig. 39) and was first used for recess-printing, from 1852 on for letterpress printing. While the method of manufacture seems correct for the first plate, there is no evidence of how the underprint plate for letterpress printing was obtained. The claim that it was also engine-turned seems doubtful, because several characteristics not only seem to contradict such claim, but also make it questionable that the later kind of underprint was typographed at all. One of the most startling facts, amazingly enough neglected by philatelic students, is the evidence of twenty screw heads—one in each corner and four on each side—in the margin



Fig. 39



Fig. 40

of the underprint, distinctly visible on the sheet margins of certain printings from 1852 on (Fig. 40, from a reprint sheet). The curious thing is that the design of the underprint is extended on the heads of the screws, a fact which seems to exclude manufacture by engine-turning and suggests the use of some transfer method. This fact may in turn lead to the disclosure that the underprint of 1852 and later was not typographed at all. We checked a great number of stamps of the issues in question, unused and used, including margin copies and multiples, but could not find any positive proof of the use of typography. It is noticeable, that old-time philatelic authors were of the opinion that the underprint was lithographed, but this was vehemently disputed by later authors, whose findings were influenced by the still preserved material in the Copenhagen Postal Museum. It is now generally accepted as a fact that from 1852 on, the underprint was typographed. But considering the facts found by investigating the available material of stamps printed during the period in question, we feel that this problem is still unsolved. We would not be surprised at all if further research would prove that the now accepted "facts" concerning the printing of the underprint from 1852 on were erroneous.

The stamps on the *envelopes* were printed singly, while the *postal cards* and *official postal cards* as well as the *wrappers* were printed from settings including the stamps, which contained 6 (the postal cards and official postal cards possibly 8) cards or wrappers. The frame and text of the post cards, which had a rather odd size of 140x 73mm., was type-set and there were at least six different types in each setting, several of which must have existed. One type in one setting shows an interesting variety, the third meander from right in the top frame being a corner ornament; it is rather common on the 4s but rare on the 2s. Of the stamps on the postal cards, which are from dies combining frame and center of the bi-colored stamps, the 4s has the frame regular, while on the 2s it is in inverted position. For the official postal cards, some settings of the regular postal cards were used, after the appropriate changes were made. The setting variety of the frame must have been corrected previ-

ously because it is not known on these cards. The border on the wrappers was also type-set and two main types which differ in the space between the outer line and the wavy line can be distinguished.

The classic stamps of Denmark are rather rich in *plate varieties*, but the manufacture of the plates and the assembling of the settings was done very carefully so that no real errors occurred. The printing material of the 1851 and partly also of the 1854 and 1858 issues was manufactured rather primitively and small defects resulted which characterize most clichés and facilitated plating of these issues. Some double strikes, due to slight shifting of the die during the embossing of the matrices, can also be found. These particularities of the plates existed before the printing started, but minor damages occurred also during the period of the use of the plates. In a number of cases, improvements were tried by re-touching the plates before the printing started, but most of these retouches are very small and only a few, more or less crudely executed, are rather spectacular.

All postal stamps and postal stationery were printed on the *letter press*. We have discussed the printing methods of the underprint of the issues 1851, 1854 and 1858 in a previous paragraph, but there is little doubt that on the first printing of both values of the 1851 issue it was recess-printed. These first printings were made by M. W. Ferslew in a printing shop established in an attic of the General Post Office at Copenhagen, all other printings, from late in 1851, by H. H. Thiele, first also at the General Post Office, and from March 1862 in his own printing works. The stamps on the envelopes were printed singly in typography combined with embossing. The 1870 issue of postage stamps was bi-colored, but on the postal stationery of the same issue the stamps were printed in one color only, together with the other features and inscriptions of the forms.

For the issues from 1851 to 1863, generally two *plates* of 100 were used simultaneously. Only the 8s and 16s of 1854 and the 16s of 1863 were printed from single plates of 100 only. For the underprint, always two plates, for 200 stamps, were used simultaneously and printed before the designs. The underprint comes in four positions, first with the wavy lines from top left

to bottom right (I), then—for the first printing of the 4s of 1854 and generally from 1856—from the top right to bottom left (II). In both cases, the waves have either the points upwards (a) or downwards (b). There was a fixed relationship between each plate and the underprint for each printing. Each plate comes from each printing only in one position of the underprint and no exceptions to this rule are known. Until 1857, the position of the underprint was different for the two design plates printed simultaneously; for example, if the first one had position Ia, then the second one had position Ib, without exception. After 1857, this ceased and stamps from both design plates now have the same position of the underprint, again without exception. This regularity must have been achieved by a specific arrangement of the plates for underprint and design. We will deal with this problem in a later issue.

Of the values, which were printed from one plate of 100 only (8s and 16s of 1854, 16s of 1863), only one printing was made of each; therefore the underprint comes on them in one position (IIa) only. The 16s of 1863 was printed from the same clichés as the 16s of 1854 but the plate was taken apart and the single electrotypes remounted with wider spacing to make the printed sheets fit the rouletting device. Of the 2rs of 1851, one pair of plates was used simultaneously, for two printings, one with recess-printed and one with "typographed" underprint, each in the same two positions. Two pairs of plates of the 4rs of 1851 were used, always two simultaneously, and four printings—one of them with recess-printed underprint—were made, each with the same two positions of the underprint. Of the 2s of 1854 and of the 8s of 1858, one pair of plates was used simultaneously for each; the former has the underprint on the two plates in different positions, the latter in the same. The 4s of 1854 was printed from three pairs of plates and in six printings; all four possible positions of the underprint can be found here. For the 4s of 1858 and 1863, four pairs of plates were used for six printings, two of them showing the underprint in one position and four in the other. There was no sharp division between the printings of the 4s of 1854 and 1858. After the first printing of the 4s of 1858 was made, the last plate of the 4s of 1854 was

reactivated in 1859 and another printing made, before the 1854 design was definitely discarded in 1860.

The 1864 issue was printed in sheets of 200—two panes of 100, side by side—which were divided before perforating them. There were twelve printings of the 4s, seven of the 2s, four each of the 3s and 16s and three of the 8s. For the bi-colored stamps of 1870, it seems that in some printings the frames were printed in sheets of 200 and then the centers printed from plates of 100, but it seems certain that, in a number of printings, the frames were also printed in sheets of 100. Thirteen printings of the 4s, nine of the 2s, five of the 3s, four of the 8s, two of the 16s and only one of the 48s were made. The official stamps of 1871 were generally printed in sheets of 100, but some printings may have been made in sheets of 200, two panes of 100. There were five printings of the 4s, three of the 2s and only one of the 16s.

The *printing* was rather careful and no major printing varieties occurred, except for the 4s of 1858 with "wide" crown watermark, which is known with burelage on both sides. A 4s of 1858, offered as printed on both sides, has proven to be actually only a secondary offset. Fine prints and more or less worn ones can be found, the latter due to the fact that the plates were made of rather soft metal and did wear rather easily. The underprint was printed much less carefully and was frequently so badly printed that it was either blurred or incompletely printed.

Watermarked *paper* was used for all postal stamps and for the envelopes. Until the end of 1861, hand-made paper manufactured by the Strandmøllen paper mill at Skodsborg, operated by Drewsen & Sons, was used for the stamps. This paper had a crown of 10mm. width ("Small" crown) as individual watermark for each stamp and originally a margin watermark which consisted of a crown in both corners at top, a posthorn in each bottom corner and the inscription "KGL. POST-FRIMAERKER", in double-lined Roman capitals, on all four sides. From the end of 1853, the margin watermark was changed, the inscription was now abbreviated to "KGL. POST-FRMRK". From July 1862, machine-made paper, by the same manufacturers, came

into use, with somewhat broader crowns, 12mm. wide ("Large" crown), but with the same wording of the margin watermark. The change from hand-made to machine-made paper took place during the use of the 1858 issue. Therefore, the 1851 and 1854 issues come on hand-made paper only, while for the 1858 issue first hand-made paper (4s and 8s), then machine-made paper (4s only) was used. The rouletted 1863 issue, as well as the 1864 and 1870 issues were printed on machine-made paper, for the last two issues on a new kind, which was adjusted to the different size of the stamps but otherwise had the same individual and margin watermarks. The paper was used in all four possible positions but reversed watermark (recognizable only on the margin watermark) and inverted watermark are scarce to rare. Inverted watermarks are known of the 4rs of 1851 (both kinds of underprint), 4s of 1854, 4s of 1858 (both kinds of watermark), 2s and 4s of 1864, all values of the 1870 issue (4s and 48s also in LP12½) as well as of all official stamps (4s and 16s also in LP12½). Shifted watermarks, so that stamps had "split" crown watermarks or margin stamps had parts of the margin watermark instead of a crown, are also known of a number of values; the latter are rare, as are occasionally found margin stamps with no watermark at all. Of postal stationery, the envelopes were printed on white machine-made paper, with yellowish or grayish tint, which had a large crown, inverted on the top flap, as a watermark, which comes in several sub-types. For the wrappers, light buff machine-made paper was used and for the postal cards and official postal cards, light buff thin machine-made card, all without watermark.

The colors used for the stamps show a rather great variety, especially due to the issuance of bi-colored stamps in 1870. Denmark was one of the first countries to issue stamps with the frame in a color different from the center. For the two stamps of the 1851 issue, blue and brown—the standard colors, for which the 1841 issue of Great Britain was in all probability the prototype—were chosen. The same colors were used for the 2s and 4s values of the following issues, only the 4s changed in 1864 to red. For the 8s and 16s, green and lilac (later violet) were used, but in

1864, bistre brown and olive green were adopted for them and the violet color given to the new 3s value. The 1870 issue continued these colors for the centers, except that the 8s became plain brown and the 16s changed to green. The frames of all these values were printed in gray. The new value of 48s had a lilac center and a brown frame. The stamps on postal stationery were printed together with the frames and text, the 2s in blue or ultramarine, the 4s in red. The colors—animal, vegetable and mineral pigments were used—were generally quite uneven and many pronounced shades can be found on all issues. The brown color of the 4rs and 4s stamps varied especially. The use of different shades of brown for these stamps was partly intentional. First, in 1853, the dark brown color was lightened to make the cancellation more readily visible, and later, in 1855, another change took place because it was found that the printing ink used at that time did not agree with the cancelling ink. The color went in 1853 from black brown first to yellow brown and then to reddish brown and then again to yellow brown and light brown in 1855. A characteristic reddish shade of the 4rs 1851, called chestnut brown, is especially scarce and sought for—in mint condition it is a great rarity—but there are many intermediary shades, frequently offered as the chestnut shade but much less scarce. The lilac and violet shades of the 16s and later 3s and 48s were rather sensitive and tended to fading or turned to grayish shades. The blue color of the 2rs and 2s values showed less conspicuous shades. Only in 1872, the 2s value of the 1870 issue and of the official stamps as well as on postal stationery changed from ultramarine to blue.

The colors used for the *underprint* of the issues 1851 to 1863 were various shades of brown, mainly yellow brown, reddish brown and grayish brown. These colors were used for the 2rs and 4rs of 1851 as well as for all 2s, 4s and 16s of the later issues. The 8s of 1854 and 1858 were exceptions because they had the underprint in yellow. While the recess-printed underprint of the first printing of 2rs and 4rs of 1851 is always rather distinct, most of the underprints on the later printings are more or less indistinct and sometimes so faint that they are practically invisible. Such stamps

have been sometimes claimed to be varieties with underprint omitted, but no copies are known where this was really the case.

As *gum*, various mixtures were used. For the 1851 and the first printings of the 1854 issue a mixture of animal glue with arabic gum and added sugar was used, which was yellowish and frequently not easily soluble. During the use of the 1854 issue, the employment of animal glue was abolished and arabic gum alone used, which is almost colorless. During the printing period of the 1864 issue, the use of dextrine started, alone or in mixtures with arabic gum, which was colorless to yellowish. The flap of the envelopes as well as one end of the wrappers was also gummed and generally the same kind of gum was used as for the adhesives. The gum on the envelopes was first applied by hand and was short (55 to 70mm.); from about 1870 this gum was applied by hand and was long (90 to 135mm.); finally, long machine gumming was used.

Until 1863, all Denmark stamps were issued *imperforate* only. Several *private separations* are known on the earlier issues, namely from the capital Copenhagen (numeral canc. "1") as well as from Altona (numeral cancellation "113") and Oldenburg (numeral cancellation "127"), both in Holstein. While the Copenhagen separation was used by a commercial firm, Ballin & Sons, it seems that the two other separations were either made by the postmasters of these towns or by an enterprising business man who was entrusted with the sale of stamps to the public. The Copenhagen separation was a line perforation 12, which was rather irregular. It is known on the 4rs 1851 and all values of the 1854 and 1858 issues. In Altona, a line perforation $12\frac{1}{2}$ was used, which was even more irregular, varying from $11\frac{1}{2}$ to 13; it is known on the 4s of 1854 and 1858 and possibly also comes on other values of these two issues as well as on the 4rs 1851, but no undoubtedly genuine copies have been recorded of them. The 4s of 1854 with the Altona perforation is also known used in the neighboring towns of Hamburg and Blankenese (numeral cancellations "2" and "154"). The Oldenburg separation was an irregular roulette $9\frac{1}{2}$, which is known on the 4s of 1854, as well as 4s and 8s of 1858. It possibly also comes on the 2s of

1854 but positive proof of this is lacking. Only the 4s values of these private roulettes are found more frequently, while genuine copies of the other values are scarce to very rare. In 1863, the postal administration decided to use an *official separation* for the stamps and early in that year a rouletting device, constructed by Count Sparre, was acquired in Stockholm. Only two values, 4s of the 1858 issue and 16s of the 1854 issue were issued at the post offices with this roulette 11, which was applied to a full sheet in one operation. The rouletting device did not work very satisfactorily, perfectly well centered copies are scarce. The 16s has been recorded with double roulette. For the new issue 1864, comb perforating devices were acquired, which applied a comb perforation $13 \times 12\frac{1}{2}$ (14×17 perfs). In each operation, one horizontal row was perforated on three sides; the perforation runs through the bottom margin of the sheet, the three other sheet margins are without perforation. In 1870, the perforating devices had to be adjusted to the smaller size of the new 1870 issue. In the meantime, for the last printing of the 1864 issue (all values except the 4s), the first printing of the 1870 issue (2s, 4s and 48s only) and the first printing of the official stamps (4s and 16s only), a line perforating device $LP12\frac{1}{2}$ was used. The adapted comb perforation device applied $CP14 \times 13\frac{1}{2}$ (14×16 perfs.) and all values of the 1870 postage stamps and 1871 official stamps exist with it except the 48s postage stamp, of which the first printing in $LP12\frac{1}{2}$ lasted until that issue was withdrawn. The comb perforating devices, especially of the 1864 issue, worked rather irregularly and due to shifting, oversize and undersize stamps—the latter with 14×16 instead of 14×17 perfs.—are frequent. Such stamps also often have irregular corner perforations, so that they can be easily mistaken for line-perforated varieties. The 4s of 1870 in $LP12\frac{1}{2}$ is also known imperforate horizontally. Two vertical pairs of this variety are reported. Of the rouletted 16s of 1863, imperforate copies in a rather bright lilac shade exist, which variety is not known genuinely used. They seem to come from a small trial printing or from printer's waste. Aside from the color, they can be easily distinguished from the 16s of 1864 by the watermark, which shows the "large"



Fig. 41

crown instead of the "small" one. Furthermore, all values of the 1864 and 1870 issues, as well as all three official stamps are known imperforate. They also come either

from proof sheets or from unfinished sheets, which were never sold at any post office. An exception is the 4s of 1864, which is known imperforate in unquestionably genuine used singles and pairs, even on covers. Imperforate sheets of the 1864 issue were sold in 1912 with the remainders of the regular stamps and some such imperforate stamps were cancelled at a later date with a "1" canceller of Copenhagen to simulate actual use (Fig. 41).

All classic Denmark stamps were issued at the post offices in sheets of 100. Those printed in larger sizes were divided before distribution to the post offices. All sheets were sold with the sheet margins intact and unused stamps with sheet margin or sheet corner margin are comparatively common. But in used condition, they are scarce to rare.

(To be continued)

MISCELLANEOUS NEWS

- The next issue of the *MERCURY STAMP JOURNAL* is scheduled for February, 1954.
- The Centenary of the first Swedish stamps will be celebrated by an International Philatelic Exhibition at Stockholm, which will be opened on July 1, 1955. The exhibition is organized by the Swedish Federation of Philatelists and is supported by the Swedish Government, which has advanced 300,000 Swedish kroner for the preliminary work. As there is no international exhibition scheduled in Europe for 1954, the Stockholm exhibition will be the next big philatelic event there.
- The *BRAPEX III*, the International Philatelic Exhibition, scheduled for Sao Paulo (Brazil), from August 1 to 8, 1954, seems to make big strides on the road to success. The exhibition will be held in the impressive main building of a great general exhibition, of which it is an integral part, to be held in Sao Paulo in 1954 to celebrate the 4th centenary of the city, which will be visited by tens of thousands of people from Brazil and all of the Americas. More than 40,000 square feet of floor space, with 2000 exhibition frames and 100 dealer booths will be available. The Brazilian currency was recently freed from restrictions and stamps also can be freely

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MERCURY STAMP JOURNAL

telic research also cannot stand by itself; we consider it only as a mean of providing the great army of ordinary stamp collectors with the necessary help to classify and evaluate their stamps, as well as to obtain information about their manufacture and use, so that they can better enjoy their collecting. We believe that everybody who collects stamps is an asset to our hobby and we do not try to differentiate between collectors on the basis of why they love stamps. The subject-matter collectors should be welcomed as a colorful addition to philately.

EUROPEAN CLASSICS

X. DENMARK*

Of the postage stamps, only the first issue had its *first day of use* on fixed dates, 4rs on April 1, 1851, and 2rs on May 1, 1851, and first day covers, which are rare, can be collected. All other issues were introduced only after the corresponding values of the previous issue had been used up and only earliest dates of use can be collected. Official stamps and postal stationery were all introduced on fixed dates, the former on April 1, 1871. Of the envelopes, the 4s was first used on January 1, 1865, the 2s on April 1, 1865; postal cards and official postal cards came into use on April 1, 1871 and wrappers on June 1, 1872. First day entires can be collected of all these items; they are scarce to rare. The varieties of the envelopes were only issued after the older ones had been used up and earliest dates of use are the only ones which can be collected. The stamps and stationery which were to be first used on fixed dates were sent out to the post offices usually a few days ahead and in a number of cases also sold to the public several days before they could be used. So, for example, the 4rs of 1851 was sold to the public from March 28, 1851, but we know of no premature use before April 1, 1851.

Due to the using up of all older issues, no substantial *remainders* were left in the hands of the postal administration. Only of the last issue in skilling currency (1870) which was withdrawn from the post offices on Dec. 31, 1874, considerable quantities of remainders existed, but except for a small number of sheets, they were destroyed in 1875. In 1912, the Danish Postal

*Concluded from page 88.

Their activities should be viewed as that of a feeder to our hobby. Subject-matter collections are best suited to attract the attention of large numbers of people who never before had any interest in stamps. A number of subject-matter collectors recruited in this way eventually will become curious about other aspects and kinds of stamp collecting and will investigate other ways to collect. Thus subject-matter collecting will inject new blood into all groups of stamp collecting and this will redound to the benefit of our entire hobby.

Administration sold the remainders of old issues at public auction in Copenhagen. They included very small quantities (108 to 257 copies) of the 2s 1854, 8s 1858 and 4s 1863, as well as somewhat larger quantities of the 1864 issue—from 2059 copies of the 4s down to 86 copies of the 16s, as well as 50 to 800 copies of the five values imperforate—and of the 1870 issue—from 1260 copies of the 2s down to 151 copies of the 48s, including also almost 500 copies of the 4s, LP 12½. Of the 1871 official stamps the sold remainders consisted of 490 2s, 840 4s and 138 16s, 60% of the last in LP 12½. Also small quantities of postal stationery were sold at the same time. Of the envelopes they included the last printings only. The 1864 and 1870 issues, as well as the official stamps and postal stationery had been bought in rather large quantities during their period of use by old time dealers and considering the remainders—rather large parts of which must have been sold to people with good connections long before the 1912 auction—it is understandable that all these stamps are not rare in unused condition, although they are also not common. Of most of them, even full sheets still exist, but some perforation varieties—especially the 2s 1870 and the 4s official, both in LP12½—of which obviously none were in the remainders, are rare. Of the issues from 1854 to 1863, the 2s of 1854 and the 4s of 1863 unused are the least rare and even full sheets of them exist. The rouletted 16s is the rarest, not even an unused block seems to be known. Of the other values of these issues, unused blocks are known, but they are rare to very rare. Of the 1851 issue, the 2rs with engraved underprint is the rarest in unused condition and only



Fig. 42

single copies are known. Of the 4rs with engraved underprint the largest known unused block is one of 6. Of the 2rs and 4rs with "typographed" underprint, unused blocks are known (Fig. 42), but they are also rare to very rare.

Practically all Denmark stamps and most stationery are much more common *used* than unused. Exceptions are the 2s of 1870 in LP12½, the 2s postal cards, both official postal cards and the wrappers, which are rarer used than unused, especially the last two. Used pairs and strips are known of all values; they are scarce to rare of some values, especially of the 2rs of 1851, of which pairs are rare and strips of three very rare. No used blocks are known of this stamp. Of the 4rs of 1851, the largest used block which seems to exist is one of 9. Of the later issues, used blocks of all values of the imperforate issues are known, as well as of the rouletted 4s; they are all rare to very rare. Of the rouletted 16s of 1863, the largest known used multiple seems to be a strip of 3 (Fig. 43). Of the 1864 and 1870 issues, used blocks are known of all values, being scarce to rare. The 48s of 1870 and also the 16s of 1864 can be found comparatively often in larger blocks, used for postage on heavy parcels. Of the officials, used multiples are not common and used blocks, as far as they exist, are scarce to rare.

All Denmark stamps can be found rather frequently *on entires* and there are no cover rarities. The 48s of 1870 is mostly found on money letters or letters which were attached to parcels; it is scarcer used on other mail. The 2rs value of 1851 was used almost exclusively singly on Copenhagen city letters and use outside Copenhagen or on other mail—mostly two copies for the 4rs rate or to make up odd amounts on letters to foreign countries—is scarce. Com-



Fig. 43

binations of 2rs plus 4rs on covers are very rare. Mixed frankings between the issues 1854, 1858 and 1863 are common, because the 2s and 16s of the 1854 issue were in use until 1864, but mixed frankings between these issues and the 1851 issue are rare, as there were few such possibilities. Mixed frankings between the 1864 issue and the previous issues are frequent and rather diversified, because they frequently include three or even all four issues, 1854, 1858, 1863 and 1864. Very colorful frankings can be found on foreign mail and frankings which include all four existing values—2s, 4s, 8s and 16s, rarely all of the 1854 issue, mostly of two or three issues—are much more frequent than might be expected. Some senders of letters to England seem to have found out that the 30s letter rate could be paid very nicely with one stamp of each existing value— $2+4+8+16s=30s$ —and we know quite a number of such attractively franked letters.

A very interesting chapter can be written about *mixed frankings* between Danish and foreign stamps, because these are based partly on postal treaties. The one example was the result of a treaty with Great Britain which permitted mailing of printed circulars against payment of 1p British + 4rs Danish postage. A few such entires mailed in Great Britain and addressed to Denmark are known, franked with a Great Britain 1851, 1p, and a Denmark 1851, 4rs. The British stamps were cancelled in England, the Danish stamps with the Danish target canceller. The known examples are all from 1852 and are very rare, as the regulation seems to have been in force for a short period only. The second example concerns letters from Denmark to Prussia or in transit through it, for which payment of postage was made with Denmark plus Prussia stamps. All known examples come from Altona in Holstein, obviously because there it was rather easy to obtain

Prussia stamps from the Prussian post office at Hamburg, just across the Elbe. On the known entireties of this kind, the Danish postage is paid by a 4s stamp of the 1854 or 1858 issue, the Prussian postage of 3sg either by a 3sg stamp of the 1858 or 1861 issue, or a contemporary 3sg envelope was used. The Danish stamps were cancelled in Altona with the Danish "113" canceller, the Prussian stamps with a town postmark of the Prussian post office at Hamburg. Transit markings of the Danish post office in Hamburg show the way such mail went. The known examples are all from between 1858 and 1863; they are rare. There were no mixed frankings between Denmark stamps and those of Schleswig-Holstein, neither in 1850-51, nor in 1864, because they were not simultaneously valid. The Schleswig-Holstein stamps of 1850 were withdrawn from use long before Denmark stamps were introduced in Holstein, and in 1863, the Denmark stamps were demonetized in Schleswig and Holstein the day before their respective new stamps became valid for postage. There exist also no regular mixed frankings between Denmark and Iceland stamps, because when Iceland started to use its own stamps on Jan. 1, 1873, the Danish stamp had been invalidated the day before.

We know of no real *emergency frankings* during the classic period of Danish stamps. Cut squares, used for postage, cannot be considered emergency frankings, because they were usually only employed to make good use of the stamps on spoiled postal stationery. Originally, the use of such envelope cut squares was prohibited, but simultaneously with the introduction of postal cards on April 1, 1871, this prohibition was expressly withdrawn. Denmark became in this way one of the few countries which permitted the use of cut squares for postage. Nevertheless, such use is rare during the classic stamp period and relatively few examples are known, from the period prior to 1871, when use was not permitted, as well as afterwards.

Of the only *private local mail service* in Denmark which issued its own local stamps, that of Holte, two different issues are known, each consisting of one 2s stamp. Both are lithographed. The first one shows in the center, negative on oval solid ground, the value indication "2s," with an odd-

shaped "s." In an oval, around the center, stands HOLTE at the top, LANDPOST at the bottom, with small ornaments at the sides. The rectangular frame has a post-horn in each corner. This stamp, which was issued on March 2, 1870, was imperforate and printed in red brown, with slight shades. The second issue, reportedly issued on Oct. 15, 1872, shows the figure "2", negative on horizontally lined ground, in the center of an eight-pointed circular design, with HOLTE in a ribbon above and LAND-POST below. The rectangular frame is double-lined. This stamp was perforated — line perforation 10 — and printed in green, with slight shades. Horizontal as well as vertical pairs, imperforate between, are known. It exists also imperforate in green and blue, probably being proofs. Furthermore, it is claimed that a number of reprints, imperforate and perforated, were made after the private mail service had been discontinued. But the design of these "reprints" differs in many details from that of the originals and therefore they are merely imitations. We know them in various colors, green, yellow green, blue, brown, red and black, also black on red violet, imperforate as well as perforated 8½. Only few details are known about the history and manufacture of these local stamps. While the size of the sheet of the 1870 stamps is unknown, of the 1872 issue, which was designed by the sculptor Deichmann and printed by Ferslew & Co. of Copenhagen, full sheets of 36 (6x6) exist, which show that a transfer block of six, including six transfer types, was used for the manufacture of the printing stone. There are no known cancelled copies of the first issue; of the second issue, copies cancelled by the "206" numeral canceller of the Holte post office, but also some with the "1" canceller of Copenhagen, are known. Such copies may have been cancelled to order, because the only cover we know of (Fig. 44) also does not look very convincing as to its actual use, because it is addressed to a place far away from Holte and does not show any sign that regular postage has been collected. Probably it is a made-to-order item, which raises some doubts about the actual use of these locals on mail. They may have been printed only to satisfy the demands of collectors as was the case with contemporary "locals" of other towns, for



Fig. 44

example Hamburg.

The *parcel stamps* of the *railroads* were rather diversified, as each of the three railroads involved had their own design, with the name of the railroad and appropriate inscriptions. The stamps were generally of a large size and pasted on the parcels, therefore very few actually used stamps of the classic period were preserved. Most of the stamps in collections are either unused, originating from small quantities purchased by old-time stamp dealers during the period of actual use or later, from remainder stocks, and "used" stamps are frequently cancelled to order at a later date. The first railroad to issue stamps was the *Jyds-Fyenske Jerbaner*, which introduced them in June 1865. Two values were issued, 8s yellow green (5 pounds up to 10 mi.) and 12s brown red (5 pounds up to 20 mi.), imperforate, in a design consisting mainly of inscriptions. The stamps first had a circular colorless embossing, with the name of the railroad, from 1866 a monogram embossing "J.F.J.". Stamps without embossing come from the remainders, but a few cancelled copies are known. A new numeral design was introduced on Oct. 1, 1867, and used for one value, an imperforate 8s brown red, for parcels up to 10 pounds. This stamp underwent several changes, in April 1868 it was issued on a paper watermarked "J.F.J.", which comes in all four possible positions, and in July 1869 was issued perforated, first 12, later 12½. From July 1, 1872, the inscription again was changed, reducing the weight limit to 8 pounds; the new stamp, 8s brown red, comes perf. 12½ only. The *Sjællandske Jerbaner* also issued two val-

ues, on May 1, 1866, 8s blue (to 5 pound) and 12s brown (to 10 pound), in a design mainly consisting of inscriptions, with the Danish crown included at top. The stamps were first perforated 11½, from 1873 (8s only) perf. 12½. The *Lolland-Falster Jerbane* issued in 1874 one value, 8s violet (up to 10 pound), in a design consisting mainly of inscriptions and including also a winged wheel. It is known imperforate as well as perf. 12½.

The *history of the Danish postmarks* is a relatively short one, as the Danish postal administration introduced postmarks only in 1820. There are a small number of postmarks known from the period before 1820, but they were either made by postmasters on their own initiative or used by foreign postal services on Danish soil. The oldest such known postmark is from Altona in Holstein and was used by the Thurn & Taxis postal service there. It was a straight line "Von ALTONA," which is known from 1786. It is the only 18th century postal marking from Danish territory. The first 19th century postmarks were those of the Copenhagen "Footpost" which were obviously introduced simultaneously with the establishment of the city mail service in 1806. The first postmark was designed like a seal, an upright oval with a script "FP" in negative letters on solid ground. Later postmarks were boxed, circular or oval, with "FP" in center, the last ones also with date and hour indication. During the French rule in the duchy of Lauenburg, postmarks similar to those used in other French departments, were introduced there in 1811. They are straight lines with Gallicized town

names and the department number "128" above; known are such postmarks of "LAUENBOURG," "MOELLEN" and "RATZEBOURG." After the duchy of Lauenburg came under Danish sovereignty in 1816, these French postmarks were continued in use, after removal of "128." It may have been the example of these postmarks which led postmasters in other parts of the country—almost entirely in Holstein, very few in Schleswig and Denmark proper—also to introduce postmarks. They were all straight lines, either in Roman capitals or in Old English type. But all in all, only a small percentage of all post offices used postmarks before 1820.

Eventually, in 1820, the postal administration ordered the *introduction of postmarks* at the ten largest post offices, aside from Copenhagen. They were double-lined rectangles, with the town name—sometimes abbreviated, for example with FLENSB. for Flensburg—at the top and the date—day, months and year—at the bottom. This type of postmark—the earliest Danish marking with date indication—was first introduced, early in 1820, by the postmaster of Copenhagen and his postmark was used as a model for the first postmarks of the other post offices. Beginning in 1837, the first circular postmarks started to appear, first in Copenhagen, single and double circles, all with date and year, some also with ornaments. In Holstein, where the inscriptions on the postmarks were in German, there were a number of double circles, often with double outer circle, which had the initials "K. D. P. A.," standing for "Koeniglich Daenisches Post-Amt" on top and the town name at the bottom. When the first post offices in railroad stations were opened there, they obtained similar postmarks, with additional "BAHNHOF" (which means "railroad station") before or after the town name, a crown on top and a posthorn at the bottom. Instead of the year date, some of these postmarks had a number preceded by "Z.," standing for "Zug" (= train). Until 1845, the use of postmarks remained restricted to a few larger post offices, and only in that year, postmarks were generally introduced and gradually about 100 post offices obtained a new circular type of postmark. This new type was a single circle with the peculiarity that there was part of a smaller concentric circle below the

town name on top, which gives these postmarks the aspect of incompletely printed double circles. The date, day, month and year—the latter either full ("1845") below, or abbreviated ("45") at right of day and month—is in the center. During the rebellion in Holstein and Lauenburg, from 1848 until Danish sovereignty was restored in 1851, the post offices in the two duchies continued to use the old postmarks, but offending inscriptions—for example the "K.D.P.A." which was replaced by "K.P.A." or "P.A."—or the crown on the railroad station markings, were removed. A few new postmarks in designs similar to those in use were also created during that period.

When the pre-stamp period ended—in Denmark proper on March 31, 1851, in Schleswig on April 30, 1851, in Holstein and Lauenburg on June 30, 1853 and at the Danish post offices at Hamburg and Lubeck on July 31, 1855—only circular town postmarks were in use at the various post offices, namely the double circles and single circles of 1837 to 1845 and the single circles with semi-circles of 1845. The latter type was augmented or replaced toward the end of the pre-stamp period more and more by single circles, with the town name in Roman capitals. These postmarks had either the year date or the hour of the day at the bottom, but some post offices had a number and added "POST," which indicated the various mailings of the day, or "TOG," for post offices in railroad stations which signified the number of the train. In the German parts, the latter indication was replaced by "ZUG," with the same meaning. A few such postmarks, of small post offices only, had none of these indications but an ornament—posthorn or star—instead.

The *travelling post offices* on railroad trains used single circle postmarks similar to those of the regular post offices, with adequate inscriptions, which for Holstein and partly also for Schleswig were in German. They usually reveal also a train number, often with an added "TOG" or "ZUG" for "Train." The *rural mail service*, which was introduced during the rebellion in Holstein, used double-lined boxed markings, manufactured in Kiel, with "L.P." (= Land-Post") at top and a number—"No. 1" to "No. 4" are known—at bottom. Such postmarks with the town name instead of the number indication are also known. There

were practically no *additional markings* used on pre-stamp Danish mail, all necessary notations being made in manuscript. As arrival markings, as far as they were used at all, regular town postmarks only can be found.

No pre-stamp postmarks are known from the Danish overseas possessions except only for Tranquebar in India, whence an oval "Post Paid TRANQR." is known from 1797 to 1809. It is probably not a Danish postmark but one of the British-Indian postal service.

The *ink* used for the pre-stamp postmarks was usually black, but red ink can also be found rather frequently. Blue or green ink came first only occasionally, but around 1850 the use of bluish green ink became almost general.

About 350 different pre-stamp postmarks have been found up to now; they are mostly rather scarce and many rare to very rare on covers before April 1, 1851. Most post offices, especially in Denmark proper — except at Copenhagen — and in Schleswig, seem to have used their postmarks on foreign mail only and left domestic mail without any stamped marking. This seems to explain the relative rarity of pre-stamp Denmark covers except from Copenhagen and Holstein, where most postmasters used their postmarks also on domestic mail.

Denmark was one of the countries which followed the example of Great Britain, introducing *special cancellers* simultaneously with the issuance of its first postage stamps and keeping them in use during the whole classic stamp period. Actually, special cancellers were introduced on April 1, 1851 and were officially discontinued only 33 years later, in April 1884, but some cancellers even then were continued in use for many years. The town postmarks were stamped alongside of the stamps on the mail and were used as cancellers in exceptional cases only.

The first special cancellers, introduced on April 1, 1851 were of the "target" type, four concentric circles with a dot in the center. One post office, Haderslev, used a similar canceller, but with five circles. All post offices in Denmark proper and in Schleswig, together about 110, obtained such cancellers. The bluish green ink which was used during the last years of the pre-stamp period was first used also for the

cancellers—all first day cancellations are in that color,— but this proved inadequate and as early as April 8, 1851, a decree stopped the further use of the cancellers and ordered pen cross cancellation instead. After the post offices were supplied hurriedly with black cancelling ink, a decree of April 15, 1851 reinstated the use of the target cancellers and abolished the pen cancellation, which, nevertheless, was continued in use occasionally in addition to the target cancellation. The target cancellers were used exclusively for only 16 months. A decree of July 31, 1852 ordered the gradual introduction of numeral cancellers, which started at the larger post offices early in August 1852. The smaller post offices first continued to use the target cancellers and some of these cancellers can be found used during the whole classic stamp period and even after 1875.

The first list of numeral cancellations run from 1 to 112. It contained first the three main post offices ("Oberpostämter"), Copenhagen ("1"), Hamburg ("2") and Lubeck ("3"); then follow the "postcontorer," alphabetically from Aalborg to Aæröeskjöbing (Nos. 4 to 80), the independent "postekspeditioner" from Aarösund to Thaastrup (Nos. 81 to 94) and the subordinated "postekspeditioner" from Aakirkeby to Sæby (Nos. 95 to 112). This list included only post offices in Denmark proper and in Schleswig. When the use of stamps was extended to Holstein and Lauenburg on July 1, 1853, the numeral cancellers from 113 up were distributed to the post offices in these two duchies. The "postcontorer" in Holstein (Altona to Uetersen) obtained alphabetically the numbers 113 to 134, the "postekspeditioner" in Holstein (Ahrensboeck to Wilster) the numbers 135 to 147, the "postcontorer" in Lauenburg (Lauenburg, Moelln and Ratzeburg) the numbers 148, 149 and 150, and the "postekspeditioner" in Lauenburg (Büchen and Schwarzenbeck) the numbers 151 and 152. Now several "brevsamlingssteder" (letter collecting agencies) also obtained numeral cancellers, 153 to 160 in Holstein, 161 and 162 in Schleswig and 163 to 167 in Denmark proper. In 1854, the first travelling post offices obtained numeral cancellers, first in Holstein ("168," "169" and "170"), later, in 1856, in Denmark proper ("180," "181" and "182") and in Schleswig ("183,"

"184" and "185"). In the same year, a number of travelling post offices on ships also received numeral cancellers, with the numbers from 186 to 191. The numbers from 172 to 179 were given in 1855 and 1856 to newly opened regular post offices. From 1856, the numeral cancellers from 192 to 198 were used for mail handled by post offices in railroad stations, while the numbers from 199 to 230 were assigned in the years from 1857 to 1864 to newly opened post offices, including the field post offices of 1864, which used the numbers 221 to 225. The loss of Schleswig, Holstein and Lauenburg in 1864 led to an almost complete stoppage in the assigning of new numbers to post offices. Until 1867 only five new numbers, 231 to 235, were assigned and in the following ten years, until 1878, only three new numbers, 236, 237 and 238, were created—the first two for the new post offices in Iceland, the last for the new post office on the Faroe Islands. Beginning with 1865, the numbers which had become obsolete by the loss of Schleswig, Holstein and Lauenburg, as well as by the closing of the Hamburg post office, were reassigned to post offices in Denmark proper. With five exceptions (Nos. 6, 14, 81 and 83, as well as the "3" of Lubeck), all of the about 70 obsolete numbers in this way were assigned to new post offices; therefore, in these cases, cancellers with the same number were used after 1864 at other post offices than those to which they had originally been assigned. Only in 1879 the supply of numbers to be reassigned ran out and from then on new numbers, starting with 239, were again assigned to new post offices. These new numbers run to 286, which was the highest number on Danish numeral cancellations. But the numbers from 239 on were not introduced during the classic stamp period and can be found on classic stamps only as the result of occasional use of such stamps after 1878. Of the numbers between 1 and 238, two, namely 164 and 167, have not yet been found on stamps and although assigned to specific post offices it seems doubtful that these numbers were actually used.

The handstamping of all mail with two postmarks, the canceller and the town postmark, proved rather laborious, especially at the large post offices as well as at the travelling post offices, where fast work was

essential. Again following the example of Great Britain, the problem was partly solved by the introduction of *duplex cancellers*, combining a special canceller with a town postmark. The first postmark of this kind was introduced as early as 1851 by the post office in the Copenhagen railroad station. It had the "target" canceller at top, connected with a single circle town postmark "KIOBENHAVN" in the center and a separate curved band with "JRB.P.ST.EXP." below. Soon after introduction of the numeral cancellers in 1852 a similar postmark, but with a numeral canceller "34" at top, came into use. Beginning with 1853, at other post offices more than 40 different numeral cancellers, between 9 and 259, were introduced as duplex cancellers, partly in combination with two or more different types of town postmarks. They all consist of the numeral canceller at top, connected with a single circle town postmark—or that of a travelling post office—below, which shows either the year date or the hour of mailing. These duplex cancellers facilitated considerably the job of handling the mail. When used on a single stamp, they were mostly stamped in such a way that the canceller hit the stamp and the town postmark fell on the letter. But when there were several stamps on a piece of mail, they were often hit by the canceller as well as the town postmark, or even by the town postmark alone.

There were few cancellers which were neither target nor numeral cancellers. One small post office, at Keitum, from 1854 used a three ring without a number, which was actually a numeral canceller from which the number had been removed. Three post offices occasionally used—two of them at least until 1855—the special cancellers manufactured in Kiel in 1850 for use on the revolutionary Schleswig-Holstein stamps of that year, which they obviously had preserved. They were circles of 17 horizontal bars, with the numeral in the center. Known on Danish stamps are Altona ("3") and Kiel railroad station ("19"), as well as Hamburg ("12").

While the travelling post offices on railroads and ships and even the fieldpost had the same kind of numeral cancellers as the other post offices, this was true to only a small extent in the case of the *Letter Collecting Agencies*. Few of them, in 1853

or later, had obtained regular numeral cancellers. To most of them, no number was assigned and they had no cancellers, the stamps or mail being cancelled by pen strokes or by the supervising post office. Only from 1856 on, a number of letter collecting agencies obtained special cancellers. They were similar to the numeral cancellers, also showing three concentric circles, but had the town name in the center, in Roman or sans-serif type, up to six letters in full, for example MAARUM, otherwise abbreviated, for example BBRO for Brerebro, or PHLDL for Philipsdal. Only from 29 letter collecting agencies are such special cancellers known. In 1865, a new type of special canceller was introduced, small double circles, with the town name in sans-serif type between the circles and various kinds of stars or asteriks in the center. About 200 letter collecting agencies obtained this type of special canceller. In all cases of their use, the supervising post office put its town postmark alongside the stamp cancelled by the letter collecting agency. All these cancellers on classic stamps are scarce to rare.

While the use of the special cancellers continued in Denmark long after the classic stamp period, their use was discontinued in Schleswig, Holstein and Lauenburg soon after Danish sovereignty ended. They were definitely withdrawn from the post offices by decree of March 4, 1865, but a few were nevertheless used to 1866. Until then, we can find them used as cancellers for the stamps of Schleswig-Holstein. In addition to the numeral cancellers assigned to the post offices in Schleswig, Holstein and Lauenburg, also a few "target" cancellers (in Schleswig only), including the five ring target of Haderslev, as well as the three ring canceller without number of Keitum, can be found on such stamps. Even one of the old Schleswig-Holstein cancellers of 1850, Rimmels ("33") and the three-ring canceller "SKJJBK" of the letter collecting agency Skjörbök are known on Schleswig-Holstein stamps.

The *ink* used for the cancellers was bluish green for the first days of their use, in April 1851, then black. The use of any other color of ink for the cancellers was expressly forbidden in July 1851, but nevertheless occasional use of blue ink for the "target" and the numeral cancellers can be

found in later years. We know of a few violet but of no red cancellations on classic Denmark stamps.

During the entire classic stamp period the *town postmarks* were used only alongside the stamps on the mail. Although a decree of July 24, 1851, permitted the use of town postmarks as cancellers when the numeral cancellers were not available, such use is extremely rare in the early years and very rare later until about 1865. The postmasters preferred to use pen cancellations when the numeral canceller was not available and we know cases where such pen cancellations were crude drawings of the proper numeral cancellation. Afterwards, the regulations seem to have been relaxed somewhat and we find town cancellations occasionally, especially on printed matter and also on postal stationery, for which otherwise the same cancelling regulations were in force as for adhesives. But town cancellations are still rare and only in the last years of the classic period did they become more frequent although still not being common.

The town postmarks used during the classic stamp period originated to a large extent in the pre-stamp period. The double circles and single circles from the 1837 to 1845 period as well as the single circle from 1845, with a semi-circle below the town name, were all continued in use and some served for 20 more years, almost until the end of the classic stamp period. The single circles of the last pre-stamp years were also continued. New postmarks were all manufactured in this single circle type, either with year, hour, "TOG" or "POST," posthorn or star at bottom. This type of postmarks, in different sizes, remained in use until long after the end of the classic stamp period. The only innovation was the use of sans-serif capitals instead of Roman capitals for the inscriptions, beginning in 1866. The duplex cancellers, supplied from 1866 on, also had the town postmark in the sans-serif type. There were few exceptional types of postmarks, almost all of them used in Copenhagen. The most spectacular is the "clock" postmark of 1853 which showed two concentric dials, one giving the figures of the months, 1 to 12, with KJOBENHAVN KB in a small circle in its center, the other, outside, of 31 short dashes for the days of the months, with the figures "1," "8," "16"

and "24" inserted in the proper positions, In an outer circle was an arrow and the year date. This outer circle as well as the dial with the days of the months were movable and by turning them and pointing the arrow on the figure of the day, which in turn pointed to the figure of the month, every date of the year could be indicated. On the Copenhagen city mail, the last Foot-post marking of the pre-stamp period was used instead of the town postmark. It was an oval with "FP," date, (day, month and year) and hour, of which a larger type was introduced during the stamp period and used until 1876.

After Schleswig, Holstein and Lauenburg were separated from Denmark proper, the old town postmarks remained in use there, including the additional markings, especially those of the Holstein rural mail service. Only those postmarks which had Danish town names or inscriptions were replaced by Prussian type postmarks with German inscriptions as fast as possible and the last such offending postmarks were withdrawn before the middle of April 1864. But the other postmarks of Danish origin remained in use. After March 1865, when the use of the numeral cancellers in the three duchies was discontinued, some of these town postmarks were used as cancellers and can be found on Schleswig-Holstein stamps. Their use as cancellers of Prussia stamps was an occasional one in Schleswig and Holstein, where the use of such stamps was permitted from early 1867, but a regular one in Lauenburg, where Prussia stamps replaced the Schleswig-Holstein stamps on Jan. 1, 1866. A number of old Danish town postmarks can be found on the stamps of the North German Confederation, which replaced the Schleswig-Holstein and Prussia stamps on Jan. 1, 1868, and a few even on the first issue of the German Empire.

Few *additional markings* were used and the markings found on covers to foreign countries are usually origin markings applied outside Denmark. The pre-stamp postmarks of the rural mail service in Holstein—boxed L.P. with number or town name—can also be found as additional markings during the stamp period.

The *ink* used for the town postmarks was bluish green, later black, which from 1851 on was the officially supplied ink. But nevertheless, blue or green ink was

used rather frequently in later years and even red town postmarks can occasionally be found.

Due to the fact that most of the mail to foreign countries was transported by ship, some of which had foreign travelling post offices on board, Danish stamps can rather frequently be found with cancellations of Swedish, Norwegian, German or British ship post offices or ship arrival markings, especially the 1864 and 1870 issues. On the other hand, Danish ship markings can also be found occasionally on foreign stamps.

Of the Danish overseas possessions, only in two, the *Faroe Islands* and *Iceland*, were Danish stamps used. They were introduced on March 1, 1870, simultaneously with special cancellers and town postmarks. Thorshavn on the Faroe Islands obtained a single circle town postmark and a numeral canceller "238." As the Faroe Islands from 1871 on were considered part of Denmark proper, the further postal developments there were the same as in the motherland. In Iceland, two post offices were opened and town postmarks as well as numeral cancellers were assigned to them. The capital Reykjavik obtained the number "236" and Seydisfjord the number "237." Only the former is known on stamps and it seems questionable whether Seydisfjord ever used a numeral canceller. Stamps of the 1864 and 1870 issue of Denmark are known with the "236" canceller, namely the 2s, 4s, 8s and 16s of 1864 and the 3s, 4s, 8s and 16s of 1870 as well as postal stationery. They are all scarce, the lower values being rarer than the higher ones. The 48s of 1870 was also issued at Reykjavik but no copy cancelled "236" has been found up to now. On Jan. 1, 1873, Iceland started to use its own stamps and the Danish postage stamps and stationery were withdrawn the previous day. But the Danish postmarks, the numeral canceller "236" as well as town markings, were continued in use and can be found on Iceland stamps many years later.

Hamburg and Lubeck used their numeral cancellers "2" and "3" respectively, which were introduced simultaneously with the Danish stamps on August 1, 1855, and put their town postmarks—all of pre-stamp origin—alongside of the stamps on the mail. Although the 1851 issue was not issued at Hamburg, both values are known with the

numeral cancellation "2", the 2rs as a rarity. Of the issues 1854, 1858 and 1863, only the 4s values are claimed to have been issued at Hamburg, but all other values of these issues—except the 16s of 1863—are also known used at Hamburg. All values except the 4s are rare to very rare. Regularly the "2" canceller was used, but we find as an exception also several of the town postmarks used as cancellers; such use was very rare. After the closing of the post office in 1864, the "2" canceller and the town postmarks—the latter after removal of "K. D. O. P. A." — were taken over and used by the Hamburg "Stadtpost" and the former is common as canceller on Hamburg 1¼s and 2½s stamps. In Lubeck, similar conditions prevailed, but as the Danish post office there was operating until April 30, 1868, the 16s of the 1863 issue and the 1864 issue also were used there and all values of the latter are known with the "3" canceller. Town cancellation can be found as an exception on this and still rarer on previous issues. Concerning the cancellations on Denmark stamps used at Bergedorf refer to "Bergedorf" (Volume II, pages 252 to 254).

As the use of Danish stamps started in Schleswig, Holstein and Lauenburg later than in Denmark proper and the use of Danish stamps ceased there after the occupation by Austrian and Prussian troops, not all stamps issued during the classic stamp period were also used in the three duchies. As stamps were introduced in Holstein and Lauenburg only on July 1, 1853, the 4rs of 1851 with engraved underprint was not issued there but is nevertheless known with Holstein cancellation. The 2rs of 1851, with both kinds of underprint, also were never issued in the three duchies, but are also known used there, although as rarities. When the three Duchies were severed from Denmark in 1863-64, the 2s and 16s of 1854, the 8s of 1858 and the 4s of 1863 were in use there. The 16s of 1863, although its use would be possible, is not known used in the three duchies and probably was never issued there. The 1864 and 1870 postage stamps, the official stamps and all postal stationery were issued after the loss of the three duchies and therefore were not used there.

The Mecklenburg-Schwerin stamps and envelopes used at Lauenburg and Ratzeburg

for mail to the mother country, were cancelled with the numeral cancellers "148" and "150" respectively. Known are the 4/4s of 1856 and 1864 (Scott #1 and 5), also in larger combinations, for example 6/4s, as well as the 1s envelopes of 1856 (small and large size) and 1860. The 1s and 3s envelopes of 1864 are also known used at Lauenburg, but only from the period when the duchies had ceased to be under Danish sovereignty. The town postmarks—as well as those of the railroad station post offices in both towns — the latter inscribed "BAHNHOF LAUENBURG" and "BAHNH. RATZEBURG"—were put alongside of the stamps on the mail. Only after the numeral cancellers had been withdrawn in the duchies in 1865, the town postmarks were also used as cancellers.

Summarizing, we can state that the regular cancellations on all classic stamps and postal stationery of Denmark were the special cancellers. The first type, the "target" is predominant on the 2rs and 4rs with engraved underprint; both are scarcer with numeral cancellation. On later printings of the 1851 issue and all following issues until the end of the classic stamp period, the numeral cancellers are the most common cancellation. The "target" cancellers disappear gradually and although still rather frequent on later printings of the 4rs of the 1851 issue, they are scarce to rare on the later printings of the 2rs of 1851 and on all values of the later issues. The 2rs of 1851 almost always shows either the "target" or the numeral canceller "1" of Copenhagen; other numbers—about 25 are known—are scarce to rare. The highest numeral cancellation regularly used for the 1851 issue was 173, for the 1854 issue 207, for the 1858 issue 216, for the 1863 issue 230 and for the 1864 as well as for the 1870 issue 238. Higher numbers can be found occasionally, but they come from late use of obsolete issues. Town cancellations—not parts of duplex cancellers, but regular town postmarks—are rare to very rare on the early issues—even unknown on several values—and gradually become more frequent only from 1865 on, on the 1864 issue and especially on the 1870 issue, on the official stamps and on all postal stationery. Duplex postmarks can be found on all issues, but they are more frequent on the later issues, especially 1864 and 1870, as

well as on the official stamps. Of the unusual cancellers, the three-ring of Keitum and the 5-ring "target" of Haderslev come on the 1854 and the following issues; they are scarce. The old Schleswig-Holstein cancellers of 1850 have been found on the 4rs of 1851 and the 4s of 1854; they are rare. Of the cancellers of the letter collecting agencies, the earliest type is found on the 1854 and later issues, the newer type of 1865 on the issues of 1864 and 1870, as well as on the official stamps only. They are scarce to rare. Manuscript cancellations can be found on all issues, being generally scarce. Practically all Denmark stamps were cancelled with black ink. Blue or violet cancellations are known on all issues but are scarce exceptions.

The regulations for the cancellation of postal stationery were the same as for postage stamps and we find the same cancellers plus town postmarks on them as on mail with adhesives.

Of all classic stamps and envelopes of Denmark, *reprints* have been made. All reprints of the stamps were printed on paper without watermark and are imperforate, most of them also ungummed; together with the partly rather distinguishing colors and with the underprint in wrong position or omitted, there is no danger of mistaking them for originals. But they are sometimes offered as proofs because they look more as though they belonged in that category than like regular stamps. The reprints of the envelopes are more dangerous, because they show the same watermark as the originals and only differences in the dies, the color and the paper betray them. The first reprint, made in 1885, is actually a re-issue, because the stamps and envelopes were at that time still valid for postage. But we know of no case where they were actually used as such. This is understandable, because this re-issue was made to satisfy the requests of several foreign postal administrations to get complete collections of all old Denmark stamps and stationery in exchange for such collections of their own stamps. Only in later years, after they had been demonetized in 1891, these re-issues were made available to collectors and dealers. The 1885 re-issue consisted of 1851, 2rs, 4rs, 1854, 2s, 16s, 1858, 4s, 8s, 1864, 2s, 3s, 4s, 8s, 16s, 1870, 2s, 3s, 4s, 8s, 16s, 48s, official stamps 1871, 2s, 4s, 16s,

envelopes 1865, 2s, 4s and 1866, 2s 4s. Therefore, it included all classic stamps and envelopes, except the 4s and 8s of 1854. The re-issue was partly made with the help of original plates of 100—2rs 1851, 2s 1854, 4s and 8s of 1858—or from new settings of original clichés—16s 1854 (setting of 100), 4s 1864 (setting of 30, 10x3) and 2s, 3s, 8s, 16s 1864 (setting of 12, two vertical tete-beche rows of 6). For the 4rs of 1851, no undamaged original plate or cliché being available, a proof cliché (with no hyphen after POST and other differences) was used for a new setting of 15 (3x5). For the 1870 issue, new center clichés were made for each value from the master die—therefore showing differences in the large or small figures of value—and, together with "thin" frames of a later period, printed from settings of 10 (2x5), in which one frame was normal and nine inverted. For the officials of 1871, new dies were prepared from the master die, therefore showing a type of the value indication which differs from the four original ones of each value. Settings of 10 (2x5) were used for the printing. The envelope re-issues were printed on the stock of envelopes just in use for the envelopes current in 1885, which was light buff while the original envelopes were white. For the 1865 issue clichés taken from the original dies were used, while for the 1866 issue new dies were prepared, by inserting the figures "2" or "4" in clichés taken from the master die. These figures, "2" thick and "4" closed at top, differ from the figures on the original dies. The 2s of both envelope issues in the re-issue is blue, while the originals are ultramarine; the 4s is in a lighter red than the originals. In 1901, a new reprint of the 2rs and 4rs of 1851 was made, to illustrate the monograph "Danske Postfrimærker 1851-1901" by O. Koefoed, published in that year. The 2rs was printed from a block of 20 (2x10), taken from an original plate, the 4rs was probably printed in blocks of four from clichés made up from a defaced original cliché, which was repaired. In 1924, the remainders of the 1885 re-issue were used to illustrate the books issued to celebrate the 300th centenary of the Danish postal service ("La Poste Danoise 1624-1924" and "Danmarks Frimærker 1851-1924"). The two values, missing in the 1885 re-issue, namely 4s

and 8s of 1854, now were also reprinted to make the collection complete. The 4s was printed from a plate of 32 (4x8), obtained by multiplying a block of four clichés cut from an original plate. The plate of the 8s consisted of 28 clichés (4x7) taken from an original setting. These reprints were issued gummed. The last reprint was made in 1942 for the de luxe edition of Volume II of G. A. Hagemann's "Danmarks og Dansk Vestindiens Frimaerker" and contained only the 4s and 16s of the 1864 issue. They were printed singly, the 4s from an original cliché, the 16s from the original die of that value. These reprints were printed on paper with papermaker's watermark "LESSEBO" and are gummed; they have parts of the indication "Nytryk 1942" and the title of the book printed on their backs.

The collector of Denmark has not much to worry about in regard to *forgeries*. The lack of great rarities was not inviting to the forgers and the only stamp they were interested in was the 2rs of 1851, of which several more or less crude forgeries are known. The *fakes* are also not very numerous and mainly concern separation varieties. In old times, the various private perforations and roulettes were very popular and, therefore, have been a favorite field for the fakers. They did such a good job that we want to suggest that these private separations be collected only in their original state on cover, because all such stamps off cover or still on cover, but soaked off and replaced, must be considered suspicious. Fakes by which only the unsuspecting collector can be duped are trimmed copies of the 1864 issue and even of the 16s of 1863 offered as the imperforate varieties. Of other fakes, only some spurious rare or colored cancellations should be mentioned, because they may be dangerous in an otherwise uncontaminated field.

The collector will not have much difficulty in obtaining the imperforate issues in satisfactory *condition*. The spacing between the stamps was comparatively wide and in those "good old days" people had enough leisure to separate the stamps carefully. Therefore, full-margined copies are rather plentiful and the numeral cancellers were usually applied with care, so that heavily cancelled copies are exceptions. They can be found mostly from Copenhagen,

where the "1" canceller was sometimes applied in rather a smudgy condition. The rouletted and perforated issues are much more difficult in respect to condition. Not only was a large part of all stamps more or less off center—perfectly centered copies are rather scarce—but the paper of the issues of 1864 and 1870, as well as of the official stamps was brittle which not only led to many short perforations, especially in the corners, but also to many rounded corners, due to breaks along corner creases. Perfectly centered copies of these issues without perforation defects certainly deserve a premium.

Philatelic research is rather advanced in respect to the postal stamps and postal stationery of Denmark and there are few major problems which are not solved. The *philatelic literature* in the field, although uneven, is extensive, fortunately not only in Danish, but an important part translated into English or German. Since O. Koefoed published in 1901 his basic monograph in the field, "Danske Postfrimaerker 1851-1901," which celebrated the fiftieth anniversary of the first Danish stamps, improved monographs were published for each anniversary, in 1911 by A. Jacobsen, in 1925 by Ch. Holm and A. Petersen, "Danmarks' Frimaerker 1851-1924." Last but not least the excellent book by J. Schmidt-Andersen, published in 1951 by the Danish Postal Administration which celebrates the centenary of the first Danish stamps and which was also published in an English translation, "The Postage Stamps of Denmark." It is a monograph which satisfies every desire the student may have in regard to the stamps. Monographs by G. A. Hagemann, "Denmark og Dansk Vestindiens Frimaerker", in Danish (1941-42), go into even more detail, and deal with the issues from 1864 on, including the official stamps, based on the official files. In regard to postal history, a book in French "La Poste Danoise 1624-1924," also published by the Danish Postal Administration, in 1924, gives a rather sketchy outline. Rather scattered are the writings about pre-stamp postmarks and, except for some articles by E. Rathje, nothing substantial has been written. A new book in Danish by S. Arnholtz, "Danske Poststempler" (1953) gives all information about cancellers and postmarks of the stamp period, leaving few questions un-

answered. Concerning Postal Stationery, the only monograph was published by L. Hanciau in "Gibbons Stamp Weekly," 1908-09. The Denmark part of the Kohl Handbook is one of the more elaborate monographs and deals on 18 pages plus a one page supplement with the classic issues. An English translation was published in 1929 in "The Collectors Club Philatelist" and, although in some respects outdated, provides still reliable and valuable information. In 1947, a good specialized Denmark Catalog ("Daka Catalog") was published by J. Schmidt-Andersen and F. Römme, of which an improved English adaption by R. King-Farlow was published as "Stella Catalog" in 1951. Altogether, there is plenty of good literature about Denmark and the collector who wants to enter the field will have no trouble in finding adequate guidance.

For the general collector, Denmark is a rather easy country to collect. Scott lists 28 classic stamps of which four are perforation varieties, reducing the actual figure to 24. There are no great rarities among the main numbers, the highest priced item, disregarding perforation varieties, being the 2rs of 1851, priced at \$125.00 unused and \$40.00 used. Classic Denmark complete unused is listed at \$404.00, with the main number perforation varieties at \$546.00. Again neglecting perforation varieties, all Denmark stamps are priced lower used than unused, at \$141.50, with the main number perforation varieties at \$209.50. Of the 24 classic stamps, no less than 19 are priced no higher than \$5.00, and 9 are priced at \$1.00 or less, the lowest price being 10c for the 4s of 1870. Even a collector with small means will be able to assemble a collection of the Denmark main numbers. But a specialist will have to spend considerable sums of money, because the rarer varieties are very much sought for, Denmark being one of the "popular" countries of our times. But the lack of great world rarities, worth thousands of dollars, makes Denmark specializing still a field in which the collector with medium means can succeed.

Being a philatelically far advanced country, there is not much left to do for the philatelic student. Of the 4rs of 1851, for example, the reconstruction of all plates except one (which is 98% complete) has been successfully completed and other plate

and setting reconstructions are so far advanced that a student would have to work for a long time in already harvested fields before he reached virgin soil. But for the specialist who wants to collect and is not eager to do much research work, Denmark is a very fine field. The various printings of the early issues, with their possibilities of plate reassembling, the inverted frames of the 1870 issue, the attractive primary and secondary plate flaws, the postal stationery with its types and settings and a number of other fields can be attractive to an ambitious collector. This may be even more true for the various postmarks, the town postmarks—pre-stamp and after 1851—being somewhat neglected anyway. The transitory period after the loss of Schleswig, Holstein and Lauenburg is another interesting field for the cancellation collector. Numeral cancellations, especially when collected on entires, as well as the interesting cancellers of the letter collecting agencies, may also offer a stimulating field. We are sure that every collector who enters the popular field of collecting Denmark will not be disappointed, regardless from which angle he may want to do the collecting.

(Next: XI. Finland)

MISCELLANEOUS NEWS

● The next issue of the *MERCURY STAMP JOURNAL* is scheduled for May, 1954.

● Nos. 2, 3, 4, 10, 15 and 25 of the *Mercury Stamp Journal* are out of print and badly needed to complete volumes. Return of surplus copies of these six issues will be greatly appreciated.

● Our editor intends to visit Europe in June and July 1954. Scheduled are trips through Italy, Switzerland, Austria, Germany, France and Great Britain, but side trips can be arranged if necessary. A detailed itinerary will be published in the next issue.

● The Indian Custodial Forces in Korea, which supervised the execution of the armistice terms, had their own field post offices. One Base Army Post Office and two sub-post offices served the needs of the 6,000 troops who mailed about 6,000 letters a day, almost exclusively to relatives and