

## EUROPEAN CLASSICS

### XXVI. LUBECK

The Free City of *Lubeck*—German Lübeck—existed as a stamp issuing entity until December 31, 1867, when it became a member of the North German Confederation. Situated at the mouth of the river Trave, on a bay of the Baltic Sea, bordering to the north and west on Holstein (Danish until 1863-64, then under Austrian Administration, Prussian from 1866 on), to the south on Lauenburg (Danish until 1863-64, then under Prussian Administration, from 1865 on a Prussian province), and to the east on the two Mecklenburgs, it had an area of only 115 square miles and a population of almost 44,000 in 1859 and about 48,500 in 1867. There were only two towns in the territory, the harbor city of Travemünde and the city of *Lubeck*, the latter with 31,000 inhabitants in 1859 and 37,000 in 1867.

Lubeck's *History* is an old one, but not much reliable information is available concerning the early period. A settlement with the slavic name of Liubice existed on the approximate site of Lubeck in the 11th century, but it was destroyed in 1138 by invaders from the north. It was rebuilt in 1143 by Count Adolf II of Holstein on a site in the vicinity and in 1157 obtained a charter as a free Saxon community from Henry the Lion. This charter was renewed in 1188 by Emperor Frederick I. In 1226, Emperor Frederick II elevated the fast growing Lubeck to a free Imperial city. In the following year, the forces of the city defeated the Danes in the decisive battle of Bornköved. In 1241, Lubeck made its first treaty with Hamburg to secure the road service connecting the two cities. This became the nucleus of a close association between the two cities. Further ties were achieved with the maritime towns of the Baltic Sea which eventually led to the formation of a political-commercial association between a considerable number of cities in northern Germany and the adjoining countries, the so-called Hanseatic League or Hansa. The first meeting of the association, in which among others Hamburg, Lüneburg, Wismar, Stralsund and Rostock participated, was held in 1256. Lubeck had the leading position from the beginning, but was definitely acknowledged as such only in 1418.

The league was at the height of its power in the 14th century; it comprised about 85 cities in 1370. In 1376, Lubeck together with Hamburg captured Bergedorf, but lost it again in 1412, to regain it in 1420. Until 1867, when Lubeck sold out to Hamburg, the territory of Bergedorf remained a joint possession of Lubeck and Hamburg. The league dominated the trade in the countries of northern and eastern Europe and had strong influence in the northern parts of Western Europe, especially in the Netherlands and even in England. It fought several wars against neighboring countries, especially the Scandinavian powers, to consolidate its position, but actually these wars led to a decline of its commerce and therefore weakened it. The Thirty Years' War hastened the dissolution of the league. From 1628 on, only Lubeck, Hamburg and Bremen remained to revive the association; its last triennial meeting was held in 1669. Lubeck continued to be a strong force in the commerce with northern and eastern Europe, while Hamburg and Bremen concentrated on the transatlantic trade, which naturally had much greater possibilities, so that they soon surpassed Lubeck in importance. During the Napoleonic Wars, Lubeck was occupied first by the Danes in 1801 and later by the French, in 1803. It was annexed by France in 1810 and became part of the Department 128, Bouches de L'Elbe. After the defeat of Napoleon, Lubeck in 1815 became a free city of the German Confederation. Democratic reforms were introduced in 1848, with an elected Senate as main governing body. In 1867, it joined the North German Confederation and in 1870 became part of the German Empire.

The *Postal History* of Lubeck in its early periods is connected with the courier services which even preceded the establishment of the Hanseatic League. They became highly developed only in the 16th century, when courier routes between the member cities of the league and the neighboring countries were in operation. At the same time, the first foreign mail services took hold in the city, first the "Reichspost" of the Thurn and Taxis family, which was introduced in Lubeck in 1579 by a decree of Emperor Rudolph. It served especially the international mails. A Danish post office was opened in 1650 which later became one of

the three Danish main post offices ("Oberpostamt"), the other ones being in Copenhagen and Hamburg. The city started to create its own postal service, the "Stadtpost", in 1625, when the first "Botenordnung" was published. A regular mail coach service instead of the courier service to Hamburg was established in 1650. In 1697, Lubeck concluded a postal treaty with Denmark which regulated the mail service with the Scandinavian countries. There also existed a Brunswick-Lüneburg post office at Lubeck which in 1740 became a Hanover post office. The foreign post offices often worked together with the "Stadtpost", but sometimes competition and a conflict of interests resulted. The "Stadtpost" took over foreign mail services for certain periods and conducted them for the account of the foreign country involved. This was the case for the postal services of Mecklenburg and Prussia which in Lubeck never operated independently, but at all times seem to have been conducted by the "Stadtpost". For a short period, Sweden also had a postal service in Lubeck, but it was conducted by the Danish postal service. The Napoleonic Wars led to a treaty between the "Reichspost" and the French postal administration, dated Dec. 14, 1801, which for rate purposes divided both countries into zones ("rayons"). Lubeck belonged to the German zone ("rayon") 4. During the French occupation the foreign post offices were closed and only the "Stadtpost" permitted to continue its domestic service. To replace the foreign post offices, first a post office of the Grand Duchy of Berg, a new French satellite country, was opened at Lubeck in 1806, which was in turn replaced by a French post office in 1808. After the liberation in 1813, the foreign post offices started to operate again. The Swedish post office was soon closed, while the Danish, Prussian and Mecklenburg mail services were operated by the "Stadtpost", so that now only Thurn & Taxis and Hanover retained their own post offices. The Hanover post office was also closed on September 30, 1845. During the rebellion in Schleswig-Holstein from 1848-50, the Danish mail service was temporarily suspended and the mail service with Schleswig-Holstein handled by the "Stadtpost" for the account of the Schleswig-Holstein mail service. On January 1, 1852, Lubeck became a member of the German-Austrian Postal Union, the

Thurn & Taxis mail service, acting as intermediary for mail to the member countries in accordance with a special treaty with the "Stadtpost". In the same year, when the Lubeck-Büchen railroad was opened, a new treaty with Denmark was signed which permitted the latter to conduct its own postal service at Lubeck. Danish post offices started to operate on July 1, 1852 in the town and at the railroad station. Two letter collecting agencies which operated in the vicinity of Lubeck, at Gross-Grünau (Lauenburg) and at Reinfeld (Holstein), were subordinated to the Danish main post office at Lubeck. The "Stadtpost" in 1854 also opened a post office at the railroad station and the Thurn & Taxis mail service did so in 1856. In 1858 an agreement between the "Stadtpost", which had also opened a post office at Travemünde, and the foreign post offices eliminated any competition, which may still have existed, by dividing the mail service to the various countries between the three operating mail services. The "Stadtpost", aside from all domestic mail and the mail to Hamburg and Bremen, handled the mail to those parts of Germany which were not served by the Thurn & Taxis postal service, then to Austria (except Upper Austria, Tyrol and Vorarlberg as well as Lombardy-Venetia), the Scandinavian countries, Finland, Russia, Great Britain, Turkey, Greece, the Ionian Islands and to African and Asiatic countries via Trieste, as well as to all transatlantic countries. The Thurn and Taxis mail service handled mail to all countries of its own domain (except Hamburg and Bremen), to Baden, Bavaria and Württemberg, to parts of Austria (Upper Austria, Tyrol and Vorarlberg as well as Lombardy-Venetia), to Belgium, the Netherlands, Luxembourg, France, Spain, Portugal, Switzerland and Italy, as well as to all countries outside Europe (except transatlantic ones) in transit through above countries. The Danish post office accepted mail to Denmark (including Schleswig-Holstein and Lauenburg) and to Scandinavia in transit through Denmark. The "Stadtpost" was conducted by a "Postdepartment" which was supervised by the Senate. In addition to the courier and mail coach services, mail was carried by railroad to Büchen, later also to Hamburg and Lauenburg, as well as by steamship to Scandinavia and Russia. During the war of 1863-64, the Danish mail service again was

temporarily suspended and the service to Schleswig-Holstein and Lauenburg taken over by the "Stadtpost" on April 1, 1864. Already from March 1, 1864 on, the "Stadtpost" had taken over the supervision of the letter collecting agencies at Gross-Grünau (Lauenburg) and at Reinfeld (Holstein), which until then had been under the Danish main post office at Lubeck. On January 1, 1865, a newly opened letter collecting agency at Stockelsdorf (Holstein) also came under the supervision of the "Stadtpost". The three letter collecting agencies became independent post offices on December 31, 1865, July 31, 1865 and October 15, 1867, respectively, and the supervision by the "Stadtpost" ceased at that time. The Thurn and Taxis postal service was discontinued on June 30, 1867 and its mail connections taken over by the "Stadtpost". The same year brought the closing of the "Stadtpost", on December 31, 1867; it was replaced on January 1, 1868 by the mail service of the North German Confederation. The Danish mail service lasted a few months longer, it was closed on April 30, 1868.

In 1860, a rural mail service was introduced and letter collecting agencies opened in five villages, namely Moising, Niendorf, Cronsforde, Crummesse and Wulfsdorf.

The mail service of the "Stadtpost" was rather extensive, as an average of 300,000 letters per year were mailed there. The statistics for 1859 show that there were over 100,000 letters to Hamburg, over 66,000 letters to the two Mecklenburgs and over 131,500 letters to the other countries of the German-Austrian Postal Union. To other foreign countries went a little over 12,000 letters, while only about 7800 letters were mailed to Travemünde.

Lubeck had its own *Currency*, but actually it was identical with that of Hamburg, namely 1 Mark(m) divided into 16 Schilling(s) Lubeck Courant. The foreign post offices used their own currencies.—For *weight* and *distances*, the Hamburg units were used.

*Postage stamps* were first introduced in Lubeck by the foreign post offices. The earliest case was by the *Schleswig-Holstein* Mail Service, conducted by the "Stadtpost", which started to use postage stamps of Schleswig-Holstein on *November 15, 1850* or shortly thereafter. Their use was discontinued in March 1851. The *Thurn & Taxis* Mail Service introduced postage

stamps on *January 1, 1852* and the *Danish* Mail Service on *August 1, 1855*. The last one was the "Stadtpost", which introduced its first postage stamps on *January 1, 1859*. All three mail services also introduced *Postal Envelopes* in Lubeck, namely *Thurn and Taxis* on *October 1, 1861*, the "Stadtpost" on *July 1, 1863*, and *Denmark* on *January 1, 1865*. No other kinds of postal stamps or stationery were used in Lubeck. There were special forms for money orders, issued by the "Stadtpost" on March 1, 1866, but they had no imprinted stamps.

The *Postal Rates* of the "Stadtpost" during the stamp period were generally those of the German-Austrian Postal Union, namely for letters per loth 2s up to 10 miles, 3s from 10 to 20 miles and 4s over 20 miles. There were lower rates to places which were near the border, in the two Mecklenburgs and in Prussia, namely up to 3 miles, 1s, up to 6 miles, 1½s, as well as a reduced rate of 2½s to some places in Hanover and Mecklenburg-Schwerin. City letters cost ½s without regard to the weight, letters between Lubeck and Travemünde 1s. Printed matter uniformly paid ½s per loth. Registration Fee was 2s between Lubeck and Travemünde as well as to Mecklenburg-Schwerin and 3s to all other post offices of the German-Austrian Postal Union. For the rural mail service, additional fees were collected, 1s for letters up to 1 loth and 2s for heavier ones, 2s additional registration fee, etc. In the city, a ½s delivery fee for each piece of mail was collected from the addressee by the mail carrier. It was abolished for printed matter on June 30, 1862 and for all mail on December 31, 1865. When the "Stadtpost" took over the mail service to Schleswig-Holstein and Lauenburg on April 1, 1864, the letter fee to the post offices there was reduced to 1¼s, which was equivalent to the former 4 Danish Skilling rate. From October 1, 1865 on, the letter rate to Hamburg, Tergedorf and Geesthacht was reduced to 1½s, and from January 1, 1866 on, the same fee was charged for letters to Lauenburg, which had become Prussian in the meantime. The fees for money orders, which were introduced on March 1, 1866, were 1s and 3s up to 25 thaler and 50 thaler respectively between Lubeck and Travemünde, 3s and 4s respectively to Hamburg and Schleswig-Holstein.—To foreign countries higher rates, ranging from 5½s to 41s for

letters and 1s to 7s for printed matter were charged. There were considerably reduced rates for mail to overseas countries which was sent by sailing ships instead of steamships.

Of the foreign post offices, Thurn and Taxis charged the rates of the German-Austrian Postal Union, namely 1sg, 2sg and 3sg for each loth of letter mail, depending on the distance, and  $\frac{1}{3}$ sg for each loth of printed matter. The Danish mail service considered Lubeck postally a part of Denmark and therefore charged domestic rates, first 4rs (4s) per loth, from October 1, 1865 on 4s per 15 grams, 8s over 15 to 125 grams and 16s over 125 to 250 grams.

The denominations of the postage stamps of Lubeck, when first issued on January 1, 1859, covered the principal rates.  $\frac{1}{2}$ s was for city letters and printed matter, 1s for domestic letters and to places within 3 miles, 2s for letters to Hamburg and Bergedorf,  $2\frac{1}{2}$ s to some places in Hanover and Mecklenburg-Schwerin and 4s to the other countries of the German-Austrian Postal Union. The necessary other rates ( $1\frac{1}{2}$ s and 3s) could be easily formed by combining two of the existing ones, and the same was the case with most rates to foreign countries. When the new letter rate of  $1\frac{1}{4}$ s to Schleswig-Holstein and Lauenburg was introduced on April 1, 1864, a  $1\frac{1}{4}$ s stamp was issued the same day. The reduction to  $1\frac{1}{2}$ s of the letter fee to Hamburg, Bergedorf and Geesthaecht on December 1, 1865 caused the issuance of a  $1\frac{1}{2}$ s stamp the same day. The *postal envelopes* were issued on July 1, 1863 in the same denominations as the adhesives, therefore  $\frac{1}{2}$ s, 1s, 2s,  $2\frac{1}{2}$ s and 4s. A  $1\frac{1}{2}$ s envelope was added on December 1, 1865, when the adhesive of the same denomination was issued.

Of the foreign postal services, *Schleswig-Holstein* issued both denomination of its 1850 stamps, 1s and 2s, at Lubeck. The *Thurn & Taxis* mail service used all denominations of its adhesives in silbergroschen currency, namely  $\frac{1}{4}$ sg,  $\frac{1}{3}$ sg,  $\frac{1}{2}$ sg, 1sg, 2sg, 3sg, 5sg and 10sg. Of *Postal envelopes*, only the 3sg seems to have been issued at Lubeck, but others also exist used there, and possibly all denominations— $\frac{1}{4}$ sg,  $\frac{1}{2}$ sg, 1sg, 2sg and 3sg—were actually in use there. The *Danish* mail service first introduced only 4s stamps, later also 8s and 16s stamps, but 2s stamps are known used at Lubeck from the begin-

ning, and from 1864 on the 3s denomination was also in use there. Both denominations of the *postal envelopes*, 2s and 4s, also exist used there.

Only for mail to the countries of the German-Austrian Postal Union was *prepayment of postage* obligatory, and for unpaid letters a surtax of  $1\frac{1}{2}$ s was collected from the addressee. For domestic letters as well as those to Hamburg, Bergedorf and Mecklenburg-Schwerin, payment of postage was not obligatory, and no surtax was collected from the addressee for unpaid letters. The same was the case for letters to most foreign countries, but to some of them only prepaid letters were accepted. From August 1, 1865 on, mail to Schleswig-Holstein and Lauenburg had to be prepaid, otherwise a surtax of  $\frac{3}{4}$ s was collected. At the foreign post offices, the same regulations as in the motherland existed.

The *use of postage stamps* was not obligatory, and payment in cash was permitted at the same rates. Especially in the early years, postage on a large percentage of all mail was paid in cash, and only on a small percentage were postage stamps used. Later, the use of postage stamps became more popular, but never obligatory. Statistics from the year 1864 reveal that only on about 12% of all letters was postage paid in stamps, while all others were sent unpaid. The registration fee could be paid either in cash or in stamps. The fees of money letters and parcels had to be paid in cash, and use of stamps on them was not permitted. When postal money orders were introduced on March 1, 1866, the postal fees for them had to be paid in stamps. At the foreign post offices, use of stamps was obligatory for letters and printed matter, but not for money letters and parcels. The money orders which were introduced in 1865 by the Thurn and Taxis mail service were also to be franked with stamps.

The stamps of the 1859 issue were *withdrawn* and *demonetized* on July 31, 1863. The later issues, including the envelopes, were withdrawn and demonetized on Dec. 31, 1867. The stamps of the foreign post offices were demonetized at the same time as at their domestic post offices; they lost their validity in Lubeck when the specific foreign post offices were closed.

The *designs* of all stamps of Lubeck have the arms of the free city, a double-headed

eagle, as their central motif, only the frames vary. The rectangular design of the 1859 issue was the work of a local artist, the painter Stoeltzner. It shows the arms within a ribbon which has the inscription POST-MARKE at bottom and the value indication on the sides. LUBECK is at top, the figure of value in all four corners. The following issue, of 1863, became necessary, it is claimed, because forgeries of the 1859 issue were reported from London, but it seems that the change of color which was necessitated by the new color regulations of the German-Austrian Postal Union and the introduction of envelopes provided an opportunity to replace the rather crude first issue by a more elegant design which at the same time was also suitable for use on the envelopes. It shows the arms in the center of a double oval, inscribed LUBECK at top and SCHILLING at bottom; the figures of value are in small circles on both sides. This design was very similar to the 1861 issue of Prussia which had been copied by Oldenburg before and was adopted by several other German States in the following years. The design of the additional  $1\frac{1}{4}$ s denomination of 1864 was a rather crude imitation of the design of the 1863 issue, adjusted to the different printing method, with different ornamentations and background. For the  $1\frac{1}{2}$ s value, issued in 1865, an octagonal design that otherwise closely resembles the oval one of 1863 was chosen. It was used only for the envelopes, while for the adhesives, the design was made rectangular by adding a triangular background of little ornaments in all four corners.

Two different methods of *manufacture* were used for the stamps. The first issue was printed in lithography by the printing works of G. H. Rahtgens at Lubeck. The 1863 issue—adhesives and envelopes—was printed in typography combined with embossing by the Prussian State Printing Works in Berlin. Of the additional values, the  $1\frac{1}{4}$ s was lithographed by G. H. Rahtgens at Lubeck, while the  $1\frac{1}{2}$ s was printed in the same way as the 1863 issue by the Prussian State Printing Works in Berlin, in typography combined with embossing.

The *dies* for the lithographed stamps of the 1859 issue were cut in metal by an unknown engraver. For each denomination, the complete design was cut separately. Therefore, there are small differences in the

design between the five denominations of the 1859 issue. In addition to these accidental characteristics of each die, so-called "secret marks" were inserted in each die which consisted of dots above and/or below the short line in the center of the frame at bottom. A special system was designed which accorded to each Schilling one dot below the line and to each half Schilling one dot above the line. Therefore, the  $\frac{1}{2}$ s had one dot above the line, the 1s one dot below the line, the 2s two dots below the line, the  $2\frac{1}{2}$ s one dot above and two below the line, and the 4s four dots below the line. For the embossed-typographed stamps of the 1863 issue, dies were cut by the engraver H. G. Schilling of the Prussian State Printing Works for the center and the oval frame which were then combined. This combined die was complete except for the figures of value engraved in them. It was necessary to make different secondary dies for adhesives and envelopes because on the adhesives, only for the center of the design was embossing employed, while on the envelope stamps the whole design, including the frame lines, was embossed. This is true for the 1863 issue as well as for the  $1\frac{1}{2}$ s of 1865. The separate manufacture of the dies of the envelope stamps is also proven by the fact that the figures of value on the envelope stamps differ more or less from those on the adhesives. The die of the  $1\frac{1}{4}$ s of 1864 was cut in metal by an unknown engraver, complete including inscriptions and value indication. It had a rectangular frame consisting of a thin line. For the  $1\frac{1}{2}$ s of 1865, the engraver used for the center a matrix taken from the original die previously used for the 1863 issue, and added the octagonal frame, including the guilloche, which is wider than on the 1863 issue, but left the circles for the figure of value blank. This matrix was used only for the envelope dies, after inserting the figure of value on both sides. For the adhesives, a rectangular die was made by adding a triangular background of little ornaments in the four corners and inserting the figures of value on both sides in a matrix of the octagonal design which had no figures of value.

To obtain the *printing material* of the 1859 issue, from the die of each denomination 100 prints on lithographic transfer paper were taken, assembled to a sheet of 100 (10x10) and transferred to a stone. The designs are spaced  $1\frac{1}{4}$  to 2mm. On the first printing of

the 4s, the printer inserted on the stone at all four sides a rather conspicuous margin print "Druckerei von H. G. Rahtgens in Lübeck", but, obviously due to objections by the postal administration, these inscriptions were removed for later printings and not applied on the stone of any other denomination, therefore the sheets of later prints of the 4s and of all prints of the other denominations had no margin print of any kind. The printed sheets of the 4s with the inscriptions were not issued and later sold with the remainders. For the 1863 issue and the 1½s of 1865, 50 matrices were made from the die of each denomination and assembled to a master plate of 5 rows of 10 designs. Plates for the printing as well as for the embossing—the latter in a soft material, probably cardboard—were made from this master plate, the former by electrotyping, and two each of these plates combined to a printing plate of 100 (10x10). Marginal numbers from 1 to 10 were added on all four sides to complete the printing plate. The stone for the 1¼s of 1864 was laid down in the same way as those of the 1859 issue; the rectangular frame lines of the design show, although often incompletely, between the designs and form a kind of dividing line. For the envelopes, single dies were obtained from the envelope dies of each value by electrotyping and together with counter dies used for the printing of the stamps on the envelopes. The overprint of the envelopes was applied with a circular die which contained the inscription eight times.

When the stone of the 2s of the 1859 issue was laid down, two prints from the stone of the 2½s slipped in by mistake and appeared in the last row of the stone, in positions 96 and 97. The error was detected before the printing started. Instead of replacing the wrong designs by correct ones, the printers preferred to correct the two designs by replacing the "2½" in the four corners by "2"s. This was done in a very efficient way, and no sign of this operation can be found, except that the figures "2" differ slightly from those on the regular 2s stamp. There are also small differences between the two corrected designs in regard to the figures, so that actually two types of the error exist. The printers either overlooked or thought it unimportant that another change would have been necessary to transform the two designs correctly into those of 2s stamps,

namely that of the inscription in the ribbon at left, which remained "ZWEI EIN HALB" instead of "ZWEI". The "secret mark" also was left unchanged as on the 2½s. In this way, the two corrected designs are easily distinguishable and real plate errors of major interest.

The stones of the lithographed stamps were obliterated after the printing of the necessary quantity was completed. Only one stone was made for the 2s, 2½s and 4s, while second stones were made for the ½s and 1s when new printings became necessary in 1862. Of the 1¼s, a second stone seems to have been made also, for a second printing in November 1864. Of the embossed-typographed stamps, the same plates were used for various printings.

The *printing* of the stamps was rather careful, and no major printing varieties of the adhesives are known. As embossing and printing of the 1863 issue and of the 1½s of 1865 was done in the same operation, no specific varieties of the embossing were possible. Of the envelopes, on which the stamps were printed singly, copies are known with a second design in colorless embossing. Such varieties occur when two envelopes instead of one were inserted in the printing press, the top one receiving regular print, the bottom one the embossing only. When later a regular stamp was printed on the latter, the above variety resulted. Some authors claim that these varieties were clandestinely made in later years by the faker Fouré, which in our opinion does not seem very likely, inasmuch as similar varieties exist of envelopes of several other countries of which Fouré did not make any clandestine printings.

The *paper* of the first issue was machine-made and had a watermark of small flowers (five-petaled forget-me-nots). It was supplied by a local bookseller by the name of Matz. It seems to be of French origin and originally a paper for fine letterheads. The watermark was considered unimportant and was not even mentioned in the decree of issue. It is difficult to see, so that in fact the stamps were considered unwatermarked by the early philatelists; only in 1866 did Moens find that they have a watermark. For the second printing of ½s and 1s in 1862, the printers were unable to obtain the same kind of paper which had been sold out by the bookseller in the meantime, and they took instead a

machine-made paper without watermark, showing a distinct mesh. The unwatermarked stamps were delivered on April 3, 1862 and came into use shortly afterwards, when the supplies of watermarked  $\frac{1}{2}$ s and 1s were exhausted. It is often rather difficult to distinguish them from the watermarked  $\frac{1}{2}$ s and 1s, although the shades provide some help. The best way to distinguish them, especially when they are on piece or entire, is by the printing, which is more distinct and finer on the unwatermarked stamps, especially in the arms, which are often slightly blurred on the watermarked stamps. The paper of the  $\frac{1}{4}$ s of 1864 was similar to that of the unwatermarked stamps of the 1859 issue but slightly thicker. It also showed a more or less distinct mesh. For the stamps printed by the Prussian State Printing Works in Berlin—1863 issue and  $\frac{1}{2}$ s of 1865, adhesives as well as envelopes—a regular wove machine-made paper was used, which in the case of the envelopes often has a grayish or bluish tint.

Before the paper of the 1859 issue—with and without watermark—was delivered to the printer, it received a *control handstamp* in black, a small double circle with double outer line, which had the inscription STADT-POST-AMT/LUBECK and the arms of the city and a posthorn in the center. It was regularly printed in the center of the bottom sheet margin, but can also be found in the same position on the upper sheet margin, in the latter case almost always inverted.

The *color scheme* for the first stamps of Lubeck was an independent one. The  $\frac{1}{2}$ s was *lilac*, 1s *orange*, 2s *brown*,  $\frac{2}{3}$ s *rose* and 4s *green*. When the 1863 issue was issued, the color scale of the German-Austrian Postal Union was adopted. Only the 1s remained *orange*, but the  $\frac{1}{2}$ s is now *green*, 2s *rose*,  $\frac{2}{3}$ s *blue* and 4s *light brown*. The additional denominations of 1864 and 1865 were *brown* ( $\frac{1}{4}$ s) and *violet* ( $\frac{1}{2}$ s).

In regard to the *inks* used for the printing, not much variety can be found. Only one or two printings were made of most of the stamps, and only minor shades can be found; some of them are characteristic for used stamps, others were mainly found in the remainders. This is especially true for the 4s of 1859, of which a yellow green shade exists, believed to come from the sheets with the marginal print which were not issued and found only in the remainders.

Cancelled copies are known, but they are all doubtful, as this yellow green shade is unknown on cover. Little variation can be found in the colors of the 1863 issue, but the  $\frac{1}{4}$ s of 1864 exists in three distinct shades, light brown, reddish brown and dark brown. Of the envelopes, the  $\frac{2}{3}$ s of 1863 exists in two distinct shades, ultramarine and, considerably scarcer, violet blue. Of the  $\frac{1}{2}$ s of 1865 two colors, violet and red violet, can be distinguished. The lilac colors of the  $\frac{1}{2}$ s of 1859 and  $\frac{1}{4}$ s of 1865 are rather sensitive to light and even to mild chemical influence, which indicates that the shades of these stamps—at least partly—are not original shades but occurred through aging.

The orange colors of the 1s of 1859 and 1863 are easily subjected to reduction which makes them appear brownish or brown to black, and some stamps in other colors also sometimes appear darker due to reduction or due to accidental or purposely applied influence of chemicals.

The 1859 issue as well as the  $\frac{1}{4}$ s of 1864 were issued *imperforate*. It is claimed that the latter stamp also exists with private roulette, but we have never seen a copy of it, and it seems doubtful that such a roulette was applied during its actual period of use. The 1863 issue and the  $\frac{1}{2}$ s of 1865 were issued rouletted. The roulette, consisting of short lines, of which  $11\frac{1}{2}$  can be counted on a space of 2cm, was applied with an appropriate setting of sharpened lines in one operation for each sheet; the roulette does run through the sheet margins. In 1867, when a second printing of the 1s only became necessary, the Prussian State Printing Works were using another kind of rouletting which had 10 roulettes on 2cm. It was used for the new printing of the 1s, which therefore comes in two kinds of roulettes,  $11\frac{1}{2}$  and 10, while the other denominations exist only in roulette  $11\frac{1}{2}$ . Generally, centering is not very good, but no major rouletting varieties have been recorded.

The stamps of the 1859 issue, watermarked and unwatermarked, were delivered by the printer without *gum*. The sheets were gummed in small quantities, depending on demand, at the "Stadtpost" office. Therefore, the gum differs considerably, and it is almost impossible to ascertain whether it is contemporary and was applied officially or put on privately in later years. The remainders were without gum. The  $\frac{1}{4}$ s of 1864 was

delivered by the printer with gum, which was yellowish to brownish. The 1863 issue and the  $1\frac{1}{2}$ s of 1865 were gummed before the rouletting was applied. The gum was colorless and smooth.

The envelopes first had the stamps in the top left corner and were manufactured in two sizes, a small one (147x85mm.) and a large one (150x116mm.). All five denominations exist in both sizes. In accordance with the regulations of the German-Austrian Postal Union, new printings delivered in February 1864 had the stamp in the top right corner. They were issued after the previous printing was used up; the earliest ones are known used in April 1864. These and all following envelopes were issued only in the small size. All envelopes had a small colorless embossing on the upper flap, showing a guilloched circle with a star in the center, identical with the embossing used on the contemporary envelopes of Prussia. All envelopes had a two-line overprint in the same corner where the stamp was applied, extending to the flaps on back. It read for example ZWEI SCHILLING POST-COUVERT. Late in 1865, the spelling was changed to SCHILLINGE, and the 4s envelopes delivered in December of that year were the first ones with the changed overprint. They were put into use after the old envelopes were used up, probably only in 1867. For the 2s envelope was a similar change made; it was delivered in May 1867, but in all probability was never issued and found only in the remainders.

The forms for the *money orders* exist in several types, with differences in the text, on thin card of various shades. All had a space for the adhesives at top right and the heading "Deutscher Postverein/Lübeckischer Postbezirk", with the arms of Lubeck in the center at top.

All stamps were issued in *sheets* of 100 as printed; they were available to the public in any requested quantity.

The *remainders* of all Lubeck stamps and envelopes were sold in 1869 to the dealer Charles Pelletreau of Paris for 600 thaler. They included all values of the 1859 issue—the  $\frac{1}{2}$ s and 1s only on unwatermarked paper—all values of the 1859 issue as well as the  $1\frac{1}{2}$ s of 1864 and the  $1\frac{1}{2}$ s of 1865. For the adhesives the quantities ranged from 7228 copies (1s of 1863) to 107,500 copies (4s of 1859); there were 1950 copies of the ZWEI

EIN HALB error. Of the envelopes, 5423 copies (4s) to 14,118 copies ( $1\frac{1}{2}$ s) were among the remainders, mostly of the last printings. Therefore, all Lubeck stamps are readily available *unused*, except the watermarked  $\frac{1}{2}$ s and 1s of 1859. Of the envelopes, the  $\frac{1}{2}$ s and 4s of the 1863 issue in both sizes are rare, and the 2s and 4s of the 1864 issue are scarce, but all others are rather plentiful in *unused* condition. In *unused multiples*, not even pairs seem to be known of the watermarked  $\frac{1}{2}$ s and 1s, and any multiples of these two denominations which may exist are rarities. All other Lubeck stamps are rather easy to obtain in multiples and even blocks except the 1s of 1863, rouletted  $11\frac{1}{2}$ , which is elusive in multiples. The ZWEI EIN HALB error is frequently found in bottom margin pairs with a regular stamp; pairs of both errors together are scarce.

In *used* condition all Lubeck stamps and envelopes are considerably scarce than unused. The rarest ones are the  $\frac{1}{2}$ s and 1s of the 1859 issue, watermarked and unwatermarked. Almost equally rare is the 1s of 1863, rouletted 10, which was in use for only a few months. The used 2s,  $2\frac{1}{2}$ s and 4s of 1859 as well as the 1s (roul.  $11\frac{1}{2}$ ) and  $2\frac{1}{2}$ s of 1863 also belong to the scarce stamps, while the  $\frac{1}{2}$ s, 2s and 4s of 1863, the  $1\frac{1}{4}$ s of 1864 and the  $1\frac{1}{2}$ s of 1865 are the easiest to obtain used. Of the envelopes, all entires are rare to very rare. The easiest to obtain used is the  $1\frac{1}{2}$ s envelope of 1865; much scarcer are the 1s, 2s,  $2\frac{1}{2}$ s and 4s of the 1863 and 1864 issues in small size. Rare are used  $\frac{1}{2}$ s entires in small size of the 1863 and 1864 issues. Distinct rarities are all used envelopes in large size, of which the  $\frac{1}{2}$ s is a great rarity, only a few entires of it seem to have survived. *Used multiples* are rarities, especially of the 1859-62 issue. Only of the unwatermarked  $\frac{1}{2}$ s is a block of four known, while of the others only strips of four (2s) or three ( $\frac{1}{2}$ s, 1s watermarked and 4s) or even only pairs (1s unwatermarked and  $2\frac{1}{2}$ s) are recorded. A reported copy of the ZWEI EIN HALB error in pair with a regular 2s seems doubtful. No used blocks seem to be known of the 1863-65 stamps, but strips of three or larger ones seem to exist of all denominations; they are scarce to rare.

On *entires*, all Lubeck stamps are rare and deserve a considerable premium. This premium is increased by the fact that it is often





Fig. 123

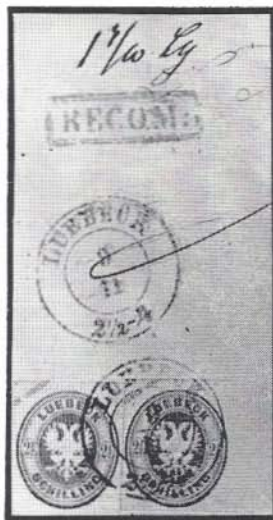


Fig. 124

very difficult to ascertain whether the regular bar cancellation on a stamp off cover is genuine or not. That is one of the reasons which induces collectors to prefer these stamps on entires, and this stimulates higher premiums. Those denominations which are generally rarer used than others are also rarer on entires. Of the 1859 issue, the  $\frac{1}{2}$ s and 1s, watermarked and unwatermarked, are the rarest, but the  $2\frac{1}{2}$ s is almost as rare. Of the ZWEI EIN HALB error, only a few copies are known postmarked on cover (Fig. 123); they belong to the great rarities of the Old German States covers. Of the 1863-65 stamps, the rarest is the 1s, rouletted 10, on entire, followed at some distance by the  $2\frac{1}{2}$ s and the 1s, rouletted 11 $\frac{1}{2}$ . The other denominations are scarce, but more easily available. The 1863-65 stamps can also be found used on money orders, and such entires are considerably scarcer although less popular than letter mail. Generally, colorful frankings of more than two denominations are infrequent among Lubeck entires, and we have never seen more than three different ones on one entire. Combination frankings between the issue 1859-62 and the 1863-65 stamps are great rarities, as they were possible only for one month. Even mixed frankings between the original denominations of the 1863 issue and the additional values of 1864-65 ( $1\frac{1}{4}$ s and  $1\frac{1}{2}$ s) are rare. Of mixed frankings with the stamps of other countries, the  $1\frac{1}{4}$ s is known in combination with a Schleswig-Holstein  $1\frac{1}{4}$ s green, but it seems to be an accidental franking which slipped through.

Of emergency frankings, only *envelope cut squares used as adhesives* are known. In most cases, these were actually not due to the lack of proper adhesives, but were to use up the stamps of spoiled or unneeded envelopes. Such use was not covered by the postal regulations, but it was never forbidden either, so that such frankings were tolerated during the whole period of use of envelopes. Known are cut squares of the  $\frac{1}{2}$ s, 1s, 2s,  $2\frac{1}{2}$ s and 4s of the 1863 issue,  $1\frac{1}{2}$ s,  $2\frac{1}{2}$ s and 4s of the 1864 issue, and 4s of the 1867 issue (Fig. 124). They are all scarce to rare on pieces and rare to very rare on entires.

Of the foreign postal services, the *Schleswig-Holstein* stamps of 1850, 1s and 2s, are both known used at Lubeck, but they are very rare, especially on cover, as obviously only a limited number was used there. Of *Thurn and Taxis*, all denominations were used at Lubeck, but it seems doubtful that all denominations of all issues of adhesives and envelopes exist used at Lubeck. It seems safe to assume that only a few of the envelopes and certainly not all denominations of the 1866 issue (with colored roulette) exist used at Lubeck. In contrast to that, all contemporary stamps and envelopes of *Denmark*, even the 2rs stamp of 1851, exist used at Lubeck, although of some denominations and issues only a few copies or even only one copy are known. As in general the mail service of the foreign post offices at Lubeck was on a much smaller scale than in Hamburg and Bremen, it is much more difficult to assemble a collection of all their

stamps, especially when one wants to have them on entires.

Of all Lubeck stamps except the 1¼s of 1864 official *Reprints* were made in 1872. The history of these reprints is rather unusual. A soldier from Saxony by the name of Paul Kirchner, who had become an invalid in the war of 1870-71 and was laid up in a Lubeck hospital, asked the Senate for permission to have such reprints made for him, so that he could make money by their sale and in this way secure his future. The Senate, in an unusual show of charity, gave its permission, and the printers, H. G. Rahtgens, who had manufactured the 1859-62 issue, were instructed to reprint 250 copies of each denomination for this purpose. The original dies of the 1859 issue as well as printing plates of 50 of the 1863-65 issue were supplied by the archives of the Senate, where they had been preserved. The printers laid down new stones of 25 (5x5) of the five denominations of the 1859 issue and printed ten sheets of each. Of each of the five denominations of the 1863 issue and of the 1½s of 1865, five sheets of 50 (10x5) were printed, but without margin numerals and without the use of counterplates, so that the embossing of the center is rather flat. The die of the 1¼s of 1864 was either unavailable or not provided, therefore no reprints of this denomination exist; no reprints were made of the envelopes either. All reprints were printed on wove paper—the 1s of 1863 partly on a rather thick kind—and gummed; all were left imperfect. The colors of the originals are rather well imitated. It is obvious from the quantities printed that the reprints are considerably scarcer than the originals. In recent years, small quantities and even a set of original sheets have come on the market from undisclosed sources, but they were taken up quickly by collectors eager to have them. The reprints of the 1859 issue are less frequently found than those of the 1863 issue. They are so similar to the originals that probably a considerable number of them are in collections, classified as originals.

Lubeck has been one of the favorite fields of forgers and fakers. A large number of *Forgeries* of all Lubeck stamps and even of the envelopes exist, some of them having been imitated by more than a dozen forgers. This is somewhat surprising as unused originals were not very popular and readily

available not long ago. Most of these forgeries are crude, and we know of no dangerous imitations of whole Lubeck stamps, except of the ZWEI EIN HALB error, of which a rather good Sperati product exists. However, *Fakes* of Lubeck stamps are very numerous, but they are almost all faked cancellations, except for the 1s of 1863, of which the rare roulette 10 was faked on used copies of the regular 1s by applying a faked roulette. The relatively simple task of imitating the five-bar canceller, in this way multiplying the value of a stamp, has intrigued numerous fakers and has produced some excellent fakes which have made the work of the expert in the field very difficult. If he is conscientious, he will often have to decline to give an opinion when the parts of the canceller on the stamp are not sufficient to allow a well founded opinion. But all the other types of cancellation also have been faked. The fakers have not hesitated to fake whole entires, either by applying stamps to stampless covers or by faking all postmarks and cancellations. Even the pen cancellation has been imitated, although practically no increase in the market value resulted from such an operation, except when such stamps were applied to covers.

The history of the *Postmarks* of Lubeck can be divided into three parts, namely those of the 18th century, those during the Napoleonic period and the French occupation, and those after the liberation, from 1814 on.

Only of the "*Reichspost*", the Thurn and Taxis mail organization, are 18th century postmarks known. They were straight line LUBECK in Roman capitals, without date, which exist in two types. They have the first letter enlarged and are known as early as 1784.

In 1802, as the first effect of the Napoleonic Wars, in accordance with the 1801 treaty between the "*Reichspost*" and France, the former introduced in Lubeck postmarks which had "R.4" added to the town name. A straight line postmark R.4 LUBEK in Italics, which exists in several types, was used until the closing of the "*Reichspost*" office by the French in 1806. The post office of a French satellite country, the *Grand Duchy of Berg*, which replaced it, first continued to use the last "*Reichspost*" postmark after changing the last letter, creating a postmark with the French spelling R.4. LUBEC. But a few months later a new

postmark LUBEC R.4 with the indication B. G. D. (Bureau General Ducal) and date with year in a second line was introduced. A similar postmark, inscribed LUBEC B. G. D./DE MESSA, and date with year was used for money letters and parcels; "MESSA." is the abbreviation of "Messagerie". When the post office of the Grand Duchy of Berg was replaced in 1808 by a French post office, the latter used similar postmarks, all with the "R.4" indication, one of them with additional "B. J. de F." (Bureau Imperial de Franco) and date with year in the second line. When Lubeck became part of the French Department 128, new postmarks were introduced in 1811, which had "128" above "LUBECK" and "B. DE L'ELBE below, but no date. Similar postmarks with added "P. P." for paid letters, and "DEB." (Déboursé) for forwarded and rerouted letters, were also in use.

Already in the last years of the French occupation, the "Stadtpost", which was the only postal organization permitted to operate simultaneously with the French one, started to use postmarks in 1810. The first postmark was a dateless straight line ST. P. LUB. It was followed from 1813 on by various straight lines with date and year in a second line, one of them, of 1817, in Old English type. On several of these postmarks, the town name was preceded by "St. P.", or "S. P." or "P. A.". The last one, without such indication, remained in use until 1844, when it was replaced by a double circle LUEBECK with date (day and month in figures) in the center and the year date at bottom. In 1852, the year date was replaced by an hour indication. In 1855, a similar postmark, but with F. P. A. (Fahr-Post-Amt) at bottom was introduced for money letters and parcels only. In 1858, another double circle postmark with a small ornament replacing the hour indication, came into use.

After the French had left Lubeck, the "Reichspost" office was the first of the foreign postal organizations to reopen, on January 8, 1814. At first, a dateless R.4. LUBEK in Italics was again used. Soon afterwards, a straight line R.4 LUBECK with date and year was introduced, of which several types exist. These postmarks were replaced in 1818 by a semi-circular type, similar to those used at Bremen and Hamburg, inscribed LUBECK/F.TH.u.TAX. P. A. and date, with or without year date.

This type remained in use for the remainder of the pre-stamp period.

The post office of Hanover used postmarks from 1814 on, first a dateless straight line "Lübeck" in script letters. It was followed in the early twenties by a dateless straight line LUBECK in Roman capitals and a few years later by a postmark with a wavy-line frame, LUBECK, date (day and month in letters) in a second line. These two postmarks remained in use until the closing of the Hanover post office in 1845.

There is a postmark of the Swedish post office reported, supposedly used for a short period in 1815. It is a straight line LYBECK with three crowns before the name and date (day, month and year) in a second line.

The Danish post office was, during a large part of the pre-stamp period, managed by the "Stadtpost", and only few postmarks are known. One, in use from the twenties, is a straight line, K.D.P.A. LUBECK in Roman capitals, with the date (day, month and year) in a second line. In 1852, when the Danish post office again started to operate separately, a single circle K. D. O. P. A. LUBECK in Roman capitals with date (day and month in figures) and year in the center was introduced.

The post offices at the railroad station used double circle postmarks, the "Stadtpost" one inscribed LUEBECK BAHNHOF, date in figures in the center and the train number at bottom, from 1854 on. The double circle of the Danish post office had the inscription BAHNH. LUEBECK/K. DAEN. POST with the date and train number in the center; it was in use from 1852 on. No pre-stamp postmark of the Thurn and Taxis railroad station post office is known, as this post office was opened after the end of the pre-stamp period.

The "Stadtpost" office at Travemünde used a small double circle TRAVEMÜNDE with date (day and month in figures) and a small ornament at bottom.

Arrival postmarks were introduced by the "Stadtpost" in October 1852. Small single circles with the date (day and month in figures) and the distribution number, for example "No.5", came into use. The Danish post office also introduced arrival markings at the same time. They were small semi-circles, inscribed K.D.O.P.A., with date and distribution number. There were various

*additional markings* for registered letters, foreign mail, etc. In the thirties, disinfected letters received at Travemünde a circular *disinfection marking*, with the Lubeck shield of arms in the center and the inscription SANITAETS-COMMISSION / TRAVEMÜNDE.

The ink used for all pre-stamp postmarks was generally black, but a number of them are also known in red, especially those during the French occupation, when for paid letters this color was usually used, and, as exceptions, the first double circle of the "Stadtpost" and the script straight line of the Hanover post office.

When postage stamps were introduced by the "Stadtpost" on January 1, 1859, the problem of *cancelling* arose. In this respect, a rather vacillating policy was followed. First, until March 3, 1859, the regular town postmarks were used to cancel the stamps, usually putting another strike of the postmark alongside the stamps on the cover. On March 3, 1859, a new regulation was issued which radically changed the method of cancelling. Now the stamps were to be cancelled by blue pen lines and the town postmark stamped alongside. As reason was given that the cancelling with the town postmark was not sufficient. This method of cancelling lasted until January 26, 1861, on which day the three post offices obtained special cancellers to be used to cancel the stamps, again with the town postmark alongside. The example of Hamburg and Bergedorf seems to have been influential in the introduction of the new cancellation method. It was used until the middle of 1864, when the further use of the special cancellers was discontinued and cancellation with the town postmarks again became the rule. In this way a circle was completed, returning to the first method of cancelling which at the end proved to be the most practical one. New special cancellers were still introduced in the same year, but only for special purposes.

The town postmarks of the "Stadtpost", used during the first two months for the cancelling, originated during the pre-stamp period. They were all double circles. The main office used two types of such postmarks, both with the inscription LUEBECK at top and the date—day and month in figures—in the center. The first had a small ornament consisting of three parts at bottom, the second the hour of the day, without or

with added "F", "N" or "A" for the morning, afternoon and evening hours. The post office at the railroad station used a similar double circle, inscribed BAHNHOF LUEBECK at top (with a dot before and after the inscription) and with the indication of the train ("Zug") at bottom, for example "II Z" for the mail forwarded with the second train of the day. The post office at Travemünde used the much smaller double circle of the pre-stamp period, TRAVEMÜNDE at top, date (day and month in figures) in the center and a small ornament at bottom. Only these four town postmarks were used during the initial period of the use of postage stamps.

The second period, in which pen cancellation was the rule lasted almost two years. All three "Stadtpost" offices used blue writing ink for the cancelling. It is claimed that Travemünde also used black writing ink, but we have not seen a genuine cover with such a cancellation. Red pen cancellations are also reported, but we have never seen a genuine one on cover. One of the four town postmarks described above was stamped alongside on the covers with pen-cancelled stamps.

The third period started on January 26, 1861, on which day all three post offices of the "Stadtpost" obtained identical special cancellers, which consisted of five  $3/4$ mm. bars of 18mm. length, spaced 4 to  $4\frac{1}{2}$ mm. While the canceller of Travemünde was used very little and therefore remained in good shape (Fig. 125), the cancellers of the two other post offices, especially that of the main office, were affected by the use and show more or less worn and bent outer lines. Again one of the town postmarks was stamped alongside the stamps on the cover.

The last period, which started middle of 1864—the exact date is unknown, as no regulation ordering the change in cancelling procedure has been found—saw the return of the town postmarks as cancellers. For this purpose, the main post office used a double circle similar to that of the initial period but slightly smaller. It had the hour indication, with and without added letter, at bottom; occasionally, this indication was omitted. In 1864, again a special canceller, a three-ring with an "L" in the center, was introduced, but as it seems was only used on mail to Schleswig-Holstein. It is probable that it replaced the Danish "3" canceller



Fig. 125

when the service to Schleswig-Holstein was taken over by the "Stadtpost" on April 1, 1864. In 1866, a horseshoe type postmark was introduced which had LUBECK, flanked by an asterisk on each side, and the date—day, month and year—as well as the hour in the center. It was used only occasionally. In 1867, the double circle was replaced by a single circle with sans-serif inscriptions, LUEBECK at top, date (day and month in figures) in center and St. P.A. at bottom. It was used for cancelling Lubeck stamps for a few months only and therefore is found rather infrequently. From March 1, 1866 on the stamps on money orders were cancelled with the postmark of the "Fahrpostamt" section of the main post office. This postmark, from the pre-stamp period, with F.P.A. instead of the hour indication at bottom, was used as canceller only for the stamps on money orders. The post office at the railroad station still used the double circle of the initial period, but in 1865, it was replaced by a straight line LUBECK BAHNHOF in two lines. The post office at Travemünde also first continued its double circle postmark, now again as canceller. A special three-ring canceller similar to that at the main post office but with "T" in the center, was introduced in 1864; it is rare, as it was used only on mail to Schleswig-Holstein. In 1867, a single circle with TRAVEMÜNDE in sans-serif letters, date (day and month in figures) in the center and a small ornament at bottom, came into use.

The postmarks of the *travelling railroad post offices* which had Lubeck as a terminal also can be found used as cancellers. Only one of these postmarks, used on the Lubeck-Büchen line, was a postmark of the "Stadtpost". It was a single circle LUB.-BUCHEN-

E.B. in sans-serif letters, with date (day and month in figures) and train number in the center, which was rarely used as canceller. The other such postmarks are of Prussian origin, in the same types as used at other Prussian travelling railroad post offices, straight lines with the names of the terminals with the date (day and month in figures) and train number between. Such postmarks are known LUBECK-HAMBURG as well as LUBECK-LAUENBURG and vice versa. On the former line, a boxed POSTSPED. BUR/LUBECK-HAMBURG and vice versa, with date (day and month in figures) and train number, was also used.

In the *rural mail service*, a boxed PER LANDPOST was stamped on the letters. Of other *additional markings*, only a boxed RECOM. for registered letters is of importance. A circular marking B.K.L. (Brief-Kasten Lubeck) is reported for letters mailed in letter boxes.

When during the 1848 rebellion against Denmark Schleswig-Holstein introduced postage stamps, they were also used by the Schleswig-Holstein mail service in Lubeck, conducted by the "Stadtpost". As at the post offices in Schleswig-Holstein, special cancellers were used which were circles of bars with a numeral in the center, "20" for Lubeck. The double circle LUEBECK of the "Stadtpost", with year date at bottom, was stamped alongside the adhesives. Sometimes the use of the "20" canceller was omitted and the town postmark also used to cancel the stamps.

The *Thurn and Taxis* postal service, which first introduced stamps on January 1, 1852, used its last pre-stamp postmark, the semi-circle with year date, as a canceller. But

on July 1, 1853, in accordance with the new regulations for all Thurn and Taxis post offices, a special four-ring numeral canceller "302" was introduced at the Lubeck post office and remained in use for adhesives and envelope stamps until the closing of the post office. There are two types, one with the numeral 4mm. high, the other 5½mm. high. The latter is rare, as it was either used at the railroad station post office, or at the main post office for only a short time before it was closed in 1867. The town postmarks were stamped alongside, but on rare occasions, probably only by error, they served also as cancellers. First the semi-circle was used for this purpose, then, in 1854, a new double circle LUEBECK/F.TH. u.TAX.P.A., with date (day, month and hour) and year (the latter divided on the sides) was introduced, which from 1861 on was used without year date. Eventually, in 1866, a single circle LUEBECK.TH.&TX. in Roman capitals, with date and hour in the center, was introduced and remained in use to the closing of the post office. At the post office at the railroad station, from its opening in 1856 on, a "302" canceller was used and a double circle LUBECK BAHNHOF/TH.&TX., with date and hour in the center and the divided year date at the sides, stamped alongside.

The Danish postal service, when it introduced postage stamps on August 1, 1855, simultaneously supplied the post offices at Lubeck with special three-ring numeral cancellers "3" which were to be used for cancelling the adhesives as well as later the envelope stamps. Town postmarks were stamped alongside the stamps on the covers, but as an exception, probably used by error, they also come as cancellation on stamps. From 1865 on, when the numeral cancellers were gradually withdrawn in the mother country, the town postmarks were more frequently used as cancellers, toward the end probably exclusively. The first postmark used during the stamp period was the pre-stamp single circle K.D.O.P.A. LUBECK in Roman capitals, with date and year. It was replaced in 1863 by a single circle with the same inscription, but now in sans-serif capitals and with the hour instead of the year. The Danish post office at the railroad station used a "3" canceller for the stamps and put the pre-stamp double circle alongside on the mail. The "3" canceller exists in

several types, one of which was for some time so worn that it showed only traces of the outer circle and looked like a double-ring canceller. The Danish stamps on mail obtained from the subordinated letter collecting agencies at Gross-Grünau (Lauenburg) and Reinfeld (Holstein), which had no postmarks, were cancelled by the Danish post office at Lubeck in the same way as those posted at Lubeck proper. Only manuscript notations on the mail—town name and date—disclose the origin.

The last town postmarks of the three "Stadtpost" offices were continued in use after January 1, 1868, and they can be found on stamps of the *North German Confederation*, the railroad station and Travemünde postmarks also on the 1872 issue of the *German Empire*.

Summarizing the use of the various cancelling methods, first for the "Stadtpost", it seems obvious from the regulations that the 1859 issue is most frequently found with the five-bar canceller. A little less frequent is the pen cancellation, but it is so unpopular that copies off cover do not fetch more than unused ones, and even authentic examples on cover, with the town postmark alongside, sell for a fraction of the price of covers on which the stamps are cancelled by a postmark. Cancellation by the town postmarks was in regular use only for two months and is therefore the rarest kind of cancellation on the 1859 issue, although occasional cancellations of this kind occurred also in later years. Checking of the available material of used stamps of the 1859 issue reveals that about 75% of all stamps show bar cancellation and only 12½% each cancellation by a town postmark or pen cancellation. The 1862 stamps without watermark were regularly cancelled only by the five-bar canceller; they do not come pen-cancelled on mail, and cancellation with a town postmark is a rare exception. The 1863 issue was at first, for a little more than a year, cancelled with the five-bar cancellers. It is considerably rarer in this condition—although less popular—than with a cancellation by a town postmark, which was practised for three and a half years. The 1¼s of 1864 was introduced just before the five-bar cancellers were discontinued, therefore it is rare with such a cancellation, the regular one being with a town postmark. The latter kind of cancellation can be found almost exclusively

on the 1½s of 1865. All other kinds of postmarks, such as the "L" and "T" cancellers, the postmarks of Travemünde and those of the travelling railroad post offices, are much scarcer than the regular postmarks, as are all blue cancellations.

The envelopes were cancelled in the same way as the adhesives. On the 1863 issue, we find mainly the five-bar canceller, much less frequently a town postmark, used to cancel the stamp. For a short period the 1864 issue was also cancelled with the five-bar canceller, which is scarce on this issue, then with the various town postmarks, as well as the "L" and "T" cancellers, all of which are the only cancellations found on the 1865 and 1867 envelopes.

The first *Schleswig-Holstein* stamps, the 1s and 2s of the 1850 issue, are both known used at Lubeck, but they are very rare, especially on entires. The numeral "20" canceller was usually used, less frequently the town postmark of the Lubeck "Stadtpost". Of the *Thurn and Taxis* stamps used at Lubeck, only the 1852 issue can be found more frequently with town cancellation, while all other issues bear the "302" canceller almost exclusively. The *Danish* stamps of the issues before 1864 are almost always found with the "3" canceller, and cancellations with town postmarks are exceptions. Only on the 1864 issue are the latter cancellations more frequent, but still not predominant. It has been claimed that between 1855 and 1866 the Danish post office used Swedish stamps for mail to Sweden. Actually stamps of the Sweden issues 1855 to 1862-66 exist with the "3" cancellation, but as far as we could ascertain, they originate from ship letters from Sweden for or in transit through Lubeck, on which the stamps remained uncanceled and were cancelled by the Danish post office at Lubeck before such mail was handed to the "Stadtpost".

*Schleswig-Holstein* stamps of all 1864-65 issues, mainly the 1¼s denominations, can rather frequently be found with a cancellation of the Lubeck "Stadtpost", especially the "L" canceller, less frequently a town postmark and, as a rarity, the "T" canceller. Most of these cases have their origin in the fact that three letter collecting agencies, Gross-Grünau (Lauenburg), Reinfeld and Stockelsdorf (Holstein), which were subordinated to the "Stadtpost" on March 1, 1864 and January 1, 1865 respectively, had

no postmarks of their own. They marked the letters in manuscript with the town name and date, but the Schleswig-Holstein stamps which franked them had to be cancelled by the "Stadtpost" office. It seems possible that the "L" and "T" cancellers were created especially for that purpose, although certainly not for that purpose alone, as they are found more frequently on Lubeck stamps. In any case, the use of Lubeck "Stadtpost" postmarks on Schleswig-Holstein stamps was in these cases an entirely regular one. But there were probably also other cases where Schleswig-Holstein stamps were used on mail to Schleswig-Holstein posted at the "Stadtpost" offices, possibly by travellers, or when Schleswig-Holstein stamps were received as return postage; such use seems to have been tolerated during the war-torn years of 1864-66.

The *Literature* about Lubeck is almost entirely in German. Several monographs exist, one of the earliest and probably the best being that of Hugo Krötzsch, published in 1895, the last one that of Josef Herzog, which appeared in 1947. It is amazing how little was accomplished in this field in the more than fifty years between these two publications, as the latter produces very little factual data which was not already published in the earlier monographs. Recently, Hans Grobe has provided a suitable guide and good information in the Lubeck chapter of his *Old German States Catalog*. It will be understandable also to a collector who has a limited knowledge of German. But if he wants to go into the more intricate matters of Lubeck's postal history or its cancellations, the collector will not get very far without consulting the German philatelic literature. The philatelic student, when searching through the literature, will find that Lubeck is relatively a not too well explored field which has a surprisingly large number of unsolved problems and unanswered questions. We believe that it would be a rewarding but certainly difficult undertaking to try to solve all the riddles and to write a new thorough monograph of the stamps and postmarks of Lubeck.

In the *Scott Catalog*, the 14 postage stamps of Lubeck are listed unused at almost \$170, used at more than \$720. All stamps are priced higher used than unused. The lowest priced stamps unused are \$3.50, used \$7.00, the highest priced ones unused

\$50.00 and used \$125.00. Unused 80%—to be exact 11—of the stamps catalog less than \$10 each, which fact should make it rather easy to collect Lubeck in unused condition. Used only four stamps are priced at \$10 or less. Although Lubeck does not provide a challenge to the collector of unused stamps, a collector who wants to have everything used will have a more difficult time. He will not have too hard a time if he is satisfied with stamps off cover, as such are not very popular, especially when they have bar cancellations. The real tough job is reserved for the collector who wants to collect Lubeck on entires, including postal stationery. To obtain all fourteen denominations on entires and to get together all 18 different entires of the envelopes in used condition is a formidable task which only a collector who has great patience and considerable means can undertake. If he is very condition conscious and is not satisfied with single frankings, but is looking for combination and mixed frankings as well as envelope cut squares on entires, he needs still more patience and money. And if he eventually considers the different kinds of cancellation, he has a job on his hands which will take a lifetime and a small fortune. A collector of small or medium means had better leave Lubeck alone, except in the frame of a general collection where he is satisfied with a single unused or used copy. A young and wealthy collector may still start to collect Lubeck in the grand style, but we will have to wait for many years before he will be able to show us an outstanding collection.

(Next: XXVII. Luxembourg)

## MISCELLANEOUS NEWS

● *The next issue* of the *MERCURY STAMP JOURNAL* is scheduled for *May, 1960*.

● *Our Editor* will again travel in Europe during the coming summer. He will leave New York on May 20 and stay in London (Mount Royal Hotel, Marble Arch, W.1) from May 27 to June 1. He will then visit the continent and travel in France, Switzerland, Germany and Austria until July 2, when he will return to London. He will stay there for the duration of the London International Stamp Exhibition and afterwards until July 27, to be back in New York on

August 1. A detailed itinerary will be published in the next issue.

● *Herbert J. Bloch*, partner of our firm, will be in London during the International Stamp Exhibition and afterwards travel on the continent. His itinerary will be published in the next issue.

● *The "Polska 1960"*, the International Philatelic Exhibition scheduled to be held in *Warsaw* from Sept. 3 to 11, 1960, has introduced an interesting new method for exhibiting large collections. As it is very expensive to ship all the albums of a large collection to the exhibition and exposes them to possible damage, "Polska 60" will not ask that all albums be sent there, but will, with the permission of the F.I.P., accept as a substitute a description of such albums certified by the National Federation of the country in which the exhibitor lives. The Judges—who, by the way, are never very eager to examine the albums which accompany a collection—will accept such a certificate as equivalent to the showing of the albums themselves. An excellent idea which will save unnecessary expenses and should be adopted by all future international exhibitions.

● *For the International Philatelic Exhibition in Budapest*, which is planned for 1961, a small pamphlet in five languages has been published, inviting the philatelists of the world to participate.

● *The "International Philatelic Congress"*, to be held at *Barcelona*, March 26 to April 5—see our note on page 90—continues to issue small pamphlets (Nos.9 and 10) which contain a weird mixture of articles, cartoons etc., but no factual information about the purpose and program of this unusual undertaking. As we can see it, it seems to be merely a field day for philatelic politicians but will not produce any worthwhile philatelic accomplishment.

● *INTERPEX*, organized by Industrial Exhibitions, Inc., will be held from March 25 to 27, 1960 at the Trade Show Building (Eighth Ave. and 35th St.) in *New York*. A number of organizations will participate, and several meetings are scheduled in the framework of the exhibition.

● *A National Philatelic Exhibition in Bratislava (Czechoslovakia)* will be held from Sept. 24 to Oct. 9, 1960, under the motto "For Peace and International Cooperation". It is organized by the Federation of