



Presented to Fellows, Members and Guests
attending the reception hosted by The Global Philatelic Network

THE STOCKHOLMIA RECEPTION



16 February, 12.00 a.m. in London, at the Executive Centre at
Business Design Centre, Islington on the occasion of Spring Stampex 2018

Great Britain and Sweden Early Mail and Mail Connections

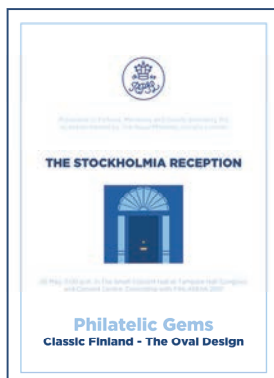
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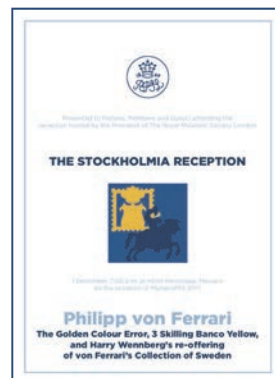


Edition: 400
[16 February 2018]

This is Handout #3 in the STOCKHOLMIA 2019 series, released in conjunction with the pre-STOCKHOLMIA-reception on 16 February at Spring Stampex 2018.



Handout #1
in the series was presented at the
reception on 25 May 2017 at
FINLANDIA 2017.



Handout #2
in the series was presented at
the reception on 1 December
2017 at MonacoPhil 2017.

The 150th Anniversary of The Royal Philatelic Society London

The Royal Philatelic Society London will celebrate its 150th anniversary in 2019. The only official international exhibition, whether competitive or non-competitive, will be that held in Stockholm as part of the sesquicentennial anniversary of the Royal Philatelic Society London as: STOCKHOLMIA 2019 - The International Celebration of the 150th Anniversary of the Royal Philatelic Society London.

The Society is honoured by the Patronage of
Her Majesty The Queen Elizabeth II

STOCKHOLMIA 2019 is honoured by the Patronage of
H.M. King Carl XVI Gustaf

We have made it easy for all Fellows and Members of the Society, and Philatelists around the world, to participate. It is their support to the international celebration of the 150th anniversary of the Society that will help make STOCKHOLMIA 2019 possible.

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The pin is the sign worn by stakeholders who have committed to STOCKHOLMIA 2019.

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Since Gustaf Douglas acquired one of the most famous stamps THE GOLDEN COLOR ERROR, 3 SKILLING BANCO YELLOW, he defines his collection as THE GOLDEN COLLECTION OF SWEDISH PHILATELY.

I am Proud to be the Philatelic Head Patron for the Society's Birthday Party in Stockholm

The 31 October 2013, the day I gave my comprehensive display to Members and Fellows of the Royal Philatelic Society London, is the greatest day in my 50 years' life with philately as my hobby. The Display was later recognised with the Tillemann Medal. Contributing to STOCKHOLMIA 2019 is my way to show appreciation to The Royal Philatelic Society London for giving the most memorable day in my philatelic life.

**Welcome to the Society's International Birthday Party in Stockholm
taking place from 29 May to 2 June 2019.**

Gustaf Douglas FRPSL

The First Day of Use of The Penny Black

The world's first adhesive postage stamp had finally been produced and was available for sale in London on 1 May 1840 for official use from 6 May 1840.

Used on Lettersheet from London to Rochdale on 6 May 1840



The importance of 6 May 1840 cannot be underestimated. Not only from a philatelic point of view as the birth of philately, but also on a much broader scale as the day that moved communication forward and with it the expansion of both commerce, banking and industry from which we all benefit today.

P.S. What think you of the sticking plaster for a penny postage D.S:

Courtesy Gustaf Douglas.



The First Day of Use of The Mulready Lettersheet

Rowland Hill's brief to his assistant Henry Cole was for a pictorial composition "depicting the benefits to all countrymen from the introduction of the reformed post office by which British industry and commerce were to be extended all over the world and ensure the education of the masses and reading".

Cole commissioned William Mulready on 13th December 1839 to produce a design, this was accepted on 4 January 1840 as a "slightly poetic design" and was then engraved by John Thompson. Released for sale on 1 May and authorised for postage from 6 May 1840. Mulready lettersheets and envelopes for One Penny (and Two Pence) were a new revolutionary concept devised for the prepayment of cheap postage and central to the introduction of uniform penny postage.

Used from BATH on 6 May 1840
addressed to Great Campden House in Kensington



The design incorporated a munificent Britannia at the centre top with a shield and a reclining lion surrounded on either side by a representation of the continents of Asia and North America with people reading their mail in the two lower corners, bestowing the benefits of mail services to the countries of the world under British control. The Mulready illustration was effectively a very elaborate frank indicating that postage had been pre-paid.

Outgoing Mail

1591 to GREAT BRITAIN

Courier Letter Mail



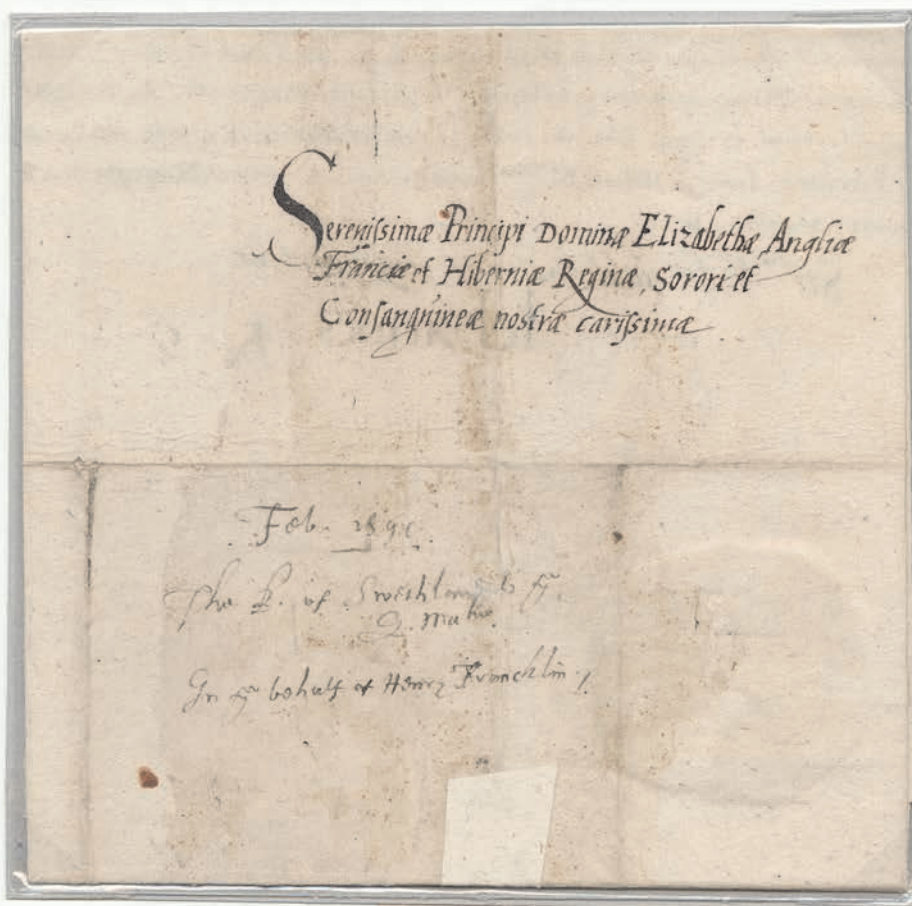
Letter from King Johan III of Sweden to Queen Elisabeth I of England

Dated Svartsjö Castle 9 February 1591 sent by Courier to England. The letter has a note in English that it arrived in February 1591

Elisabeth I Queen of England and Ireland 1558 to 1603



Johan III King of Sweden 1568 to 1592



ATIA SVECO.

Carole, Wolschouix, et Ingriz
omina Elizabethæ, eadem gra
tostræ carissimæ. Salutem, Re
a. Serenissima Princeps, Soror
bellum esse gestum, quemad
utem intelligamus mercatores
varia genera nstrumentor
versum nos armaturæ robora
rinc et amice a Ser. Vestra po
tionem in posterum plane in
foni Seren. vestra ad amicit
Ac interim Ser. Vestram Di
ce nostra Svartzoburgo.
pagesimo Primo. Regni ue.

Letter Content in Latin

In addition to many courtesy phrases it also states that Sweden has been in war with Russia for many years and that it is known that English companies deliver weapons and guns in extensive quantities to Russia. The King is pleading that to the Queen to persuade these companies to stop selling gunpowder to Russia, at least temporary until the proceeding summer.



Sweden and Great Britain

Mail Connections Till U.P.U.

Wayne Donaldson

In this overview of the evolution of mail services between these nations the reader will immediately realise how changes in the delivery of mail closely paralleled what was happening in the other country. As for mail between them, there were relatively few occasions when ships travelling from Gothenburg and English east coast ports carried mail directly between the two countries. Consequently postage rates had to account for other nations' transit fees. Rates were linked to routes through the Netherlands and later Belgium and the north German states but rarely via France. At most times mail went via Hamburg; until 1853 British letters were carried there mostly on British ships, often packet ships. At different times letters were sent over Denmark or via Lübeck or the Prussian ports of Greifswald, Stralsund or Stettin to Ystad and later to Malmö.

The Earliest Mails by Courier

Throughout history a postal system was the realm of royalty and political administration for rulers need to be able to receive information quickly from and to send instructions to the far corners of their domain. English monarchs since at least the Hundred Years' War have had couriers who, from the reign of Charles II, were known as King's Messengers (in 2017 sixteen Queen's Messengers work in the Foreign and Commonwealth Office to carry classified material to missions). Swedish kings employed similar couriers known as Enspännare.

In 1561, Sweden's King Eric XIV sent a courier with the letter he wrote diplomatically in Latin to his "Dearest cousin" Queen Elizabeth I apologising that severe westerly winds were preventing his ship leaving Sweden for he had hoped to come to meet her so that she could see what a fine husband he would make if she were to accept his intended marriage proposal (there is no record he ever again attempted the voyage or offered her his hand in marriage). A copy of this letter is drawn below his handsome figure to illustrate improvements in communications that had occurred over the years since in one of a mini-sheet of four Swedish postage stamps engraved by Czeslaw Slania that were issued in 1984 to publicise the forthcoming STOCKHOLMIA 1986 philatelic exhibition. (FIGURE 1).

King Eric wrote another letter to Queen Elisabeth in 1563 seeking to forge closer links with England. In the letter the king asked for permission to recruit mercenaries.



FIGURE 1. King Eric XIV's letter to Elisabeth I.

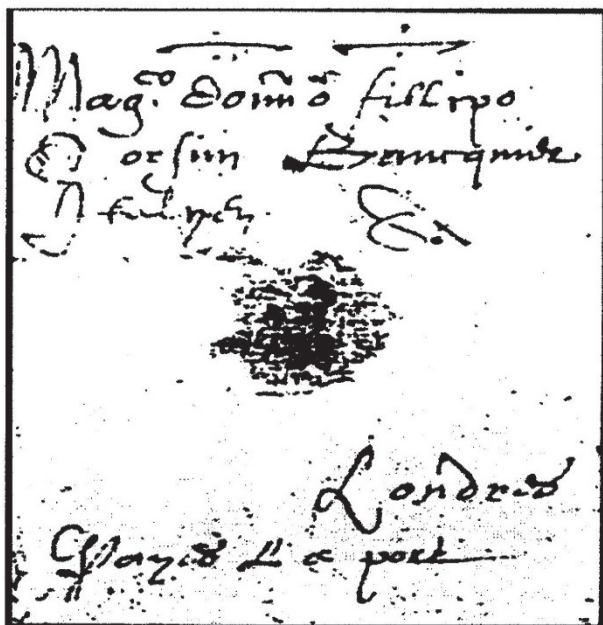


FIGURE 2. Courier Letter from London to Sweden dated 18th May 1575.

Sweden was one of the first nations in modern times to maintain a standing army as it was often at war with Denmark and later with Russia. (Letter archived at *Uppsala Carolinska Biblioteket*, Register over *Palmiskiöldska Samlingen*, tom XXXVIII, appendix 4 (new number 60a) 452). A well-known 1591 letter delivered by courier from King Johan III wherein he asked for Queen Elizabeth's help to prevent sales of arms to Russia also survives. It is now in The Golden Collection of Swedish Philately.

Apart from royal correspondence, mercantile interests and families needed to have letters delivered. From the City of London, Flemish connections organised the Strangers' Post of private couriers before the reign of Queen Elizabeth to convey mail to the Continent.

Between 1984-1988 Robson Lowe auctioned many letters sent to the Corsini Brothers, who were Florentine merchants in late Tudor London. These

letters had mostly been brought by these couriers; included were three letters from Sweden amongst which was (FIGURE 2) a letter of 18th May 1575 from the (former bishop's) palace on Läckö peninsula in Lake Vänern, Sweden for *Magister Dominus Fillipo Corsini, Banoquiere* (financier), *en da Londres*. The front is inscribed 8d a port (the Merchant Adventurers' fee). On the reverse is a note it was received on 12th July.

In the post-Armada years fears of Catholic influence from the Continent led to a Royal Proclamation in 1591, which set up a protestant monopoly over foreign couriers which was handed to the Merchant Adventurers, one of the most powerful entities in the City that had for generations exerted their own monopoly in the export of wool. In the early 1600s this enterprise began to wane for a start had already been made in the direction of a Royal Mail for all the mails of England, Wales and subsequently Scotland upon the accession of James I & VI when Elizabeth died in 1603.

The Royal Post Becomes the General Post

The Royal Post established in Tudor times on fixed post roads, had by the late sixteenth century begun to accept private letters. People realised the network of letter bearers was superior to a common carrier. Francis Walsingham, Elizabeth's spy master, saw the advantage in covertly accessing this correspondence. When James I acceded to the throne in 1603, being also King of Scotland he extended the post road to Edinburgh. Scotland preserved its own post finances until 1711, after the United Kingdom was created. The inland post was separated by royal patent from the foreign post in 1619 and these were not rejoined till the 1830s. The monarch farmed the revenue to a Master of the Post so he had a source of income that didn't require him to summon Parliament to ask for more money. A royal Proclamation dated 31 July 1635 authorised the *Settling of the Letter-Office of England and Scotland*. Importantly it included the maintenance of all six English post roads that led to London, where a sorting office was to be established. Postage rates were based on distance travelled starting at 2d for a single letter up to 80 miles and 8d for a letter to Scotland.



Sweden by coincidence established its General Post in 1636. King Gustavus Adolphus had set up a post agency in Hamburg in 1620, sixteen years before there was a post office in Stockholm. In 1628 when his army entered what we know as the Thirty Years' War, it became quickly apparent a more efficient postal service was needed. After the king's death in a battle in 1632, Axel Oxenstierna was Chancellor (Queen Christina had come to the throne at age seven) during the long regency of the King's daughter. In 1636 he established the General Post throughout Sweden. This service also included Finland and the new territories in northern Germany Sweden gained in 1648 and subsequently around the Baltic Sea in later wars till the end of the seventeenth century. Post offices were set up in the cities. The mail was carried by

mail peasants and their farmhands. They were exempt from the military and given tax relief. Mail was carried from one farmhouse to the next at 5 km per hour in all weathers under pain of imprisonment for any delay. When nearing the next mail farmhouse, the farmhand would blow his horn to alert the next messenger. The posthorn (FIGURE 3) is still the symbol of many countries' postal service. Mail bags were carried on foot until horses were introduced in 1646. As in Britain postage depended on distance and weight. Official letters were carried free of postage.

In Britain, despite Civil War in the 1640s, the post carried on disrupted and weakened, though not totally destroyed. The Lord Protector Oliver Cromwell realised control of the Posts was a key to security of the Protectorate so in 1653 it was reopened for public use. In 1657 Parliament passed the Postage Act:

For the Settling of the Postage... Erecting one General Post-Office, for the speedy Conveying, Carrying, and re-carrying of letters by Post to, and from all Places within England, Scotland and Ireland, and into several parts beyond the Seas ...

... which included packet ships to Europe and the West Indies. Postage rates changed only slightly: it was 2d single, 4d double, 8d the oz within 80 miles of London but 4d single to Scotland. To Stockholm a letter cost 1 shilling single, 2/- double 4/- the ounce. Restoration of the monarchy in 1660 saw a new Postal Act similar to the 1657 Act but now a ship's master was allowed free letters so that only internal postage rates were due on letters he carried compared to those letters which arrived on designated mail packet ships.

Overland Mail Route Through the United Provinces and Hamburg

Late seventeenth century postal traffic between Sweden and Great Britain mainly operated through the Dutch Republic and Hamburg, under a postal convention arising from the Anglo-Dutch 1668 peace treaty. It continued with scant interruption for 125 years. However, during the First Anglo-Dutch war in order to protect its mail, briefly between 1666-1669 the Swedish Government had used two armed vessels the *Måsen* and the *Posthorn* to convey letters between Gothenburg and Sweden's Legation in London. Sweden was not to employ ships to carry general mail directly to England until 1840.



FIGURE 3. Posthorn in Finland.

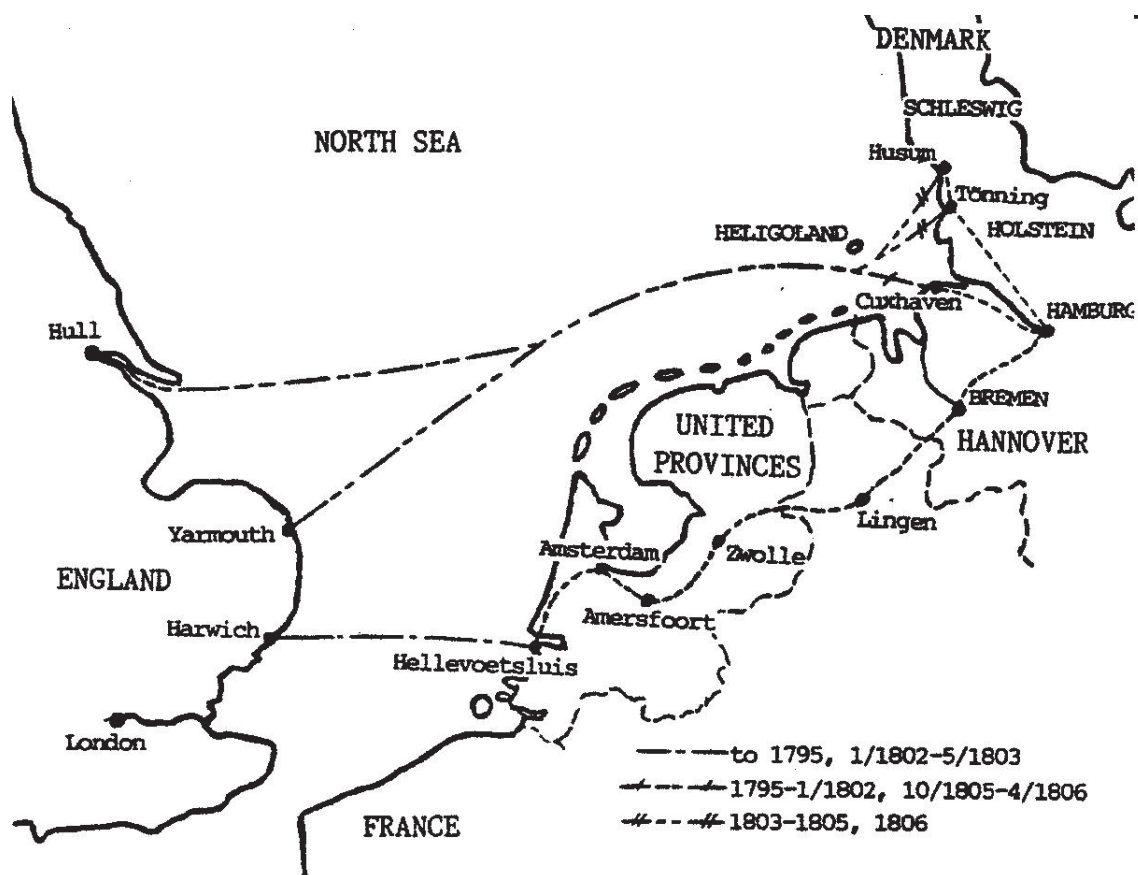


FIGURE 4. Mail Routes until 1807 (after Hughmark 1999).

From 1657 until 1795 mail to and from Sweden went on British mail packets from Harwich to Hellevoetsluis downstream from Rotterdam then to Amsterdam and Hamburg (FIGURE 4) and over Denmark. British letters to Hamburg and beyond were prepaid to Amsterdam. The London-Hamburg journey took 4½-5 days. Swedish mail went by the reverse route paid initially to Amsterdam, but later paid only to the Swedish postal agency in Hamburg. After taking southern Sweden from Denmark, to avoid its perennial foe in 1683 another mail route began from Ystad in southernmost Skåne across the East (as Sweden calls the Baltic) Sea to ports in newly-gained Pomerania, namely Wittow, Stralsund or Wismar and on to Hamburg.

FIGURE 5.

Letter dated STOCKHOLM 14 April 1700. As the letter has no Swedish marking it will have been carried to, and entered the mails at, AMSTERDAM (blurred postmark on reverse.) and by private ship to LONDON (early 13 mm Bishop mark (AP/?)) on reverse.

Accountancy marks: In all 11(d) being 8d from London single letter rate to Berwick and 3d sterling (equal to 3/- Scots per Scottish 1695 P.O. Act William III) from Berwick to EDINBURGH.

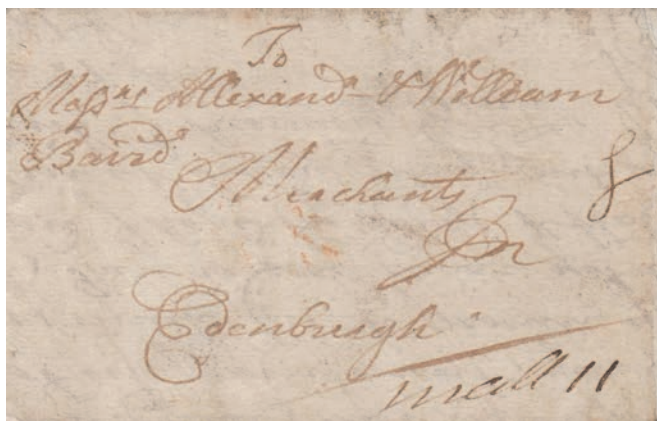




FIGURE 7.

Letter 1744 from Stockholm to Perth, Scotland. Internally dated 6 April 1744 (ribbon postmark type 5 in use 1742-1746) paid as the postmark attests 28 silver öre coins to AMSTERDAM (blurred circle on reverse) through HAMBURG. Directed par Londres LONDON Bishop mark of 20 April. In London 7 shillings 6d sterling postage due assessed for letter weighed $1\frac{1}{4}$ ozs top left being 10d Packet rate from Amsterdam with 6d single internal rate from London to Edinburgh, plus 2d to Perth totalling $1\frac{1}{6}$ per $\frac{1}{4}$ oz charged five rates. Incorrect quintuple Packet rate 4 shillings 2d crossed out. Pa(id) 6N8 for internal postage 6 sh.(a)n(d) 8d paid.



FIGURE 8.

30 March 1801, letter from CANTON, China on the Swedish East India Company ship *Drottningen* marked with talismanic inscription Q.D.C. "Whom Let God Preserve". Posted on arrival at DEAL (boxed 74 mileage mark). Postage paid 4d ship letter rate and 2d Captain's gratuity, 6d from Deal to London (10th Nov.) and 11d (April 1801 George III c7) 340 miles to Dumfries and 1d to Sanquhar. Paid 2/-. The sender writes he chose a neutral vessel as the French had captured several East Indiamen off the coast of Brazil. He relates he had invested in a ship "gone to Port Jackson to hunt for seals in Van Dieman's Land". This is three years before England established a colony there in order to settle convicts from New South Wales to forestall France claiming any territory.

Mail Route Changes because of the Napoleonic Wars

1795-1803 Yarmouth to Cuxhaven (Hamburg)

Because of French domination of Western Europe on 24 January 1795 Britain established a new mail packet route from Yarmouth to Cuxhaven at the mouth of the Elbe river downstream from Hamburg. The G.P.O. required prepayment for all letters. After the Peace of Amiens (24 March 1802) that brought a short halt to fighting, the old packet route from Harwich to Hellevoetsluis reopened until war broke out again in 1803. As Yarmouth was too far from London, the packets also sailed from Harwich to Cuxhaven (FIGURE 10) when the war resumed in 1803.

1803-1834 Harwich to Gothenburg



GENERAL POST OFFICE, Thursday, August 27, 1812.
No. 4329.

DAILY STATEMENT OF THE PACKET BOATS.

Stations.	Destination.	Mails made up in Lon.	When due	Mails arr ^d	Date of Mails arr ^d	Mails due
Harwich	Gottenburgh	Tuesday & Friday	Sunday & Wed.			2
	Heligoland	Friday	Sunday	1		
Holyhead	Dublin	Daily	S. M. T. Th. F. S.	1	Aug. 24	
Milford	Waterford	Daily	Daily			1
Port Patrick	Donnaghadee	Daily	Daily	1	24	
Weymouth	Guernsey & Jersey	Tuesday & Friday	Tuesday & Friday			

FIGURE 9.

French advances began to threaten Hamburg, so a direct packet service began between Harwich and Gothenburg on 12 June 1803. When Napoleon captured Hamburg in 1807, only Gothenburg and Husum and Tonnungen in Schleswig remained open to the British. The latter ports were lost that year when the Danes sided with the French after the British fleet attacked Copenhagen for a second time. As a result only Gothenburg packets could get mail to Russia and Sweden until at least 1810, when Sweden declared war on Great Britain. After the bloodless Anglo-Swedish war ended with the Treaty of Örebro on 18 July 1812, the twice weekly British packets resumed (FIGURE 9) contrary to previously published accounts.

Steamboats were introduced in 1832. Because of decreasing profits, the Harwich packet contract was put to tender and won by the General Steam Navigation (GSN) Company. Departures from Harwich ceased on 23 March 1834 and instead went to Cuxhaven from the Thames estuary or from Hull, but this option also ended in December 1834. The GSN Co. also started a packet contract from the Thames to Ostende that was important later.

British single letter rates included the inland postage as well as the packet rate to Sweden that was increased to 1 shilling 4d in 1801, and to 1 shilling 6d in 1811 and to 1 shilling 8d in July 1812 at which it remained until 10 January 1840 except that there was 2d “abatment” (discount) from the new inland rates to London that were instituted in 1812. In 1840 the packet rate became 1 shilling 10d if the letter was posted or received unpaid anywhere other than the packet port.

A Swedish Circular (15 July 1803) states that letters sent this route between UK and Sweden were also to be charged distance-dependent Swedish inland postage according to the 1800 rate table valid for places in Sweden from Hamburg.



FIGURE 10.

1803 letter from Hull. 16 skilling banco postage due was charged at transit in Gothenburg. Gothenburg had no postmark until 1819.

From 1814 Harwich to Cuxhaven (Hamburg) Revived

When French forces withdrew from Hamburg in May 1814, British twice weekly packets resumed from Harwich to Cuxhaven whence mail was taken to Hamburg. It was exchanged at Sweden's postal agency, then taken across Denmark to Helsingborg. Subsequently letters were variously also sent from Hamburg to the Prussian ports of Stralsund (between 1821-1827 and 1841-1849) and Greifswald (1828-1840) then by Swedish post yachts (from 1824 by paddle steamers) to Ystad in southernmost Sweden.

Mail could also be sent on private ships if there was no Mail packet, illustrated (FIGURE 11 & FIGURE 12) by a letter written in 1838 from Leith sent via Hull and Hamburg (cancels of Hamburg Stadtpost and the Royal Swedish and Norwegian postal agency and Greifswald on reverse) as proven by the HULL SHIP LETTER cancel that was applied only to mail leaving or brought to Hull on private ships.



FIGURE 11.



FIGURE 12.

Sweden's Revival of the Gothenburg - Hull Mail Packet

In 1840 the Swedish General Post Office with the approval of the British Postmaster General contracted with Thomas Wilson Sons & Co, a Hull steamship company, to re-establish the Gothenburg mail route (FIGURE 13) that ceased in 1834. The steamers, stopping also at Christiansund, Norway, only operated in the summer from May 1840 until September 1842. They ended because insufficient mail was carried and the overland railway from Ostend through Aachen had improved.

Packet postage was 32 skilling banco per ½ lod (almost ¼ oz) from Gothenburg with the distance-dependent internal rate to/from the port to be added (Swedish promulgation May 1840). British packet rate was 1shilling 8d, the same as it was to Sweden via Ostend then by rail to Hamburg.



FIGURE 13.

Posted HARTLEPOOL (24 August 1842) (faint c.d.s near Sweden) STOCKTON (28th) on reverse HULL (29th) at right on rear flap GOTHENBURG (7 Sept 1842) mid right. At left ½ (ounce) so prepaid single rate 1 shilling 10d as it was not posted at Hull. On arrival assessed 39 sk. banco being 32 sk. sea postage and 7 skillings to CARLSKRONA.

Overland Mail Routes

The 1846 Anglo-Prussian Postal Treaty provided for closed mail through Belgium (FIGURE 14) at reduced rates but until 1853 most mail between Sweden and Britain was still carried by mail packets through Hamburg). Prussian ports, initially Stralsund but later Stettin, were used in transit to and from Ystad. Letters could be sent paid or unpaid. Prepaid British letters were to be clearly marked with adhesive stamps. On Prussian trains through Aachen they were cancelled by a boxed Aus England per Aachen Franco post mark and an italic P in an oval (FIGURE 15).

Mail could be sent via France but it was expensive to do so as the French single letter rate weight was 7½ grams (half the British ½ oz) so the amount of mail sent through France to Sweden was negligible.

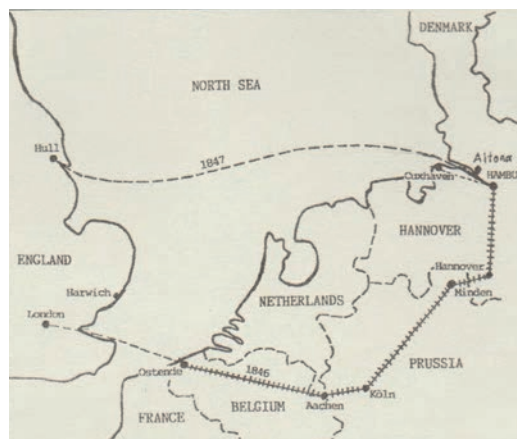


FIGURE 14. Map of mail route after the 1846 Anglo-Prussian Treaty.



FIGURE 15.
Paid 2nd weight letter from Liverpool
via Prussia & Ystad.

The 1850 Anglo-Swedish Postal Agreement

In the only signed postal agreement between Sweden and Great Britain (effective from 1 January 1851) it was agreed:

- Mails were to be sent in closed sacks by mail packet between London and Hamburg twice a week, then carried through Denmark unless the sender requested the letter be directed otherwise
- Letters were to be exchanged in London and Helsingborg
- Prepayment was optional

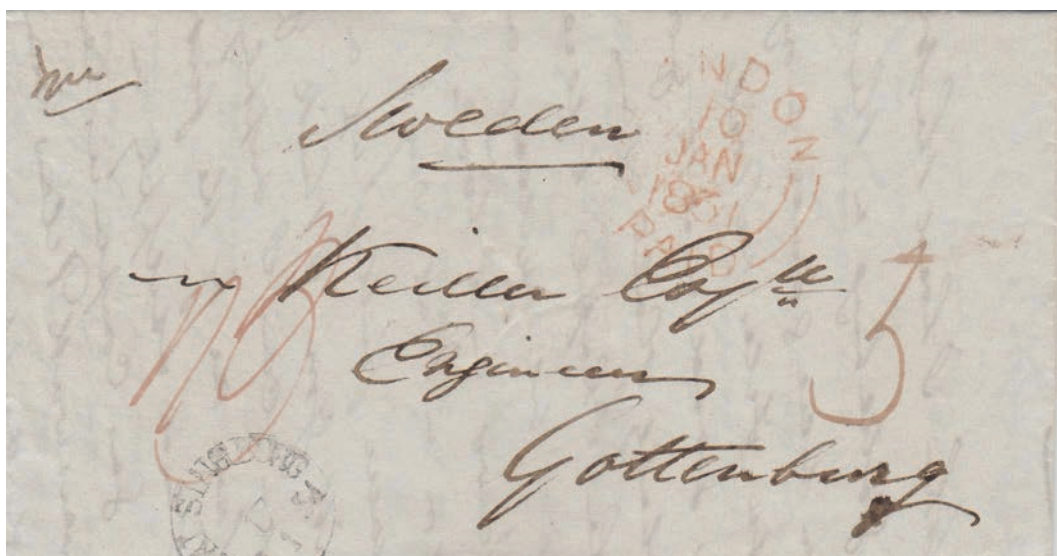


FIGURE 16.

From Sweden a single letter whether paid (FIGURE 16) or unpaid (FIGURE 17) cost 40 skillings per lod and the British single rate per ½ oz was 1 shilling 3d. This was now cheaper than the route through Ostende and Prussia that remained 1 shilling 10d until 1852 so it fell into disuse. Of the fifteen pence paid GB kept 6d and paid 4d for the Danish transit and 5d to Sweden. Sweden kept 3d for inland transport, paid 1d for sea transport between Helsingør and Helsingborg and 1d to Denmark to cover its cost for the same sea passage. The British rate was lowered to 1 shilling 2d in September 1852 after the Swedish rate was lowered to 37 skilling 4 runstycken when Sweden no longer paid the extra 1d to Denmark; it became 36 skilling on 1 December 1853 but the British rate remained unchanged for the next ten years.



FIGURE 17.



FIGURE 18.

1854 Gothenburg Packet Revived

When the Thames-Hamburg packet contract expired on 30 November 1853 and was not renewed, the direct sea route from British east coast ports was re-established and the overland route through Belgium and Hamburg revived to become the “normal” route (FIGURE 18). In 1850 the paddle steamer *Courier* began to carry mail between Hull and Gothenburg as did the British steamer *Scandinavian* in 1852. By 1854 several private ships again left Gothenburg for Hull (FIGURE 19). This route was regularised at the request of the Swedish Post Office after the Hamburg packet ceased in December 1853. The departure port changed to Grimsby (FIGURE 20) when the packet service restarted on 1 September 1854, but reverted to Hull in March 1859. The single letter rate was set at what it had been to Hamburg: 1 shilling 2d or 32 skillings respectively.



FIGURE 19. 1853 ship-letter paid 6d. Hull ship-letter cancel on reverse.



FIGURE 20. 1855 Paid 1/2d via Grimsby steamer to Gothenburg.

The table (FIGURE 21) shows postage rates were lowered until whatever route was used enjoyed equal postal rates. It was not until the General Postal Union began on 1 July 1875 that accountancy marks, like the red 3d (FIGURE 22) no longer needed to be marked on each mail item.

This article will now turn its focus to the changes that occurred in the Swedish postal service over the next twenty years.

BRITISH PACKET RATES TO SWEDEN 1657 -1875				
1657	1 shilling single	2 shilling double	4 shilling the oz.	(but to Hamburg 8d)
1711	1/- prepaid plus UK	inland to London.	(paid to Amsterdam	now 10d plus inland)
1795	1/- prepaid plus UK	inland to London	packet now departs	Yarmouth→ Hamburg
1801	1 shilling 4d	plus UK inland	postage to London	
1807	only Gothenburg left	1 shilling 6d	plus UK inland	postage to London
1812	1/8d to Gothenburg	from Harwich plus	UK inland postage	less 2d abatement (discount)
1814	to Hamburg resumes	from Harwich 1/8d	plus inland postage	less 2d abatement
1837	1/8d from anywhere	in GB even if letter	not passing through	London
1840	1/8d from London plus	2d inland if posted	anywhere except at	a packet port
	Via Hamburg	Via Belgium & Denmark	Via Belgium & Stralsund	Via Grimsby / Hull to Gothenburg
Sept.1842				withdrawn
1.1.1851	1 shilling 3d	1 shilling 3d	1 shilling 3d	
1.8.1852	1 shilling 2d	1 shilling 2d		
2.9.1854				1 shilling 2d
1.1.1863	1 shilling	1 shilling		
1.6.1863				1 shilling
19.6.1865			11d	11d
1.11.1865	withdrawn	6d	9d	
1.6.1866				6d
3.5.1869			8d	
1.7.1870			5d	
1.10.71 - 30.6.75		5d		5d

FIGURE 21.



FIGURE 22.

1855 Reform of the Swedish Postal System

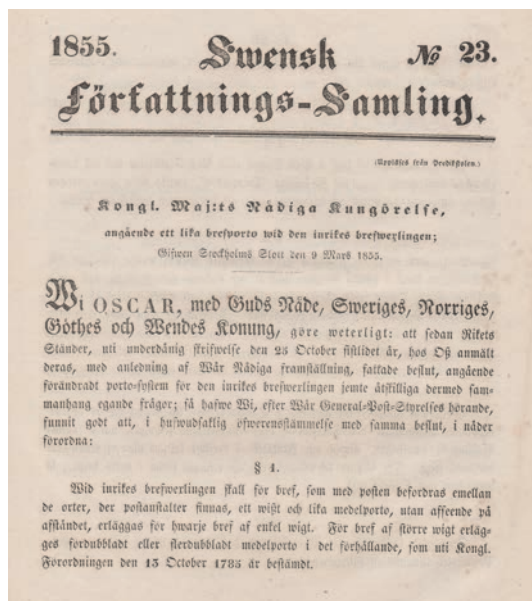


FIGURE 23.

After several years' debate, Sweden issued a Code of Statutes dated 9 March 1855 (FIGURE 23) which announced major reforms in the Swedish postal service effective 1 July 1855. That included a uniform rate for domestic postage not dependent on distance travelled, and the introduction of perforated adhesive postage stamps (the second country after Britain to do so). Thereafter letters to both inland and foreign addresses needed to be franked with adhesive stamps to indicate postage had been paid and legibly cancelled so the origin and time of postage was traceable. This announcement was followed by decimalization of the currency on 1 March 1858. One skilling now equalled 3 öre, but postage rates did not alter. The new currency entailed 100 öre in one riksdaler. The single letter rate per lod (equal to almost ½ oz or 13.6 gms) from 1 December 1853 to Great Britain was 36 skilling banco (FIGURE 24) and so it remained until 1 July 1858 when Sweden's second definitive stamps were issued in the new currency so that it now cost 108 öre to send a single rate letter to Britain.



FIGURE 24. 1858 $2 \times 6 + 24 = 36$ skilling banco correct rate to Great Britain.

British 1855 postal records show 26,015 letters were sent to Sweden as against 385,445 sent to Hamburg, and 911,957 that were sent to the rest of the German Postal Union. By 1878 the number to Sweden and Norway had risen to 591,216 (Moubray p. 112). Sweden's 1855 population of 3.7 million was an eighth of Britain's so there were fewer letters.

Various Mail Routes from Sweden to Great Britain

There were a number of routes that were used at different times not only because of the outbreak of war or severe winter weather, but more commonly following the signing of bilateral postal agreements variously between Sweden, Denmark, Britain and Prussia that resulted in gradual lowering of postage rates. In the late 1850s mail predominantly went from Ystad to northern German ports such as, Stettin or Stralsund but also from Stockholm direct to Lübeck and on to Hamburg and from Ostende to London. Later more mail was sent from Gothenburg to Hull by mail packet or private ship; a less frequent packet went directly to London from Gothenburg. Mail was also sent through Helsingborg into Denmark and then via Kiel to Hamburg and on to Ostende; later in the century it could also go to England when Esbjerg port was developed. There was also the mail route through France but it was still scarcely used because of the higher postage rates.



FIGURE 25. 1859 2x 30 + 2x 24 = 108 öre rate via Ystad to Stettin to Ostende.



FIGURE 26. 1864 3x 30 = 90 öre rate per Steamer to London direct.



FIGURE 27.

1867 insufficiently prepaid ($2 \times 17 + 12 = 46$ öre) 87 öre rate via France. Prepaid as if 45 öre rate via Denmark.



FIGURE 29.

1866 $5 \times 12 + 2 \times 3 = 66$ öre paying 65 öre rate on western train then via Denmark. Overpaid 1 öre.



FIGURE 31.

1870 $2 \times 20 + 5 = 45$ öre rate posted on ship and cancelled in Copenhagen.



FIGURE 28.

1865 $30 + 24 = 79$ öre rate via North Germany. Overpaid 1 öre.



FIGURE 30.

1871 50 öre via England due to Franco-Prussian war.



FIGURE 32.

1865 $3 \times 30 = 90$ öre second rate via Denmark.



FIGURE 33.

1871 $3 \times 12 = 36$ öre rate on Gothenburg Packet to Hull.



FIGURE 34.

May 1875 2x 24 + 20 = 68 second rate with Hull Packet.



FIGURE 35.

1876 post G.P.U. 12 + 5 + 3 = 20 öre first rate.



FIGURE 36.

1876 post G.P.U. 2x 20 + 12 + 6 = 58 öre paying 20 öre single rate and 38 öre registration fee.

Even a short overview such as this clearly demonstrates that postage rates rapidly declined in these 20 years. Rates of literacy improved as public education became widespread and commerce thrived as the railway networks expanded and regular safe sea passage became the norm. All these factors contributed to an exponential increase in the number of letters and packages sent for the postal services had become more efficient and consequently more profitable.

The establishment of the General Postal Union on 1 July 1875 resulted in 20 öre becoming Sweden's foreign single letter rate (except to France which remained 42 öre until 1 January 1876 and remote countries such as South Africa (until 1886) and the Australian colonies (until 1890s) where the rate was 56 öre). It is remarkable to recall that it remained at 20 öre until 1 September 1921. Britain's single foreign rate of 5d pre-UPU became 2½d; it also remained stable until after the Great War.

Covers which Display Scarce Postmarks of the 19th Century



FIGURE 37.
 RETOUR was Gothenburg's first return cancel (1870-2).



FIGURE 38.
 INSUFFICIENTLY ADDRESSED returned letter. The business was in LEITH in 1871.

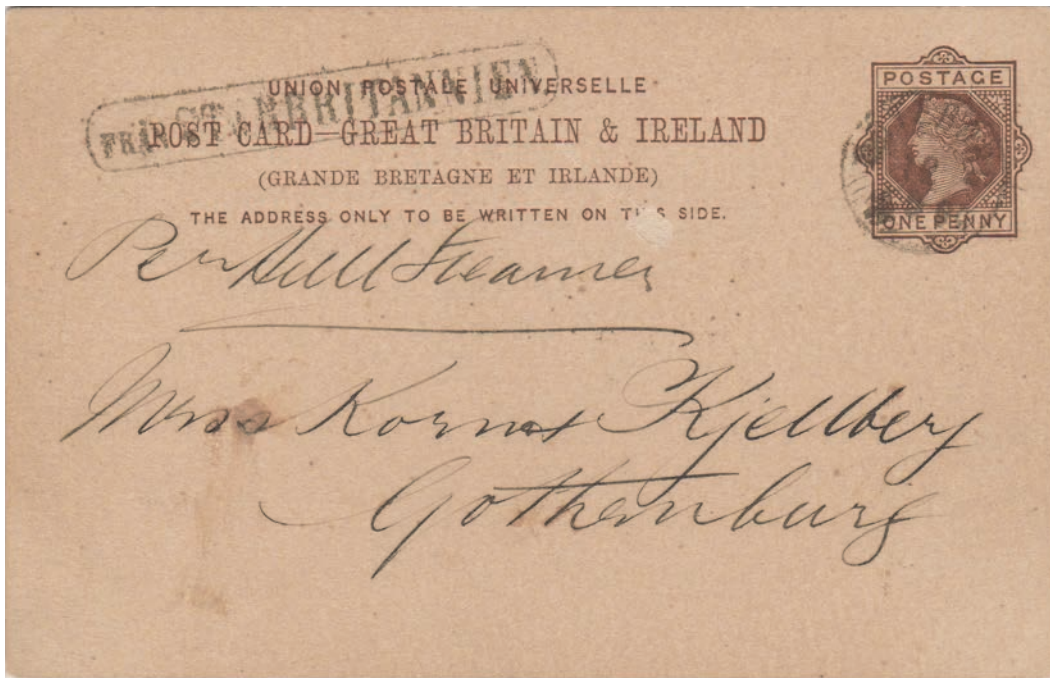


FIGURE 39.
FRÅN STORBRITANNIEN

A circular of 4 July 1875 specified letters arriving by ship were to have origin marked.



FIGURE 40.
Printed Matter rate, 2d insufficiently prepaid. Postage due assessed 15 öre.



FIGURE 41.

VIA G(othenburg) & **E**(ngland) Nearly all other Swedish letters to the United States of America in the 1870s went over Denmark to sail from Bremen.

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Great Britain → Sweden

A Selection From The Golden Collection of Swedish Philately

Gustaf Douglas FRPSL

Incoming Mail

1853 from GREAT BRITAIN

1 shilling 2 pence Multiple Franking

7x 2 pence blue

1854-58 Queen Victoria Perforated

*First Folded Prepaid Letter Mail rate from DEAL 9.5.1853
via Dover-Ostende-Hamburg-Berlin to Stockholm*



The total single rate of 1s 2d is composed as

UK

Sweden

Danish transit

Total rate paid

6d

4d Due from the UK

4 d Due from the UK

1s 2d

Correct

From Sweden the prepaid single letter mail rate was lowered to 1 shilling 2d from September 1852. The Swedish rate was lowered to 36 skilling from 1 December 1853, but the British rate remained unchanged for the next ten years until 1.1.1863.

Incoming Mail

1855 from GREAT BRITAIN

1 shilling 2 pence Combined franking

1 shilling green

1847 Queen Victoria Embossed Issue

2 pence blue

1854-58 Queen Victoria Perforated

*First Folded Letter Mail rate from HARTLEPOOL 15.8.1855
pre-paid via London - Ostende to Sweden*



The total single rate of 1s 2d is composed as*

British Post Office	4d
(½d was due to the Belgians for transit)	
Hamburg or Prussia	4d
(½d paid to the Belgians)	
Swedish share	6 d
Total rate paid	1s 2d
	Correct

From Sweden the prepaid single letter mail rate was lowered to 1 shilling 2d from September 1852. The Swedish rate was lowered to 36 skilling from 1 December 1853, but the British rate remained unchanged for the next ten years until 1.1.1863.



1863 from GREAT BRITAIN

1 shilling 2d Combined franking

2x 6 pence lilac

1856 Queen Victoria

2 pence blue

1858-69 Queen Victoria

*First Letter Mail rate from EDINBURGH 15.4.1863
pre-paid to Sweden via France*



Manuscript lower left: This letter mail has been sent VIA FRANCE that was possible only from 1/2/1858 for 1sh.2d. until 30/6/1872. It was usually more expensive (and slower) if routed via France so it is very uncommon.

The Prussians were the accountants between Sweden and GB until 1865 when Denmark took over. 5 is silvergroschen Prussia passed on to Sweden out of the 7 ½ d not 7 (notice the curly figure at right of 7!) pence Britain credited Prussia in the first instance. PD was for paid to destination.

Total rate paid

1s 2d

Correct

Incoming Mail

1873 from GREAT BRITAIN

7d Combined franking

2 pence blue

1858-69 Queen Victoria

1 pence rose red

1864 Queen Victoria

3 pence rose red

1862 Queen Victoria

2x ½ pence rose

1870 Queen Victoria

*First Letter Mail rate with LATE FEE from LONDON 26.9.1873
via Hull to Sweden*



Sent from London by train to Hull, then on the mail packet to Gothenburg rather than from London via Ostende and Hamburg and Denmark or Stralsund as most mail to Sweden did. The reason was that Sweden wanted mail to Goteborg and thereabouts to go there not via Denmark as they had paid for the mail packets. That is why mail from Hull to Gothenburg received 31/2d credit from the correct 5d rate from GB to Sweden, rather than only 2½d if it went the other ways. Note on this cover the 2½d has been overstampd 3½d.

Also use of the two 1/2d stamps is most uncommon even though they were issued in October 1870 before the rate came down to 2½d after GPU on 1/7/1875.

The extra 2d paid was most likely not an overpayment mistake but included 2d for a LATE FEE. At the large London post offices the mail was cleared from the post boxes at 6 pm but businesses could hand a letter over the counter until 6.45 pm for an extra penny fee or pay 2d if it was paid between 6.45 pm and 7.45 pm when the mails were finally closed. Such payments are common and not often marked on the cover as being a late fee.

Total rate paid

7d

Correct



Incoming Mail

1874 from GREAT BRITAIN

5d Combined franking

4 pence vermilion

1865 Queen Victoria

1 pence rose red

1864 Queen Victoria

First Letter Mail rate, from NEWCASTLE-ON-TYNE 21.4.1874
respectively from GLASCOW 4.9.1874, via Hull to Sweden



2½d on face is an accountancy mark used by the Danes who became the postal accountants in 1865 (after the Anglo-Danish Postal Treaty that year) to credit GB. PD was for paid to destination.

Total rate paid

5d

Correct

THE GOLDEN COLLECTION OF SWEDISH PHILATELY.



Incoming Mail

1874 from GREAT BRITAIN

10d Combined franking

2x 4 pence vermilion

1865 Queen Victoria

2 pence blue

1858-69 Queen Victoria

*Second Letter Mail ½ oz ≤ 1 oz rate
from LONDON 23.3.1874 via Hull to Sweden*



5d on face is an accountancy mark used by the Danes who became the postal accountants in 1865 (after the Anglo-Danish Postal Treaty that year) to credit GB. PD was for paid to destination.

Total rate paid

10d

Correct



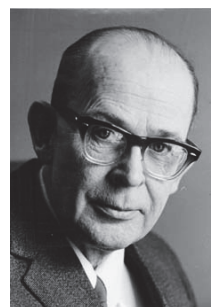
Sweden → Great Britain

The 36 Skilling Letter Rate 1855 to 1858

Tomas Bjäringer RDP Hon. FRPSL & Jonas Hällström RDP FRPSL

Context

Mail to foreign destinations with the first Swedish adhesives of skilling banco denominations is sought after by collectors of Swedish postal history. Sweden was one of the first countries where philatelists started to collect postal history, that is rates, routes and destinations. The Postal Museum in Stockholm has a large collection of postal history that was gifted by Harald Sundstedt (1879-1935) in 1934. Lars Hedberg (1894-1967) was another pioneer and great collector of Swedish postal history. By the 1960s, many Swedish collectors began to study postal history, where rates, routes and destinations were the main focus. Sigurd Ringström RDP (1908-1992), Per Sjöman (1905-1974) and Sven Åkerstedt (1904-1977) were leaders in this movement toward postal rates.



FIGURES 41-43. Sigurd Ringström, Per Sjöman and Sven Åkerstedt were three pioneers developing postal history in Sweden.

At the international exhibition 1974 in Stockholm, Tomas Bjäringer (b.1946), Gustaf Douglas (b.1938) and Sven Sandstedt (1921-2016) wrote an article published in the exhibition catalogue titled "Swedish Postal Articles during the Skilling Period July 1, 1855 - June 30, 1858". The article was published in four languages. The article showed how many stamped postal items were handled during the first three years of Swedish postage stamps and how many stamped skilling covers there were to foreign destinations.

The volume of mail during the Skilling-period was 6.6 million pieces, of which 200,000 were sent to foreign destinations. Based on the article from 1974, a few enthusiastic collectors have continued indefatigably to gather additional and new information about Sweden's first issues used on mail. Gunnar Nilsson (b. 1928) and Tomas Bjäringer are in progress with a comprehensive study of Swedish domestic mail (excluding first and second-rate mail) and mail to foreign destinations from the first three years 1855 to 1858.

Mail from Sweden to Great Britain 1855 to 1858

In the Swedish rate books Great Britain was mentioned as destination together with Ireland from 1855 until 1874. Beginning 1869 there was also mentioned the island of Heligoland, situated off the north coast of Germany. Heligoland belonged to Great Britain until 1890 when it was transferred to Germany. The first letter mail rate to Great Britain was 36 skilling from 1855 to 1858 and the most commonly recorded franking is with $2 \times 6 + 24 = 36$ skilling.



FIGURES 44-48. The first adhesives from Sweden are in five denominations, 3, 4, 6, 8 and 24 skilling banco. For the 36 skilling rate, the most common combination is with $2 \times 6 + 24 = 36$ skilling.

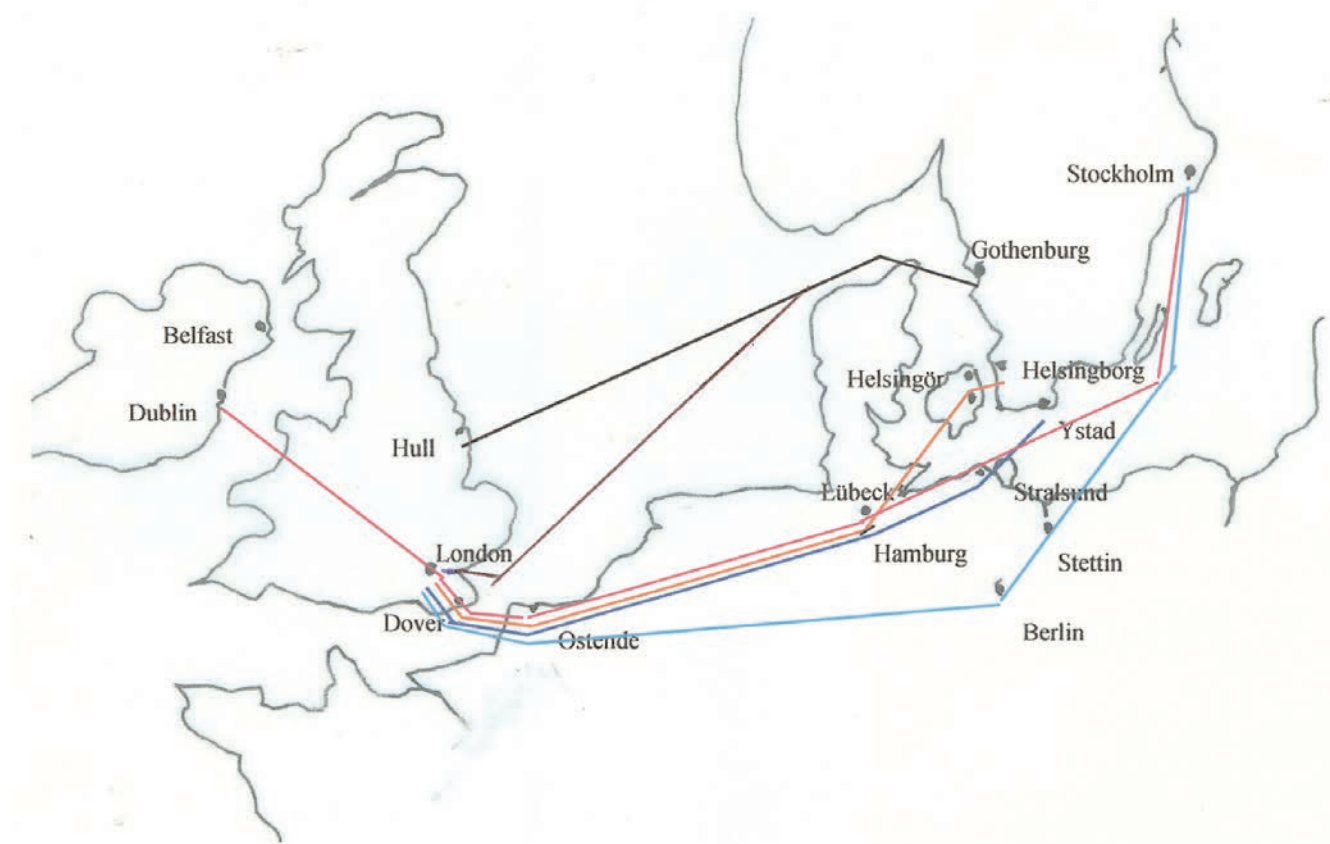
Mail from Sweden to Great Britain could be sent by a number of routes. The routes via Germany were predominant. Much of that mail made use of ports on the North Sea and English Channel, such as Ostende in Belgium. Later on more mail was sent from Gothenburg to Hull by private ship. There were also routes via Denmark direct or via Denmark and Hamburg. Finally, there was also a route via France. (MAP 1).

The 36 skilling rate was applicable from 1 July 1855 to 30 June 1858 via Ostende by the way of Stralsund » Stettin or via Denmark or Lübeck. The rate table also defines a 29 skilling rate via France for $\frac{1}{2}$ lod. For a short while, a 20 skilling rate applied for mail via Gothenburg by private ship, but this rate increased on 26 July 1855 to 36 skilling.

The 36 skilling rate corresponded to 12 Sgr (Silbergroschen) or 14d. (1 shilling 2 pence). Sweden kept 15 skilling of the rate (equal to 5 Sgr) which covered the inland rate and the transit to GAPU (German-Austrian Postal Union). The rest, 7 Sgr, was credited to GAPU, covering the transit through GAPU territory, 3 Sgr, and 4 Sgr was intended to cover the British part of the rate plus the Belgian transit. The Belgian transit was paid at a bulk rate and was included in the rates between GAPU and Great Britain at an estimated 1d per single cover.

All recorded and prepaid mail from Sweden to Great Britain from this time is with the 36 skilling rate. Mail could be registered for the additional fee of 27 skilling and 12 skilling respectively, the latter for the direct route from Gothenburg. No registered mail is recorded, nor are any Printed Matter usages. As of today, 23 different usages from Sweden to Great Britain are recorded, all with the 36 skilling rate or its double weight application. (TABLES 1-4).





MAP 1.

Mail from Sweden to Great Britain could be sent by a number of routes: Stockholm » Stettin » Berlin » Ostende » London; Stockholm » Lübeck » Hamburg » Ostende » London » Dublin; Ystad » Stralsund » Hamburg » Ostende » London; Helsingborg » Helsingør » Hamburg » Ostende » London; Gothenburg » East Coast of England; Gothenburg » London.

1855	1 recorded cover
1856	1 recorded cover
1857	12 recorded covers
1858	9 recorded covers
	23 recorded covers

TABLE 1. From Sweden to Great Britain 23 recorded covers have survived from the skilling banco period 1855-1858.

Stockholm	13 usages
Piteå	4 usages
Göteborg	3 usages
Luleå	1 usage
Malmö	1 usage
Upsala	1 usage

TABLE 2. The original destinations from Sweden are 6 different.

London	15 usages
Fairfield	2 usages
Bristol	1 usage
Brixton	1 usage
Liverpool	1 usage
Manchester	1 usage
Roscommon	1 usage
No Information	1 usage

TABLE 3. The 23 usages are destined to at least 7 different destinations in Great Britain and Ireland, and to not less than at least 19 different addresses.

Original Destination	Date	Arriving Destination	Rate	More to know
STOCKHOLM	10/7/1855	LONDON	3x 24 = 72	Second Letter Rate
STOCKHOLM	17/11/1856	FAIRFIELD	4x 3 + 24 = 36	
STOCKHOLM	5/2/1857	LONDON	2x 6 + 24	
UPSALA	8/2/1857	LONDON	4 + 8 + 24 = 36	
STOCKHOLM	14/2/1857	LONDON	3x 24 = 72	Second Letter Rate
GÖTHEBORG	19/2/1857	NO INFORMATION	2x 6 + 24 = 36	
GÖTHEBORG	14/3/1857	BRISTOL	3x 24 = 72	Second Letter Rate
STOCKHOLM	31/3/1857	FAIRFIELD	2x 6 + 24 = 36	
PITEÅ	20/4/1857	LONDON	4 + 8 + 24 = 36	
PITEÅ	4/5/1857	LONDON	4 + 8 + 24 = 36	
PITEÅ	28/5/1857	LONDON	4x 3 + 24 = 36	
STOCKHOLM	3/7/1857	ROSCOMMON	2x 6 + 24 = 36	To Ireland
LULEÅ	13/8/1857	LIVERPOOL	4 + 8 + 24 = 36	
STOCKHOLM	19/11/1857	BRIXTON	2x 6 + 24 = 36	
STOCKHOLM	14/1/1858	LONDON	2x 6 + 24 = 36	
STOCKHOLM	29/1/1858	LONDON	2x 6 + 24 = 36	
PITEÅ	8/2/1858	LONDON	2x 6 + 24 = 36	
STOCKHOLM	19/3/1858	LONDON	2x 6 + 24 = 36	
MALMÖ	31/3/1858	LONDON	4 + 8 + 24 = 36	
STOCKHOLM	6/4/1858	MANCHESTER	2x 6 + 24 = 36	
STOCKHOLM	11/5/1858	LONDON	2x 6 + 24 = 36	
STOCKHOLM	7/6/1858	LONDON	6x 6 = 36	
GÖTHEBORG	11/6/1858	LONDON	2x 6 + 24 = 36 + 1d	Forwarded to HASTINGS

TABLE 4: Of the 23 recorded usages, 20 are the first letter mail rate and three are second letter rate. The latest recorded usage is forwarded with new rate paid (FIGURE 14). In addition to these 23 usages (entires), two fronts from covers, three usages with missing stamps and two forgeries are recorded.



The Earliest Recorded Usage



FIGURE 49. Only 10 days after the release of the skilling banco adhesives, the earliest recorded use was mailed from STOCKHOLM 10/7/1855 to *Mr. Anders Berg in London*. It's a rare horizontal strip of 3x 24 skilling banco paying the second letter mail rate (72 skilling). Interestingly, this is the only usage from Sweden to Great Britain during the first year 1855.

PROVENANCE. In the 1950s this cover was recorded in the Erik Baehrendtz's (1885-1973) collection » 1960s until 2007 it was part of a Private Collection » from 2007 until 2013 it was In the Trade » Since 2013 it has resided in The Golden Collection of Swedish Philately of Gustaf Douglas.

The Caspary Cover



FIGURE 50. From STOCKHOLM 17/11/1856 this cover was mailed to *Herr Gottfried v Bülow in Fairfield* near Manchester. The combined franking of 4x 3 skilling banco together with 24 skilling banco paid the first letter mail rate. On reverse, transit markings of YSTAD 21/11 » MANCHESTER 27/11.

PROVENANCE. 1930s until 1957 Alfred H. Caspary (1888-1955) and estate » Until 1979 Ronald E. Andersen » 1980 until 1990 Tomas Bjäringer » 1991 until 2008 Ingvar Pettersson (1921-2006) and estate » 2008-2009 In the Trade » 2009 until 2015 Lars Erik Thorsson (1925-2015) » Since 2015 it also sits in The Golden Collection of Swedish Philately of Gustaf Douglas, who named it The Caspary Cover.

Uses from PITEÅ to Herrar C.A. Jonas & Co in London

From PITEÅ remains a number of letters. The reason is a preserved correspondence from the skilling period and beyond. Following the correspondence, you may follow a trader's dealings with Great Britain, a woodworking agent *J. A. Engman's*. This correspondence to Great Britain returned to PITEÅ for some reason, and came to be used as sealing material at a building. One can calculate that the building was demolished about 60 years later, then the letters occurred. Four of the 23 letters are from PITEÅ.



FIGURE 51. From PITEÅ 4/5/1857, a small town along the north-east coast of Sweden, this is the second recorded usage, addressed to *Herrar C.A. Jonas & Co in London*. The combined franking $4 + 8 + 24 = 36$ skilling pay the first letter mail rate. On reverse transit marking STETTIN BERLIN 14/5.

PROVENANCE. From 1972 until 1976 Gustaf Douglas » 1976 until 1991 Georg Menzinsky (1907-1981) and estate » 1991 until 2011 Klaus Michtner » Since 2011 it is in The Golden Collection of Swedish Philately of Gustaf Douglas.



FIGURE 52. From PITEÅ 28/5/1857 this is the third recorded use, addressed to *Herrar C.A. Jonas & Co in London*. The combined franking $4 \times 3 + 24 = 36$ skilling pays the first letter mail rate. On reverse transit marking YSTAD 8/6/1857. Manuscript 7 (7 Sg = 12 skilling, for weiter-franko, applied in Hamburg by the Stadtpostamt).

Provenance: Until circa 1985 Einar Lundström » From circa 1985 until 2003 it was in a Private Collection » Since 2003 Anna-Lisa (b. 1941) & Sven Eric Beckeman (b. 1940).

The Correspondence to Reverend Carlson in London

Among the mail with skilling banco to foreign destinations, two of the premier items are to Great Britain. Both of them are addressed to Reverend Fredrik Theodor Carlsson (1820-1903) at the Swedish Legation in London (Carlsson served at the Legation from 1853 until 1863), who sold his correspondence to stamp-dealer Harry Wennberg in the mid 1890s. In *Filatelistiska Meddelanden* No. 9/1920 Wennberg says that Carlson's correspondence to London contained about fifty skilling banco covers. To our knowledge only two covers have survived – the others having been “put to water” to soak off the stamps since at the time of Wennberg's purchase, collectors rarely wanted entire covers.



FIGURE 53. From STOCKHOLM 7/6/1858 this is one of the two recorded usages from the correspondence to Reverend Carlson in London. The unique franking, $6 \times 6 = 36$ skilling, pay the first letter mail rate and is the largest franking with 6 skilling banco.

PROVENANCE. From 1858 until 1894 Fredrik Theodor Carlsson » 1894 Harry Wennberg (1872-1927) » 1894 until 1918 Israel Berghman (1864-1945) » Since 1918 it is in the permanent collection at the Swedish Postal Museum in Stockholm.



Inverted
month figure:
9 instead of 6.

FIGURE 54. From GÖTTERBORG 11/9/1858 this is the second of the two recorded usages from the correspondence to Reverend Carlson in London. The combined franking, $2 \times 6 + 24 = 36$ skilling, pays the first letter mail rate. In London the cover has been forwarded to Carlsson at 7 White Rock Place in Hastings with British domestic rate paid with 1d. This is the only recorded skilling banco use with a mix of Swedish and foreign adhesives. On reverse, transit markings LONDON JU 17, HASTINGS JU 18 58.

PROVENANCE. From 1955 until 1968 Lars Hedberg » 1968 until 1997 Gunnar Roos (1920-1974) and estate » 1997 until 2014 In the Trade » Since 2014 it is in The Golden Collection of Swedish Philately of Gustaf Douglas.

Summary

The recorded number of Swedish letters to foreign destinations with skilling banco stamps are around 50, of which 60% are to the Nordic destinations, 37% to European destinations and only 3% to the rest of the world. 4,6% (23 usages) are to Great Britain.

The monetary unit skilling had been introduced in 1776 and was in use until 1855. In 1855 a decimal monetary system was introduced in Sweden: Riksdaler riksgäld became the new unit with the name riksdaler riksmünt and was set to 100 öre. Öre was once again Swedish currency. The decision to change the monetary unit from skilling to öre was actually taken before the first stamps in skilling were released. In theory the Swedish Post could have practised the new monetary unit already on the first stamps, but the decision to do was delayed because of shortage of coins. Not until 17 December 1857 did the Swedish Post decide that from 1858 the new monetary unit öre should be practised on new stamps. In an announcement to the local post offices dated 31 May 1858, the Swedish Post informed that from 1 July 1858 new stamps in öre denomination values should be in force and at sale at the local post offices.

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The unique STOCKHOLMIA 2019 medal in classic format and style has two front faces, tracing the two countries' equal importance by depicting the world's most recognized stamps in stylized design.

*Sebastian Schildt
Medal Designer*

Gustaf Douglas FRPSL is internationally recognised since 2013 when he presented the only known example of The Golden Colour Error, Three Skilling Banco Yellow, one of the philatelically most important stamps in the world, as part of his Golden Collection of Swedish Philately. Gustaf is the Philatelic Head Patron for STOCKHOLMIA 2019.

Wayne Donaldson MRPSL FRCSED FRACS the son of a Scots emigrant and grandson of a Swedish sailor who thrice voyaged around Cape Horn to Australia developed an early interest in ship-letters between Sweden and Great Britain. The exhibit from which the selection in his article derives has won Gold Medals in Australian, American and Asian competitions.

Tomas Bjäringer RDP Hon. FRPSL is the fourth generation of active philatelists from the Wennberg dynasty. His grandfather, Harry Wennberg, was the second generation and was a well-known stamp dealer for many years. Tomas has always been very passionate on the first and early issues from Sweden and so has published many different sources over many years on the subject. Tomas is a Leadership Patron of STOCKHOLMIA 2019 and member of the Exhibition Management Team.

Jonas Hällström RDP FRPSL is working closely with Gustaf Douglas and Tomas Bjäringer in a number of past, current and coming projects and achievements. Jonas' current focus is as Exhibition Manager, heading the Exhibition Management Team for STOCKHOLMIA 2019 as The International Celebration of the 150th Anniversary of The Royal Philatelic Society London.

THE GLOBAL PHILATELIC NETWORK

Philatelic Partnership



The unique STOCKHOLMIA 2019 GRAND AWARD was presented at MonacoPhil 2017 by Dieter Michelson (left) and Karl Louis (right), directors of The Global Philatelic Network, Philatelic Partners to STOCKHOLMIA 2019. The GRAND AWARD, a solid glass trophy in three-dimensional design depicts the STOCKHOLM WATERFRONT CONGRES CENTRE, the venue for the exhibition when it takes place in 2019.