

Nordic Interrupted Mail 1870 - 1970

Exhibit:

The exhibit displays interrupted mail with a connection to the Nordic countries. It shows mail that was interrupted both at war and peace. Different sorts of interruption and damage are shown and explained by means of stamps, manuscript marking, labels or ambulance covers, stating the reason for delay, damaged mail and slow delivery to the addressee.

Treatment:

The letters are shown in chronological order except where display reasons interfere. There is both a general description of the incident or interruption, followed by a philatelic explanation and analysis of the objects and postal consequences.

Plan:

1870-1914:

Ballon mail from the German-French War in 1870, train crashes, and finally shipwrecks, documents regarding mail from the wreck of *SS Cimbria* where no mail was rescued. 29 P

1914-1918:

World War I showing ship arrests and seizure of parts of mail, *Arthur's* wreck after meeting a German U-boat and other ship wrecks. 8 P

1919-1939:

Ship wrecks and the introduction of airmail, among others Imperial Airway flying from Sidney, Australia to Southampton in England with many stops underway. Finally, a fire in a railway mail carriage. 30 P

1940-1945:

World War II with wrecks because of mines, mail for the 40.000 British (later US and Canadian) soldiers in Iceland rescued from the Atlantic Ocean, the liner *SS Agda* struck by a mine, arrests of ships and seizure of mail, airplane crash at Lisbon and in Sweden, and robbery from a mail van. 19 P

1946-1970:

After World War 2 with the common use of airmail that resulted in more crashes and also because of terrorism. Fires in mail van and post office, the liner *Liner Kjøbenhavn* struck by a mine and the wreck of *MS Hans Hedtoft* bound for Greenland and finally more train accident. 41 P

Sources:

Hoggarth and Gwynn: Marine disaster mail. Hoggarth and Gwynn: Railway disaster mail. Henri L Nierinck: Recovered Mail. Air Crash Mail of the World 2023, Airplane accidents and incidents volumes 1 and 2., <http://crashmail.dk>. Kjøbenhavns shipwreck of B. Wagner-Augustsenborg. Own articles in PHT, La Catastrophe and in catalogues from DJURS-2017, 2019, and 2021 exhibitions and Hornslet 2016 and 2018 exhibitions.

Top 6:

- The wreck of *SS Gefion*. 1901. R4. Frame 2 plank 11
- The wreck of *SS Agdas* 1944. R5. Frame 5 plank 8
- Fire in post office in New York with Japanese label. 1967. R5. Frame 8 plank 1-2
- The wreck of *SS Balteakos* 1946. R5. Frame 8 plank 3
- Letter related to the wreck of *MS Hans Hedtoft* 1959. 1K. Frame 8 plank 5-6
- The wreck of *Liner Kjøbenhavns* 1948. 1K. Frame 8 plank 7-8



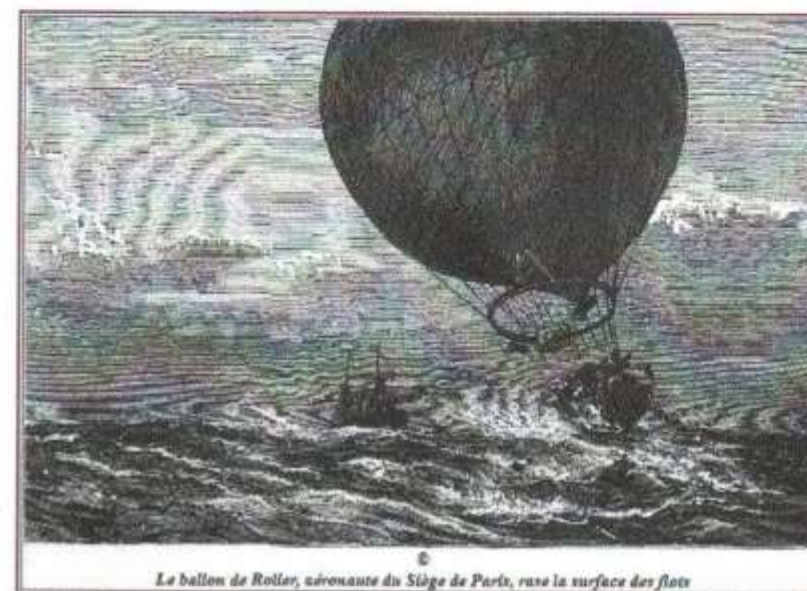
Rarity. Source: Facit	
1K	1 recorded
R5	2 - 3 recorded
R4	4 - 10 recorded
R3	11 - 25 recorded
R2	26 - 100 recorded
R1	More than 100 recorded

1870-1914

Par Ballon Monte from Paris to the North Sea



During the siege of Paris in 1870, the Prussian army had cut the telegraph line under the river Seine. The volunteers who took messages from Paris to the outside were all captured or killed. The hot air balloon "Ville d'Orleans", with one pilot as well as one passenger and 250 kg of mail, achieved the longest of all mail flights. After a flight of 14 hours and 40 minutes, it ended with a hard landing in the deserted area and deep snow at Lifjell in Telemark, Norway, 1,246 km from Paris. The two men managed to fight their way out of the hot air balloon basket but could not secure the hot air balloon that flew on with the rest of the mail. The hot air balloon finally landed at Tune, Nedre Nørregård near Krøderen in Buskerud. "Ville d'Orleans" was the first flight across the North Sea.



Approx. 100 kg of mail was thrown overboard and into the North Sea, as well as some newspapers that reported on the situation in Paris. The items were found by a fisherman from Mandal, Norway, who took it onboard. When he came home to Mandal, the mail was handed in at Mandal Post Office. From here the mail was forwarded to Kristiansand and from there sailed to Edinburgh, Scotland and on to London. Here the mail was unpacked and sent to the right addresses.



Cover stamped Paris de la Madeleine 24.11.1870 and sent with hot air balloon no. 33, bearing the name "La Ville d'Orleans". The letter was among the approximately 100 kg of mail thrown into the North Sea. Postmarked Cherbourg (48) 10 December 1870. Domestic postage rate 1.1.1862-1.8.1871 20 centimes. R4

1870-1914

Newspaper

The newspaper is a summary of the most important news and events. It was published twice a week, Wednesday and Saturday, at 10 pm. It cost 15 cents. The newspaper, along with other newspapers of this type, were intended to be sent to the outside world by hot air balloon. The paper on which it was printed therefore weighed no more than 4 grams, just as there was space left on the paper to write a personal greeting to the person you wanted to send the newspaper to. This newspaper is from Saturday 19 November 1870, and summarizes what happened on Wednesday 16, Thursday 17, and Friday 18 November. In addition, there is a section simply called "The Situation", which is reminiscent of an analysis of the political situation. It has the character of a leader and calls for continued struggle. Finally, the stock market prices for the three days are listed. In general, the information in the newspaper, and other newspapers of this type, was of an encouraging nature to show i.a. the province that the Parisians did well. Thus, military progress, adequate food supplies, etc. are often reported. The individual days are divided into three sections: Military Report, Official Actions and Mixed Information. The military report describes various battles as well as the governor's visit to the Parisian troops. The Parisians are doing well, and the governor is pleased with the morale among the troops. 'Official acts' describe various departures and new appointments, i.a. that Etienne Arago will step down as mayor of Paris on 16 November – of his own decision and to the great regret of the government. Instead, Jules Ferry is appointed (who later becomes Minister of Education in several French governments and is considered one of the founders of the French school system with free education for all).

Par Ballon Monte from Paris to Lifjel, Norway

Letter sent on Ballon Monte "Ville d'Orleans" on 24 November 1870 from Paris. Due to increasing winds, the balloon drifts out over the North Sea. As they come in over land, they try to land. At one point they are so far down that their anchor grabs a tree, and then both jump out of the basket with the result that the balloon rises again and continues and finally lands on the Norwegian mountain Lifjel in Telemark, Norway. The mail was sent to Kristiania (Oslo) and forwarded from there directly to the recipients. The letters are known to have been stamped on arrival in France after 8 December 1870.



Letter stamped Paris - BT Malesherbes 21 November 1870 and sent with the hot air balloon "Ville d'Orleans" and landed at Lifjel in Norway. The letter was sent from there to Kristiania via Drammen on 28 November. The French consul decided that the mail should be sent to the addressees, which started on 9 December 1870. Postmarked Rignac, 12 Dec 1870. Domestic postage rate 1.1.1862-31.8.1871 20 c. R3

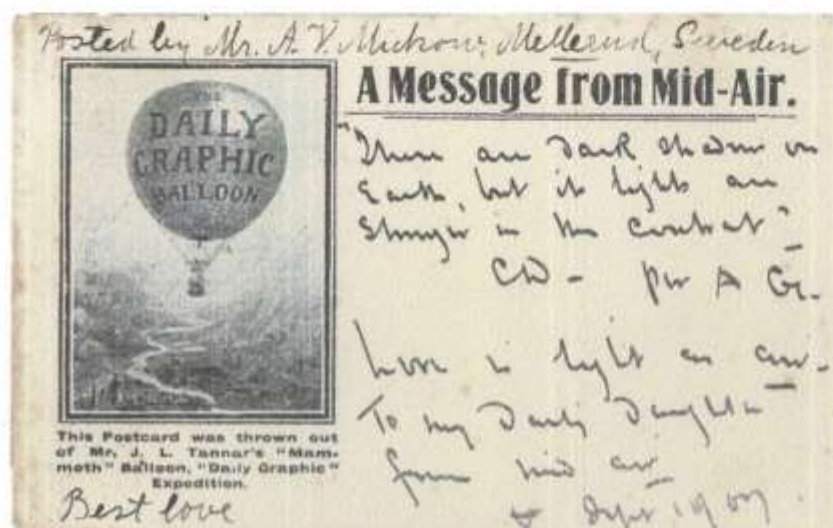


Newspaper. Continued 'Mixed information' is truly mixed and gives, for example, a status of the number of cannons, but is also used to celebrate the fact that serious work is now being done to take care of the weakest, and that begging soon should not be necessary anymore. In addition, it is described how the collection of animals with horns (goats, etc.) has given unexpected results. So far (16 November), more than 3,000 animals have been reported, equivalent to fresh meat for ten days. On 17 Nov., news from English newspapers on the situation in the rest of the country and in Europe is described. In cases where the information in the English newspapers is not in Paris' favor, the French newspaper argues against the information, presumably to encourage readers. On November 18, there is an independent section on the postal hot air balloons: "Out of the two that were launched last Saturday, one, the *Daguerre*, launched by the engineer Piéron, should have fallen into the hands of the Prussians near Ferrières. The news of this should have been given to Paris by five pigeons that survived the crash. As for the second hot air balloon, the *Niepe*, launched by Mr Dagron, which contained the necessary tools to organize the postcard photography in Clermont-Ferrand, there is nothing new."

1870-1914 Daily Graphic Hot Air Balloon Crashes near Vänern, Sweden



The English newspaper "Daily Graphic" arranged and financed a long-distance flight from London with the large hot air balloon "Mammoth" which was owned by J. L. Tanner. Auguste E. Gaudron was the skipper and as the 3rd man was the representative of "Daily Graphic", Charles C. Turner. The start was from Crystal Palace on 12 October 1907. The intention was to set an endurance record for free balloons. The course was northeast and after flying across the North Sea, Denmark and the Kattegat, they were again over land. Ahead they saw another large ocean, but they did not know whether it was the Baltic Sea or the Atlantic Ocean. They immediately decided to land before they would get over water again. The landing was very violent and the mail spread over a large area. Both the crew and the passengers survived the hard landing. The water, they saw ahead, turned out to be the Swedish lake Vänern.



In Sweden, by far the largest proportion of the mail were found by the crew and by the schoolteacher A. V. Mickow. They handed in the mail at the post office in Tösse, where it was sent to London on 14 October 1907, where they were marked with a T and a postage stamp 2d. The card below was not found until December 1907 and this time the teacher wrote a personal greeting to the recipient: "Posted by Mr. A. V. Mickow, Mellerud, Sweden, Best Love".



The postcard came to Sweden with hot air balloon in an attempt to set a new record for hot air balloon flight. Submitted and sent from Mellerud post office 13 Dec. 1907. Stamped in London with T = Taxe and 2 d I.S./M. International Service M = initial. Redirected to Speedwell Hotel, Portsmouth. Postage rate abroad 1.7.1875-31.1.1921 10 øre. R3

1870-1914 Daily Graphic Hot Air Balloon Crashes near Vänern, Sweden



En lang Ballonrejse.

Fra London til Genern paa 19 Timer.

Alle tidligere Rekorder baaet.

Den store Ballon, der, som omtalt, i Søndags Middags påstod sig at være den første, der var vist sig at være Ballonen "Mammoth", den første Ballon i Verden, der i Søndags paa Initialis af Bladet "Daily Graphic" gik op fra Crystalpaladset i London med tre Personer om Bord og med det Formaal at nåe Rusland.

Saa langt naaede Ballonen dog ikke, men den naaede i Søndags Eftermiddag c. Kl. 6 i Dalsland i Sverige, og den gik da meget fast og flugtede sig af en Skov, hvor man bragte den til Jorden.

Randers Amtsbasis and Adressecontours Efterretninger wrote an article called "A long balloon trip" on 15 October about the Daily Graphic's balloon "Mammoth", but the world's largest hot air balloon did not set a new record in flight length, as the longest flight length was set by the hot air balloon "Ville d'Orleans" from Paris to Norway on 25 Oct. 1870.

The cards below must have been found on the same day they fell out of the basket on 14 Oct. 1907. The schoolteacher AV Mickow found the cards spread over a large area and handed in the first ones at the post office in Tösse, where they are postmarked Tösse 14. October.1907.



The postcard was handed in and sent from Tösse post office on 14 October 1907. Arrival at Beckenham 17 Oct. 1907 Postmarked with T = Taxe and 2 d I.S./L. International Service L = initial. Forwarded to Bromley Kent where it is postmarked on arrival at 2.45 PM the same day. Postage rate abroad 1.7.1875-31.1.1921 10 øre. R3

1870-1914

Train accident in Ottersberg, Germany



30 December 1906 an express train ran into an express freight train at Ottersberg station on the Hamburg-Cologne line. The accident is mainly due to fog and poor visibility, so the train drivers had problems seeing the signals. The express freight train mainly transported slaughter cattle and the express train that was pulled by two locomotives and then a mail compartment car where 14 postal workers worked to sort the mail. Among the mail was a large amount of money and securities, which at the end of the year were to be traded on the stock exchanges in London, Antwerp, Brussels and Paris. Their value was estimated at between 10 and 20 million marks.

In the accident, 8 people died and 20 were seriously injured. Most of the victims were postal workers who worked in the mail compartment car. Around 70 cattle died instantly and the many injured animals were slaughtered by local butchers. Both locomotives, the baggage car and the mail compartment car were completely destroyed, and almost all the other cars in the express train were damaged, e.g. also at the fire that occurred. The post compartment car was guarded because of the values.



Part of the back with the sender

Violet stamp type 2:

Damaged at
railway accident
Ottersberg

The Very Few Seen of this Stamp

Damaged
in the railway accident
near Ottersberg (Hannover)

All are faint, but the frame a little darker. R4

Part of back cover of Service Postal.



Arrival Oss 7 January 1907 and wafer:
"Kaiserl. Deutsches Postamt, Bremen 1".



Letter sent from Copenhagen and stamped in the post compartment in the train between Copenhagen (Denmark) and Korsør in December 1906. Unfortunately, due to the lack of a stamp, we cannot see the date, month or year. R3



After the accident, the letter from Denmark was forwarded in this Service postal envelope to from Bemen 6 January 1907. Arrival stamp on the back in Oss, Holland 7 January 1907. On the back there is also a wafer "Kaiserl. Deutsches Postamt, Bremen 1".



The freight car contained mail from America to France, Germany, Sweden and Denmark. In Sweden they used 4 different labels and this purple stamp. The Germans claimed that the damage occurred on board the American steamer La Lorraine and not in the railway car.



The three of the four Swedish labels are with a specific date in the month of August 1910, when they arrived in Sweden. They all refer to the above-mentioned fire in the railway carriage July 29, 1910, whereas the other postcard below is stamped in purple colour:

"Försändelsen skadat af/vatten före ankomsten/till Sverige."

"The shipment was damaged by/water before arrival/to Sweden."

There are 5 known items with this Swedish stamp.



Postcard cancelled in Philadelphia July 20, 1910 sent via New York, from where it was sailed across the Atlantic on the SS La Loiraine to Le Havre. Then by train to Paris, where the fire occurred. Arrival stamp Postdirektionen S.D. 1 August, 1910. Here the purple stamp was applied. R2



Försändelsen tillhör Amerikapost, som den 28 juli 1910 varit utsatt för eldsolycka å stationen Pont St. Marence (Frankrike), Stockholm 1 den 3 augusti.

The consignment belongs to American mail, which on 28 July 1910 was subjected to a fire accident at station Pont St. Marence (France), Stockholm 1 den 3 augusti.

Postmästaren.

Postmaster.

The above is a copy of label type 8b.
Handwritten: "Complaints register 1.11.10."

Label type 8b is only with the date: 1.11.10.

Only known with this label.



Letter postmarked New York N.Y.Sta.P 1910 and sent from New York by SS La Loiraine to Le Havre. Then by train to Paris, where the fire occurred. After arrival in Sweden, a label type 8b was attached, which explains the letter's appearance and delay. R2

1870-1914 Accident with Railway Carriage on Hamburg – Stettin, Germany

On 18 June 1913, the train's mail compartment carriage on the route between Hamburg and Stettin had technical problems and could not continue. The mail was reloaded for the next departure, but during this work, a mailbag gets lost. Since it only contained ordinary mail, no one immediately missed it. The mailbag is found about 2 weeks later, and the mail was forwarded with the label below, explaining the delay.



Aus einem Briefbeutel der Bahnpost 17 Hamburg-Stettin vom 18.6., der unterwegs abhanden gekommen war und nachträglich wieder aufgefunden worden ist.

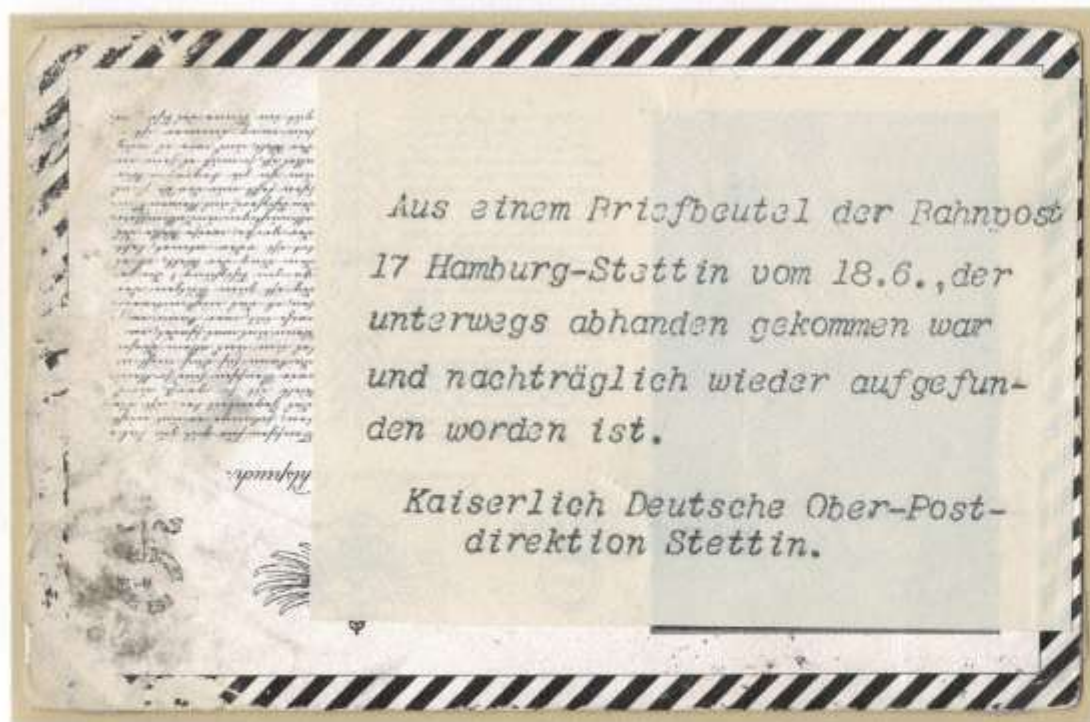
*Kaiserlich Deutsche Ober-Post-
direktion Stettin.*

Label:

From a railway mail bag
17 Hamburg-Stettin from June 18th, that
was lost along the way
and found again later.

*Imperial German Ober-Post-
Direction Stettin.*

Only item known to the Nordic countries.



Postcard written in Lübeck 17 June, 1913 and cancelled Lübeck 2 18 June, 1913. Sent via Hamburg, from where it was sent by train on the route Hamburg-Stettin. Forwarded to Sjötorp, Göta – Kanal. postmarked Sjötorp 8 July, 1913 and re-addressed to Kramfors. 10 Pfennig rate for foreign mail. R3

1870-1914 Fire in Railway Carriage at Pont St. Marence Station, France

Letter cancelled New York.N.Y.Sta ? July 1910 and sent by ship to Europe. After arriving in France, it was forwarded on the Paris – Jeumont line, where a fire broke out in the mail compartment carriage, which damaged part of the mail, which was forwarded to the respective countries in Europe.

The shipment below is provided with label type 11:

*"Nærværende Forsendelse er blevet beskadiget
ved et Jernbaneuheld i Frankrig den 29. Juli 1910.
Kjøbenhavns Brevpostkontor."*

*"The letter was damaged
in a railway accident in France on 29 July 1910.
Copenhagen Post Office."*

The other type (Type 12) that was used in Denmark has the following wording:

*"Beskadiget under Be-
fordringen ved en Brand i
Frankrig".
Kjøbenhavns Brevpostkontor."*

*"Damaged during
transport in a fire in
France.
Copenhagen Post Office."*



Letter cancelled New York.N.Y.Sta ? July 1910 and sent via France to Denmark. Here a label was applied with the text: "The present shipment was damaged in a railway accident in France on July 29, 1910. Copenhagen Post Office." The letter was cancelled Copenhagen 26 November 1910. R2

1870-1914

The Sinking of the *SS Berlin* in the North Sea

"*SS BERLIN*" 1907. The Great Eastern Railway Company's steamer '*Berlin*' was ending her voyage from Harwich, England, to Hook of Holland, when at 5 in the morning on 21 February 1907 in a heavy storm she ran aground on the head of the pier at the entrance to 'New Waterway' which is the entrance to the River Maas from the North Sea. When she hit the breakwater, she very quickly broke in two and sank immediately with the loss of 165 lives.

The mail was rescued and everything appeared to being damaged by seawater. There are a number of different types of markings that were used. This letter from London has a purple two line 'BESCHADIGD DOOR RAMP / HARWICH BOOT'/'DAMAGED BY DISASTER / HARWICH BOAT' stamp. Four different stamps were used, out of which this is type 1. All stamps were used in the Netherlands.

"F.S." was the rubber stamp used for foreign printed matter by the head office in London. The Foreign Section was formerly known as "Foreign Branch" and used a "F.B." stamp.



Printed matter letter from London stamped with FS (Foreign Section) for foreign printed matters to Amsterdam, Holland. Halfpenny was the rate for foreign printed matters 1 April 1879 – 30 April 1949 up to 2 oz. R3

1870-1914 The Wreck of the *SS Finance* at Sandy Hook, New York

SS Finance sailed from New York on Monday 23 November 1908. On Thursday 26 November she rammed by the White Star Steamer "*George*" at Sandy Hook near New York. The attack was so violent that not everyone managed to be saved. 3 passengers and 1 crew member died.

There were 771 sacks of mail on board, of which 171 were for delivery in the Canal Zone, 27 in Colon (Area at the entrance to the Panama Canal), 38 in Panama, 404 for the British Packet Agent, 119 for Salvador, 12 for Mexico containing mail to the United States State Department and one for each of Guayaquil, Quito and Panama. All the collected mail was returned to the New York Post Office, where it was sorted for forwarding – or returned to the sender. The forwarded mail had two different labels and a stamp. Both labels were signed E. M Morgan, Postmaster.

Type 3 label below:

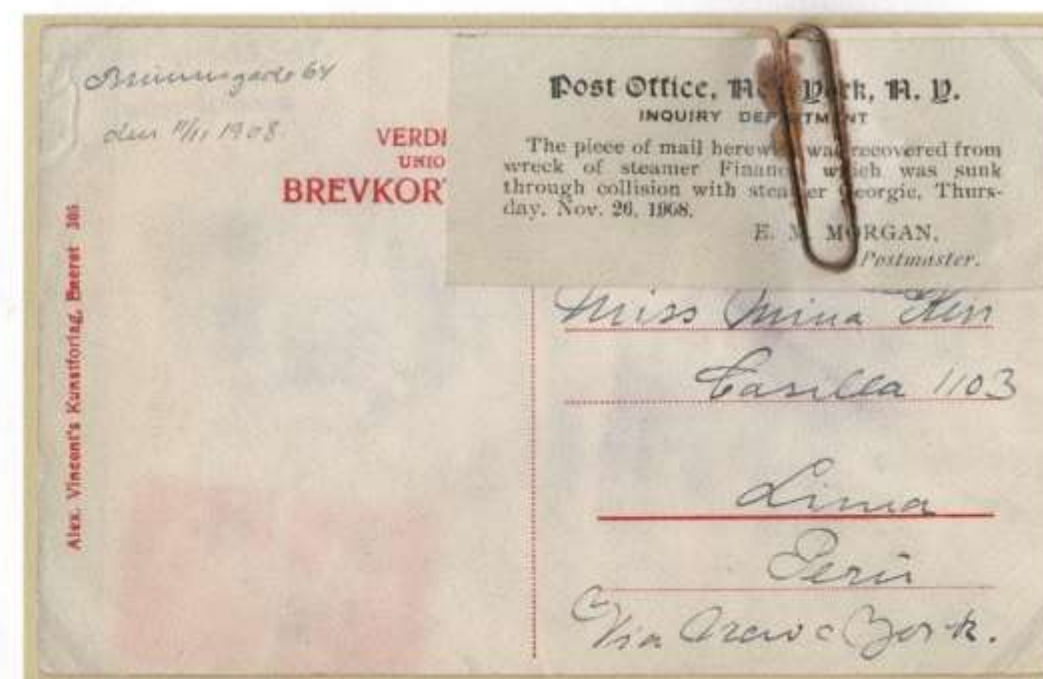
Post Office, New York, N.Y.

Inquiry Department

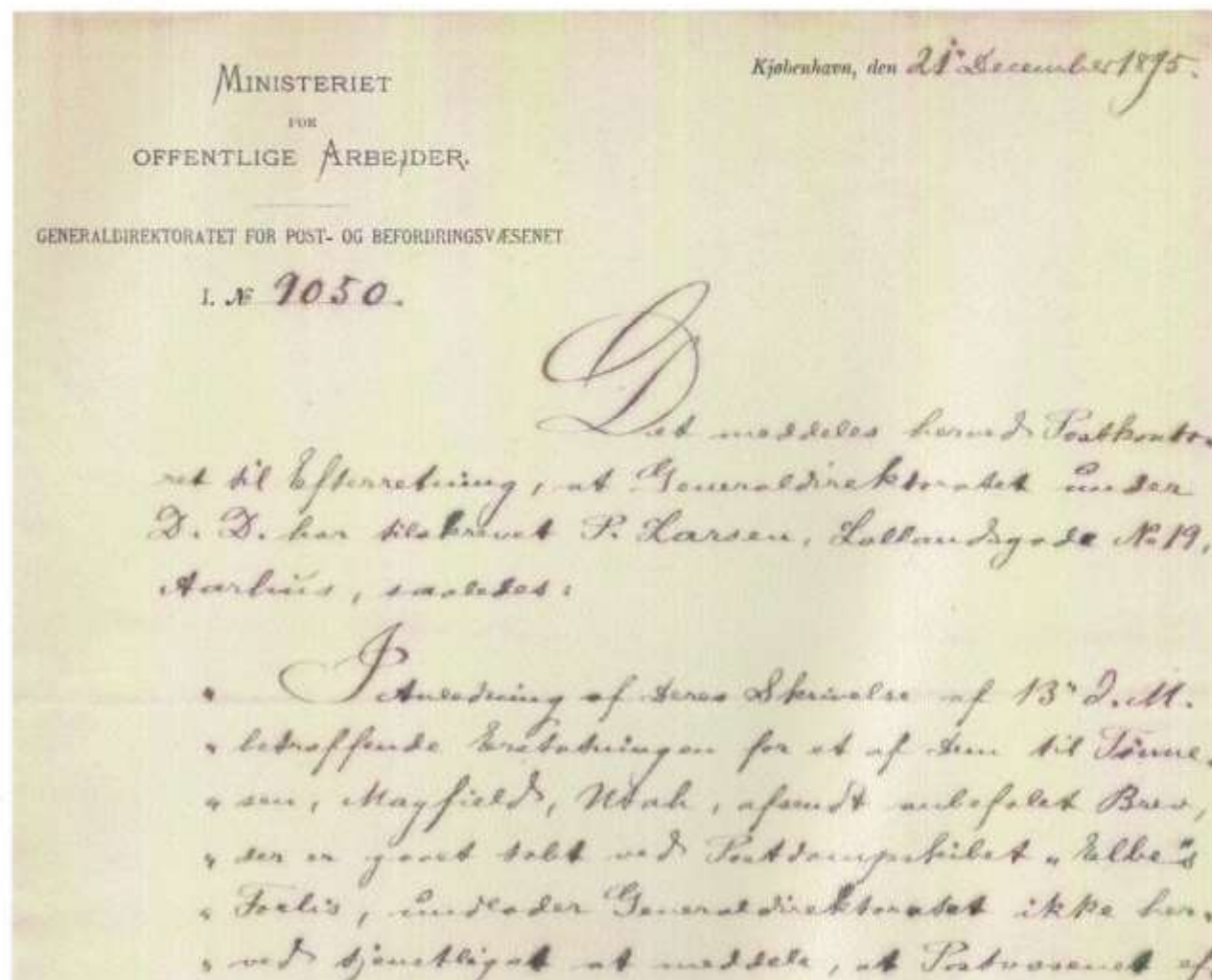
This piece of mail was recovered from the wreck of the steamer *Finance*, which sank after a collision with the steamer *Georgic*, Thursday, Nov. 26, 1908.

E. M. MORGAN Postmaster.

Only recorded letter from the Nordics



Postcard sent from (Aarhus, Denmark) via New York to Lima, Peru, but unfortunately it didn't make it that far. After recovery, the card was returned. The Danish postal service found out that the sender lived at Bruunsgade 64, Aarhus, despite the lack of information about the address. R2



Copy of letter to P. Larsen, Lollandsgade, Aarhus regarding compensation for non-received registered letter which was sent with the sunken SS Elbe

Copenhagen, 21 December 1895

Ministry of Public Works

Directorate-General for the Postal and Transport Administration
L.No. 9050.

It is hereby notified to the Post Office's right to information that the Directorate General under D.D. has attributed to P. Larsen, Lollandsgade No. 19, Aarhus, as follows:

On the occasion of your letter of 13. This month Regarding the compensation for a letter sent by you to Tønnesen, Mayfield, Utah, which was lost in the sinking of the mail steamship "Elbe's", the Directorate General does not refrain here, by officially announcing that the Postal Service is not obliged to compensate those in the event of a shipwreck according to the rules of the Universal Postal Convention registered letters to the United States were lost. Nevertheless, the German Postal Board intends to settle compensation for the shipments in question, but the possible compensation amount can only be expected to be paid once the case has been concluded by the German authorities.

To the Post Office

C Svendsen / C L Lage

The original is on the back of the plate

The steamer Elbe left Bremerhafen 29.1.1895, bound from Bremen to Southampton and New York. She had on board 354 people - 199 passengers and 155 crew - and a general cargo including of mail from various European countries and Russia.

As the ship crossed the North Sea on a bitterly cold and dark but clear night, she fired rockets at intervals to warn of her presence. Crathie struck Elbe with great force abaft the engine room, and Elbe sank almost immediately with the loss of 334 lives. Ice made it difficult to release the boats, and only one was successfully launched. There were just 20 survivors, and Crathie continued on its journey to the Netherlands

The collision occurred about 45 miles off Lowestoft. The smack Verena brought some bags to Lowestoft on 4. februar, og Anemone landed two others at Harwich on 10. and 20. february. Five bags were washed ashore at Southwold on 5. February. Post is the mountain until 23 February

The recovered mail was sent back to Germany for possible repair, where two different stamps were also used:

"Free! Marke abgefallen. / Paid! Stamp Lost."

"Geborgen aus der / Postladung der untergangenen / Dampfers "Elbe". / Postamt 1 Bremen."

"Salvaged from the / postal cargo of the lost / Steamer "Elbe". / Post Office 1 Bremen."



Only one stamp has been used on the letter below, which has also resulted in the letter being penalized upon arrival in New York, which the recipient has had to pay 10 cents to have the letter delivered. There is doubt as to whether the postage stamp and the letter belong together.

Only three shipments are known with T = Tax on arrival in the United States, from this wreck.



Letter sent from Åkarp, Sweden 25.1.1895 via Malmö to Bremen, where it is forwarded with SS Elbe. Due to lack of stamp is provided with a T = Taxe stamp and New York Feb ?? Pigeon 10 cents. The Swedish postage rate for UPU letters 1st weight class valid from 1.7.1875-31.1.1921 20 øre. R3



Blair du 2.3.83

Geo. Meyer

I anledning af at jeg er nu for at se efter
din Broders P. Jensens Penge da han havde lånt
dem for lang tid siden, efter hvad vi havde tænkt
da maatte den Anvisning kiønde Været
lang tid siden, men end ikke kommet.
For jeg har lovet at bede dig om
Penge, som du kan tilsende ham.
Du maa melde dig Paa Bankens Tænk
at faa en anden, og send den her til
og lad de de faa snart sende. Vi ka
men. Jeg tjener nu at de skulde Vin
og de vel de igjenskielt, men det kan be
paas, og kommer der ingen anden bilt til
es deri kommet. Da maa det sende den ind
anden bilt. Venligt P. Larsen.

Blair L^d Box 8

Spindown after Ben Adreth

Peter Jensen, in care of S. M. Blair, St. Bonifacius, Minn.

The letter on the left was written on the 2nd of 3rd in 1883 by P. Mogensen Blaiser, Newbraska, North America to Petter Jensen, who long ago should have received a registered letter from his family in Denmark. Contact with the Danish postal service results in the letter being sent by DS Cimbria, which sank in Lake North Sea near Borkum on 19 January 1883.

Der Untergang der Cimbria – Der Tod kam im Nebel

Sinking of Cimbria – Death came in the mist.
This is what the German newspapers
wrote at the time in 1883.

Ministry of the Interior
The Board of Governors for the Post and Telegraph
Service, Copenhagen, 19 June 1883

Writing to the Post Office in Aarhus about two registered letters that have not reached the recipients in America. As they have been forwarded by the steamship "Cimbria", the Board of Governors notes that compensation has been applied for at the German postal service.

With Rescept. / Committee / To the Post Office in
Aarhus / N. 53 1883

INDENRIGSMINISTERIET.

OVERBESTYRELSEN FOR POST- OG TELEGRAFVÆSENET.

Kjøbenhavn, den 17^{de} Juni 1883.

4188.
Holding of Pastors and Privileges
of H. d. M. betroffende I herholden til
M. N. Thomsen, Pierre, Dakota og til Peter
Kerker, Nebraska, udsendte anbefalede Breve,
der ene gaar til table ved Dampskibet "Cim-
bria" Tante, skal man til Efterretning og
videre farsider Tilhørende, vel for de med,
harmende Hverden hermed medde, at man
har herved sig til det tydelige Pastorsen
om Erstatning til Hverden, af samtlige
1888.



DS Cimbria sailed on the route Hamburg - New York. On 19 January 1883, she collided with SS Sultan in very dense fog off the island of Borkum. In the sinking, 55 were rescued and 437 perished. SS Sultan continued her voyage without coming to assistance. The passengers in the basket saved their lives. Of the passengers who died, the vast majority came from Eastern Europe. UK

Aarhus Post Office
C: 11th June 1884

Transcript Copy of the back page

When sending this appendix, the Office must not fail to make a request to the Royal Mail information regarding:
"Who the sender is also equal regarding the Sender's residence."

Linde / Post matter / Vester Skjerninge!

Aarhus

Gratis Postbevis.

Til *Jensen*
Newbraska

eller her idag indleveret: *Bru NB*

Kr. Øre; Vægt Pd. Kvint.

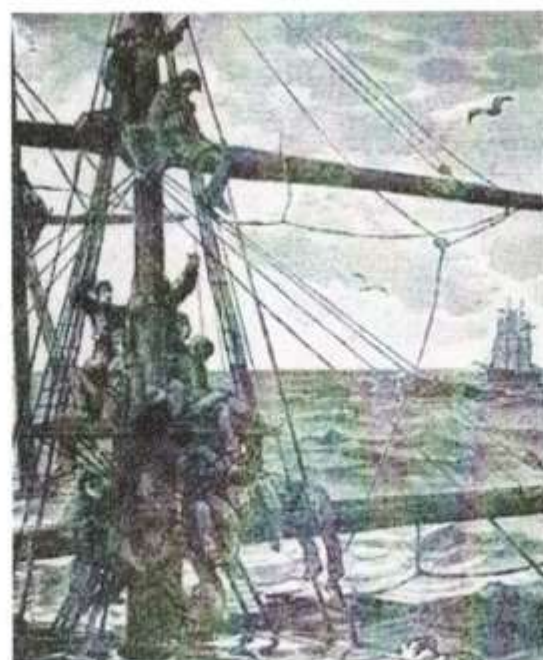
hvorfor ialt er erlagt:

ved paaklaebede Frimærker 3/ Øre
kontant -

Aarhus Post *11*
d. *11* 1883.


Bru

Kjøbenhavn. — Trykt hos J. H. Schultz



A / transcript
Free Postal Certificate
To: Jensen
In: Newbraska
Submitted today:
Letter NB
Stamps affixed:
36 øre
Aarhus Post: 21

To the right, reply letter
from Vester Skjerninge
to Aarhus Post Office
regarding two lost
registered letters
sent to America. Please
see the copy book and
the NB journal for
further information.


 Saarid jeg nu erindrer var der
samtidig Tale om 2 bokromme NB
Trove det Amerikka (jegge formentlig
havde mid et forlert Skib). Det ene
var vist afendt af en Mand i
Kinnapi: Luthriket (i Timning),
om det andet kan jeg ikke erindre
yderligere. Vagen blev i sin Tid
indleveret til Ouekrykkeren, finde
Apenderen ikke noteret i Kaptloggen.
Oder Skilghed for at det blev
i NB. Journalen ind for det paa-
gaaende Der kan være tilføjet
foruden Oplysning. Sa
Anden Oplysning ser jeg mig ikke
i stand til at give om.
at B. Bru

1870-1914

SS Bores Shipwreck 31 December 1899. Stockholm Archipelago, Sweden. Mail Rescued January 1900



Stamps that were fished out of one of the sacks of mail that were recovered from Bore in the month of January 1900. Mounted in diamond shape on a plate.



14 labels "Tillhör Ångf. BORES post." type I from a mail sack recovered in January 1900. Below, a clip from an ambulance with the text: "tillhörande förolyckade ångf. BORES post".

In very dense fog, SS Bore wrecked on Alskær in the Stockholm archipelago and sank in the morning to a depth of 36 meters. All passengers were rescued. Almost all luggage and mail were recovered within three weeks. Envelopes of several different sizes were made for the damaged letters. For postcards, special labels were made to put on the cards, informing the recipient of the reason for the delay.



A New Year's greeting from the family in Nikolaistad did not arrive on time as desired, unfortunately. Red label type 1 "Tillhör Ångf. BORES post". This card is from the mail that was rescued within the first three weeks of January 1900. R1

1870-1914

SS Bore's Wreck 31 December 1899. Stockholm Archipelago, Sweden. Mail Rescued August 1900



Postcard written in St. Petersburg, Russia and stamped in the train H:fors – St. P.burg 28. December 1899 to Helsinki 30 December, 1899, readressed to Helsingborg, Sweden. Sent to Turku onboard SS Bore. Rescued in August 1900 and cancelled on arrival Helsingborg 30 August, 1900. Label "Tillhör Ångf. BORES post." is type 2. R2

Svenska Dagbladet 22 August 1900.

Bores (two) last mail sacks rescued.
Mail from the sack of registered mail was not shipped from Sweden until September.

Postcard cancelled Helsinki 29 December, 1899 and sent by SS Bore to Stockholm. The card is an order for goods, which should be dispatched immediately per postal parcel, but unfortunately it took 8 months before this card reached the recipient. Stockholm's North Arrival Department has dried, stamped and affixed label type 3 before sending it to the recipient. R3

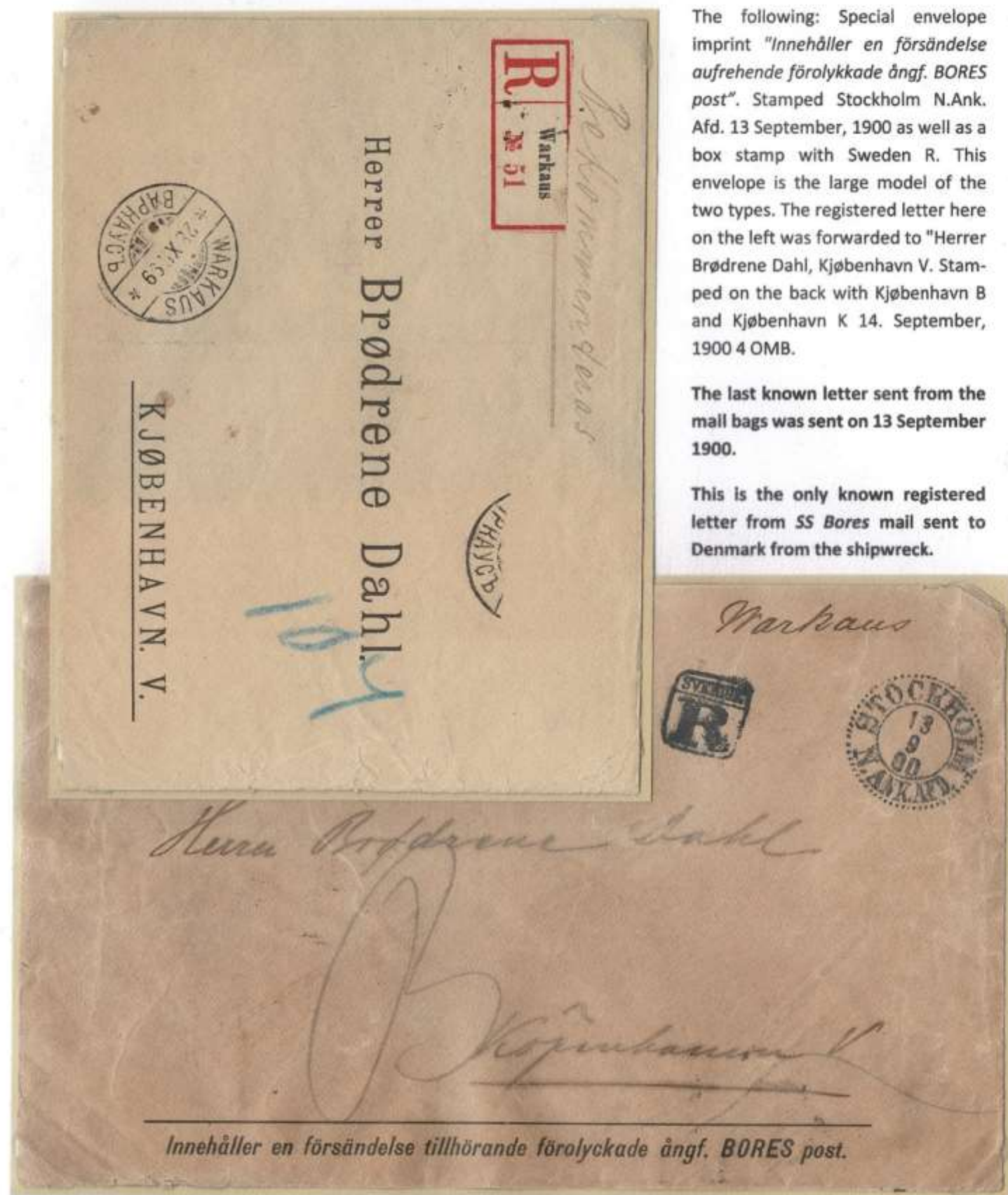


SS Bore was built in 1898 at Helsingør Jernskibs og Maskinbyggeri for Ångfartygs Ab Bore, Turku. It was introduced 29 January 1898 on the route Turku – Mariehamn – Stockholm. Ran aground near Kapellskär (Ålskärs ground), sinking the following day to a depth of 36 meters. 17 February, Bore was declared shipwrecked and was deleted from the Finnish ship register. Large parts of luggage and mail are collected within three weeks. The salvage company Bärgnings och Dykeri Ab Neptun, Stockholm, tried in August and September to raise SS Bore again. Thereby they found several mail bags, which were delivered to Stockholm's North Department for drying and forwarding. Postcards were forwarded after drying, and in order to make the reason for the delay visible, some labels were produced, and this time with a slight deviation compared to the labels from January.



Letter cancelled Helsinki 29 December 1899 and sent by SS Bore to Stockholm. In August 1900, the letter was delivered to the Stockholm North Arrival Department and dried and subsequently placed in one of the special envelopes for forwarding to the recipient. Well-preserved letter with content after 8 months' stay in the Stockholm archipelago. R2

Special envelope printed "Innehåller en försändelse tillhörande förolyckade ångf. BORES post". Stamped Stockholm N.Ank.Afd. 31 Aug 00. In this envelope, which is the small model of the two types, the letter here on the left was forwarded to Mrs Gerda Carlson, Brahegatan 51, Stockholm.



Registered letter sent from Warkaus 28 Dec 1899 via Turku, where it was transported by SS Bore to Stockholm, but due to the shipwreck it was almost 9 months delayed. R4

The following: Special envelope imprint "Innehåller en försändelse aufrethende förolykkade ångf. BORES post". Stamped Stockholm N.Ank. Afd. 13 September, 1900 as well as a box stamp with Sweden R. This envelope is the large model of the two types. The registered letter here on the left was forwarded to "Herrer Brødrene Dahl, Kjøbenhavn V. Stamped on the back with Kjøbenhavn B and Kjøbenhavn K 14. September, 1900 4 OMB.

The last known letter sent from the mail bags was sent on 13 September 1900.

This is the only known registered letter from SS Bore's mail sent to Denmark from the shipwreck.



There were originally 20 sacks of mail on board the SS Bore, of which 18 were recovered within three weeks. A sack was rescued in August and another in September 1900, the latter containing insured and registered letters. Insured letters were returned to Finland.

From Dagens Nyheter (Today's news) 2 May 1901.

I det inre af Bore har bland andet påtruffet en postlås, innehållande bref och nyårskort, som på torsdagsmiddagen afhæmtedes af postverket. Ett par flickor, tilhørende två af den kvinnliga tjänstepersonalen, ha återfunnits i något lunda oskadadt skick och återlämnats till Agarinnorna.

After SS Bore was raised and towed into dock, the mailbox on board was opened as well as some boxes in the cabins, and it turned out that there was some mail written onboard Bore. The letter below is one of those letters. Mail from the ship's mailbox or the cabins have the special characteristics that they were not stamped in Finland.



Letter from SS Bore's shipwreck with label type 5, which is larger than the other 4 types. The letter was at the bottom of the Stockholm Archipelago for 17 months. Stamp St:holm Söder 3 May 1901 4. Tour. R4

1870-1914 The Wreck of the SS Gefion on 19 January 1901 in Øresund



SS Gefion and SS Hveen collided in Øresund in dense fog and SS Gefion sank within 6 – 7 minutes. All passengers were rescued. Divers collected the mail the day after the shipwreck.

Clip from Svenska Dagbladet 20.1.1901.

(Genom Svenska Telegrambyrå.)
Kollision mellan Øresunds-ångare.
Gefion sjenken.
MALMÖ, lördag. Øresundsångarna Gefion och Hveen, den förra dansk och den senare svensk, hvilka upphålla trafik mellan Malmö och Köpenhamn, sammanstöt i förmiddags utanför Sjollen, hvarest Gefion sjenk. Vid tillfället räddo ännu.
Hveen, som kom från Köpenhamn och gick för full maskin, rände in på Gefion, som låg stilla och signalerade. Stöten trädde Gefion mellan hjulluset och akterskeppet på styrbords sida.
Genom befallda lugna uppträdande före-

On the right you can see what Folkets Avis wrote on 20 January 1901.

Ship collision in Øresund
"Hveen" sunk
"Gefion".

83 passengers in danger.

The steam ferry "København" saved them all.

Skibs-Sammenstød i Sundet.
"Hveen" sejler "Gefion" i Sænk.
83 Passagerer og Mandskabet i Livfare.
Dampfergen "København" redder dem alle.



Registered letter sent by Skandinaviska kredit Aktiebolag, Norrköping 18 January 901. Sent via Malmö to Copenhagen, where it was cancelled 21 January 1901. Stamped: "Mail from/wrecked steamer Gefion/Malmö Jan. 01.". Only recorded registered letter from this wreck. R4

1870-1914 The sinking of the SS Cairo off Alexandria, Egypt



SS Cairo was an Italian registered passenger and cargo ship from 1881 that sailed on the route Sierra Leone - France - England - Genoa - Naples - Messina - Alexandria. On 6 March, 1905, she ran aground in very rough weather on the approach to Alexandria. SS Cairo capsized and lay with approx. 45° slope, so the post was damaged by water.



SS Cairo lying at the entrance of Alexandria harbor.

The mail was stored in sacks on deck and was washed into the water due to the rough weather. Fifty sacks of mail were found and brought into Alexandria, from where it has been forwarded.

Only known shipment from the Nordics.

The picture page with "Greetings from Copenhagen, Rosenberg Castle" of the postcard below sent by Olga Feddersen.



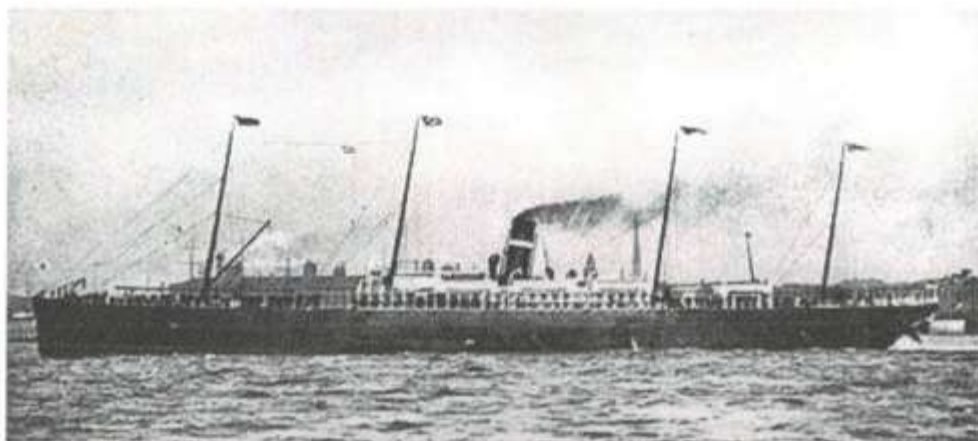
Postcard sent as "Printed Matter" from Denmark via England, where it was forwarded by SS Cairo to Alexandria, where it is stamped 8 June 1905. Arrival stamp Zagazig 9 June 1905. Stamped with bilingual violet stamp: "Sauve du naufrage du "Cairo". / "Saved from the wreck of S. S. "Cairo". R3

1870-1914 *R.M.S. Labrador* Shipwreck at the Mackenzie Rock/Skerryvore

R.M.S. Labrador sailed on the route St. John, New Brunswick and Halifax, Nova Scotia to Liverpool. On departure from Halifax on 1 March 1899, she entered a very foggy area which made navigation very difficult, which also resulted in *R.M.S. Labrador's* wreck on Mackenzie Rock near Skerryvore Lighthouse. It wasn't the only ship that was out of course. Shortly after the collision, a Norwegian ship *SS Viking* appeared, likewise out of course. *SS Viking* rescued the people in seven of the eight lifeboats and some mail floating around. The eighth lifeboat was close to the lighthouse, so the 12 people saved themselves. There were 74 passengers and 92 crew members on board the *R.M.S. Labrador* plus general cargo.

SS Viking sailed on to Glasgow with its passengers and the rescued mail. The next day, the shipping company sent out a tug boat from Liverpool to rescue what could be rescued. They found, among other things, some more mail which was brought to Liverpool and forwarded from there.

Mail rescued by the *SS Viking* is known by: Stamped in Glasgow on the day of dispatch, a square stamp: "DAMAGED BY IMMERSION / IN SEA WATER". Mail processed in Liverpool is stamped "RECOVERED FROM WRECK / OF SS "LABRADOR".



Postcard written 14 March and postmarked Deloraine, Manitoba 15.02.1899 and sent via Halifax from where it was sent by the *R.M.S. Labrador* on 21 February 1899. *Labrador* sank 1 March. Part of the mail was forwarded with a Norwegian steamship "Viking" and sailed to Glasgow 10 March.1899. Arrival stamp Enghien, Belgium 12 March, 1899. R3

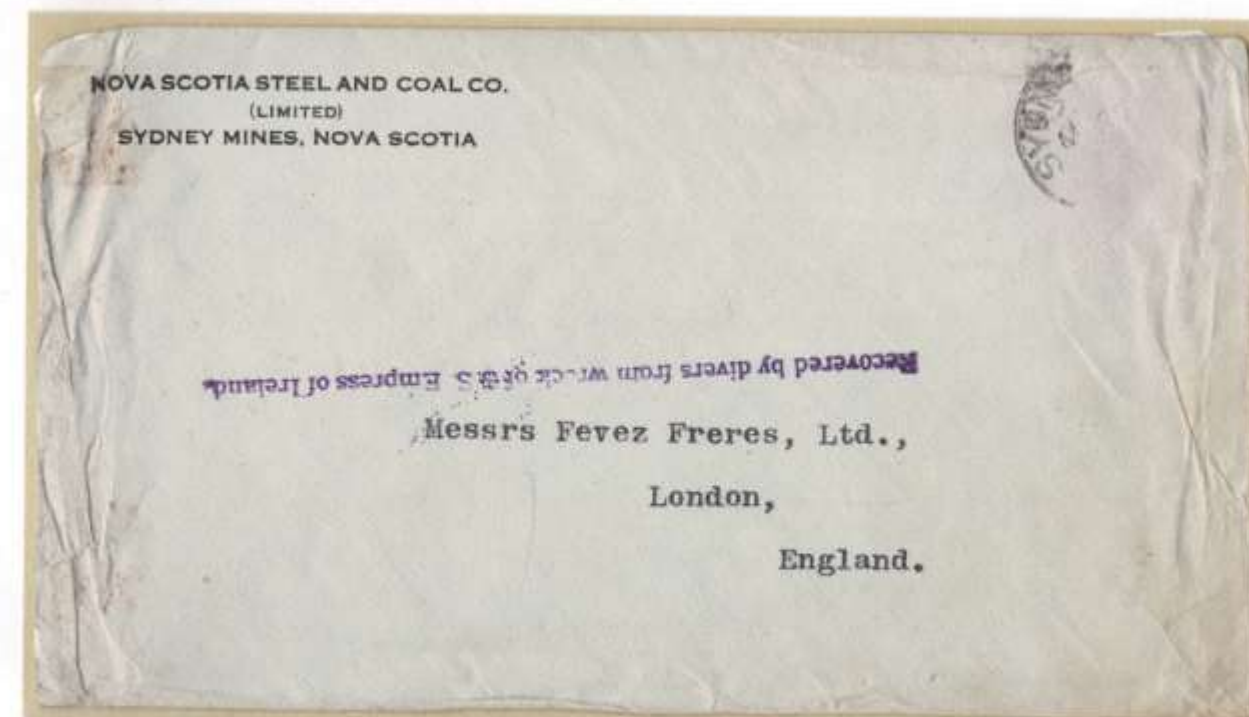
1870-1914 The Wreck of the *SS Empress of Ireland* in the Saint Lawrence River



The sketch on the left shows how witnesses experienced the collision on 29 May, 1914 between the *Empress of Ireland* and the Norwegian steamer *Storstad* on the right. The accident in 1914 was described as the worst with 1012 deaths, of which 14 were Norwegians. The *Empress of Ireland* was fitted with watertight bulkheads, but even so the lower decks were quickly flooded, and many passengers drowned below. Parts of the mail were saved, but all diving work was difficult because of very muddy water and strong currents.



Stamped on the left: "DEAD LETTER OFFICE, OTTAWA, ONT. which is the return post office. They received the letter on 19 December, 1914. From there it was forwarded to (stamped on the right) "BRANCH DEAD LETTER OFFICE OTTAWA ONT" 24 DECEMBER, 1914. From there the letter was sent to the recipient.



Letter sent from Sydney Mines, Nova Scotia and sent with the *Empress of Ireland*, which sank on 29 May, 1914 in the Saint Lawrence River in Canada. Mail was sent from Canada between 29 December 1914 and mid-January 1915. R2



SS Newton was in Sunderland on 14 February, 1916 and between 11:00 AM and 12:30 PM 459 parcels of mail were loaded. 157 parcels in the stern and 302 in the forward hatch. The mail was loaded at 7:00 PM and at 8:00 the vessel was ready to go to sea and the pilot had already come on board. Immediately afterwards, smoke was detected from the front trachea. The hatch was opened and water was sprayed on the mail sacks. After a short time, the mate had extinguished the fire.



Both letters bear a purple Swedish-language stamp:

"Skadad vid eldsvåda ombord å ångaren "Newton" i Sunderland den 14. februari 1916". / "Damaged by fire on board the steamer "Newton" at Sunderland on February 14, 1916".

The letter on the left is both water and fire damaged, whereas the letter on the right is only water damaged.



Letter postmarked Valparaiso, Chile 25 December, 1915 and sent by ship to Genoa, Italy where it is postmarked Genova ufficio postale, which was a widely used destination for mail from South America during WW1. Then forwarded to France where it was censored by censor no. 41 + Label: (Postes et telegraphes) Art 483 de l'Instruction Générale and stamped with oval Ouvert 12 Par l'autorité militaire. From France, the letter was sent to England and then by S/S Newton from Sunderland to Stockholm, where the letter was postmarked 26 February, 1916. The letter shows no signs that it was sent "Via Cordillera". R4

Fire damaged letter from J. & J. Colman Limited, London sent via Sunderland, from where it was to be forwarded by S/S Newton. Stamped with violet in Sweden: "Damaged by fire on board the steamer "Newton" in Sunderland on 14 February, 1916". Franked at 2½p rate up to 4oz from 1 November 1915 – 2 June 1918. R2

