

1 Rates and Postage Due

When the postcard was introduced in Sweden on the 1 January 1872, the rate was 12 öre. This was equal to the letter rate, and explains why the postcard was not an immediate success. It was not until 1877 when the rate was lowered to 6 öre, half the letter rate, the postcards started to become popular. From 1885 the postcard rate was 5 öre.

International Predecessors

The world's first postcard was issued by Austria in 1869. Germany, France, Luxemburg and Great Britain followed in 1870. In 1871 Belgium, the Netherlands, Hungary, Finland, Denmark, Chile and Canada issued postcards.

From	Local	Inland
1 January 1872	-	12 öre
1 January 1873	6 öre	10 öre
1 January 1877	-	6 öre
1 January 1885	-	5 öre

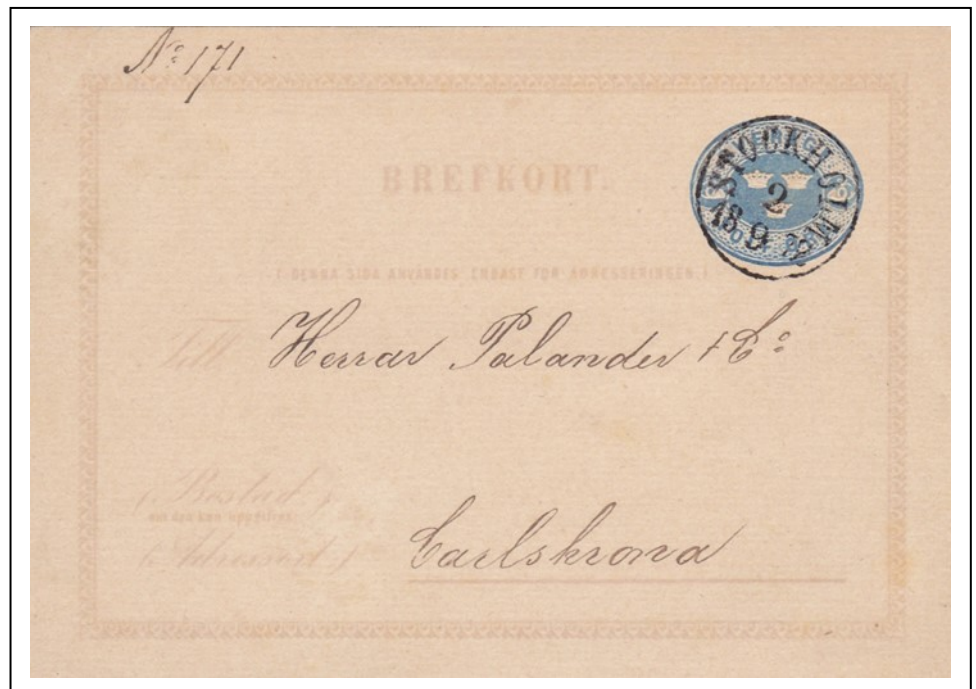
Reference

- ◇ Billgren, J. & Andersson, S., "Svensk posthistoria 1855-1925".

STOCKHOLM
2 September 1872

Sweden's first postcard.

The postcard rate was equal to letter rate and therefore the postcard was not an immediate success.



MARIAHILFE
WIEN
10 November 1869

The world's first postcard.

In Austria, the postcard rate was 2 kreuzer, to be compared with the letter rate 5 kreuzer.

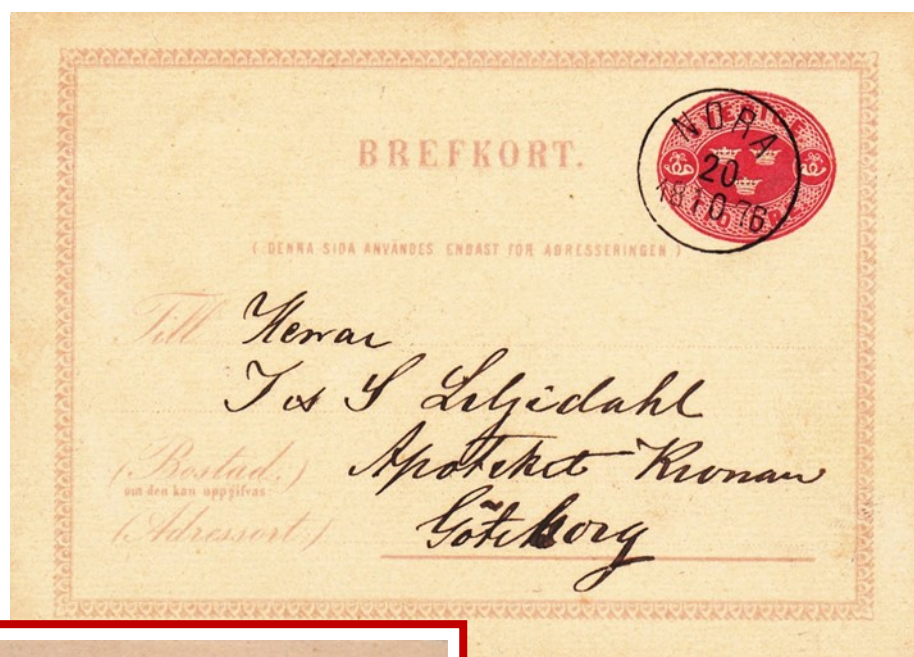
1.1 Inland



KARLSTAD
2 February 1876

6 öre postcard intended
for local usage uprated
with 5 öre stamp to
10 öre inland rate.
(No 4 öre stamp was
available in 1876.)

NORA
20 October 1876



WINGÅKER
8 December 1877

Postcard used as address
card for parcel. The min-
imum rate was 60 öre for
package between 2 and 6
skålpund (425 grams)
and the distance was be-
low 10 metric miles.

1.1 Inland

Early Picture Postcards

This card from 1882 is the first Swedish commercial postcard with printed picture. In general, picture postcards from the early 1880s are rare. [Frost, p. 88]

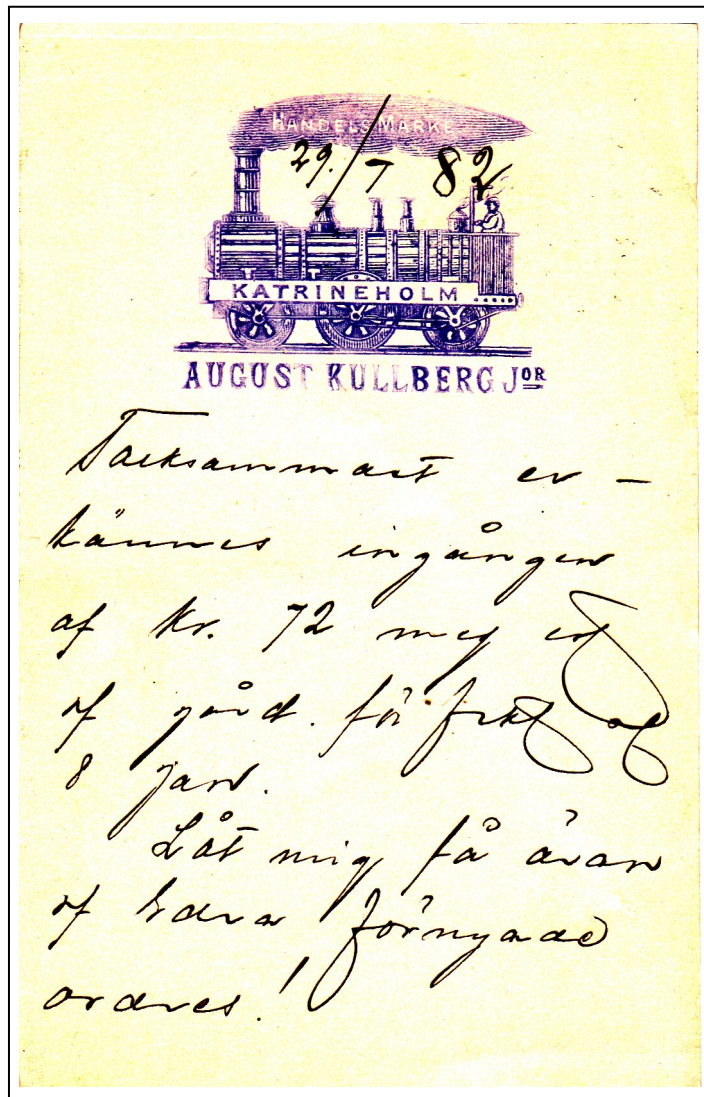
A set of three picture postcards issued in Uppsala 1887 are recognized as the first Swedish topographic postcard available to the public. In total, about ten copies are recorded. [Frost, pp. 11-12]

Reference

- ◇ Frost, L., "Svensk vykortshistoria", Stockholm 2013.



KATRINEHOLM, 30 July 1882



UPSALA
9 April 1888



1.1 Inland

Cart Mail via Norway

Inland mail from Swedish post offices close to the Norwegian border was sometimes sent by cart to a nearby railway station or harbour in Norway, simply because it was the quickest route.

TPO Mail via Norway (next page)

Mail posted in letter boxes on trains between Sweden and Norway and between certain stations close to the border could have stamps from any of the countries. From this type of mail, one can find Norwegian cancellations on Swedish stamps and Swedish cancellations on Norwegian stamps.

Ship Mail (next page)

Inland mail posted onboard a ship to another country was taxed as inland mail, but was cancelled on arrival. Besides the normal cancellation, UPU stated that ship mail should be cancelled "Paquebot". As a result, Swedish stamps with foreign cancellations are found.

Reference

- ◇ Anckarkrona, G., "Post och postvägar över Kölen från 1814", Postryttaren vol. 61, Stockholm 2011.



STRÖMSTAD
16 December 1902
KORNSJØ
(in Norway)
17 December 1902

Inland postcard sent by
cart via Norway. The
railway to Strömstad
was opened in 1903.

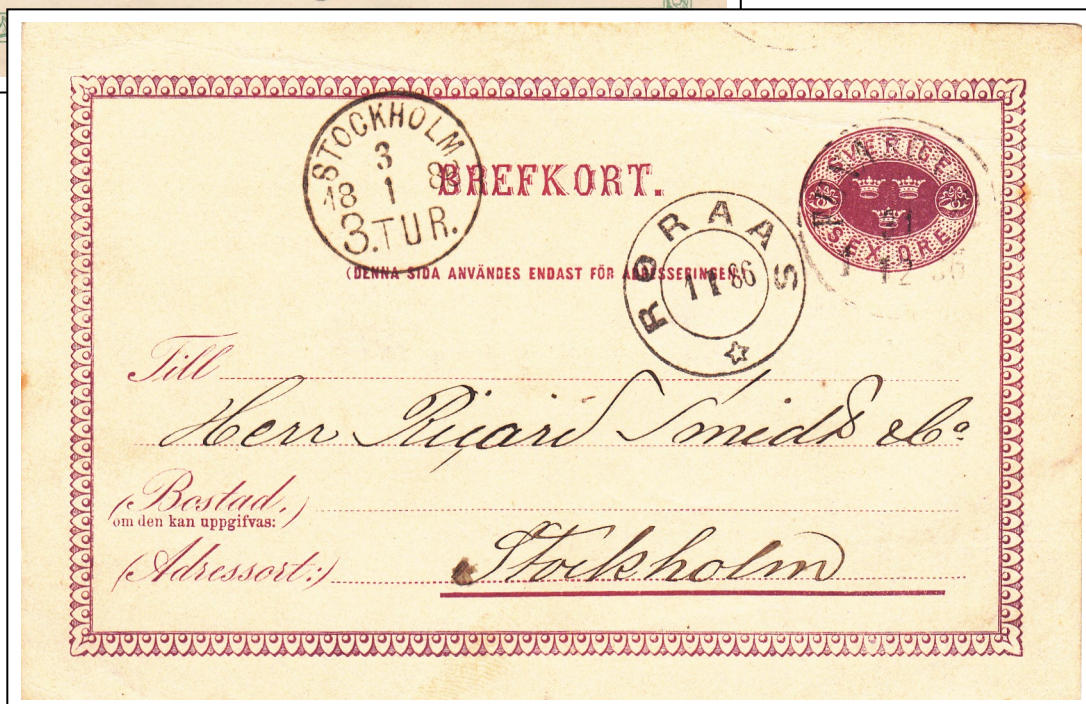
FUNÄSDALEN
31 December 1885

RØRAAS
(in Norway)

1 January 1886

STOCKHOLM 3. TUR
3 January 1886

Inland postcard sent
by cart via Norway.



1.1 Inland

OFOTBANENS
POSTEKSP.
(Norwegian TPO)
9 July 1909

Inland postcard posted
in a letter box on a
train between Sweden
and Norway.

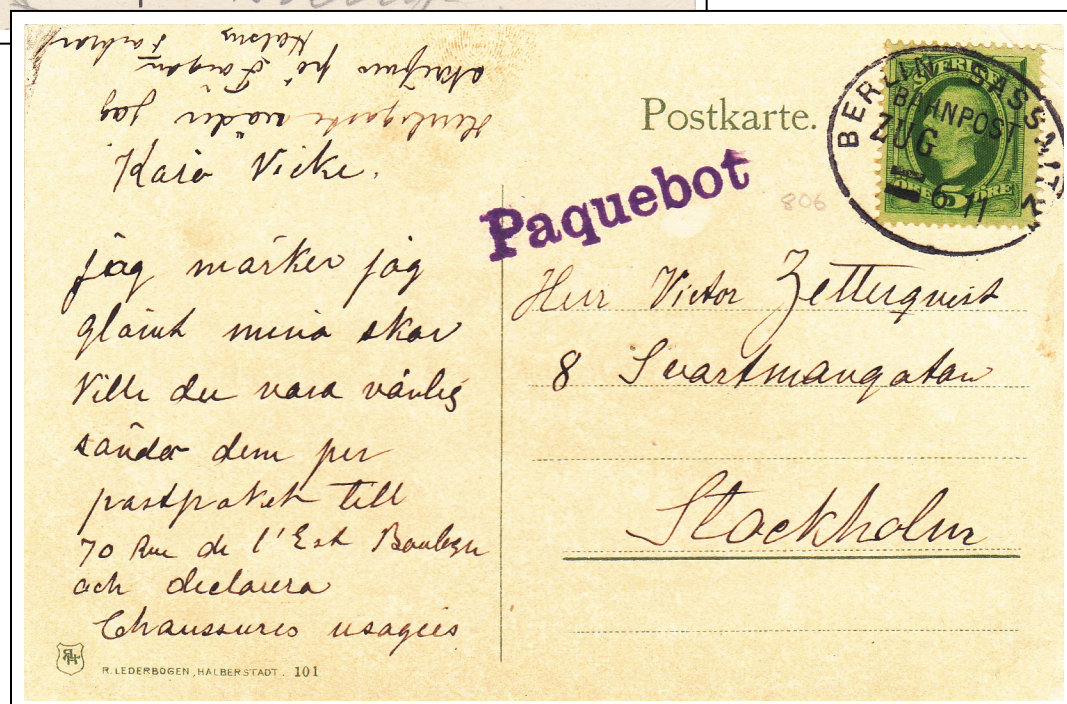


MERAKERBANENS
POSTEXP.
(Norwegian TPO)
1 July 1911

Inland postcard posted
in a letter box on a
train between Sweden
and Norway.

PAQUEBOT
BERLIN-SASSNITZ
BAHNPOST ZUG
June 1911

Inland postcard posted
onboard a ship to Ger-
many, cancelled
"Paquebot" and Ger-
man TPO before it was
sent back to Sweden.



1.1 Inland

Because the inland rate for inland postcards decreased up to 1918, it was impossible to send insufficiently paid postal stationery postcards. The exception is the period from 1873-1876 when there was a local rate. If a postcard intended for local usage were used inland, it was insufficiently paid.

Privately printed postcards, on the other hand, were possible to send both unpaid and insufficiently paid.

Rules for Postage Due

Initially, postage due was (single) deficiency plus an additional fee of 6 öre. Insufficiently paid postcards were taxed as postcard while unpaid postcards were taxed as letter. Postage due was paid with postage due stamps on the postcard.

STJERNHOF

29 April 1876

NORRKÖPING

30 April 1876

Taxed as postcard.

Deficiency: 4 öre

Fee: 6 öre

Postage due: 10 öre

Postage due on inland postal stationery postcards was only possible from 1873 to 1876.

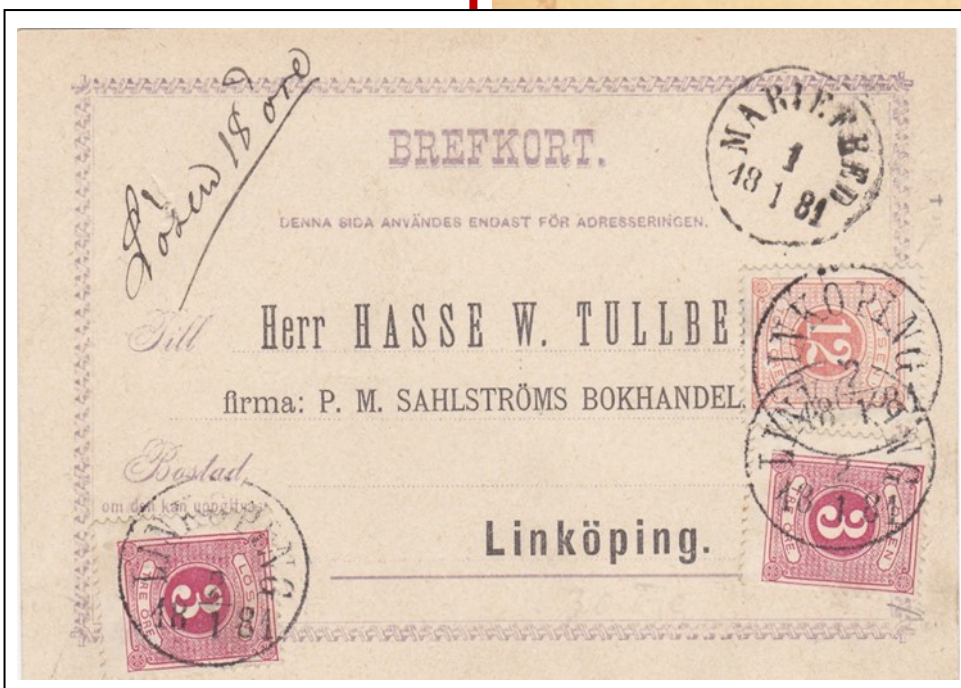
Changes from 1 January 1892

Postage due was paid in cash because the usage of postage due stamps ceased.

Changes from 1 October 1899

Unpaid postcards were taxed as postcard, not as letter.

Postage due was double deficiency.



MARIEFRED

1 January 1881

LINKÖPING

2 January 1881

Taxed as letter.

Deficiency: 12 öre

Fee: 6 öre

Postage due: 18 öre

1.1 Inland

UPSALA

29 September 1898

STOCKHOLM

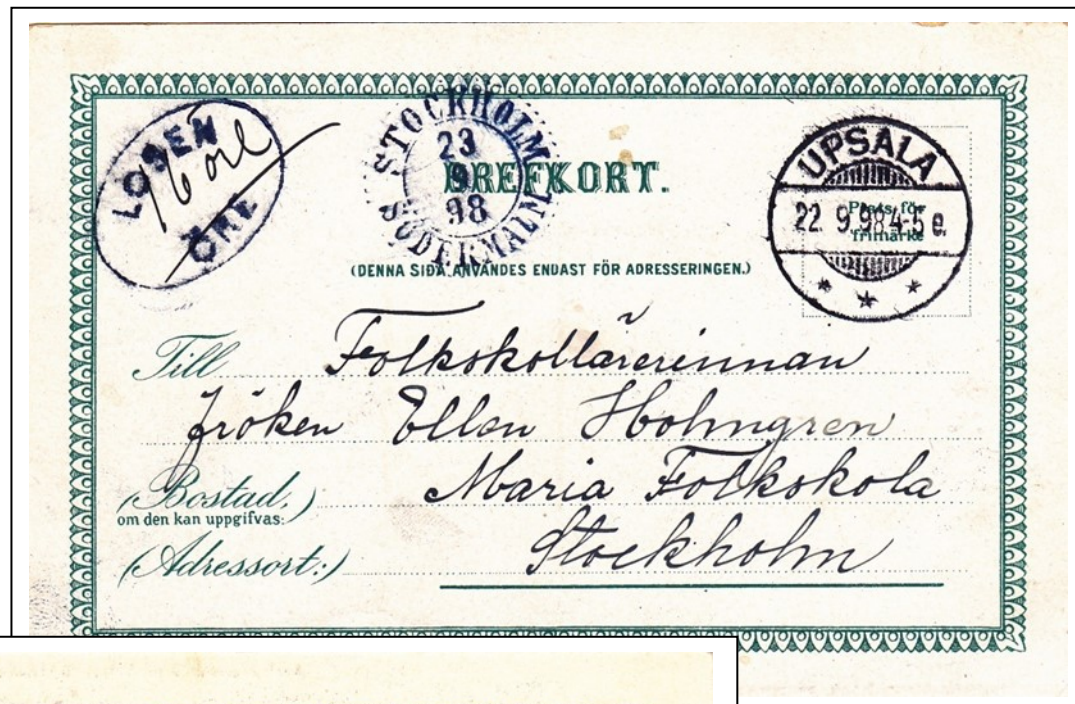
23 September 1898

Taxed as letter.

Deficiency: 10 öre

Fee: 6 öre

Postage due: 16 öre



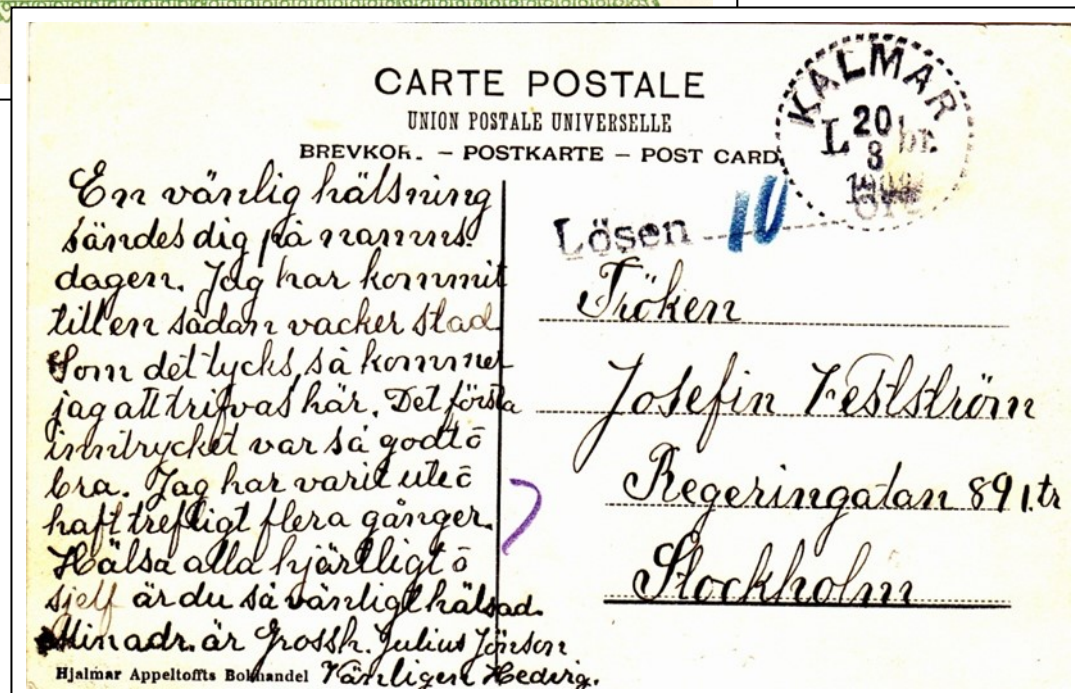
STOCKHOLM

20 May 1903

Sent as printed matter
but taxed as local letter.

Deficiency: 3 öre

Postage due: 6 öre



KALMAR

20 August 1908

Taxed as postcard.

Deficiency: 5 öre

Postage due 10 öre

1.2 Norway and Denmark

Norway and Denmark

Sweden had special agreements about lower rates with Norway and Denmark. With a few exceptions, the postcard rate was the same as for inland postcards.

Iceland

Iceland was a part of Denmark, but with limited home rule. For example, Iceland had its own postal service and stamps. However, the lower rate from Sweden to Denmark was not applied to Iceland.

From	To Norway	To Denmark
1 January 1872	12 öre	12 öre
1 July 1875 (UPU)	10 öre	10 öre
1 July 1877	6 öre	6 öre
1 January 1885	5 öre	
1 April 1885		5 öre



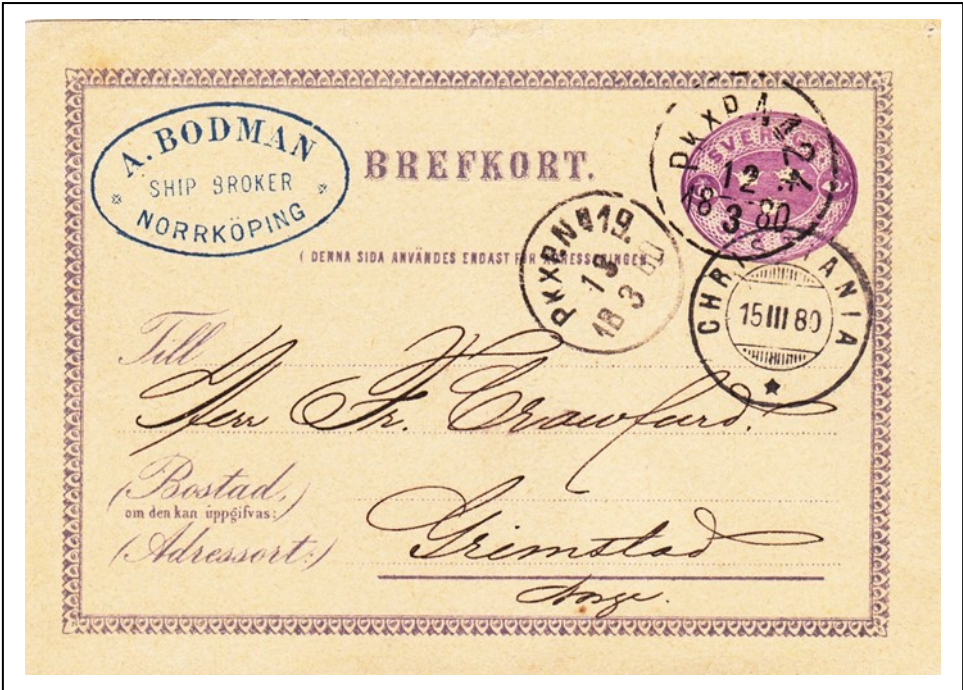
CARLSTAD

9 October 1873

No 2 öre stamp was available, so the sender had to pay 13 öre.

Only recorded postcard with 12 öre rate to Norway.

PKXP No. 24
(Stockholm-Katrineholm-Nässjö)
12 March 1880
PKXP No. 19
(Laxå-Kil)
13 March 1880
CHRISTIANIA
15 March 1880



1.2 Norway and Denmark



STOCKHOLM
10 February 1877

K (Copenhagen)
12 February 1877

During the first half of 1877,
the rate to Denmark differed
from the inland rate and the
rate to Norway.

WEXIÖ
1 June 1877
PKXP No. 10 B
(Falköping Ranten-
Nässjö-Malmö)
1 June 1877

Earliest recorded insufficient-
ly paid postcard sent abroad.
By mistake, postage due was
not applied.



LINKÖPING
3 September 1877

PKXP No. 2
(Falköping-Malmö)
4 September 1877

K
(Copenhagen)
4 September 1877

1.2 Norway and Denmark



MÖLNBACKA
22 March 1885

PKXP No. 2
(Nässjö-Malmö)
23 March 1885

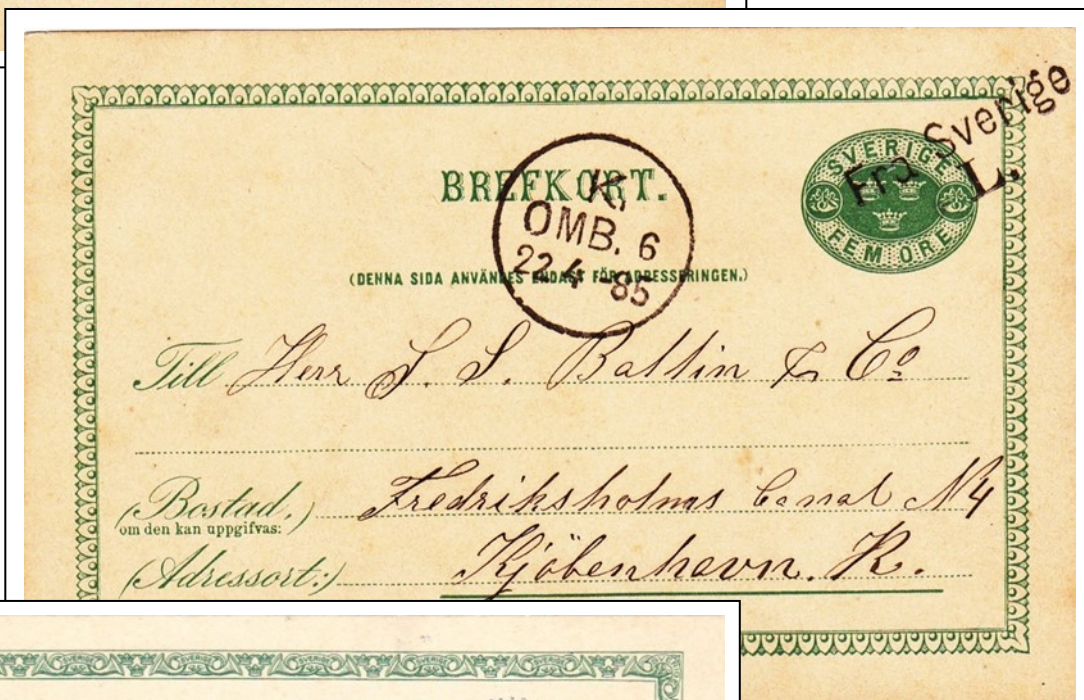
K OMB. 5
(Copenhagen)
23 March 1885

During the first quarter of 1885, the rate to Denmark differed from inland rate and the rate to Norway.

FRA SVERIGE L.
(Danish cancellations
used on ship letter
from Landskrona)

K OMB. 6
(Copenhagen)
22 April 1885

First month with
5 öre postcard rate
to Denmark.



PKXP No. 83A
(Nässjö-Malmö-
Köpenhamn)
3 March 1905

KJØBEHAVN
3 March 1905

REYKJAVIK
13 March 1905



Correct 20 öre postage due under special rule for unpaid postcards from Norway after 1899.

1.3 International

UPU allowed postcards in the international mail exchange from 1 July 1875. Before that, postcards sent outside Sweden, Norway and Denmark were treated as letters.

Statistics

The number of postcards sent abroad was presented in the annual reports from the Swedish Post. During the first half year in 1875, only 10,000 postcards were recorded. International postcards sent from Sweden in 1875 are rare.

Valid from	UPU 2:nd	UPU 3:rd
1 July 1875	10 öre	20 öre
1 April 1879	10 öre	15 öre
1 January 1895	10 öre	10 öre

HULL
9 July 1875
PKXP
(unreadable number)
12 July 1875

British postcard sent to Sweden the first month postcards were allowed in the international mail exchange. The message is a business message dated on 1 July 1875, the first day postcards were allowed in the international mail exchange.



STOCKHOLM
23 August 1875
ANK
(Arrival cancellation
from Helsinki)
26 August 1875

Sent second month
postcards were al-
lowed in the interna-
tional mail exchange.

1.3 International



STOCKHOLM

8 October 1875

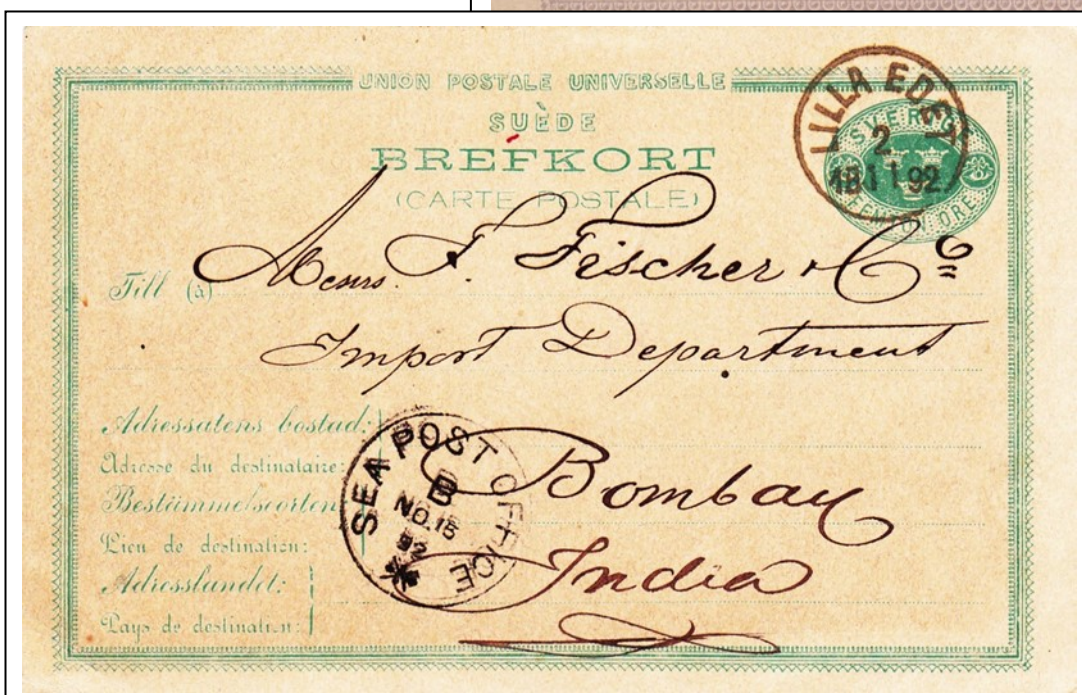
Italian number
cancellations on
arrival.

UPSALA
10 January 1880

PKXP No. 2
(Nässjö-Malmö)
11 January 1880

ALGER
18 January 1880

Being a part of France,
Algeria was in the 2:nd
UPU group.



LILLA EDET
2 November 1892

SEA POST OFFICE
(Ship cancellation on
Suez-Bombay)
15 November 1892

India was a part of the
3:rd UPU group.

1.3 International

STOCKHOLM
14 January 1880

ST. PETERSBURG
7 January 1880
(Julian calendar)

The larger format
14x9 cm was decided
by UPU on the
1 April 1879.



STOCKHOLM
31 December 1884
HAMBURG
2 January 1885

**5 öre card used one
day before issue.**



MALMÖ
17 July 1900
BERLIN
18 July 1900
CHARLOTTENBURG
18 July 1900
DURCH ROHRPOST
WEITER

Sent by tube mail
in Berlin.



1.3 International

Ship Mail

Letters and postcards posted onboard ships between different countries should have stamps (or value stamp in the case of a postal stationery) from the country the ship departed from.

On arrival, the stamps or value stamp was cancelled by the postal service in the country the ship arrived to. However, there must be a special cancellation to show that the usage of foreign stamps was correct.

FRA SVERRIG
(from Sweden,
Danish ship mail
cancellation)
18 October 1877

K
(Copenhagen)
18 October 1877

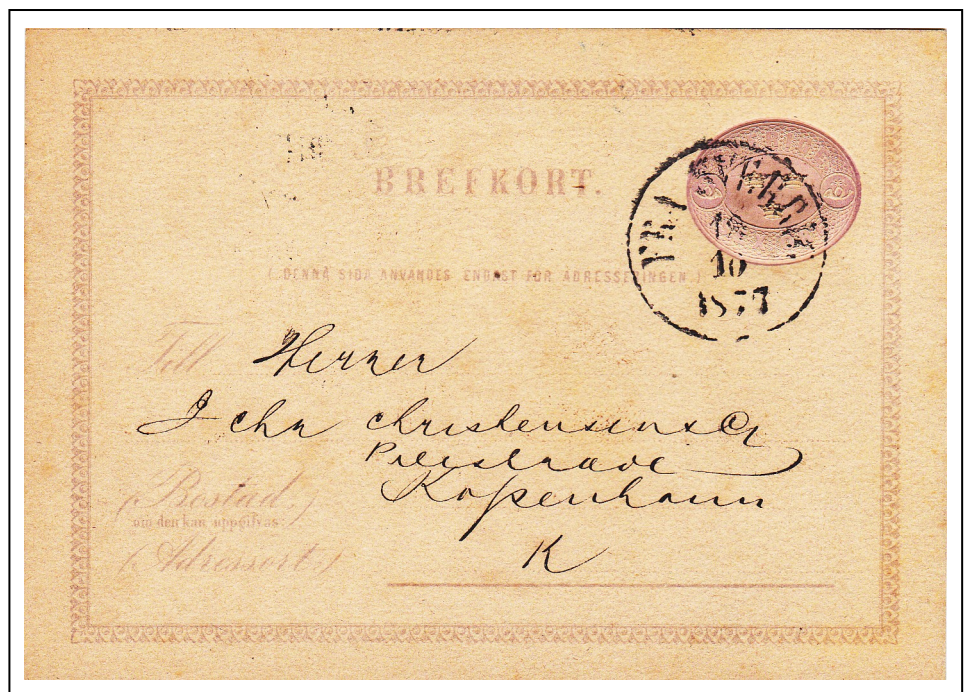


“From” Cancellations

One type of cancellations are the “from” cancellation telling the postal service that the letter or postcard has arrived by boat.

“Paquebot” Cancellations

Another type of cancellation is “Paquebot” telling that the letter had arrived by boat and that’s the reason for the foreign stamps.



FRA SVERIGE M.
(from Sweden and
Malmö, Danish ship
mail cancellation)

PAQUEBOT

Berlin
15 June 1894

1.3 International



SUNDSVALL
10 October 1879
FRÅN FINLAND
(from Finland)

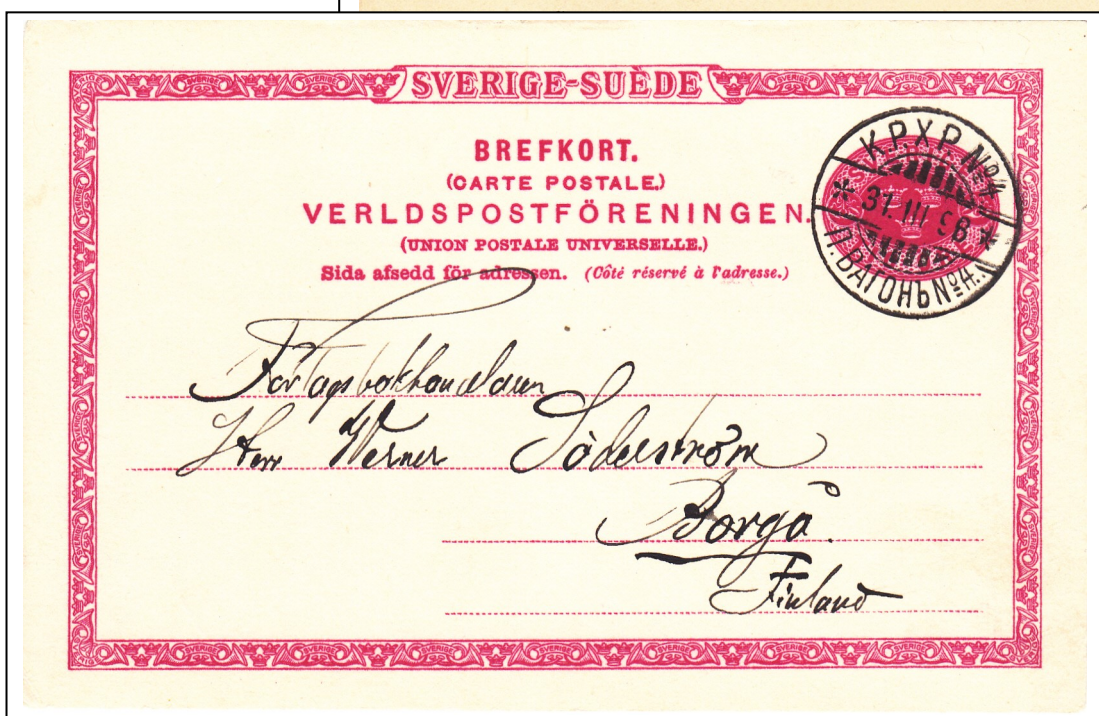
Ship mail from
Vasa in Finland to
Sundsvall.



VESTARVIK
15 May 1890

FR: RYSSLAND
(from Russia)

Ship mail from Libau
(today's Liepaja) in
Russia (today in Lat-
via) to Västervik.



exclusivement à l'adresse.

KPXP No. 4
(Finnish TPO
cancellation)
31 March 1898

Ship mail from
Sweden to Finland.
For unclear reasons,
the postcard has not
been cancelled in
the port when arriv-
ing in Finland.

1.3 International

Neither unpaid nor insufficiently paid postcards were allowed in the international mail exchange before 1 April 1879.

Postage Due Rules from 1 April 1879

Insufficiently paid, but not unpaid, postcards were allowed. They should be marked with a "T" stamp or note for the French *taxe à payer*. Postage due was double deficiency and (single) deficiency in French centimes should be noted on the postcard.

Changes from 1 July 1892

Unpaid postcards were allowed, but taxed as letter.

Changes from 1 January 1899

Unpaid postcards were taxed as postcard, not letter.

Changes from 1 October 1907

Postage due equal to double deficiency was noted on the postcard instead of (single) deficiency.

PKXP No. 2 NED
(Nässjö-Malmö)
22 November 1879

Note "5 c" deficiency and
"10" (pfennig) postage due.
Sent first year insufficiently
paid postcards were allowed
internationally.

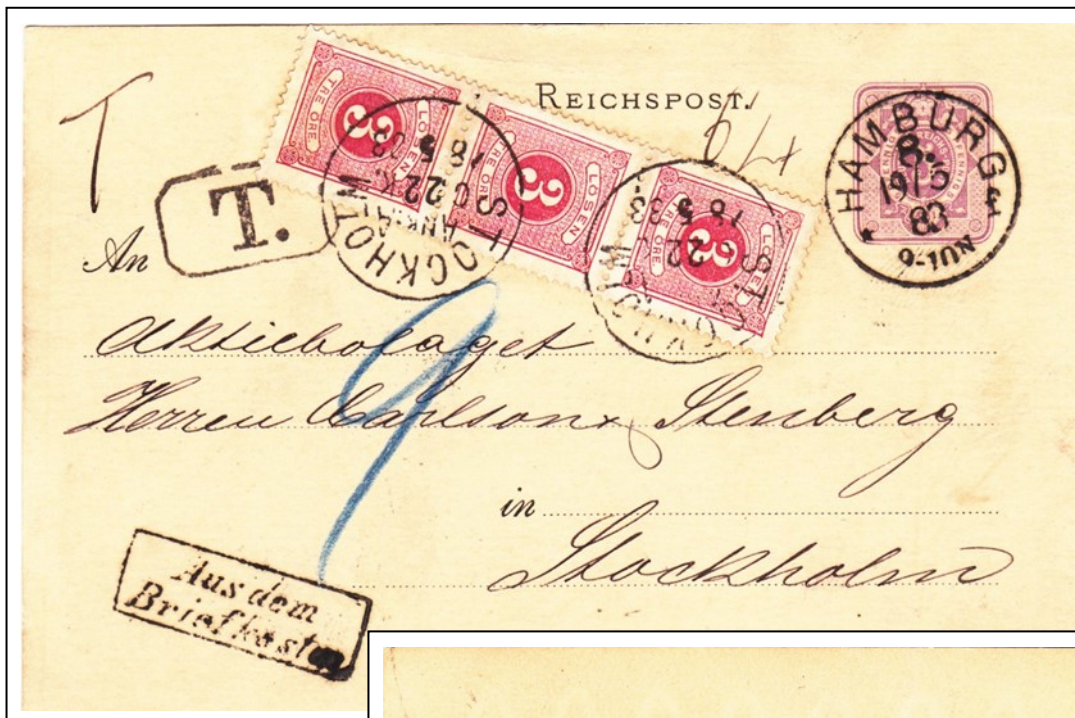


ST. PETERSBURG
14 March 1889
(Julian calendar)

PKXP No. 2
(Nässjö-Malmö)
29 March 1889

Note "3 c" deficiency
and "6" (öre) postage
due. Swedish postage
due stamp on the back.

1.3 International



HAMBURG
19 May 1883

AUS DEM
BRIEFKASTEN
(From letter box)

STOCKHOLM
22 May 1885

German “T”-stamp,
note “6 ¼” (centimes)
deficiency, and note
“9” (öre) postage due.

NUERNBERG
12 April 1890
GÖTEBORG
16 April 1890

Bavarian “T”-stamp,
note “6 ¼” (centimes)
deficiency, and note
“10” (öre) postage due.



WOLFENBÜTTEL
11 January 1898

STOCKHOLM
13 January 1898

Postage due stamp
with note “40” (öre).

**Unpaid postcard
taxed as letters be-
fore 1899 are rare in
the international
mail exchange.**



1.3 International



HELSINGBORG
20 September 1902

MANSOURA
29 September 1902

Swedish "T"-stamp,
note "6 1/4" (centimes)
deficiency and Egyptian
postage due stamps.



STJERNSUND
9 December 1907

DRESDEN
11 December 1907
Swedish "T 12 1/2"-
stamp and German
note "10" (pfennig)
postage due.



ST. PETERSBURG
6 August 1911
(Julian calendar)

SASSNITZ-
TRELLEBORG
20 August 1911

On postage due:
TINGSDAL
21 August 1911

1.3 International

Forwarded Postcards

Forwarding postcards was free, as long as no text was added. If text was added, new postage was needed.

If a postcard was forwarded to a destination with higher rate, additional postage was needed. The typical example is an inland postcard forwarded outside

Norway and Denmark, but there are all variants including all three countries.

Postage due rules differed from the normal case. If the rate was correct to the initial destination and no additional stamp was added, postage due was deficiency, not double deficiency.

STOCKHOLM

7 June 1907

When forwarded:

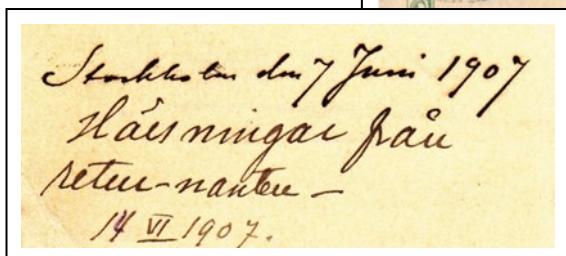
GÖTEBORG

15 June 1907

WIESBADEN

17 June 1907

A greeting (below) was added when the card was forwarded, so a new 10 öre postage was needed.



POLCIRKELN

1 August 1905

When forwarded:

KRISTIANSTAD

4 August 1905

ROSTOCK

5 August 1905

Inland rate was 5 öre and the rate to Germany was 10 öre, so additional 5 öre was needed when the card was forwarded.

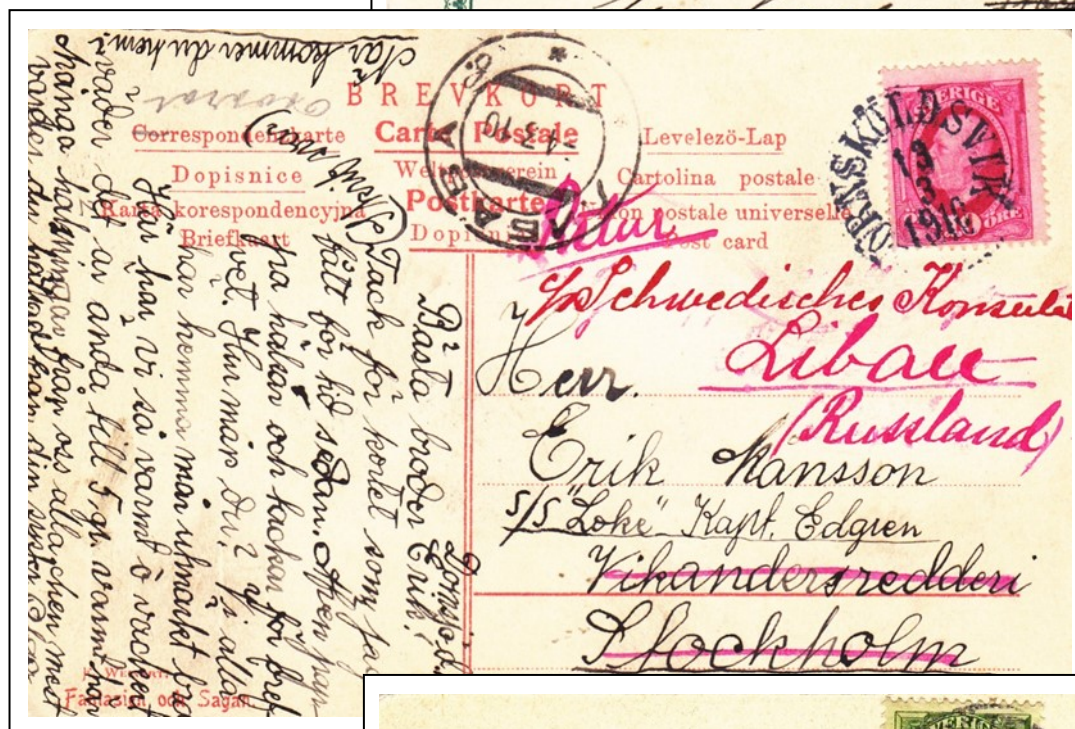
1.3 International

PKXP No. 24
(Stockholm-
Krylbo-Storvik)
19 June 1903

On arrival:

BATH
23 June 1903

Since the rate was correct before the card was forwarded, postage due was (single) deficiency



ÖRNSKÖLDSVIK
13 March 1910

On arrival:

LIBAU
4 March 1910
(Julian calendar)

Inland card with 10 öre stamp prepared to be forwarded abroad.

HOLMENKOLLEN
28 July 1905

KRISTIANIA
28 July 1905

When forwarded:

GÖTEBORG
31 July 1905

On arrival:

STRELITZ
2 August 1905



1.4 Registration and Avis de Réception

Registration

It was possible to register postcards in the same way as letters, but the service was rarely used. Registration is more common on postcards to remote countries, most likely because senders in Sweden did not trust foreign postal services.

Avis de Réception

Avis de Réception was available on registered postcards during the whole period. The rate was 10 öre. The usage of registered postcards with avis de réception was extremely rare. Only two inland usages are known besides a few more international usages.

From	Registration Rate
1 January 1877	18 öre
1 January 1885	20 öre
1 July 1905	15 öre

SALA
15 October 1895
Registration: 20 öre
(1 January 1885 to
30 June 1905)



STOCKHOLM
KONSTIND. UTST.
22 September 1909
Registration: 15 öre
(from 1 July 1905)

1.4 Registration and Avis de Réception

SALA

30 November 1895

Registration: 20 öre

(1 January 1885 to
30 June 1905)

Avis de réception: 10 öre

**Two inland postcards
with avis de réception
are known.**



UDDEVALLA

10 June 1902

ST PETERSBURG

30 May 1905

(Julian calendar)

Registration: 20 öre

(1 January 1885 to
30 June 1905)

SVEG

8 March 1893

LJUSDAL

9 March 1893

PKXP No. 2

(Nässjö-Malmö)

11 March 1893

Three registered
postcards with
15 öre postcard rate
are recorded.



1.5 Special Delivery

International

Special delivery was possible to Norway, Denmark, and Germany from 1 April 1886. The rate was 20 öre to Norway and Denmark and 25 öre to Germany.

Inland

Special delivery was available from 1 January 1873. Special delivery is uncommon on inland postcards and extremely rare on international postcards.

From	Inland Special Delivery Rate
1 January 1873	18 öre
1 January 1887	20 öre



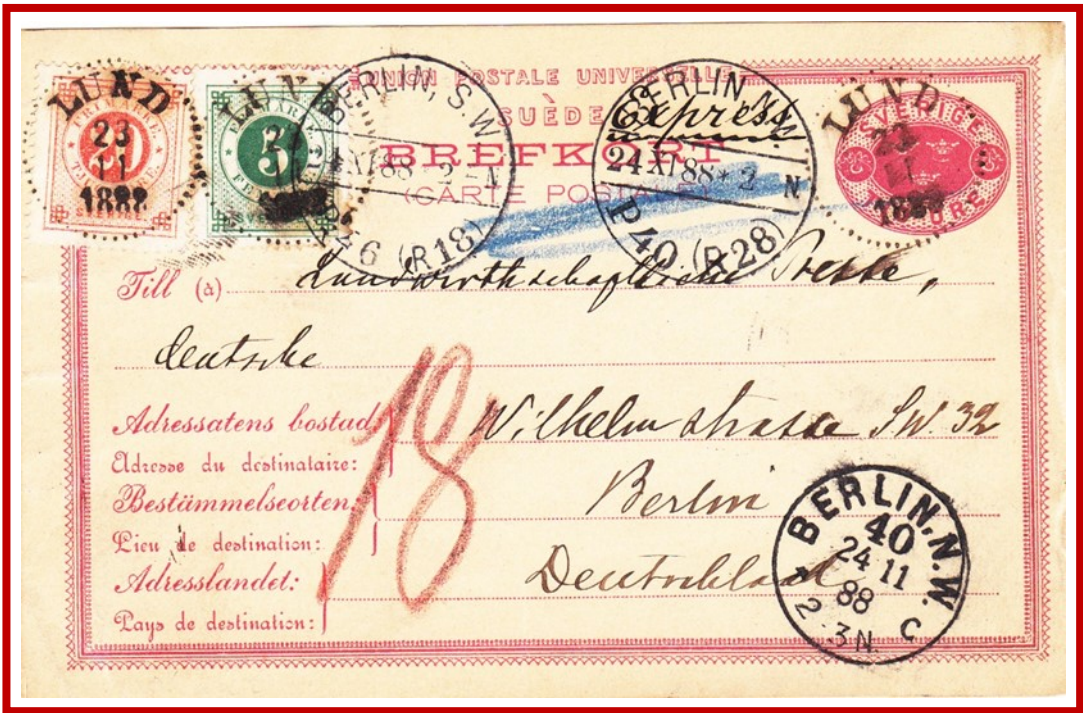
FRA SVERIGE M.
(ship mail from Malmö,
Danish cancellation)

KJØBENHAVN
18 April 1887

**Earliest recorded
postcard with special
delivery abroad.**

LUND
23 November 1888
BERLIN
24 November 1888

**Early postcard with
special delivery to
Germany. Sent by
Rohrpost (tube mail)
in Berlin.**



1.5 Special Delivery



UPSALA
5 January 1884

Postcard: 6 öre
Special Delivery: 18 öre
Total: 24 öre

ÖRTÖFTA
9 September 1886
Postcard: 5 öre
Special Delivery: 18 öre
Total: 23 öre



STOCKHOLM
12 April 1888
LUND 13 April 1888
Postcard: 5 öre
Special Delivery: 20 öre
Total: 25 öre

1.6 Cash on Delivery

Cash on Delivery (C.O.D.) was available as a service on inland postcards from 1 August 1892. Before that, postcards with C.O.D. were taxed as letters.

The rate for C.O.D. depended on amount and varied over time. In 1892 the maximum amount was 100 kr. On 1 November 1899 it was raised to 250 kr and on the 1 November 1909 it was raised to 1000 kr.

To Norway and Denmark

It was possible to send postcards with C.O.D. to Norway and Denmark without registration.

International

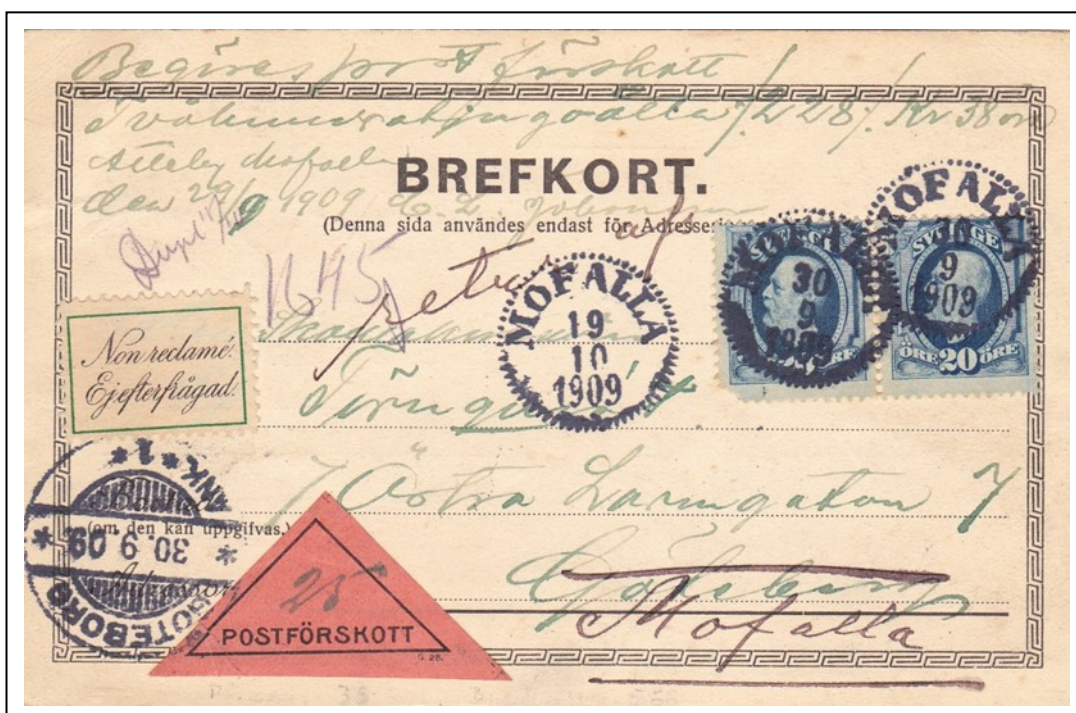
Outside Norway and Denmark, C.O.D. also required registration.

Outside Sweden, the C.O.D. rate was not paid with stamps on the postcard. Instead, the rate was reduced from the amount on the money order returned to the sender together with an additional 10 öre as rate for the service itself.

STOCKHOLM
18 April 1888

Letter: 10 öre
C.O.D. up
to 25 kr: 25 öre

Total: 35 öre



MOFALLA
30 September 1909

When refused:
GÖTEBORG
30 September 1909

On return:
MOFALLA
19 October 1909

Postcard: 5 öre
C.O.D. from 100 kr up to
250 kr: 35 öre

Total: 40 öre

1.6 Cash on Delivery

This postcard to Denmark has an interesting calculation on the back. The sum 53.03 kr is specified as 50 kr payment for work done for a newspaper, 2.58 kr for the subscription of the same newspaper and 45 öre expenses. The expenses are 5 öre postcard rate, 30 öre for C.O.D. between 50 kr and 100 kr, and 10 öre for the C.O.D. service.



STOCKHOLM
5 November 1906
KJØBENHAVN
6 November 1906
SKIVE
7 November 1906

TRANÅS
16 March 1910

Registered postcard
with C.O.D. sent to
other countries
than Norway and
Denmark are rare.

