

# Swedish Postal History 1939-1948

## “The Swedish Mail and the War”

### Treatment

This exhibit is the result of a Special Study on how the Second World War (WWII) affected the customers of the Swedish Post Office and its services domestically as well as internationally. Rates, Routes, and Markings has got a special interest in the studies. The exhibit will show:

- How customers to the Swedish Post Office were affected by the war.
- How Post Office's services were affected by the war.
- How the war affected mail traffic and led to the creation of new routes.
- The rules for the secret Censorship in Sweden.
- The return of mail when borders were closed.
- How the war continued to affect mail beyond 1945.

To help understand the most complex sections these include a secondary introduction. The exhibit shows that WWII had impact on mail at least until 1948, persisting far longer than had been anticipated. It is challenging to try to reconstruct especially this period's new routes. Forwarding of mail successfully was often dependent on the initiative and creativity of individual postmen, bending the rules and trying new routes.

The structure of the exhibit is as follows:

1. **Postal Routes**
2. **Return Mail**
3. **Currency Control and Censorship**
4. **Mysterious Routes**
5. **Violations and changes to ways and rules**
6. **Hiding the origin**
7. **Seeking contacts**
8. **Mail to and from Internees and War Prisoners**
9. **The Psilander Affair**

### Importance

In Swedish postal history, this is the most important exhibit based on completed research. An important exhibit for post-historical researchers of this period.

### Knowledge and Research

#### The main Routes

Mail can be divided into **four different routes**:

- Routes within the Nordic countries as well as traffic out of Finland (Petsamo).
- Eastbound route over Moscow.
- Southbound mostly over Berlin.
- Westbound mostly over London.

### Literature references

- Postala Meddelanden # 1, (1961), author E. Sandberg
- PLU, Postlägenheter till utlandet-available Swedish mail routes
- Flygposten 1920- 1992 (2nd edition 2001), author K. Svahn
- Airmail operations during WW II, author Thomas H. Boyle Jr (1998)
- Bridging the Continents in Wartime (2005) author Aitink/Hovenkamp
- Royal Post Office Board's/Post Office's Circular 1939-1948

### The War's Impact on the Postal Services

Sometimes outbound mail to foreign destinations was stopped either before or after crossing the Swedish borders. Such mail was **returned to the sender**, with an imprint from a rubberstamp or bearing a label.

Officially Sweden did not censor mail during the war. Even so, some **90 million mail items were censored**, though with no official signs of censorship. A process to control the outflow of currency named Currency Control was implemented, it also gave an opportunity for censoring. Signs of Swedish censorship are shown in the exhibit.

Postal items had to take different and unexpected routes to reach their destination, mostly by smuggling. The exhibit gives several examples of **mysterious routes**.

The exhibit deals with examples of **violations of and changes to** postal rules, directives, and ways of working.

Postcards that might reveal places of military significance would not be allowed by the Military Authorities, **hiding the origin**, had to be performed.

Due to the war communication between family members and friends were interrupted. This section shows how people found ways of **seeking contact** by mail.

Examples are given on how mail was handled according to the Geneva Convention art. 49. **“Mail to and from Internees and War Prisoners”**.

Mail relating to the **“Psilander Affair”**, where sailors in the Swedish Navy were involved in delivering four destroyers bought from Italy in early 1940. This campaign is named after one of the destroyers.

### Condition

The outgoing mail often crossed more than one border which meant repeated censoring, and items frequently arrived in **poor condition**.

### Rarity

Many items in this exhibit are very rare and some are unique, these items have a **thick frame**.

### Presentation

The presentation has the ambition to show the items in chronology when possible.

Sometimes, to fit two items on to one page windowing has been necessary.



# 1. Postal Routes

## Introduction

As countries and territories were occupied and borders changed and often closed during the war, mail routes became very complicated. But thanks to the creativity of postal civil servants mail often found its way to addressees.

Mail in and out of Sweden can be classified into one of four categories or routes: Nordic including a Northbound over Petsamo in Finland; Eastbound over Moscow; Southbound over Berlin; and Westbound, mostly over London. It is **important to stress** that the display is ordered according to the routes taken by the mail at particular times, rather than by destination. For example, **mail to China** have taken different routes over the years, and the items are presented under the different routes.

After the German invasion of Denmark and Norway, with few exceptions, mail arrangements in the **Nordic** area were fairly stable for the duration of the war. From May 1940 and until August 1940 it was possible to send mail to England and to the USA via Haparanda - Petsamo. However, the usage of this **North** route was limited and difficult to document since the mail was sent in closed mailbags.

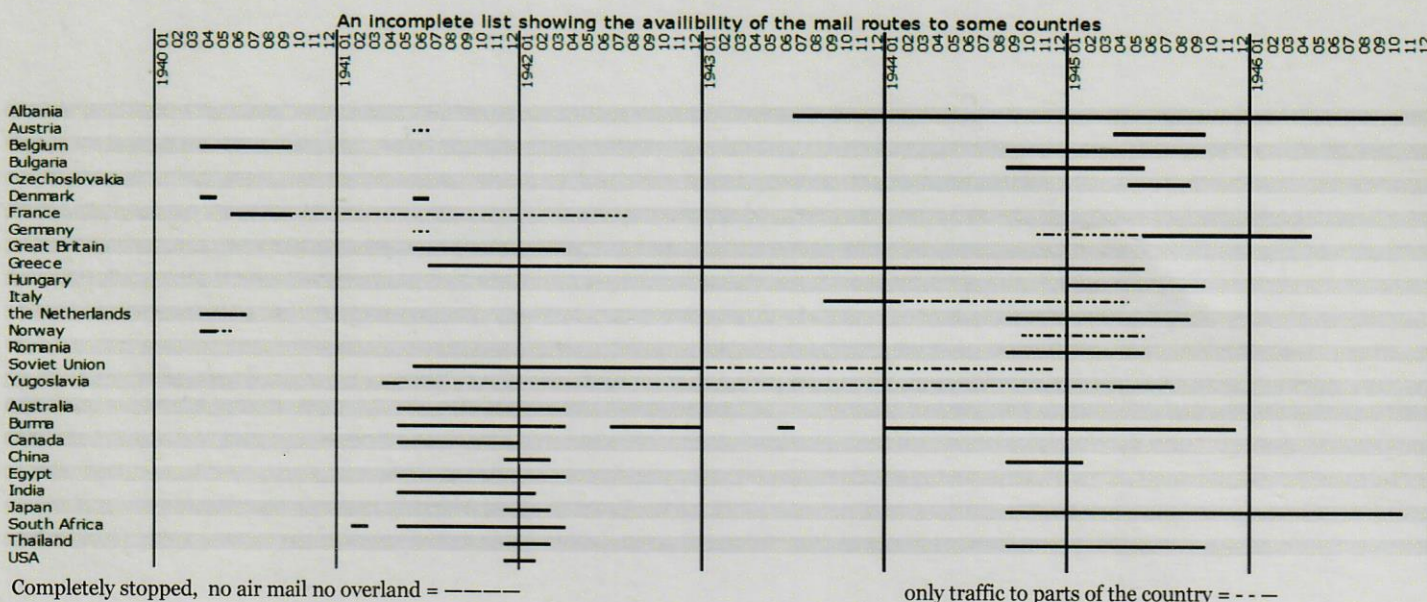
**Eastbound** traffic via Tallinn/Riga-Moscow took the mail dur-

ing a period when the westbound route was blocked. The airmail went from Moscow via either Baghdad or Teheran and onwards. But this was stopped when the Germans invaded the Soviet Union on 22<sup>nd</sup> June 1941.

The **Southbound** route was in operation until the end of the war, at least to Berlin. With one exception, from 9<sup>th</sup> April until the middle of October 1940 airmail went by surface from Sweden to Berlin and then onwards as airmail. Surface mail was not affected until the last months of the war when there were frequent disturbances in traffic.

**Westbound** traffic was stopped on 9<sup>th</sup> April 1940 but re-opened on a small scale on 27<sup>th</sup> March 1942, using courier planes, a traffic that grew over time. Later in 1942 mail was also transported on mail airplanes.

Below is a presentation showing the access of traffic to some important countries, whether by surface or airmail. Access to the USA also gives that to Central America, and access to South Africa to the rest of Africa. To describe all the available routes would be an enormous task for which there is insufficient space in this exhibit. But I have done my best to share as much as I can with you.



## Air Mail Letter to Australia

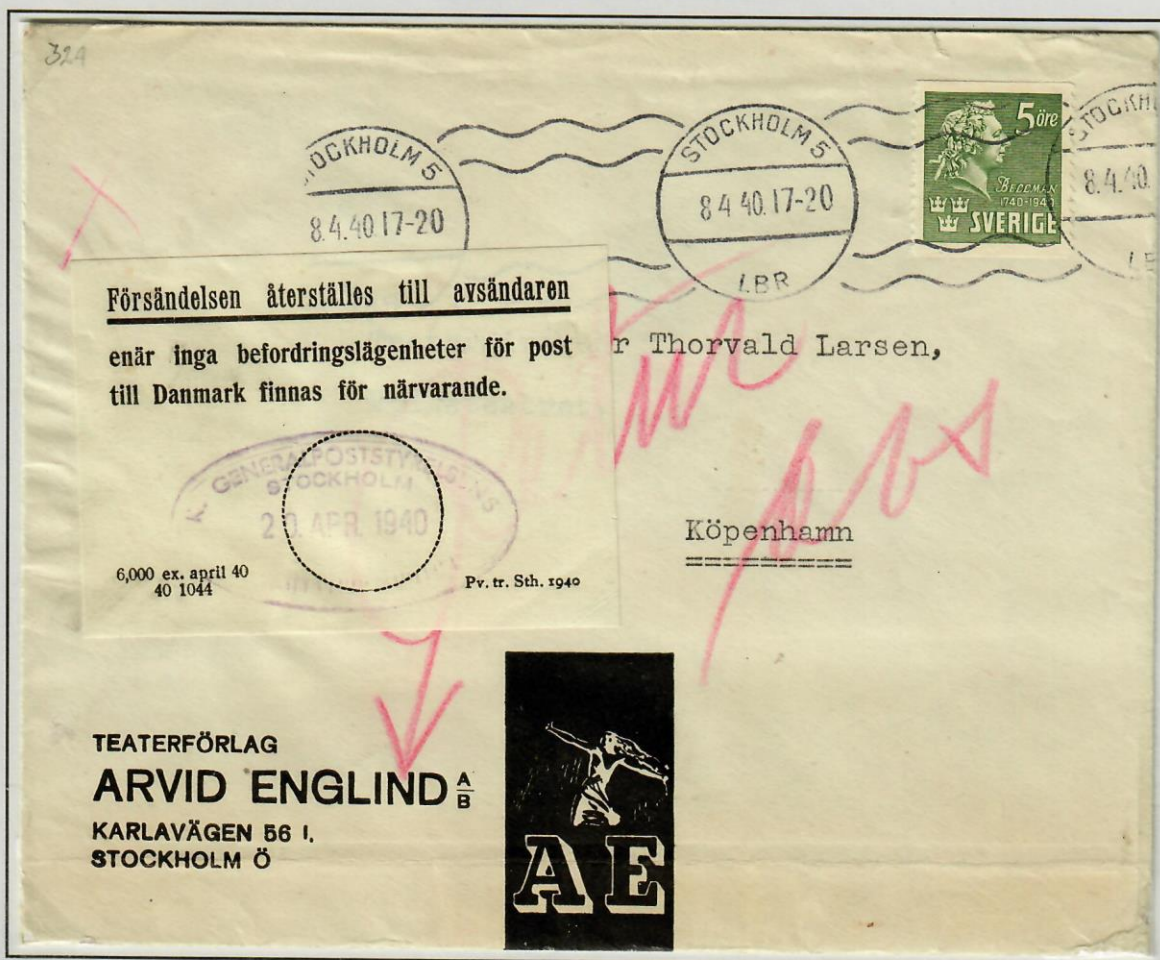


International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category V air mail fee for ≤ 5 gr.: 75 öre (01.02.38-25.04.44, air mail label type 5). Postmark: MALMÖ 28.8.39. Despite the annotations on the cover the letter was sent via Berlin. In Germany the letter was returned to sender, with 2 imprints in red. **Postverkehr gesperrt** and **Zurück**.

One of the earliest letters returned to sender as the result of the outbreak of WWII.

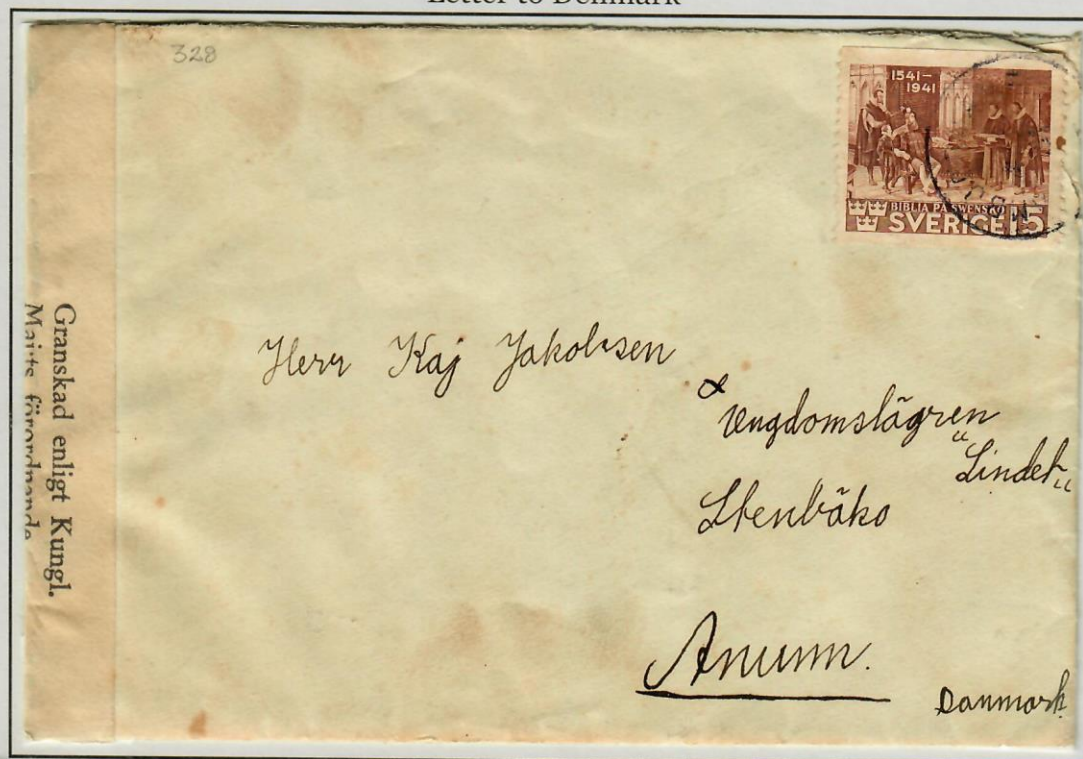


## Printed Matters to Denmark



Nordic Printed Matters, first rate:  $\leq 50$  gr.: 5 öre (01.08.24-30.06.48). This item was sent from Stockholm the day before the German attack on Denmark. The borders between Sweden and Denmark were closed and this item was returned to the sender on the 20th of April with the new label (type C), stating the closed borders to Denmark.

## Letter to Denmark



Nordic Letter, first rate:  $\leq 20$  gr.: 15 öre (01.08.24-31.03.42). This letter was open censored by the Swedish censor, indicated by the strip (type c 2). The letter was condemned and returned to sender.

Items with sign of Swedish censoring are rare.



## 1. Postal Routes

## I. Mail to the Nordic Countries

### Express Letter to Denmark



On the back a customs label for the content. Bl. # 50 a. (Sept 25.) with an annotation: Tobacco, (weight) 75 g and (value) 4,00 Kr. The content was tobacco (in some form: cigarettes or cigars). There is a personal annotation on the back "Far skal ha 10 stykker af dem" translated as "Dad should have 10 of them". A considerate son or daughter providing a sibling and the father with tobacco, probably more desirable in wartime Denmark than in Sweden.

Nordic Letter, third rate: 125 ≤ 500 gr.: 60 öre (01.04.42-31.05.51) and express fee: 30 öre (01.07.30-31.03.48, label type 6). This letter has got **three imprints of Danish postmarks**, **two red related to censoring** and **one in blue related to customs handling**: 1. **P-B** (Presse-Bureau) 2. **Danish "passing without censorship"** and 3. **Jernbanens Told** 18 APR. On the front there are also two imprints of Swedish postmarks: 1. **Tullgods** i.e. "Item for customs handling") and 2. **Exporttillåtet Stockholm Tull** (i.e. "Allowed for export").

### Air Mail Letter to Denmark

Nordic Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51) and category Ib air mail fee ≤ 20 gr.: 10 öre (14.04.27-06.05.46).

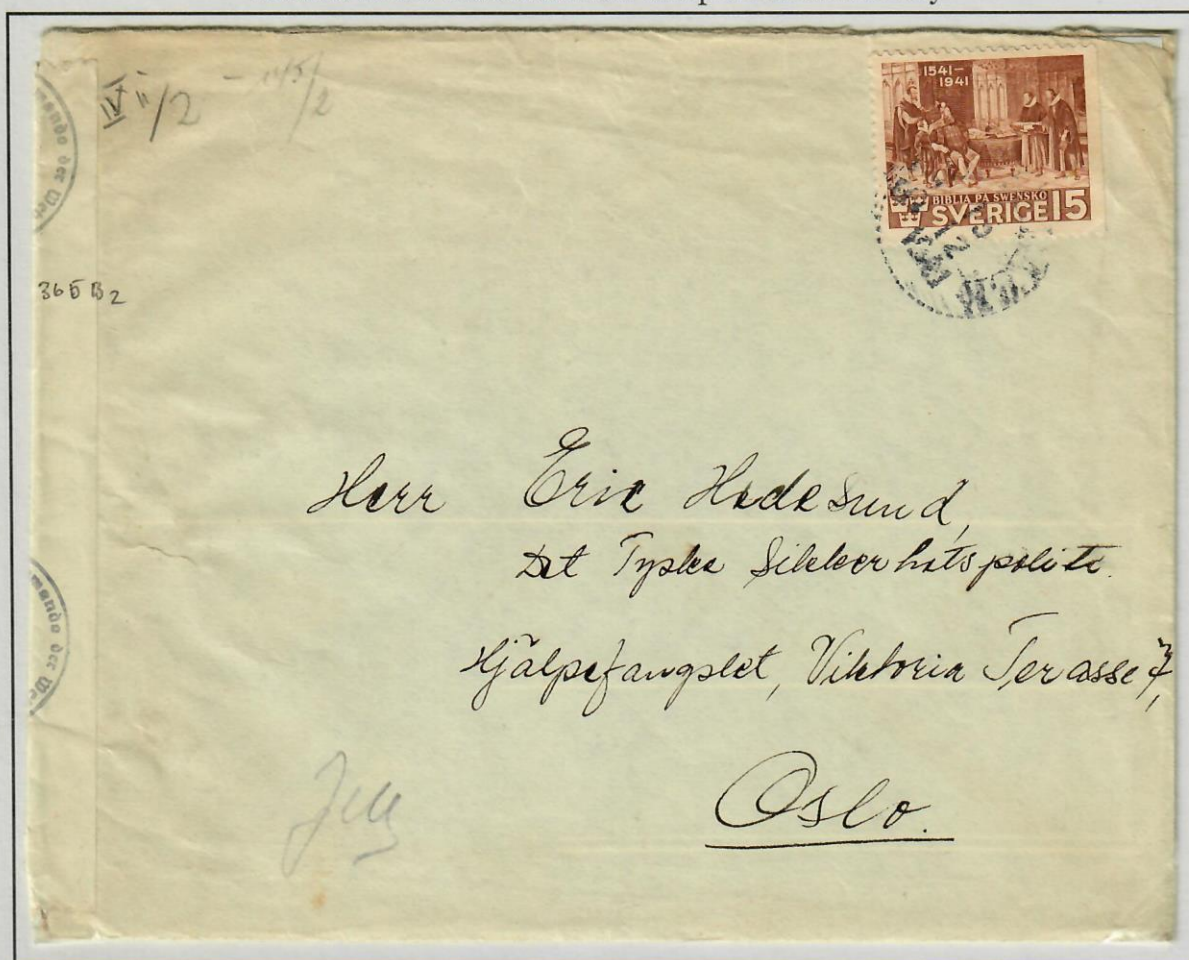
The letter was sent in July after the end of the war and was censored by the Danish censor 259.

The letter was censored by STJ (Swedish Security Authority) and forwarded to the dept. for Currency Control. After the control the letter was sealed, indicated by the paper-strip (c2, see section 3) on the left, and forwarded to Denmark.





## Letters to the concentration camp Grini in Norway



Nordic Letter, first rate: ≤ 20 gr.: 15 öre (01.08.24-31.03.42). The letter was sent to the German SS - support prison Viktoria terrasse 7. The support prisons, there were 4 of them in Oslo, they were a place where arrested people were kept and interrogated before their trial. All mail to Grini had to pass this address. The letter was censored in Oslo.



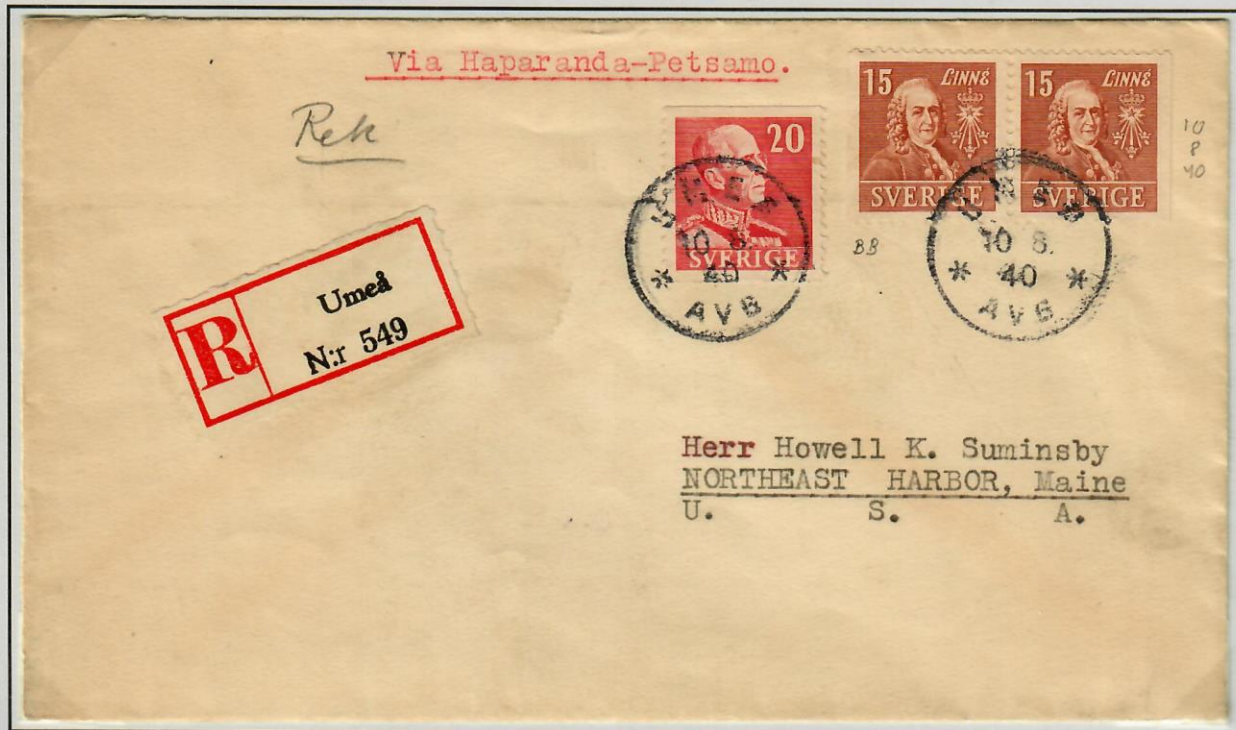
Nordic Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). The letter was sent to Prisoner 3587—Miss Olga Jensen at the German concentration camp outside Oslo named Grini. Miss Jensen came to Grini 31.07.41 and was released 11.11.44. The translation of the address is "The German SS - support prison Grini" with the additional address Viktoria terrasse 7. The letter was censored in Oslo.



## 1. Postal Routes

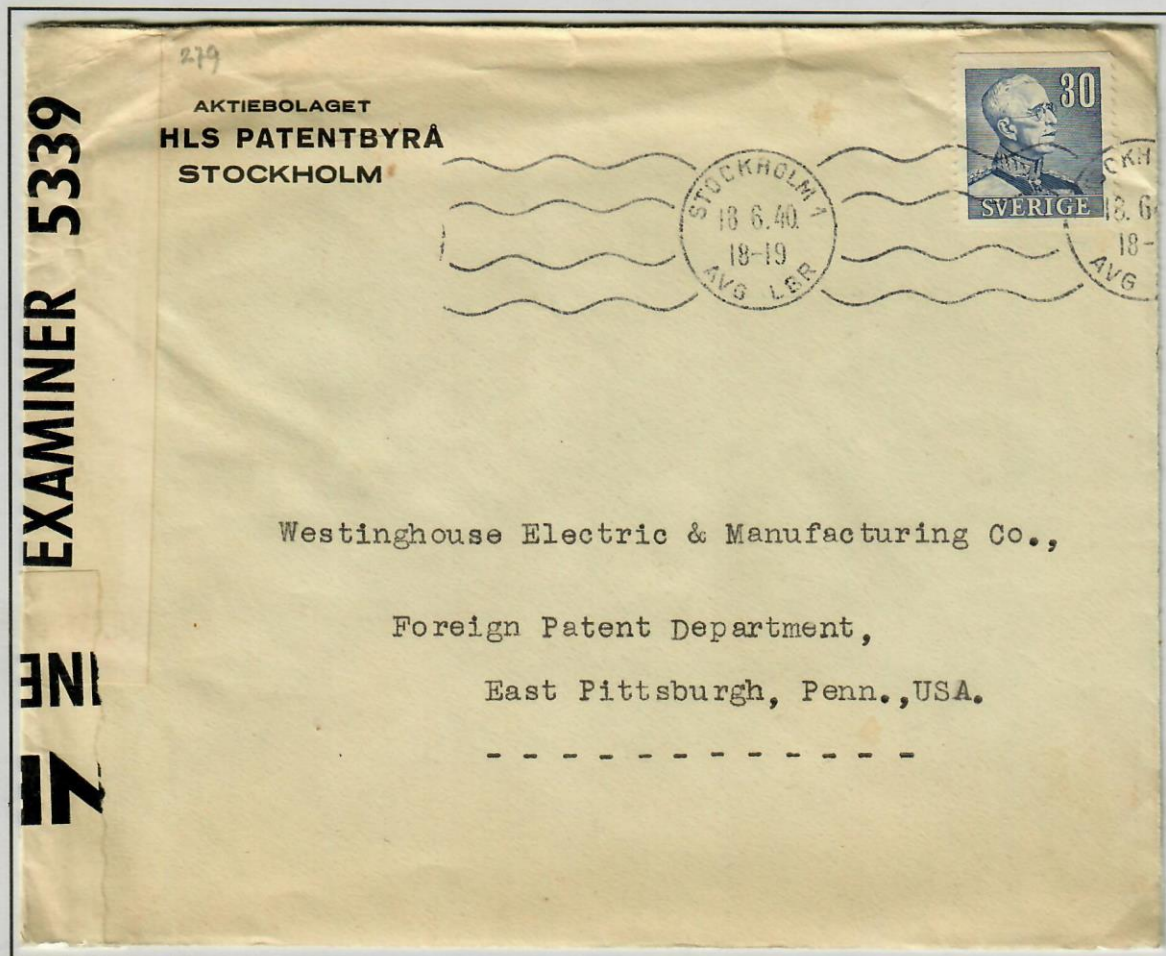
## I. The Northbound Mail Route

Registered Letter to USA transiting via Petsamo, Finland



International Registered Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1). Petsamo was an area west of Murmansk with ports to the Arctic Ocean belonging to Finland. **This route was open for Swedish mail to UK and USA between June and August 1940.** No letter is documented with transit postmarks or Finnish censoring using this way out of Sweden, the reason the mail were transported in sealed bags.

Letter to USA transiting via Petsamo Finland



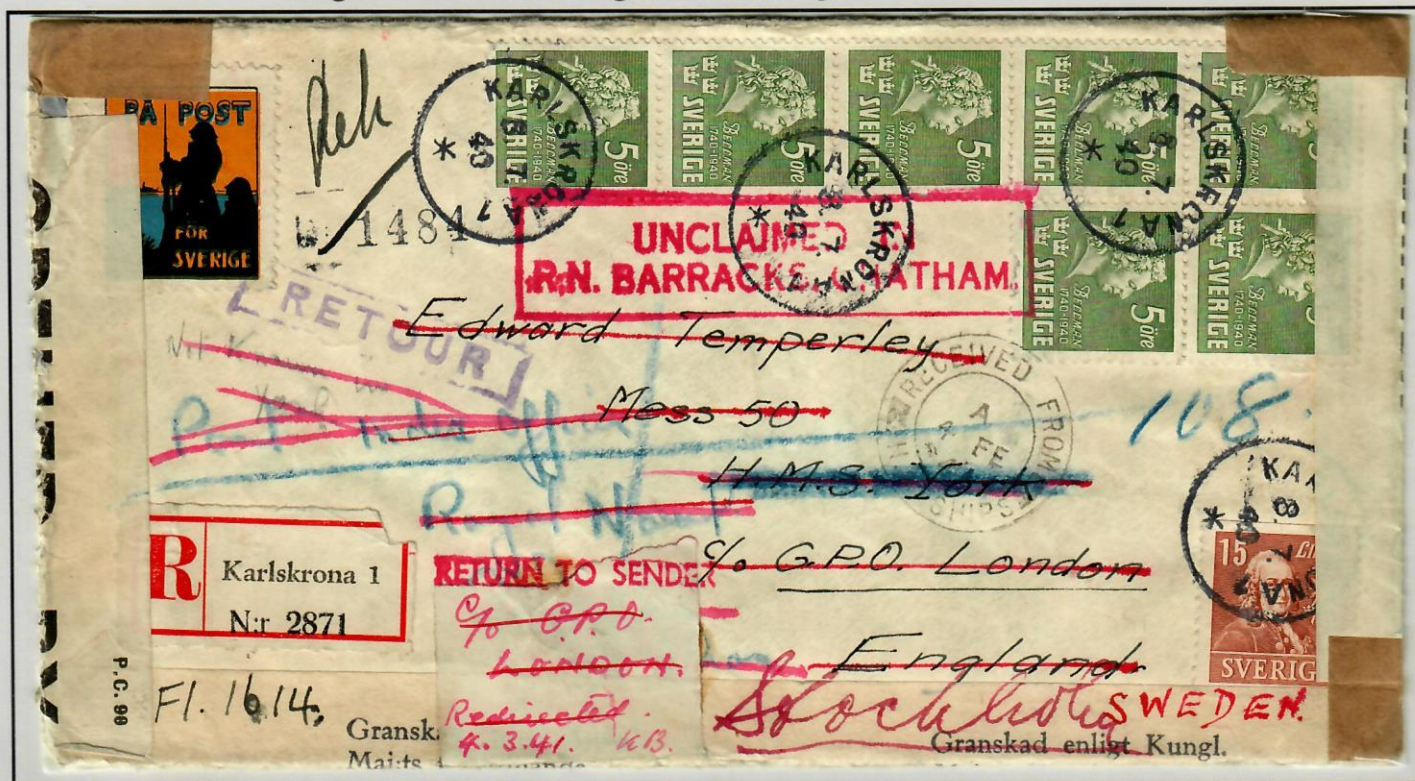
International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). **A surface letter, no signs of transit through the southbound or the eastbound route and the westbound route was closed until March 1942. What remained was the northbound way over Petsamo.** The Examiner 5339 was based at Bermuda according C C S G's (Civil Censorship Study Group) database. Which proves that the letter left Sweden and arrived USA passing Bermuda.



## 1. Postal Routes

## I. The Northbound Mail Route

Registered Letter to England transiting via Petsamo, Finland



International Registered Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1). Most likely the letter passed Petsamo. So far no letter is documented with transit postmarks or Finnish censoring using this way out of Sweden, the reason is that mail were transported in sealed bags. This letter passed the Swedish censor (a and c2). From the content you read that the letter is an attempt to reach an old friend after many years of silence. The letter is addressed to "HMS York" (Royal Navy) GPO London, and was censored in London with P.C.90 EXAMINER 722. HMS York was stationed in the Mediterranean, based at Alexandria, but no doubt she called at Malta and Gibraltar from time to time. After arrival to England in August 1940 the letter most likely has been forwarded to Malta and Gibraltar in search of Edward Temperley without success. The Cover then visited the Naval Barracks at Chatham and the India Office. The addressee is noted "UNCLAIMED IN R.N. (Royal Navy) BARRACK CHATHAM" (Kent). The cover has a transit stamp "RECEIVED FROM HM SHIPS 4 FE 41". and "ROCHESTER 5 FE 41". Another handstamp reads "RETURN TO SENDER" with a handwritten piece of paper stuck on the cover "c/o GPO LONDON Redirected 4.3.41".



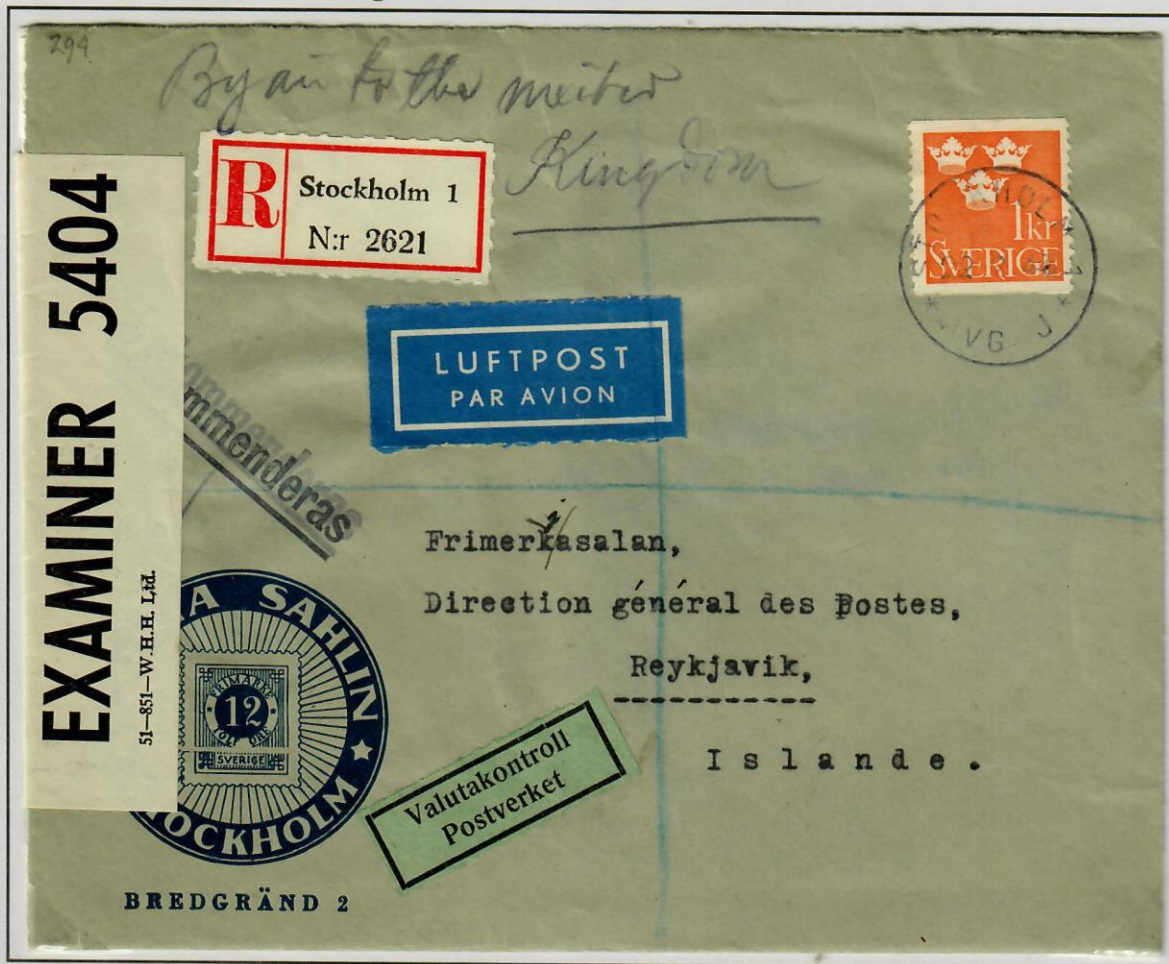
Partly under a censors strip an imprint from a rubber handstamp "REGISTERED 10 MAR 41 RE TD LTR. SECTION". The cover was censored again this time by P.C.90 EXAMINER 732 and sent back via Lisbon, Spain, France, Germany to Karlskrona, Sweden and redirected to Stockholm. On the way back the cover received two postal handstamps from Madrid, Spain, dated 1.5.41 and "NON RECLAMÉ".



## 1. Postal Routes

## I. Mail to the Nordic Countries Westbound

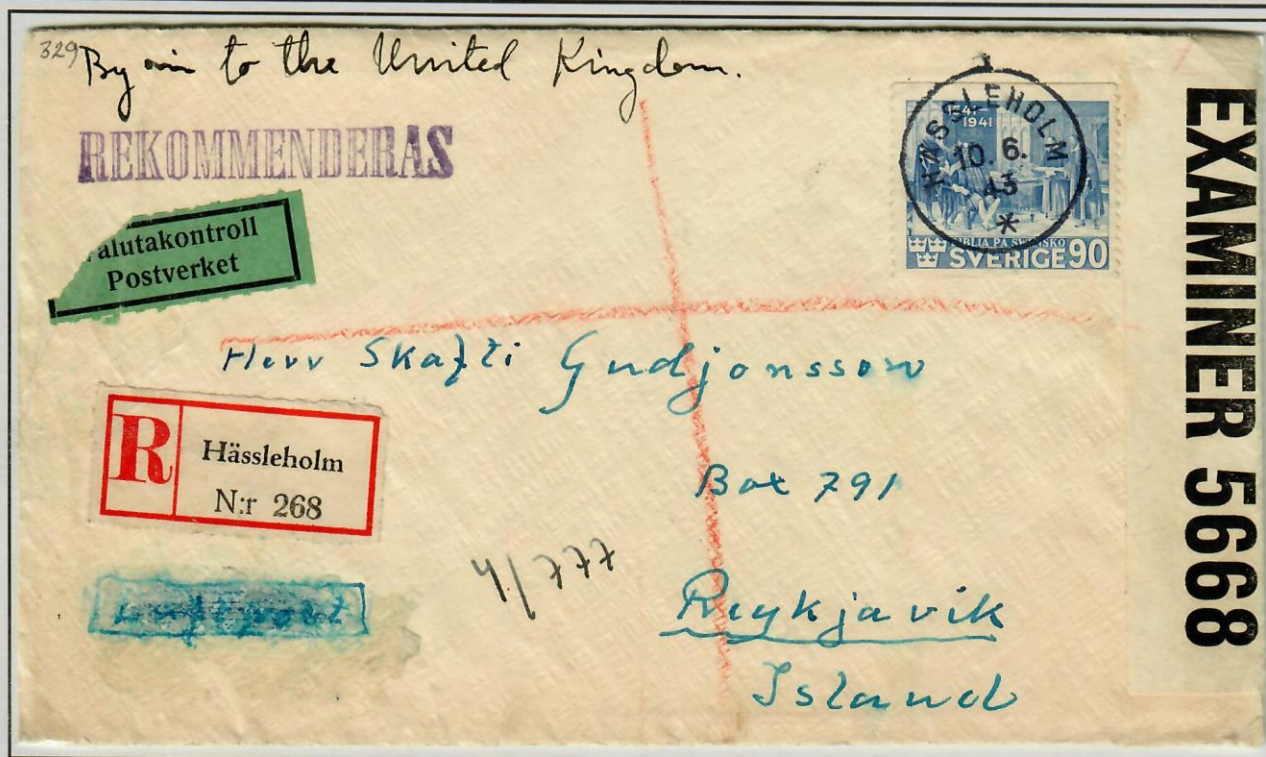
Registered Air Mail Letters to Iceland



Nordic Registered Air Mail Letter, first **NORDIC** rate  $\leq 20$  gr.: 20 öre (01.04.42 - 31.05.51), registered mail fee: 20 öre (01.10.25 - 31.03.48, label type 4:1) and category Id air mail fee for  $10 \leq 15$  gr.: 60 öre (30.12.42 - 28.02.45).

The letter was sent via Scotland (ABA) - London (rail) - Reykjavik (ship). Censored by the British in London.

The taxed and paid rates to Iceland, Faroe Islands and Greenland could differ. They belong to the Nordic area, but sometimes Nordic and sometimes International rate was paid. None of the rates seems to be regarded as wrong, no postage due was asked for items taxed as the Nordic. All mail had to pass through England which should have had International rate, this was the reason for the confusion.



International Air Mail Letter, first **International** rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52)), registered mail fee: 20 öre (01.10.25 - 31.03.48, label type 4:1) and category Ia air mail fee for  $5 \leq 10$  gr.: 40 öre (06.05.42-28.02.45, hand written "label"). Sent via Scotland (ABA) - London (rail) - Reykjavik (ship). The letter was censored by the British in London. Arrival postmark: REYKJAVIK -9.VII.43.



## 1. Postal Routes

## I. Mail to the Nordic Countries Southbound

### Printed Matters to Iceland



Nordic Printed Matters, first rate: ≤ 50 gr.: 5 öre (01.08.24-30.06.48).

This Printed Matters was sent in 1940, before there were any air mail traffic established to United Kingdom. The likely route was over land through Germany, Portugal and United Kingdom.

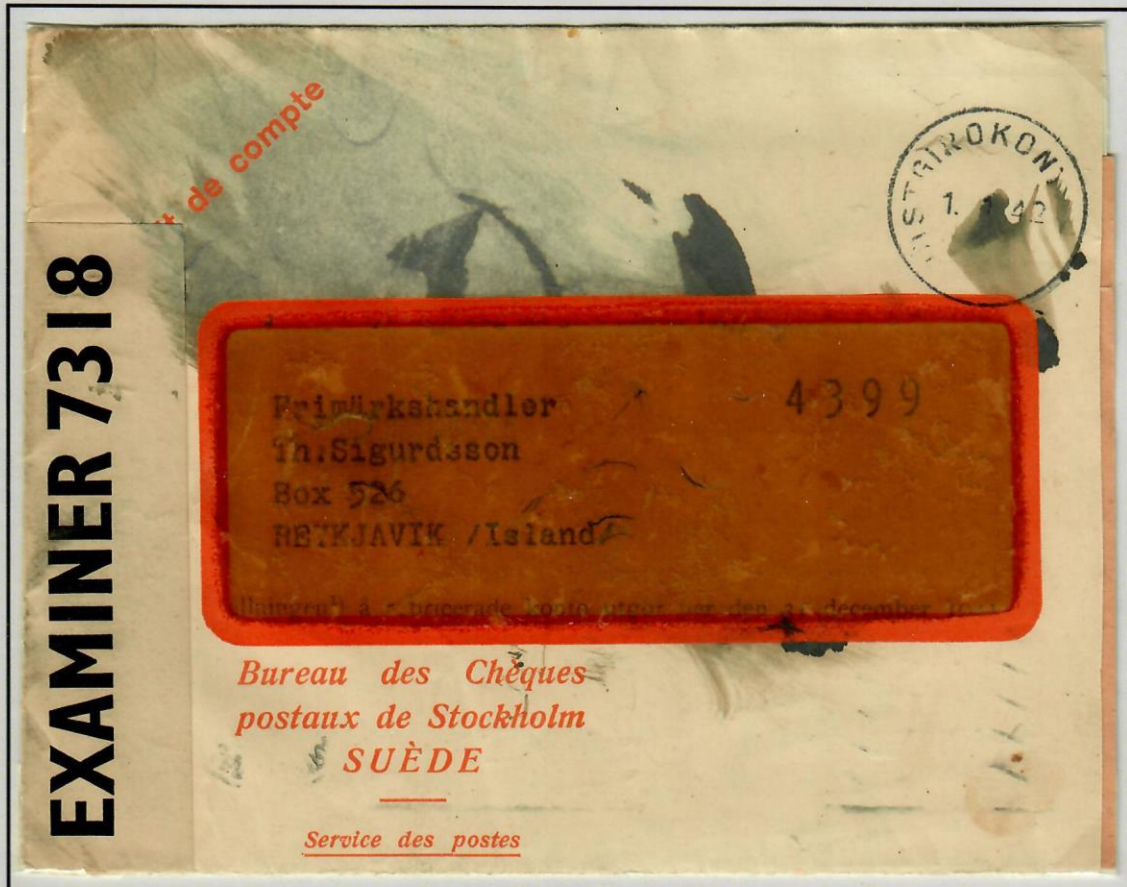
In England the item received a passed censor imprint in lilac (T.183).

### Letter to Iceland

Nordic Letter, sent free of charges. Besides war prisoner mail it is **very unusual to find letters sent abroad without stamps during WWII.**

The content is a financial statement from the Swedish Post Giro Bank, printed on the 31 December 1941.

The statement was sent to a stamp dealer in Reykjavik, Iceland. The same stamp dealer that received the Printed Matters above. The letter was censored by the British censor in London. Transit post mark: Lisbon Central 7.1.42.





## 1. Postal Routes

## I. Mail to the Nordic Countries Southbound

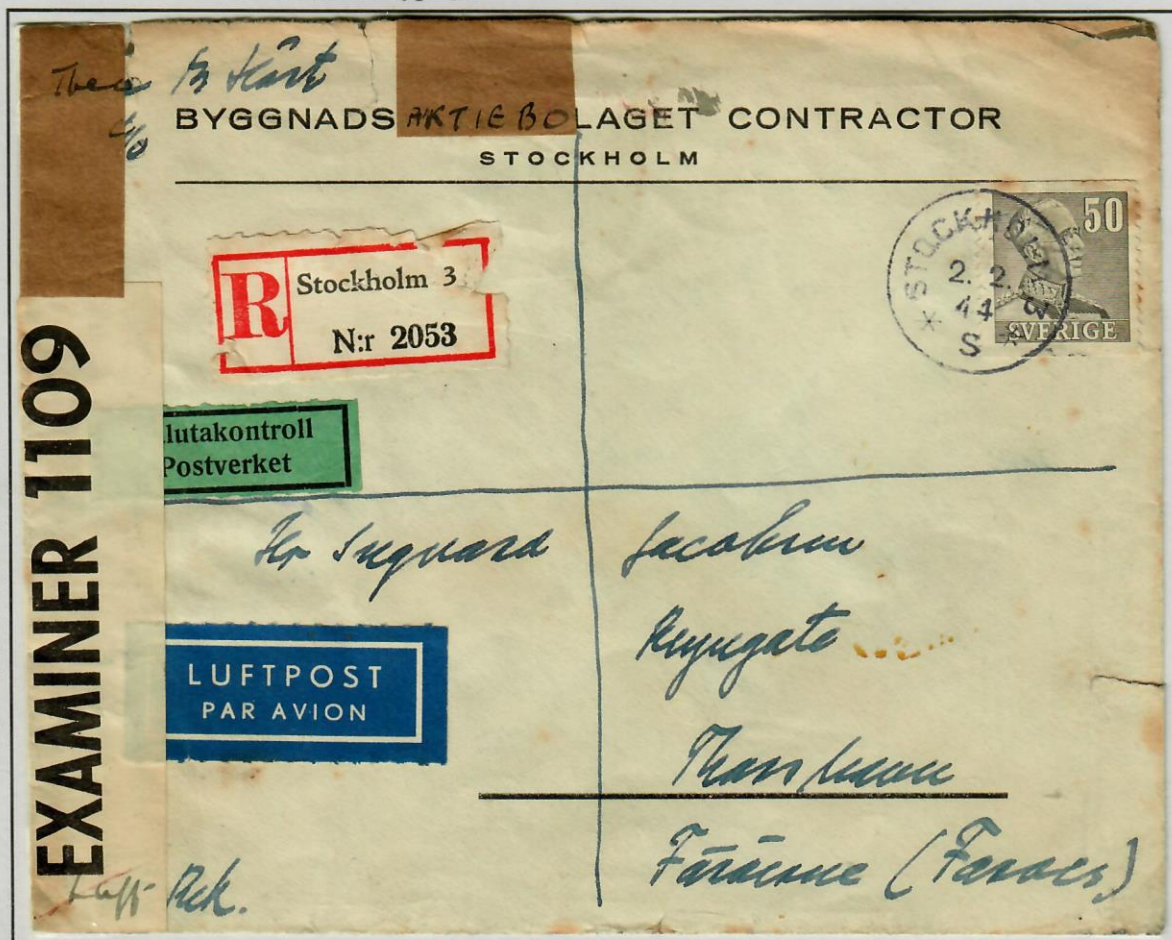
Registered Air Mail Letters to the Faroe Islands



The letter went through currency control (indicator a. on the back) and was sent via Berlin - Paris - Madrid - Faro - Lisbon - London - Torshavn (ship). The letter was censored in Berlin and London. Transit and arrival postmarks: FARO 15 JAN 42, LISBON CENTRAL 16 JAN 42 and THORSHAVN -4.4.42. The addressee didn't exist, the letter was returned. The Air Mail label was crossed out, since no new air mail fee was paid. On the route back the letter was censored again in London and has passed the censors in Munich, proven by the 2329 imprint.

Nordic Registered Air Mail Letter, first rate: ≤ 20 gr.: 15 öre (01.08.24-31.03.42), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ib air mail fee for ≤ 10 gr.: 10 öre (14.04.27-06.02.44, label type 5).

Nordic Registered Air Mail Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ib air mail fee for ≤ 20 gr.: 10 öre (14.04.27-06.02.44, label type 5). The letter went through currency control (indicator b.) and was sent via Berlin - Paris - Madrid - Faro - Lisbon - London - Torshavn (ship). The letter was censored in London. Transit and arrival postmarks: LISBOA -8 FEB 42 and THORSHAVN -7.3.44.

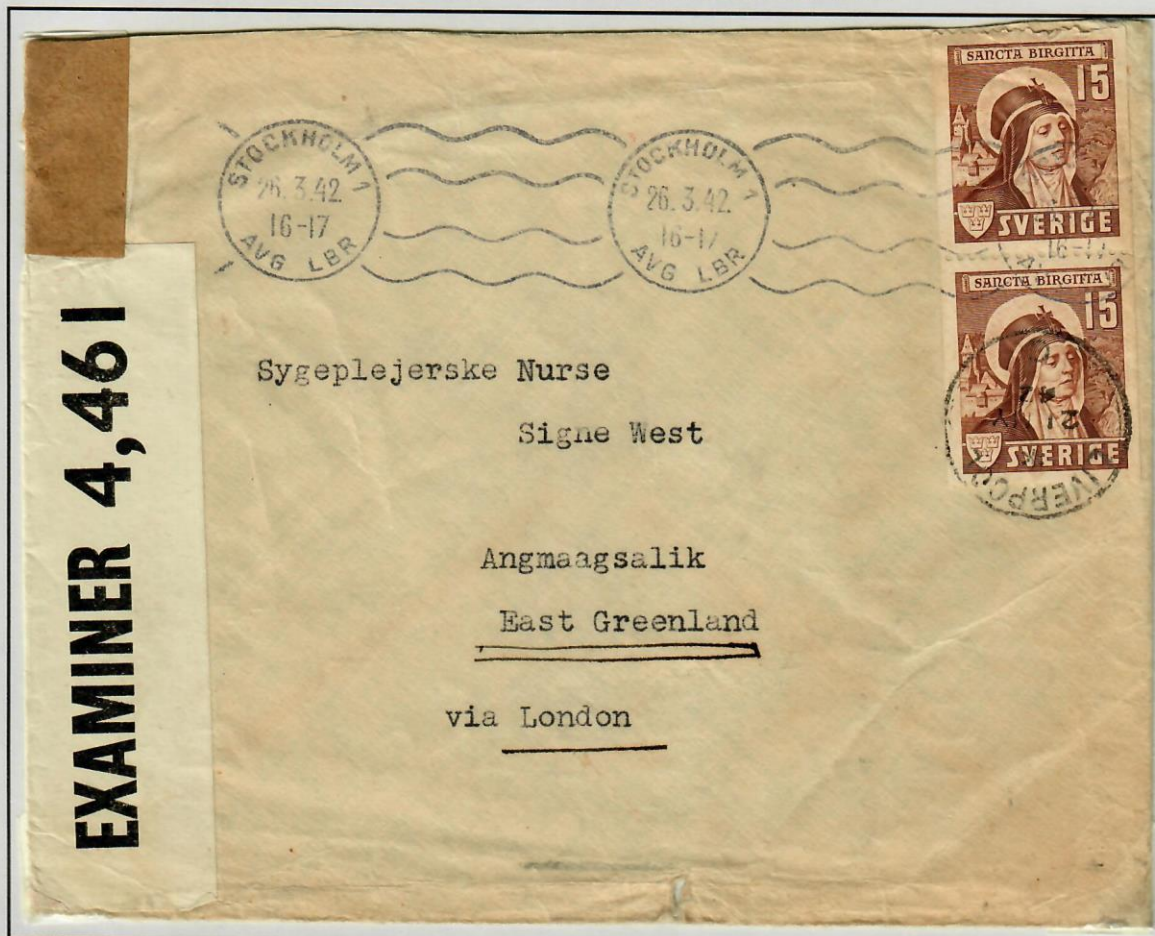




## 1. Postal Routes

## I. Mail to the Nordic Countries

### Letter to Greenland Southbound Mail Route



International Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52).

The mail to Greenland should be taxed as Nordic, but here as International mail, probably because the cover should pass Great Britain instead of Denmark.

Presumably this letter went wrongly, when sorting in Stockholm, in the air mail bag to be sent in a closed bag through Germany. Sent via Berlin (ABA) - Munich (LH) - Marseille (LH) - Madrid (LH) - Lisbon - London (BA) - Liverpool(rail) - East coast of USA (ship) - Angmaagsalik (rail/ship).

Censored in Liverpool where it as also received an imprint Liverpool 21 MY 42.

### Registered Air Mail Letter to Greenland Westbound Mail Route

International Registered Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Id air mail fee for  $\leq 5$  gr. : 65 öre (26.04.44-06.05.46).

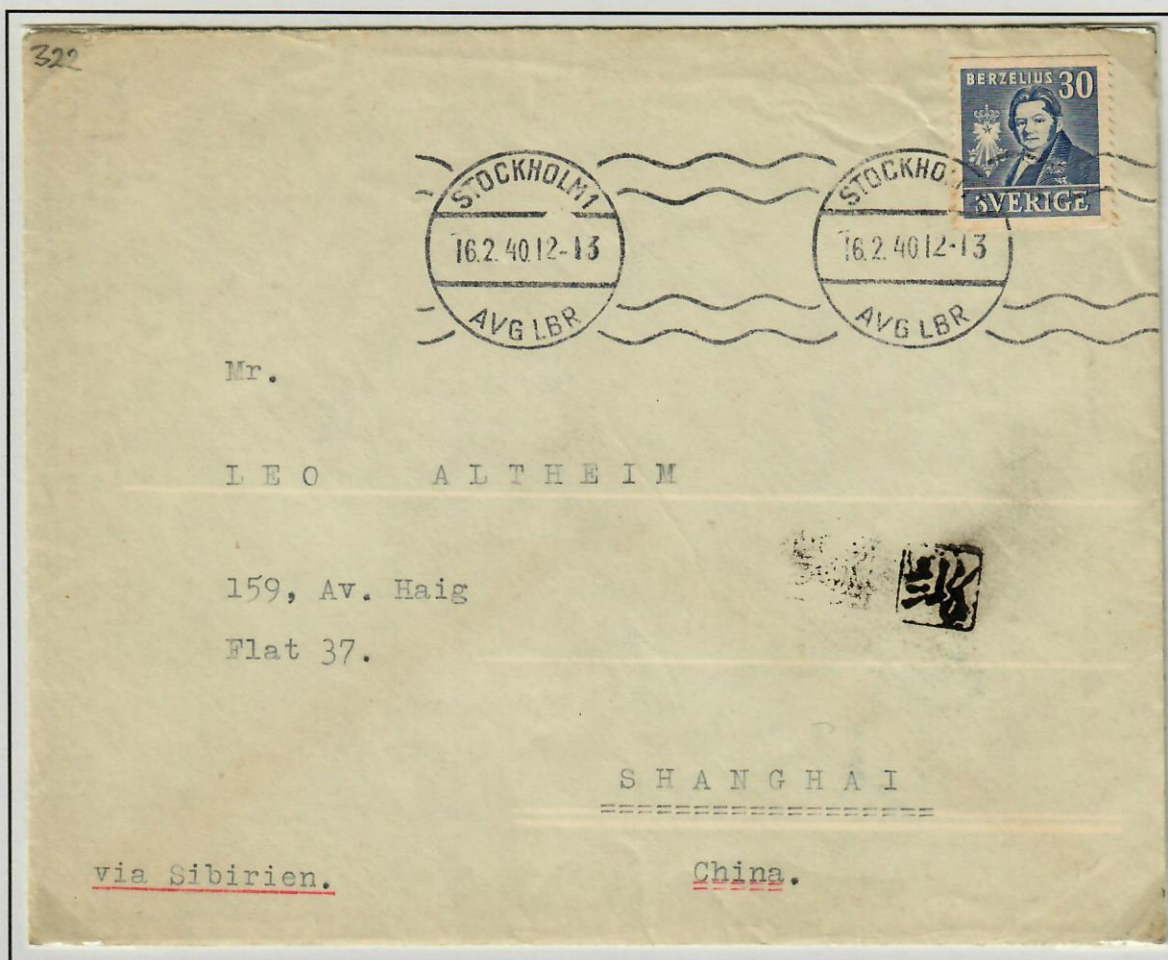
The letter was sent via Scotland (ABA) - London (rail) - Lisbon (BOAC) - New York (PANAM FAM-18) - Godthåb (rail/ship). Censored by the British in London.

Letters to Faroe Islands, Iceland and Greenland sometimes had the Nordic and sometimes the International rate. Greenland belongs to the Nordic countries but all mail had normally to pass England and occasionally Germany, hence the confusion.



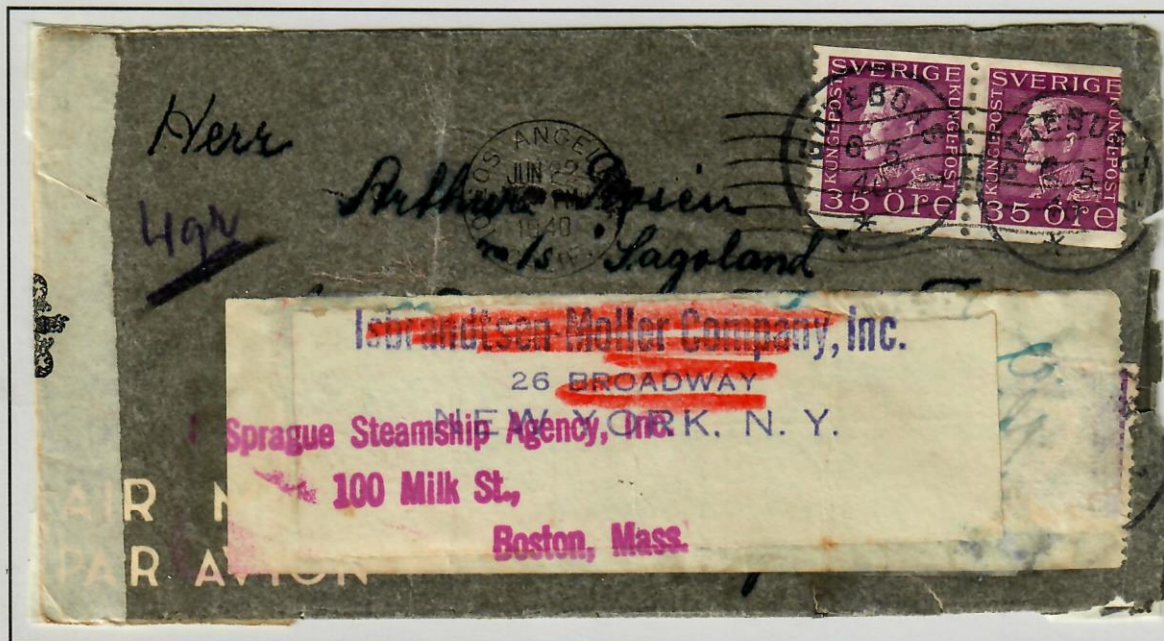


## Letter to China



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52). Arrival postmark: Shanghai 09.03.40. The imprint on the front belongs to the delivery postman. The addressee used to be a Stamp Dealer in Vienna and escaped the Nazi terror after the "Kristallnacht" to the only country not requesting visas, China.

## Air Mail Letter to the Philippines



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVe air mail fee for  $\leq 5$  gr.: 50 öre (01.06.34-28.02.41). The letter was sent via Moscow (ABA/Aeroflot) - Teheran (Aeroflot) - Baghdad (BOAC) - Cairo (BOAC Empire Route—Calcutta—Bangkok (Imperial Empire Route) - Hong Kong (Imperial) - Manila (PANAM). Forwarded to Los Angeles, New York and Boston chasing the ship Sagaland. Censored in Hong Kong. Transit postmarks: Victoria 20 MY 40, Los Angeles JUN 22 1940 and New York JUL 29 1940.



## Registered Letter to Latvia



Nordic Letter, first rate:  $\leq 20$  gr.: 15 öre (01.02.37-xx.12.40) and registered mail fee: 20 öre (01.02.37-xx.12.40, label type 4:1). The cover was handled by the Currency Control and probably opened by the Swedish Censor, signs of this are the transparent paper seal (a) and the Currency Control labels (b). Arrival postmark: Riga 6 mai 1940. The rubber imprints: "**Brivs no muitas**" and "**F.M. Rigas Muit**" i.e. Duty free and Riga's customs office, indicates that the letter was checked by the customs and probably also censored in Latvia.



## 1. Postal Routes

## II. The Eastbound Mail Route

Air Mail Letter to China via Siberia forwarded to Indochina



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVc air mail fee  $5 \leq 10$  gr.: 100 öre (01.06.34-28.02.41, label type 5). Mail over Moscow and Siberia was transported in closed mail bags and no transit postmarks were struck on individual items.



Arrival postmark: Shanghai "5.7.29" i.e. 29.07.40. The letter was forwarded to Haiphong French Military Barracks and forwarded again to Lieutenant Herzfeld who had enrolled the 3rd Infantry 5th Regiment of the French Foreign Legion based in Tong. Transit postmarks: Hanoi R.P. Tonkin 25.07.40, Haiphong 29.07.40 and 03.08.40. The letter was first censored by the British in Hong Kong and later by the French in Tong.



## 1. Postal Routes

Sent via Moscow (ABA/Aeroflot) - Teheran (Aeroflot) - Baghdad (BOAC) - Cairo (BOAC, Empire Route) - Lagos (BOAC, Trans Africa Route) - Aba - Brazzaville. Censored by Egyptian censor # 139 according to a rubber imprint on the back, also proven by another rubber imprint on the back and two rubber imprints on the front and a paper strip. There is also a rubber imprint without a handwritten destination: PAR AVION JUSQU'A \_\_\_\_\_ i.e. air mail to \_\_\_\_\_ on the front. Transit postmarks: Aba 28.10.40, Leopoldville 21.11.40 and Brazzaville 22 NOV 40. The letter was redirected from Brazzaville to Kibungu in Congo.



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IIc air mail fee  $\leq 5$  gr.: 40 öre (01.06.34-20.09.44, label type 5). Mail over Moscow and Teheran was transported in closed mail bags so no transit postmarks exists on individual items.

## Air Mail Letter to England



International Air Mail Letter, first rate:  $20 \leq 40$  gr.: 50 öre (01.07.36-31.05.52) and category IIc air mail fee  $20 \leq 25$  gr.: 425 öre (01.03.41-06.07.41, label type 5). Sent via Moscow (ABA) - Teheran (Aeroflot) - Bombay (BOAC) - and most likely Cairo (BOAC) - Durban (BOAC, Horseshoe Route) - London (ship). Censored in Bombay, label type 6B1 and handstamp C16 type 3). Arrival postmark (back): OXFORD 13 OCT 1941.

This letter made a journey of 139 days between Västerås and Oxford, the war effect on mail!



## 1. Postal Routes

## II. The Eastbound Mail Route

### Air Mail Letter to Philippines



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVE air mail fee for  $\leq 5$  gr.: 50 öre (01.06.34-28.02.41, label type 5). The letter was sent via Moscow (ABA/Aeroflot) - Teheran (Aeroflot) - Baghdad (BOAC) - Cairo (BOAC Empire Route) - Calcutta - Bangkok (Imperial, Empire Route) - Hong Kong (Imperial) - Manila (PANAM). Censored by the Egyptian censors, see rubber imprint and paper strip on left side. Transit postmarks: Cairo 11 SEP 1940 and Victoria Hong Kong 17 SP 40.

### Air Mail Letter to New Zealand



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category V air mail fee  $\leq 5$  gr.: 75 öre (01.02.38-28.02.41). The letter was sent via Moscow (ABA/Aeroflot) - Teheran (Aeroflot) - Basra (BOAC) - Cairo (BOAC, Empire Route) - Singapore - Sydney - Auckland (BOAC, Horseshoe Route). Mail via Moscow and Teheran was transported in closed mail bags hence no transit postmarks were struck. Censored by Egyptian censors, shown by the rubber imprint and the strip on the left. Transit postmark: Cairo 27 NOV 41.



## Letter to China



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52). The letter was sent over Riga and Moscow to Chungking in China.



Transit and arrival postmarks: Chungking 9.5.41, 14.5.41 and finally 15.5.41. A number of investigations took place, hence the different slips on both front and back, but according to the Chinese writing the letter could not be delivered because the P.O. could not identify the addressee. The letter got the imprint of a Rebut hand-stamp, showing that the letter should be returned to sender. The letter's route back was over Burma, India and Germany and it was censored in Rangoon, Burma (PASSED CENSOR 7) as well as in Berlin (b).



# 1. Postal Routes

# II. The Eastbound Mail Route

Air Mail Printed Matters / Air Mail Letter to Australia



International Air Mail Printed Matters, first rate:  $\leq 50$  gr.: 5 öre (01.08.24-30.06.48) and category Vc air mail fee  $20 \leq 25$  gr.: 500 öre (01.03.41-06.07.41). The item was sent via Moscow (ABA) - Baghdad (surface) - Basra, left 5 June, (BOAC) - Sydney (BOAC NE90). Arriving Sydney 12 June. Transit postmark: Baghdad 30 MAY 1941.



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), and category Vc air mail fee  $\leq 5$  gr.: 100 öre (01.03.41-06.07.41). The item was sent via Moscow (ABA) - Baghdad (surface) - Basra, left 5 June, (BOAC) - Sydney (BOAC NE90). Arriving Sydney 12 June. Transit postmark: Baghdad 30 MAY 1941.



## 1. Postal Routes

## II. The Eastbound Mail Route

### Letter to French Equatorial Africa



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52).

The letter was sent by air via Moscow (ABA/Aeroflot) and onwards by rail and ship, it has travelled east visiting India.

Transit and arrival postmarks: Baghdad 09.03.41, Free Town 06.05.41, Bangui Oubangui Chari 03.06.41 and Berberati 06.06.41.

The letter passed both censors in British India and in Cameroun.

### Letter to England

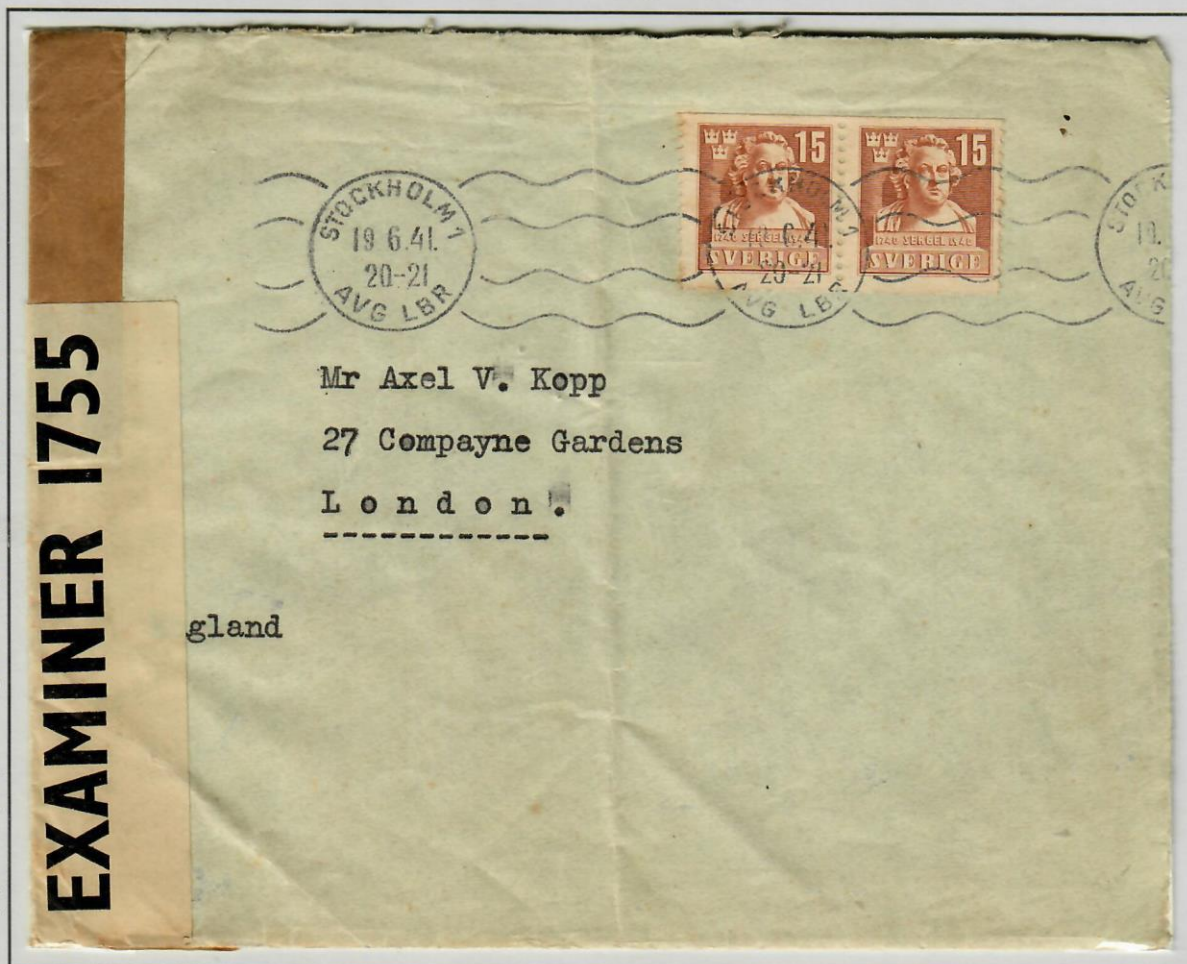
International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52).

The letter was sent by air via Moscow (ABA/Aeroflot) and onwards by rail and ship, the exact route can not be traced since there are no transit postmarks. It can't be explained properly why items franked as surface was allowed to be sent air mail! Maybe from generosity!

Arrival postmark: London 19 SEP 41.

The letter was censored upon arrival to England.

The letter was on it's way for exactly 3 months.





## 1. Postal Routes

## II. The Eastbound Mail Route

### Air Mail Letter to Netherlands East Indies



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category IVb air mail fee 5 ≤ 10 gr.: 160 öre (01.03.41-06.07.41, label type 5). The letter was sent via Moscow (ABA) - Teheran (Aeroflot) - Basra (BOAC) - Singapore (BOAC, Horseshoe Route) - Batavia (KLM). Transit postmark: Baghdad 28 MCH 41. Arrival postmark Soerabaja 8.4.41 and both a black **CENSUR** and three hand-stamps one with date, one in red as well as a censor's (**Ec. C 8**) in Soerabaja.

### Air Mail Letter to England

International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ia air mail fee ≤ 20 gr.: 85 öre (01.03.41-06.07.41, label type 5).

The violet hand stamp in the front is a Iraqi censors markings, was the letter read by the censor? probably not.

The letter sent via Moscow (ABA) - Teheran (Aeroflot) - Baghdad (BOAC) - Cairo (BOAC) - Durban (BOAC, Horseshoe Route) - London (ship). Transit postmark: Baghdad 11 MAY 41.



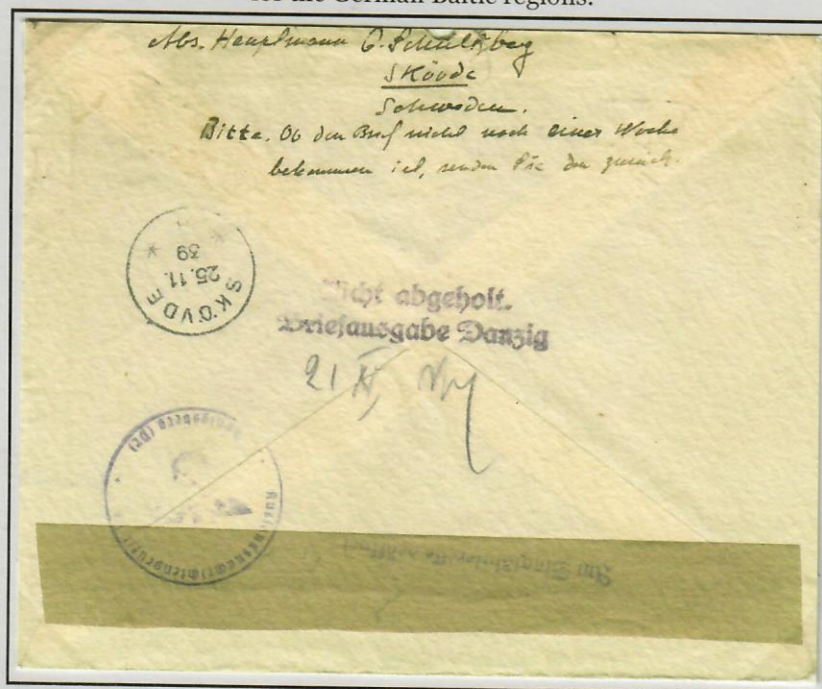
The mail passed Moscow and Teheran in sealed mailbags, hence no transit postmarks. Besides the censoring in Baghdad the letter was also censored upon arrival to England.



## Letter to Germany



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). On the front three rubber imprints: **Von der Wehrmacht zugelassen**, **Auslandsnachrichtenprüfstelle** und **Zurück** i.e. Approved by the Wehrmacht, Foreign news censoring office and Return to sender. The latter was a censor hand-stamp used in Königsberg, where censoring took place for the German Baltic regions.



The letter had a Poste restante address in Danzig, Danzig had become a Part of Germany when Poland was occupied in September 1939. Since the letter wasn't picked up after a week, the letter was returned to sender. **Nicht abgeholt / Briefausgabe Danzig** i.e. Not picked up / Letter office Danzig. A brown paper strip was used to seal the envelope after censoring, the strip bears rubber imprints: **Im Staatsinteresse geöffnet** und **Auslandsnachrichtenprüfstelle** i.e. Opened in the interest of the State and Foreign news censoring office. Both unusual imprints! The letter arrived back to Skövde 25.11.39.

Königsberg is very unusual place for censoring Swedish mail.



## 1. Postal Routes

## III. The Southbound Mail Route

### Letter to Italy



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52).

Letter sent from a Swedish volunteer in the "the winter war", in 1939-40. The Swedish volunteers had the right to send free mail from Finland.

The mail was sent over Tornio-Haparanda, without a stamp, where Swedish stamps were applied and paid for by the SFK, i.e. the Swedish Free Corps. Censored, by the Finnish censor in Torneo (RT55). Arrival postmark: Mesero - Milano 29.3.41.

**Very unusual with SFK covers to other countries than Sweden.**

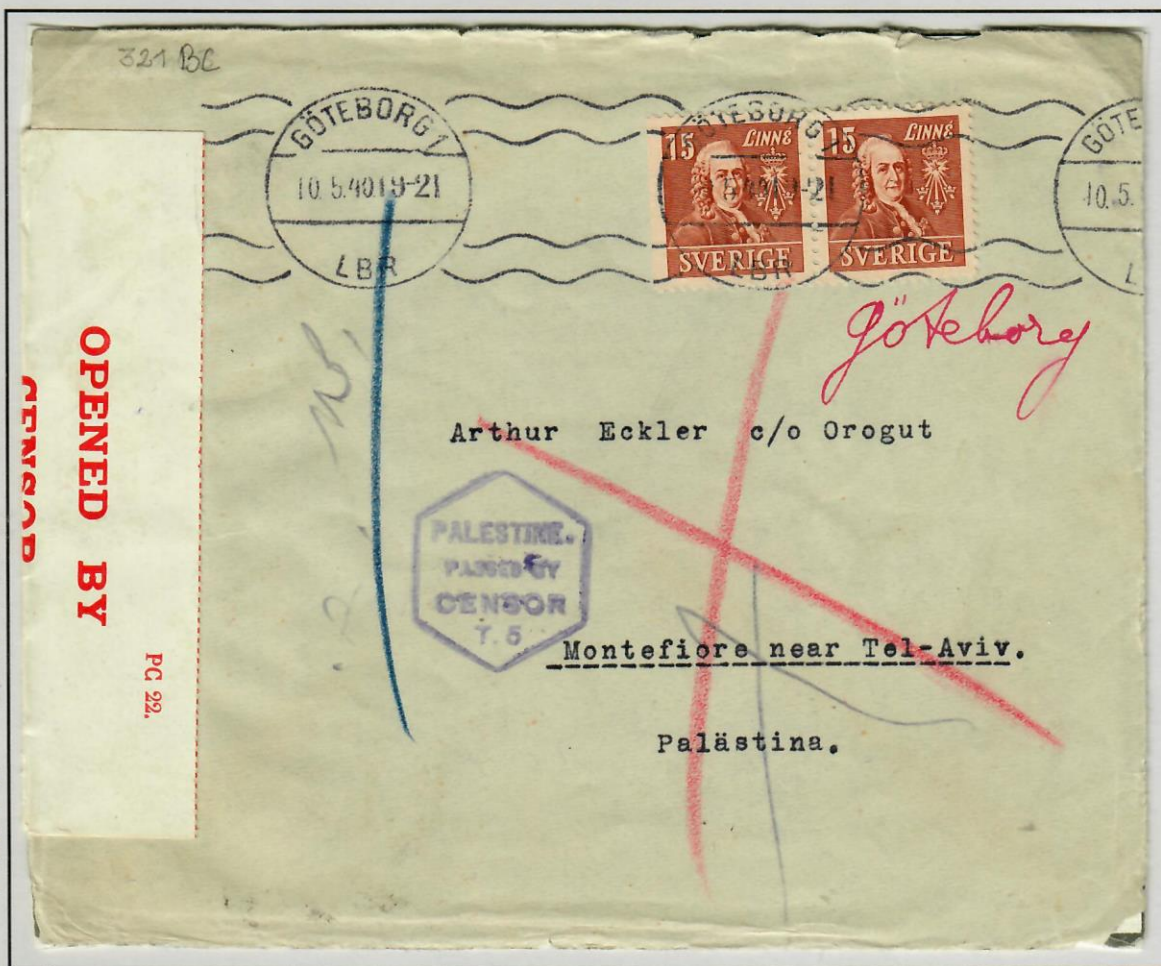
### Letter to Palestine

International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52).

No transit postmarks. Most likely the route was via Trelleborg/Sassnitz by rail/ferry to Berlin, and most likely by rail to Rome and then flown by ALA LITTORIA Rome - Brindisi - Athens - Rhodes - Haifa. Arrival postmark: Tel Aviv 10 SEP 40.

The letter has no signs of censoring in Germany nor in Italy but was censored by the British censor in Palestine. Italy didn't enter the war until 10th of June 1940.

The addressee had left, shown by a rubber imprint on the back and the letter was returned to sender.





# 1. Postal Routes

## Air Mail Letter to Palestine



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVa air mail fee for  $5 \leq 10$  gr.: 30 öre (01.06.34-28.02.41, label type 5).

The route was via Trelleborg/Sassnitz by rail/ferry to Berlin, and then flown by DLH Berlin - München - Venice - Rome and then with ALA LITTORIA Rome - Brindisi - Athens - Rhodes - Haifa.

When the letter passed Rome it was censored, shown by a rubber imprints and a strip on the left.

## Return to sender Registered Air Mail Letter back to Germany

This registered letter from Germany, censored in Hamburg (f) was upon arrival to Sweden returned to the wife of the addressee according the written instructions on the cover.

In Sweden somebody put on Swedish stamps to pay for the category I air mail fee for  $20 \leq 40$  gr.: 20 öre (14.04.27-19.09.45). Arrival postmark: WIESENBURG (MARK) 3.8.40.





## Money Orders to Germany

271  
ADMINISTRATION DES POSTES de SUÈDE  
INTERNATIONELL POSTANVISNING  
Mandat de poste international

à ett belopp av 75 kr.  
de la somme de (med siffror — en chiffres arabes)

beloppet av mark, francs o. s. v. med bokstäver — les unités en toutes lettres et en caractères latins

att betalas till Ausweisungshäftling  
payable à M. Georg Israel Krausz

Adressort: Waldheim i Sachsen  
Lieu de destination:

Gata och nummer: Niedermarkt 1  
Rue et numéro:

Adressland: Tyskland  
Pays de destination:

Redovisningsnummer: 36  
Numéro d'émission:

Redovisningsdag: 21.12.1940  
Date d'émission:

Avsändande postanstalt: Kungälv  
Bureau d'émission:

Inbetalat belopp  
Somme versée  
Kr. 0öre  
127 50  
(Monnaie du pays d'origine)

Redov. postanstalts stämpel  
21.12.40  
Tillbaka till bureau d'origine

Tjänsteanteckningar  
Indications de service

(Febr. 37.)  
Vederbörande posttjänstemans underskrift  
Signature de l'agent qui a dressé le mandat

International Money Order: 100 ≤ 250 kr.: 100 öre (01.07.30-31.05.51). The addressee was "Ausweisungshäftling Georg Israel Krausz". We know that Herr Krausz was a member of the Jewish community since all men of the community had to, by law, add Israel to their name and the women had to add Sara. The title of Herr Krausz "Ausweisungshäftling" translates as Expulsion prisoner. The Money Order was acknowledged on 26th December 1940.

KUPONG — COUPON  
(Kan från skiljas av adressaten.)  
(Peut être détaché par le destinataire.)

Avvisningsbeloppet med siffror  
Montant du mandat en chiffres arabes

Avsändare: R. H. Zehn  
Designation de l'expéditeur:

att betalas till Kadett (Ing)  
payable à M. Linden

Adressort: Feldpost: 27 257  
Lieu de destination:

Gata och nummer: Gröndalen  
Rue et numéro:

Adressland: Tyskland  
Pays de destination:

Redovisningsnummer: 3  
Numéro d'émission:

Redovisningsdag: 12.9.40  
Date d'émission:

Avsändande postanstalt: Borås  
Bureau d'émission:

Inbetalat belopp  
Somme versée  
Kr. 0öre  
17 -  
(Monnaie du pays d'origine)

Tjänsteanteckningar  
Indications de service

Den 12.9. 1940  
Le 10. (Febr. 37.)  
P. tr. Sch.

Vederbörande posttjänstemans underskrift  
Signature de l'agent qui a dressé le mandat

International Mail Order: 5 ≤ 50 kr.: 40 öre (01.07.30-31.05.51). Sent to Kadett Linden Feldpost 27 257. Two imprints on the front: **Zurück** and **Aus militärischen Gründen zurück** translates as Return and For Military reasons returned.

Money Orders to Germany in WWII are extremely rare, only three recorded.



## 1. Postal Routes

### Registered Air Mail Letter to Albania



Arrival postmark: Vlonë 19 II 41. Vlonë is one of the names of a town in Albania by the Adriatic Sea, it is mostly called Valona. The addressee was unknown, so the letter was returned to sender first to Linköping, the town on the Registered label. Transit and arrival postmarks: Brindisi 26.2.41 and 27.2.41 and Linköping 4.3.41. The registered mail label was crossed over by mistake, instead it should have been the air mail label that should have been crossed over when the letter was returned to sender. Back in Sweden the letter was rerouted to a place called Nockeby.

International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category I air mail fee for ≤ 20 gr.: 10 öre (14.04.27-19.09.45, label type 5). Sent via Berlin (DLH) - Roma (DLH) - Brindisi (train) - Valona.

**Mail to Albania is most unusual, this is the only recorded item during WWII.**

Letter to an under-cover address in Portugal, Thomas Cook

International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). Thomas Cook & Son Ltd, the travel company, was by the British Government asked to copy the postal under-cover handling they managed during WWI. It started with a P.O. Box in Amsterdam, after the German invasion of the Netherlands the operations were moved to Lisbon. P.O. Box 506 Lisbon was the under-cover address used by people that wanted to send mail to and from Great Britain and Dominions to and from neutral and enemy countries. This letter was sent from Sweden to U.K., just before the air mail traffic was resumed from U.K. to Swede. Arrival postmark: LISBOA-CENTRAL 1.3.42. Censored by the British upon arrival to U.K.

**One of only two recorded Swedish under-cover letters using Thos Cook's P.O. Box to U.K. !**





## 1. Postal Routes

## III. The Southbound Mail Route

Air Mail Letter to USA forwarded to the Dominican Republic



International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category III A air mail fee for 5 ≤ 10 gr.: 110 öre (01.02.40-20.09.44, label type 5).

The letter was sent via Berlin (DLH) - Lisbon (DLH) - New York (PANAM FAM-18). Upon arrival in New York the letter was forwarded to the Dominican Republic and an additional air mail fee had to be paid. Arrival postmark: Brooklyn May 4 12 30 1941. The American air mail fee for ≤ 1/2 ounce: 10 cent was added and cancelled May 4 1 30 1941. Arrival postmark: Ciudad Trujillo May 6 1941.

Covers with stamps from two countries are like always very unusual.

## Letter to Japan

International letter: 20 ≤ 40 gr.: 50 öre (01.07.36-31.05.52). The letter was most likely sent over Berlin and with train over Moscow to Vladivostok and lastly with boat to Tokyo. The annotations to the left on the cover is a translation to Japanese of the addressee made by the Japanese Post Office. The slip glued on to the middle reads a forwarding address to Riken Heavy Industries' Nagoya branch.

Items to Japan during WWII are rare, less than 5 recorded during WWII.





## Air Mail Letter to USA



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III A air mail fee for  $\leq 5$  gr.: 55 öre (01.02.40-20.09.44). The bombing of Pearl Harbour took place on the 7th of December 1941 when this letter was already censored in Germany. Because of USA entering the war it was given a "retour" hand-stamp (**type K**) stating that the traffic was cancelled. After some days before the letter was returned to Sweden a new hand-stamp "Beförderung.....briefbeuteln....." was struck stating that the letter was allowed to pass through Germany in a mail bag.

## Air Mail Printed Matters to USA



International Air Mail Printed Matters, first rate:  $\leq 50$  gr.: 5 öre (01.08.24-30.06.48) and category III A air mail fee for  $\leq 5$  gr.: 55 öre (01.02.40-20.09.44, label type 5). This Printed Matter was posted 2 days earlier than the letter above. Either it passed Germany before the attack on Pearl Harbor or it was delayed in Sweden or in Germany since it passed the German censors without any delays.



## Air Mail Letter to China



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVd air mail fee for  $\leq 5$  gr.: 210 öre (07.07.41-05.05.42, label type 5). On the back there is an annotation: "På avsändarens risk" i.e. At the risk of the sender. The cover have a imprint from a rubber stamp stating "**By air over the Atlantic and from New York**", the line with New York was stricken through and a handwritten annotation stating "and over the Pacific". Sent via Berlin (DLH) - Lisbon (DLH) - New York with a stop in Bermuda (PANAM FAM-18) - San Francisco (domestic US airlines) - Manila (PANAM FAM-14) - Singapore (PANAM) - Theng yueh. Censored by the British in Bermuda shown by a strip on the left (covered by a German censor strip) and by the American censors shown by traces of the fallen off strip at the top, these two attached on the way out. On the return the letter was censored by the Egyptians shown by imprints and strips on three sides, by the Free French Army in Beyrouth shown by an imprint with a cross of Lorraine together with **CP / 2** in a circle and finally by the Germans shown by the strip on the left with the letter **g** (Vienna) and a **number in green** on the back.



The addressee had left his missionary post and returned back to Sweden. The cover's way back is well documented. It passed Egypt, Lebanon, Turkey, Austria and Germany. Postmarks: Chungking 75 42 and 18 5 42, Beyrouth 18 5 42, Istanbul 31 11 42, finally back in Sweden shown by a red imprint on the back **R 1 DEC 1942**, the R stands for "Retur den" in Swedish i.e. Returned on.



## Letter to China



Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). The letter was sent via Berlin - Wien - Budapest - Sofia - Istanbul - Siberia. Arrival postmark: DING YUAN YING in the district of NING - XIA 42.12.30. The letter took 4 months to reach the addressee. **No censoring at all which must be very unusual for a letter crossing so many borders.**

## Letter to France



Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). Sent via Berlin - Paris and the letter was censored in Berlin. Arriving in Paris the letter received an imprint in lilac "Retour à l'envoyeur - Inadmis" i.e. Return to sender - Not allowed. Before the letter was returned to Sweden it received a rather primitive label. The imprint became hidden by this label. The text in German states: "Postverkehr Schweden - bes. Frankr. lt. Verordnung Mil. Bef. Frankr. v. 10.7.42 zugelassen i.e. mail Sweden - occupied France decree Military Command in France v. 10.7.42 authorized ". The letter could now be delivered to the addressee.



## Postcard to China



International Postcard, postage rate: 20 öre (01.07.36-31.05.52). Sent via Berlin - Istanbul - Sibiria - Theng yueh. Transit postmarks: both Kunming Chop, Yunnan Aug 12. The handwritten signs reads: **Return to foreign Country**. The addressee had left and the postcard was returned to sender via Bombay -Cairo- Vienna. Receiving passed censor imprints in Cairo (**Postal Censor**) and Vienna (**Ag**).

## Letter to Netherlands East Indies



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). According PLU the air mail traffic to Netherlands East Indies ceased on the 22 June 1941, the day of the German attack on the Soviet Union called "Operation Barbarossa". This letter was stopped in Japan, and was returned back to sender in Sweden with a red "**SERVICE SUSPENDU**" rubber imprint. The only way a letter to Netherlands East Indies could reach its destination would be overland. The letter was sent via Berlin - Wien - Budapest - Istanbul - Siberia - Tokyo. The letter has been censored in Berlin (b). Transit postmark: (Nippon) 10.07.43. Whether the letter ever reached the Netherlands East Indies or if it was stopped on its way to Japan we will never know but according experts it was most likely stopped already in Japan and never reached the former Dutch Colony.



## 1. Postal Routes

### Registered Air Mail letter to Slovakia



International Registered Air Mail Letter, second rate: 20 ≤ 40 gr.: 50 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ia air mail fee for 20 ≤ 40 gr.: 20 öre (14.04.27-19.09.45, label type 5).

A currency control was performed indicated by the green label (type b) on the front.

Censored by German (Berlin) as well as Slovakian censors, the imprints **C144** & **C149** were Slovakian censor's identifications. The annotation **75/5** is a censor's code from Berlin.

### Air Mail Letter to Bulgaria

International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ia air mail fee for ≤ 20 gr.: 10 öre (14.04.27-19.09.45, label type 5).

An imprint from a Hungarian Diplomatic postmark - **KÖV.** is a bit puzzling. It is used as a passing Hungarian censorship imprint. No other indication from censoring either from Germany nor from Bulgaria.

Arrival postmark on the back: Plovdiv 26.07.43.





## Registered Air Mail Letter to Germany



International Registered Air Mail Letter, second rate:  $20 \leq 40$  gr.: 50 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ia air mail fee for  $20 \leq 40$  gr.: 20 öre (14.04.27-19.09.45, label type 5). The letter has been handled in the Swedish currency control process and has got, as a result of this, a green label (**type b**). The letter has most likely been censored in Sweden and it has been censored in Germany, strip on back. Arrival postmark: Wiesbaden 24.12.44.

The sender, Ernst-Karl Kupfrian, was officially employed as librarian at the German Scientific Institute in Stockholm. This Institute was the German Intelligence Organisation in Sweden.

## Postcard to Bohemia and Moravia



International Postcard, postage rate: 20 öre (01.07.36-31.05.52). The postcard has got a red Censor's imprint from Berlin (**b**).



## Air Mail Letter to USA



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III A air mail fee for  $\leq 5$  gr.: 55 öre (01.02.40-20.09.44). The letter was sent via Malmö (ABA) - Amsterdam (ABA) - Paris (KLM) - Lisbon (KLM) - New York (PANAM FAM-18). Arrival postmark: Church Street Annex New York 07.12.39. Censored in Paris (UA7), **an unusual place to censor Swedish mail to USA**. The addressee couldn't be found so the letter was returned to sender in Sweden.

## Registered Air Mail Letter to South West Africa



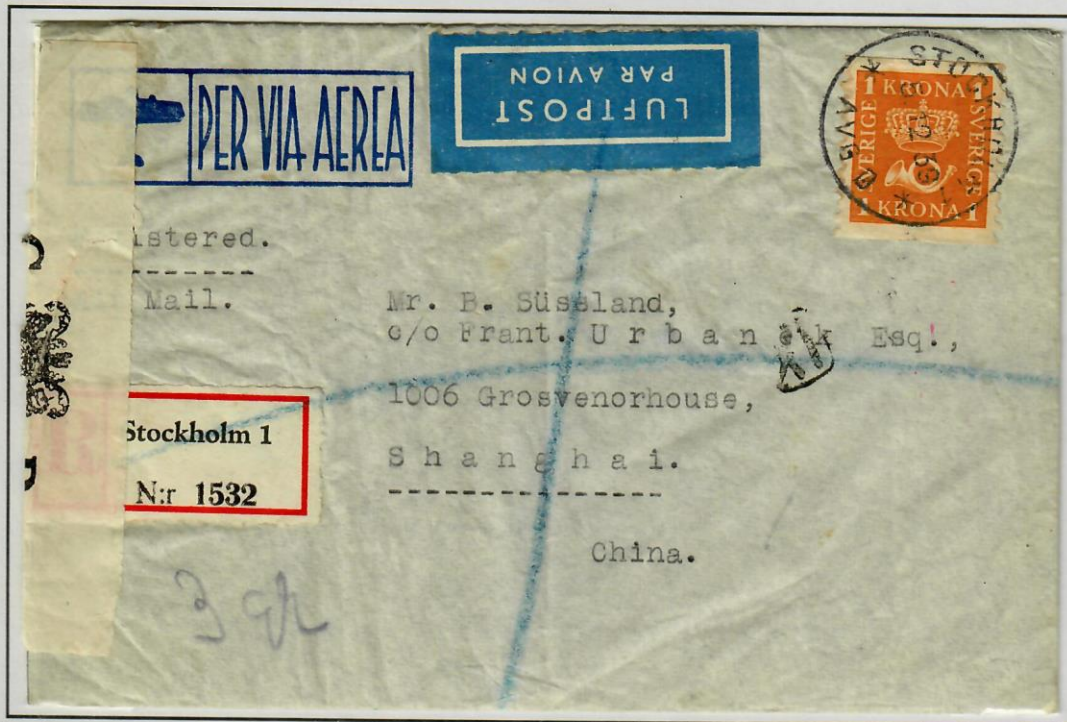
International Registered Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48) and category IIb air mail fee for  $\leq 5$  gr.: 50 öre (01.06.34-28.02.41). **Both labels are missing, could it be due to the climate?** The letter was sent via London (ABA) - Liverpool for censoring- Cairo (Imperial / BOAC, Empire Route) - Durban (Imperial / BOAC, Horseshoe Route) - Windhoek (no information). The letter was censored in South Africa on it's way to SWA. Transit and arrival postmarks: Liverpool 30 NOV 39 and Windhoek 11 XII 39.



## 1. Postal Routes

## IV. The Westbound Mail Route

### Registered Air Mail Letter to China



International Registered Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category IVc air mail fee for  $\leq 5$  gr.: 50 öre (01.06.34-28.02.41, label type 5). The letter was sent via London (ABA) - Cairo (Imperial, Empire Route/BOAC, Horseshoe Route) - Bangkok (Imperial/BOAC, Empire Route) - Hong Kong (Imperial) - Shanghai (CANC, domestic Chinese airline). The letter was censored in Hong Kong on its way to China, but not upon arrival in Shanghai. Transit and arrival postmarks: Hong Kong 20.12.39 and Shanghai 23.12.39.

### Letter to Netherlands East Indies



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52). The letter was sent via Prestwich (BA) - London (surface) - Cairo (Imperial, Empire Route/BOAC, Horseshoe Route) - Singapore (Imperial/BOAC, Empire Route) - Batavia (KLM). Censored in Batavia on its way to Soerabaja and in Soerabaja/Bombay/London on the return to Sweden. Arrival postmark: Soerabaja 8.3.41. Japan started the attack on Netherlands East Indies in December 1941 after Pearl Harbor and the country was fully occupied on the 9th of March 1942.

The addressee could not be reached so the letter was returned to sender, but didn't reach Hofors, Sweden until 4.8.45, almost 5 years after the sending!!!



#### IV. The Westbound Mail Route

322 323

Mit Luftpost  
Par avion  
Per via aerea

30.11.32 17-18  
4VG AND

30.11.32 17-18  
4VG AND

BERZELIUS 30  
SVERIGE

50  
LINDBERGH  
SVERIGE

NAIROBI  
KENYA  
DE  
CE

Water Boring  
M.A.S.A.K.A.  
Uganda

NAIROBI

Mr. Carl Berg  
c/o Mr. S. F. Jenson  
Corner House, Harding Street  
P. O. B. 228  
Nairobi  
Kenya Colony (Africa)

470

u. 272/78

Air Mail Letter to USA



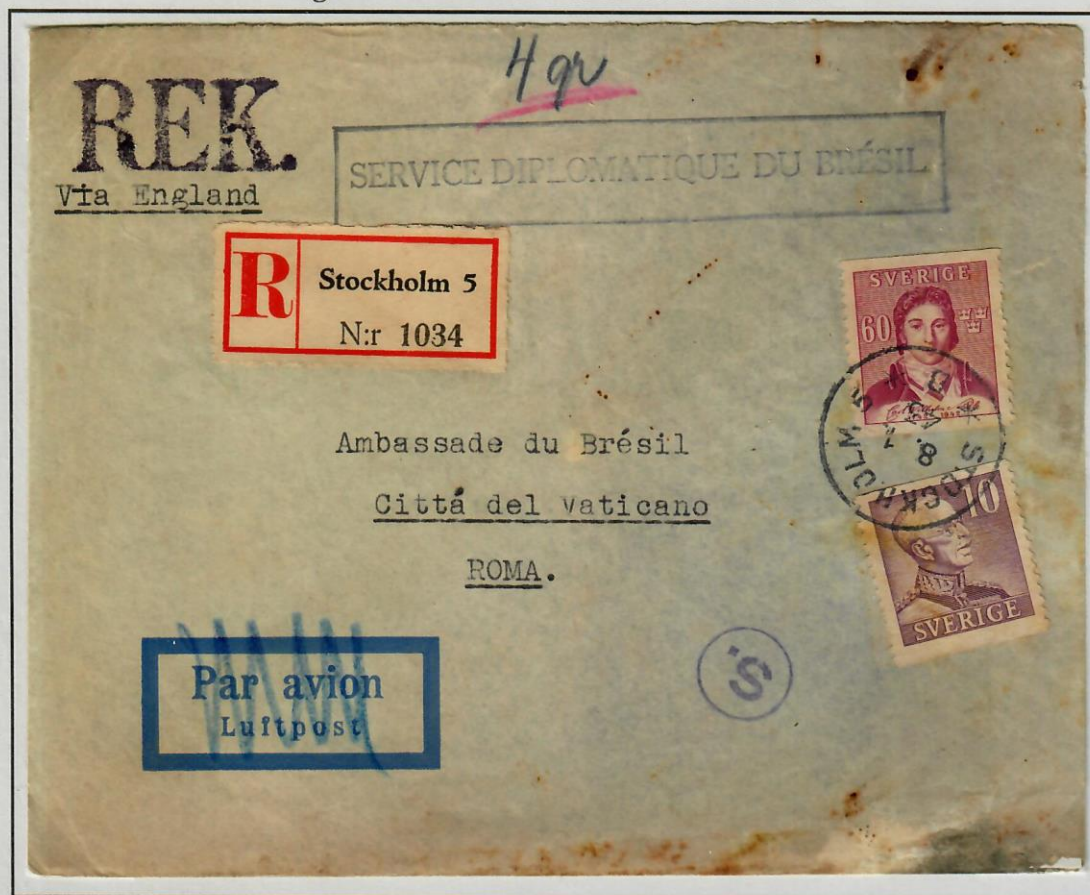
35



## 1. Postal Routes

## IV. The Westbound Mail Route

### Registered Air Mail Letter to the Vatican



There is a rubber imprint from a hand-stamp on the front stating Diplomatic Mail, "SERVICE DIPLOMATIQUE DU BRÉSIL". There are no signs of censoring, did the imprints prevent censoring? A Diplomatic letter that strangely was sent through the Ordinary mail. Could the reason for not putting the letter in a diplomatic pouch be the small number of Diplomatic letters between the Embassy in Stockholm and the Vatican? The printed air mail label, was "en route" crossed over by pen. The letter was sent via Scotland (ABA) - London (rail) - Lisbon (BOAC) - Madrid (LATI) - Rome (LATI). Transit and arrival postmarks: London 14 JAN 43, Madrid 5.FEB.43 and Rome.

International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ia air mail fee for ≤ 5 gr.: 20 öre (06.05.42-28.02.45).

### Air Mail Letter to Canada

Sent via Scotland (ABA) - London (rail) - Lisbon (BOAC) - New York (PANAM FAM 18 - Canada (domestic). Arrival postmark: NORTH BAY JUL 14 42. A rubber imprint "Not Known Inconnu". There is an annotation "Post office closed - Left no address". Two additional postmarks on the back; DIVISION DE L'INSPECTION JUL 22 42 and JUN 30 45. The letter was kept for three years by the P.O. until JUN 30 45, no returns were made surface until after the war.



International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category III A2 air mail fee for ≤ 5 gr.: 55 öre (01.02.40-20.09.44, label type 5).



## 1. Postal Routes

Air Mail and Registered Air Mail Letters to Gibraltar

## IV. The Westbound Mail Route



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category Ia air mail fee  $10 \leq 15$  gr.: 60 öre (01.03.41-28.02.45).

The letter was sent via Prestwick (ABA) - London (rail) - Gibraltar (BOAC). The letter was censored by British censors. The cover was addressed to the Swedish Red Cross ship "Bardaland", Harbour Master. The address was changed to c/o Contraband Control Service Bureau.

The C.C.S.B. was a British organisation that controlled ships in accordance with the rules for the blockade of goods to Germany.

International Registered Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ia air mail fee  $\leq 5$  gr.: 20 öre (01.03.41-28.02.45).

Sent via Prestwick (ABA) - London (rail) - Gibraltar (BOAC). The letter was censored by British censors.

The letter was addressed to Swedish Red Cross ship "Fenris" c/o Contraband control service. The crossing over of the printed air mail label indicates that the addressee wasn't reached in Gibraltar and the letter was returned to UK with a ship calling in Goodwick.

Transit postmark: Goodwick in Wales 27 AP 44, some 6 months after it left Stockholm.





## 1. Postal Routes

## IV. The Westbound Mail Route

Air Mail Letter sent from an under cover address in Sweden to Australia



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category Va air mail fee for  $\leq 5$  gr.: 75 öre (06.05.42-25.04.44). This letter has been sent via Scotland (ABA) - London (rail) - Cape Town/Durban (ship) - Cairo (BOAC Horseshoe Route) - Calcutta (BOAC) - Perth (ship). In London an **OAT** imprint (type 1) was put on. Passed by Australian censor: **3 PASSED BY CENSOR 389**. No arrival postmark but a handwritten annotation 20/4.

This envelope contained a letter from Herr und Frau Benno und Bianca Graff, a Jewish couple living in Berlin dated 1/2 43 to their son Werner in Melbourne Australia. Since there was no possibility send mail from Germany to Australia, this because Germany and United Kingdom, of which Australia was a part, were at war. The original letter was sent to the daughter Anne Lise in Stockholm. She added some own lines in the letter and then forwarded it in a new envelope to her brother Werner in Melbourne.



## 1. Postal Routes

## IV. The Westbound Mail Route

### Air Mail Letters to Dutch Guiana



International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III C1 air mail fee  $5 \leq 10$  gr.: 280 öre (06.05.42-25.04.44, label type 5).

After the letter had been handed in at the P.O., but before it left Göteborg somebody at the Post Office noticed that the postage was too low and 110 öre was added and cancelled a day later.

The letter was sent via Prestwick (ABA) - London (rail) - Lisbon (BA) - New York, with a stop in Bolama and Port of Spain (PANAM FAM-18) - Miami (domestic US airlines) - Paramaribo (PANAM FAM-5).

The letter was censored twice by US censors, first in New York when entering the country and in Miami when leaving USA, as well as by Dutch censors in Dutch Guiana. Arrival postmark: Paramaribo 16.8.43. A label produced by the Dutch resistance was put on the back in Göteborg stating **NEDERLAND ZAL HERRIJZEN** i.e. Nederland will rise again.

International Air Mail Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III C1 air mail fee  $\leq 5$  gr.: 20 öre (06.05.42-19.09.45).

The letter was sent via Prestwick (ABA) - Paramaribo (over land and sea).

The letter was censored in England: paper slip to the left and in Suriname: imprint on front.

Arrival postmark: Paramaribo 23.4.45.





## Air Mail Letter to England



International Air Mail Letter, first rate: 400 ≤ 420 gr.: 430 öre (01.07.36-31.05.52) and category Ib air mail fee for 400 ≤ 420 gr.: 220 öre (06.05.42-28.02.45). Censored by British censor. Sent via Scotland (ABA) - London (rail). Readdressed to Middlesbrough: London 28 APR 42. The letter was sent with the **first regular airplane on the newly re-opened air mail route between Stockholm and United Kingdom**, the airplane landed in Dyce on 27 March.

## Air Mail Letter to Burma returned from England

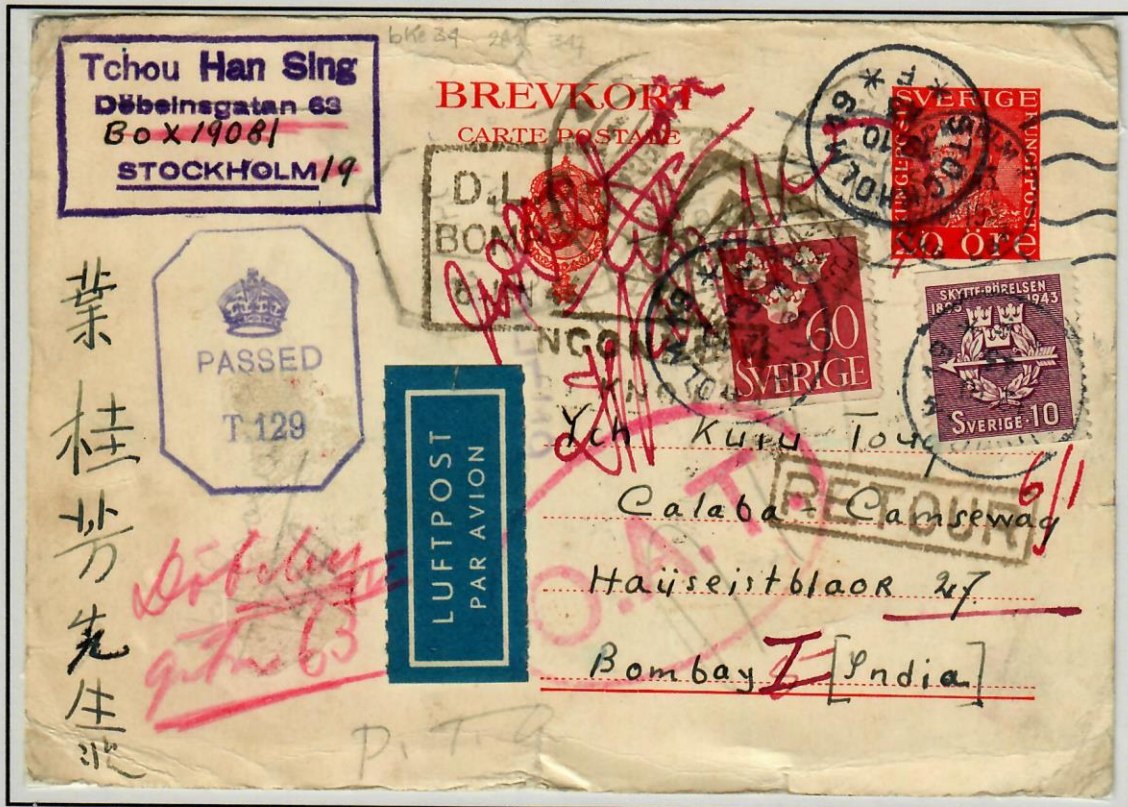
The letter was sent from Sweden, by mistake (according PLU the traffic to British India was stopped), via Scotland (ABA) - London (rail) where it was stopped because of the war. In London an **OAT** imprint (type 1) in red was stricken, before the authorities realized that the mail to Burma was stopped. The cover received two **"NO SERVICE - RETURN TO SENDER"** as well as a **"NO SERVICE"** imprint and was returned to Sweden.



International Air Mail Letter, first rate ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category IVa air mail fee for ≤ 5 gr.: 70 öre (06.05.42-28.02.45, label type 5). The letter was addressed to Rangoon in Burma, **according PLU no service existed to this country from 23 September 1941 until the end of the war**. Opened twice by British censors, first upon arriving England and a second time on its departure from England back to the sender in Sweden.

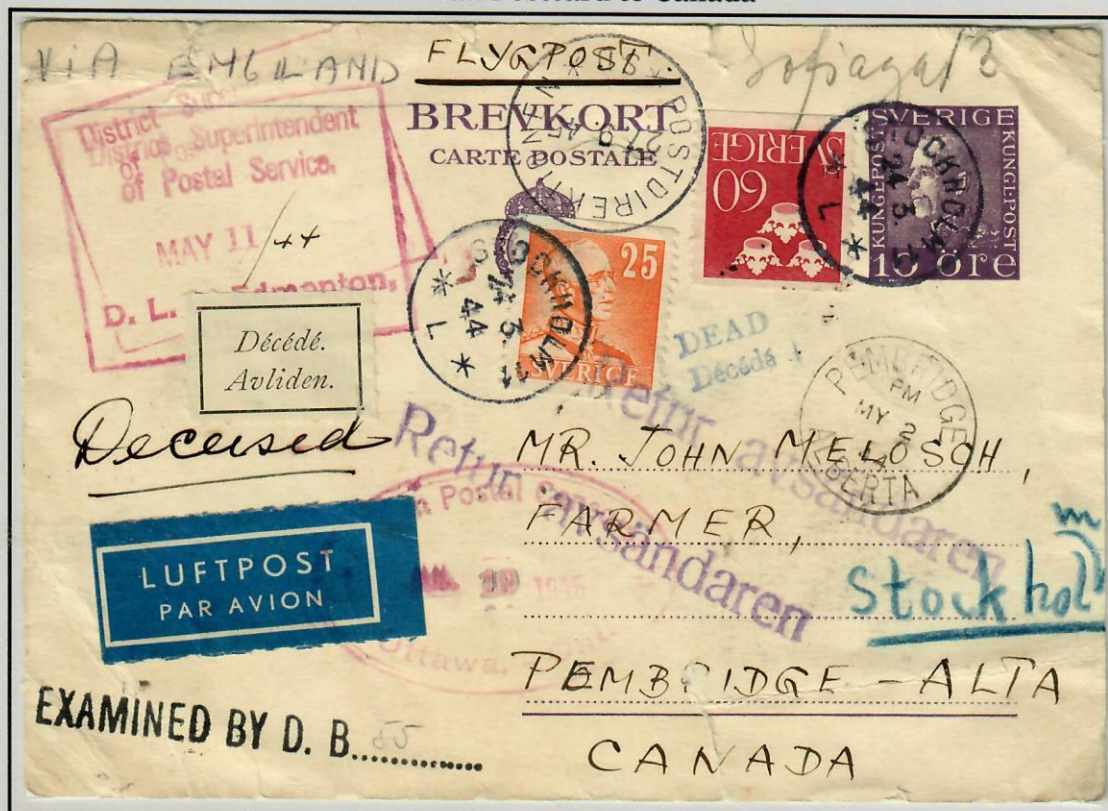


## Air Mail Postcard to India



International Air Mail Postcard, postage rate: 20 öre (01.07.36-31.05.52) and category IVa air mail fee: 70 öre (06.05.42-28.02.45, label type 5). In London a red **O.A.T.** imprint from a rubber stamp was stricken on its way to India. The postcard was sent via Scotland (ABA) - London (rail) - Foynes (BA) - Lagos (BOAC West Africa Route) - Cairo (BOAC Trans Africa Route) - Calcutta (BOAC Horseshoe Route) - Bombay (rail). Passing British censor (T129). The addressee could not be found, the search resulted in a number of hand stamps and finally the letter was returned to sender in December 1943.

## Air Mail Postcard to Canada



International Air Mail Postcard, postage rate: 20 öre (01.07.36-31.05.52) and category III A air mail fee: 75 öre (06.05.42-25.04.44, label type 5). Sent via Scotland (ABA) - London (rail) - Lisbon (BOAC) - New York (PANAM FAM18) - Canada (American/Canadian domestic airline). Arrival postmark: Pembroke MY 2 44. The addressee was deceased according to imprint and handwritten annotation. Returned to sender. Receiving stamps: Edmonton MAY 11 / 44, censoring Ottawa JUL 19 45, Ottawa AU 31 45. Arrived back to Sweden according to POSTDIREKTIONEN SD 27.9.45 and receiving a Décédé label.



## 1. Postal Routes

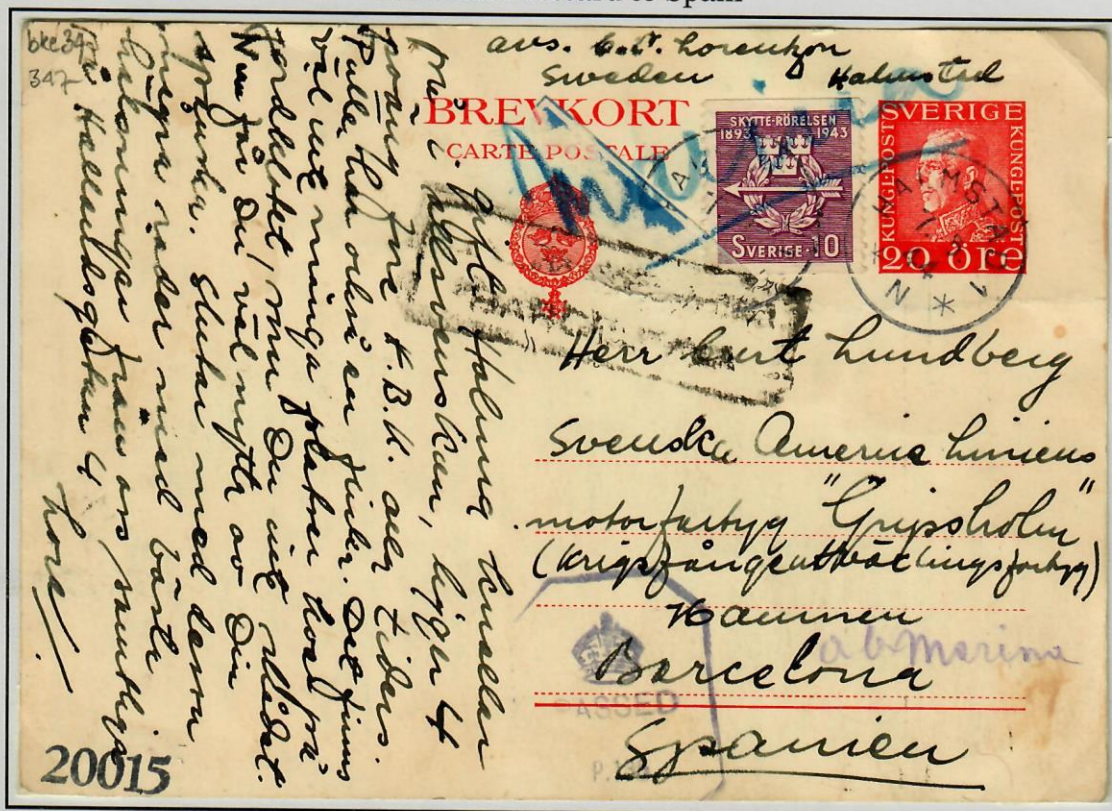
## IV. The Westbound Mail Route

### Postcard to USA forwarded to Chile



International Postcard, postage rate: 20 öre (01.07.36-31.05.52). Censored by U.S. Censor, the addressee had moved from the Swedish Embassy in Washington to Santiago in Chile. Transit postmark: Washington Jan 15 1943.

### Air Mail Postcard to Spain



International Air Mail Postcard, postage rate: 20 öre (01.07.36-31.05.52) and category Ib air mail fee: 10 öre (14.04.27-19.09.45). The postcard was sent via Scotland (ABA) - London (rail) - Lisbon (BOAC) - Madrid - Barcelona. An imprint from a British passed by censor stamp on the front. The addressee was a member of the crew on M/S Gripsholm. The ship was chartered by the US Maritime Commission, used for transport of Internees and wounded POW between the Allied and the Axis forces, making 11 trips between 1942 and 1946. M/S Gripsholm arrived on its 4th trip to Barcelona 17 May with 810 wounded Axis POWs and 90 German citizens. The ship was also used by the British during these years.



## 1. Postal Routes

## IV. The Westbound Mail Route

### Air Mail Letter to French Morocco



International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and cat. IIe air mail fee ≤ 5 gr.: 60 öre (03.03.43-28.02.45). Sent via Scotland (BA) - London (rail) - Casablanca (BOAC). The letter have passed British censor, then received an **O.A.T.** (Onward Air Transmission, type 1) stamp in London and finally passed the French censor in Casablanca (**YA**).

### Registered Air Mail Letter to Palestine

The letter has been handled in the Swedish currency control process and has got, as a result of this, a green label (type b). The letter was sent via Scotland (BOAC) - London (rail) - Foyes (BOAC) - Lagos (BOAC, West African Coast Route) - Cairo (BOAC, Trans-African Route) - Palestine (rail). The letter was censored in London; **EXAMINER 1228** on the left paper strip and Haifa; **CENSOR H.5** on the paper strip to the right. In London an **O.A.T.** imprint (type 1) was struck. Transit and arrival postmarks: Haifa 8 JA 43 and Qiryat Haim 10 JA 43.



International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category IVa air mail fee for ≤ 5 gr.: 70 öre (06.05.42-19.09.45).



## 1. Postal Routes

## IV. The Westbound Mail Route

Air Mail Letter to South Africa forwarded to A.E.F.



International Air Mail Letter, first rate ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category IIa air mail fee for ≤ 5 gr.: 20 öre (06.05.42-28.02.45).

Air mail was only paid for UK and then surface to destination.

Censored by the British in London and by French in Brazzaville.

Arrival postmark Durban: 29. V. 44. Forwarded with transit and arrival postmark: Brazzaville 9 OCT 44 and Dolisie 21 OCT 44 on the back.

Air Mail Letter to Australia

The sender had written an annotation regarding the directions of the letter, "via England, Portugal, U.S.A.". Regardless of this, the letter took another route and was sent via Scotland (ABA) - London (rail) - Gibraltar - Cairo (BOAC, Mediterranean Sea Route) - Sydney (BOAC) - Pt Augusta (domestic Australian airlines) - Davenport (domestic Australian airlines). A reduced copy of the letter's back has been put on top left of the letter.



International Air Mail Letter, first rate ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Va air mail fee for ≤ 5 gr.: 75 öre (06.05.42-25.04.44). Two stamps are missing. Receiving an **O.A.T.** imprint, type 1, in London. Censored by British censors. Transit and arrival postmarks: Port Augusta in South Australia 1 JE 44 and Devonport 5 JE 44, 7 JY 44 and 17 AU 44. The addressee could not be found in Devonport Tasmania. The letter was returned to sender. Back in Sweden, the sender was difficult to locate and the envelope received an imprint from the Post Office Investigation Bureau dated 5 - OKT 1945.



## 1. Postal Routes

## IV. The Westbound Mail Route Crash Mail

Air Mail Letter to England on board a plane that crashed over Sweden



International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ia air mail fee ≤ 5 gr.: 20 öre (06.05.42-28.02.45).

A Lockheed Lodestar belonging to BOAC and with Norwegian crew, started on a mission to Leuchars, Scotland from Bromma, the airport in Stockholm. The plane carried 15 people and mail. It is believed that they encountered bad weather and aimed to return to an airbase in Sotenäs. On the way back the plane crashed on the night between the 28th and 29th of August 1944 on a mountain called "Kinnekulle", situated not far from the air base. Eleven people were killed and mail were damaged by fire.

This letter was so damaged so it was returned to the Swedish sender by the P. O. in an envelope with a label describing the accident.

Air Mail Letter to USA on the same plane as above

International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category IIIA air mail fee ≤ 5 gr.: 85 öre (26.04.44-06.05.46). The aeroplane, with a Norwegian crew, crashed on the night between the 28th and the 29th of August 1944.

The letter was returned to the P. O. in Stockholm. Since the letter wasn't damaged enough it should be resent.

The letter received the imprint "Damaged through an airplane accident in course of conveyance" before it again was sent (1.9.44) to New York.

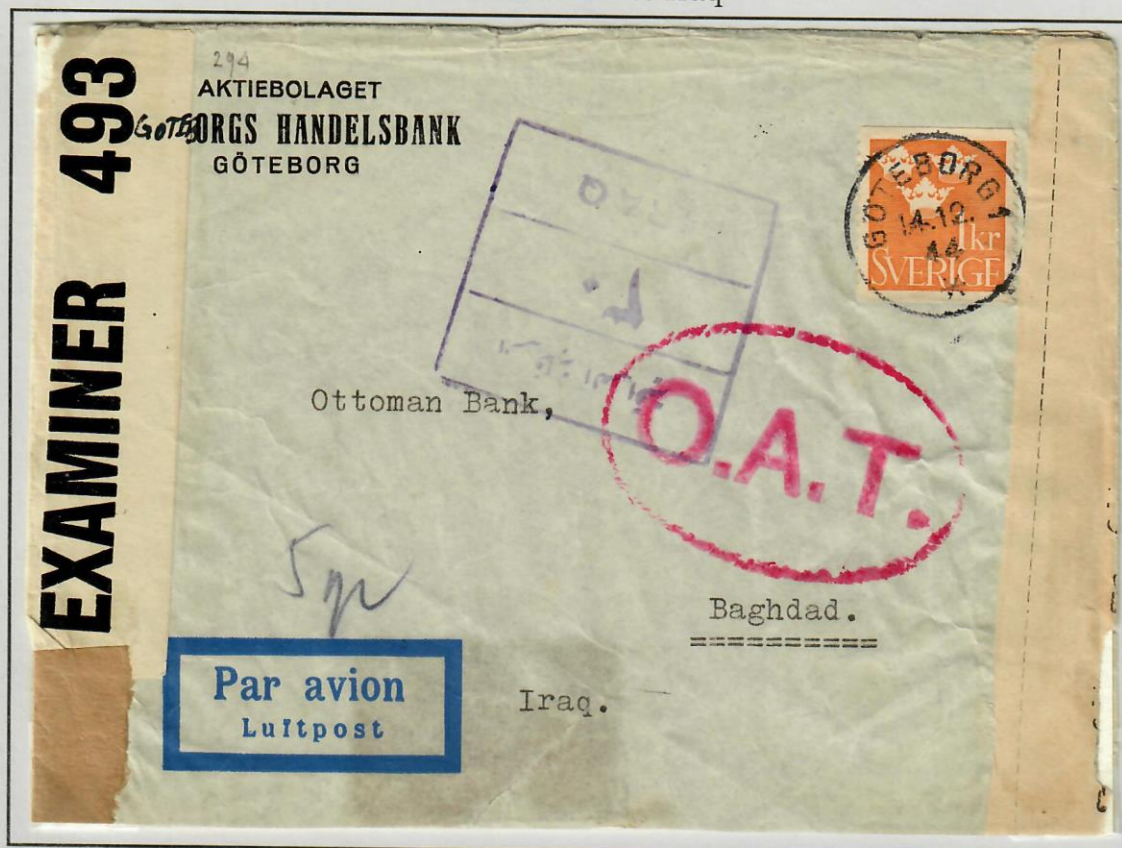




## 1. Postal Routes

## IV. The Westbound Mail Route

### Air Mail Letter to Iraq



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVa air mail fee for  $\leq 5$  gr.: 70 öre (06.05.42-28.02.45).

Sent via Scotland (BA) - London (rail) - Foynes (BOAC) - Lagos (BOAC West African Coast Route) - Cairo (BOAC Trans-African Route) - Baghdad (BOAC Empire Route).

The letter was censored by both the British and the Iraqi censors shown by strips. In London an **O.A.T.** imprint (type 1) was struck. Arrival postmark: Baghdad 13.02.45.

### Registered Air Mail Letter to France

International Air Mail Letter, second rate  $20 \leq 40$  gr.: 50 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48 label type 5) and category Ia air mail fee for  $20 \leq 40$  gr.: 20 öre (06.08.44-19.09.45).

Sent via Scotland (BA) - London (rail) - Paris (BOAC).

British and French censors. In London the registered mail label have been crossed over according a French annotation in red.





## 1. Postal Routes

## IV. The Westbound Mail Route

### Air Mail Letter to Palestine



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IVa air mail fee for  $\leq 5$  gr.: 70 öre (06.05.42-28.02.45). Sent via Scotland (BOAC) - London (rail) - Foynes (BOAC) - Lagos (BOAC, West African Coast Route) - Cairo (BOAC, Trans-African Route) - Palestine (rail). The letter was censored by British censor # 6042 shown by a strip. In London an **O. A. T.** imprint (type 1) was struck and in Cairo a red imprint was stricken over the air mail text to signal that the rest of the journey will take place surface. Arrival postmark: Mathanya 2 MR 45.

### Air Mail Letter to French Equatorial Africa



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category IIc air mail fee for  $\leq 5$  gr.: 60 öre (03.03.43-28.02.45). Sent via Scotland (BA) - London (rail) - Lagos (ship) - Brazzaville (Sabena). In London an **O.A.T.** imprint (type 1) was struck. Censored by the British and got twice a passed by censor imprint in Brazzaville. The letter was re-directed first to Johannesburg and then back to Brazzaville. Transit and arrival postmarks: Leopoldville 13-2 45, Brazzaville 13 FEV 45, Johannesburg 12 IV 45, Elisabethville 17-4 45, Leopoldville 21-4 45 and finally Brazzaville 23 AVR 45.

This is a good example of the back and forwarding a letter sometimes had to make in WWII before reaching the addressee.



## 2. Return Mail

### Introduction

**Returned mail:** Mail to foreign countries handed in to a Post Office was sometimes returned back before leaving Sweden because the mail-route abroad was blocked. Some mail to addresses abroad was also stopped en route and returned to the sender. Returned mail received a rubber stamp or label giving the reasons. At least two different Swedish rubber imprints and many foreign ones have been recorded. Seven main types of labels have been recorded. All labels were printed in small quantities between 1.000 and 10.000 and all had a printing date on. A complete description of blocked routes and returned mail would be too extensive for this exhibit. In the list I have noted the printing date, taken directly from the labels, hence in Swedish, or the start and end date.

**Condemned mail:** Some countries, including Sweden, retained mail. Early in 1943, as the result of a discussion between the Swedish Foreign Department and the Danish and Norwegian Legations, an agreement was made to safeguard the receivers of mail from Danish and Norwegian refugees in Sweden. No mail would be forwarded from refugees in Sweden to these countries. The extent of this ban is not clear but it seems to have been almost total between October 1943 and April 1944. After the end of the war the condemned

mail was released in May and June 1945.

*A list of indicators for return-mail used by the Post Offices:*

- A. white label "Försändelsen återsändes....." Bl. 297, Okt 28
- B. white label "Försändelsen återställes....." Bl. 297 two versions (1-2), Okt 28 and Nov 45
- C. white label "Försändelsen återställes....Danmark...." april 40
- D. white label "Försändelsen återställes....Frankrike...." two versions (1-2), Aug 40 and okt 40
- E. white label "Försändelsen...återställes...." eleven versions (1-11), april 40 - juli 45
- F. white label "Försändelsen återställes...endast luftpost...." ten versions (1-10), april 42 - juli 45
- G. white copied label two versions (1-2), 20 December 1940 and 2 januari 1941
- H. purple rubber hand stamp "RETOUR.....supprimé....."
- J. purple rubber hand stamp "RETOUR.....suspendu....."
- K. foreign mostly purple rubber hand stamps *many different*
- L. inland mostly purple rubber hand stamps *many different*
- M. white label "Försändelsen återställes...övre Norge...." , maj 40



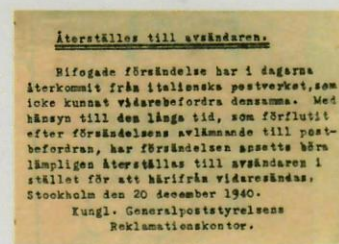
Label B



Label E



Label F



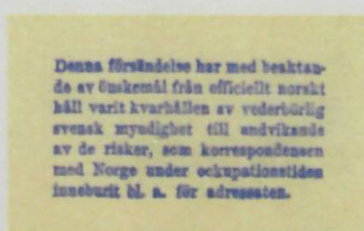
Label G



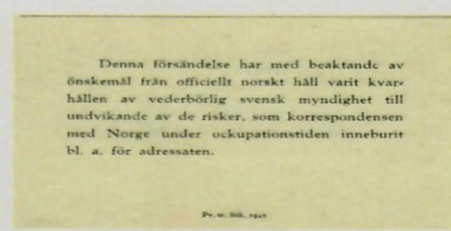
Imprint H



Imprint J



Condemned mail Norway Imprint



Condemned Mail Norway Label

### Air mail Letter to Slovakia



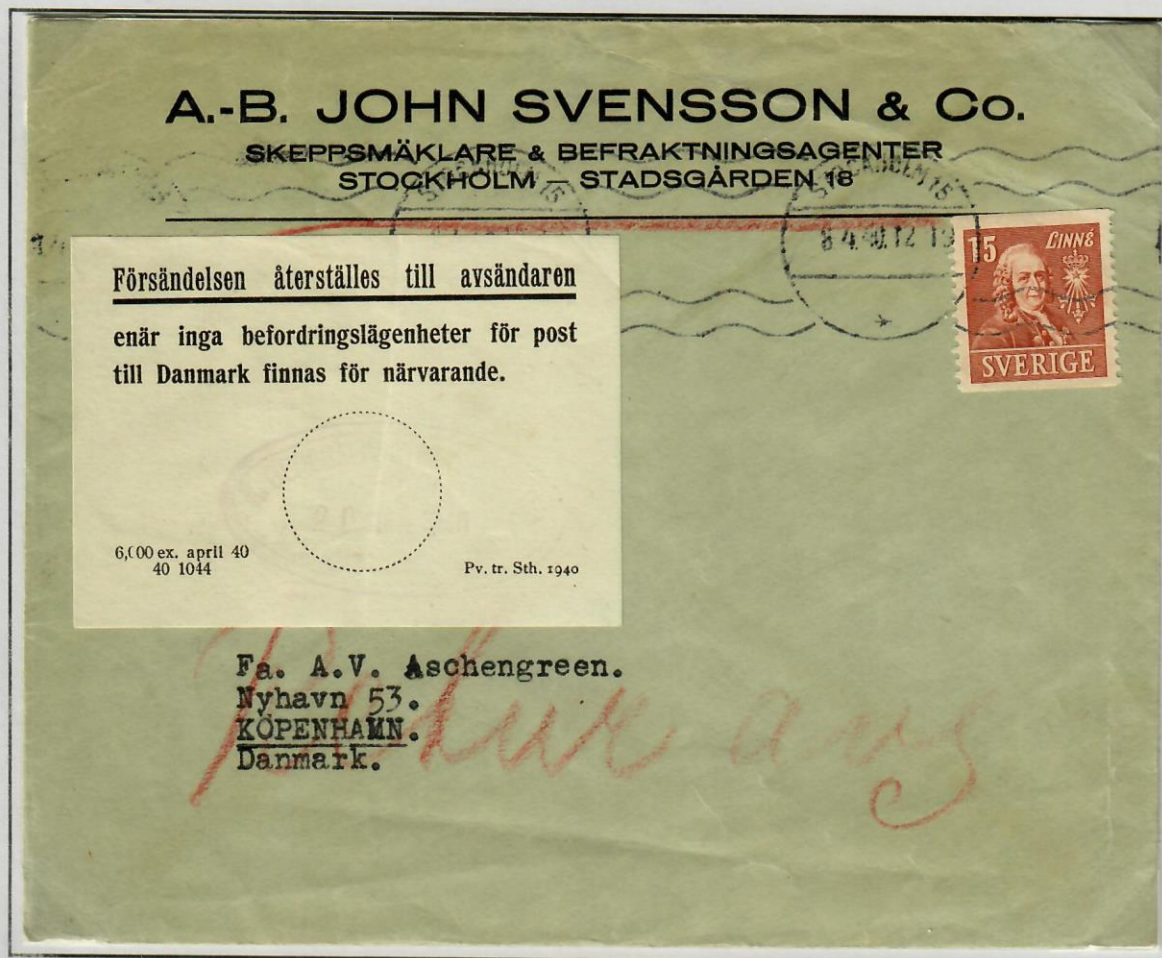
International letter, first rate ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ib air mail fee for ≤ 20 gr.: 10 öre (01.03.41-19.09.45, label type 5). The letter to Slovakia has rubber imprints of a passing censor hand-stamp from Wien (Ag) and one in red (NC) from Bratislava. Arrival postmark: Bratislava 12.I.44. The addressee had left and the letter got a label stating "Odcestoval / Parti", it was returned to sender with a "Retour" imprint (K). When passing Berlin it got a passing censor rubber imprint (Ab).



## 2. Return Mail

## Label C and M

### Letter to Denmark



Nordic Letter, first rate: ≤ 20 gr.: 15 öre (01.08.24-31.03.42).

This letter was sent from Stockholm the day before Denmark was invaded.

The borders were closed and the item was returned to sender on the 20th of April with a newly produced label (type C) stating the reasons for the return.

### Letter to Norway

Nordic Letter, first rate: ≤ 20 gr.: 15 öre (01.08.24-31.03.42).

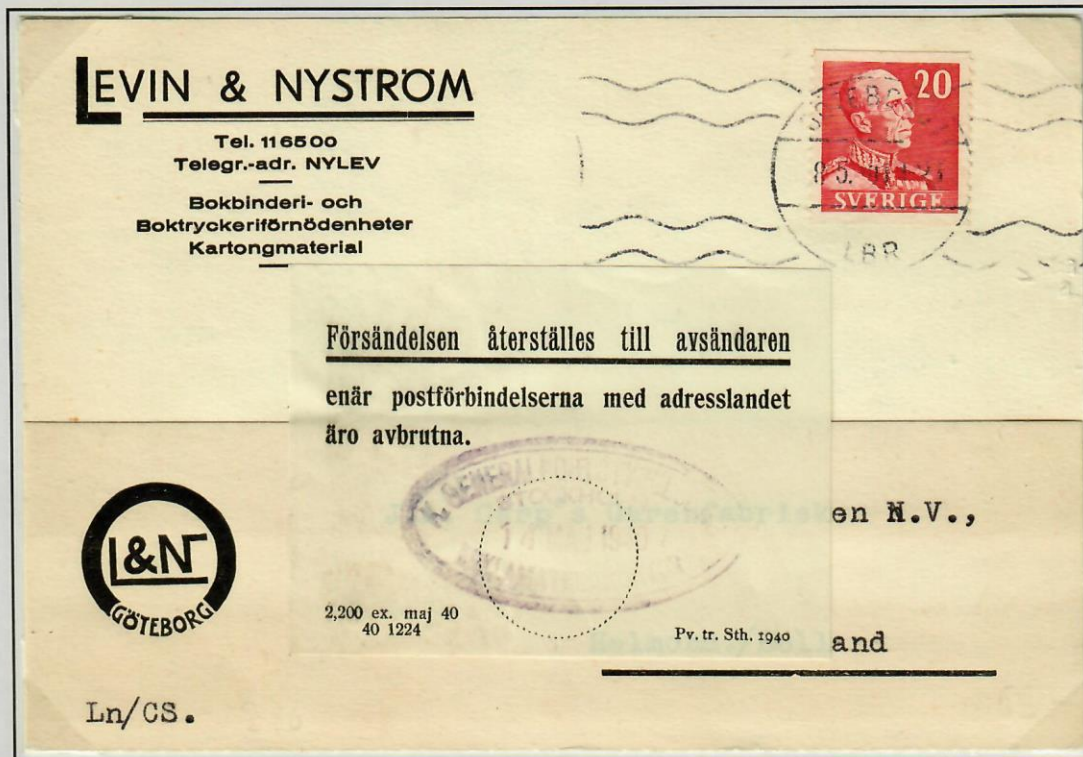
This letter was sent from Stockholm to a brother, who had joined the Norwegian Army. The Norwegians were still fighting the Germans in the north.

The letter never left Stockholm since the mail traffic between the countries were cancelled. It was returned to sender with the most unusual label of them all, this is the only recorded usage of the label.



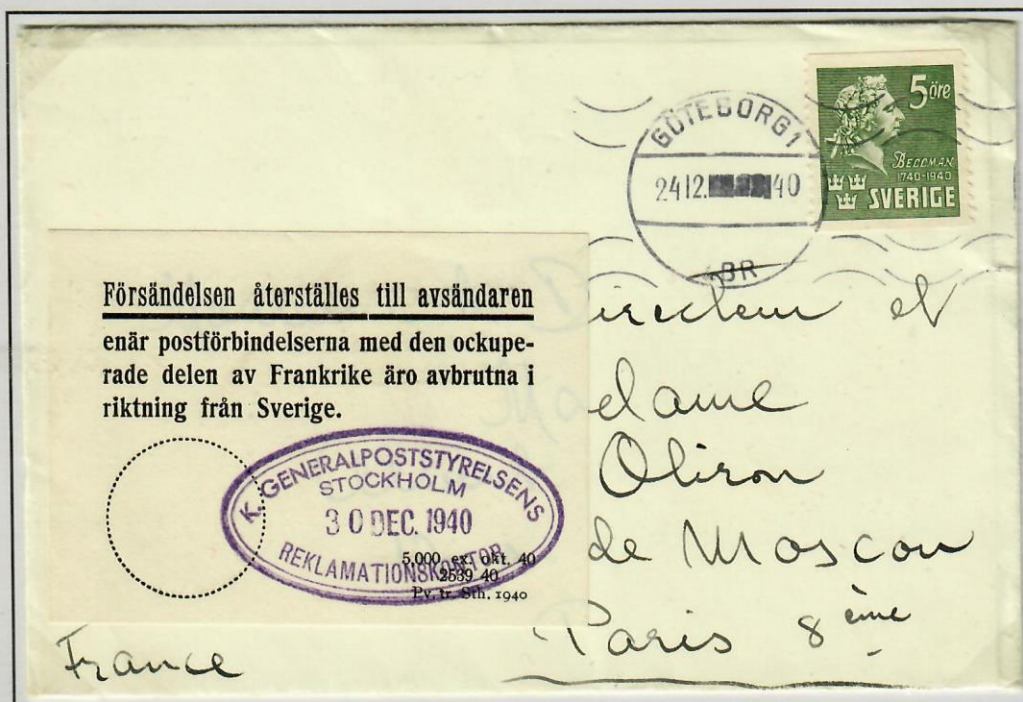


## Postcard to the Netherlands



International Postcard, postage rate: 20 öre (01.07.36-31.05.52). This postcard was sent 2 days before Holland was invaded. The border were closed and the item was returned on the 14th of May with a newly produced label (type E<sub>2</sub>) stating the reasons.

## Printed Matters to France



International Printed Matters, first rate: ≤ 50 gr.: 5 öre (01.08.24-30.06.48). This printed matters was sent from Göteborg on the 24th of December to France. The item was returned to sender on the 30th of December with a label (type D<sub>2</sub>) stating reasons.



## 2. Return Mail

Label B<sub>1</sub> and G<sub>2</sub>

### Registered Letter to Switzerland



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and registered mail fee.: 20 öre (01.10.25-31.03.48, label type 4:1).

All registered and insured letters sent abroad must pass the Currency Control. For unknown reasons this letter hadn't and that's why it was returned to sender (**type B<sub>1</sub>**).

The reason given, refers to P.O. Bulletin # 15 from 1940.

Bergsgården from where the letter was sent was a very small post office. Maybe the procedures where not in place or unknown to the person handling the letter.

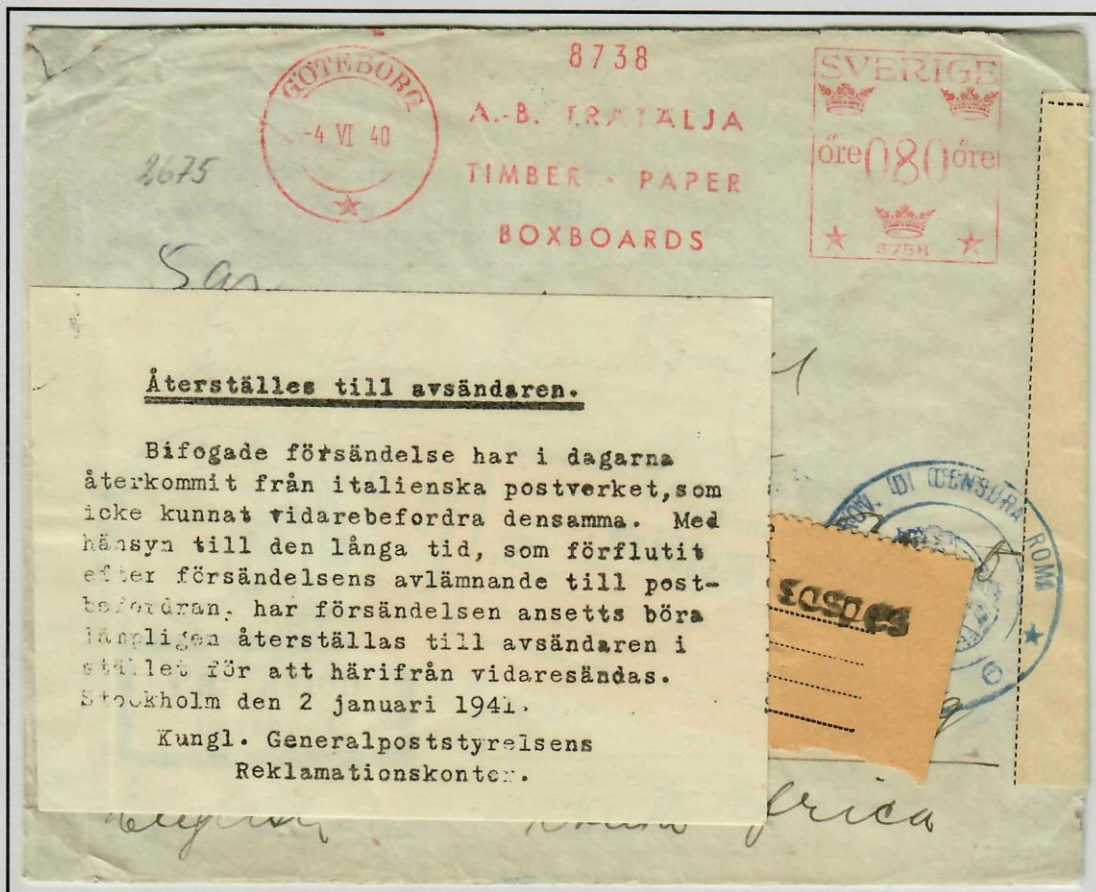
### Air Mail Letter to South Africa

International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category IIb air mail fee ≤ 5 gr.: 50 öre (01.06.34-28.02.41).

Sent from Göteborg on the 4th of June to South Africa. Censored by Italian censor.

The letter came to Italy before Italy joined WWII on the Axis side. Italy became partner to Germany on 10th of June and hence became enemy to South Africa.

This letter was kept in Italy for 6 months before it, in first place, was returned to the Swedish P.O. . Then the letter was returned to sender, according text on the primitive label, on the 2th of January 1941 (**type G 2**).





## Registered Air Mail Letter to USA



International letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48) and category Ia air mail fee for  $\leq 5$  gr.: 55 öre (01.02.40-20.09.44). The bombing of Pearl Harbour took place on the 7th of December 1941 and the consequences of this was most likely unknown in a small village in Sweden on the 10th of December when the letter was sent. Arriving to the exchange post office the letter was returned to sender with an imprint (J) stating the reason. It was not until the 20th of December that the mail traffic to USA via Germany was restarted, the mail now had to be sent in closed mailbags.

## Restitution bill (copy)

Dnr III 2400/41,254.

Till Herr Knut Edin, Box 1045, Tierp

överlämnas

härjämte en ----- ( 1 ) kronor 10 öre,

utgörande återbetalning av porto för ett till A.S.A. adresserat brev, som

icke kunnat befordras, (Kuvertet med åsatta frimärken bifogas)

och förväntas kvitto, tecknat här nedan.

Ovanstående belopp kvitteras.

den 19 19

Bl. 101.  
(Juni 30)

Pv. tr. Stå. 1048

This form is the only recorded and it states that the postage 1.10 kr. will be paid back (restitution) to sender of the above letter.



## Air Mail Letter to Italy



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category Ib air mail fee for  $\leq 20$  gr.: 10 öre (14.04.27-19.09.45, label type 5). Sent from Stockholm on the 9th of September to Italy, the day after the Italian surrender on September the 8th. The letter was opened by German censor and chemical tests for invisible text performed. An annotation was written on the letter by the censor that the letter contained one sheet of paper and 5 samples of fabrics. German return postmarks (B-84) were struck and the letter was returned to sender in Sweden, were the P.O. on the 16th of September put on a label (**type E 6**) stating the reasons for the return.

## Printed Matters to Brazil



International Printed Matters, first rate:  $\leq 50$  gr.: 5 öre (01.08.24-30.06.48). This Printed Matters was sent from Malmö on the 25th of December to Brazil. The item was returned to sender on the 26th of December with a label (**type F 5**) stating that only air mail could be forwarded, a rubber stamp imprint "Via England" was struck on the label adding information to the label's text.



## Printed Matters to USA

333

333

Familj H Löderström

1736 Farragut st.

Chicago  
U. S. A.



endast luftpost befordras

International printed matters, first rate: ≤ 50 gr.: 5 öre (01.08.24-30.06.48). This printed matters was sent on the 21st of March 1942 to USA. At the time only Air Mail could be sent to the US, no Air Mail fee had been paid and it was returned to sender with a rubber imprint stating **endast luftpost befordras** i.e. only air mail is forwarded as well as with a **RETOUR** imprint (type J).

## Postcard to Germany



International postcard, postage rate: 20 öre (01.07.36-31.05.52). Sent end of May from a German refugee in Sweden. The Postcard was by mistake, or was it an attempt to find a way to the closed Germany?, sent via Denmark from where it was returned. Back in Sweden it received the square **RETOUR** rubber imprint (type H) as well as a **R - 1. JUNI 1941** imprint both made by the Swedish P.O.. The mail to Germany resumed gradually from the 4th of April 1946. The Postcard has finally arrived to Germany, unknown when, proven by the weak imprint of a **U.S. CIVIL CENSORSHIP BERLIN** postmark.



## Letter to Germany



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52). This Letter was sent on the 1st of January 1946 to Germany. This letter must have been forwarded to Germany by mistake. *The postal traffic was discontinued for the time being.* The postal traffic with Germany was gradually opened starting on the 4th of April 1946 but the mail traffic was not in full operation until 1948. This letter was censored in Offenbach close to Frankfurt/Main where it received an imprint in **green** and was returned back to Sweden. Upon its arrival it received an imprint in red **R - 4. JAN. 1946**. The letter had no information of who the sender was so it had to be sent to the dead letter office, where it was opened and hopefully after they found the name and address of the sender it was resealed by labels.

## Letter to Germany



International letter, second rate:  $20 \leq 40$  gr.: 50 öre (01.07.36-31.05.52). This letter was sent on 30th of August 1947 to Germany. The Swedish P.O. put a label (**type B 2**) on the letter the same day and returned it to sender. On the label a handwritten annotation is stating that "only family correspondence was allowed" and the letter was returned to sender.



## 2. Return Mail

Registered Air Mail on an uprated Swedish Reply card sent back to Sweden

## Imprint L and K



International Swedish postcard rate: 20 öre (01.07.36-31.05.52), Up-rated with German air mail fee: 10 pf (25.06.41-xx.05.45) and German registered mail fee: 30 pf (01.12.23-xx.05.45).

Pleskau the German name of the Soviet city Pskov in the western part of Soviet union close to the Estonian border. During three years occupied by the Germans.

A passing censor imprint from Pleskau. A Soviet registered mail label with a German imprint: Pleskau. Arrival postmark: Malmö 18.7.42. The addressee was not to be found in Malmö, hence the Swedish Inconnu label and a weak Swedish **Retour à l'expéditeur** imprint (L) upside down partly over the German air mail label.

## Registered Printed Matters to Soviet Union—Estonia

International printed matters, first rate: ≤ 50 gr.: 5 öre (01.08.24-30.06.48) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1).

The item's content was an invitation from a stamp exchange club for an old member to re-join the club after the war.

At the time a hobby like this was probably not popular or not even allowed by the re-installed regime.

The item was returned to sender after six months with a "Retour" rubber imprint (K) and a postmark: Tallinn 21 III 46.





## 2. Return Mail

### Letter to Germany

### Imprint L and K



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ib air mail fee for ≤ 20 gr.: 10 öre (14.04.27-19.09.45, label type 5).

Letter sent from Malmö on 4 May 1945, in the last days of the European part of WW II.

Returned to sender with a rubber imprint "Retur Avsändaren postförbindelse saknas" (L) i.e. Return to sender - mail connection missing.

On the back two rubber imprints one is from a hand stamp **MALMÖ 1 - LUFTPOST 5 MAJ 1945** and the other identical to the one on the front.

### Registered Air Mail Letter to the Soviet occupied part of Poland

International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ia air mail fee for ≤ 20 gr.: 10 öre (14.04.27-21.06.41, label type 5).

No signs of Swedish currency control, the letter was sent via Riga - Moskow. No signs of censoring in the Soviet-union.

Transit and arrival postmarks: Moskow and Lwiw 17.2.40.

The addressee was not to be found and the letter was sent back to the sender. An annotation and an inconnu imprint on the back states this.

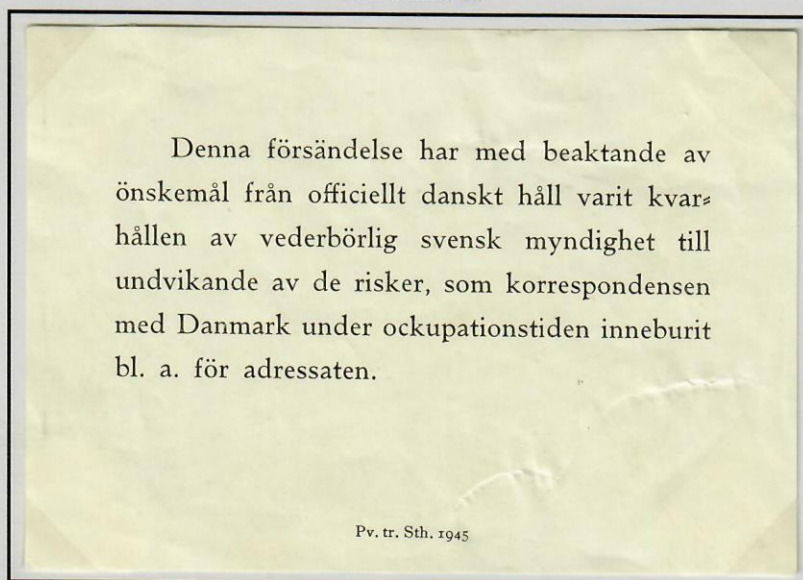




## Letter to Denmark



Nordic Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). To safeguard the receivers of mail a decision was made in early 1943 between the Swedish Foreign Department and the Danish and Norwegian Legations that no mail should be forwarded from refugees in Sweden back to their home countries. After the end of the war the condemned mail was released. This Letter was mailed on 03.03.44 to Denmark.

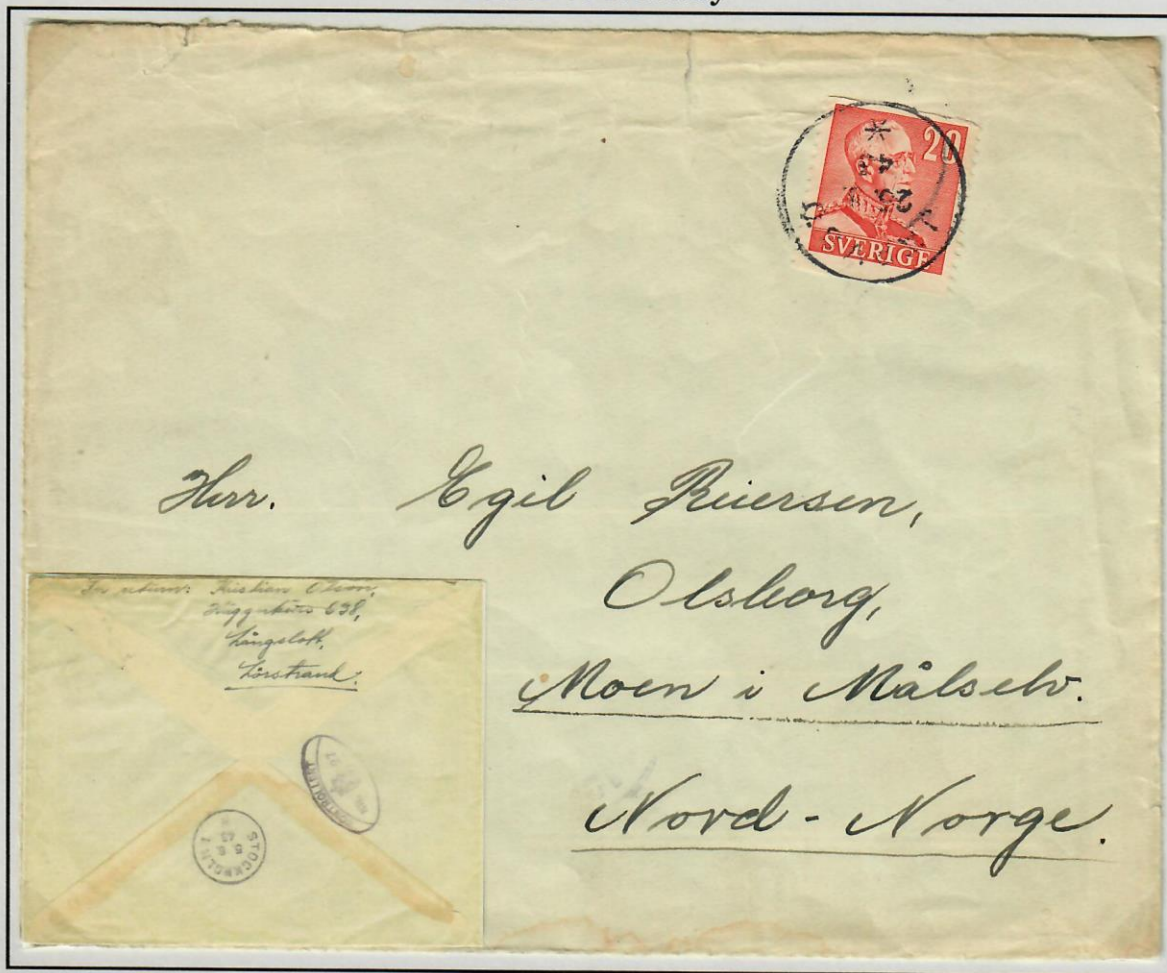


The letter was released with a six lines label put inside the envelope, explaining the reason for the delay and sent to the addressee in Denmark 08.06.45. The letter was censored in København (327). Around 25.000 items were condemned and later released to Denmark.

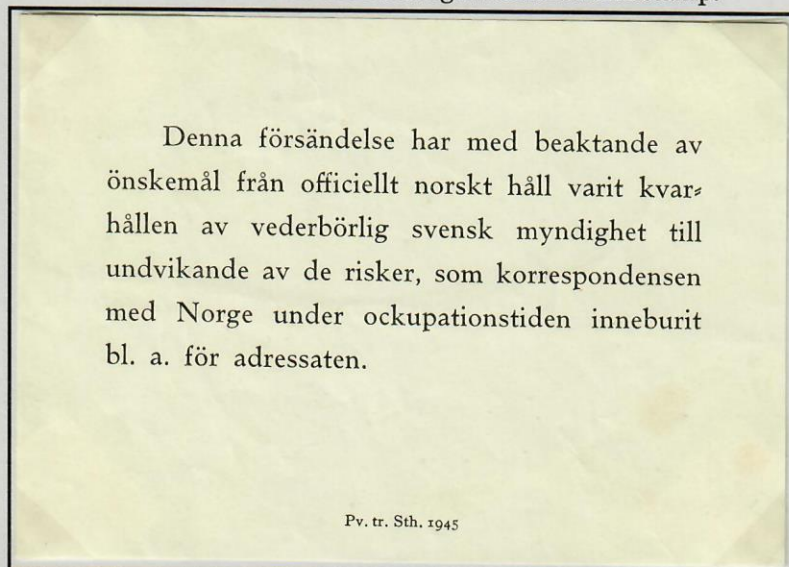
**Condemned letters are much rarer than condemned postcards and Norwegian condemned items much rarer to find than Danish.**



## Letter to Norway



Nordic Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). To safeguard the receivers of mail a decision was made in early 1943 between the Swedish Foreign Department and the Danish and Norwegian Legations that no mail should be forwarded from refugees in Sweden back to their home countries. After the end of the war the condemned mail was released. This Letter was mailed on 23.08.43 to Moen i Målselv in Norway. To the lower left corner a photo-copy of the back showing the release date and the Norwegian censor hand stamp.



The letter was released with a six lines label put inside explaining the reason for the delay and sent to Norway 05.06.45. The letter was censored in the censor office # 4 in Tromsø/Narvik. The letter received an imprint from a rubber hand stamp type 1, where it was stated that the censor was censor # 27. Around 30.000 items were condemned and later released to Norway.

**Condemned letters are much rarer than condemned post-cards and Norwegian condemned items much rarer to find than Danish.**



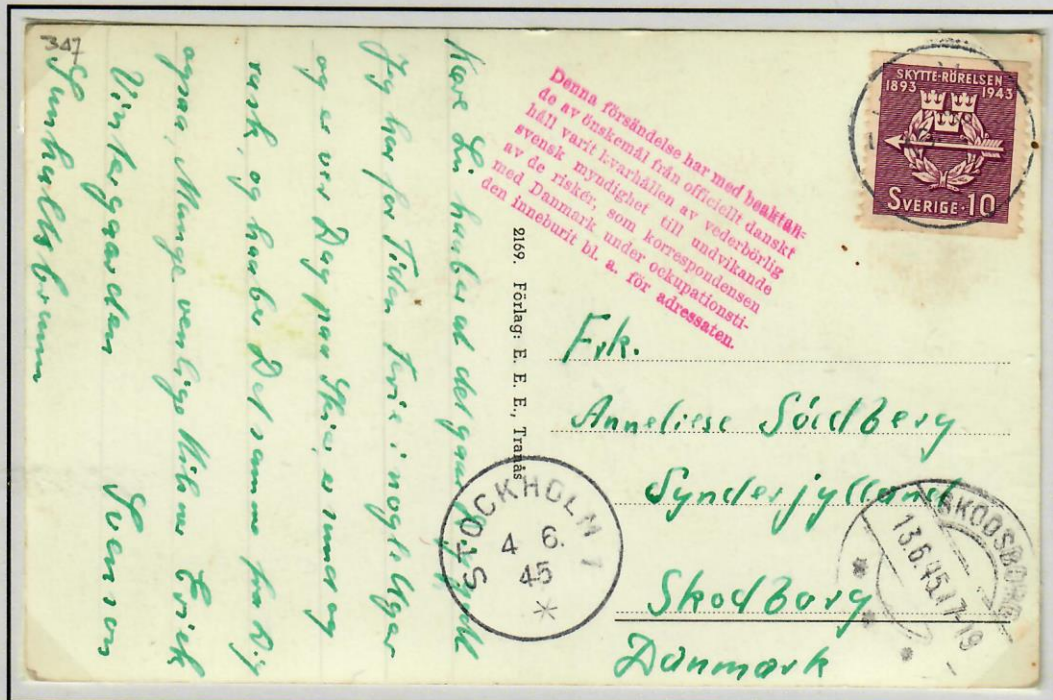
## Printed Matters to Norway



Nordic Printed Matters, first rate: ≤ 50 gr.: 5 öre (01.08.24-30.06.48). This Printed Matters was sent as a Happy Easter message on 03.04.44 to Hammerfest in Norway. To safeguard the receivers of mail a decision was made in early 1943 between the Swedish Foreign Department and the Danish and Norwegian Legations that no mail should be forwarded from refugees in Sweden back to their home countries. After the end of the war the condemned mail was released. This item was released with a seven lines rubber imprint explaining the reason for the delay and the item was mailed to Norway 15.06.45. It was censored in Narvik (K). The addressee could not be found so the item was returned to sender with an rubber imprint stating "RETUR Kan ikke sendes frem" i.e. "Return Could not be delivered". The item arrived back to Sweden and received an imprint **R 20. JULI 1945.**

Around 30.000 items were condemned and later released to Norway.

## Postcard to Denmark



Nordic Postcard, postage rate: 10 öre (01.08.24-31.03.48). This Postcard was mailed on 16.04.43 to Skodsborg in Denmark. To safeguard the receivers of mail a decision was made in early 1943 between the Swedish Foreign Department and the Danish and Norwegian Legations that no mail should be forwarded from refugees in Sweden back to their home countries. After the end of the war the condemned mail was released. This postcard was released with a seven lines imprint explaining the reason for the delay and sent to Denmark 04.06.45. The postcard arrived to Skodsborg 13.6.45.

Around 25.000 items were condemned and later released to Denmark.



## Air Mail Letters to USA



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III A air mail via England fee for  $\leq 5$  gr.: 75 öre (06.05.42-25.04.44). Censored by the British and censored and condemned by the US: **THIS ARTICLE HAS BEEN HELD BY THE OFFICE OF CENSORSHIP**. Released after the war with an imprint (Broderich – Mayo type S6.1.3) explaining the delay. Release date according stamp on the back: New York SEP 12 1945.



International Air Mail Letter, second rate:  $20 \leq 40$  gr.: 50 öre (01.07.36-31.05.52) and category III A air mail fee for  $25 \leq 30$  gr.: 390 öre (26.04.44-06.05.46). Condemned by the British and released after the war. See the imprints, blue (**CONDEMNED**) and black (**RELEASED**) plus an US imprint stating **HELD BY BRITISH CENSOR RELEASED JANUARY 1946**. Held for nearly two years, for unknown reasons. The pink remains down to the right comes from the label used to write down the reasons for the condemnation, when the letter was released this part of the label was torn off and the reason was lost.

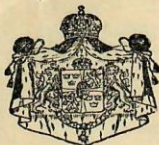


Registered Air Mail Letter to USA

# C. M. HALLBÄCK & SÖNER A.-B.

## STOCKHOLM

MALMÖ HAMBURG STETTIN LÜBECK



Kungl. Hovspeditör

FIRMAN GRUNDAD 1843



Telefon i Stockholm

11 35 85

20 04 66

Telegramadress:

Stockholm den 18.7.41  
Skeppsbron 22

19

Alice Herz &amp; Panger

300 Central Park West

New York

Med ..... från ..... hava vi emottagit  
och per ..... avsänt till .....

4 5/6 8/12

8 kaller Phosoraker

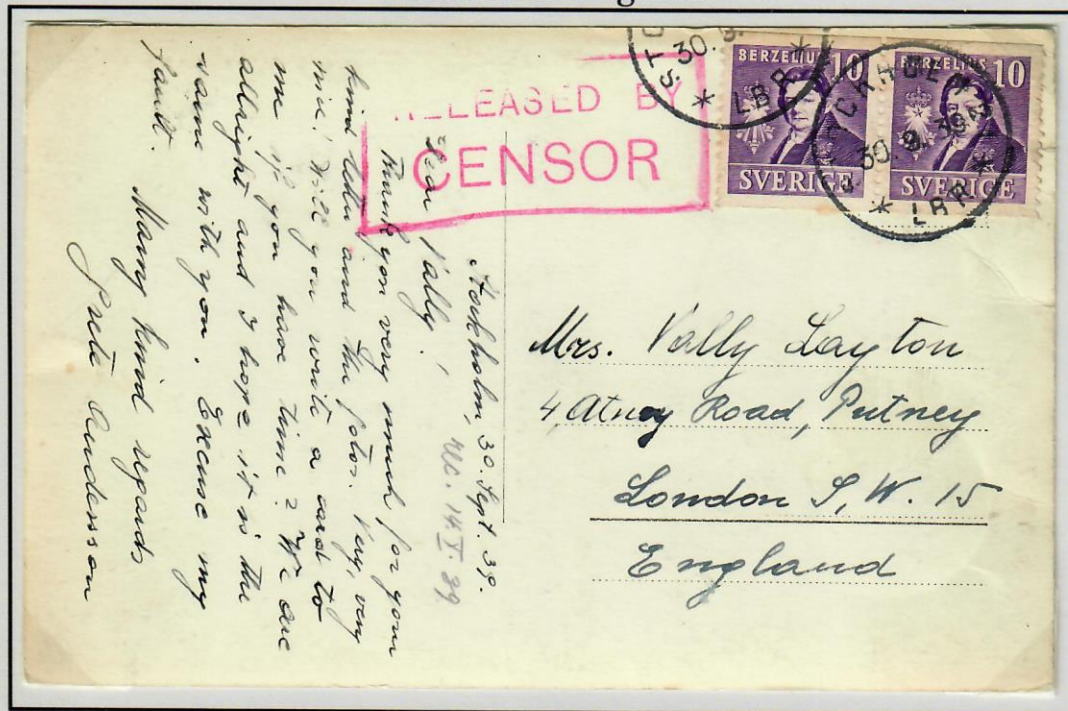
730h



International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.07.20-31.03.48, label type 4:1) and category III A air mail fee for 10 ≤ 15 gr.: 165 öre (06.05.42-25.04.44). Condemned by the British in Bermuda and released after the war, some 4.5 years later. See the imprints, **RELEASED** and an imprint (US) stating **HELD BY BRITISH CENSOR RELEASED JANUARY 1946**. On the back arrival and transit postmarks New York 3.4.1946, Mar 5 1946 and 3.11.1946. The content of the cover includes an invoice as well as a document showing that the invoice was for storing 8 packages of belongings in the Freeport of Stockholm. Was the invoice ever paid and did the belongings reach Fräulain Alice Herz?



## Postcard to England



International Postcard: 20 öre (01.07.36-31.05.52). Held by the British censors and later released, shown by an imprint in red stating ( **RELEASED BY CENSOR** ). The imprint is H3B according U.K. Civil Censorship Study Group.

## Air Mail Letter to England



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category I a air mail fee for 5 ≤ 10 gr.: 40 öre (06.05.42-28.02.45, label type 5). Condemned by the British Authorities after censorship and released after the war. On the back a postmark: London 23.02.46, probably the release date. See the imprints in red (**CONDEMNED**) and blue (**RELEASED**).



### 3. Currency Control and Censorship

#### Introduction

**Currency Control:** The government wished to control the outflow of currency through Currency Control. All the different signs of currency control are shown in the exhibit, mostly on registered and insured mail to foreign countries. It is likely that these items also were censored.

Very often an item that has been handled through Currency Control bears more than one sign of the process. The units within Säkerhetstjänsten used postmarks named PCA, PKA or FMP. They also put wax seals on the covers with the text KTR/EXP/1 and 2 or KTR-EXP/1 (postKontRollEXPeditionen) as well as PCA 1 (PostCensurAnstalten). Items having these postmarks or wax seals have been censored.

The procedure for Currency Control was that all registered or insured foreign items should be handed in unsealed to a Post Offices of Class 5 or 6 where they were checked for content that was forbidden to send abroad. If none was found the items were sealed. If the content were not bills of money or other valuables a paper seal would be put on the back of the cover. If the contents were valuable bills wax seals from both the Post Office and the sender were put on the cover. Some organisations were excluded from this procedure. Instead, these had to undertake their own control, recording all items in a Special Notation Book and applying a special green label to each item. During 1940 there was a shortage of paper seals, so sometimes they were replaced with green labels.

Occasionally even they were unavailable and both had to be replaced with an ordinary date postmark applied to the back to replace the paper seal or to the front to replace the green label. Covers that had been checked at the Post Offices could later be opened once more by the PCA 1. If so they were closed with a two-line text paper strip and or a hand stamp with the same text. After the war the paper strips were replaced with a new one with text in red. Currency Control continued until 30 June 1957.

**Censored mail:** Officially Sweden did not censor mail. This has proved to be untrue. Some 90 million items were censored secretly, though with no overt signs of censorship.

*A list of indicators for currency control and censorship:*

- a. transparent paper seal
- b. green label "Valutakontroll Postverket"
- c. two-line paper-strip "Granskad enligt Kungl./Maj:ts förordnande" two sizes 40 and 20 mm.
- d. a two-line "Granskad enligt Kungl. / Maj:ts förordnande" purple or black rubber hand stamp
- e. post office official wax seals
- f. an ordinary date stamp
- g. wax seal from Kontrollexpeditionen in two versions; one with the text "KTR/EXP/1" and one with the text "KTR/EXP/2"
- h. wax seal from PostCensurAnstalten "PCA 1"
- i. white strip with the text "Öppnad för valutakontroll"



#### Registered Air mail Letter to France



International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ib air mail fee for ≤ 20 gr.: 10 öre (01.03.41-19.09.45, label type 5). The letter was handled by the Currency Control in Sweden and was most likely censored, signs of this is the Currency Control label (type b). The letter has been censored by the Germans in Berlin (b). Arrival postmark: Beaupréau Maine et Loire 27.06.44.



## Registered Letter to Iceland



Nordic letter, first rate: ≤ 20 gr.: 15 öre (01.08.24-31.03.42) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1).



The cover was handled by the Currency Control before any paper seals or labels existed, they came to the Post Offices on April 1st 1940. To indicate that Currency Control had been performed the Post servant wrote by hand "Valutakontroll" i.e. Currency Control and wrote his signature; D.O. he also struck a hand-stamp (f). This is earliest known Currency Control letter.



## Indicator a

France *Kriegsgefangenen sendung*

PORTOFRIIT  
Franchise postale: Conv. art. 49

*Monsieur*

**R** Vaxholm  
N<sup>o</sup> 931

*Tade' Zeligowski*  
*(alla gar)*

*Lyon*  
*11 Rue Tronchet*  
*chez Mme Garmez*  
*69*

KRIGSFÄNGEPOST  
Service des prisonniers de guerre

Porto bezahlt  
Porto payé  
postage paid

**RECOMMANDÉ**  
VAXHOLMS FÄSTNING  
INTERNERINGS-  
OFFICEREN

**LUFTPOST**  
PAR AVION

**VAXHOLM**  
10  
40  
\* B

**VAXHOLM**  
8.4  
40  
\*

The rubber imprints: **PORTOFRITT** (i.e. postage free) **Franchise postale: Conv. Art.** to the left of the registered mail label as well as the rubber imprints under the stamp **KRIGSFÅNGEPOST** (i.e. POW mail) **Service des prisonniers de guerre** and **Porto betalt/Porto bezahlt/Port payé/Postage paid** tells us that the letter should be sent free of postage charges according to article 49 in the 3rd Geneva Convention. **But the Air mail fee had to be paid**, hence the 10 öre franking. International Air Mail Registered Letter, first rate: ≤ 20 gr.: 0 öre, Registered Mail fee: 0 öre (label type 4:1) and category I air mail fee for ≤ 20 gr.: 10 öre (14.04.27-31.03.48, label type 5). There is an additional imprint **INTERNERINGS-OFFICEREN I WAXHOLMS FÄSTNING** (i.e. the Detention Officer at Waxholm Castle) stating who was responsible for the censoring of the letters.



66



### 3. Currency Control and Censorship

Indicator a, b and b

Registered C.O.D. Letter to Denmark



Nordic letter, first rate:  $\leq 20$  gr.: 15 öre (01.08.24-31.03.42), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and C.O.D. fee for  $\leq 5$  kr.: 40 öre (01.07.30-31.5.51, label type 6:1). The letter left Stockholm the same day as the German invasion. The cover was handled by the Currency Control, signs of this is the transparent paper seals (a) on the back and the green Currency Control label (b) on the front. **Strangely the letter was not returned despite of the German invasion.** When arriving to København two labels were put on, one indicating that the letter could be picked up without any customs declaration.

Registered with Advice of Receipt Air Mail Letter to Italy

International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4), advice of receipt fee: 25 öre (01.10.25-31.05.57) and category Ia air mail fee for  $\leq 20$  gr.: 10 öre (14.04.27-10.08.44).

The cover was handled by the Currency Control, signs of this is the green Currency Control label (b) on the front.

There is a German passing censors **Ab** imprint in lilac on the front but no signs of Italian censorship.

The letter has an arrival postmark: Roma Corrispondenze 8.3.44, Rome was still under German control at the time.





### 3. Currency Control and Censorship

Indicator a,c1 and b, f

#### Registered Letter to Denmark



Nordic letter, second rate: 20 ≤ 125 gr.: 30 öre (01.08.24-31.03.42) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1).

The cover was handled by the Currency Control, signs of this are transparent paper seal (a) on the back of the cover and the currency control strip (c1).

Arrival postmark: Aarhus 20.06.40.

The cover was censored by the Germans in Copenhagen and checked by the Danish customs in Aarhus. The red large label stating that the content of the cover was accepted without any customs duties.

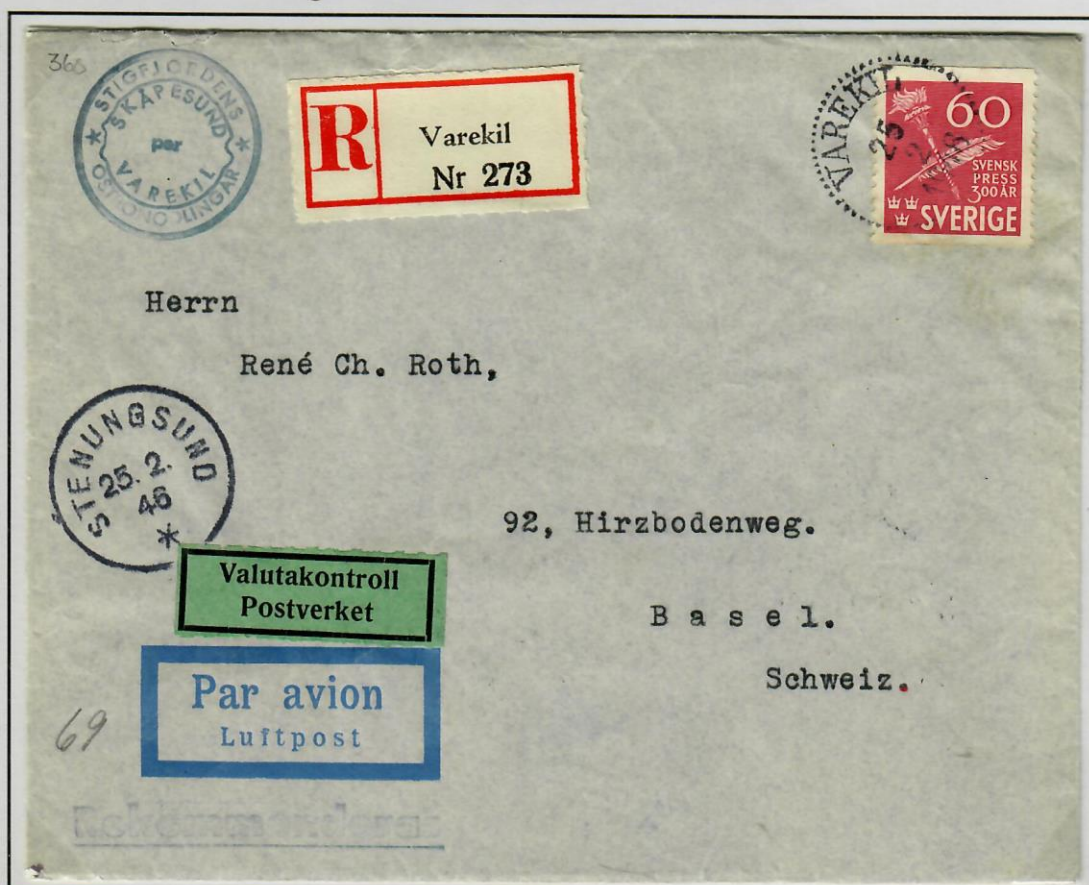
#### Registered Air Mail Letter to Switzerland

International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category I air mail fee for ≤ 10 gr.: 10 öre (20.09.45-31.12.46).

The cover was handled by the Currency Control, signs of this are the currency control label (b) and an ordinary date stamp (f) (Stenungsund) to the left on the front of the cover.

Transit postmark: Stenungsund 25.02.46, where the currency control took place since the post-office where the letter was handed in wasn't large enough for executing this service.

Arrival postmark: Basel 27.02.46.





## Registered Letter to Germany



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1).



Currency control was made as well as censoring, signs of this are the Currency Control label (a), the control strip (c<sub>2</sub>), the rubber stamp imprint (d), post office official wax seal (e) and the KTR-EXP2 (KonT Roll EXPedition 2) wax seal (g<sub>2</sub>).

**There is only one KTR-EXP2 wax seal recorded.**

The letter was opened by the German censor. A label "Zollstück" on the front indicating that the letter also was checked by the German Customs. No signs whether anything was found in the letter that was eligible to pay a customs fee for "Zollpflichtigkeit".



## Insured Letter to Germany



Currency control was made as well as censoring, signs of this are the control strip (c2), post office official wax seal (e) and a KTR/EXP/1 (K on TR old EXP edition 1) wax seal (g1). The letter was censored in Berlin shown by the strip as well as with to wax seals (BS1.1 and BS3.3).

These wax seals are uncommon.  
Arrival postmark: Lengnau Bern 6 V 43.

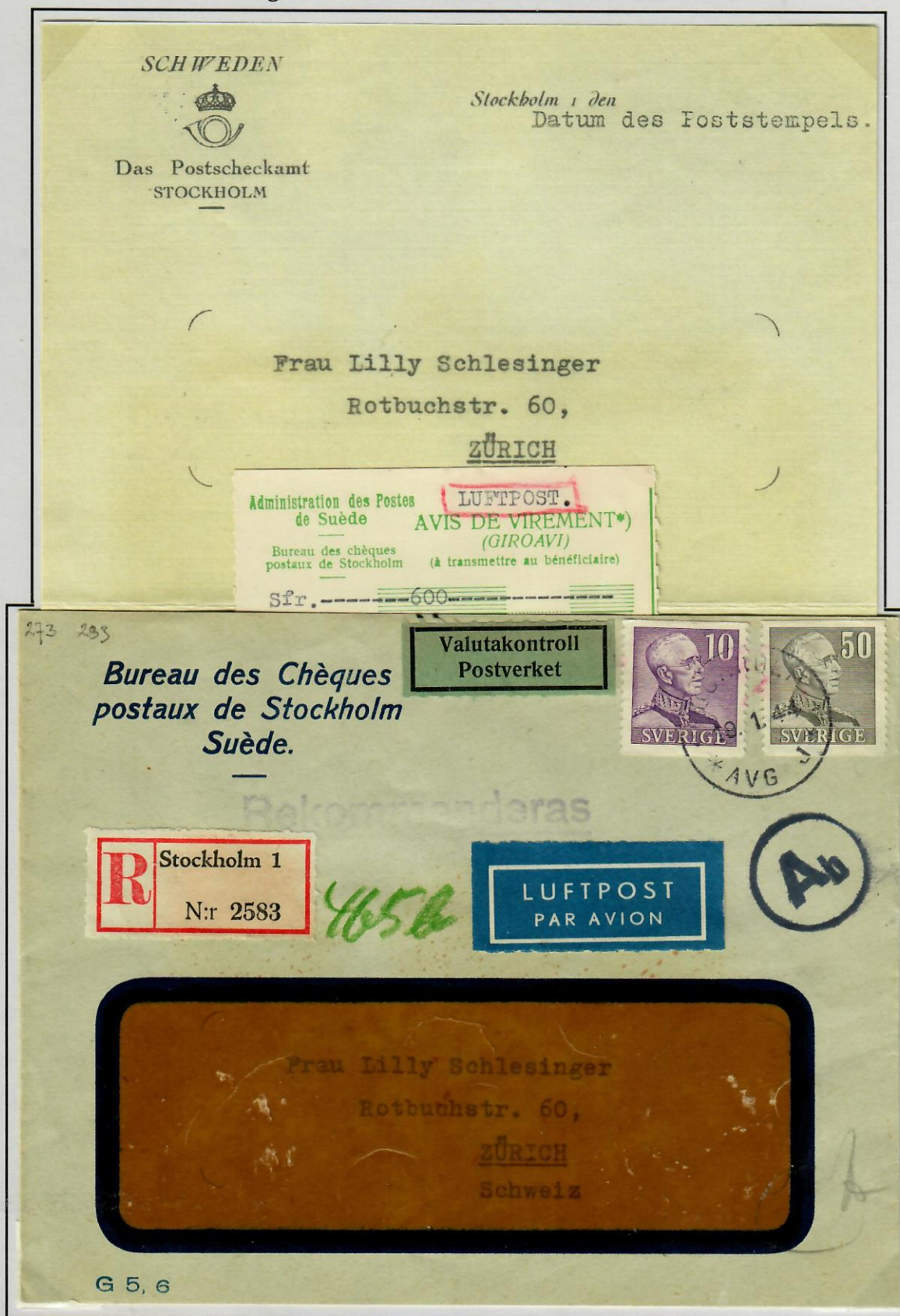


International letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and insured mail fee:  $420 \leq 840$  kr.: 40 öre (01.07.40-09.08.46, label type 4:2). On the front the cover got an imprint from a passing censor hand-stamp in Munich (Ad).

International Insured Letters are unusual during WWII, the number of Swedish Insured Letters went down from appr. 40.000 a year before the war to 2.000 a year.



Registered Air mail Letter to Switzerland



International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category Ib air mail fee for ≤ 20gr.: 10 öre (01.03.41-19.09.45, label type 5). The letter went through the Swedish Currency Control and was most likely censored by a Swedish censor, signs of this is the Currency Control label (**type b**). On the front the cover got an imprint from a passing censor hand-stamp in Berlin (**Ab**). Arrival postmark: Zürich 27.10.41. Despite the war the letter and the tab from the Swedish Post Giro are showing that, it was possible to keep business going across, at least, some borders despite the war.



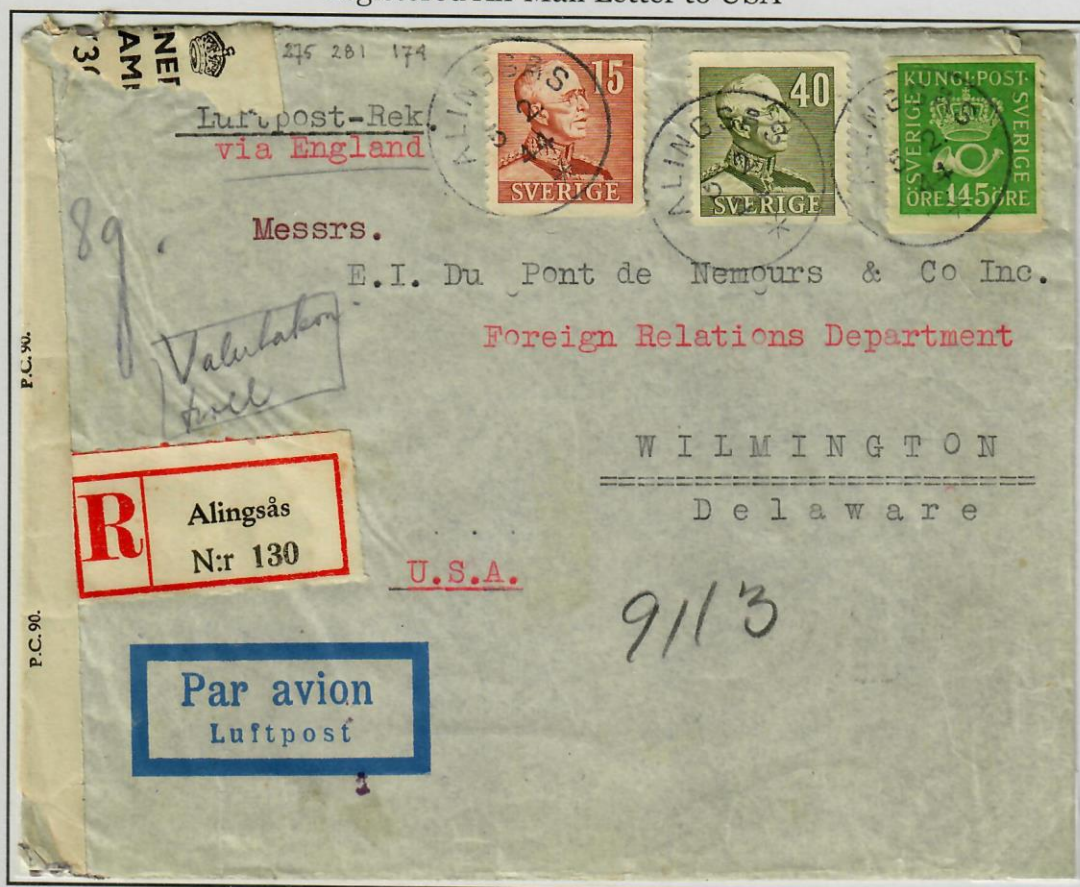
## Registered Letter to Hungary



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1). The letter was opened by the Swedish Censor, signs of this are the control strip (c<sub>1</sub>), the rubber stamp imprint (d), post office official wax seal (e) and the KTR-EXP<sub>1</sub> (KonTRoll EXPedition 1) wax seal (g<sub>1</sub>). The letter has passed Hungarian censors on March 20. Arrival postmarks: Budapest 44 III 21. The addressee refused to receive the letter according the information on a label.



Registered Air Mail Letter to USA



International Letter, first rate:  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.07.20-31.03.48, label type 4) and category III A air mail fee for  $5 \leq 10$  gr.: 150 öre (06.05.42-25.04.44). The letter is missing a Currency Control label at the front. A Currency Control was made according to the instruction, after the letter was handed in open to the Alingsås P.O.. The P.O. had likely run out of the labels and hence a handwritten annotations was made at the front to imitate the missing label.

A primitive way of signaling that Currency Control was performed



The letter passed British Censor. Transit and arrival postmarks: New York 3-31 1944, New York 4-1 1944 and Wilmington APR 3 1944.



## Registered Air Mail Letter to England



International letter, fourth rate:  $60 \leq 80$  gr.: 90 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 5:1) and category Ia air mail fee for  $65 \leq 70$  gr.: 140 öre (01.03.45-19.09.45, label type 5).



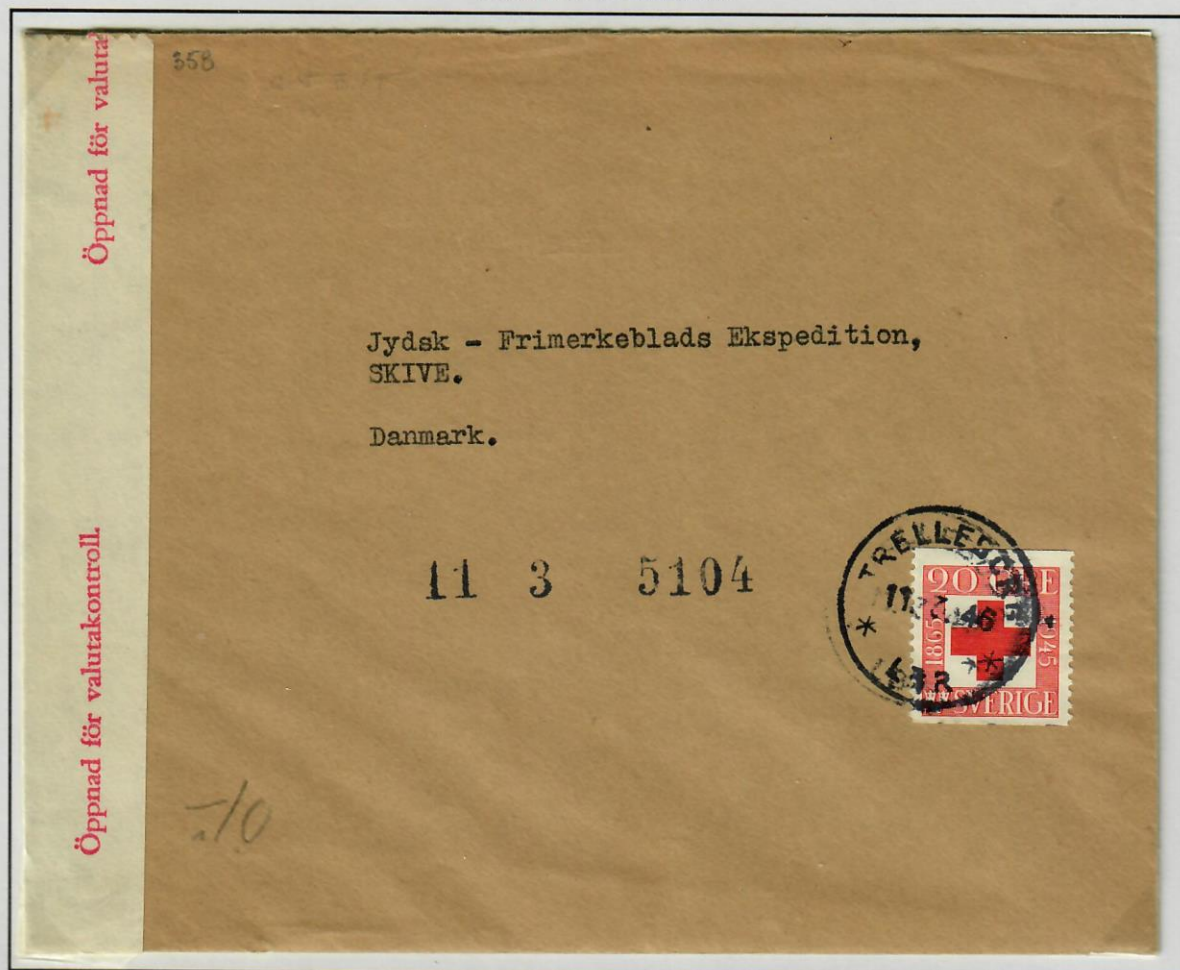
A Swedish Currency Control was performed and a label (b) was put on the cover. The sender had to fill in a Customs declaration stating that the content was "Diamond Tipped Tools for repair" to the value of £ 15, which also was put on the customs label. The cover was opened and examined by the Swedish Customs at the head P.O. in Göteborg, where a customs label was put on the front. The letter passed a British censor, putting on a label stating that the letter was "Under Customs Seal" on the back.



### 3. Currency Control and Censorship

#### Letter to Denmark

Indicator i



Nordic letter, first rate:  $\leq 20$  gr.: 20 öre (01.04.42-31.05.51).

Danish censoring of mail from Sweden ended on October 6th 1945. From the 1st of July 1945 the Currency Office did open a control department at the Post Office Stockholm Ban. From the 15th of August the white strip with red text (i) came into use to close censored letters as well as a numbering stamp to signal when censoring had taken place. The first two pairs of digits showed day and month of the censoring followed by a running number.

#### Registered Air Mail Letter to USA

International Air Mail Letter, fifth rate:  $80 \leq 100$  gr.: 110 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category III A air mail fee for  $80 \leq 85$  gr.: 1105 öre (26.04.44-06.05.46).

The letter was sent via Reykjavik - Mingan - New York.

Swedish censoring (i), 25 January with a running number of 1008 (on the back). Currency control, shown by label (b). Green customs label is stating: Stamps to a value of 392 SEK and on the front an American Free of Duty imprint.

Arrival postmark: New York 2.1.1946.





### 3. Currency Control and Censorship

Indicator c1 / -

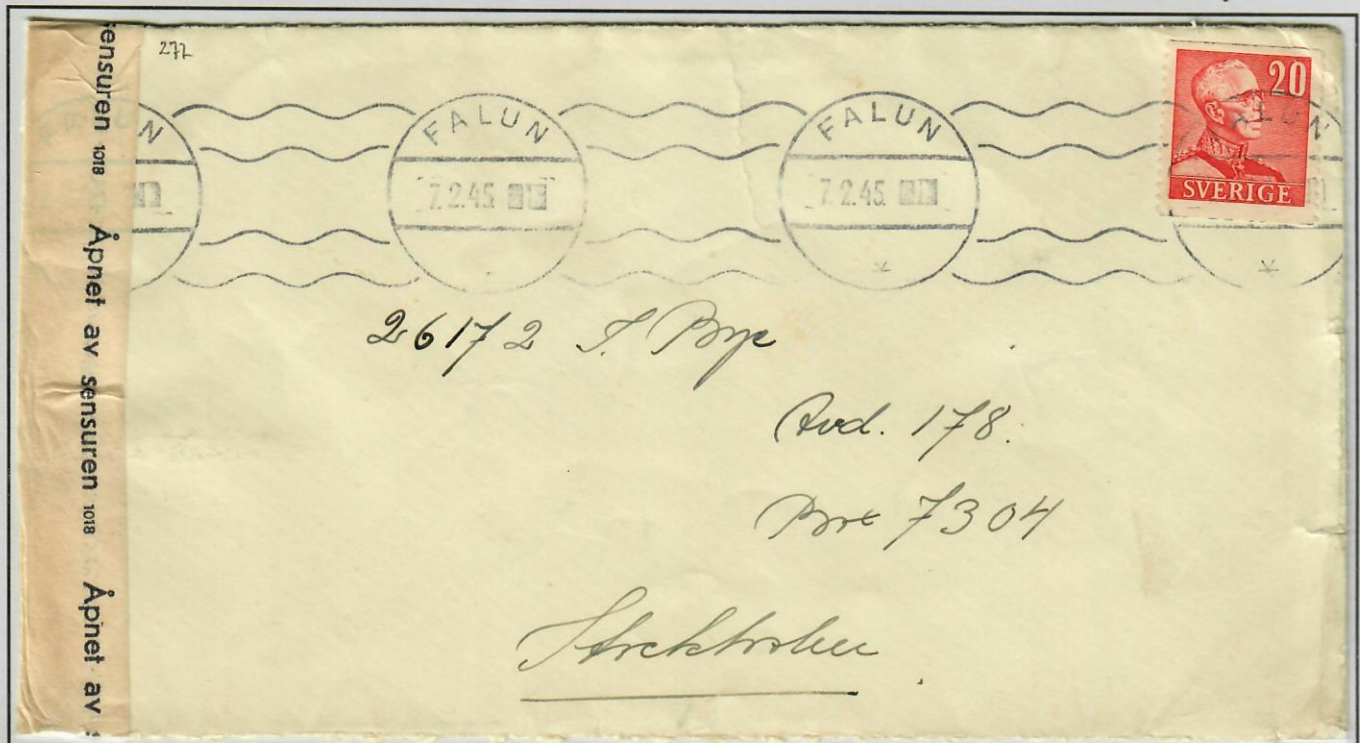
Letter to Belgium



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). No arrival postmark, but an annotation 5/10/40, arrival date? On the front is a German boxed censor's imprint, **13**, struck Köln (Landsmann, CK1.4). The letter first passed the secret censoring in Sweden, where something suspicious was found and it was forwarded for currency control. The content was not acceptable according to the rules. The letter was sealed with a paper strip and should have been returned to sender. **By mistake it wasn't returned but forwarded to the addressee.**

The only recorded Swedish none registered or insured letter that has passed through the secret Censoring and Currency Control with clear signs of it.

Letter to the Norwegian Legation in Stockholm forwarded to the north of Norway



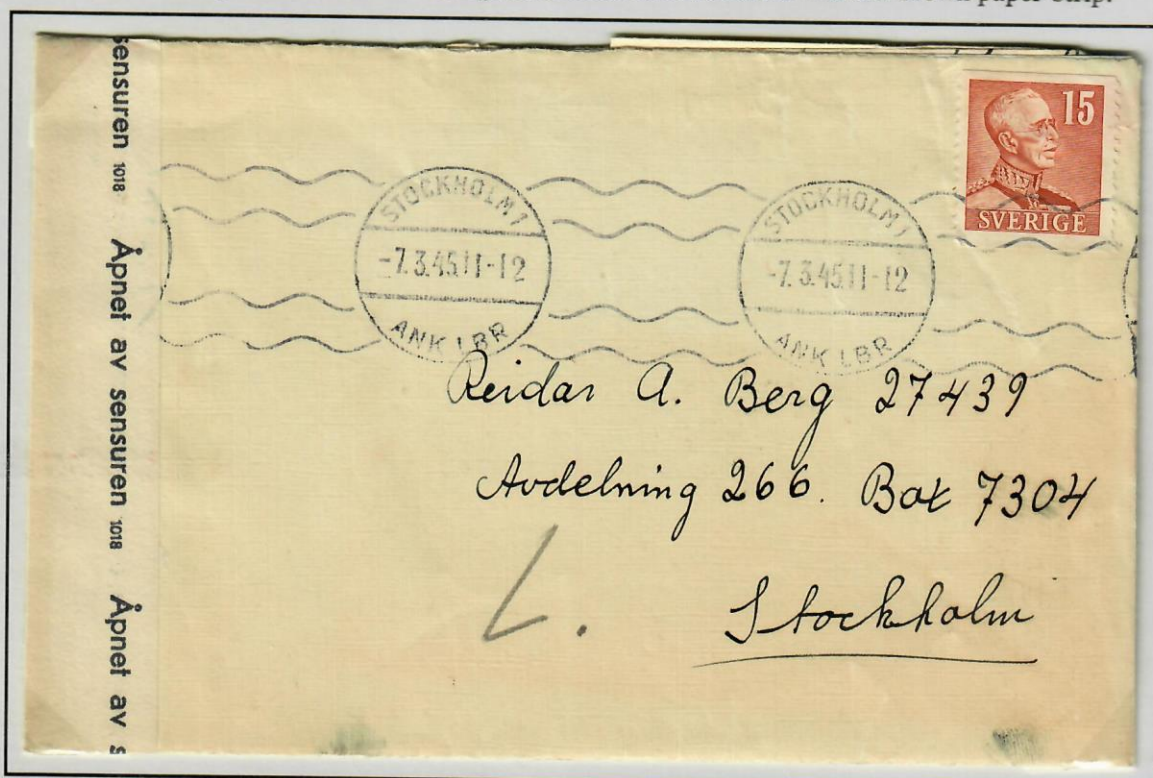
Inland Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). **Box 7304 Stockholm was an under-cover address for the Norwegian fighting forces in the north of Norway.** The letter was censored by Norwegian authorities in Stockholm before forwarded in a sack to Finnmarksvidda in Norway hence no new forwarding address on the letter.

Norwegian censoring conducted from end January to early May in a foreign country, extraordinary!





Inland letter, first rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42). The Berners were a well known Norwegian family living in Göteborg. The brown paper strip with the rubber imprints are stating that the letter has passed the open Military Censorship. The letter was delivered in, against the rules, sealed to the Military Post. Hence it was opened, censored and sealed with the brown paper-strip.



Local Inland letter, first rate: ≤ 20 gr.: 15 öre (01.07.44-31.05.51). The letter was sent local in Stockholm to a member of the so called Norwegian Police Troops, with the box address belonging to the half-official Norwegian Post Office in Stockholm, where the letter was censored. The addressee had been flown to the very North of Norway to help liberating Norway.

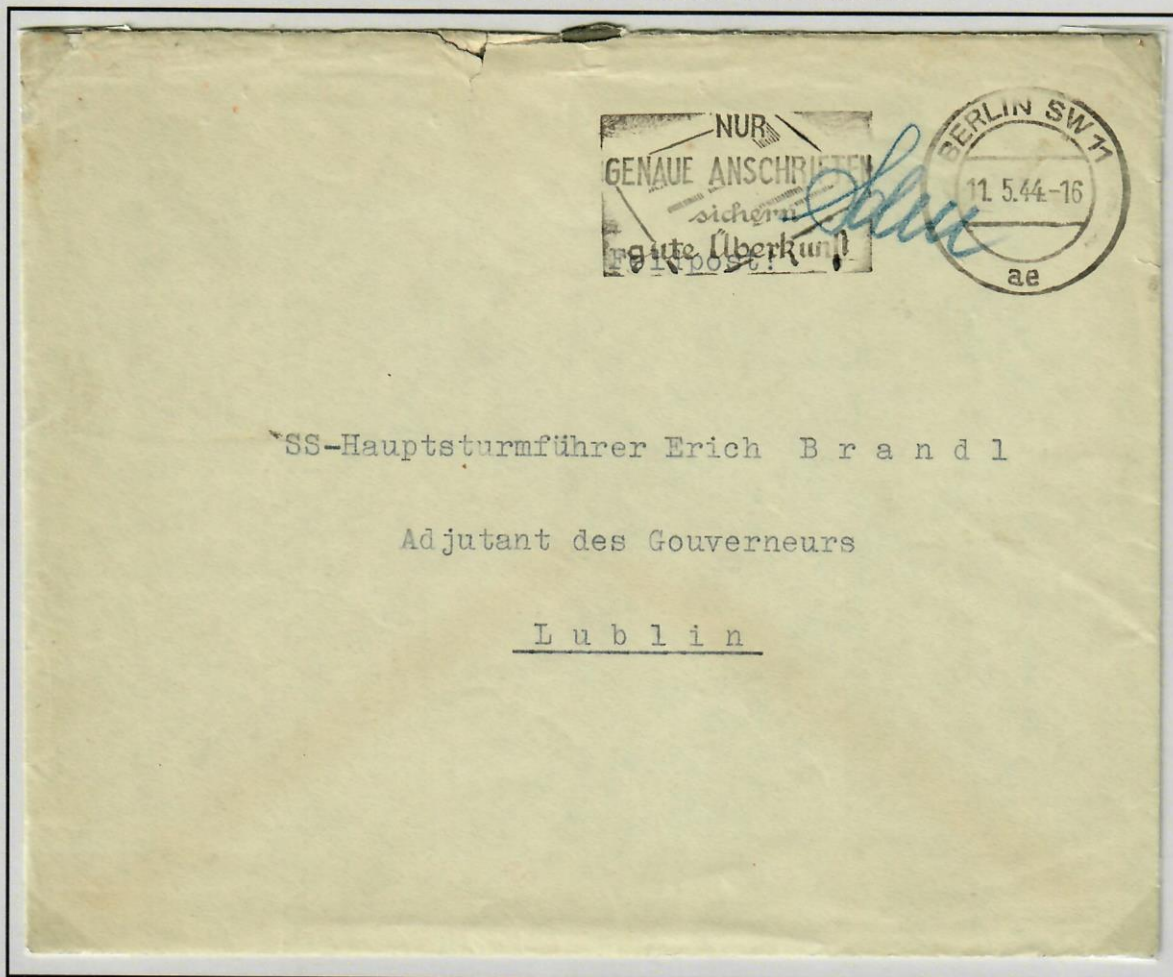
The letter was censored at the Norwegian Legation in Stockholm!!! Few letters recorded.



#### 4. Mysterious Routes

#### Diplomatic mail from Sweden

##### International Letter to General Government



This letter was mailed through the German Diplomatic Mail from Sweden to Berlin. Where it received a German Berlin stamp, the letter was censored and received a label "Amtlich geöffnet" i.e. officially opened, on the envelope's back.

The German Diplomatic Mail **never** had any Swedish Postage.

Cost savings or an attitude from the German employees, military and civil, based in Stockholm?

##### International Letter to USA

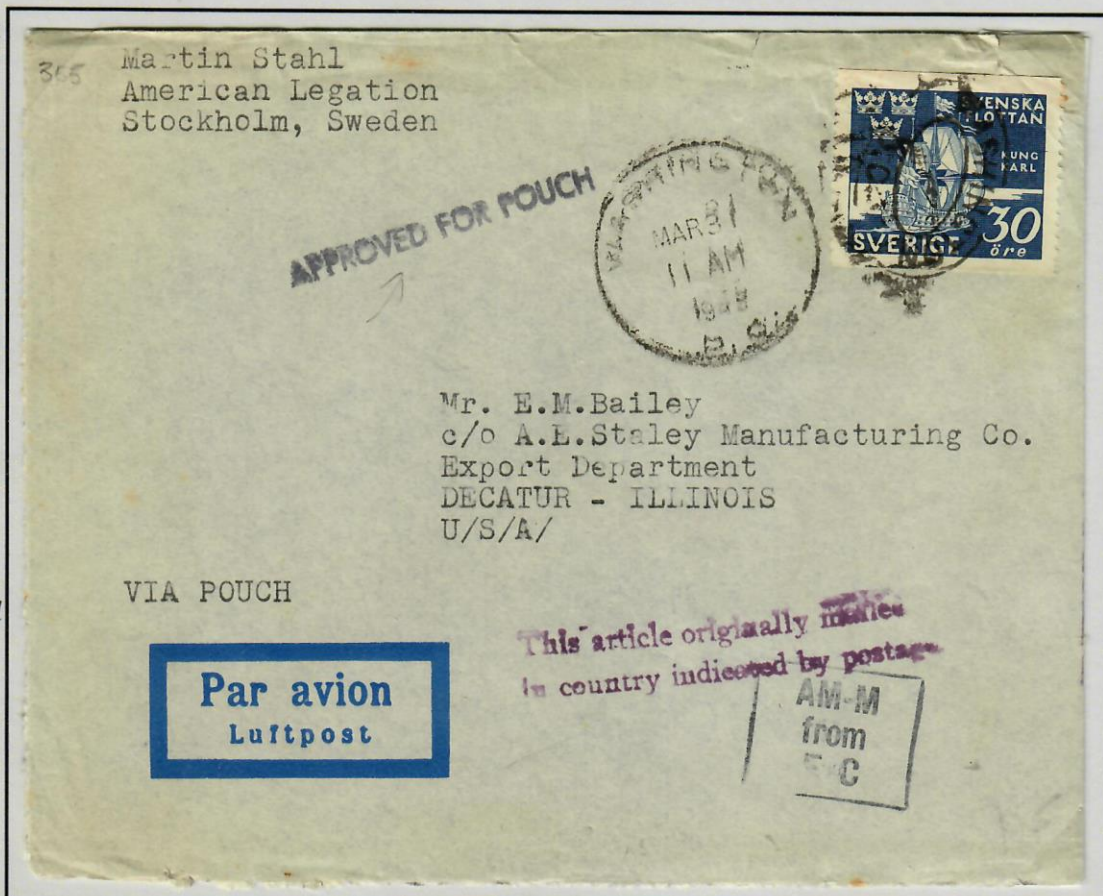
International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52).

This letter was mailed through the U.S. Diplomatic Mail, two rubber hand-stamp imprints "APPROVED FOR POUCH" struck in Stockholm and "This article originally mailed in the country indicated by postage" struck upon arrival.

When arrived to the U.S. the letter was forwarded through the ordinary mail service.

The American Diplomat Mail was *always franked* with the appropriate Swedish postage.

Why the difference to the Germans? American honesty?

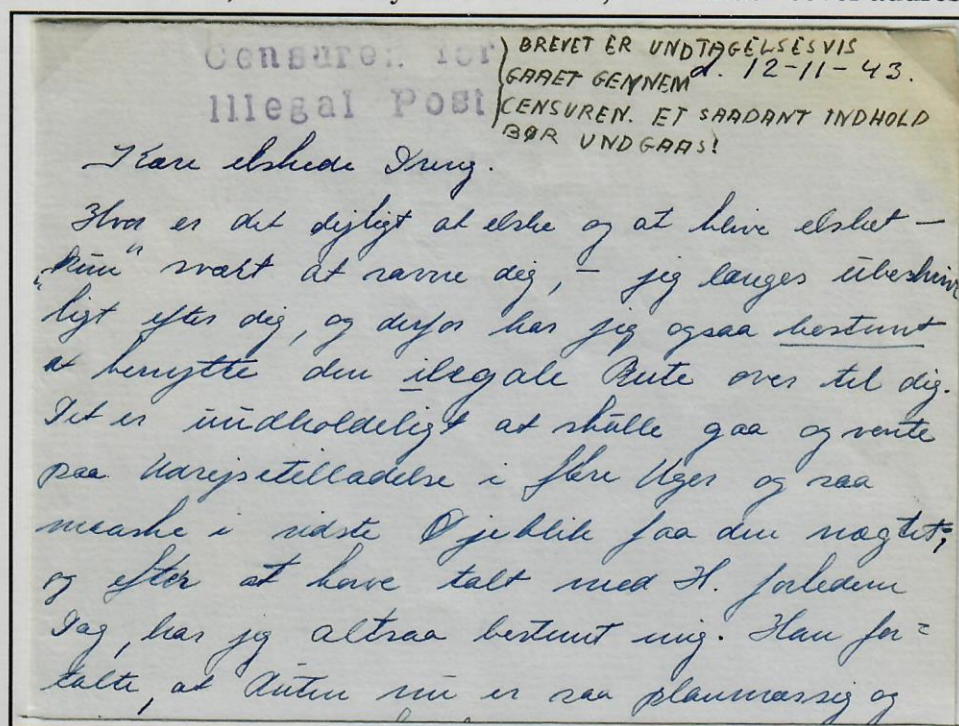




#### 4. Mysterious Routes

#### Under-cover letter

Letter sent from Denmark, censored by the resistance, to an under-cover address in Sweden



This is one of the few remaining examples of a letter that was illegally mailed over the strait between Denmark and Sweden, called Öresund. **It documents that the Danish Resistance had it's own censoring.** The letter was written in Denmark on November 12, 1943. Arriving to Marinmotorer in Malmö, the under-cover address, the letter was censored and the censor made a written annotation on the head of the letter stating; "BREVET ER UNDTAGELSESVIS GAAET GENNEM CENSUREN. ET SAADANT INDHOLD BØR UNDGAAES!" i.e. the letter has exceptionally passed the censor. Such content should be avoided. The header also contains a rubber imprint stating; "Censuren for Illegal Post" i.e. the Censor for Illegal Mail.



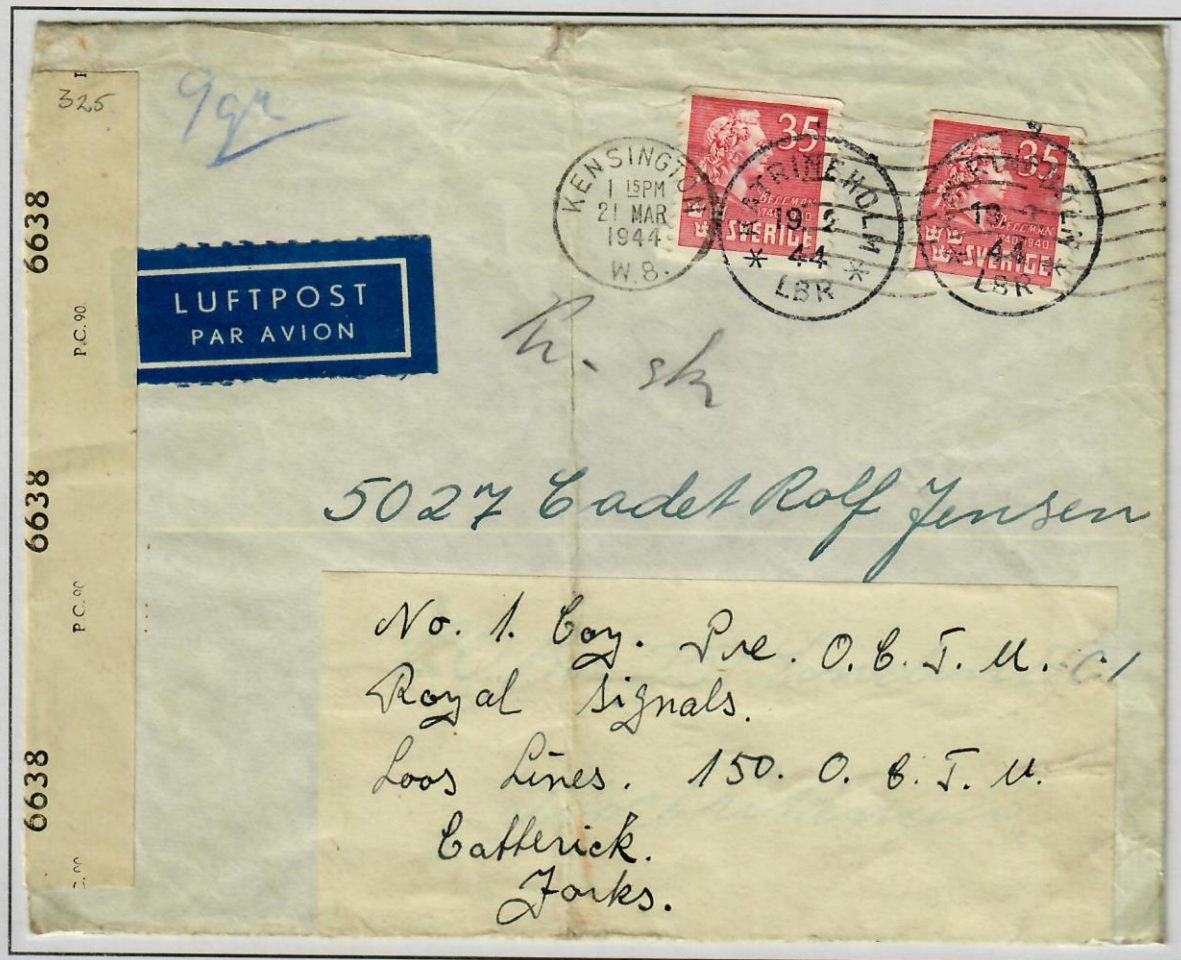
Inland Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). After censoring took place the letter was closed with a brown paper-strip and sent as an inland letter. The cover was redirected in Lund, hence the arrival postmark dated 23.11.43.



#### 4. Mysterious Routes

Forwarded / under-cover letter

Air Mail Letter sent to England



International Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ib air mail fee 5 ≤ 10 gr.: 40 öre (14.04.27-19.09.45 label type 5). The letter was censored in London and arrived to an under-cover addressee, P.O. Box 251, London and was redirected to the Royal Signals in Catterick Yorkshire. Transit postmark: Kensington 21 MAR 1944.

Letter sent to Portugal redirected to England



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). The letter passed German censorship in Berlin (Ab) and arrived to an under-cover addressee in Lisbon on 18.7.43. The letter was in Portugal given a new address (Tavistock House) which was a part of the Norwegian Exile Authorities. The letter finally passed the British censor in London.

EXAMINER 1716



#### 4. Mysterious Routes

Forwarded letters

Letter sent from Little Norway Canada, to Sweden, forwarded to England



Air Mail Letter redirected, category Ia air mail fee for  $5 \leq 10$  gr. : 40 öre (06.05.42-28.02.45). The letter was sent air mail from Toronto-Little Norway SP 25 42 to Stockholm, Sweden, from here it was forwarded to R.N.A.F. (Royal Norwegian Air Force) London. In Toronto-Little Norway there was a training camp, training Norwegians to become pilots. The letter was underpaid with 10 cents, hence a rubber stamp was stricken stating that a postage due should be paid equalling to 100 centimes. Censored in Toronto (DB/C. 35), when passing London an O.A.T. (type MH 1) stamp was stricken. Upon arrival in Stockholm a new address was written, an Air Mail label (type 5) was put on and the Swedish air mail fee was paid. Arriving back to England the letter was censored again (1116). If and where the postage due was paid is not clear.

Air Mail Letter to an under-cover address in Sweden forwarded to England



Air Mail Letter forwarded, category Ia, air mail fee for  $10 \leq 15$  gr. : 60 öre (06.05.42-28.02.45). The letter was sent air mail from Prague 28.IX.43 to an under-cover address in Gothenburg, Sweden. From Gothenburg the letter was forwarded on the 25.10.43 to a P. O. B. in London belonging to the Czechoslovak Field Post where it arrived 11 NOV 43. Censored in Berlin and in London.

Very unusual under-cover item, sent from occupied former Czechoslovakian republic to neutral Sweden and onwards to England.



## Air Mail Postcard sent to USA



International Air Mail Postcard: 20 öre (01.07.36-31.05.52) and category Ib air mail fee: 55 öre (01.02.40-20.09.44, air mail label 5). The postcard has an imprint in red on the front: "By air over the Atlantic and from New York". There are no signs of censoring on the postcard. Most likely the postcard has passed Germany in a closed mail bag and hence no German passing or censor imprint. But it is odd that there are no signs of British or US censoring. The addressee, Jorma Sihvola, was employed at the Finnish Legation in Washington. After 12 of December 1942 there were no mail exchange between Finland and USA. Finland had joined Germany in the war against Soviet union. The only way for Mr. Sihvola to get in contact with friends and family back in Finland was through an under-cover address. At the end of the text he was given an address to use: Mrs. Martta Engelstam, Nybergsgatan 8, Stockholm, Sweden.

## Air Mail Letter sent to England



The letter was sent from Norway with a Norwegian stamp to Sweden. A passing stamp was struck by the German censor in Oslo (Ao). Most likely the Swedish address was an under-cover address. In Sweden the Category Ia air mail fee ≤ 5 gr.: 20 öre (06.05.42-28.02.45, label type 5) was paid. In reality also the difference between the Nordic and International letter rate should have been paid, but it wasn't. A new address in England was written on the cover, upon arrival to England the letter was censored.



## Inland letter censored by German censor



Inland Letter, first rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42). This letter has passed the German censor in Hamburg (f). An inland Swedish letter censored by a German censor!? The reason was most likely that the letter was misplaced in a mailbag to Denmark. Early in the occupation of Denmark the mail to Denmark passed through Trelleborg - Sassnitz and was censored in Hamburg. The mistake was detected, the letter was censored and sent back to Sweden. An Inland Letter censored in Germany!!!

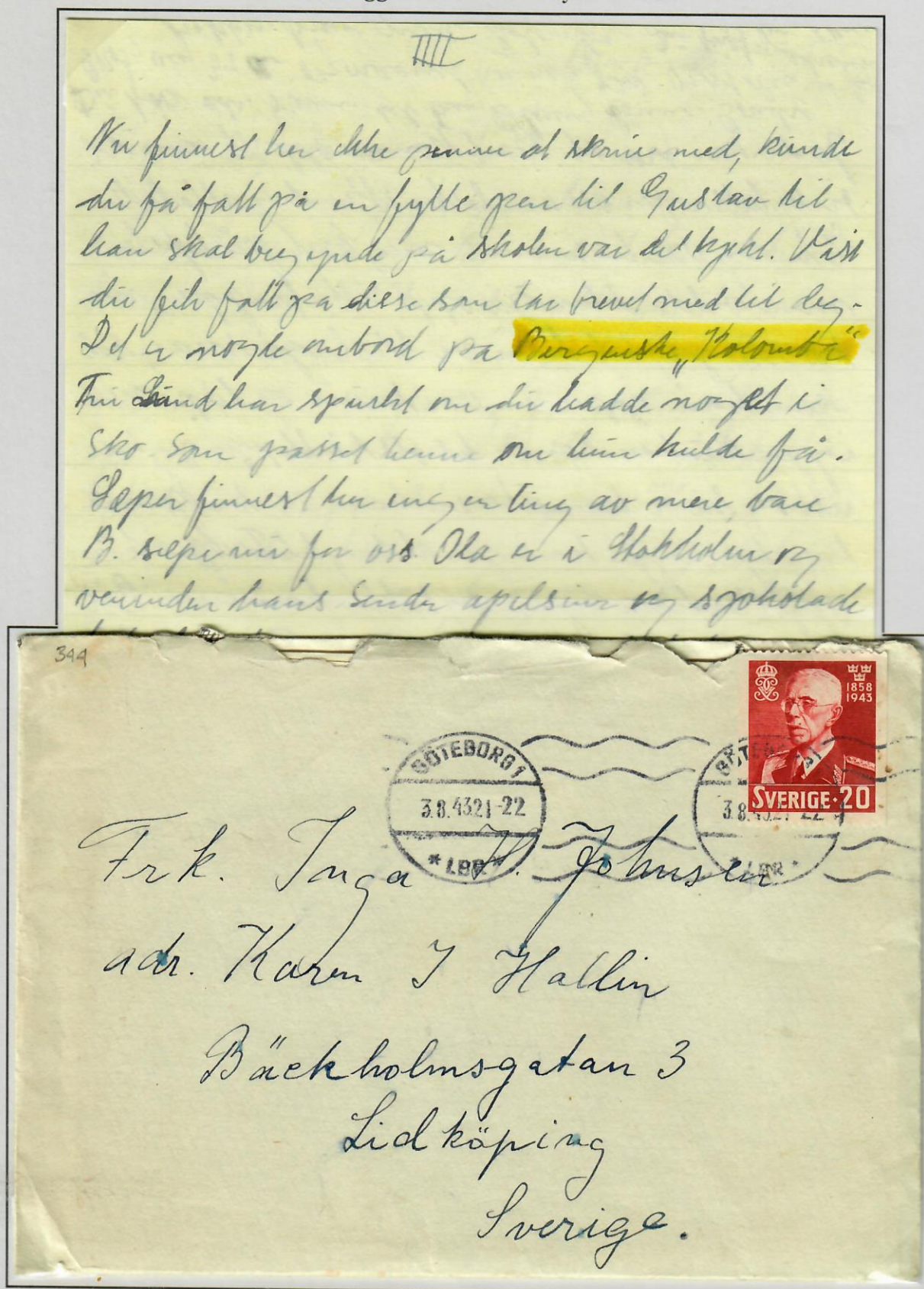
## Air Mail Letter smuggled out of Norway passing Sweden on it's route to England



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ib air mail fee for ≤ 20gr.: 10 öre (01.03.41-19.09.45, label type 5). This letter was smuggled, by fishermen, out of Norway to Bohuslän in Sweden. From here it was mailed to an under-cover address in Lisbon, Portugal and on it's way passing the German censor in Berlin (b). The letter was in Portugal given a new address (Tavistock House) which was a part of the Norwegian Exile Authorities. The letter also passed the British censor.



Letter smuggled out of Norway to Sweden

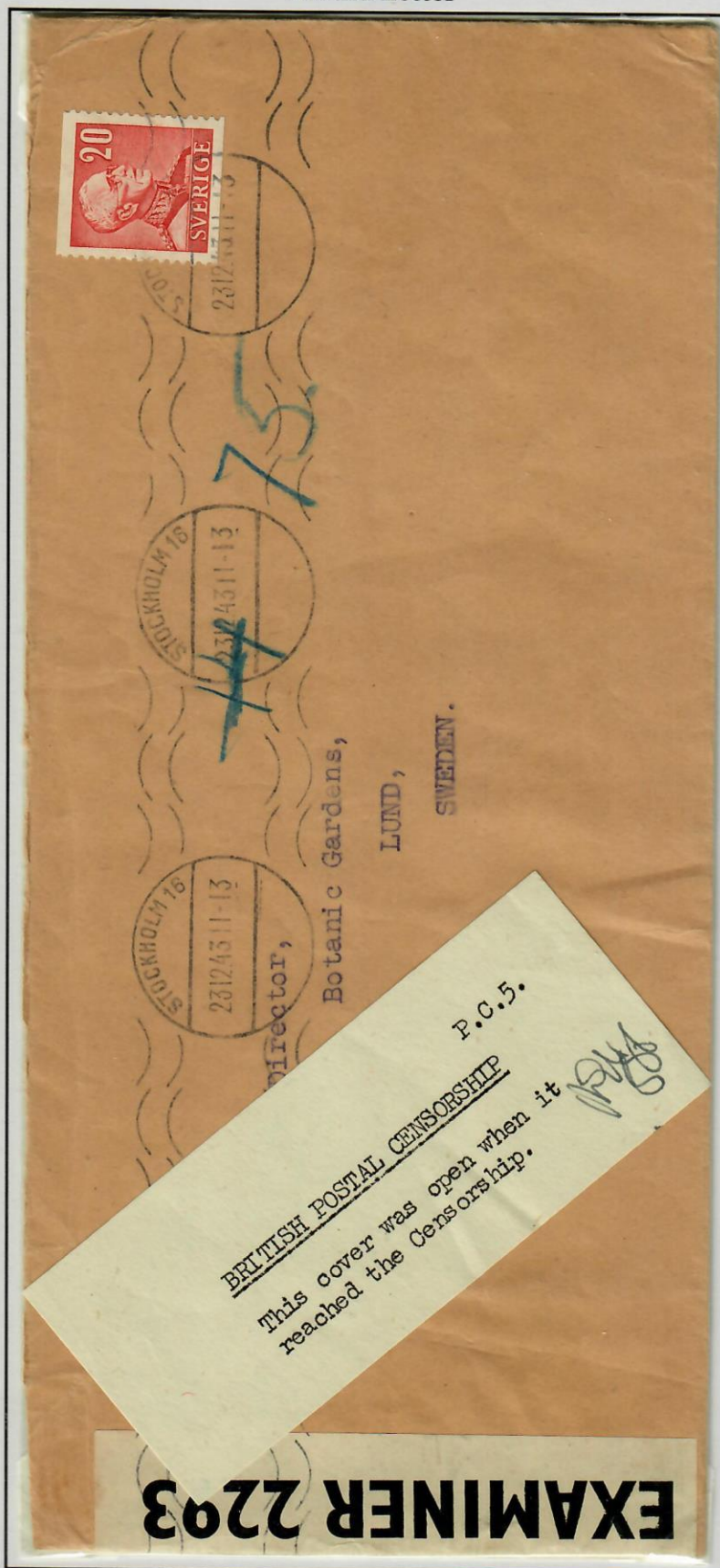


Inland Letter, first rate  $\leq 20$  gr.: 20 öre (01.04.42-31.05.52). The letter was smuggled out of Norway by seamen on a ship, belonging to Det Bergenske Dampskibsselskab (BDS), called D/S Columba. In the letter the ship's name was spelt with a K. Arriving to Göteborg the letter was mailed with a Swedish stamp and sent on 3 August arriving the day after in Lidköping.

The letter, dated July 13th, is from a mother and brother in Bergen to a daughter and sister living in Lidköping, Sweden. The mother's letter consists of 4 paper sheets and the brother's of 2, so it is likely that the cover had a weight that exceeded the 20 gram, the upper limit for first rate. The letter's content are telling stories about family and friends in Bergen. Strangely, in the mother's letter is mentioned that it will be sent with help from some seamen on Bergenske "Kolumba". I wonder if the mother was aware of the risks she created for herself as well as for the smugglers, although little were revealed in the letters.



## Inland Letter



Inland Letter, first rate:  $\leq 20$  gr.: 20 öre (01.04.42-31.05.51). The letter was mailed through the Diplomatic Mail from England to Lund in Sweden. It was handed in open in England and the censor put a printed note in the envelope, it is shown diagonal on the envelope. These notes are very rare. The censor, as usual, put on the censor's paper strip on the envelope. The cover doesn't show any signs of having been opened at the side which was the usual way, hence the paper strip was put on only to signal that the censoring had taken place.



#### 4. Mysterious Routes

#### Courier mail through the Diplomatic mail

##### Inland Letter with British cancellation



Inland Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51).

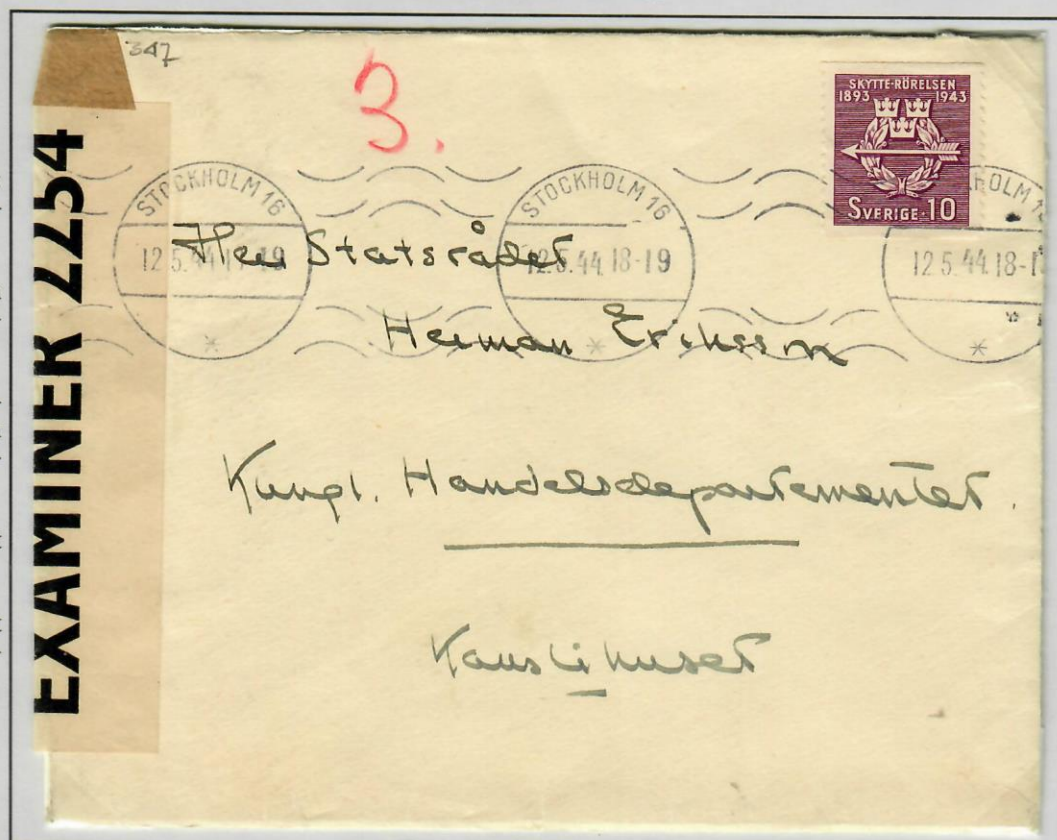
There is at least two question marks about this letter; the Edinburgh 22 JA 44 - cancellation and the rubber imprint \* **NO SERVICE EXCEPT BY AIR**. The latter I can't explain.

By mistake the letter already had a Swedish stamp, intended for the Inland Sweden mail. When the British P.O. got the letter the Swedish stamp was postmarked **Edinburgh 22 JA 41**.

The letter was censored in London.

After censoring the letter went with Diplomatic Mail to the Foreign Office in Stockholm. Arriving here the letter was sent from here with ordinary mail to the addressee in Uppsala. Leaving Stockholm the letter received a cancellation on the back stating the date 2.2.41.

##### Local Inland Letter



Local Inland Letter, first rate: ≤ 20 gr.: 10 öre (01.10.22-30.06.44).

The letter was sent from a member of the Swedish Legation in London.

The letter was sent in the Diplomatic Mail to the Foreign Office Department in Stockholm.

Before the letter left England it had to be censored.

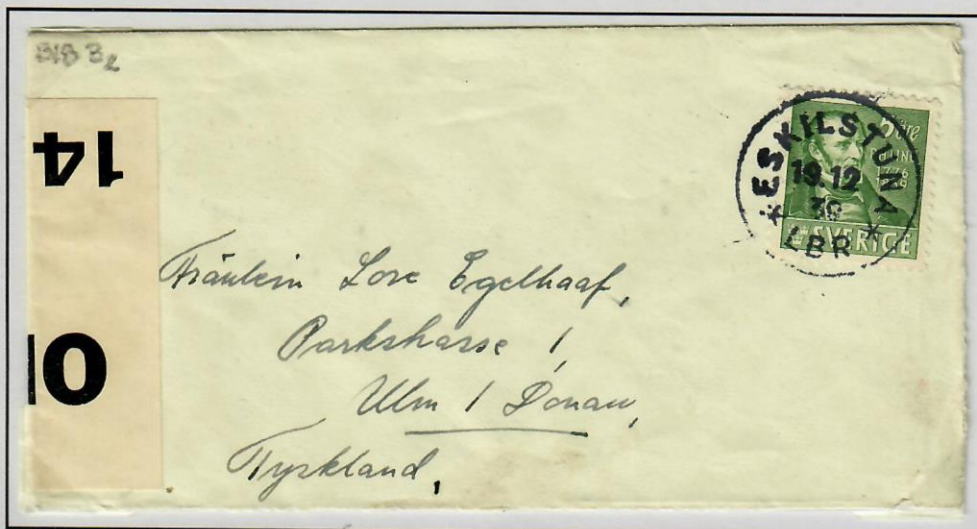
Upon arrival in Stockholm it was forwarded as a Local Inland Letter.



#### 4. Mysterious Routes

Wrong country

International Printed Matters sent to England by mistake



International Printed Matters, first rate: ≤ 50 gr.: 5 öre (01.08.24-31.05.48). This printed matters was addressed to Ulm Germany.

Most likely this Printed Matters was sorted to the wrong mail bag, one that was aimed for United Kingdom instead of Germany. Upon arrival to England it was censored in Liverpool. What then happened to it, we don't know. No more marks of censoring or postmark. Did it ever reach Fräulein Egelhaaf in Ulm?

Inland letter sent to Finland by mistake



Inland Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). This letter was sent to a Sergeant Norlin in the Swedish Army, with address Fp 61210. Unfortunately also the German Army had a five digit numbering system for it's Field Post Office numbers.

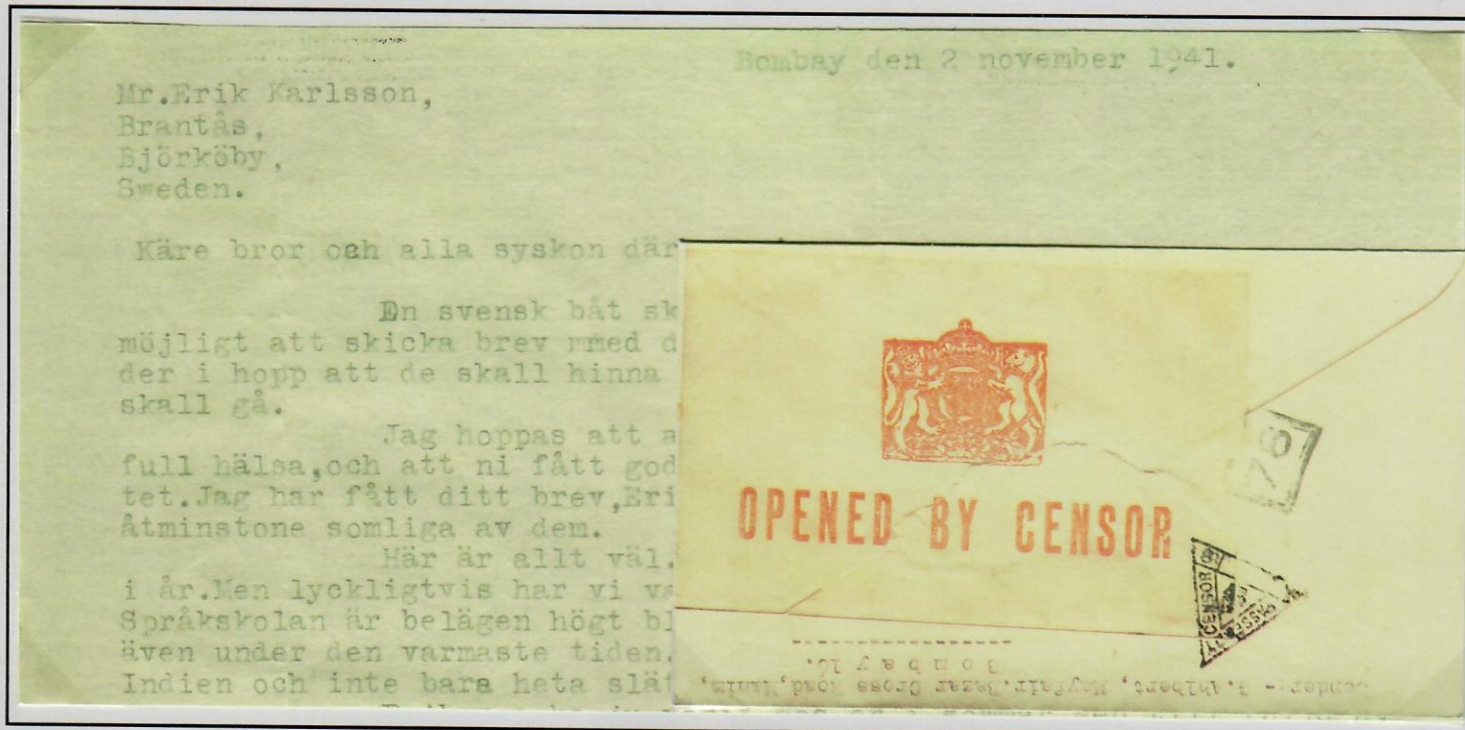
By mistake the letter was sent to Finland, arriving here it passed the Finnish Censor were it besides the paper strip also got an imprint of a **FELDP** hand-stamp, this was used as a direction stamp. When the letter reached the German Army in Finland an hand-written annotation was made "nicht deutsche Feldpost!" i.e. not German Field Post. It was returned to sender.



#### 4. Mysterious Routes

Ship letter

Letter from Bombay India, censored and sent on a ship besides the Postal System to Sweden



The letter was written by a Missionary in Bombay, India on the 2 November 1941. In translation from Swedish the letter starts: **"Dear brother and all siblings back home! Peace! A Swedish ship will leave from here to Sweden, and it is possible to send letters with it."** Then the letter continues with more family oriented questions about the situation back home and how the farming goes!



Inland letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). **The letter was mailed outside the postal System, but it was still censored in Bombay, India.** There are no signs of the route to Sweden. Upon arrival to Sweden it was forwarded as Inland mail.



#### 4. Mysterious Routes

Ship letter

Letters from Bombay India, censored and sent on a ship besides the Postal Service to Sweden



Inland Local Letter, first rate:  $\leq 20$  gr.: 10 öre (01.10.22-30.06.44). Where the letter received the V imprint from a rubber hand-stamp, the V ..., as in Victory the V also spelled in the Morse Code Alphabet, is unknown.  
When the letter arrived to Sweden it was forwarded as Inland Local mail.



Censored in India. Because of the date most likely these both letter arrived on the same ship as the letter shown on the previous sheet.



Inland Local Letter, first rate:  $\leq 20$  gr.: 10 öre (01.10.22-30.06.44).  
When the letter arrived to Sweden it was forwarded as Inland Local mail.





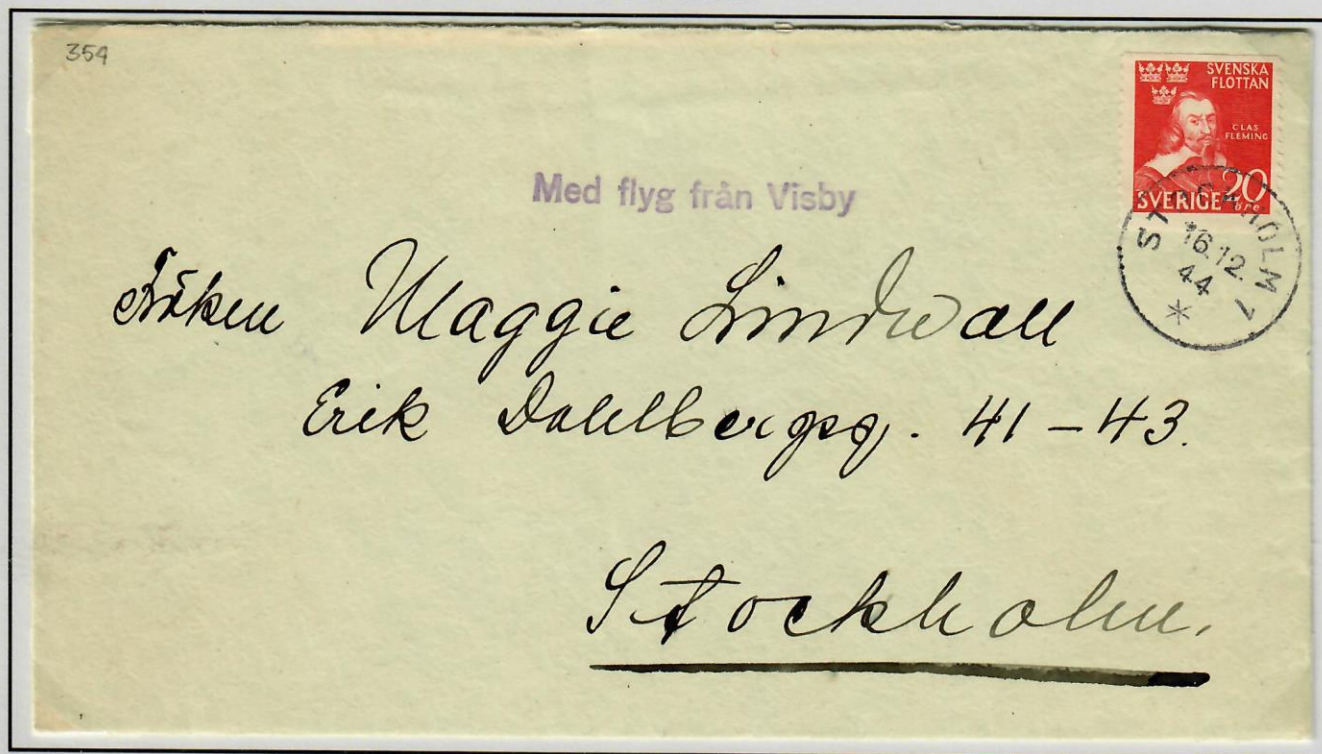
#### 4. Mysterious Routes

#### Mail between the mainland and the island of Gotland Inland Postcard



Postage rate: 10 öre (01.10.22-31.03.42). In the early morning of 24 November 1944 the ship S/S Hansa was sunk by a Soviet submarine outside the coastline of Gotland. The mail had for many years been transported on-board ships between the mainland and the island of Gotland. After the torpedoing, the ferry-traffic was interrupted and all mail had to be forwarded by air, without any air mail fee had to be paid. All outgoing mail from Gotland were from now on not cancelled on the island but upon arrival to Stockholm where it also got an imprint from a rubber hand-stamp **"Med flyg från Visby"** i.e. With Air Mail from Visby.

#### Inland Letter



First rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42). The imprint had the text **"Med flyg från Visby"** i.e. With Air Mail from Visby (which is the only town on the island of Gotland). The hand-stamp cancellation was made in Stockholm 1 with an \*, this hand-stamp was only used at FMP 1 (FörMedlingsPostanstaltten 1, i.e. Transfer Mail Unit 1) which was responsible for the transfer of mail to PCA 1 (Post-CensurAnstalten 1, i.e. Mail Censor Unit 1).

**This is a clear indication that all mail out of Gotland were censored arriving to Stockholm.**



## German Registered C.O.D. Printed Matters



This is a Registered Printed Matters' (upper part) C.O.D. card sent from Leipzig in the last month of the war (9 April 1945), and the back side of a payment card, this is a photo-copy (they were glued together, lower part). The content of the Printed Matters was the German Magazine for Jewellers and Goldsmiths for the year of 1945. The Printed Matters arrived to Stockholm on 20 April 1945. Delivery was not accepted by the addressee. This is shown by a rubber imprint struck "Ej utlöst inom föreskriven tid" i.e. Not accepted in due time, as well as a small label in French and Swedish "Non réclamé / Ej efterfrågad" that was put on. The Swedish P.O. tried first to return it to Germany via Denmark in early June 1945. The Danish P.O. sent it back to Sweden, probably on 7 June 1945 - there is an imprint, København, of a rubbers stamp struck on the back with this date - there is also a pink label attached on the front with an annotation "Ingen Forbindelse via Danmark" i.e. No connection via Denmark. The Printed Matters was stored in Stockholm and released after all mail traffic to Germany was re-started on 24 April 1948. Back in Leipzig on 5 May 1948, according an imprint on the back. Upon arrival the portrait of Hitler on the stamps were blacked out.



5. Violations and changes to ways and rules      Military Letter, not to be sent abroad - B<sub>1</sub>/  
Letter sent to the Netherlands      Violating the rules for addressing



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52).

This letter was addressed to the Netherlands and the difference between International and Inland rate, 15 öre was additionally paid.

The Military Letters were allowed to be mailed free of postage, from soldiers drafted for Military Service. They were supposed to be used when communicating with family and friends, but not with companies or sent abroad. The letter was returned to the sender, a return-label (B<sub>1</sub>) was put on with a written annotation made with a pencil i. e. Military Letters are not allowed to foreign destinations

Inland Letter

Inland Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51).

The enforced defence security ended 1 July 1945 and hence all Fieldpost no. as well as Navypost no. were not used anymore. All mail to drafted people should now be sent to the appropriate address. This was instructed on the label that was put on, at P.O. Stockholm 80.

The letter was first re-addressed to Visby and then to Tingstäde. The label expresses that the delay was caused by wrong address given.

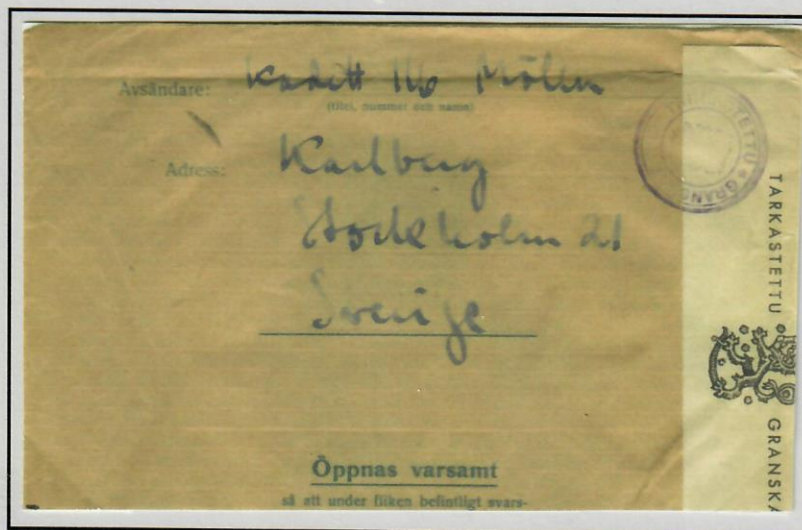




5. Violations and changes to ways and rules      Military Letter, not to be sent abroad - B<sub>1</sub>  
Letter sent to Finland



Nordic Letter, first rate: ≤ 20 gr.: 15 öre (01.08.24-31.03.42). This letter was addressed to Finland and no extra postage was paid. The Military Letters was sent Inland free of postage. But it was not allowed to send Military Letters abroad.



The Military Letters were allowed to be mailed free of postage, from soldiers conducting Military Service when communicating with family and friends. But they were not allowed to be sent to foreign countries. This letter was addressed to Finland. According to the rules the letter was returned to the sender, a return-label (B<sub>1</sub>, Bl. 297) was affixed with a written annotation "militärbrev till utlandet icke mottagas till postbehandling" i.e. Military Letters not allowed for distribution to foreign destinations. The return to sender was made from Stockholm 21 on 12 August 1940. When it arrived back to sender, then he most probably did put the letter into a bigger franked envelope and made a new attempt to send the letter to Finland. This attempt was successful and it was censored upon arrival to Finland. **This is one of the very few Swedish Military Letters that successfully arrived abroad.**



## Nordic Letter to Denmark



Nordic Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). Censored upon arrival to Denmark by Danish censor. The red remains of a label to the left of the envelope is most likely from label KZ1.11, according Landsmann, a label signalling an escalation of the censor's investigation. An imprint on the front, **14 SEP 1942**, is struck by the Post Office and indicates when this investigation took place. The addressee was a stamp dealer and the letter was sent in return with a imprint **RETOUR**.



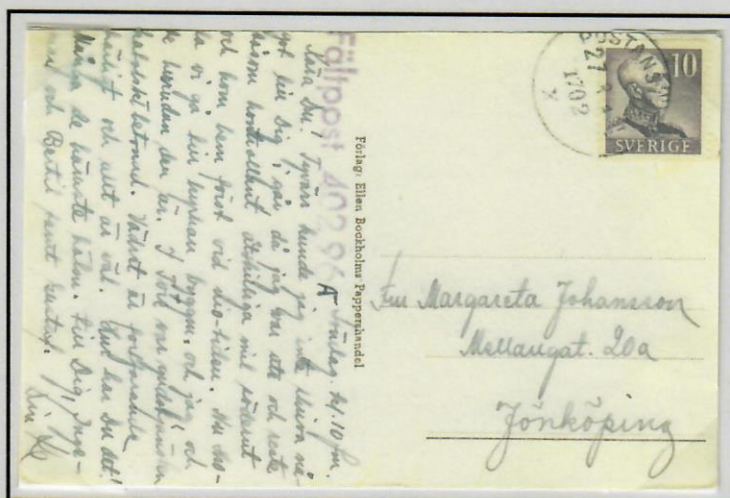
"Adressaten kan ikke erholde Indførselstilladelse" i.e. The Addressee can't be permitted to receive an Import License. Importing stamps into Denmark without a trading license was prohibited. The letter was again censored in Denmark before returning. The rubber imprint **R 7. FEB 1944**, almost 18 month after the letter's arrival to Denmark, was stamped when the letter came back to Sweden.



## Inland Postcard allowed for distribution



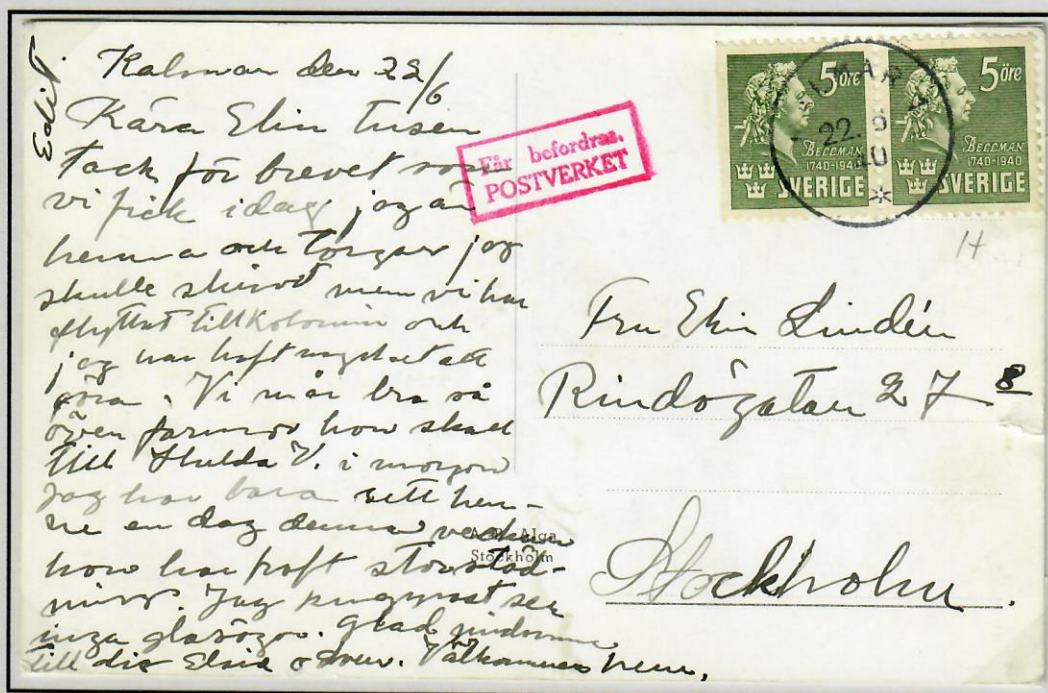
Inland Postcard, postage rate: 10 öre (01.07.19-31.03.48). The place's name on the postcard was erased with a knife. The reason was to avoid that any enemy could be able to do mapping from the picture together with **Fältpost 402 96** i.e. the Field-Post number (402 96)



Cancellation of the stamp, POSTANSTALTEN 1702 X, was done in a small village called Morjärv and the erase took place at PCA 2 (PostCensurAnstalten 2) in Boden 1.



## Inland Postcard allowed for distribution



Inland Postcard, postage rate: 10 öre (01.07.19-31.03.48). The photo for this postcard was most likely taken from an aeroplane over Kalmar and according to the instructions it was sent for checking and potential approval to Section U, a unit within PCA1 (PostCensurAnstalten 1 i.e. Mail-Censor-Department 1), before it was allowed to be distributed to the addressee.



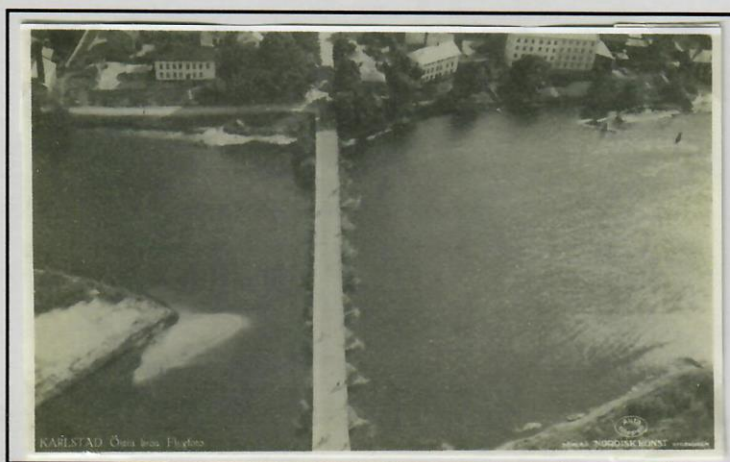
Postcards were sent for approval to Section U, where they were investigated and in this case the postcard was approved for distribution and hence a red rubber imprint was put on stating "**Får befordras. POSTVERKET**" i.e. Allowed for distribution. Royal Mail. This procedure to approve postcards after they were handed in to a Post Office was stopped in September 1940.



## Inland Postcard not allowed for distribution



According a rule from August 31 1940, to prevent the opposing forces to receive information about potential targets, all new postcards had to be approved by the Military Forces Headquarters, before they were allowed for distribution and sold to the public.



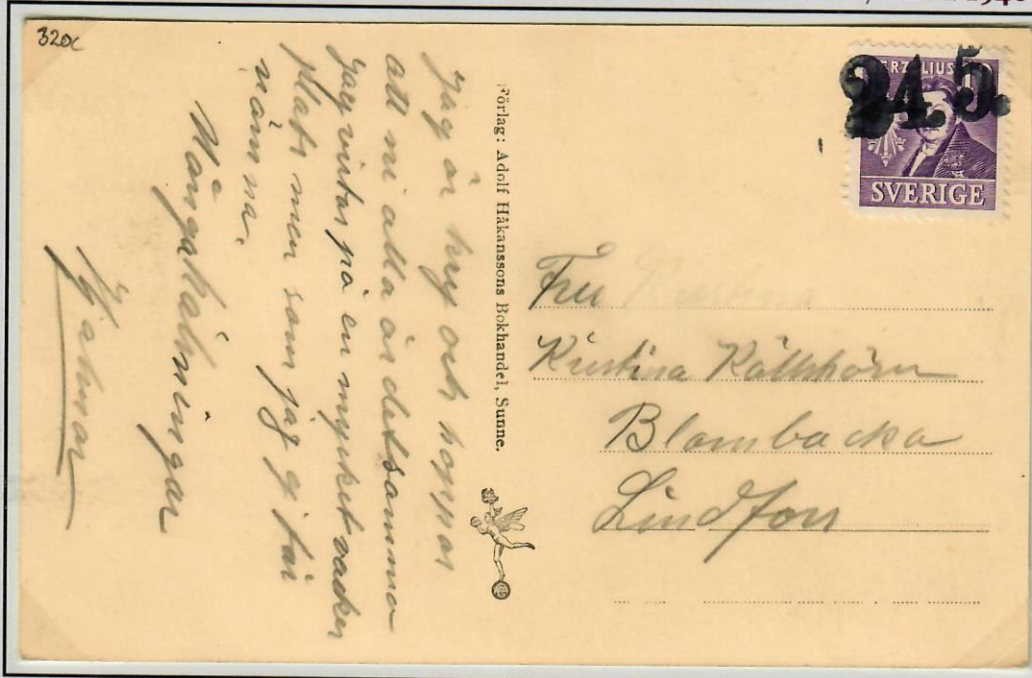
This postcard was checked and not approved for sale, display and distribution according the Military Forces Headquarters.



## Inland Postcards cancelled without a regular postage stamp



Inland Postcard, postage rate: 10 öre (01.07.19-31.03.48). To prevent the opposing forces to receive information about potential targets, there was a rule that all postcards sent from men in active Military Service should be cancelled with a "Postanstaltsstämpel" i.e. Postoffice stamp. After the Swedish mobilisation it took some time to produce these new stamp, in the meantime the postage stamps were cancelled with an imprint from a rubberstamps without the place's name but with a date. On this card it is **17. APR. 1940.**



Inland Postcard, postage rate: 10 öre (01.07.19-31.03.48). On this postcard it says **24.5.**



## 5. Violations and changes to ways and rules

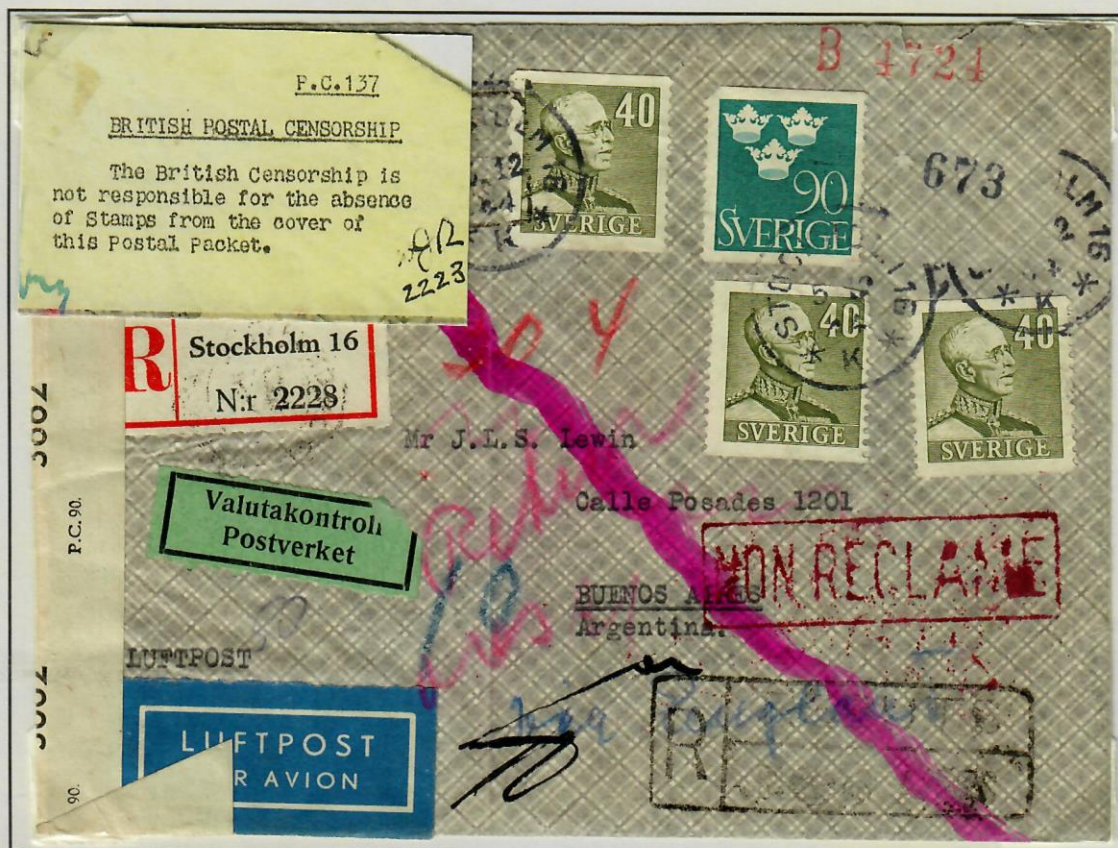
## Import stamps / Absence of stamps

### International Registered Letter from United Kingdom



International Registered Letter, sent from Customs & Excise, the reason was that censors had detected illegal business of stamps. Exchange of stamps between collectors, was during the war regarded as an iffy business and an area that needed control. To import stamps into the United Kingdom without a trading license was prohibited. The addressee (Mr. G Brooks) of a letter sent from Mr. Pettersson, Sweden didn't hold a license for importing stamps. H.M. Customs & Excise **was returning the stamps and this note** in this letter. A reduced copy is shown on top of the letter. The form informed Mr. Pettersson to refrain from sending stamps to people in the United Kingdom not holding such needed licenses.

### International Registered Air Mail Letter to Argentina



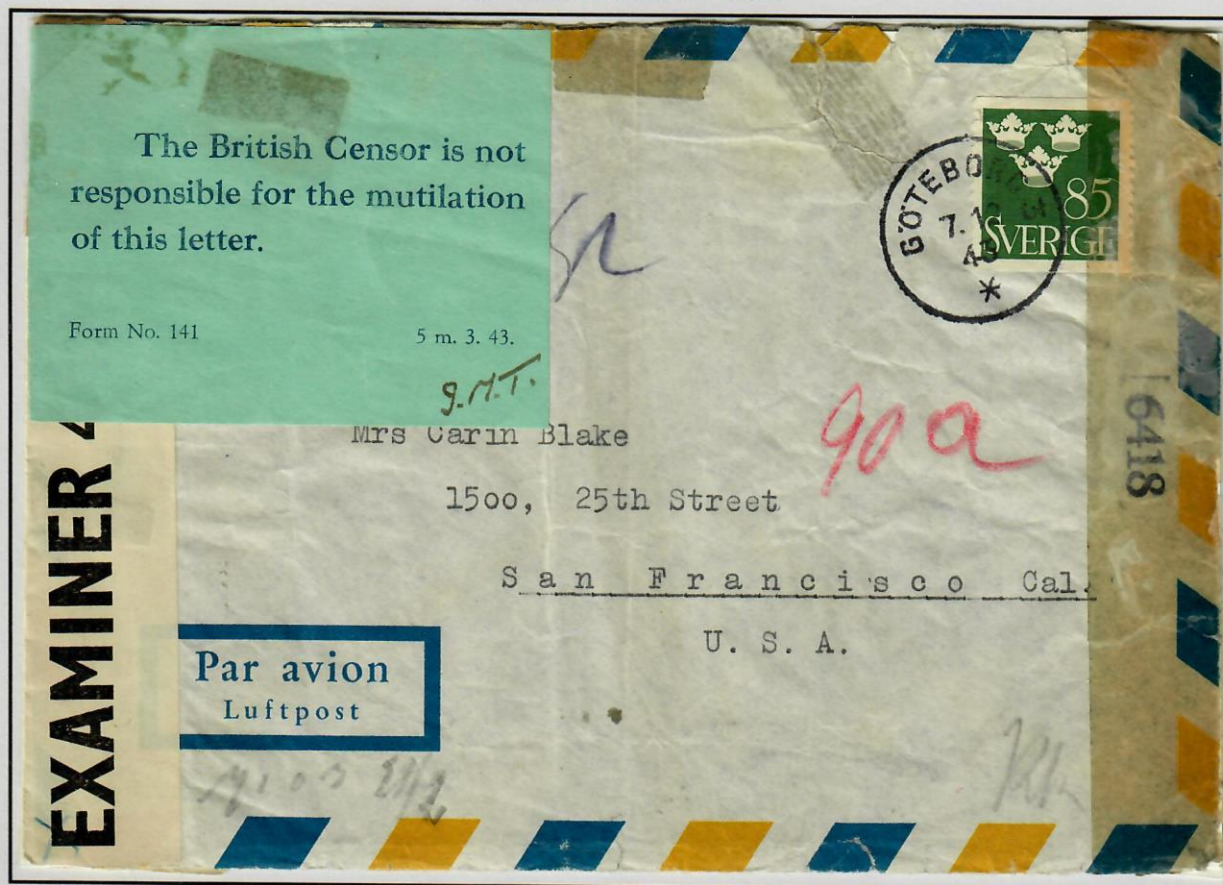
International Registered Air Mail Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and category III C 2 air mail fee for 5 ≤ 10 gr.: 300 öre (26.04.44-31.05.45, label type 5). The letter was sent via Scotland (ABA) - London (rail) - Lisbon (BOAC) - New York (PANAM FAM-18) - Miami (domestic air line) - Rio (PANAM FAM-5) - Buenos Aires (unknown air line). The cover was handled by the Currency Control, signs of this is the green Currency Control label (b) on the front. Censored in London, strip on the left. The British censor detected that two stamps were missing upon arrival, hence a label was affixed on the back stating this. A reduced copy of the label has been put on top of the letter. Transit and arrival postmarks: New York 1-8 1945 and Buenos Aires. The addressee was not to be reached and an imprint from a rubber stamp was stricken: **NON RECLAME** in a frame as well as the imprint of two **REBUTS** stamps and the letter was returned to sender.



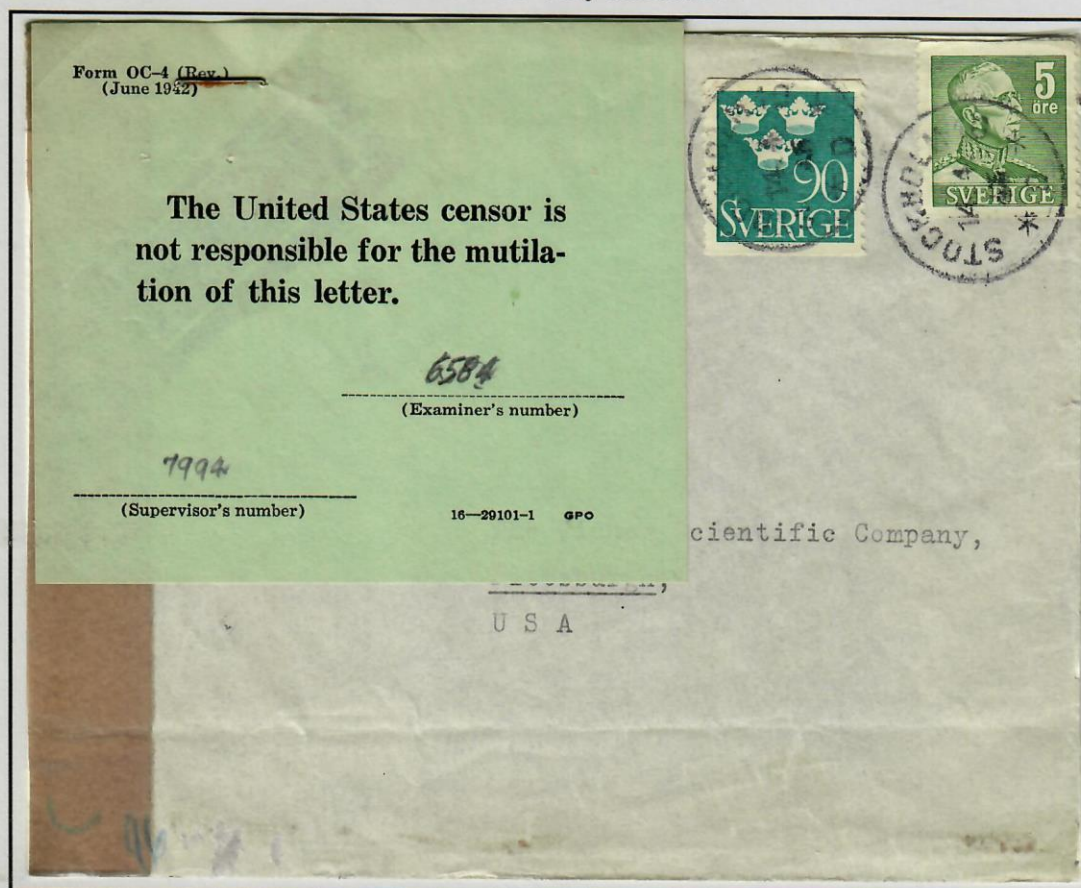
## 5. Violations and changes to ways and rules

## Mutilation of letters

### Air Mail Letters to USA



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category III A air mail via Germany fee for ≤ 5 gr.: 55 öre (01.02.40-20.09.44, label type 5). The cover has passed German censors in Berlin (b), censor in Bermuda and in the USA. Arriving Bermuda the censor found that the letter had been lost and hence a British Mutilation label was put on the cover. Very unusual !!



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category III A air mail via England fee for ≤ 5 gr.: 65 öre (26.04.44-06.05.46, label type 5). Arriving to USA the censor found that the letter had been lost and hence an American Mutilation label ( Broderik-Mayo F 4.3 ) was put on the cover. **Very few covers with a lost contents label remains.**



## Air Mail Letter to Argentina



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III C 2 air mail fee for  $\leq 5$  gr.: 160 öre (06.05.42-25.04.44). The letter was censored in England and has got an imprint of an Argentinian post delivery stamp # 1922.

P.C.12.

BRITISH POSTAL CENSORSHIP

Enclosure mentioned.....  
 was missing when the letter was opened. Before making enquiries of the Post Office, please ascertain definitely from the sender of the letter whether the article in question was actually enclosed. If so, the sender should make enquiry of the Postal Administration of the country in which the letter was posted, mentioning that the enclosure was missing. The cover of the letter, and, if possible such of its contents as were received, should accompany any communication to the Postal Administration.

No compensation is given for the loss of the contents of a letter for or from a foreign country, unless the letter was insured (not merely registered) with the Post Office.

1. Jan 7.  
 754

It was forbidden in many countries to import stamps, the authorities regarded the exchange of stamps as an import. Hence among philatelists it was not uncommon that the exchange of used stamps simply took place by putting on as many stamps as possible on a cover and sending it without any letter. In most cases a very expensive way of exchanging stamps. To avoid any accusations made to the British censors a printed note was made called P.C. 12. This letter arrived to Argentina with such a note.



## Purchase Notification

**V**

Att användas vid köp enligt riksbankens meddelande nr 2. Skall ifyllas i tre exemplar, varav detta exemplar behålles av valutabanken.

**INKÖPSANMÄLAN**

**SVERIGES RIKSBANK**  
VALUTAKONTORET

Blankett C 1

**Obs. Fullt tydlig och läsbar skrift erfordras.**

**Det tillämpliga underskrifkes.**

svensk medborgare med fast bostad i Sverige  
svensk juridisk person  
(nationalitet)  
medborgare som haft fast bostad i Sverige sedan den  
medborgare bosatt i utlandet  
(nationalitet)  
anhåller få mot likvid i svenska kronor enligt gällande valutaförordning inköpa  
Reichsmark 35.61  
(myntslag)  
check order  
pr brev beordrad utbetalning till (remburs till förmån för)  
pr telegram beordrad utbetalning till (remburs till förmån för)  
att tillhandahållas genom  
Lundner Probenhemische Werke, Fritz Weber, Heidenau  
(betalningsmottagarens namn och adress)  
genom  
(förmedlande bank)  
för räkning  
(borgenärens — om denne är annan än betalningsmottagaren — namn och adress)  
(i förskott)

(titel och namn)  
Fadograf Hilda, budbärare

(adress)  
Örebro

(belopp)  
35.61

(beloppet i bokstäver)  
Futthioford & sällan

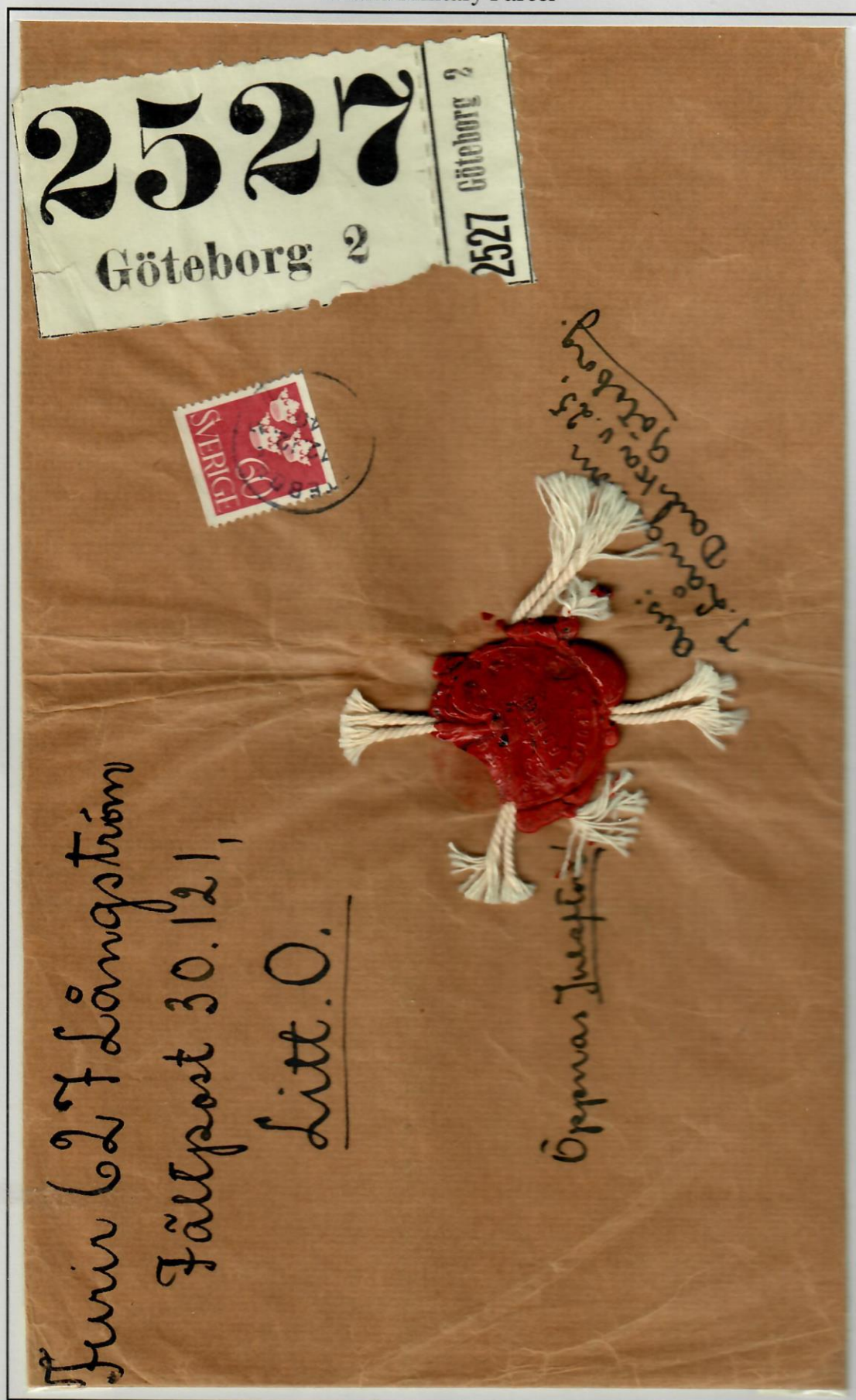
50  
SVERIGE  
TORNEA  
1939  
16 10

A contingency law was enacted in June 1939 including, among other things, a Currency Act. The purpose of the Currency Act was to severely limit the outflow of capital and create room for the payment of imported goods necessary for the country. The Bank of Sweden (Riksbanken) had a monopoly on trade in foreign currencies. The Bank of Sweden had given the Post Office permission to handle payments in foreign currency that were required for handling money orders and postal giro. Before a purchase, which required payment in foreign currency by cash on delivery or postal giro, was made, a completed Purchase Notification must be submitted to the nearest Post Office. Very few Purchase Notifications were handled by the Royal Swedish Mail, the majority were carried out by Commercial Banks. The fee for processing the purchase notification was; 0 öre if the amount was < 50 kronor, 50 öre if the amount was 50 < 500 kronor and 5 öre for every 50 kronor over 500 kronor.

**There are only three recorded Purchase Notifications**



## Inland Military Parcel



Inland Parcel, first rate  $\leq 1$  kg.: 60 öre (01.07.25-31.03.48). According to the rules published on the 16th of December 1939: no Parcel Address Card should be used when sending parcels to drafted service men. Both parts of the label numbered 67b, in this case a parcel label type 3, should be put on the parcel itself as well as the stamp/stamps. To speed up the delivery of these parcels to the drafted men they were sent in the ordinary letter mail, not as usual in the parcel mail. A handwritten annotation was made by the sender on the wrapping, stating "Öppnas Julaften" i.e. To be opened Christmas eve. It contained obviously a Christmas present.



## International Insured Parcel Address Card to Generalgouvernement

<b>Tullgods</b>		Inlämningsnummer Numéros d'ordre	<b>V</b> Stockholms Frihamn N:r 44
Inlämningsland — Pays d'origine <b>SVERIGE — SUÈDE</b>			
Assurans- belopp Valeur déclarée	Jemtio kronor 36 fr.		Guldfr., arab., s. Fr.-or, chiffr. arab.
Kronbeloppet med bokstäver. — Les unités en toutes lettres.			
<b>Vom Empfänger einzuziehen!</b> <b>Sciagnąć od odbiorcy!</b> Zoll usw. lt. <b>50 Gr</b> Cło itp. według cennika <b>50 Gr</b> Verzollungsgebühr <b>80 Gr</b> Należność pocztowa za odc. Sonstige Gebühren, (Einschlag- schaugebühren, Verpackungs- sten usw.) <b>50 Gr</b> Inne należności (jak. należności za badanie miary, koszty op. kowania itp.) <b>50 Gr</b> <b>DPO-419</b>		<b>BULLETIN D'EXPÉDITION</b> Omslagets beskaffenhet <b>Karton</b> Nature de l'emballage s unités en toutes lettres. Chiffres arabes <b>4</b>	
Adressort: <b>Dorf OSTROLEKA, Gem. KONARY, Post. WARKA</b>		Adressland: Pays de destination:	
Lieu de destination:			
Gata och nummer: Rue et numéro:			
Vikt: — Poids: <b>2</b> kg .....g.	Befordringsväg Voie d'acheminement	<b>Malmö</b>	
Tullavgifter: <sup>1)</sup> Droits de douane: <sup>1)</sup>	Utväxlingspostanstalt Bureau d'échange		
<sup>1)</sup> Ifylles av den utväxlingspostanstalt, över vilken paketet inkommer, eller av tullverket i adresslandet. Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.			

International Insured Parcel Address Card to Generalgouvernement, second rate 1 ≤ 3 kg.: 335 öre (01.01.39-26.04.45) ) and insured mail fee ≤ 420 kr.: 30 öre (01.07.40-09.08.46, label type 4:2). In Sweden a yellow customs label (Tullgods) was put on. In Warsaw a green label, with the text "Von Empfänger einzuziehen" i.e. Collect from the addressee, customs charge: 50 groschen and customs handling charge: 80 groschen together 1.30 zloty, was put on and cancelled 27.6.44. The parcel was send by rail from Malmö, by ship from Trelleborg to Sassnitz, by rail over Berlin via Warsaw to Warka with a routing label: **Malmö**. Transit and arrival postmarks: Malmö 24.6.44, Berlin N 26.6.44 and Warka (Distr Warschau) 30.6.44.

International Insured Parcels were very unusual during WWII.



## International Parcel Addressee Card to Spain

**KUPONG — COUPON**  
Kan franskiljas av adressaten.  
Peut être détaché par le destinataire.

1. Inlämningspostanstaltens stämpel.

STOCKHOLM 21. 1. 39

Timbre du bureau d'origine.

Avsändarens namn och adress:  
Nom et domicile de l'expéditeur:

**AB. DE J. A. S. ANG TURBID  
STOCKHOLM 15, SWEDEN**

Uppgift till innehåll i paketet till Norge. — Désignation du contenu pour des colis à destination de la Norvège.

Tullverkets stämpel.  
Timbre de la douane.

NB 426

Inlämning: 3545 Stockholm 15

Assuransbelopp: 3,860

Kronbeloppet med bokstaver. — Les lettres du montant en lettres.

Retour 3,860

Cred. 1,75

2,85

13 V. Lst 26/3/40

**LÖSEN**  
25 öre  
Obs.! Beloppet skall redovisas med frimärken å försändelsen.

BULLETIN D'EXPÉDITION

Omslagets beskaffenhet: paket  
Nature de l'emballage

Till: De Laval SAE

Adressort: Lissabon  
Lieu de destination:

Gata och nummer: Córdoba no. 1.  
Rue et numéro:

Adressland: Pays de destination: Spanien

Vikt: — Poids: 2 kg. 700 gr.

Tullavgifter: 1)  
Droits de douane: 1)

Befordringsväg: Vite d'acheminement

Utväxlingspostanstalt: Bureau d'échange

1) Ifylles av den utväxlingspostanstalt, över vilken paketet inkommer, eller av tullverket i adresslandet.  
Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.

Postkontoret  
30 NOV. 45  
Göteborg 1. Pak.

Malmö  
\*22. 1. 39\*  
PAK UTR

Bl. 65. (Maj 34.)

Pv. tr. Sth

International Parcel Address Card to Spain, third rate 3 ≤ 5 kg.: 540 öre (01.01.39-26.04.40). The parcel was sent by rail to Malmö, by ship from Trelleborg to Sassnitz, by rail over Hamburg and from there we don't know! Transit and arrival postmarks: Malmö 22.1.39, Hamburg 23.1.39, Lisboa 27 FEV 39 as well as Lisboa 29 MAR 40 and finally Göteborg 30 NOV 45. On the back there is an imprint of a rubber stamp, the language in the imprint is English. The imprint have the texts and boxes for annotations, these annotations seems to be written by a British person.

**Origin** in the box after is written: Lisbon

**Date of desp:** 11-4-40

**Date:** 26-4-40

**Claims:** 2 frcs 85 cts

**Weight:** —

On the front a label is glued on with some figures also ending up to 2.85 and a date 26/3/40. There is a handwritten annotation "Retour" on the front. Back in Sweden the sender had to pay a Postage due of 665 öre, the actual rate in November.

**The question is what happened during the close to six years that the parcel was on its way?**



## Nordic Parcel Address Card to Finland

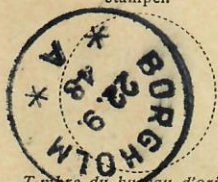
Lien d'expédition: *Borgholm* ADMINISTRATION DES POSTES DE SUÈDE  
 Avsändningsort: *Borgholm* Déclaration en douane  
 Lien de destination: *Stockholm* Adressort: *Stockholm*  
 Tulldeklaration.  
 M. *Per Anja Vuola, Finland*  
 (Nom et adresse du destinataire — Adressatens namn och adress.)

Envois Försändelsernas		Désignation du contenu Uppgift om innehållet	Valeur avec indication précise de l'unité monétaire employée Värde (myntslaget anges noggrant)	Poids Vikt		Observations Särskilda anmärkningar
Nombre Antal	Espèce Beskaffen- het (idéa, hög osv.)			Brut Brutto Grammes Gram	Net Netto Grammes Gram	
1	1	Appel Päron	1.25 8.00	1000 11	1000 11	

Postanstalten i *Borgholm*  
 Ett paket med inl.m. *341* har vid tullundersökning härstädes befunnits  
 innehålla exportförbjuden vara (*250 gr kaffe 100 gr te*)  
*Se porto cirkl. 2448*

KUPONG — COUPON  
 Kan franskiljas av adressaten.  
 Peut être détaché par le  
 destinataire.

Inlämningspostanstaltens  
 stämpel.



Timbre du bureau d'origine.

Avsändarens namn och adress:  
 Nom et domicile de l'expéditeur:

*Janina  
 Belack  
 Stadsbrevlåda  
 Borgholm  
 Sweden*

Uppgift om innehållet för paket till  
 Norge. — Désignation du con-  
 tenu pour des colis à destination  
 de la Norvège.

Inlämningsnummer  
 Numéros d'ord

341

Borgholm

GE

Anteckning på lista  
 verkställd.  
 Personkort företett.

Kronalet med bokstäver. — Les unités en toutes lettres.

Guidr., arab. siffror  
 Fr.-or, chiffres arabes

# ADRESSKORT TILL PAKET — BULLETIN D'EXPÉDITION

Antal  
 Nombre  
 de

paket  
 colis

tulldeklarationer  
 déclarations en douane

certifikat eller fakturor  
 certificats ou factures

Omslagets beskaffenhet  
 Nature de l'emballage

Postförskotts-  
 belopp — Montant  
 du remboursement

Kronalet med bokstäver. — Les unités en toutes lettres.

Arabiska siffror  
 Chiffres arabes

Till  
 A

Adressort:

Lieu de destination:

Gata och nummer:

Rue et numéro:

Adressland: Pays de destination:

Tullverkets stämpel.

Ti



Vikt: — Poids:

kg g

Tullavgifter: <sup>1)</sup>  
 Droits de douane: <sup>1)</sup>

Befordringsväg  
 Voie d'acheminement

Utväxlingspostanstalt  
 Bureau d'échange

Stockholm

<sup>1)</sup> Ifylles av den utväxlingspostanstalt, över vilken paketet inkommer, eller av tullverket i adresslandet.  
 Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.

Bl. 65. (Febr. 47)

Pv. tr. Sth. 1947

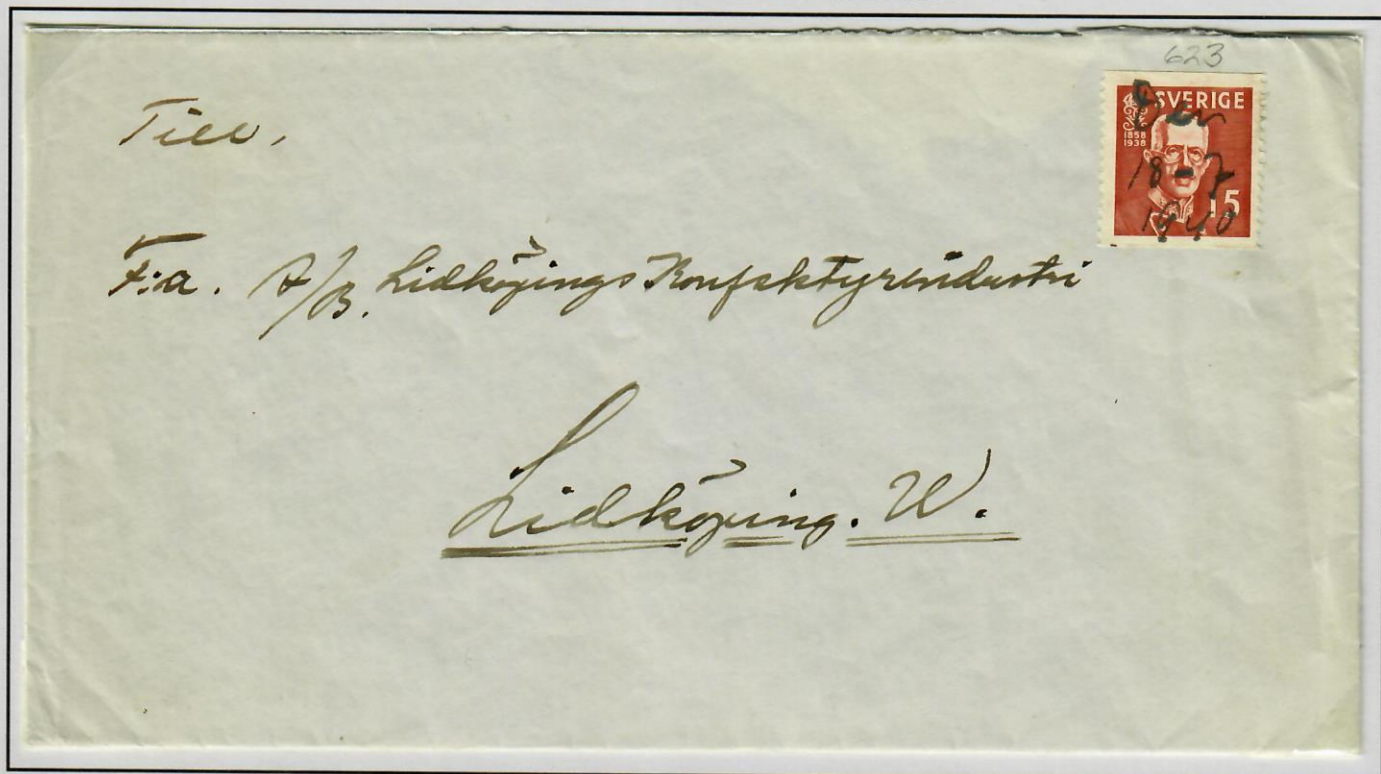
Nordic Parcel to Finland, first rate ≤ 5 kg.: 270 öre (01.01.47-31.12.50). The content had been declared on a Customs declarations document (yellow copy) as: fruit, sugar and biscuits, when in fact the content was the forbidden: coffee and tea. This was detected at customs control in Stockholm (white copy) and the parcel was returned to sender. A rubber stamp imprint: **Retur / Exportförbjudet innehåll** i.e. Return to sender / Export prohibited due to content describes what happened. The inland rate to Stockholm, which was the export port where customs control was made, was 140 öre so left of what was originally paid was 130 öre, the return rate to Borgholm was 140 öre and hence a postage due of 10 öre was asked see the postage due label.



## 6. Hiding the origin

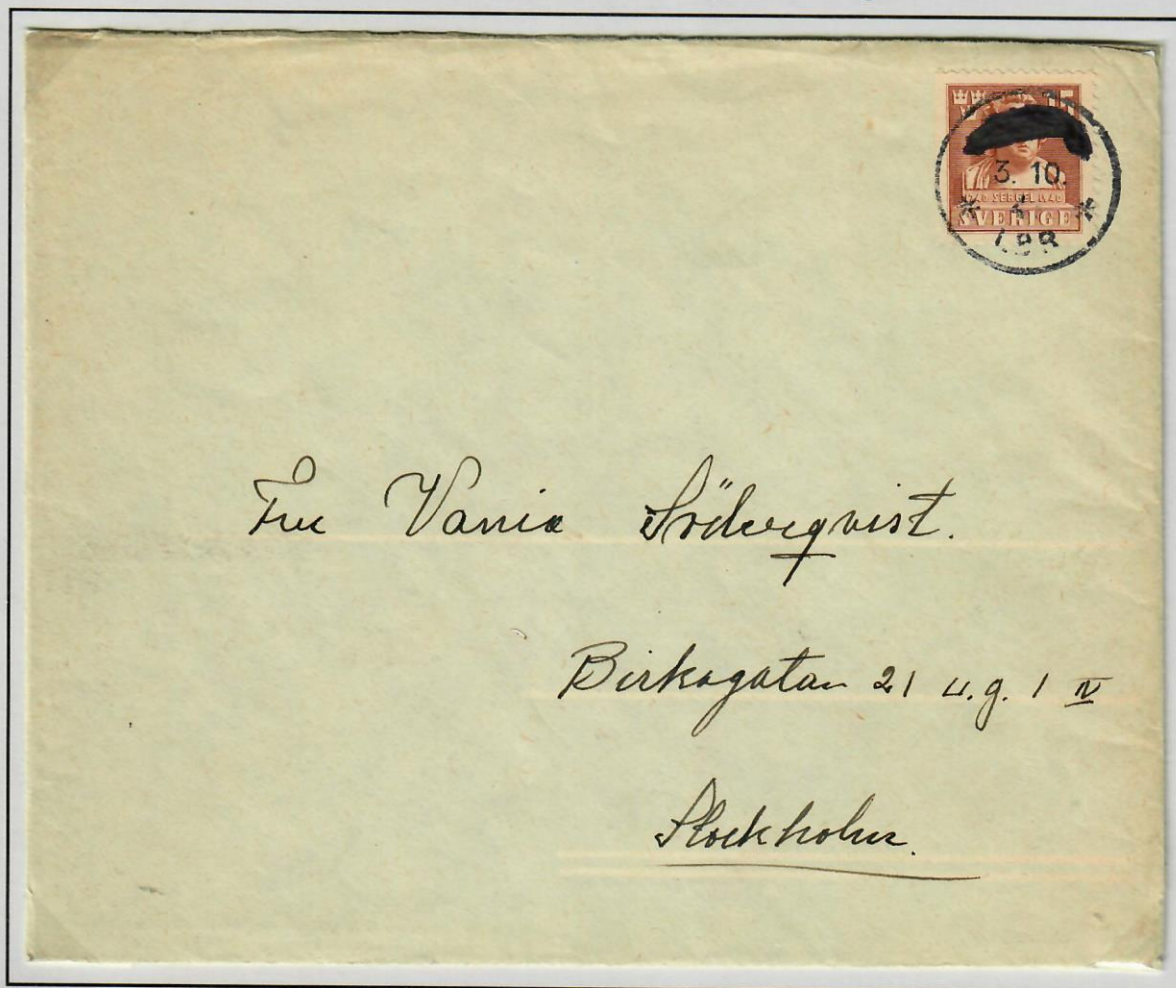
Hidden place of origin

Inland Letter with hand-written date



Inland Letter, first rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42). The letter was probably mailed from somebody drafted for military service. According to the rules the stamp shouldn't be cancelled with a date-stamp with the name of the place. No "nameless" hand-stamp was available so the post servant made a hand-written cancellation "den 18-7 1940" i.e. the 18 July 1940.

Inland Letter with blacked out place of origin



Inland Letter, first rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42).

The letter was mailed from a seaman who's ship was engaged in the iron ore traffic between Sweden and Germany and had docked in Luleå.

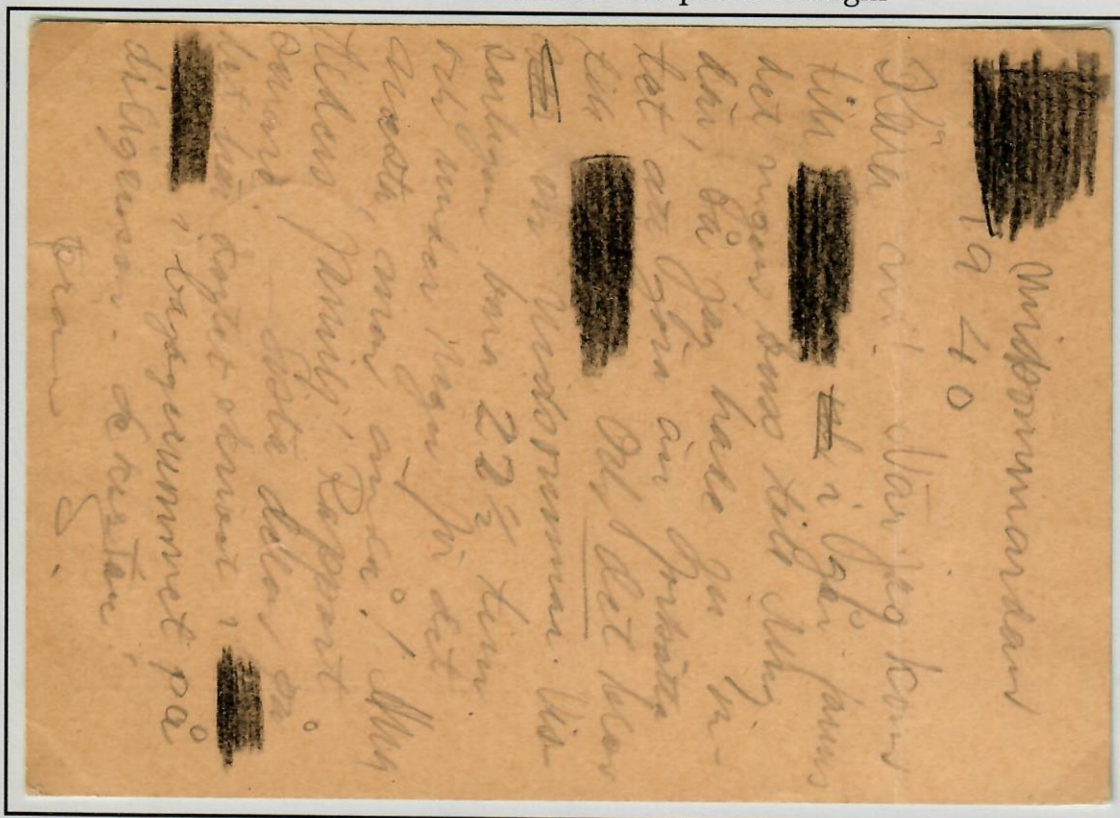
To avoid that somebody would be able to trace the ship and its location or the route the ship was sailing, the name of the place was blacked out with ink by the Security Authorities.



## 6. Hiding the origin

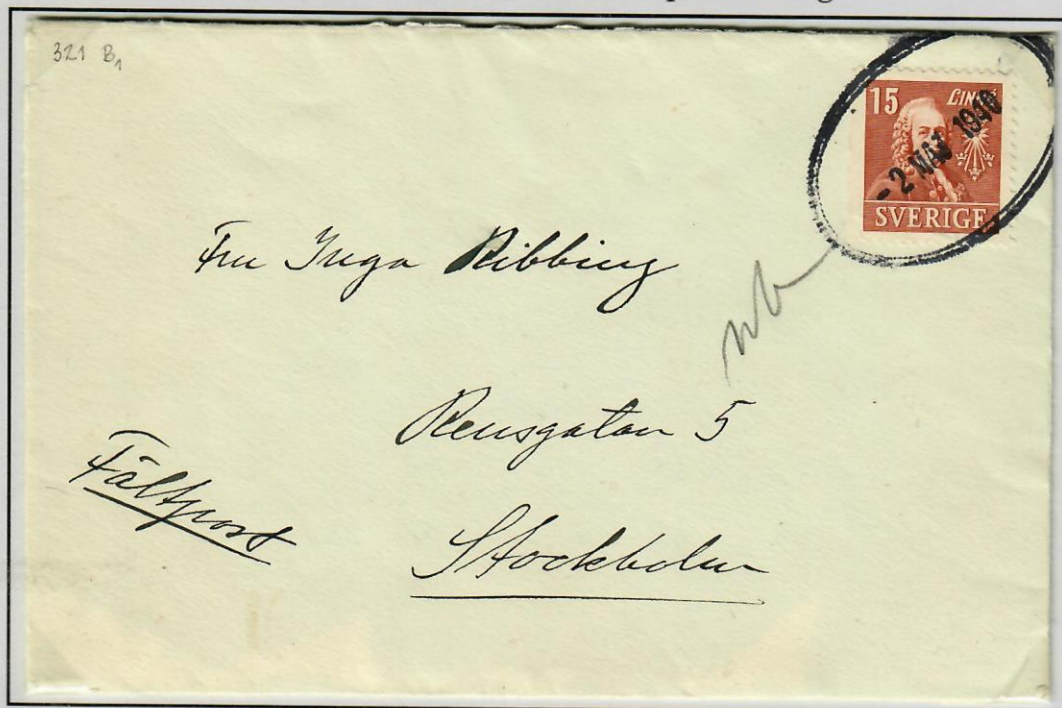
## Hidden place of origin

### Inland Letter with blacked out places of origin



This is the reverse side of a Military Postcard. In order to prevent the reader to be able to find out where the writer was based, all the written names of places within the content were blacked out with a pencil by the Military Censor.

### Inland Letter with cut out of the place of origin



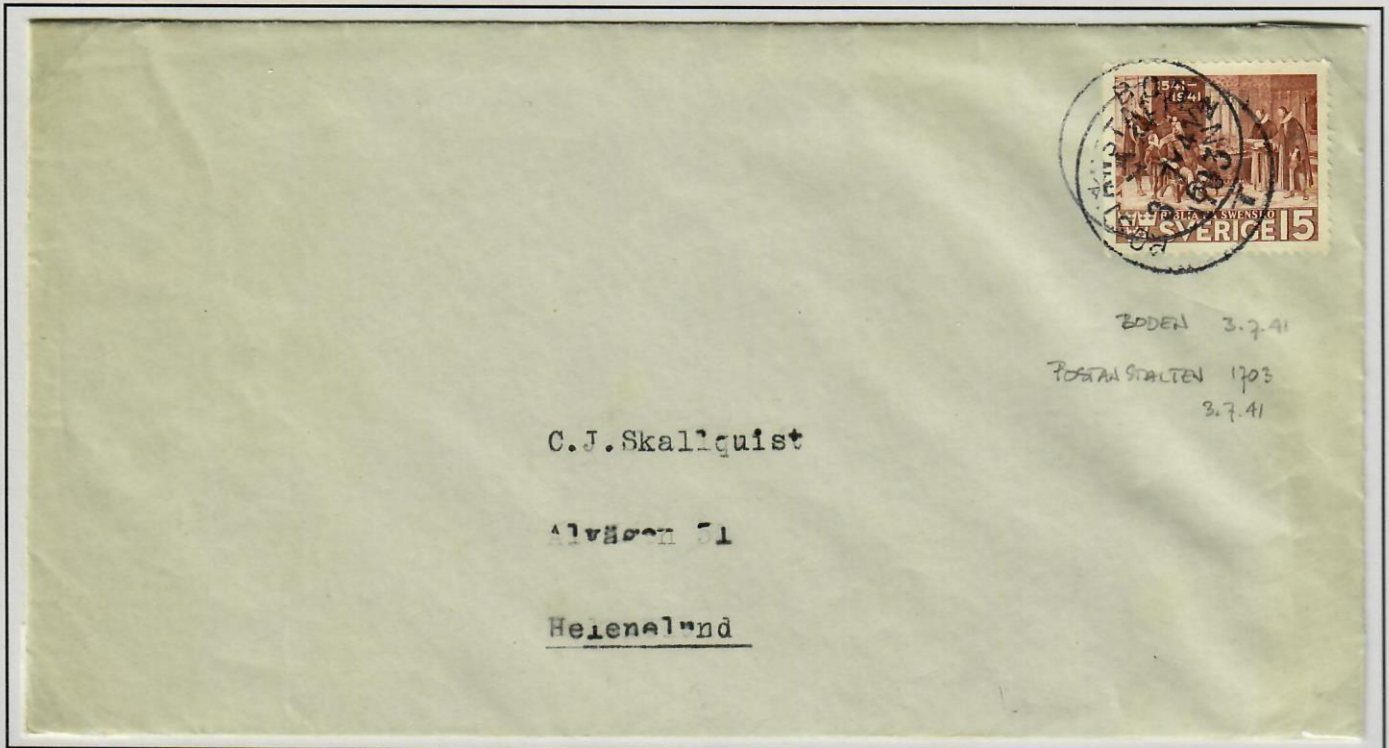
Inland Letter, first rate:  $\leq 20$  gr.: 15 öre (01.10.22-31.03.42). The letter was sent from somebody doing his military service. According to the rules the stamp should have been cancelled with a *Postanstalt* - handstamp. Since no such stamp was available yet, this was very early on after the Swedish mobilisation, a rubber stamp was used where the place of the origin had been cut out.



## 6. Hiding the origin

Hidden place of origin

Inland Letter with double postmarks



Inland Letter, first rate:  $\leq 20$  gr.: 15 öre (01.10.22-31.03.42). The letter was probably sent from somebody doing his military service. According to the rules the stamp shouldn't be postmarked with an imprint from a date-stamp with the name of the place but with a *Postanstalt* - stamp. Since the letter was by mistake postmarked with an imprint of BODÉN 3.7.41 hand - stamp the post servant tried to hide the mistake by another postmark, this time with the proper **POSTANSTALTEN 1713** postmark.

Nordic Letter with an unidentifiable postmark



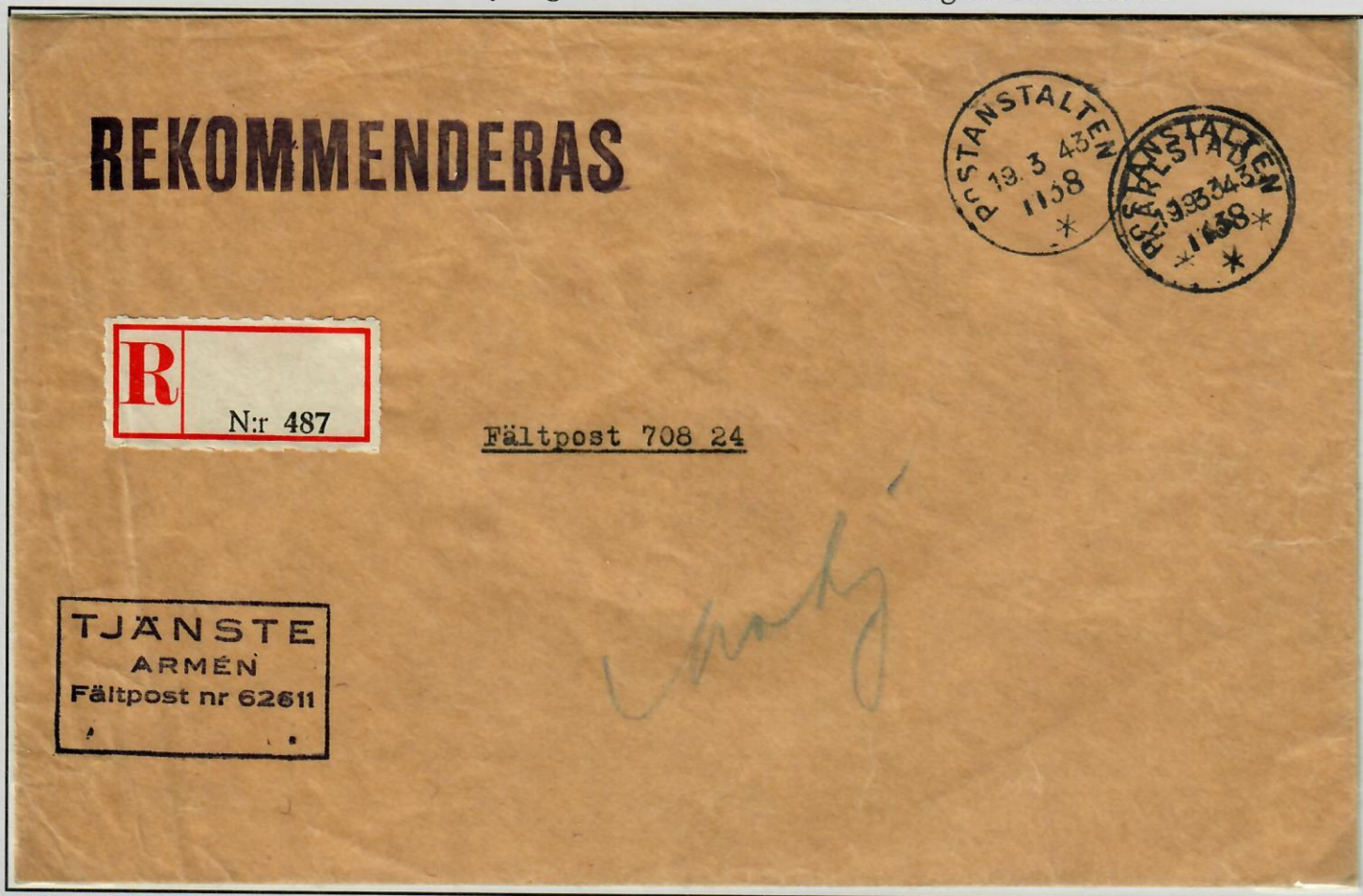
Nordic Letter, first rate:  $\leq 20$  gr.: 20 öre (01.04.42-31.05.51). To prevent the traceability of the mail coming from ships on the ore trade from either Luleå, Gävle, Oxelösund or Västerås to Germany, the mail was cancelled with an imprint from a handstamp **MAKULERAS** and not with a regular place and date handstamp.



## 6. Hiding the origin

Hidden place of origin

Inland Official Military Registered Letter with a blank Registered Mail label



Inland Official Registered Letter, free of charges. Sent from POSTANSTALTEN 1138 (Karlstad) to FÄLTPOST 708 24, a local air defence unit, the numbering for both these were unknown to the public at the time. To hide from where the letter was sent a "unnumbered" registered mail label was used, these labels were produced in the 1930-ies but unused until WWII.

## Inland Registered Letter with ripped label



Inland Letter, second rate: 20 ≤ 40 gr.: 40 öre (01.04.42-31.05.51) and registered mail fee: 20 öre (01.07.20-31.03.48, label type 4:1).

To hide the place from where the letter was sent the post servant ripped the name of the place from the registered mail label.



## 7. Seeking contacts

## Food parcel for a prisoner

## International Parcel Address Card to Sachsenhausen, Germany

275-281 294

**KUPONG — COUPON**  
Kan fränskiljas av adressaten.  
Peut être détaché par le destinataire.  
Inlämningspostanstaltens stämpel

**5539 Stockholm Tull**

Inlämningsnummer  
Numéros d'ordre

**ERIGE — SUÈDE**

Kronbeloppet med bokstäver. — Les unités en toutes lettres.

Guldfr., arab. siffror  
Fr.-or, chiffres arabes

**ADRESSKORT TILL PAKET — BULLETIN D'EXPÉDITION**

Antal  
Nombre de

pak  
colis

1 paket

tulldeklarationer  
déclarations en douane

certifikat eller fakturor  
certificats ou factures

Omslagets beskaffenhet  
Nature de l'emballage

Postförskotts-  
belopp — Montant  
du remboursement

Kronbeloppet med bokstäver. — Les unités en toutes lettres.

Arabiska siffror  
Chiffres arabes

Till  
A

Herr Knut Mörch Hansson, Geb. 16.4 1920.  
nr. 69580. Bl. 23

Uppgift å innehållet för paket till Norge. — Désignation du contenu pour des colis à destination de la Norvège.

Adressort:  
Lieu de destination:

K.L. Sachsenhausen.

Gata och nummer:  
Rue et numéro:

Oranienburg bei Berlin.

Adressland: Pays de destination

Tyskland.

Tullverkets stämpel.  
Timbre de la douane.

Vikt: — Poids:

5 300

kg

Tullavgifter: <sup>1)</sup>  
Droits de douane: <sup>1)</sup>

Befordringsväg  
Voie d'acheminement

Malmö

Utväxlingspostanstalt  
Bureau d'échange

<sup>1)</sup> Ifylles av den utväxlingspostanstalt, över vilken paketet inkommer, eller av tullverket i adresslandet.  
Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.

Bl. 65. (Febr. 42.) 42 413

International Parcel Address Card to Sachsenhausen, the concentration camp, second rate 3 ≤ 5 kg: 255 öre (xx.07.41-08.05.45).

The content was most likely a food package, as the parcel was sent from SABIS (SlakteriAktieBolaget I Stockholm) a well-known retail and wholesale food company. Who the real sender was, isn't known from the parcel address card. There is an imprint from a rubber stamp stating "Utförsel medgiven" translated as "allowed for export". The parcel was sent by rail and ship from Stockholm with a routing label: Malmö. There is an imprint from a German "Zollamt Oranienburg", translated as Customs Oranienburg. On the back an arrival postmark: Berlin N (north) 14.9.43. Sachsenhausen is a small village north of the town of Oranienburg situated 35 kilometres north of Berlin. In the front there is an imprint of a date "15. Sep. 1943", likely made upon arrival to the concentration camp.

In 1933 after the Nazi took the power in Germany the SA created a prison and a concentration camp in Oranienburg. Replaced in 1936 with Sachsenhausen, this concentration camp was run by the SS. Until 1945, 200.000 people were imprisoned here, of which 100.000 were killed.

The addressee was Knut Mörch Hansson. He was born in Alexandria, Egypt where his father was a judge at the Arbitration. Knut Mörch Hansson was raised in Geneva where his father was the president at the International Nansen-commission, part of the League of Nations. Mr. Hansson moved to Norway in 1931. After finishing his studies in 1940 he joined the New Theatre in Oslo, joined the resistance and left the theatre in the summer of 1941. He was arrested in the city of Trondheim, in September 1941. He was sentenced to death and sent to the Norwegian concentration camp Grini, and later to Sachsenhausen. He survived the time in Sachsenhausen and was liberated by the Swedish Red Cross's "White Buses" in the spring of 1945. In the autumn of 1945 he was back on the scene at the Studio Theatre.

The Parcel Address was never signed on the back of the card by Mr. Hansson, an indication that he never received the content.

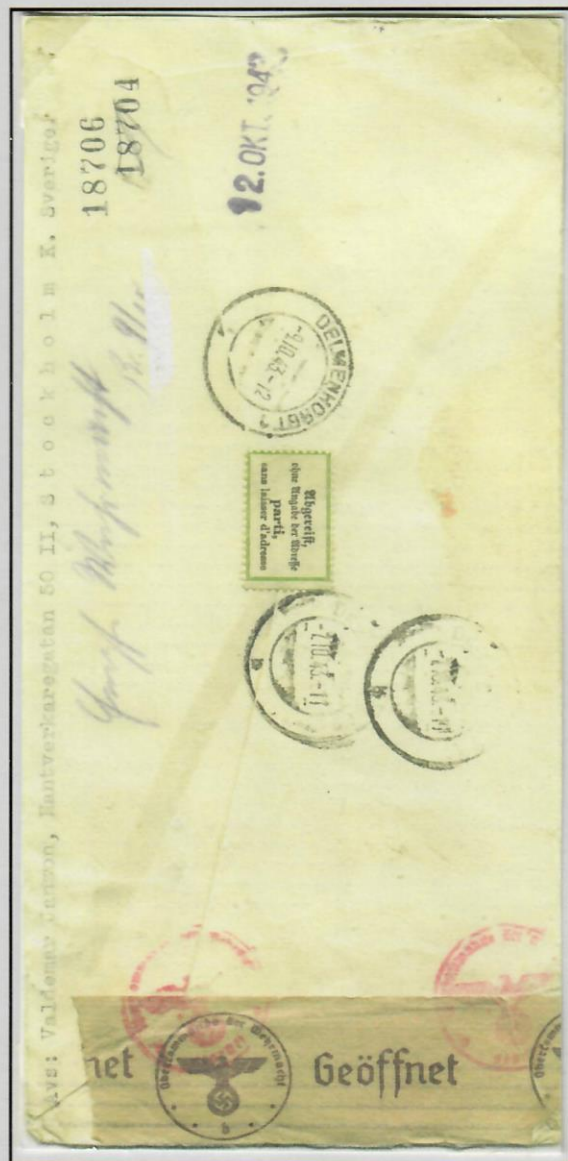
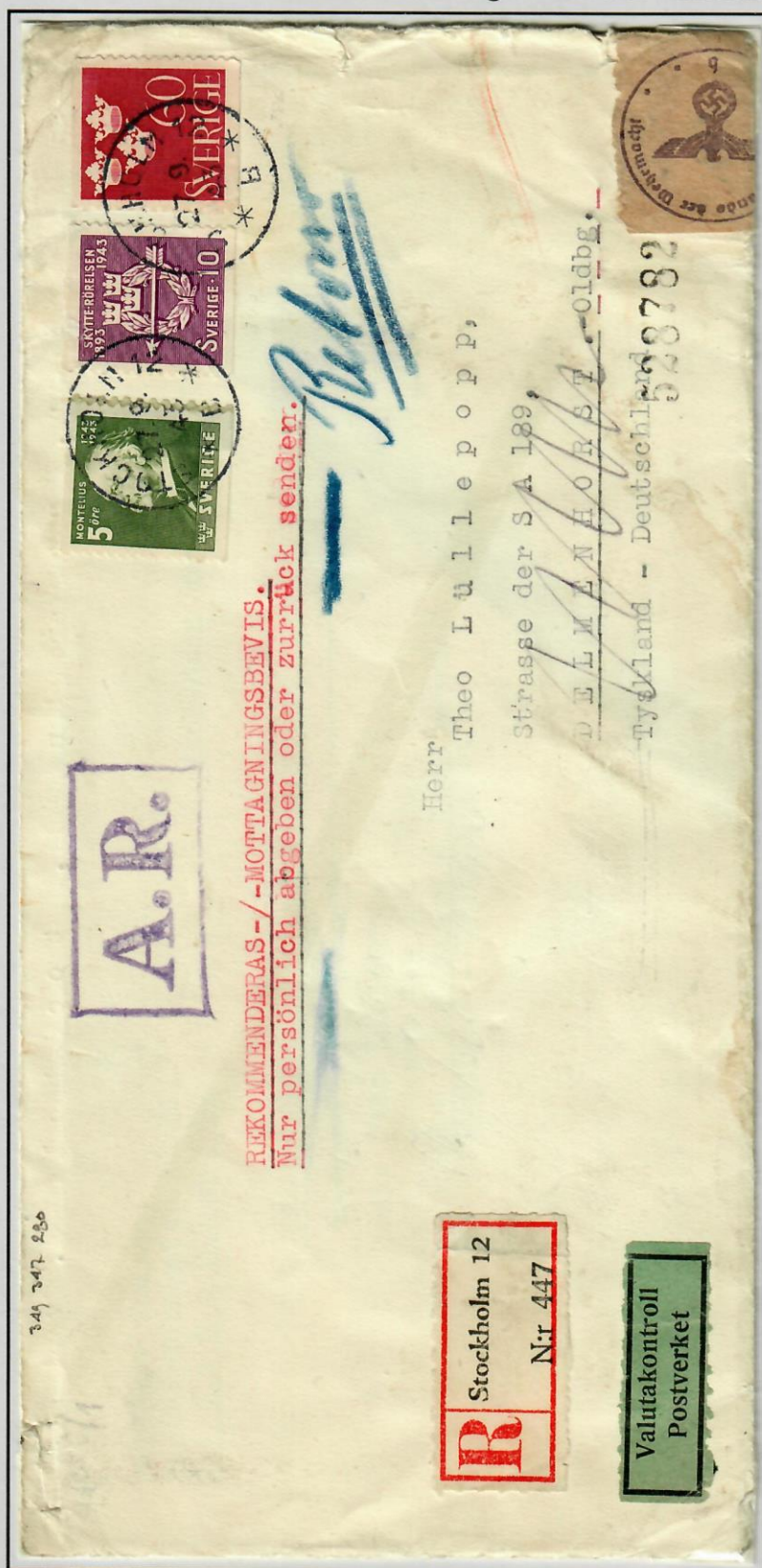
**The only recorded Parcel to a Concentration Camp prisoner during WWII.**



## 7. Seeking contacts

Delivered in the hands of the addressee

International Register Letter with Advice of Receipt to Germany



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and Advice of Receipt fee: 25 öre (01.10.25-31.05.57). The letter was handled by the Currency Control indicated by a label (b). It was opened by the German censor in Berlin (b). Arrival postmark: Delmenhorst 07.10.43.

The letter was sent to a Jewish friend in Germany to determine whether he was still living where he used to. To get a real proofs of his existence the letter was sent registered with advice of receipt. A signature from the friend on the advice of receipt card would be reassuring that he was still alive. To increase the proofs the sender used a UPU service; **to be delivered only in the hands of the addressee**. This service existed in most UPU countries as well as in Sweden, but the P.O. in Sweden asked no fee for this service.

The letter was returned to sender with a small label on the back stating that the addressee had left the address without any new address.



## International Registered Postcard with Advise of Receipt



International Postcard, postage rate: 20 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and advice of receipt fee: 25 öre (01.10.25 - 31.05.57). A censor imprint Berlin, by mistake sent to Birkenau in Germany where it got a transit postmark in WALDMICHELBAACH (ODENW) 25.2.44. The mistake was detected and the postcard was sent to Auschwitz-Birkenau. Where it received an imprint from a hand-stamp that reads: **Konz. Lager verweigert die Annahme an Abss. Zurück 1 März** i.e. the Concentration Camp refuse to accept the receipt, return to sender March 1. Arriving back to Sweden 1944 7. MRS.. The attempt to get a sign that the addressee were alive by sending the postcard with an advise of receipt and hoping that it would be returned signed, failed.



The same rate and fees as above. No transit or arrival postmarks but an imprint from a rubber handstamp: **23 MAI 1944**, could be the arrival date. The postcard has a passing censor imprint from Berlin. There are no signs that the postcard was sent return.

**Most likely the addressee received the postcard, which was very unusual. Most of postcards to Concentration Camp were returned to sender.**



# 7. Seeking contacts

# Mail to Concentration Camp

## International Registered Letter with Advise of Receipt

ADMINISTRATION DES POSTES  
de SUÈDE

(A remplir par le bureau d'origine)  
Ifylles av inlämning poststämpeln

Envoi recommandé (2088) 1), 2)  
Rekommenderad försändelse

Lettre — Boîte Colis avec valeur déclarée  
Brev Ask Paket med angivet värde

de  
av  
Mandat de poste de 2)  
Postanvisning å  
déposé au bureau de poste d  
inlämnad vid postanstalten i

Avis de réception  
Mottagningsbevis

(A remplir par l'expéditeur qui  
mentionnera ci-dessous son  
adresse complète)  
Ifylles av avsändaren med angivande  
av dennes fullständiga adress.

Timbre du bureau  
renvoyant l'avis

Postanstalts stämpel  
vid bevisets åter-  
sändande

C 5

M Heller

Liebe Freunde!

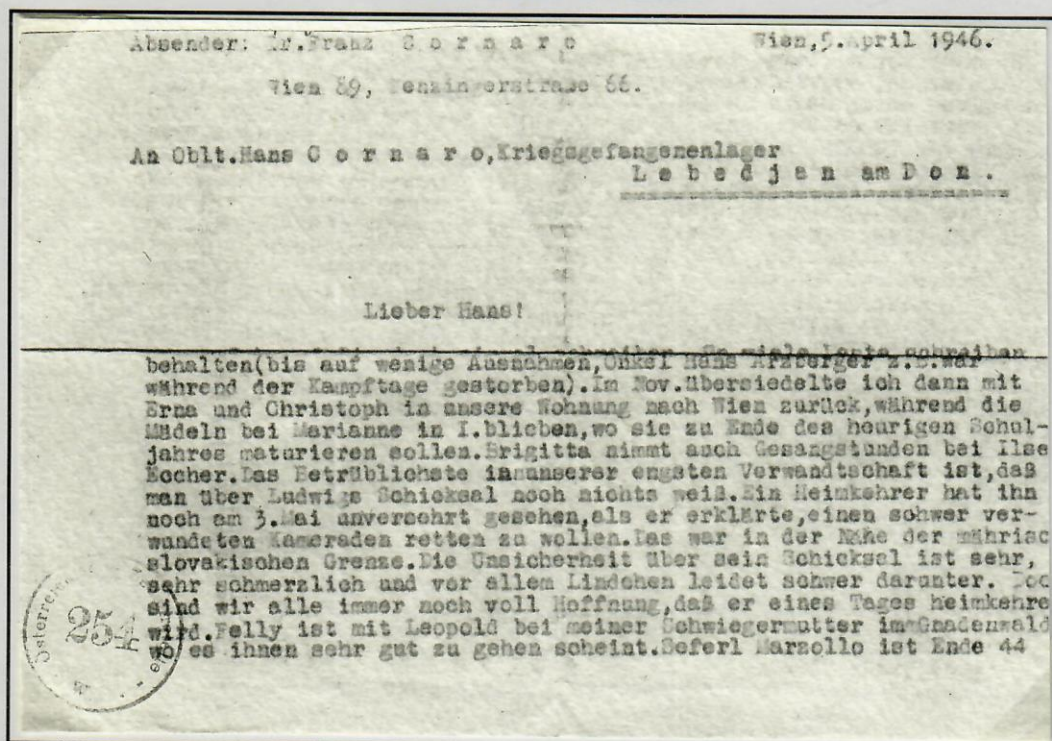
Ich habe heute mit viel Freude und mit einem  
wunder in Verbindung zu kommen, die zu freuen ich  
sehr erfreut sind. Ich denke mich an Sie in besten  
man es Ihnen möglich ist mir zu schreiben. Ich bin in  
besten Falle. Ich habe heute mit viel Freude und mit einem



International letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52), registered mail fee: 20 öre (01.10.25-31.03.48, label type 4:1) and Advice of Receipt fee: 25 öre (01.10.25-31.05.57). The letter was censored by the Germans in Berlin. No transit or arrival postmarks, but an imprint from a rubber handstamp: **21. DEC. AVI**, could be the date when the letter should have been notified to the addressee. There is an imprint from a rubber hand stamp **Zentralamt für die Regelung der Judenfrage in Böhmen und Mähren Dienststelle Theresienstadt**. This was the Jewish organisation that was responsible for the organisation of the Concentration camp. There is also another imprint with a frame **ABGEREIST ZURÜCK** i.e. left and return to sender. Officially the addressee had left either for another camp or he had passed away.



## Air Mail Letter to Russia



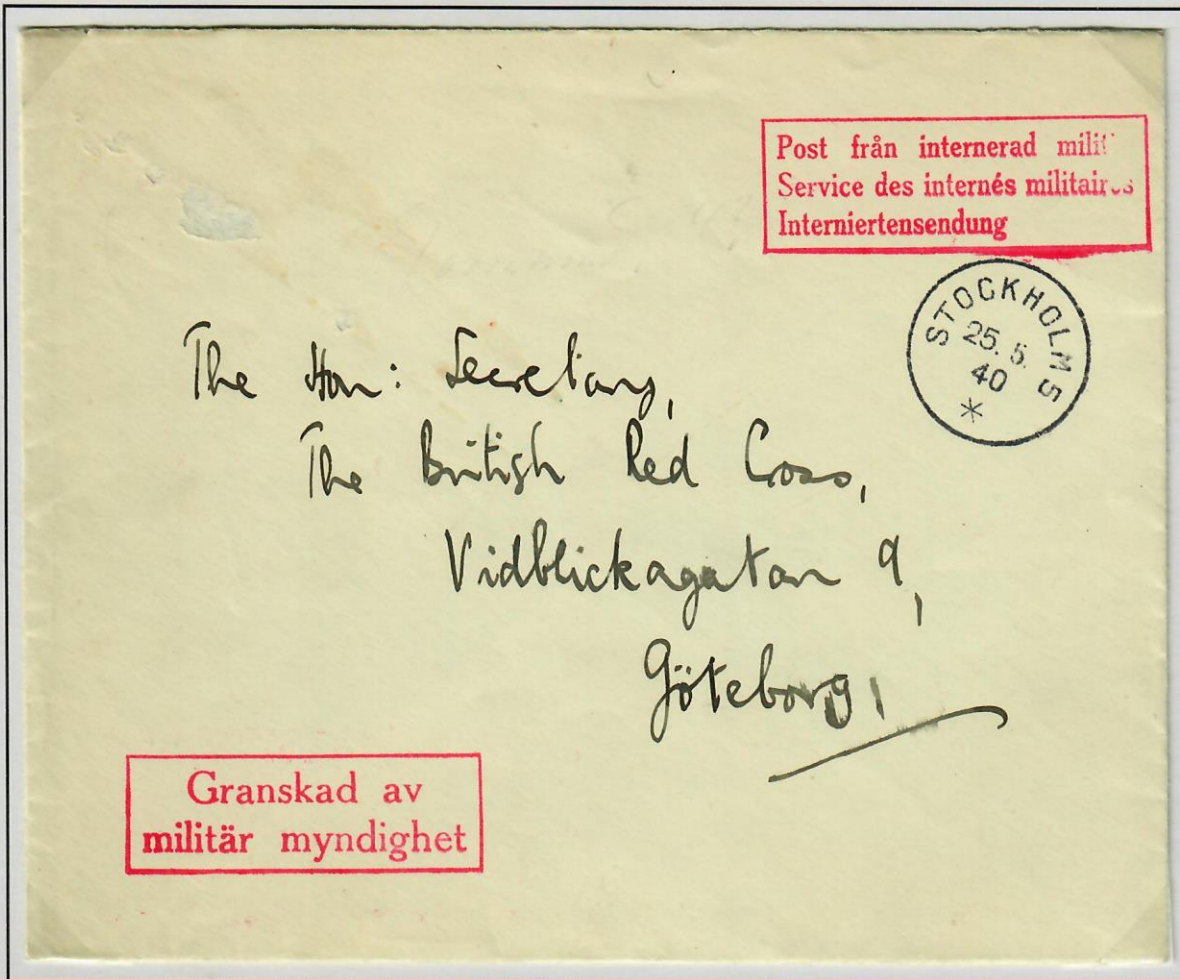
This is a letter to an Austrian war-prisoner in Russia from his father in Vienna. **The letter was first sent under-cover to a female relative in Sweden**, could the reason for this be to increase the likelihood of the letter reaching the addressee? The letter has got an imprint from a rubber hand-stamp, Österreichische Zensurstelle 254 w (Wien), showing that it passed a censor in Austria. The letter is **dated 5 April 1946, the day before ordinary mail traffic in and out of Austria and Germany restarted**. The letter's content expresses doubts if the letter would reach the addressee in Russia.



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52) and category Ia air mail fee ≤ 10 gr.: 10 öre (20.09.45-31.12.46). The front annotation made with blue chalk states "Post Box no. 35". On the back there is a transit postmark: Rjazanj 16.08.46. Rjazanj is a town 180 kilometres east of Moscow. There is also an arrival postmark: Lebedjanj 25.11.46, Lebedjanj is a village in the Rjazanj area. It is confusing why the letter ended here and not in Lebedjanj by Don, which is some 1.000 kilometres away in Ukraine. We can only speculate why it took almost three month from reaching Lebedjanj from Rjazanj and why it was sent to a place near Moscow and not to Ukraine and finally we really don't know if the letter ever reached Oberleutnant Hans Cornaro.



## Inland Letters



Free of postage.

Letter sent from a British Internee to the British Red Cross office in Göteborg.

Red imprint from a rubber hand-stamp was struck stating "Post från internerad militär" in three languages i.e. "Mail from interned".

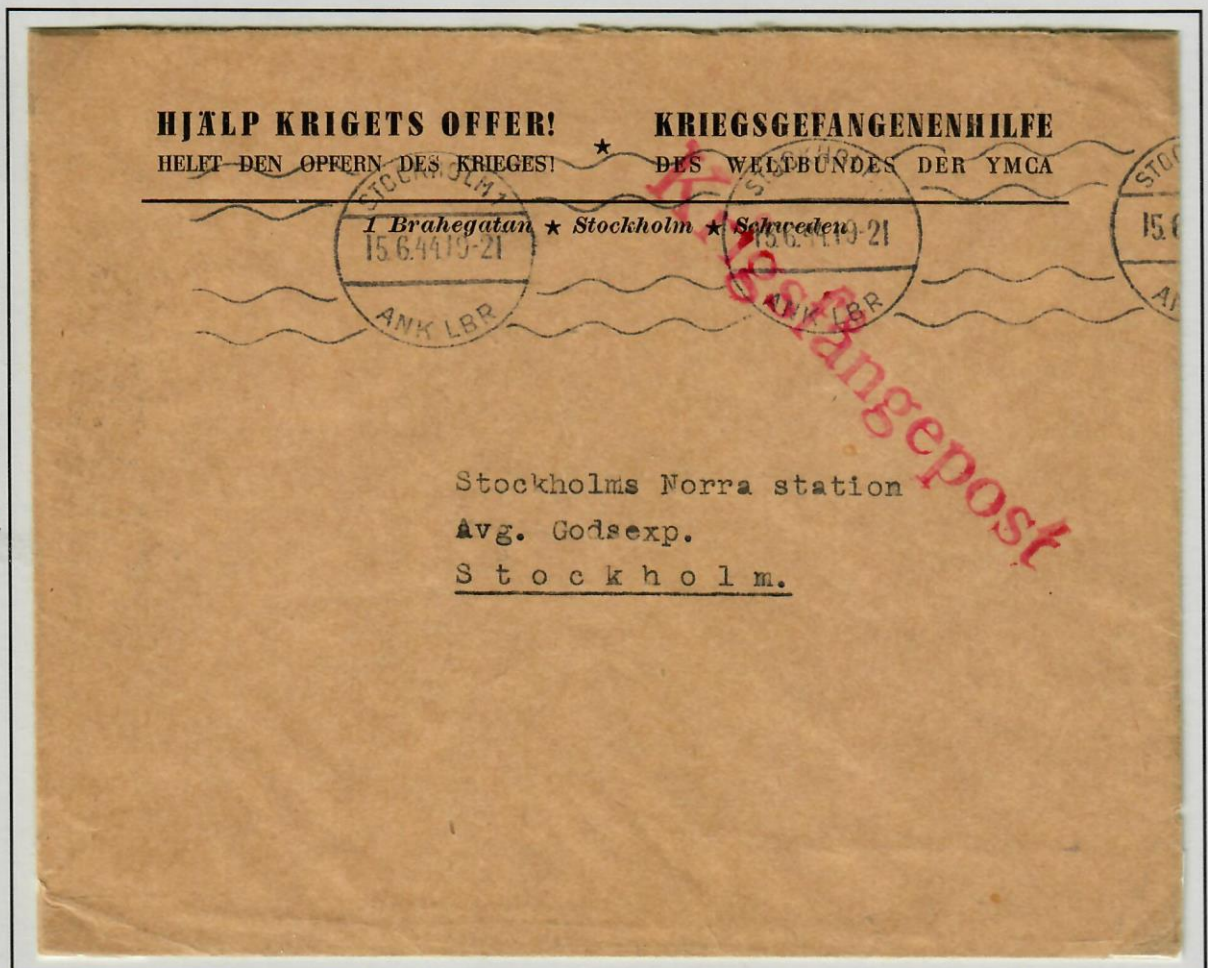
The Letter was censored and a rubber hand-stamp was struck with red text "Granskad av militär myndighet" i.e. "Checked by the Military Authority".

Free of postage.

The letter was sent from a War Prisoner, a crew member from a plane that crashed over Sweden.

The Geneva convention gives the war prisoners free mail.

The cover from YMCA has got an imprint "Krigsfångepost" i.e. War Prisoner mail.





Registered Air Mail Letter to England



The rubber imprints: **PORTOFRITT** (i.e. postage free) **Franchise postale: Conv. Art. 90** to the right of the air mail label as well as the rubber imprint to left of the registered mail label **KRIGSFÄNGEPOST** (i.e. POW mail) **Service des prisonniers de guerre** and under the stamp **Porto betalt/Porto bezahlt/Port payé/Postage paid** tells us that the letter should be sent free of postage charges according to article 49 in the 3rd Geneva Convention. **But eventual Air mail fee had to be paid**, hence the 10 öre franking. International Air Mail Registered Letter, first rate: ≤ 20 gr.: 0 öre, Registered Mail fee: 0 öre (label type 4:1) and category I air mail fee for ≤ 20 gr.: 10 öre (14.04.27-31.03.48, label type 5). There is an additional imprint **INTERNERINGS-OFFICEREN I WAXHOLMS FÄSTNING** (i.e. the Detention Officer at Waxholm Castle) under the registered mail label stating who was responsible for the censoring of the letter. The letter was sent from a Polish crew member interned at Waxholm Castle to one crew member of one other submarine ending up in England.

A very rare letter, only six recorded with censoring made at Waxholm Castle.

When Germany attacked Poland on 1 September 1939, the Polish Submarines escaped, two to England and three to Sweden. The crew that came to Sweden, 169 marines, were interned at Waxholm Castle, north of Stockholm. After the German invasion of Denmark and Norway in April 1940, the crew and the submarines were moved first in to Stockholm and in the beginning of June to the big lake Mälaren where they stayed to the end of the war.



The letters written at Waxholm Castle, before all the routines was in place at Säkerhetstjänsten (i.e. Security Service Authority was responsible for censoring mail during WWII). After the censoring the letter was handed in open to the Waxholm Post Office, the letter was on the back given a postmark sealing the envelope's flap instead of the usual transparent paper seal. Maybe the Waxholm P.O. had run out of the seals.

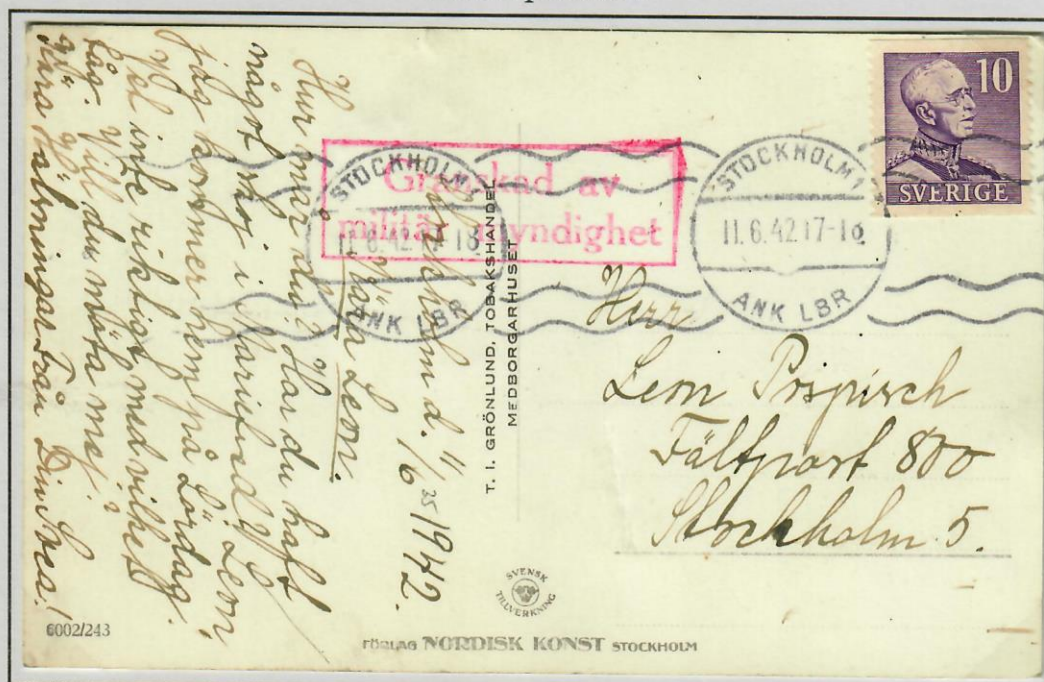


Inland letter



Inland Letter, free postage. The Polish internees were on April 16th transferred from Waxholm Fortress into Skeppsholmen, Stockholm for security reasons after the German attack on Denmark and Norway. Sent from a Polish Internee, interned at Skeppsholmen. Censored by the Swedish, two red imprints in a frame with the text: **Granskad av militär myndighet** i.e. Censored by Military Authority.

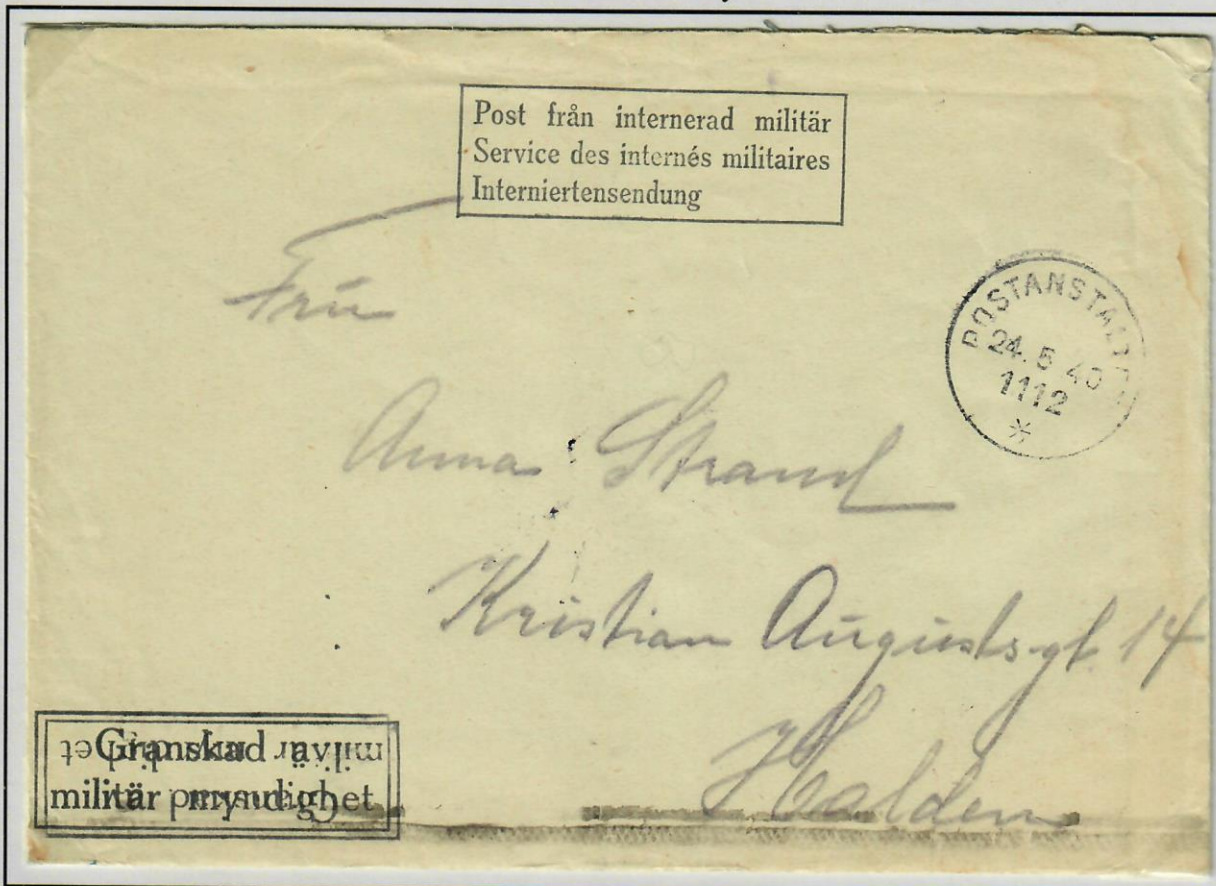
Inland postcard



Inland Postcard, rate: 10 öre (01.07.19-31.03.48). A postcard sent to a Polish internee. The Polish internees as well as the three submarines were transferred from Skeppsholmen, Stockholm, in the beginning of June 1940, into lake Mälaren. Ending up outside a small town called Mariefred. Censored, a red imprints in a frame with the text: **Granskad av militär myndighet** i.e. Censored by Military Authority.



## Letter to Norway



Sent from a Norwegian Internee in Filipstad (Postanstalten 1112). An imprint from a hand-stamp stating "Post från internerad militär" in three languages i.e. Mail from Internee, was struck together with another rubber hand-stamp "Granskad av militär myndighet" i.e. Checked by the Military Censor. An imprint on the back "VIDARE-BEFORDRING TILATT TYSK CENSUR" i.e. Allowed to be forwarded made by a German censor, was struck in Norway.

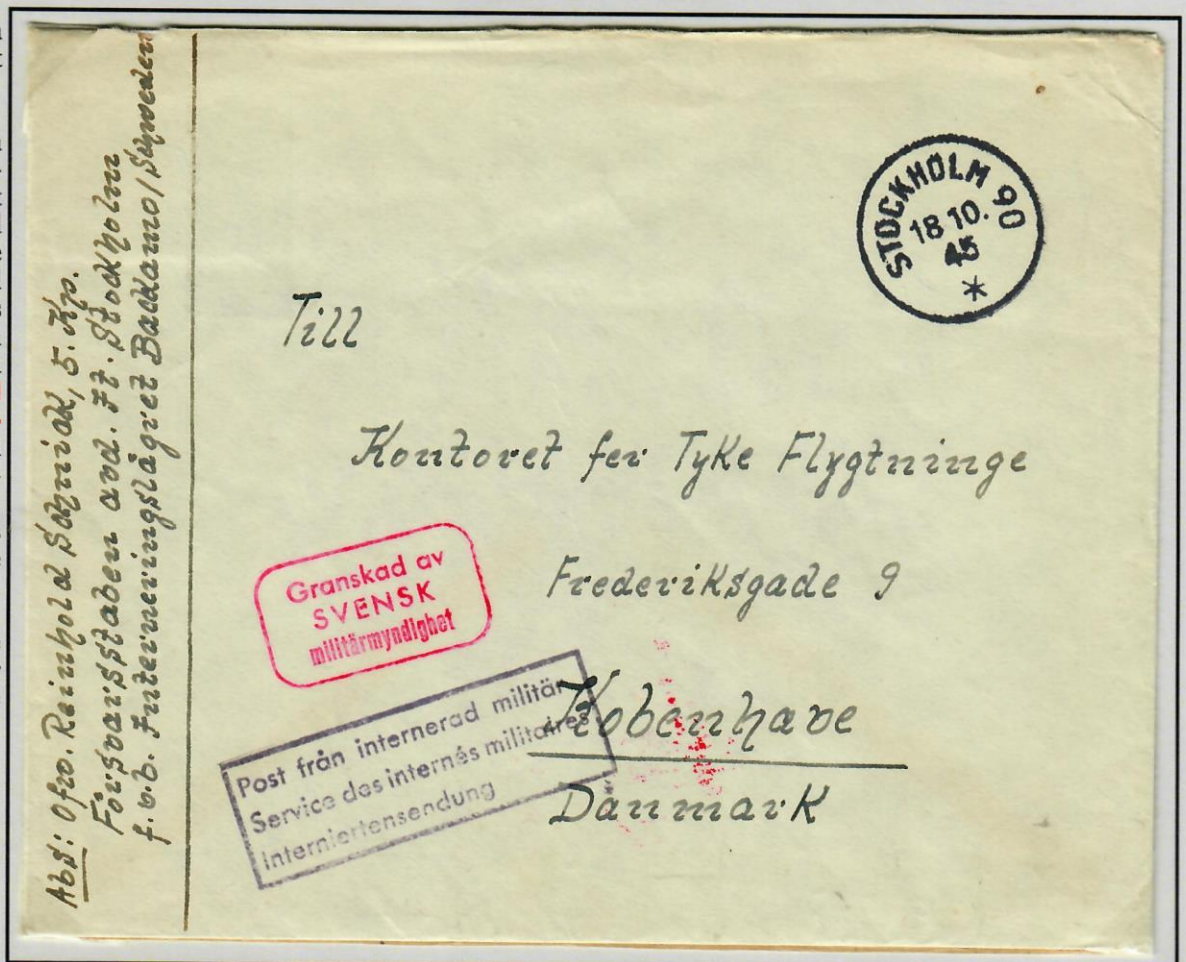
## Letter to Denmark

Letter sent from a Germany Internee at Backamo.

An imprint from a hand-stamp in purple stating "Post från internerad militär" in three languages i.e. Mail from Internee, was struck together with another rubber hand-stamp "Granskad av militär myndighet" i.e. Checked by the Military Censor.

None of these imprints are identical to the two described above.

Most likely the sender was later extradited to the Soviet Union.





## 8. Mail to and from Internees and War Prisoners

## War Prisoner Mail

### Air Mail letter to Turkey



International Air Mail Letter, category Ia air mail fee for  $20 \leq 40$  gr.: 20 öre (14.04.27-19.09.45, label type 5).

Opened by British censor.

Arrival postmark Istanbul 21.11.44.

Imprints of a rubber stamp "**Krigsfångepost**" i.e. War Prisoner Mail as well as "**War Prisoner mail**" and "**T.22382**". What the latter means is not known.

There are very few recorded Swedish War Prisoner letters from WWII sent Air Mail, no postage rate had to be paid for the letter itself only Air Mail fee had to be paid.

### Air Mail letter to Switzerland

International Air Mail Letter, category Ib air mail fee for  $\leq 20$  gr.: 10 öre (14.04.27-19.09.45 label type 5).

Imprints from a rubber stamp "**Krigsfångepost**" i.e. War Prisoner Mail.

Opened by German censor in Berlin where also this imprint was made "**• 5 •**".

This is a censor's code from Berlin.

There are very few recorded Swedish War Prisoner letters from WWII sent Air Mail, no postage rate had to be paid for the letter itself only Air Mail fee had to be paid.



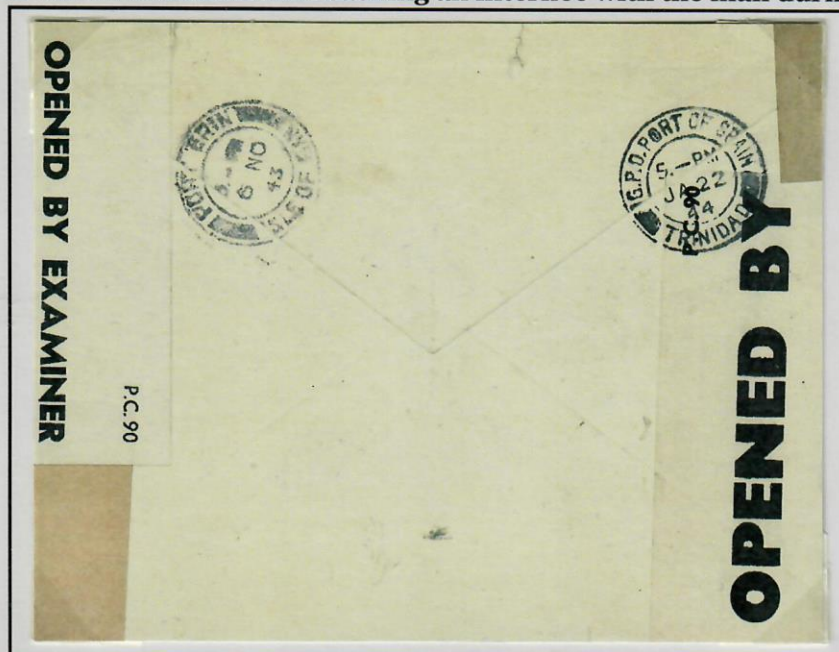


## Air Mail Letter to Trinidad



International Air Mail Letter, first rate  $\leq 20$  gr.: 30 öre (01.07.36-31.05.52) and category III B air mail fee for  $5 \leq 10$  gr.: 40 öre (06.05.42-28.02.45). This cover should have been sent to an Internee at a camp in Port of Spain, Trinidad. **For reasons hard to understand it was read in error and sent to another Internment Camp: Port Erin, Isle of Man.** Upon arrival to Britain it was censored. The mistake was detected and the cover was redirected to where it should have been sent from the beginning: Trinidad. Once again the letter was censored now in Trinidad. It reached Internment Camp 4, but apparently Johannes Selim Cederblom was not there so the cover was redirected to the US Transport Service Camp in Derkside. There are two weak violet American cachets they are indicating that the internee was not traceable. The cover was returned to sender.

**This cover shows difficulties in reaching an internee with the mail during WWII.**



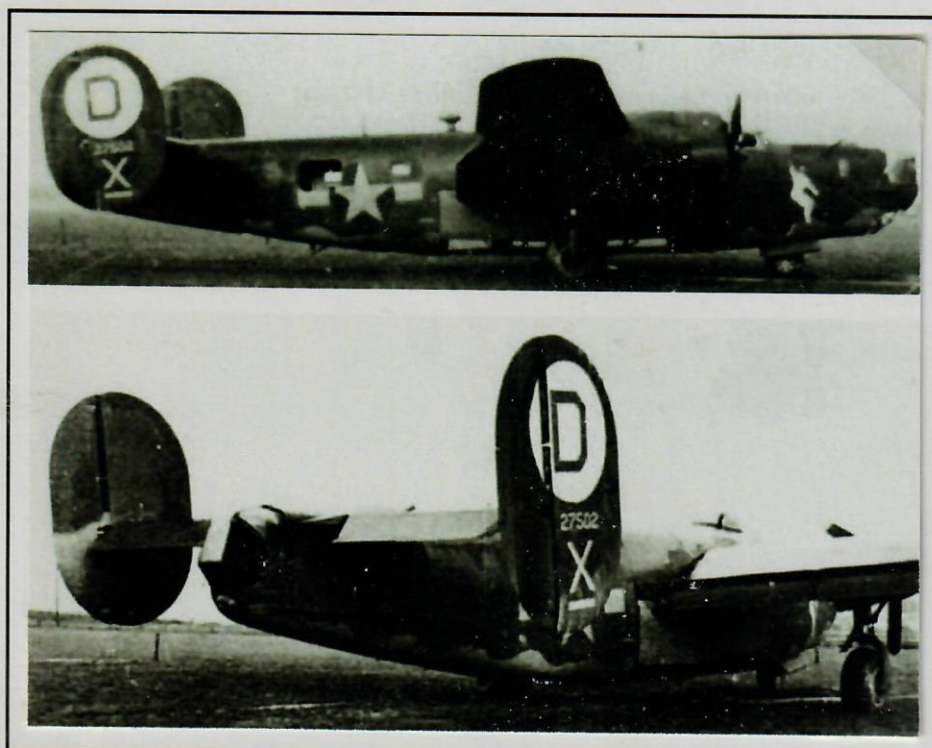
Transit and arrival postmarks: PORT ERIN, ISLE OF MAN 6 NOV 43 and G.P.O. PORT OF SPAIN, TRINIDAD JA 22 44.



## Letter to USA



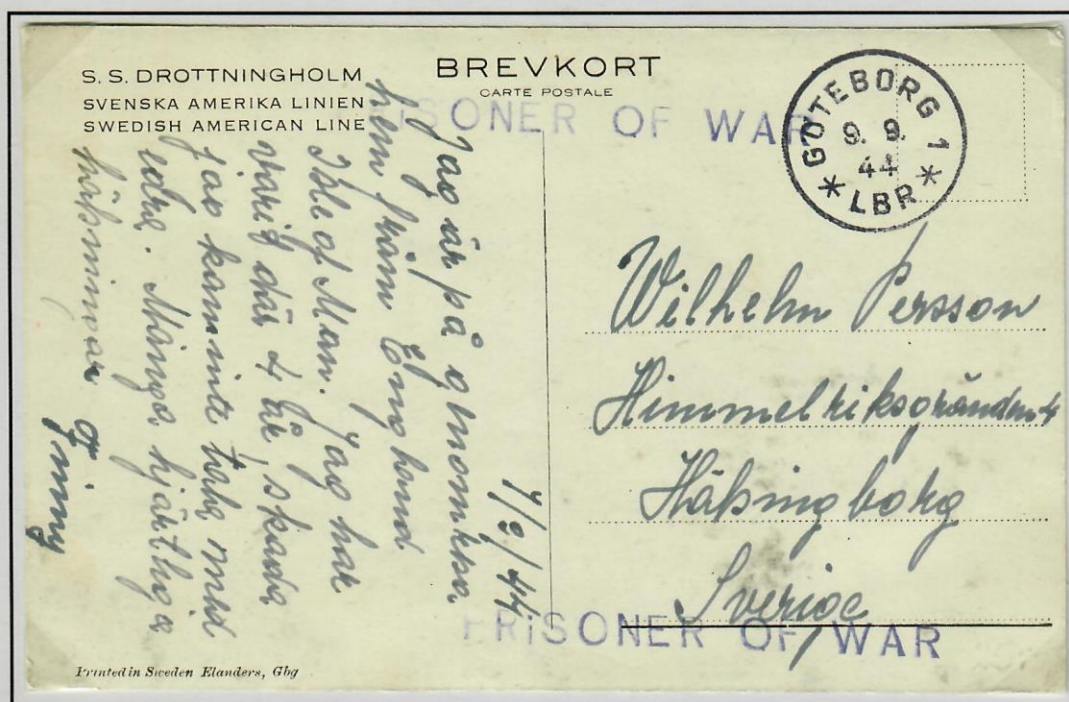
The letter was sent from a member of an American flight crew. The letter has got an annotation "free" in the upper right corner, partly covered by an imprint from a handstamp. The imprint looks like the letter U in the Morse alphabet "- - -". Most likely has the letter been picked up by a courier from where the crew was interned to the US Embassy and from there onwards to USA where the letter was censored. The sender was an internee, a Staff Sergeant Billy Haskins tail gunner on Bakadori, a B-24 Liberator. Bakadori had been on a large mission on 18 November 1943, with twenty-two aircrafts, to Kjeller outside Oslo. Enemy fighters attacked their plane and they failed to return to base and she had to seek refuge in Sweden. The plane landed in Örebro and the crew were interned.



Bakadori was repaired in Sweden at Hässlö, an air field outside Västerås where all American crashed planes were kept. She returned to England on 25th May 1945. After the war, she was flown to Searcy Field, Stillwater, Oklahoma for disposal.

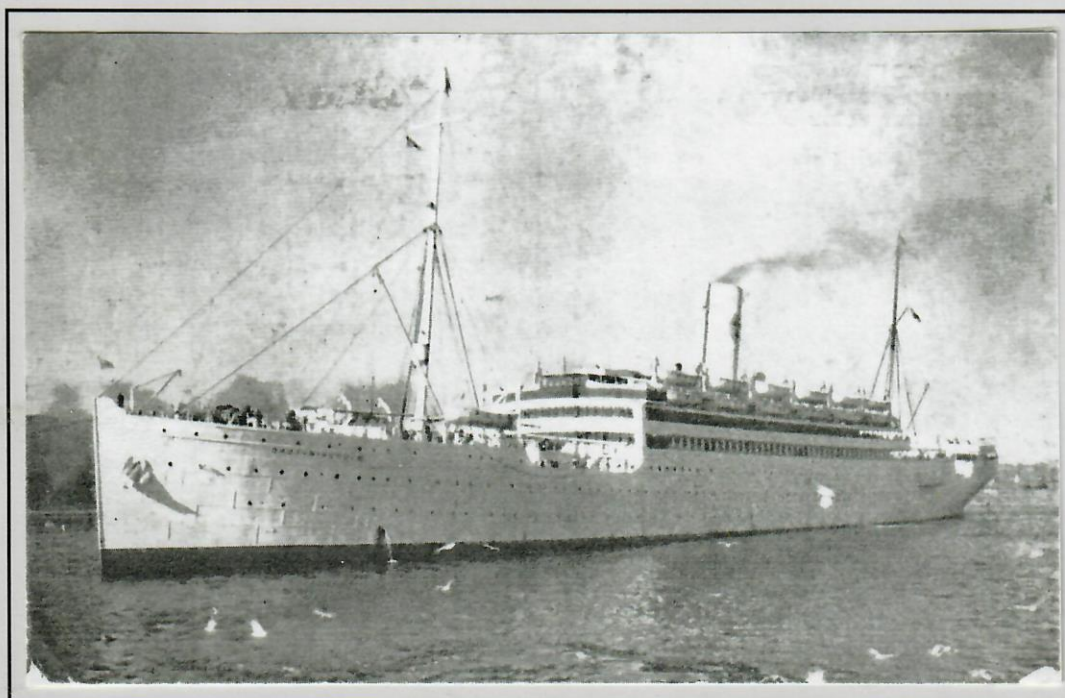


## Postcard to Sweden



The postcard was sent from a German Internee. In 1944 Germany and the Allied made an exchange of Prisoners of War. A ship from the Swedish America Line were used, S.S. Drottningholm, to pick up 682 German Internees in Liverpool while 1.450 Allied war prisoners were transported on the ferries between Sassnitz in Germany to Trelleborg in Sweden and then by train to Göteborg. The war prisoners were exchanged in Göteborg with assistance from the Red Cross. S.S. Drottningholm sailed back with the Allied PoW to England and the Germans were transported on train and ferries back to Germany. The card was written in Swedish, in a remarkable good Swedish, but with a touch of German grammar. The Translation of the text to English reads: "I'm on a trip back home from England, Isle of Man, I've been there for 4 years, it's a pity I can't talk to you. Greetings". The card was signed Frinny or Jimmy, hard to say. We can't be sure about the gender of the writer.

**The PoW-postcard is extraordinary in many ways. Written in Swedish by a German POW, on board a Swedish ship, cancelled in Sweden and sent in Sweden.**



S.S. Drottningholm was owned by the Swedish America Line and chartered by the US Maritime Commission in March 1942, to be used as an exchange ship. To be able to fit as many POWs and Internees as possible the ship was re-outfitted to carry 950 persons instead of the original 450-500. Following two exchange trips between Lisbon and New York the ship was handed over to the British Government to be used in Europe.



## Postcard to Germany



International Postcard, postage rate: 20 öre (01.07.36-31.05.52) an additional stamp has been torn off, by the censor ? The postcard was sent from the mother of an Internee, a Swedish radio-operator on a Norwegian ship. The ship was sunk by the Germans Navy. He was interned in Stalag X B near Sandbostel close to Bremervörde in the northwest of Germany.

## Letter to Germany



A letter to the Norwegian Marine Captain interned at Oflag 21C in Schildberg. Rubber imprints **PORTOFRITT** i.e. postage free and **Franchise postale: Conv. Art. 49** i.e. Free of postage charges according to article 49 in the third Geneva Convention.



8. Mail to and from Internees and POW Mail from Baltic Internees before the extradition  
Inland letters



Inland Letter, free postage. Sent from a Baltic Internee, who was extradited in the third and last group on the 25th of January 1946. Censored by the Swedish, shown with two red imprints on both front and back.

*The extradition of the internees from the Baltic countries was a shameful chapter in the Swedish history. Soviet union demanded that all military personnel interned in Sweden, that been fighting on the eastern front for Germany, should be extradited to the Soviet union. The demand had no legal ground nor was it a part of the peace treaty from May 1945. Around 3.000 were extradited.*



Inland Letter, first rate: ≤ 20 gr.: 20 öre (01.04.42-31.05.51). A heart breaking letter written by a German internee N.C.O. Wolfgang Rente to friends. It was written during the bus transport from the detention camp RINKABY to the harbour of Trelleborg. S/S Beloostrov left Trelleborg on 25 January 1946 for Soviet union, with 380 Baltic and German internees on the last extradition. The letter was handed over before departure to someone who took pity and franked and posted the letter.



## Introduction

## Background

When WWII broke out in September 1939, Sweden, like other European countries began to rearm. A problem was that few countries were willing to provide arms to neutral Sweden. An exception was Italy from whom Sweden bought four destroyers and four motor torpedo boats, the contracts being signed on January 21<sup>st</sup> 1940. Two of the destroyers were of Sella-class, and had been launched in 1926, and two of Spica-3-class, launched in 1934. The motor torpedo boats were transported aboard M/S Boreland from La Spezia, Italy, to Göteborg in March 1940. Later that spring Sweden also bought 216 aero planes from Italy.

The four destroyers needed modification, for instance there were no berths on the ships! The Italian Navy only made war during daytime and went back to their home port during the night to sleep. Daytime mariners!

The Swedish crew for the four destroyers, about 450 in all, were transported on S/S Patricia, a chartered mercantile ship. It set sail from Göteborg on 4<sup>th</sup> March, arriving at La Spezia, on 19<sup>th</sup> March.

## The journey

The ships began from La Spezia on 19<sup>th</sup> April, heading for Napoli, the plan being to continue to Lisbon. However a collision between two of the ships made it necessary to make port at Cartagena, Spain for repair, where they arrived on 21<sup>st</sup> April.

After repair the ships continued to Lisbon for bunkering, arriving on 28<sup>th</sup> April. The lack of oil in Lisbon meant that instead of a planned couple of days they had to remain a month awaiting a shipment of oil. Meanwhile the German invasion of the Netherlands, Belgium and France on May the 10<sup>th</sup> made it impossible to use the English Channel for the journey to Sweden. On 21<sup>st</sup> of May the Swedish M/T Castor arrived Lisbon with oil.

The fleet of ships including S/S Patricia and M/T Castor sailed for Vigo, Spain on 26<sup>th</sup> April and continued to Cobh, Ireland on the 29<sup>th</sup> where the destroyers arrived on 2<sup>nd</sup> June. There the ships awaited 117 Swedish civilians who had come from all over the UK, to be repatriated to Sweden. On the 15<sup>th</sup> S/S Patricia took them on board and the ships began their journey via the Faroe Islands.

At this time the German navy had lost ten modern destroyers at the battle of Narvik, Norway and the British were anxious that the Germans should capture the destroyers.

## The incident

Tuesday 18<sup>th</sup> June

At a meeting of the British War Cabinet in London the Minister of the Dominions reported that four Swedish destroyers had left Ireland on their way to the Faroe Islands. He suggested that the War Cabinet should consider seizing the destroyers when they arrived there. The Foreign minister said that he would look into the matter.

Wednesday 19<sup>th</sup> June

The War Cabinet's discussed the issue, the Minister of the Dominions being of the view that this was a case where right of angary could be applied. This is a right in International law for a warring nation in circumstances of necessity to seize the property of a neutral state, within the territory of the warring nation or areas occupied by it. The Prime Minister considered it to be imperative to seize the destroyers without delay, defining the appropriate grounds subsequently. The War cabinet agreed and the Admiralty was commissioned to act to seize the Swedish destroyers.

Around 2 pm S/S Patricia and the four destroyers anchored in Skaalefjord close to Thorshavn, in the Faroe Islands. Soon afterwards eight British Naval drifters arrived and blocked the way out for the Swedish vessels. The same day three British destroyers left Scapa Flow at Orkney on course for the Faroe Islands, to take control of the Swedish ships.

Thursday 20<sup>th</sup> June

The mission for the British was to detain the destroyers, whilst they remained Swedish property. The motive for the action was that the British assumed that the destroyers would end up in German hands when the ships approached Sweden.

After negotiations between the two Commanders the Swedes conceded and it was decided that the Swedish destroyer's crews should be moved to S/S Patricia and M/T Castor with the help of three British drifters. The operation was completed by 2 pm that day.

The four destroyers then took British crews, brought by the destroyers from Scapa Flow.

Friday 21<sup>st</sup> June

The Swedish destroyers headed for Kirkwall, Orkney. The two other Swedish vessels headed for Norway but after discussions with Stockholm they returned to Thorshavn. For a couple of days negotiations took place at high level between the Swedish Government and the British War Cabinet.

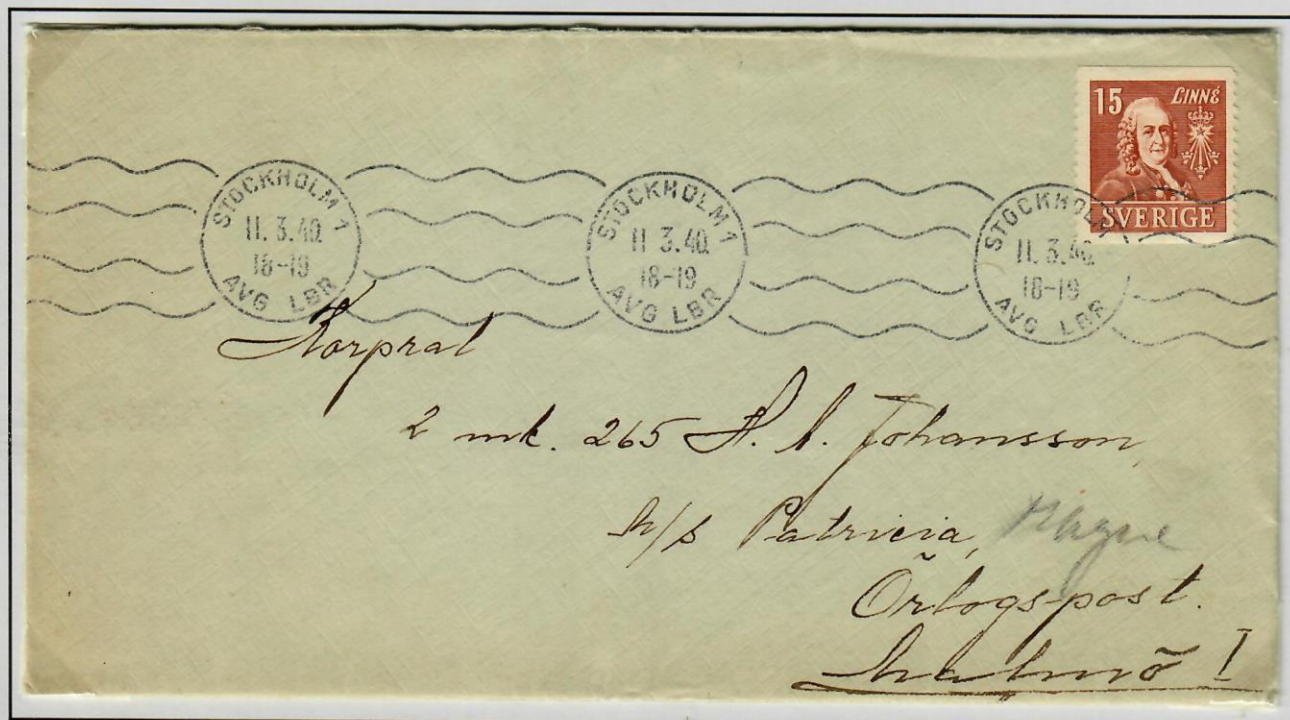
Tuesday 25<sup>th</sup> June

At this point the British decided that the destroyers should be returned to Sweden and S/S Patricia brought the four Swedish crews to Kirkwall to re-join their ships.

Tuesday 2<sup>nd</sup> July

The six Swedish ships continued their journey from Kirkwall via Kristiansand, Norway to Göteborg, Sweden, where they arrived on 10<sup>th</sup> June without further interruption.

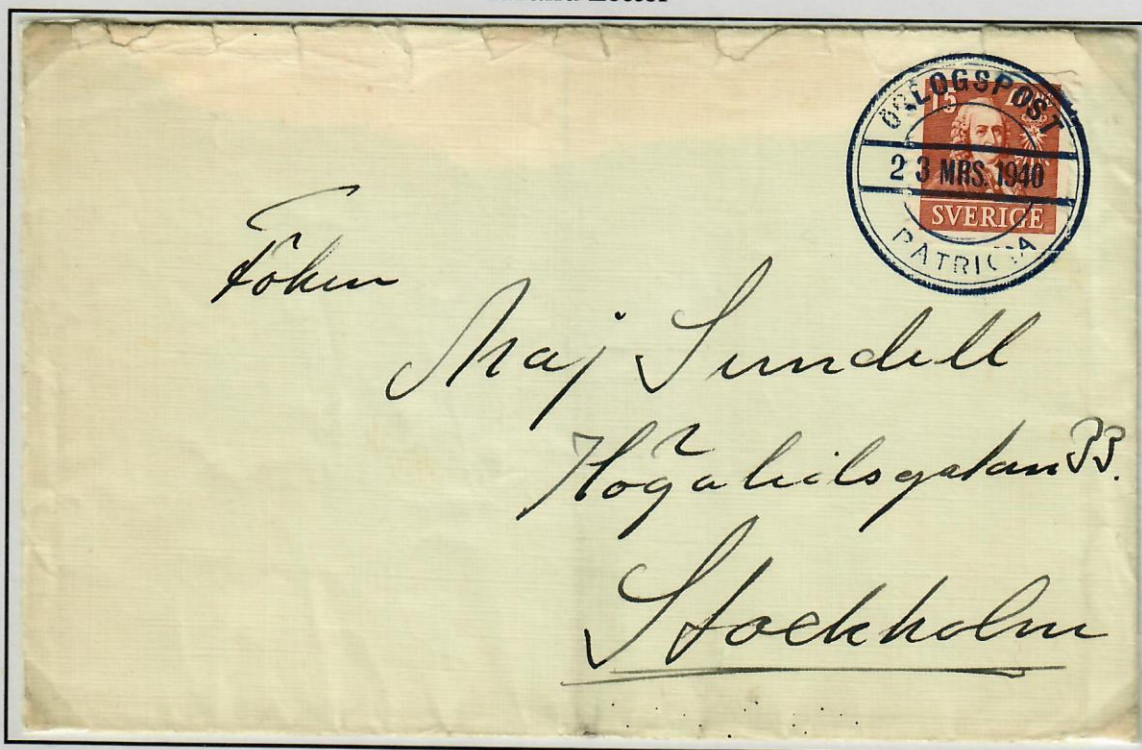
## Inland Letter



Inland Letter, first rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42). This letter was sent to one of the passengers on board the S.S. Patricia on it's way to Italy. S.S. Patricia was a passenger ship belonging to the Swedish Lloyd Shipping Company. She was chartered by the Swedish Navy to transport the main parts of the crews for the 4 destroyers Sweden had bought in Italy. The letter was sent when the ship were on the Atlantic Ocean heading for Lisbon. It is unlikely that the letter reached the addressee until La Spezia.



## Inland Letter



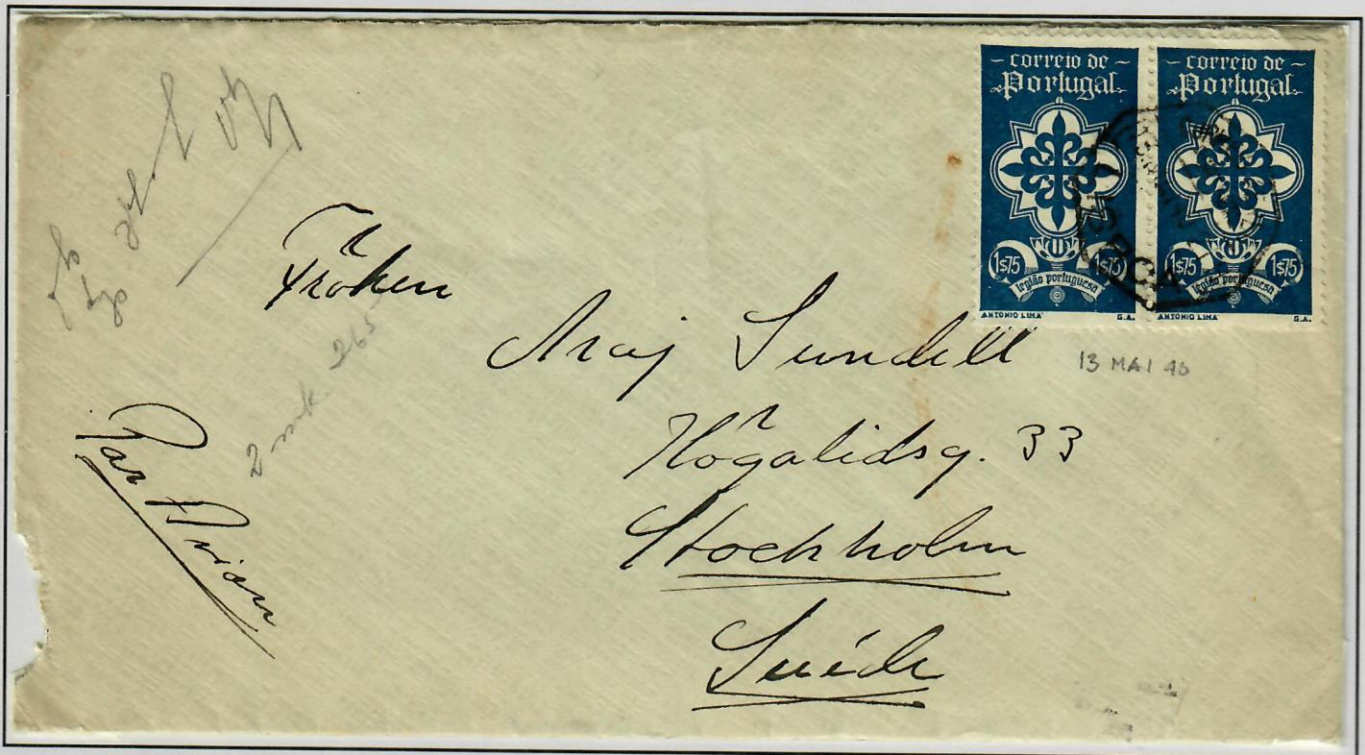
Inland Letter, first rate: ≤ 20 gr.: 15 öre (01.10.22-31.03.42). The crew arrived to La Spezia in Italy on March 19, to take over the Italian destroyers and sail them back to Sweden. The crews were going to be trained and should test the ships before they later sailed them back to Sweden. The destroyers were named Psilander, Puke, Romulus and Remus. This letter was sent as a Marine Letter with Swedish postage on **23 MRS 1940**. This was allowed since the ship Patricia sailed under Swedish Marine flag. The addressee was Corporal Johansson's fiancée in Stockholm.

## International Air Mail Letter



International Letter, first rate: ≤ 20 gr.: 1.25 lira (01.01.26-31.08.44) and air mail fee ≤ 20 gr.: 1 lira (16.04.39-31.08.47). This letter was mailed from La Spezia with Italian stamps on **6.4.40**. The fiancée, Miss Maj Sundell, was again the addressee. The destroyers left La Spezia on the 14th of April arriving to Naples on the 15th and leaving Naples on the 18th heading bound for Sweden. **I believe the reason for not sending the letter through the Swedish ship's Marine letter service, like the one above, was that the sender hoped it would reach Sweden quicker when sending it air mail through the Italian mail, although it was more expensive.**





International Letter, first rate: ≤ 20 gr.: 1\$75 (01.10.34-31.03.48) and air mail fee ≤ 20 gr.: 1\$75 (01.10.34-31.03.48). After a collision in the Mediterranean Sea the ships had to go in to Cartagena in Spain to be repaired on the 21st of April and leaving on the 26th. The ships arrived to Lisbon on the 28th of April where they stayed waiting for the signal from the Swedish Government to continue the trip to Göteborg. They started again from Lisbon on the 26th of May. During this stop in Lisbon Corporal Johansson sent this letter to his fiancée in Stockholm.

## International Letter



International Letter, first rate: ≤ 20 gr.: 30 öre (01.07.36-31.05.52). After leaving Lisbon the ships went in to Vigo on the 27th of May and left on the 29th for Cobh in Ireland. Arriving Cobh on the 2nd of June waiting for some Swedish citizens that should be transported home on Patricia and leaving on the 16th heading for the Faroe Island where the ships arrived on the 19th. On the 20th the destroyers were abducted by the Royal Navy and brought to Kirkwall in Orkney Island. On the 25th the destroyers were released. On the 5th of July the ships started the final journey to Göteborg, where they arrived on the 10 of July. Because of the accident in the Mediterranean Sea Remus had to be repaired at Eriksberg ship yard in Göteborg. The letter was sent 10th of June, to late, arriving to Cobh 12 VIII 40. The letter was returned to sender and arriving Kustflottan 30.9.40