

# Mail Routes to, from, and within Romania 1786 - 1873

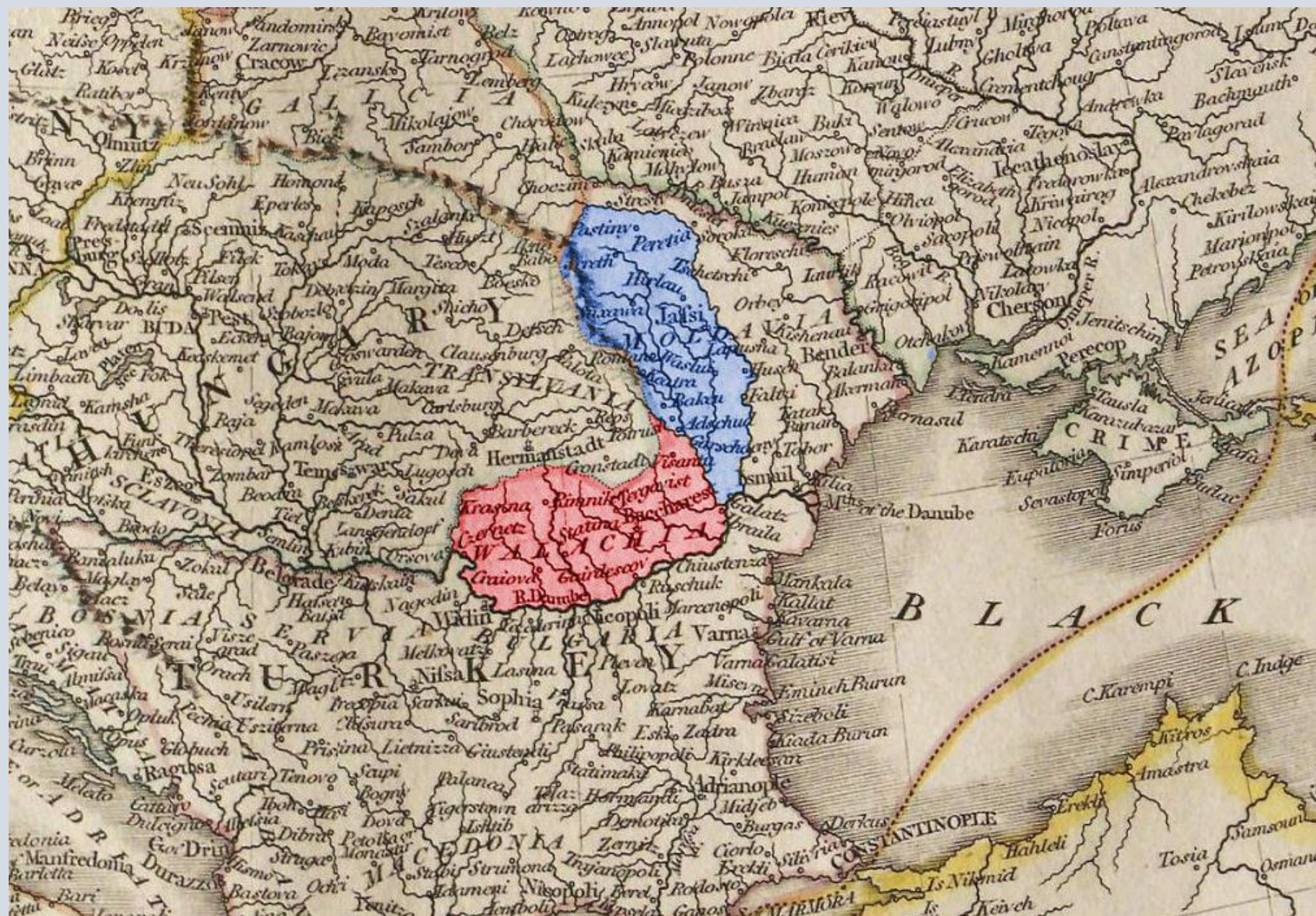
Presentation by  
Gordon Hardy FRPSL

1851





1851





## **Mail Routes to, from, and Within Romania to 1870**

**Part 1:** Mail routes to and from Romania. Looks at the reasons routes changed, political, financial, technical, disease, and sometimes simply the weather.

**Part 2:** Courier and foreign mail and how they developed between important cities such as Constantinople, Bucharest, London, St Petersburg, Rome, and Paris

**Part 3:** Shows mail routes to and from Great Britain

**Part 4:** Routes to and from European countries

## **Part 1:**

**The development of mail routes to and from Romania. The reasons for route changes – political, financial, technical, disease, and sometimes simply the weather.**

## 1786 letter from Austria to Moldavia

1786 Letter from the Austrian Court to the  
Prince Regent in Jassy  
'His Highness  
Mr. the Prince Mauro Cordato,  
Prince regent of Moldavia.  
Jassy'

The letter would have been carried by a  
courier from the Austrian court in Vienna  
to Jassy, the capital city of Moldavia.  
There had been a route going west since  
the 15th century. However, the route went  
through some very inhospitable country  
and was plagued by thieves.



Enlargement of the seal  
on the reverse of the  
envelope



## The Prince Regent's letter

The letter beautifully written by a secretary in French, signed at base by 'Kaunitz' (Wenze Anton, Prince of Kaunitz—Rietberg, 1753-1792), Foreign Minister under Maria Theresa and Joseph II of Austria. The main content of the letter is offering an alliance between Austria and Moldavia.

However, Prince Mavrocordat was deposed at about this time so it would appear that nothing came of the appeal.

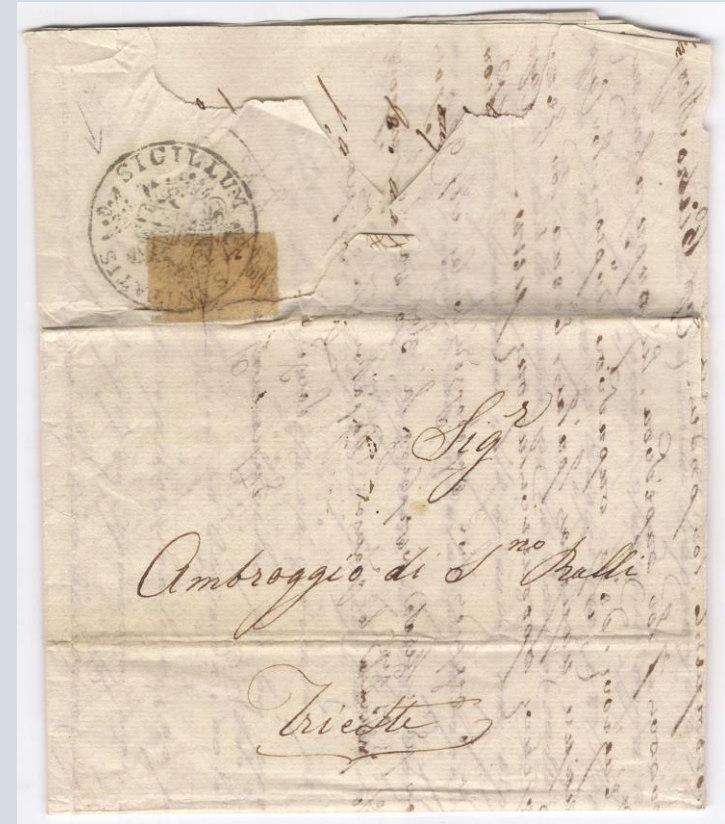
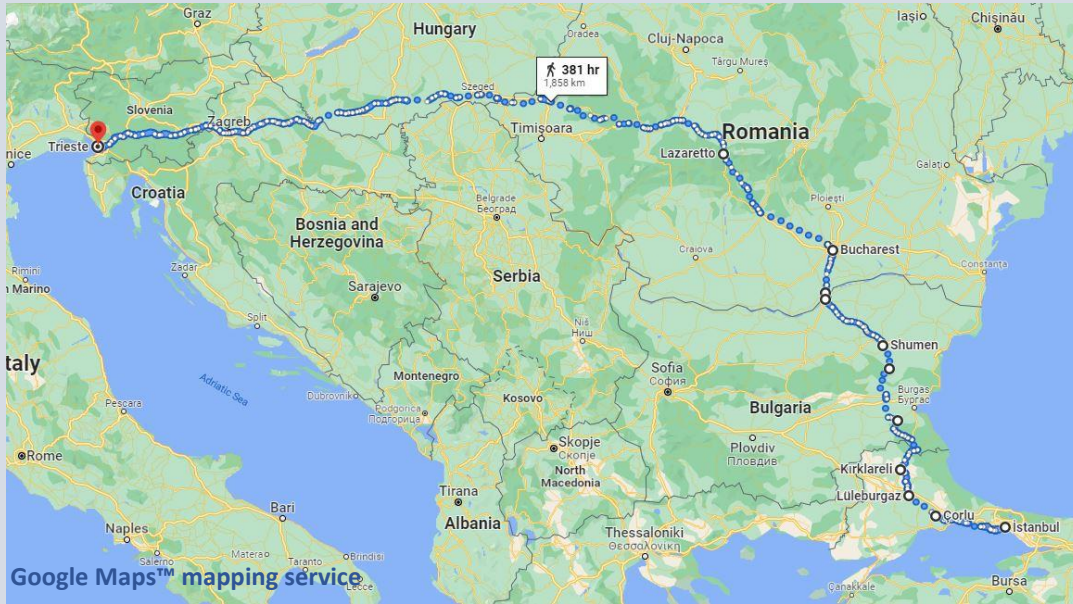


Le Conseiller Impérial Baron de Metzberg, qui aura l'honneur  
d'offrir la présente à votre Altesse, est nommé par la Majesté l'Empereur  
pour remplacer Monsieur de Raizewich, en qualité de son Agent dans  
les deux Principautés de Moldavie et de Wallachie.  
J'ai ordre, Mon Prince, de vous le recommander en conséquence.  
L'expérience a démontré combien le moyen de communication, que  
fournit l'établissement de l'Agentie, entre la Province, que votre  
Altesse gouverne, et les États limitrophes de mon Maître, est utile  
au maintien de la bonne harmonie des deux Empires, en prevenant  
par des explications aussi promptes qu'amicales les différens qui  
naissent aisément entre Provinces voisines, et surtout en facilitant  
et affermissant l'exécution des Traités subsistans.  
La continuation d'un effet aussi salutaire est le motif et l'  
objet de l'envoi du Baron de Metzberg, et je me flatte, qu'un tel but  
engagera votre Altesse à l'accueillir avec bonté, et à recevoir avec  
des dispositions favorables et amicales les justes représentations et  
demandes, que par la suite il pourra se trouver dans le cas de porter  
à la connoissance.  
Persuadé comme je suis que vous desirez mon Prince aussi  
ardemment que moi la prospérité et la bonne intelligence des deux  
Empires, j'espère avec une entière confiance, que votre Altesse conti-  
nuera de son côté à maintenir et perpétuer le principal fruit de  
leur amitié, qui consiste dans une attention constante et reciproque  
à faire jouir leurs Sujets et leur commerce mutuel de tous les droits



## Mail from Constantinople passing through Romania.

A. Von Eberan's states that the route from Constantinople to Bucharest was a provisional post route to be used 1791 to 1792. However it was still in use in the early half of the 19th century.



The letter is dated 1827 and shows that it probably went by Ruse, Giorgio Bucharest and the Rothenthurn Pass where it was quarantined and disinfected.



## Disinfected letter carried by Diplomatic bag to London 22 July 1839 from Bucharest to Inverness, Scotland.

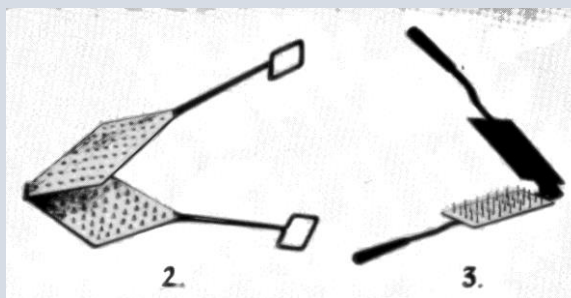
This "private" letter was written by Robert Gilmour Colquhoun, Consul-General in Bucharest. It was addressed to "James Bailie Fraser Esq. of Relig".

The letter had been 44 days in transit before arriving in London and was put in the post at Fenchurch St where a "2d" charge was raised and later cancelled. At Lombard Street a "Not known in Lombard ????" Endorsement was applied. Then an endorsement **"Try Moniack Inverness"**.

A number of London date stamps were applied between the 4th and 5th of September and an Edinburgh arrival mark SEP/7/1839.

The letter gives a fascinating insight into the delicate situation in the region.

*"I cannot but think the Ottoman Empire is fast crumbling and I much doubt whether any sanctions can prop it up .... And, are our four million Wallachians to be made over to the paternal care of a government they detest – another hope they have to cling to will be that the creation of a separate Kingdom or Duchy out of the two Provinces united under a Foreign Prince ....."*



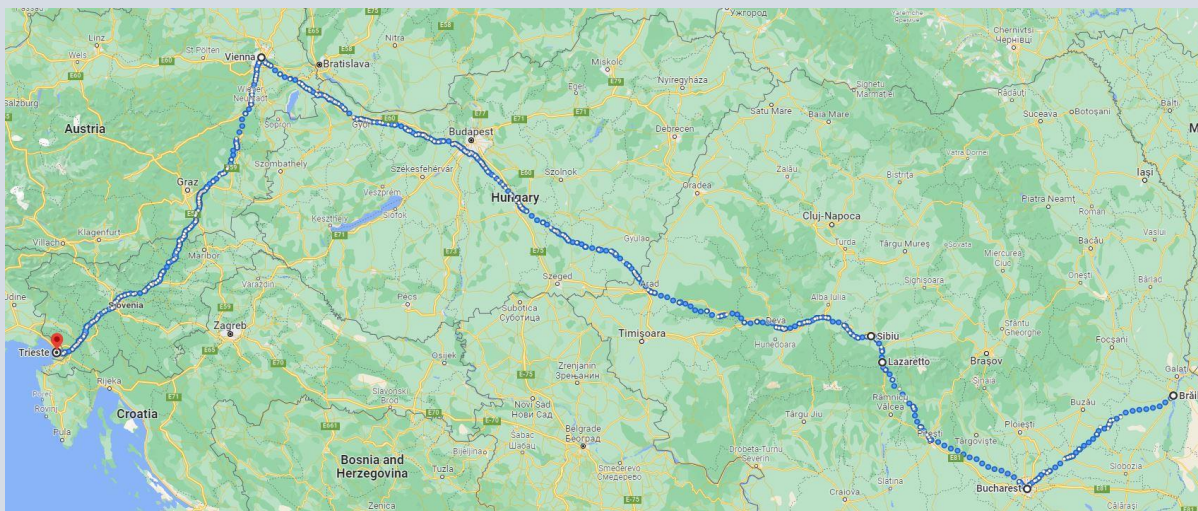
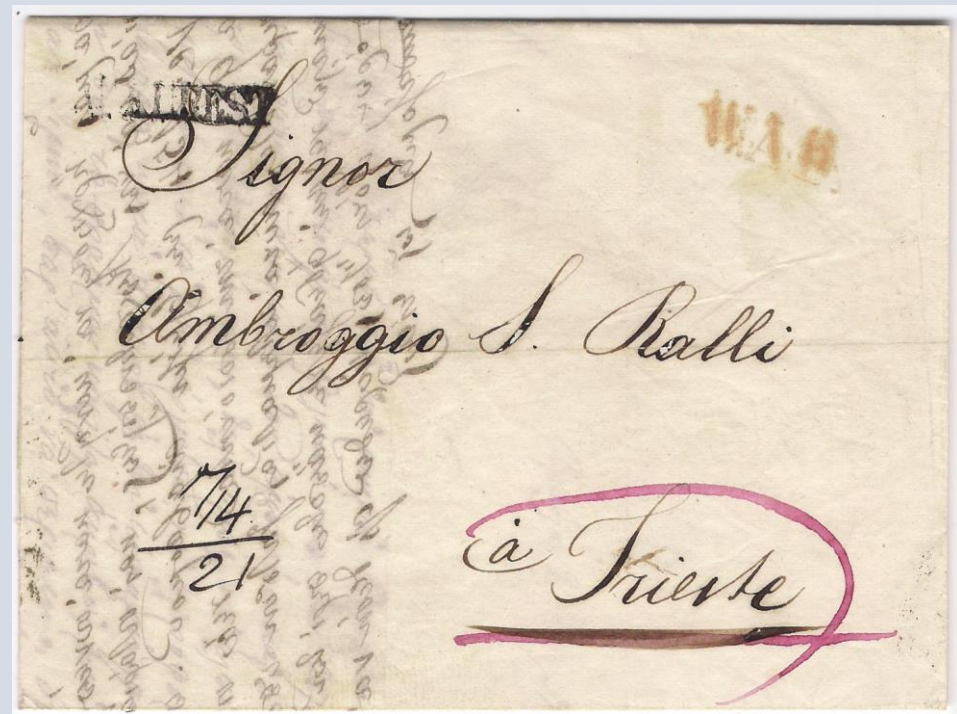
Two rastels

2. has spikes on the top element and holes in the lower plate.
3. has just spikes in the lower half.

A stack of letters could be perforated all at once.  
Acknowledgment to K. F. Meyer, M.D. Disinfected Mails 1962

## Mail through Rothenthurn Pass 1841

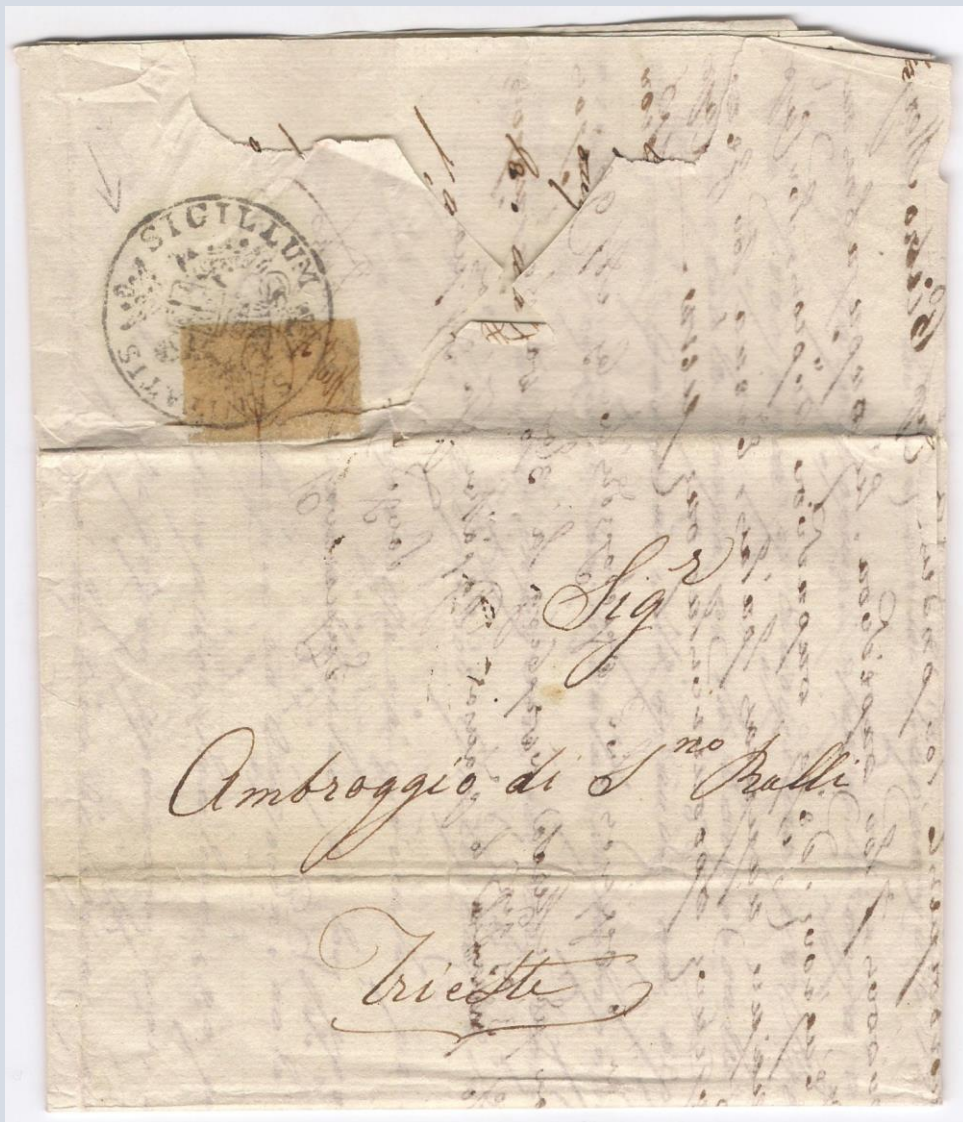
22 August 1841 letter written from Braila. It probably went via Bucharest to the Quarantine Station at Rothenthurn. The station was under the command of a military commander, a Chaplain, physician and inspectors. Letters were punched and/or opened and put in a fumigating machine. After fumigating they were resealed and certified with a cachet.



*Braila 22. August 1841.*







3rd October 1827 Constantinople  
to Trieste disinfected at  
Rothenthurn and resealed



Seal reads  
"SIGIL: SANITATIS  
ROTHENTHURN"





## General Post Office Notice re letter rates 1857

No. 27, 1857.

105

### LETTERS FOR MOLDAVIA AND WALLACHIA.

INFORMATION has been received from the Prussian Post Office, that Letters posted in the United Kingdom addressed to Botuschany, Galatz, or Jassy, in Moldavia, and Bucharest or Ibraila, in Wallachia, forwarded by way of Belgrade, will in future be liable to the following combined British and Foreign rates of postage, viz. :—

	s.	d.
To Botuschany .....	0	9½
To Bucharest and Jassy .....	0	11
To Galatz and Ibraila .....	1	0

This postage may either be paid in advance, or be left to be paid on the delivery of the Letters, at the option of the senders.

Letters for Galatz and Ibraila, when sent *via* Trieste, will be chargeable with the rate of 1s. 1d. per half ounce, as at present.

Upon Letters for any other place in Moldavia or Wallachia, writers should specify to which of the Towns mentioned above they desire that their Letters should be forwarded, and the rate as far as that Town *must then be paid in advance*.

ROWLAND HILL,  
*Secretary.*

GENERAL POST OFFICE,  
6th June, 1857.

No. 39, 1857.

153

### LETTERS FOR GIURGEVO IN WALLACHIA.

AN Austrian Post Office having been established at Giurgevo in Wallachia, Letters addressed to that place may in future be forwarded *via* Belgium, either unpaid or paid to their destination, at the option of the senders.

The Postage on Letters for Giurgevo is—

1s. 1d. When not exceeding Half an Ounce in weight.

2s. 2d. When above Half an Ounce and not exceeding an Ounce.

And so on, according to the scale for charging Inland Letters.

Letters for Giurgevo are sent *via* Belgium, unless specially addressed to be otherwise forwarded.

ROWLAND HILL,  
*Secretary.*

GENERAL POST OFFICE,  
13th August, 1857.



## Mail by the Danube

1868

D.D.S.G

### Donaudampfschiffahrtsgesellschaft - Danube Steam Navigation Company

The DDSG was formed on 18 March 1829 by two British shipbuilders. It carried mail on the Danube river from Ulm in Germany to the Black Sea ports. The service was efficient and reliable.

Cover posted from Galatz to Braila.  
Stamp tied by fine GALATZ 14/XI



Cover posted from Turna-Magureall to Braila  
with weak AGENTIE D.D.S.G. T. MAGURELLA



## Romanian Railways

### Danube and Black Sea Railway and Kustendjie Harbour Company Limited

The DBSR company was formed in London on 27 June 1857. The concept was to build a railway from Cernavoda on the Danube to Constanta on the Black Sea to reduce the journey time over that route. The line opened in October 1860.



The Danube delta was difficult to keep clear as the bed tended to shift frequently, and sand banks formed in the shallow channels. In winter it would freeze and in the spring melting ice flows and flooding was a problem. The new line would speed up the carriage of goods and people to the Black Sea port of Kustendjie (Constanta).



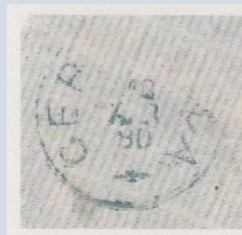
## Romanian Railways Danube and Black Sea Railway and Kustendjie Harbour Company Limited

The letter is dated 10 April 1880 and the 25 bani adhesive was cancelled by the KUSTENDJIE 10 APR 80 single ring in blue. There is also on the reverse a single ring of CERNAVODA 12 APR 80. From there continued by rail via Bucuresti and Girgiu, and to Varna where an arrival mark was applied and dated VARNA 14/4/80.

This letter is interesting in that it was not carried by sea from Kustendjie to Vienna but by railway. It went via Cernavoda, on the Danube and Black Sea Railway, then it would have had to cross the Danube by ferry as the bridge was not built until 1895. The journey then continued via Pitesti by the CFR to Bucharest, then on to Girgiu. It would again have been carried by ferry across the Danube to Ruse in Bulgaria, then by train to Varna.



CERNAVODA  
12 APR 80



## **Part 2:**

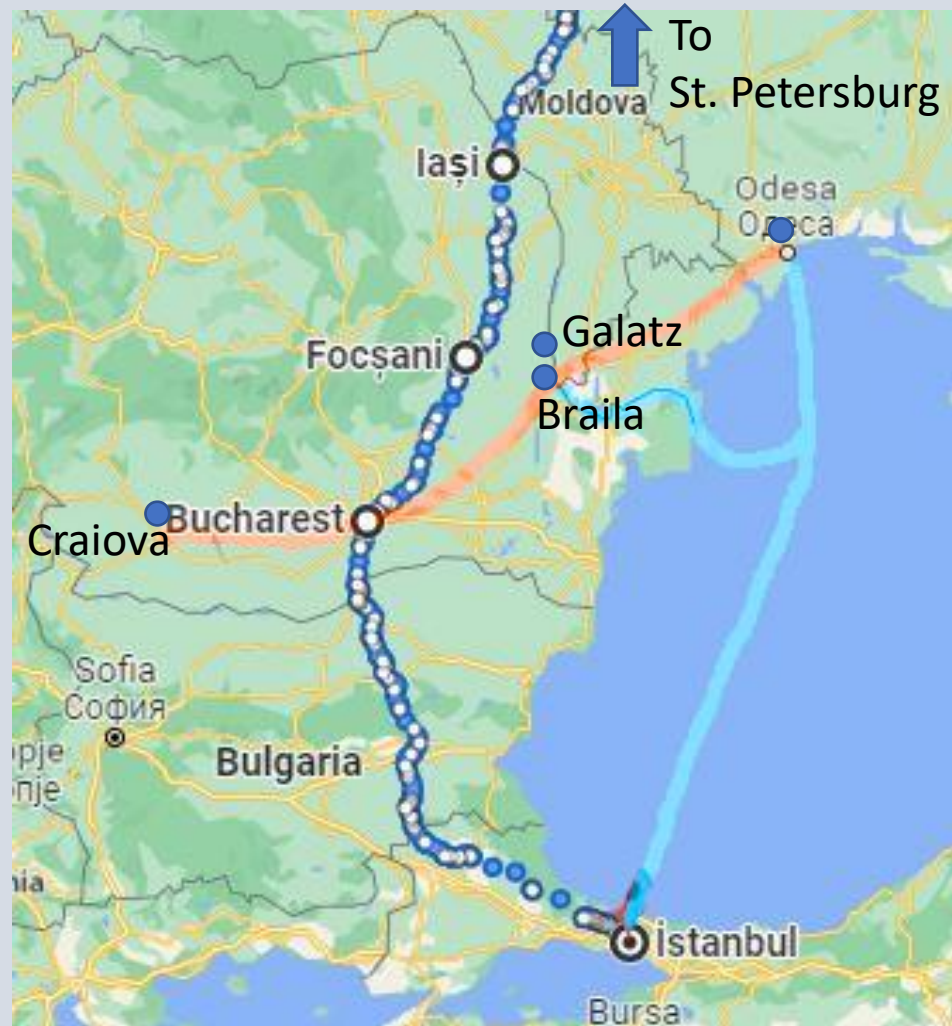
**Courier mail and how they developed between cities such as Constantinople, Bucharest, London, St Petersburg, Rome, and Paris.**



## Russian Consular Post

Following the Russian Turkish war of 1768-1774 and the resulting Peace Treaty of Kuciuk - Kainargi, Russia negotiated the right to open consulates and post offices in Moldavia and Wallachia. A courier service was set up after 1774 running between St. Petersburg and Constantinople and this included a section on the Jassy-Foscani-Bucharest route for official Russian correspondence. The earliest known marks for this post are 1808 for Bucharest and 1812 for Jassy.

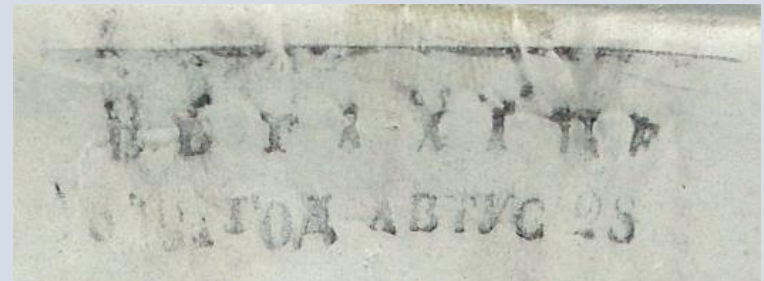
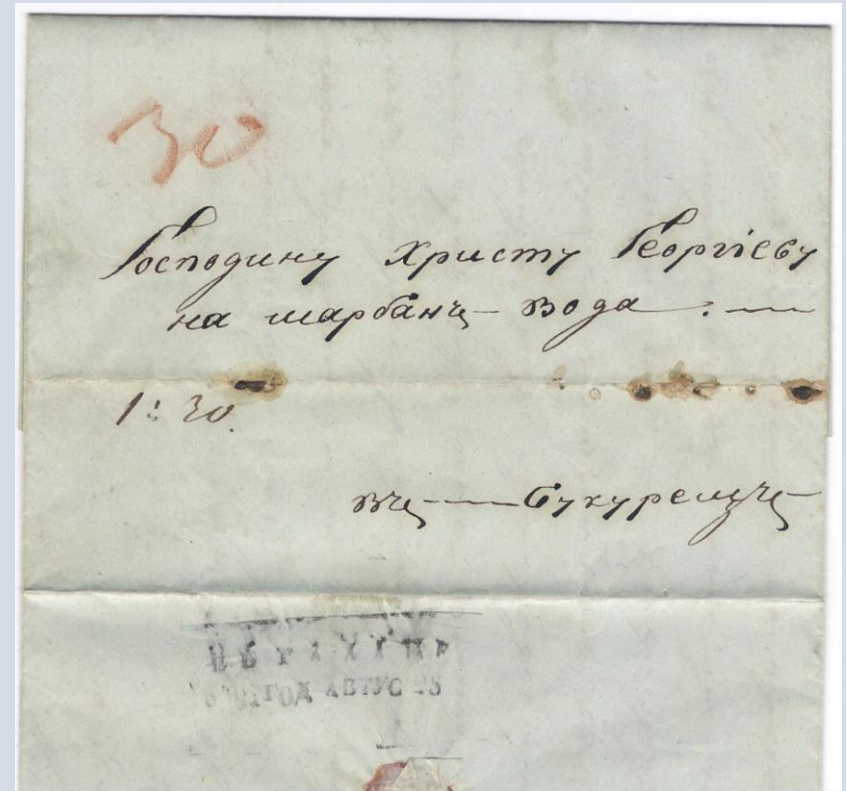
For other towns, special couriers used the coaches of the Wallachian or Moldavian postal contractors that connected Braila, Galatz, Craiova, and Odessa with Constantinople and Jassy. The Moldavia and Wallachia contractors received payment from the Russians for the use of this service.



## Russian Consular Post

Entire letter dated 28 April 1848 from Galatz to Bucharest with an accountancy mark "30" (Parale) in red crayon for one weight step and "1/30" in ink below. This way of marking is typical of the Moldavian post office, it indicates 1 weight step and 30 Parale charge.

Struck on the reverse is the rare Cyrillic GALATZ/1848 GOD (YEAR) APRIL, 28 handstamp.



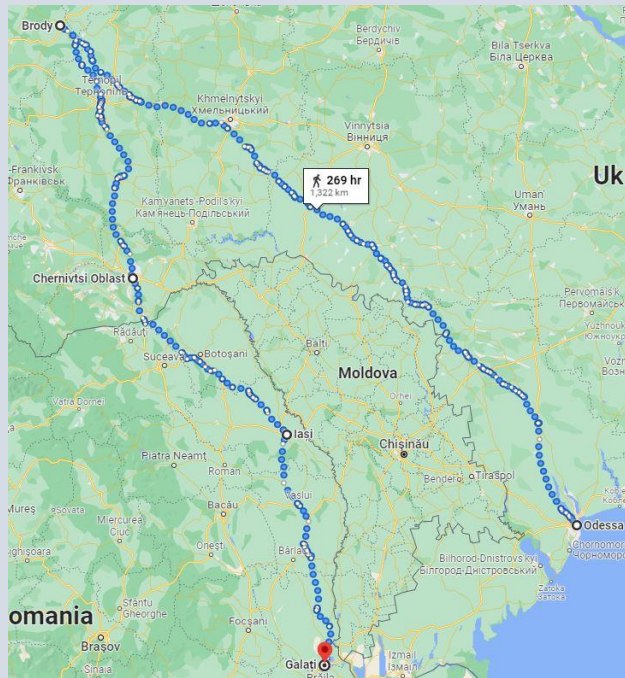


## Mail from Russia

15 December 1862 Letter from  
Odessa to the DSSG Galatz sent via  
Brody, Czernowitz, Jassy, Galatz.

So why the circuitous route?  
During the Crimean war mail to and  
from Russia was all sent via the  
Austrian Post Office as they had not  
taken part in the war. They had an  
exchange office in Brody. This  
arrangement appears to have  
continued for a number of years.

There are three  
similar covers in Dr  
G Gmach's book  
"Austrian and  
Hungarian Posts of  
the United  
Principalities Vol 3  
2016".



BRODY/31 MAR



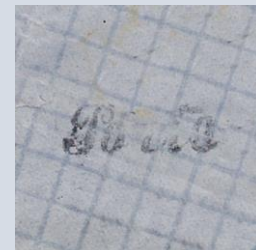
CZERNOWITZ  
3/4



JASSY 4/4



GALLATZ 7/4



Porto  
= Postage due

## Lloyds Agency – Letter from Galatz to Constantinople 1857

Entire letter from Galatz to Constantinople with oval AGENZIA DEL LLOYD AUSTRIACO/GALATZ.

Letter inside dual dated 15/27 April 1857.



Galatz Lloyd cachet



### **Part 3:**

**Mail routes to and from Romania from Great Britain**

## Mail from Great Britain to Romania

Manchester to Galatz "via  
Ostend & Vienna"

The letter left Manchester  
30 March 1852 and went via  
London 31 March, Aachen 1  
April, bahnposts marks for  
Berlin-Breslau 2 April,  
Breslau-Myslowitz 3 April, on  
to Krakau 4 April, Czernowitz  
8 April, and arrived Galatz 14  
April. So the letter did not go  
via Vienna. The rate was  
3s 6d for up to  $\frac{1}{2}$ oz when  
sent via Belgium.



Prepaid 3/6 in red ink top left. This is the rate that came into use on 15 February 1850 under an Additional Convention with Belgium. On the reverse is an "8" in blue, possibly for the Austrian Post from Krakau to Galatz.

The German Postal Union rates to Galatz did not come in until August 1852.



## Mail from Great Britain to Romania

28 January 1853 Manchester to  
Galatz "via Ostend & Vienna"

Although endorsed "via Ostend & Vienna" the letter was routed via Aachen, with bahnposts marks for Minden/Berlin, Berlin/Breslau, Breslau/Myslowitz, Krakau, Czernowitz and Galatz, so did not go via Vienna.

Prepaid 2/2 in red ink, lower left. This is the  $\frac{1}{2}$  to 1 ounce rate via German Union to Galatz, of which 8d was retained by the UK, 1d went to Belgium. Prussia was credited  $\frac{1}{6}$  which is indicated in red on the right side of the cover.



## Mail from Great Britain to Romania

Manchester to Galatz "via Ostend & Vienna"

The letter was posted paid at Manchester on the 4 July 1854. The charge was 1s 1d indicated by the "1/1" mark lower left. The "3 $\frac{1}{4}$ " Groschen in blue is an accountancy mark. The UK claimed 4d from Prussia and 1s 2d went to Belgium. The letter passed through Aachen 6 July, is next dated by the Austrian Post at HERMANNSTADT 12/7, BUKAREST 14 JUL arriving at Galatz 16 July.

The up to  $\frac{1}{2}$ oz rate, that came in 1 August 1852 for mail from London to Braila and Galatz, via Belgium, continued until 6 June 1857. Total journey time was 8 days.

In July 1853, Russian troops occupied the Danubian Principalities of Wallachia and Moldavia. At the same time the British sent a force to the Dardanelles to support the Ottoman Empire forces opposing the Russians. 27 February 1854, the United Kingdom and France successfully demanded the withdrawal of Russian Forces from the principalities.



The Danubian Principalities were then occupied by Austria for the duration of the war.



## Mail from Great Britain to Romania

1854 23 October, London to Galatz  
“via Ostend & Vienna”.

The letter was posted unpaid at London on the 23 October 1854. The “3½ GROSCHEN” handstamp is an accountancy mark applied at London, the UK claimed 4d from Prussia ½d went to Belgium. The letter passed through Aachen, then went on to Hermannstadt, Bucuresti to Galatz.



The Austria charge rate was rated at 21 Kreuzers and marked in blue in the centre, equivalent to about 8d Sterling, was due from the recipient.



## Mail from Great Britain to via Trieste to Romania

1854 14 November, Manchester to Galatz  
"via Ostend & Vienna".

The letter was prepaid. The charge was 1s 1d indicated by the "1/1" mark top left. The "3½" Groschen in blue is an accountancy mark. The UK claimed 4d from Prussia and a ½d went to Belgium. The letter passed through Aachen 16 November. It then went to TRIESTE 20/11 then on to HERMANSTADT 27/11, BUKAREST 4 DEC arrived in Galatz 7 DEC.

1s 1d is the up to ½ oz rate that came in on 1 August 1852 for mail from London to Braila and Galatz, via Belgium. This rate continued until 6 June 1857.

Total Journey time was 23 days. This was due to the letter going via Trieste. Although the route via Trieste was advertised by the British Post Office, this is the only example seen to date. It is clearly a slower route.



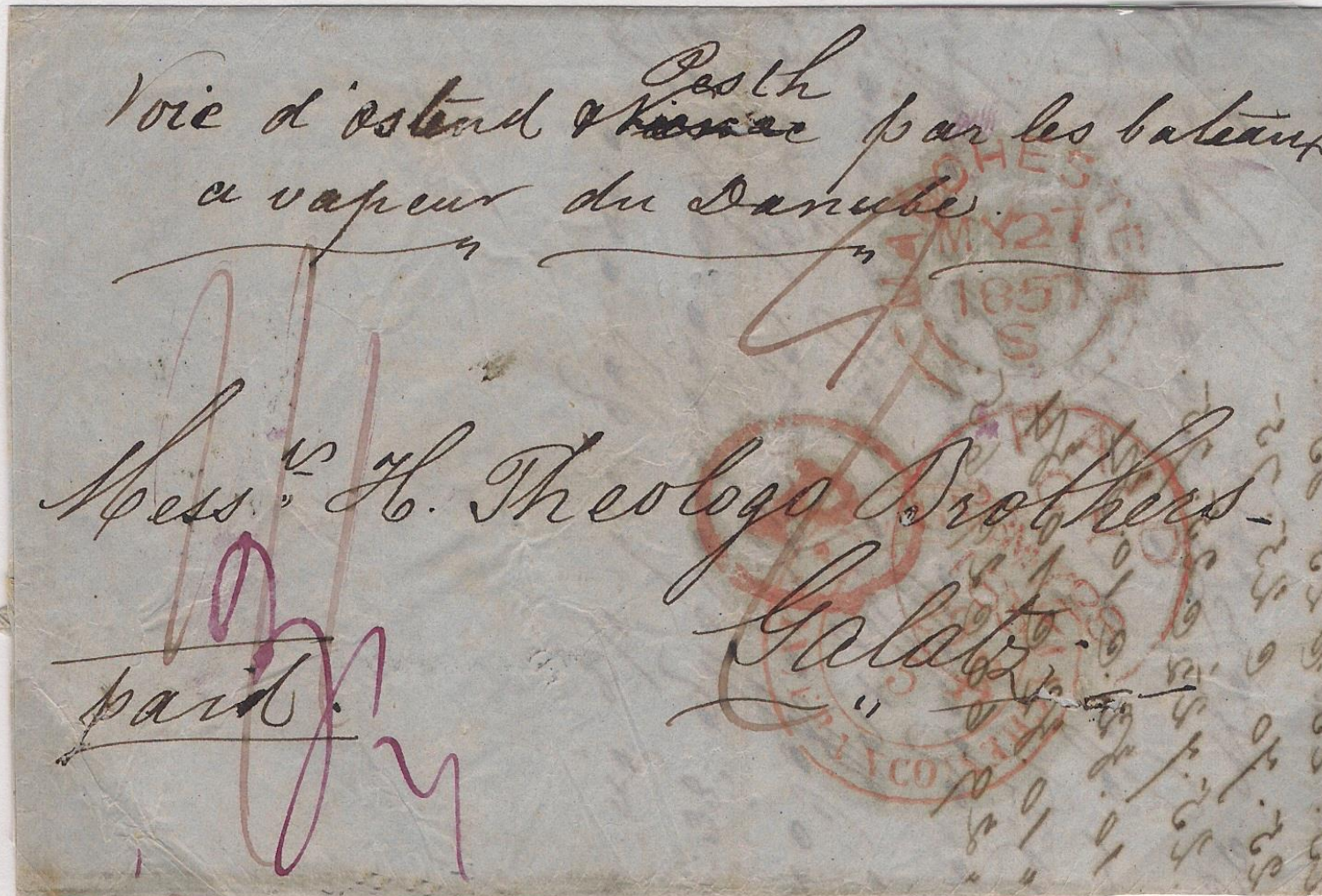


## Mail from Great Britain to Romania, via the Danube by steamship

27 May 1857 Letter from Manchester to Gallatz via Pesth. Endosed along the top

"Voie d'Ostend & Pesth par les bateaux a vapeur du Danube."

"By Ostend & Pesth then on the Danube by steamship." Note that "Vienna" has been crossed out.



PESTH  
31/5



GALLATZ  
4 JUL

## Mail from Great Britain to Romania

On the 1 February 1858 a new postal convention was set up between France and Austria.

This letter up to  $1\frac{1}{2}$ oz category is prepaid 1s 2d in purple on the left. It is endorsed "Via Ostend" with no other route locations being given. The letter was posted in Manchester on 4 June 1858 via London (5 June), Ostend, Aachen (6 June), Pesth (8 June) then arriving at Galatz (14 June). A transit time of 10 days. It is probable that the letter went from Pesth to Galatz on the Danube steamship. Accountancy marks " $3\frac{1}{4}$ " Groschen (equivalent to 4d) in red, and "8" in red.



**PESTH**  
**8/6**



**GALLATZ**  
**14/6**



## Mail from Great Britain to Romania

May 1869 Manchester to Ploesti "via Ostend"

Prepaid in adhesives 1s 2d and marked as paid to destination. On 20 March 1867 the GPO notified the public that the "letters forwarded through Germany via Belgium" would be charged per ½ ounce. Various towns and cities were included in this new tariff, Plojechte (Pioesti) being one of them. The charge rate was 7d per ½ oz so the 1s 2d would have been double weight letter and would be paid to destination.

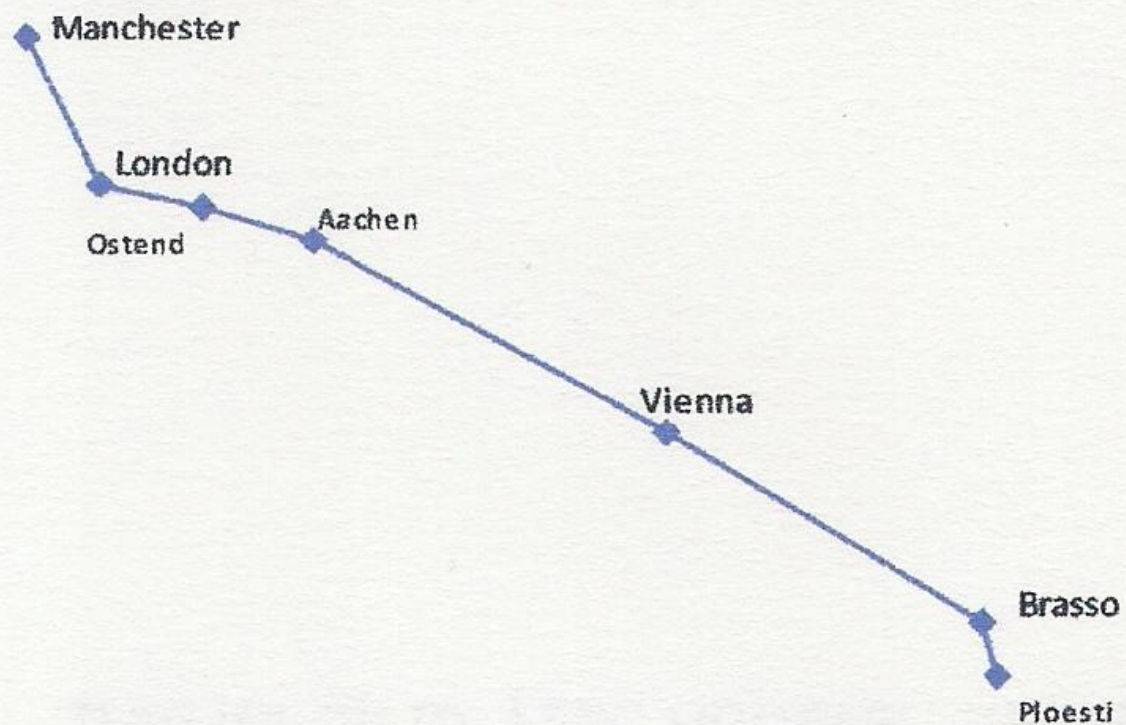
The letter left  
Manchester on 18th May  
1869, London 19th,  
Aachen 20th, Vienna  
21st, Brasso 24th, and  
finally arrived at Ploesti  
26th May.





Reverse of above  
cover

Schematic  
drawing of  
route to Ploesti





## Mail from Great Britain "via Bucharest" to Constantinople

On the 24 July 1870 GPO Notice 31/70 said "Henceforward closed mails for Constantinople will be made up for transmission via Belgium, Vienna & the Danube. 6d per  $\frac{1}{2}$  oz."

This letter is up to  $\frac{1}{2}$  oz so is the 6d rate plus 1d late fee. The letter was posted in Manchester on 14 Dec 1870 and arrived at British Post Office in Constantinople 31 Dec. A transit time of 17 days.



Due to the closure of the Danube from about November to April, mail to Constantinople had to be taken the overland route. In the previous year (22 Nov 1869) the GPO issued a notice that closed mail be dispatched "Via France, Vienna & Trieste every Tuesday; via France, Vienna, and Bucharest every Wednesday; via France, Vienna, and Belgrade every Friday." "Closed mails will continue to be made up ...every Thursday by transmission by French packet from Marseilles." A GPO notice reporting that the Danube route had reopened was published 1 April 1871.

## **Part 4:**

### **Routes to and from European Countries**

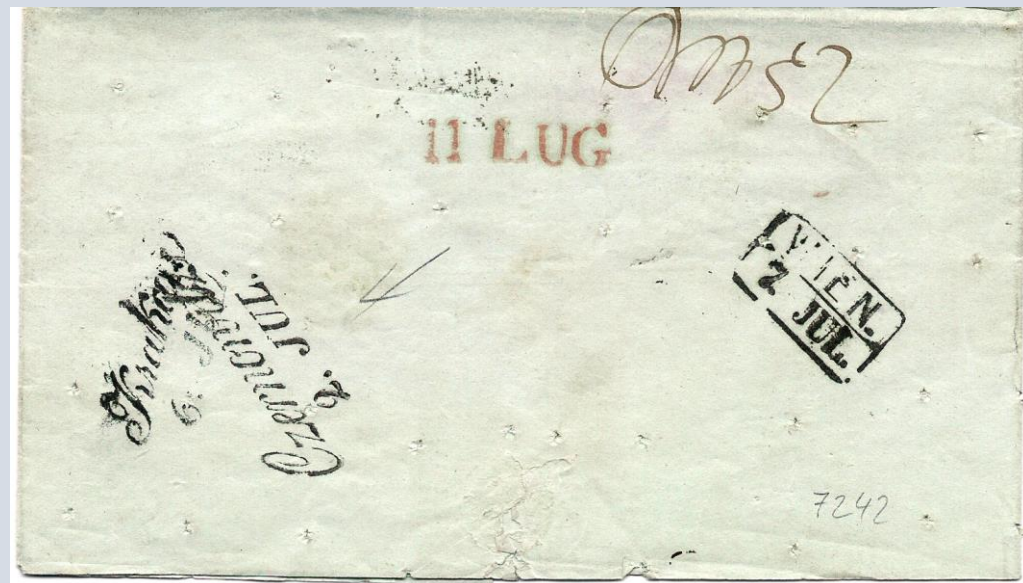


## Mail to Italy

1851 26 June Galatz to Genoa with transit marks of Czenovits 2/7, Krakau 6/7, Wien 7/7 and **11 LUG** arrival mark.

Disinfection is by small pin holes about 18-23mm apart in a regular square pattern.

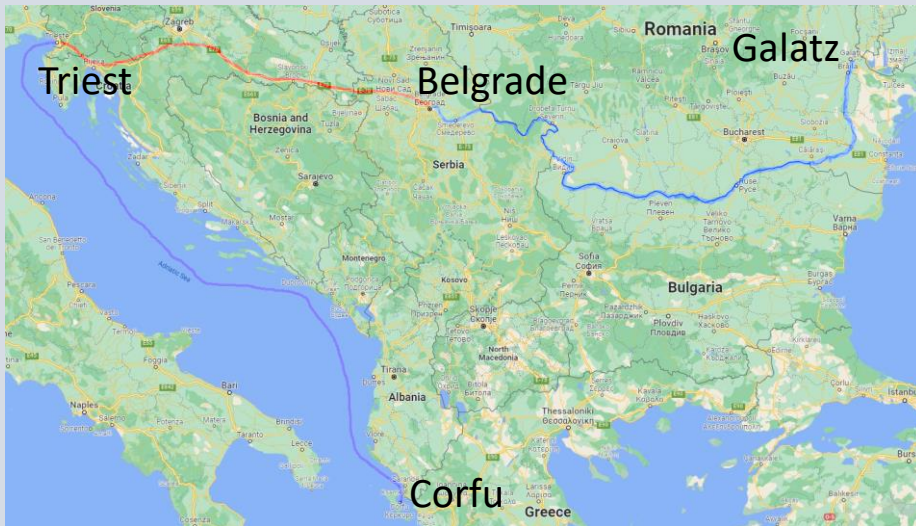
The signature on the reverse is similar to the "RH" followed by a two digit number that appeared on a batch of letters sent from Galatz to Genoa between 1838 and 1847. This item is outside that date range.



## Mail from Corfu

1st October 1856 letter from Corfu to Galatz via Trieste, possibly on the Danube river.

Rate: faint 3d (Ionian charge - Tariff 21.5.1845 9 Kr. of German/Austrian union) with black pencil and 61/4 both struck out with a diagonal red pencil line. On top of them with ink: 9Kr. Corfu - Trieste, Lloyd charge plus 9 Kr Trieste - Austrian border plus 9Kr Austrian border – Galatz. The W9 with red pencil probably denotes "weiter franco 9 Kr", for charges due to the Austrian PO.



Corfu 1 OTT



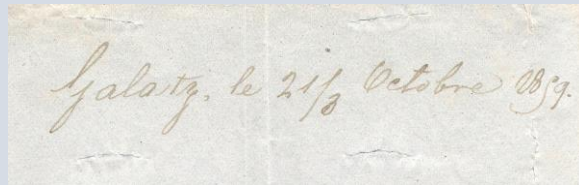
GALLATZ  
11. OCT

TRIEST 4/10 Früh

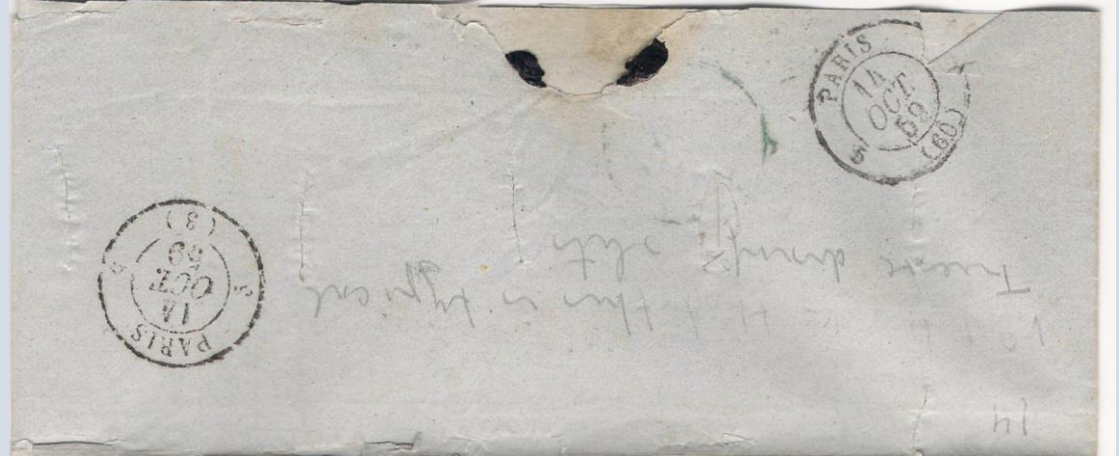


## Mail to France

1859 21st August Letter from Galatz with a very weak single circle GALATZ. There were no other postmarks until it arrived in Paris. It is not clear where the disinfection slits were applied.



Letter headed "Galatz 21/8  
October 1859"



## Registered letter with Rastel marks

1851 5 July Registered letter from  
Bukarest to Pesh

Date stamped with **BUKAREST / 5.  
JUL** and hand struck **RECOMANDIRT**  
registration mark.

The cost was 12kr postage and  
9kr registration = 21kr

The letter has a transit mark of  
**HERMANNSTADT 8/7** and has rastel  
marks showing disinfection at  
Rothenthurn. It arrived in Pesh 10  
July.





## Malta to Jassy via Constantinople, Paris, and Krakau

This letter was written in Malta on 5 April 1852, there is a partial weak double ring MALTA postmark near the top right corner. It was addressed to "Jassy Via Constantinople". It arrived at the French Post Office in Constantinople on 13 April. The "Via Constantinople" was crossed out and endorsed "pr Autriche" (via Austria). The letter was returned to Paris where it was cancelled on 11 May and then via Krakau (Poland) on 15 May. It finally arrived at its destination, Jassy, on 23 May 1852, 48 days after posting.



## Galatz to London via Malta and Paris

Letter written from Galatz on 24 November 1842. It bears no Gallatz marking this suggests that it was carried privately to Malta. Here the PURIFIE DI LAZARET/MALTE was applied and it also shows two disinfection slits. On the reverse is a PARIS mark of 5 January 1843 and London arrival marks 6 January 1843.

Written by the geologist (Sir) Warrington W Smyth, addressed to his father Captain (later Admiral). W H Smyth was the founder of the Royal Geographical Society. The letter relates a journey down the Danube on a trip to Constantinople. The heavy snows had prevented him from reaching the mountains to study the geology





Thank you for attending this presentation

**Any Questions**