



The Finnish Philatelist

Vol. 13, No. 3 • August 2008 • Whole Number 48
ISSN 1536-8807



A newsletter published quarterly by the Finnish Study Group of the Scandinavian Collectors Club

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The Finnish Philatelist is published quarterly by the Finnish Study Group (FSG) of the Scandinavian Collectors Club (SCC).

The newsletter is available on the SCC website (scc-online.org) free of charge to all members of the SCC and the general philatelic community. For a printed annual subscription a \$10 (USA & Canadian readers) and \$15 (International readers) contribution to cover printing/ mailing costs is appreciated.

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Editor's Message: The Spoilers

As Juhani Olamo has pointed out in the preface to his comprehensive *Finland Reference Manual of Forgeries*, (Helsinki, 1998) that there are numerous forgeries of Finnish stamps, many more than collectors and dealers would like you to believe. The eBay Internet department store provides a worldwide market place for these bogus items. In fact, the prevalence of forgeries on eBay is such a concern that many philatelic society journals devote a regular column exposing total stamp forgeries, repairs, reperforations (especially of stamps represented as 'compound perforated,') regumming of expensive classic stamps, cancellation forgeries, alterations to covers, made-up covers, altered postal entires and so forth.

The item pictured in Figure 1 was recently offered on eBay by a well-known seller of Finnish material. It was described as "Finland 1875 32 P Red, Copenhagen Printing??" Apparently, the seller himself had some misgivings about the bona fides of the item and buyers agreed. There were four bids, the high bid was \$12.51, far short of the \$100-\$300 usually paid for a fine to superb genuine used copy. Inasmuch as there is a market for forgeries, it is unfortunate the seller could not bring himself to offer the item for what it is, a poorly executed Senate printing forgery.

The Copenhagen stamps always have sharp perforations and are comb perforated 14 x 13.5. Ed Fraser notes that there are 13 horizontal holes and 15 vertical holes between the corner holes unless the comb missteps and cuts a stamp too short. In the stamp illustrated in Figure 1, the comb has too few holes both horizontally and vertically and the reperforing is on a Senate, not a Copenhagen printing.

The *Finland Reference Manual of Forgeries* illustrates hundreds of forgeries and altered items. For purposes of comparison, a clear picture of a genuine stamp is usually shown together with the forgery. Serious collectors are urged to acquire the three-volume set of this essential reference manual.

Continued on Page 16



Figure 1. This item was offered on eBay as a Copenhagen 32p ?? It sold for \$12.51. This illustration was taken from eBay and the color is not correct.



Figure 2. A very average but genuine Norma 13 Copenhagen stamp.



Figure 3. The inexpensive Norma 18SA, perfed 11 x 11, is the base stamp for the Copenhagen forgeries.

Fun with Finnish First Day Covers – 22 The 1941 Mannerheim and Ryti Issues

By Alan Warren

On December 31, 1941 Finland released two sets of six stamps each to honor Field-Marshal Mannerheim (Norma 267-272) and President Ryti (Norma 261-266). Mannerheim was previously honored with a stamp in 1937 (see “Fun with Finnish First Day Covers – 6” in *TFP* vol. 9 no. 3, August 2004.)

Carl Gustaf Emil Mannerheim was born June 4, 1867 and sought a military career in his early years. However, he was expelled from cadet school and the Finnish Cadet Corps due to his rebellious nature.



Figure 1, above. Figure 2, below.



Figures 3a, 3b and 3c. The three additional Helsinki circular date stamps used to cancel the Mannerheim FDCs on December 31, 1941.

Denied opportunities in Finland he studied in Russia and graduated from cavalry school.

Following service in the Imperial Cavalier Guard and then the Russo-Japanese War, he eventually achieved the rank of Lieutenant General. However, Mannerheim fell out of favor in Russia during the Revolution and returned to Finland where he withdrew from public life for some years. In 1933 he was appointed Field-Marshal and in 1936 was named commander-in-chief of the armed forces of Finland.

Mannerheim served as president of Finland 1944-1946. He died January 27, 1951. Figure 1 shows an FDC of the Mannerheim issue cancelled at Lohja and sent to Sweden. Figure 2 is another FDC to Sweden bearing a large diameter Helsinki hand cancellation. There are three more Helsinki cancels used on FDCs of this issue as shown in Figure 3. Since most first day covers of these two issues use the entire set of stamps, the rates are grossly overpaid, even when including registered and air mail services.

Risto Ryti was born February 3, 1889. He studied law and became a member of Parliament. From 1919 to 1924 he was Finance Minister and then served on the City Council of Helsinki 1924-1927. Ryti was



Figure 4.



Figure 5.

general director of Finland's Bank from 1923 to 1939. He then served as Prime Minister 1939-1940 and was President of Finland 1940-1944. Due to his alliance with Germany he was convicted in 1945 of being a war criminal and was imprisoned until 1949 when he was released due to poor health. Ryti died October 25, 1956.

First day treatment was afforded the President Ryti issue similar to that for the Mannerheim stamps. Figure 4 is a cacheted cover from Lohja and Figure 5, cancelled at Helsinki, bears a generic boxed 4-language cachet.

The author has large business FDCs of these two sets that were sent to Germany. These covers bear an interesting variety of censor markings and labels. They were sent via air mail and registered. On the front of the covers, both have the circular violet handstamped Finnish censor marking and two labels that were applied in Germany.

The green label (Figure 6) reads "Der Zollstelle vorzuführen" indicating the letter must go to the Customs Department. On top of this label is a pink one that indicates the letter is duty free and cleared by the customs office in Berlin. Figure 7 is the reverse of the cover showing it was opened and resealed with censor tape in Berlin and tied with the typical red handstamp. A dark green label was also applied to show that the letter was resealed after presentation to the customs office.



Figure 7, Above, reverse side of cover shown below, cropped.
Figure 6, Below.



The 4th Assignment Of The Numbers To The Stations On The Helsinki – St. Petersburg Railway Line

by Norman C. Franklin

It is now well known that the stations on the railway line from Helsinki to St. Petersburg (Pietari) were assigned numbers by the Finnish Railway Administration and the *Brockhaus Encyclopaedia* of 1876¹ listed the original 35 stations as with numbers 1 to 35. The three new stations, opened before 1 November 1875, (Kouvola, Jokela, and Malm), were given the numbers 21, 33 and 37 by the Railway Administration. Although this author had used the “Brockhaus” list in the late 1970s it was not included in the article on Finnish TPO cancellations published in the *Festschrift der Briefmarkensammleverein e.v. Leverkusen* “Finnische Bahnpoststempel 1872 – 1917” in 1982 in German². (This article was recently referred to by Martti Lepola in *Filatelisti* 5/2007)³. Even when a condensed version of this German article was published Sept 1983 in *Scandinavian Contact*⁴ there was only a short mention of the numbers assigned to the main stations in the 1st, 2nd and 3rd assignments and no full list of each station number.

It was not until 1987 when Hellman and Itkonen⁵ published a complete list of the 1st, 2nd and 3rd numbering of the stations on the Helsinki – St. Petersburg line that more collectors became aware of this numbering. (This listing was also included as Appendix II in a book by Hellman and Saarinen on *The Railway Parcel Stamps of Finland* in 1993 but without any changes from the 1987 version)⁶. Itkonen himself, in his own collection of Finnish TPO strikes, had included a list of the numbers assigned to the stations on the Helsinki – St. Petersburg line in 1893 but did not include Oserki with the number 4. Instead Walkeasaari retained its N° 7 and Kuokalla was given N° 8, with Terijoki being N° 9. This collection was later purchased by the Finnish Postal Museum and can now, by request, be viewed in the archives there⁷.

This publication by Hellmann and Itkonen in 1987 prompted this author to publish in German in *Philatelistische Nachrichten der Forschungsgemeinschaft Nordische Staaten* the list of the numbers assigned to the stations on the Helsinki – St. Petersburg railway line between March 1889 and November 1993⁸, (the so-called 4th Assignment). This list assigned the numbers 1 to 45 to those stations thought to be open for passenger traffic at that time. Some assumptions were however made, (e.g. the assignment of number “4” to Oserki), because some of the critical postal items to support this assignment had not yet been discovered. The list was published in English in an article by this author on “Collecting Finnish Railway Post Office Cancellations” in *The Finnish Philatelist* in May 2003⁹.

Renewed interest in this theme of the station numbers both within and outside Finland has now prompted this author to take a new look at these published assignments to see if there is new evidence to either support the 4th Assignment published in 1989 and 2003 or to revise this in the light of new knowledge. Much of this research has been carried out in the library of the Finnish

Railways in Helsinki, and considerable help was given by Mr Markku Parkonen, Manager of the Library and Documentation service of the VR Group in locating the original literature.

The starting point for this research was to determine when the stations on the railway line from Helsinki to St. Petersburg had been opened. Such a table had been compiled by Kari Ojanperä some years ago¹⁰, but unfortunately these tables had not been updated with more recent knowledge and so each date there had to be crossed checked against the original literature.

If we return to the earlier publications it can be found that in 1984 an article was published in *Scandinavian Contact*¹¹ on “The railway line from St. Petersburg to the Finnish border”. This article mentioned that Oserki had been given the N° 4 in the reassignment of the station numbers in 1888, (this reassignment is now known to have occurred in March 1889 – see latter discussion). In the same journal at the same time the well known English specialist on Finnish stamps, Ronald Knighton came to the same conclusion that it was Oserki station which was given the new number 4¹².

Both articles however only listed the numbers assigned to the stations as far as Terijoki, which, in the period from 1870 to 1889, was the first station after the Finnish-Russian border. Neither author however gave any reason for this assignment. Hellmann illustrated the Oserki single line cancellation in his hand book on “The Railway Parcel Stamps of Finland”¹⁶ but this item was from 1906, and thus too late to be used as evidence that Oserki was one of the stations to be given a new number in

Cirkulär.

Emedan Oserki nyinrättade station i medlet af innevarande Juni månad kommer att upplåtas för passageraretrafik varder härigenom till kännedom meddeladt, att biljetter säljas och bagage debitoras efter samma pris, som i sådant anseende är fastställt till eller ifrån Schuvalovo station äfvensom att telegrafappropet för Oserki station bestämts till OS. Helsingfors, Å Jernvägsstyrelsen den 4 Juni 1878.

G. Strömberg.

J. W. Stjernschantz.

L. S.
G. Cajanus.

Nº 3.129.

Till samliga tjänstemän och betjente vid stajernvägarne.

Figure 1. Announcement by the Railway Administration of the opening of the Oserki station in June 1878.

1889. It is however now known that Oserki station was opened for passenger traffic “in the middle of June of this year” (i.e. 1878) (See Figure 1¹³) albeit initially only for summer traffic, but by 1880 there was considerable traffic from Oserki station and according to the Annual Report of the Railway Administration in 1880¹⁴ Oserki was the station producing the tenth highest income for the Finnish Railways, (and almost 50% more income than that produced at Riihimäki). It is therefore surprising that Oserki was not given a station number in 1881 when the 3rd Renumbering was introduced, but this was not the case.

At the same time one cannot ignore the fact that a station had been opened at Tipuna, some 5 Kms after Levaschova in Russia, sometime in 1879 because the “Graphic table of normal trains between St. Petersburg and Helsinki”¹⁵ lists this station. However no passenger trains are stopping there, and even as late as 1889 no income is being received from the sale of train tickets there, (whilst Oserki had generated Fmk 32,569 in income in that year¹⁶). Thus Tipuna can be rejected as a potential station to receive a number in 1889. The station was in fact purely a goods station and not even local trains from St. Petersburg to Walkeasaari are shown stopping there in the summer of 1889¹⁷. There was, however, a goods train (N° 355) which ran between Tipuna and St. Petersburg at this time.

Although Tipuna can be eliminated, this is not the case with Oserki. If Oserki had been given the N° 4 in March 1889 then all stations after Oserki would move up one number, in particular Walkeasaari would be assigned the N° 8 instead of N° 7 which had previously been used. This is in fact the case. This author has Russian postal cards from Walkeasaari in January and mid March 1889 with the station number 7, and other Russian postal cards from June and July 1889 with the station number 8. One of these later cards is shown in Figure 2. Most of these cards come from correspondence between Maria Ehrstrom and either members of the Baeckman family in Terijoki or Wiborg or her uncle and aunt (Gräfvinnan E von Etter) in Nyby, and from this correspondence it is now known that Maria Ehrstrom herself lived in Walkeasaari. Thus there is clear evidence that N° 8 was assigned to Walkeasaari from late March 1889 onwards.

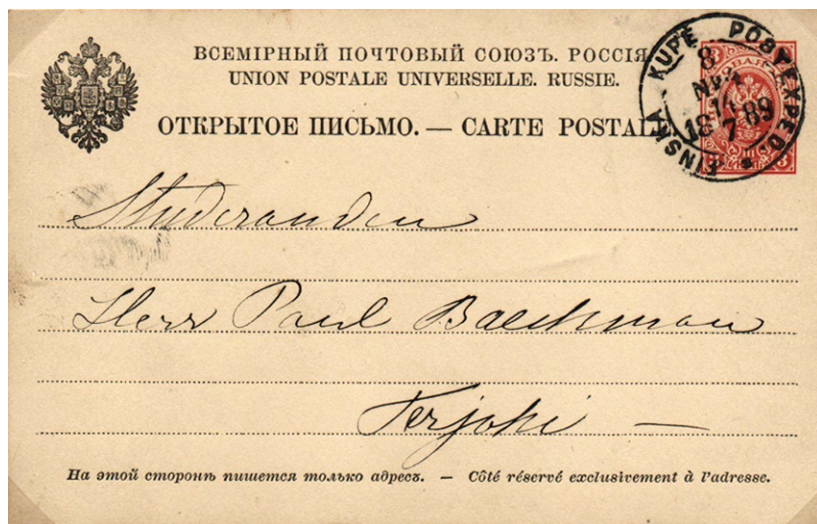


Figure 2. Russian postcard from Walkeasaari, station 8, to Terijoki date stamped July 14, 1889.

Cirkulär.

Sedan anmält blifvit att **Kuokkala afstigningsplattform** emellan Walkeasaari och Terijoki stationer på ett afstånd af 8 kilometer från Walkeasaari och 10 kilometer från Terijoki inom kort är färdig uppförd, har Jernvägstyrelsen denna dag förordnat, att denna plattform skall den 1 i instundande juli öppnas för passagerarstrafik, dock sålunda att paketter, gods och bagage fortfarande skola tillbehandlas å Terijoki station, hvarjehande Jernvägstyrelsen beträffande denna trafik förordnat:

att resande, som under innevarande sommar ankomma från Ryssland och afstiga vid Kuokkala plattform, icke äro berättigade att dervid medtaga sina reseffekter eller bagage, utan skall bagaget medfölja passagerarettaget till Terijoki jernvägstation, der detsamma efter verkställd undersökning och tillbehandling bör utlemmas till egarene eller deras ombud; men om reseffekterna blifvit vid tull expeditionen i St Petersburg, enligt 3 mom. i kungörelsen den 18 juni 1886 undersökta och förtollade samt sådant finnes å effekterna utmärkt, må dessa liksom tullfritt, vid bemälda expedition tillbehandlas, gods redan vid afstigningen å Kuokkala af den resande medtagas. Det alla, som vederbör, till kännedom och iakttagande härigenom meddelas. Helsingfors, af Jernvägstyrelsen, den 29 juni 1889.

G. Strömberg.

Ernst Hedman.

L. S.
Alor. Landpost.

N^o 30
2,372.

Helsingfors J. C. Frenckell & Son. 1889.

Figure 3. Announcement by the Postal Administration of the opening of the Kuokalla platform in June 1889.

Absolute confirmation of N° 4 being assigned to Oserki would be postal items with cancellation dates between late March 1889 and December 1892. These have however not yet been seen. This is not too surprising because the Helsinki mail train did not stop at Oserki station. Also one needs to remember that passengers at Oserki purchased tickets to stations in Russia¹⁶, only 19 tickets having been purchased in 1889 for Wiborg, and there were no sales to stations beyond Wiborg. Thus it is clear that there was little contact between the Russians using Oserki Station and Finland and if any postal items exist with the Oserki N° 4 they will be most likely be to places in Russia. Thus, although it is now clear that Oserki was one of the stations which received a number in late March 1889 it is highly unlikely that one will find mail items posted there with the station N° 4 in the cancellation.

In spite of the evidence that Oserki had received the assignment N° 4, resulting in Walkeasaari becoming N° 8 it still must be checked whether Kuokalla platform (the first potential stop after the Finnish border) received a number at the same time, as suggested by Tielinen in his collection⁷. The answer is no, Kuokalla never received a number at all. Firstly because Kuokalla station was not open in March 1889 and the announcement that the Kuokalla “Platform” would be opened to passenger traffic was not made by the Railway Administration till 20th June 1889¹⁸, after the 4th Numbering had been introduced (See Figure 3).

Secondly, if Kuokalla had received a number in 1889 (and a number had also been assigned to Oserki) then Walkeasaari would still be using the N° 8, but Terijoki (and all stations



Figure 4. Finnish postal card from Terijoki, now station 9, to Walkeasaari date stamped August 22, 1889.



Figure 5. Finnish postal card from Uttis with station number 25, date stamped April 17, 1889, to Helsingfors.

to Wiborg would have been given two higher numbers (i.e. 10 to 18), which is not the case. If Oserki had not been given a number, then Walkeasaari would still be using N° 7 (and not N° 8 which is the case). Thus although the stations after Kuokalla (i.e. Terijoki to Wiborg) had received the numbers 9 to 17, this fact alone is insufficient to prove that it was Kuokalla which had received the N° 8. There are some 10 or even 15 examples which confirm that the stations after Kuokalla were given only a one higher number, i.e. from Terijoki to Wiborg the numbers are 9 to 17, examples being Terijoki with a clear N° 9 after late March 1889 (see Figure 4)¹⁹, Perkjärvi with a clear N° 13 from May 1889¹⁹ and this author has several postal cards with the N° 17 from Wiborg between April and December 1889. Thus one needs to look solely at the Walkeasaari strike with the N° 8 to realise the new station to be given a number was located in Russia and not in Finland. It is

therefore now clear that from late March 1889 on that part of the railway line between St. Petersburg and Pulsa only Oserki received a new station number resulting in all the stations from Schuvalova to Pulsa moving up one in number, i.e. from 4 to 20 to become 5 to 21.

The next station to receive a new number was Luumäki which received the number 22. Luumäki “whistle stop” had been opened in October 1885²⁰ and the mail train was stopping there at least from May 1886²¹. If, however, mail had been handed in at Luumäki between October 1885 and April 1889 (when the number 22 was assigned) this could not have been cancelled with a “Station number”. This author has however not yet studied postal items in this period from October 1885 to March 1889 to see if any of these originated in Luumäki.

With the assignment of N° 22 to Luumäki all stations beyond that would move up two numbers, for example Davidstad becoming 23, Kaipais 24 and Uttis 25. An example of the Uttis numbering is shown in Figure 5.

This increase in two numbers continues to Nyby, which thus was assigned number 29, (there being several cards from Nyby to Walkeasaari with the N° 29). There was however a new station after Nyby, this being Willähtis station. The Railway Administration had already announced on 1st September 1888 that this station would be opened on 16th September 1888²² (see Figure 6) and in the winter timetable starting on 1st October 1888²³ the Helsingfors – St. Petersburg mail train is already stopping there.

Willhäts thus received the number 30 and the following stations moved up by three numbers, e.g. Lahtis became 31, Ois 35, Riihimäki 37 and Hyvinge 38. For some unknown reason these station numbers 30 to 38 appear to be less common, and this author

Cirkulär.

Uppå gjord framställning har Jernvägsstyrelsen funnit godt förordna, att *Willähtis* nya station, belägen emellan Lahtis och Nyby stationer, skall för allmän trafik upplåtas den 16 i denna månad; och meddelas tillika, att afståndet till Lahtis är 10 kilometer och till Nyby likaledes 10 kilometer samt att stationens telegrafupprop blifver We. Helsingfors, af Jernvägsstyrelsen, den 1 September 1888.

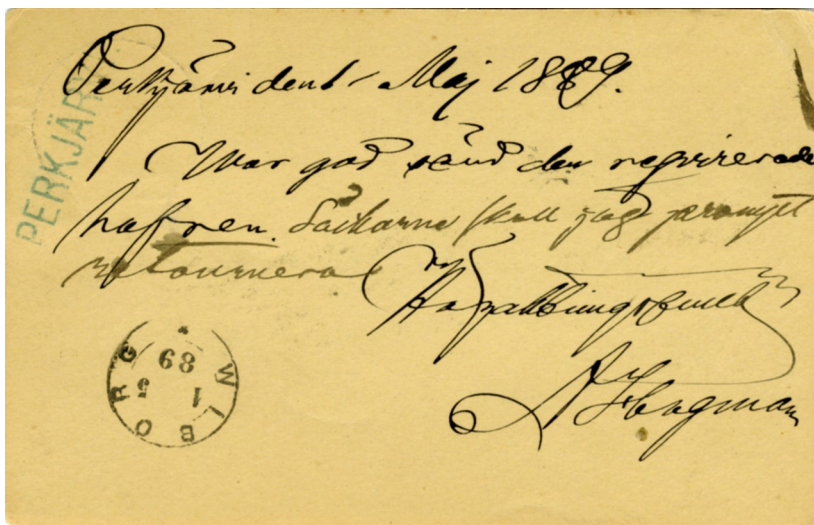
G. Strömberg.

Ernst Hedman.

Figure 6. Announcement by the Railway Administration of the opening of the Willähtis station on September 16, 1888.



Figure 7. Finnish postal card from Ois to Kymmene with Station number 35 date stamped 17th June 1889¹⁹



Figures 8, top and 9, bottom. This card was sent from Perkjävi, station 13 in the 4th Station Assignment, cancelled May 1, 1889, to Wiborg. The reverse side, Figure 9, shows a Perkjävi dateline, the station master's straight line PERKJÄVI mark and a Wiborg arrival mark. Perkjävi was station 12 in the 3rd Assignment of station numbers.

has seen no numbers between 36 and 44, An example of these rarer numbers is shown in Figure 7, with the number 35 from Ois station¹⁹.

With just these three new stations (Oserki, Luumäki, and Willahtis) Helsingfors would only have been given the new number 44 and not 45 so this means that there must be one other new station which was given a number in 1889. Unfortunately no announcement by the Railway Administration of the opening of a new station between Ois and Helsingfors has yet been found so there is some uncertainty as to the missing station. There have been suggestions that this last station was Fredricksberg, which was mentioned in the Annual Report of the Railway Administration for 1882²⁴, although no income had been generated there, nor was the mail train shown to stop at this "haltpunkt" (whistle stop) in 1882. By the summer of 1885, however, local trains were stopping at Fredricksberg, but they were also stopping at Djurgården, Äggelby and Boxbacka, while further up the line new stations had been opened at Räckhåls and Savio so why should Fredricksberg be given a number but not these other new stations? It thus seems rather unlikely that Fredricksberg is the "missing" station.

Fortunately enough the railway timetables of 1889 provide the answer. Although in the summer timetable of 1889¹⁷ the St. Petersburg – Helsingfors mail train is only seen to be stopping at 42 stations including Luumäki, and Willahtis (but not Oserki). In the winter timetable of October 1889²⁵ the mail train is now seen to stop in Korso (but not Fredricksberg). It therefore seems highly likely that the last station to be given a number was Korso, (even if that station had not been opened in May 1889).

The final question is when did this renumbering take place and how long was this 4th Assignment in use. Originally this author believed that this renumbering occurred when the railway summer timetable came into force on 16th May 1889 but this is not the case, the 4th numbering was introduced earlier. At present it seems likely that this occurred on 28th March 1889 because a postcard with the N^o 8 from Terijoki (the 3rd Numbering) dated 27th March 1889 is in this author's collection, and in Roger Quinby's collection there is a strike from Wiborg with a number 17 one day later, i.e. 28th March 1889¹⁹. Certainly by early April, Helsingfors was also using the new assignment for there is a postcard with the new N^o 45 from Helsingfors (the 4th Numbering) on 8th April 1889. Perhaps

Text continues on Page 11

Table 1 Allocation of Numbers to the Stations on the Route St.Petersburg – Helsingfors (Pietari –Helsinki)

Kms from St.Peters- burg	Station Name	Date of opening	Other names used	1st Numbering	2nd Numbering	3rd Numbering	4th Numbering
				1 Nov 1870 – 31 Oct. 1875	1 Nov 1875 – 30 Oct. 1880	1 Nov 1880 – 31 March 1889	1st April 1888 – December 1889*
0	St. Petersburg	Feb 1870	Pietari	1	1	1	1
5	Lanskaja	Feb 1870		2	2	2	2
8	Udelnaja	Feb 1870		3	3	3	3
10	Oserki	June 1878		Station not open	Station not open	No number assigned	4
11	Schvalova	Feb 1870	Schuvalowo	4	4	4	5
16	Pargala	Feb 1870		5	5	5	6
19	Levaschovo	Feb 1870		6	6	6	7
24	Tipuna	1879		Station not open	Station not open	No number assigned	No number assigned
32	Walkeasaari	Feb 1870		7	7	7	8
33	(Finnish border)		Rajajoki	No number assigned	No number assigned	No number assigned	No number assigned
40	Kuokalla	July 1889		Station not open	Station not open	Station not open	Station not open
50	Terijoki	Feb 1870		8	8	8	9
59	Raivola	Feb 1870		9	9	9	10
65	Mustämäki	Jan 1878		Station not open	Station not open	10	11
74	Nykyrka	Feb 1870	Uusikirkko	10	10	11	12
88	Perkjärvi	Feb 1870		11	11	12	13
100	Galizino	Feb 1870		12	12	13	14
107	Kämärä	Jan 1881		Station not open	Station not open	14	15
119	Säiniö	Feb 1870		13	13	15	16
129	Wiborg	Feb 1870	Viipuri	14	14	16	17
141	Hovinmaa	Nov 1881		Station not open	Station not open	17	18
147	Nurmis	Nov 1870		15	15	18	19
169	Simola	Nov 1870		16	16	19	20
179	Pulsa	Nov 1870		17	17	20	21
191	Luumäki	Sept 1885		Station not open	Station not open	Station not open	22
203	Davidstad	Nov 1870	Taavetti	18	18	21	23
227	Kaipiais	Nov 1870	Kaipainen	19	19	22	24
237	Uttis	Nov 1870		20	20	23	25
250	Kouvola	Oct 1875		Station not open	21	24	26
256	Kymmene	Nov 1870		21	22	25	27
272	Kausala	Nov 1870		22	23	26	28
291	Nyby	Nov 1870	Uusikylä	23	24	27	29
301	Willähtis	Sept 1888	Villande	Station not open	Station not open	Station not open	30

Kms from St.Petersburg	Station Name	Date of opening	Other names used	1st Numbering	2nd Numbering	3rd Numbering	4th Numbering
				1 Nov 1870 – 31 Oct. 1875	1 Nov 1875 – 30 Oct. 1880	1 Nov 1880 – 31 March 1889	1st April 1888 – December 1889*
311	Lahtis	Nov 1869	Lahti	24	25	28	31
326	Herrala	Nov 1869		25	26	29	32
338	Järvela	Nov 1869		26	27	30	33
344	Lappila	Nov 1869		27	28	31	34
355	Ois	Nov 1869	Oitti	28	29	32	35
362	Hikie	Nov 1869	Hikiä	29	30	33	36
370	Riihimäki	Mar 1862		30	31	34	37
382	Hyvinge	Mar 1862	Hyvinkää	31	32	35	38
393	Jokela	Aug 1875		Station not open	33	36	39
404	Träskändä	Nov 1869	Järvenpää	32	34	37	40
412	Kervo	Mar 1862		33	35	38	41
418	Korso	Sept (?) 1889		Station not open	Station not open	Station not open	42
425	Dickursby	Mar 1862	Tikkurila	34	36	39	43
430	Malm	Nov 1874	Malmi	Station not open	37	40	44
438	Fredricksburg	June (?) 1877	Parsila	Station not open	No number assigned	No number assigned	No number assigned
441	Helsingfors	Mar 1862	Helsinki	35	38	41	45

* Except for N° 45 Helsingfors

Figure 10, right. This card is from Wiborg, 28 March 89 with the new Fourth Assignment station number embedded prominently at the head of the circular date stamp above the date and month. This is the second day of use for the new station numbers. One earlier card has been reported from Walkeasaari, 27 March 89 showing the new station number 8.

See the masthead on page 1 showing the TPO cds with station 17 on a card datelined Wiborg, 21.XI.89, addressed to St. Petersburg.

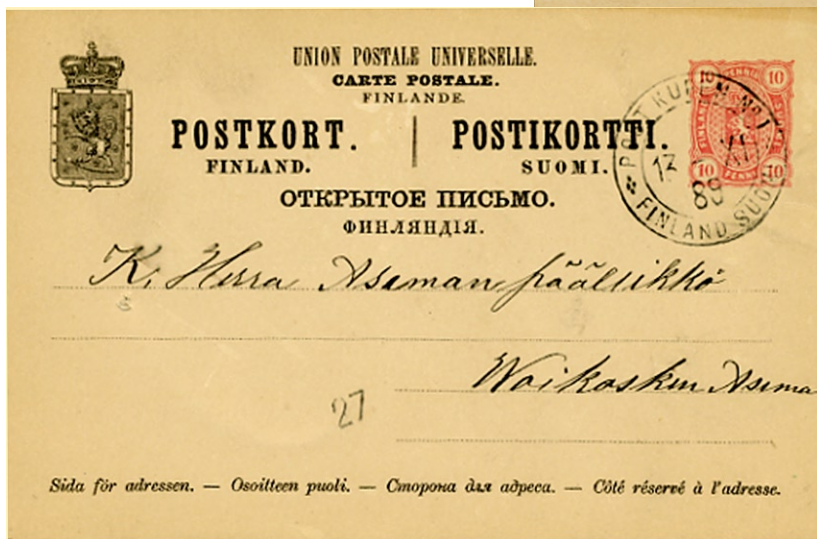


Figure 11, left. This is a very late Fourth Assignment use as the directional odd/even RTPO numbering system was already in place from October. Datelined Kymi, which is the Finnish alternative name for Kymmene, 13 November 89. The station number was applied separately here.

Table 2 List of the mail with numbers from the 4th Assignment and known to this author

Kms from St.Peters -burg	Station Name	Date of opening	4th Assignment	Type of cancellation with mail coach number and date of cancellation					
			1st April 1888 – December 1892 ¹	PV Number ²	Date of cancellation	PV Number	Date of cancellation	PV Number	Date of cancellation
0	St. Petersburg	Feb 1870	1	PV 07.03	31-03-1889 ³	PV 07.01	30-04-1889	PV 07.01	9-07-1889 ⁴
32	Walkeasaari	Feb 1870	8	PV 07. 01	4-05-1889	PV 07.02	21-06-1889	PV 05.04	14-07-1889
33	(Finnish border)	No number assigned							
40	Kuokalla	July 1889	Station not open						
50	Terijoki	Feb 1870	9	PV 05.04	9-04-1889	PV 05.04	7-08-1889 ⁵	PV 05.04	12-08-1889
				PV 05.04	19-08-1889	PV 05.04	22-08-1889		
88	Perkjärvi	Feb 1870	13	PV 07.02	19-04-1889	PV 07.02	1-05-1889 ⁵		
107	Kämärä	Jan 1881	15	PV 06.13	29-09-1889				
119	Säiniö	Feb 1870	16	PV 06.13	19-07-1889 ³				
129	Wiborg	Feb 1870	17	PV 07. 02	28-03-1889	PV 07.02	19-04-1889	PV 065.04	25-04-1889
				PV 07.01	8-08-1889	PV 05.04	15-08-1889	PV 07.01	29-09-1889
				PV 08.02	23-10-1889	PV 07.01	21-11-1889	PV 07.01	3-12-1889
141	Hovinmaa	Nov 1881	18	PV 07.02	21-05-1889 ³	PV 06.12	20-07-1889		
169	Simola	Nov 1870	20	PV 05.04	3-05-1889	PV 07.02	18-09-1889		
203	Davidstad	Nov 1870	23	PV 07.02	21-05-1889	PV 06.12 ?	18-07-1889		
227	Kaipiais	Nov 1870	24	PV 07.02	20-07-1889				
237	Uttis	Nov 1870	25	PV 05.04	12-04-1889	PV 07.01	17-04-1889	PV 07.01	27-05-1889
250	Kouvola	Oct 1875	26	PV 07.01	3-05-1889 ³				
256	Kymmene	Nov 1870	27	PV 05.04	20-06-1889	PV 07.01	29-06-1889	PV 05.04	26-08-1889
				PV 07.01	13-11-1889				
272	Kausala	Nov 1870	28	PV 08.02	30-08-1889	PV 08.02	19-09-1889		
291	Nyby	Nov 1870	29	PV 05.04	10-05-1889	PV 07.01	31-05-1889	PV 07.03	5-06-1889 ⁶
				PV 07.03	6-06-1889	PV 07.03	19-08-1889		
301	Willähtis	Sept 1888	30	PV 07.02	1-06-1889				
311	Lahtis	Nov 1869	31	PV 07.01	15-05-1889	PV 07.01	25-06-1889		
338	Järvelä	Nov 1869	33	PV 06.xx	14-05-1889				
355	Ois	Nov 1869	35	PV 07.02	17-06-1889 ⁴				
441	Helsingfors	Mar 1862	45	PV 05.04	8-04-1889	PV 07.01	17-04-1889	PV 07.01	7-08-1889
				PV 07.01	12-09-1891	PV 07.01	28-06-1892	PV 07.01	21-12-1892

To date, 21 new station numbers have been recorded from Walkeasaari to Helsingfors during the 4th Assignment of numbers to the stations on the Helsinki-St. Petersburg Line. Only St. Petersburg (1), Lanskaja (2), and Udelnaja (3) station numbers were unaffected by the 4th Assignment renumbering.

This abbreviated table does not show the stations from which there are no known postal items with station number marks applied separately or embedded in the circular date stamp. The list of these stations is shown below.

No reported 4th Assignment items are reported from the following stations: Lanskaja (2), Udelnaja (3), Oserki (4), Schvalova (5), Pargala (6), Levaschovo, (7), Raivola (10), Mustamäki (11), Nykyrka (12), Galizino (14), Nurmis (19), Pulsa (21), Luumäki (22), Herrala (32), Lappila (34), Hikie (36), Riihimäki, (37), Hyvinge (38), Jokela (39), Träskandä, (40), Kervo (41), Korso (42), Dickursby (43) and Malm (44).

¹ Except for Station Number 45 (Helsingfors)

² The PV numbers are those illustrated in M. Lepola, *Filatelisti*, 5/2007 pp 13 & 14 (2007), with the Mail Coach number added, (for example: PV 07.01 is PV cancellation Type 7 from Mail Coach No 1)

³ This N° may be from the 3rd Assignment

⁴ Based on the place where the mail originated, this station number used is incorrect

⁵ Collection of Roger Quinby; USA

⁶ Date of use may be wrong

Continued from page 7

other collectors have items from March 1889 which will help to confirm the date of the change as being 28th March 1889.

It has been thought that this 4th Numbering probably was in use till 1892, but this now seems unlikely. Only one cancellation with the N° 45 (Helsingfors station) has been seen with a date later than December 1889, (there is a N° 17 from Wiborg from 3rd December 1889). It therefore seems likely that when the new postal circular assigning the TPO routes a number, (e.g. Route 3 was Helsingfors to Åbo and Route 4 Åbo to Helsingfors) came into force, the use of the station

numbers rapidly decreased. The absolute last date of use known to this author is the above mention strike from Helsingfors station (N° 45) on 21st December 1892, but this is on a postal card arriving in Helsingfors so this may not be a true use of this TPO strike. All the assignments to the stations on the line St. Petersburg – Helsingfors are given in Table 1, and a list of the mail with numbers from the 4th Assignment and known to this author is given in Table 2.

Endnotes & Literature References

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- ¹³ Circular No 3,128 of the Railway Administration from 4th June 1878, signed by G Stromberg.
- ¹⁴ Jernvägasstyrelsens “Berättelse för År 1880”, (library of the Railway Administration in Helsinki).
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- ¹⁶ Jernvägasstyrelsens “Berättelse för År 1889”, (library of the Railway Administration in Helsinki)
- ¹⁷ Railway Timetable N° 38 of the Railway Administration from 16th May (4th May) 1888
- ¹⁸ Circular No 30 /2,372 of the Railway Administration from 20th June 1889, signed by G Stromberg
- ¹⁹ Postal item in the collection of Roger Quinby, in the USA.
- ²⁰ Circular No 33 /3,150 of the Railway Administration from 10th October 1885, signed by G Stromberg.
- ²¹ Railway Timetable N° 32 of the Railway Administration from 13th May (1st May) 1886.
- ²² Circular No 31 / 3113 of the Railway Administration from 1st September 1888, signed by G Stromberg.
- ²³ Railway Timetable N° 37 of the Railway Administration from 1st October (19th September) 1888.
- ²⁴ Jernvägasstyrelsens “Berättelse för År 1882”, (library of the Railway Administration in Helsinki).
- ²⁵ Railway Timetable N° 39 of the Railway Administration from 1st October (19th September) 1889.

Editor’s Note: Surely additional postal cards and covers from the Fourth Assignment exist. Should you have an item datestamped with a railway cancellation on the Helsinki-St. Petersburg from the end of March to December 1889, please send a digital copy (200 dpi JPEG) to the author, Norman Franklin at: norman-mareilies@t-online.de or the editor, Roger Quinby at: rpquinby@aol.com

20 Penni Compound Perforation Forgery of Type 1875

By Heikki Reinikainen, translated by Carita Parker and Heikki Reinikainen

From *Filatelisti*, 2/2003

A friend showed me the illustrated 20 penni stamp and asked for an opinion. It is a 20 penni blue BA compound perforated stamp cancelled Wiborg, 8.11.82. Such an item is not a great rarity but realizes about 30-40 in the stamp market.

Something in the stamp was wrong, however, although the perforations are exactly as in the genuine stamps. It was the printing appearance that did not please my eye. It is rather pale, dense and so similar to LBf, the second to the last of the Charta Sigillata emissions, that a closer check was necessary. And the truth became apparent. The stamp is, after all, from the LBf emission. What about the date? A close check confirmed that the original date has been '84. The year had been bleached chemically so strongly, that even the stamp paper turned a little brownish. Over the number 4 there was a drawn outline of something, which at a quick glance looks like a number 2. The forger reperfected the vertical sides and by manipulating the year figure increased the value of the item considerably.

This kind of a forgery is probably the most common of all type 1875 perforation forgeries. The reason may be that LBf is the largest emission and the lowest priced single stamps which are continuously available. The changes made by the forger show reasonably good philatelic knowledge, but not quite enough. In order to avoid such traps like this one a philatelist needs a good philatelic background. It can be obtained from *the Handbook III* (1993); definitely a worthwhile acquisition.



Genuine compound perforations in 20 penni LBf stamps are not possible because the machine which perforated at gauge 11 was withdrawn from use before LBf stamps were printed. The date in the cancellation has been altered from 1884 to 1882, when genuine compound perforations were still produced.

Beautifully Cancelled 5 Penni of Type 1875

By Heikki Reinikainen, From *Filatelisti*, 2/1995

The following presents a beautifully cancelled 5 penni LAa light reddish orange stamp. I purchased this stamp after seeing it pictured in a 1993 spring auction catalogue. This beautiful cancellation would be like a gem in any collection. The seller was a well established auction house in Finland.

When I checked my newest acquisition, I became very upset. The stamp had been altered and repaired. To start with, the third perforation on top left has been replaced. Note the broken outer figure circle clearly visible in the repaired point. On the right side the sixth perforation from below is short. Hence, the holes on both sides have been deepened to improve the general appearance. On the reverse side, paper has been added to cover thins in the same area, and in the middle, too. The second perforation below from the right is short and thin. Here, as well, paper has been added in the back and, on the front side, paper fibers have been scraped slightly down to make the perforation tip appear longer, more normal.

The repairs are poorly made and easy to find. The auctioneer did not notice them, nor did the owner. Well, to err is human, they say. Although the end result is poor, it is

of a bigger surprise to notice the extent of work and trouble accomplished with this rather inexpensive item, about FIM 130 (apr 22€).

There is good reason to examine all inexpensive items carefully as this low-priced repaired stamp so clearly demonstrates.



Figure 1. Reddish orange 23LAa.



Figure 2. The reverse side.

Type 1889 25 Penni Clichè Changes

By Heikki Reinikainen

Translated by Carita Parker and Heikki Reinikainen

Editor's Note: This article was originally published in the *Filatelisti* 2/2000. This article was partially rewritten by the author in October 2007 for publication in TFP.

As the last article in this series, introduced here are the 25 penni blue, a total of 16.5 million stamps. One of the peculiarities of the issue is the big lion on the coat of arms in some stamps nearly doubles in size. The feature appears in several values, but most clearly in the 25 penni, 7th printing, B-perforated dark ultramarine stamps, completed on March 13, 1895. The cancellations are generally from the 1896-97 period. However, it is not found in the dark ultramarine colour (earliest mark April 1895) but in the sub-colours of bluish ultramarine (big lion October 1895) and grayish-blue (March 1896), Figure 1.

How can it be that the stamp image varies so much in one and the same printing? It is suggested that such a variation could have happened with the clichè renewal, so let's examine that claim first.

The 25 penni printings 1-6 amount to a total of 8.5 million stamps, thus a clichè change must have been imminent. I have stated earlier that a 100 clichè printing form lasted 7-9 million specimens until the worn out clichés had to be replaced. The wearing means that the printing pressure flattens the clichè surface. The fine lines and the oval background imprint thicken; the image becomes dense and starts blocking the oval bottom. The general appearance turns out softer and indistinct until a clichè replacement is a must. Full 25 penni sheet comparisons made recently between emission 5 bright ultramarine, emission 7 bluish ultramarine (big lion), emission 9 blue and emissions 10-11 ultramarine indicate that most likely the emissions 1-6 were printed with the I-clichés made by Thiele and renewed with the emission 7 (Tilgmann). The final emissions 10, 11 and 12 were printed again with new clichés (Tilgmann). The changes are apparent in how certain clichè fault positions have changed places in the stamp sheets. The same fault is found in several field types and continues after form renewal, albeit now in other positions than before.

For example, the clichè fault "colour dot at the right side junction of the north-west tip and the number ring" is seen in the field types 5, 34, 50 and 74 of the emission 5. In the sheet of emission

7 they are in the positions 17, 19 and 69 and in the sheet from emission 9 the positions are the same.

This confirms, that the emissions 7, 8 and 9 were printed using the same printing form. Finally, in the emissions 10 and 11 the same fault is in the field types 12, 33, 46 and 73. Because the fault is found throughout all the checked emissions, it must stem from the original matrix group, from which the printing clichés and their replacements were made. Production method was copying the matrix plate of several clichés repeatedly, thus the faulty clichè had been multiplied accordingly. Other faults in the clichés confirm form renewals in the same manner as explained above. Notice still the printing quantity of only 4.5 million stamps of the emissions 7, 8 and 9. The reason for early clichè change is not known, but the emission 8 and 9 appearance seems tight and worn. Perhaps the clichés wore out faster than usual as is known to have happened before.

The clichè changes took place as follows:

25 Penni

I-clichés

Printing emissions are: 1 greenish blue, 2 ultramarine blue, 3 dull ultramarine blue, 4 bluish ultramarine, 5 clear ultramarine and 6 dark ultramarine (May 94), a total of 8.5 million stamps.

II-clichés

Printing emissions: 7 dark ultramarine (April 95), 8 dark greenish blue and 9 blue, a total of 4.5 million.

III-clichés

Printing emissions: 10 dark ultramarine blue, 11 pale ultramarine blue and 12 ultramarine blue, a total of 5.4 million.

What About The Big Lions?

How did they come about? In the printing clichés produced through a galvanic method the size of the lion seems to vary right from the start (Figure 4), hence some of the new clichés of the emission 7 may have had somewhat bigger lions than the others. But do they vary as much as we see in the Figure 2?

I have come to the conclusion that the main



Figure 1. The three colours of the printing emission 7: Dark ultramarine; bluish ultramarine (center) and grayish-blue (right). The size of the lion varies drastically in the same emission.



Figure 2. Side light brings out the roughness of the paper. Notice the unclear outlines of the lion. Very dry ink in the grayish blue stamp is obvious expanding the lion even more.

reason was the runny printing ink and its quantity, although the galvanic method gives room for lion variations (Figure 4).

Fluid and abundant inking spreads and reduces the lion at the start of the emission 7 (Figure 1). The bluish ink mixture seems dry, the spreading stops and bigger lions begin to form. As the ink colour changes to greyish blue it becomes still drier, manifesting in the indistinct turbid outlines of the lion. As a result the lion appears larger than before and now we meet the largest 25 penni lions (Figure 2). The other features increasing the effect are the rough paper (Figure 2), weak pressure during printing (deficient appearance in Figure 2), a harder cylinder cover and lesser amount of ink.

But, where they disappear, since the clichés of the emission 8 were not renewed. The cylinder cover was obviously changed to a softer one; the printing pressure and especially the ink quantity were increased. (Possibly the worst clichés were replaced, too.) The same appearance continues in the blue emission 9. These changes were enough to eliminate the big lion and to return to normal size, though clearly more attractive than in the emission 7.

The big lion is occasionally seen also in the other type 1889 values, the reasons being probably the same as in the aforementioned. Figure 4 shows a yellow 20 penni stamp that presents how much the lion size may vary in the emission 9 (completed October 6, 1894).

Among large stamp lots some big lions are encountered, although they seem to disappear swiftly, because in the 20 penni emission 10 (completed December 3, 1894) the big lions have not been found. The printing ink of the 20 penni emission 9 was fluid and obvious as a dark ink borders around the lion. In the big lion stamps said bordering seems to be absent, the



Figure 3. Two sub colours of the 5 penni first emission stamps, the dark bluish green (mark July 28. 90) and the yellowish green (mark Dec. 4. 90). The difference in the size of the lions is considerable. The reason may be 'an individual cliché variance', but the first and the foremost factor is the good fluidity of the yellowish green ink. The appearance of the dark bluish green stamp is sharp, even though the ink surfaces are ragged, because dry ink does not spread. The ink surface on the yellowish stamp is unbroken, here the ink spreads and covers well.



Figure 4, above left A big lion in 20 penni stamps from the emission 9, marked Helsinki -9.94. These are occasionally seen cancelled during the second half of 1894; although in all stamps of similar appearance the lion is not enlarged.



Figure 5, above right. This B-perforated dark ultramarine from emission 7 shows how the runny ink may spread shrinking the ink free areas of the image.

pressure is weak and ink quantity less (press readjusted). All of this confirms the viewpoint that the changes in the printing techniques played an important role in the appearance of the big lion stamps.

All this, as presented above, is the conclusion reached after comparing the cliché changes of the existing 25 penni full sheets and the appearance of the big lions. It also confirms the previously introduced estimation of the durability of the copper clichés.

I hope that this article provides both a help and satisfaction to the collectors of the 1889 stamps. All changes, addendums and corrections are welcome.

I wish to greatly thank Mr Erkki Larkka for all his cooperation in this field.

Type 1875 – Super Beautiful Clipping Forgeries

By Heikki Reinikainen, translated by Carita Parker and Heikki Reinikainen
From *Filatelisti*, 5/2002

A few years back my attention turned to several attractive Type 1875 clippings that appeared on postage stamp market. The beautifully marked multi-colored mixed franking is a fine addition in a collection to complete cover presentation material and brings color and variation to a page dominated by single stamps. They have use in all the stamp denomination pages in an exhibit and so the price level is sometimes very high.

At some point, however, I began to feel a certain uneasiness about some of these items. Are these super beautiful specimens really bona fide? And if they are, how is it possible to certify their authenticity? The fact is, that a totally bogus postal item is extremely difficult to make and requires considerable philatelic knowledge.

The cover often includes different markings pertinent to the mailing and these must fit in with the period in question. The franking must be according to valid postal rates and the stamp must be from the correct printing emission. The departure, transit and arrival marks have to correspond to those used at that particular



Figure 1. Gorgeous (in Swedish) “Lådbref från Finland” (literal translation = “box letter from...”) mixed franking on clipping. The mark text is forged, for instance, the word “från” is vertically too low. The majority of these marks in the Finnish markets would seem to be bogus.

period of time. And, of course, the canceller ink colors must be correct for the time period.

Furthermore, the cover paper and address information as well as writing ink has to fit into the overall picture. If just one of these factors fail, much work has been for naught. On the other hand, the only thing that seems to be required for making an impressive non-bona fide clipping is the ability to forge the mark onto suitable stamps and voila, a new fine philatelic object has come about. Did the forgers notice an obvious market gap here? Regrettably the answer is that they did.

A few objects shown here from recent auction catalogues are most likely bogus. Although I have not examined the original objects, the following details can easily be detected from the illustrations: Prices, should be sufficient warning to collectors to ascertain the object’s authenticity prior to purchasing, especially when the clipping is:

1. Exceptionally beautiful and/or carries a very fine cancellation (also on single stamps),
2. Carries a mixed franking from one or several emissions,
3. Is in general pricey and uncommon.

This way a collector will save him/herself a lot of grief. It is smart to remember too, that this applies not only to the 1875 types, but to all Finnish stamp series where the material as described here enjoys high market value.



Figure 2. Rare mixed franking of a Copenhagen 32 penni and 8 penni Type 1875 on piece. The Copenhagen is not bona fide, but a reperforated Senate stamp most likely from the 32 penni final emission.



Figure 3. An outstanding mixed franking, here an 8 penni big toothed and Type 1875, 2 and 20 penni stamps on the same clipping. ANK arrival mark appears not to be genuine, because the letter “A” thick vertical side is on the wrong side.

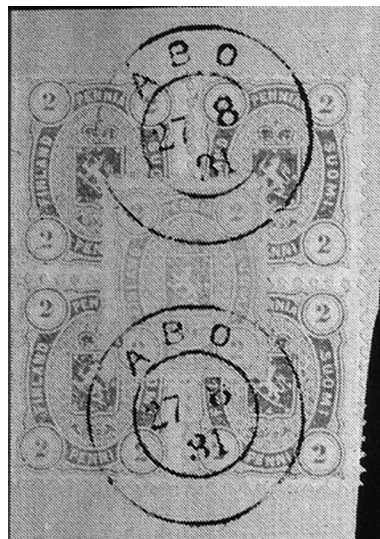


Figure 4. A fine 2 Senate block of four with fifth stamp in center and impressive ÅBO, Aug. 27. 81 cancellations. The “O” in the word ÅBO is far too small to be genuine.

Repairs In The Copenhagen Stamp

By Heikki Reinikainen, translated by Heikki Reinikainen

From *Filatelisti* 5/2003

The first Type 1875 stamp was the so-called 'Copenhagen' stamp, an expensive and highly desired item that due to shortage of time was printed in Copenhagen. This also explains the 14 x 13 1/2 comb perforation that was commonly used in Denmark. As the smallest printing and the most expensive of the Type 1875 main types, one can assume that such a stamp has been forged as well.

The sharp perforations of the stamp are easily damaged, corners fold and teeth break bringing the price quickly down to the level of album fillers. It follows that the perforation repairs are the most common problems of the stamp. After gumming is also dangerous since it increases the stamp price many times above a cancelled item. These two 'improvements' are the most common forgeries on which a collector may stumble.

There are, however, many other 'Copenhagen' things on the market, but usually it is a question of reperfornated Senate stamps, stationery value marks or printed stamp pictures the forgers have perforated in the hopes to collect some extra money from you.

As illustrated here, there is a genuine stamp cancelled at Nystad 26. 7. 75, which has some short teeth on the vertical sides but otherwise is a nice item for any exhibit. The cancellation is genuine corresponding with the canceller in the Post Museum that concerns anomalies in the letter 'S'.

But, then our attention is caught by some details in the perforations on top of the stamp. The perforation tips of several teeth have been cut thus losing their characteristic sharpness and the holes appear cramped. Why is this? A closer check reveals that short tips on top had been repaired by adding some



paper and cutting off all extra paper, but the treatment made the tips blunt and thick. On the right vertical side a tooth has been repaired and the lower corner on the right appears to be altered as well. In the corner there is no concave end from the last hole, which in the comb perforations should always be there. Perhaps some extra paper has been added there, which has reshaped the corner a little.

By improving perforations here and there a low value item has suddenly been transformed into a pretty good looking and pricey item. It is good to remember that the Copenhagen stamp always has sharp perforations, the corners are regular and similar to each other. Slight vertical variation is possible in thicker corner teeth on top or below, but these slight variations are not faults.

To end with a small note: On the reverse there is a foreign expert name mark, but it has no meaning at all. Such name marks are no guarantee of impeccable condition. Faulty stamps are not marked by experts, but a stamp may have been damaged and repaired after the expert stamped it. It is better to have a written document as it describes the condition of the item at that very moment.



The Spoilers, Continued from Page 1

Other sources are also available. First, the recently published CD by Heikki Reinikainen, which includes sixteen articles examining in-depth the detective work required for exposing the handiwork of the forgers.

Second, there is an excellent on-line educational exhibit by Ed Fraser on the forgeries of Finland's first postal stamps. This exhibit is available on the SCC website: SCC-ONLINE.ORG

Other reliable sources include Ed Fraser's numerous articles in *The Posthorn*, including two articles relevant to the forgery discussed in this article, namely, Vol. 36, No. 3, August 1979, pages 108-111 and Vol. 36, No. 4, November 1979, pages 168-173. See *The Posthorn* general index at the SCC website for additional references. Also, genuine Copenhagen printings are usually offered at the Kaj Hellman Auctions and may be viewed at their auction site: www.kajhellman.fi The illustrations are clear and sharp on the pc monitor and can be used to compare with items pictured on eBay.



Figure 4. Gorgeous block of four from the Ernst Nygren collection sold at a 1995 Matthew Bennett auction in New York.