



The Finnish Philatelist

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The Finnish Philatelist

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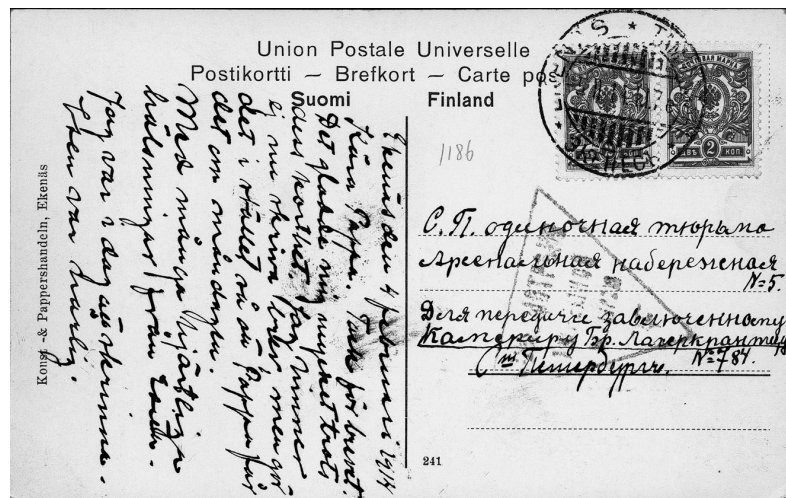
Editor's Message

First, I hope you notice that we have new envelopes with all the words in the return address correctly spelled and the text under the cachet properly centered. Such are the problems of a low budget operation.

A few weeks ago I had the opportunity to attend HAFNIA 01 as the US Commissioner. Our Danish hosts spoiled us with their warmth and friendship and of course, fabulous banquets where partaking of a second serving is mandatory according to local custom. We were kept very busy at the show, but one day managed to visit the outstanding Postal Museum, and on another day we took a bus tour north through the farm country to Roskilde where we visited the Roskilde Domkirke, Denmark's largest cathedral, and the Vikingskibshallen (Viking Museum).

I also had occasion to visit with a number of readers and contributors from Finland, Germany, England, the Netherlands and the Nordic countries. I briefly talked with Roger Partridge of

Continued on Page 5



During the past several years we have featured various POW post cards from the WWI period. This card was written in Swedish from Ekenäs, February 14, 1914 from a son to his father held in the St. Petersburg "One-Man Prison Arsenal No. 5" for transmittal to the prisoner...No. 784 with the prison censorship mark partially obliterating the address. The message reads in part, "Dear Dad. Thank you for the letter. Glad to receive it no matter how brief. I don't have time right now to write a letter, only this card, so that you'll receive it Monday. Many heartfelt greetings from (name illegible). Today, I went skating. The ice was wonderful." Inasmuch as the 4 kopek card rate to Russia did not go into effect until October 1914, the card appears to be 1 kopek over rate.

The Gulf of Finland Stamp Booklet Dives into History and Deep Waters - September Issue First in a Series of Four



On September 6, 2001 Finland Post issued a stamp booklet that introduced us to the world of merchant shipping, lighthouses and wrecks, marine research and underwater habitats. The booklet, containing five 1st Class stamps, is priced at FIM 18. Marine biologist and research diver, Juha Flinkman, designed the booklet and the stamps.

The only stamp in portrait format shows the interior of the captain's quarters on a merchant ship built in the 18th century. A chart of the Gulf of Finland, drawn in 1676 by the Dutch map designer Hendrick Doncker, an hourglass and a pair of dividers lie on the desk. One of the stamps features the upper part of the lighthouse at Utö. The lighthouse is located at the lower rim of the Archipelago Sea; it is the first one seen by vessels approaching from the south. The first lighthouse constructed of stone was erected at Utö in 1753. Another stamp depicts the *Sankt Mikael*, one of the most important wrecks found in Finnish waters. The Dutch ship, sailing under the Russian flag, was on its way from Amsterdam to St. Petersburg when it sunk south of the Borstö Island in the autumn of 1747. The wreck was found by chance in the 1950s. At that time it was loaded with valuable goods from Europe ordered for Empress Elisabeth Petrovna and the nobility of St. Petersburg. The fourth stamp shows the ship more than two centuries later: a diver is examining the wreck and its treasures.

The booklet also attracts attention to the uniqueness of the Gulf of Finland, indeed of the

entire Baltic Sea, and the need for efficient protection of the vulnerable environment. The eutrophication of the coastal waters is regarded as the most serious threat. Agriculture, population centers and industrial activities in the countries around the Baltic Sea are the main polluters. The fifth stamp shows two typical representatives of the unique and vulnerable fauna in the Gulf: the opossum shrimp and the isopod.

Juha Flinkman also designed the First Day Cancellation and FDC for the stamps. The pictorial element of the cancellation shows information on the Utö lighthouse and island, and the fairway as marked on navigation charts.

Simultaneously with the stamp booklet, Finland Post issued a set of five maximum cards with postage paid to all countries. The subject of the cards is the Gulf of Finland. The set of cards will sell at FIM 35.

STAMP FACTS

Issue date:	September 6, 2001
Designer:	Juha Flinkman
Denomination:	1st Class
Stamp-size:	Various
Perforation:	13 1/4 x 13 3/4
Paper:	Sopal 110 g/m ²
Issue:	750,000 booklets
Printers:	Joh. Enschede Security Printers, The Netherlands
Printing method:	Offset 4/0

Three Provincial Fish; The Lampern, Asp and Vendace Make a Splash on New Non-denominated Class 2 Postage Stamps



On September 6, 2001 Finland Post issued three new non-denominated postage stamps providing postage for second-class mail. The stamps are self-adhesive so called roll stamps, each roll containing all three stamps. Three provincial fish are the pictorial subjects of the stamps: the lampern of Satakunta, the asp of Pirkanmaa and the vendace of Savonia. A roll containing one hundred stamps is priced at FIM 270.

The stamps were designed by Päivi Vainionpää. The illustrations on the stamps are collages, combinations of photographs.

I wanted to show the strongest characteristics of each fish, Ms Päivi Vainionpää says, "I brought the lampern well into the foreground to show how it is attached to a rock by its sucker mouth. It attaches itself in the same manner to its prey, occasionally being removed far from its home river sucking nourishment from the flank of the fish. The elongated body is very supple, as shown by the rear part depicted on the stamp." In spite of being voted the provincial fish of Satakunta, the lampern is not really a fish, but a vertebrate of the family with no jaw and a suctorial mouth. Grown lamperns are 25-35 cm long and weigh 40-65 grams. Due to the cleaning out and damming up of rivers, the lampern is becoming increasingly rare. At present, there are lamperns in some 20 rivers flowing into the Gulf of Bothnia.

In Finland, the asp is a rare species. It was severely endangered, but timely rescue efforts in the 1980s saved the species from extinction. The asp occurs naturally in the Kymi and Kokemäki rivers, in other waters in Southern Finland. This silvery cyprinid - who turns yellowish with age - usually is some 50-70 cm long, weighing 1.5-4 kg, really big ones may tip the scale at 8 kg. The stamp shows its main

distinguishing features: the wide mouth, and the distinctive, curved soft dorsal fin.

The vendace is a small shoal fish with silver flanks. The lower jaw is shorter than the upper one. It has an adipose fin behind the soft dorsal one. The vendace thrives in deep, clean lakes, but also survives in the practically non-saline northern part of & Gulf of Bothnia. The vendace is commercially important; it's the only fresh water fish that is caught by professional fishermen. The annual catch varies between 4000 and 9000 tons. Vendace are usually 10-20 cm long and weigh 10-70 grams.



STAMP FACTS

Issue date:	September 6, 2001
Designer:	Päivi Vainionpää
Denomination:	2ndClass (100 = FIM 270)
Stamp-size:	36 mm x 25, roll width, 31 mm
Perforation:	Security perforation
Paper:	Self adhesive stamp paper
Issue:	Unlimited
Printers:	Joh. Enschede Security Printers, The Netherlands
Printing method:	Gravure, 5 colors
First Day Cover & Cancellation:	Päivi Vainionpää
FDC price:	FIM 11.50

Three Provincial Birds, The Blue Tit, Wagtail and Golden Oriole on New Non-denominated 1st Class Roll Stamps



Blue tit, wagtail and golden oriole, the provincial birds of Satakunta, Pirkanmaa and South Savonia, respectively, adorn the new self-adhesive 1st Class non-denominated stamps issued by Finland Post on September 6, 2001. The stamps are so-called roll stamps, each roll containing all three stamps. A roll containing one hundred stamps is priced at FIM 330.

The new bird stamps were designed by Mr. Pekka Piippo. The illustrations are collages, put together by combining several pictures. The birds, photographed at the Museum of Natural History, are specimens from the museum's collections. Pekka Piippo and photographer Antti Huittinen took the photos.

The blue tit is easy to distinguish from the great tit by its smaller size and the blue cap on its head. The black belly stripe of the great tit is also missing. The blue tit prefers deciduous trees; forests, groves, parks and yards. One often sees the sprightly lightweight-dangling belly up from the tip of a thin branch. It is a versatile singer, making whistling as well as crackling sounds. The species has thrived well during the last few decades, and extended its habitat northwards.

The small white, black and gray wagtail is one of our most conspicuous birds. It is a common breeder almost all over the country. The wagtail thrives in sunny, open places near water, such as all coastal regions and the archipelago. It jumps from stone to stone, darts on quick legs along the beach bursting into flight to catch insects. An old saying says that summer comes soon after the wagtail. The first individuals return to Finland in late March or early April. Towards the end of August they return to their winter resorts.

The exotic-looking golden oriole is easy to distinguish by its slow, undulating flight and the bright coloring of the male. The male is bright yellow, has black wings and a red beak. It is very difficult to see, however; the shy bird usually hides in the upper tree canopy. It is a rare breeder in Finland. The golden oriole breeds in the south-eastern part of Finland, mainly in groves of deciduous trees near lakeshores. The song is a mellow yodeling, the warning sound is harsher.



STAMP FACTS

Issue date:	September 6, 2001
Designer:	Pekka Piippo
Denomination:	1st Class (100 = FIM 330)
Stamp-size:	36 mm x 25, roll width, 31 mm
Perforation:	Security perforation
Paper:	Self adhesive stamp paper
Issue:	Unlimited
Printers:	Joh. Enschede Security Printers, The Netherlands
Printing method:	Gravure, 4 colors
First Day Cover & Cancellation:	Pekka Piippo
FDC price:	FIM 13.30

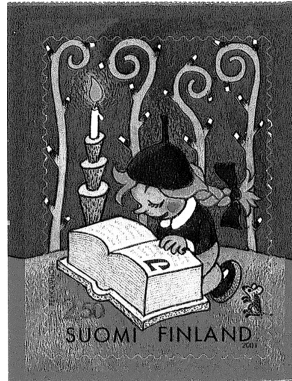
The 2001 Christmas Stamps Are The last FIM-denominated Stamps To Be Issued in Finland, All Future Stamps in Euros

The Christmas stamps for this year were issued on October 26th. The stamps are historical, since they are the last FIM-denominated stamps issued in Finland.

Pekka Vuori, graphic artist, designs the Christmas stamps. The FIM 2.50 Christmas stamp, at the special Christmas card rate, depicts a little elf girl with plaited hair reading Santa's thick ABC-book. The stamp with the face value of FIM 3.60 features an elf boy delivering a Christmas present riding a sled on a blue winter night.

Since the currency of Finland will be changed into euro in the beginning of the year 2002, all future stamps issued in Finland will be Euro-denominated or non-denominated stamps.

The stamps denominated in Finnish mark are not sold for postal purposes after December 31, 2001, but the "old-style" stamps will be valid through 2011.



The stamp year set and the yearbook 2001 will be issued simultaneously with the Christmas stamps. The year set, priced at FIM 158, includes one each of all stamps issued in 2001. The issue of the set is 25,000 copies. In addition to the stamps issued during this year, the yearbook includes background information about the stamps. Editor Juha Pärssinen wrote the texts and the layout is by artist Asser Jaoro. This four colored book with texts in Finnish, Swedish, English and German, is priced at FIM 256. The issue is 4,000 copies.

The Christmas stamps 2001 are issued also in a special Christmas set. The covers depicting Christmas elves are designed by artist Marjaliisa Pitkäranta, and in addition to the Christmas stamps of

2000 and 2001, the set includes eight Christmas stamps from the 1990s. The Christmas set is priced at FIM 35.10. The issue is 10,000 copies.

Editors Note, Continued from Page 1

England and we continued the discussion of the Björnborg-Pittsburgh wrapper with the previously unreported ENEMY OCCUPIED censor mark (TFP, November 2000). We now know of three similar wrappers with this mark; to the best of my knowledge, this mark does not appear on any other item. I have built up quite a file on these wrappers and the ENEMY OCCUPIED censor mark. There will be an update published in the near future.

In the August 01 newsletter, we ran an article about the 3 kopek Ring postal cards. At HAFNIA, it was my good fortune to meet Alexandr Ilyushin of Russia, a leading expert on Russian postal stationery to 1918. I asked Alexandr about the printing of the postal cards and how it happened that we have Type I and Type II cards, but only for the 3 kopek Ring cards. He said the Russian cards were printed in huge numbers on several presses over a number of years and he believes that accounts for the different Types on the Russian cards, a distinction which has recognized by *Facit* for many years; Type I and Type II cards were not printed on the same sheet; there

are, nonetheless, other subtle differences, notably the distance between the upper text ("open letter") and the lower text ("this side for address only") which varies from 66, 67 and to 68 mm.

When we consider that 1,234,850 3 kopek cards were printed in several lots during an eight year period, Alexandr's theory is undoubtedly the explanation we have been looking for. Only 324,850 4 kopek single cards were printed. It is not known how many printings were made of this card, but to date, only Type I cards are known. The doublecards were printed in very small quantities (3 + 3 card = 52,850; 4 + 4 card = 32,850); a single printing of each card is likely.

I would like to mention here that I received a number of messages of concern and sympathy for the losses suffered by the terrorist attacks in September. Until I retired in 1993, I had an office in the WTC South Tower, so you cannot imagine how much I felt your kind words. Liberty will triumph; there is no other choice for mankind.

COLLECTING FINNISH RAILWAY POST OFFICES

by John MacDonnell

Covers and cards handled by railway post offices in Finland generally are not scarce, nor particularly expensive. Collecting Finnish Railway Post Office material used over a 132 year period can be a very enjoyable and rewarding philatelic pursuit. There is, however, a considerable 'challenge factor' in acquiring markings of particular routes and/or particular mail routes, which requires considerable patience and a great deal of luck. The era, which began in 1862, finally ended on December 29, 1995.

A glance at a map of Europe will reveal that Finland is a relatively large country - fifth largest in area in Europe, but its population is one of the smallest and thinly spread. Due to Finland's vast areas of forests, around 55,000 lakes and a rigorous climate, the postal service, which operated on the extensive rail network, has been important in the country's economic and social development.

Finland was one of the last European countries to build railways. In most of Europe, railways were in operation in the 1850s. However in Finland the first railway, which was from Helsinki to Hämeenlinna, opened in 1862 using locomotives imported from England. The line was extended from Riihimäki to Lahti in 1869, then with the completion of the further

extension from Lahti to St. Petersburg, via Viborg, Helsinki was linked with the imperial capital, St. Petersburg, on September 11, 1870.

The express trains with especially equipped mail vans, which travelled directly from Helsinki to the 'Finnish Station' in St. Petersburg, were operated by the Finnish Railways, and in so doing traversed 35 km of Russian territory on their journey.

Shortly after the establishment of the rail link with St. Petersburg, the first railway post office cancellations were introduced for use in the mail-vans. The first Finnish TPO (traveling post office) cancellers had the text in Swedish 'FINSKA JERNSVAGENS POST KUPE EXPED: No: __ [Finnish Railway Postal Compartment Office No. __]

- illustrated right, Coach "No. 3" indicating the Helsinki-St. Petersburg route, and "35" indicating the Helsinki station. The earliest recorded Finnish TPO postmark is dated November 15, 1870. Mail had been carried in mail coaches since 1862, but no special TPO markings were applied until 1870,



which was somewhat later than the other Nordic countries - Denmark [1856], Sweden [1862] and Norway [1868].

On five of the early routes, the TPO cancellations incorporated an identifying 'station-number', in accordance with a Postal Instruction of 1869 which stated that all mail handled in railway postal compartments had to be marked with the number of the postal compartment and a separate number



Figure 1. First RPO handstamp [Van No.1] used March 6, 1874, from Träskända [Järvenpää] on the St. Petersburg-Helsinki line. Station number '32' applied separately.



Figure 2. Fifth RPO handstamp used in 1885 from St. Petersburg to Uleåborg [Oulu], on St. Petersburg-Helsinki line. St. Petersburg branch station '9' and RPO station '1', Coach No. 4. Cyrillic/Russian 'FINLANDIA', stamped in purple for postal clerks to direct card to the Finland Station.



Figure 3. Seventh RPO handstamp [Van No.4] used February 8, 1893, from Turku, via St. Petersburg to San Francisco. Route: Turku to Helsinki.

Year	Road	Railways	Waterways	Average
1915	13.4	3.9	2.8	9.7
1919	57.8	5.8	9.9	39.4
1920	70.4	116.9	11.5	77.7
1921	114.6	176.8	10.5	122.2
1922	133.9	10.5	11.5	80.6
1925	149.1	10.1	25.9	89.6
1930	167.9	6.5	14.6	98.6
1932	156.1	97.1	9.7	118.0
1935	148.4	154.3	18.2	139.4

Table 1. Table of comparative costs. Except for the inflationary period of 1920-1921, the railways provided the most cost effective and certainly the fastest intercity transportation system for moving the intercity mails.

indicating where the mail item had been received. The routes concerned were Helsinki-St Petersburg [1870-1889], Helsinki-Turku [1876-1889], Viiala-Vaasa [1883-1889], Vaasa-Oulu [1886-1889] and Hanko-Otalampi [1886-1889].

The excellent well-illustrated article, "The Helsinki-St. Petersburg Railway and the First Finnish Postal Compartment Cancellations" by Kaj Hellman and Jussi Itkonen, which first appeared in the FINLANDIA 88 World Philatelic Exhibition Bulletin [in English, Finnish, German and French], was reprinted in *The Finnish Philatelist*, Vol. 3, No. 3, August 1998. The article carried a table listing the station numbers on the line between the Imperial and Finnish capitals. Another source, *An Introduction to the System of Finnish Rail-Mail Cancels, 1870-1917*, by Norman Franklin, [in German] lists that another four stations were added to the line from March 31 to August 31, 1889. The additional stations are Koukkala [8], Luumäki [22], Korso [41] and Pasila [44], with a consequent reordering of the numbering from St. Petersburg [1] to Helsinki [45] during that period. Note the change-over month/day in 1889 are at variance.

The rail network extended rapidly - 1870 km [1890], 2767 km [1900], 3532 km [1910] and 4087 km [1917] with an exponential growth in the use of railway post offices. The Railway Post Offices proved to be a vital, speedy and most economical [see table on the left] means of transporting mail as

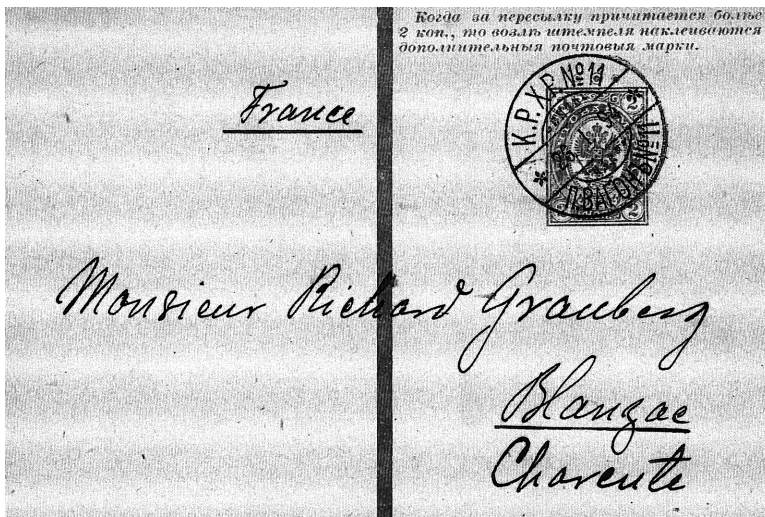


Figure 4. Ninth RPO handstamp, K.P.X.P. No. 11 [6 +TR6 bars] cancelled January 26, 1894, on Ring type 2 kopek newspaper wrapper to France. Route: Helsinki to St. Petersburg, and from there by other connecting trains to Paris.

can be seen from the statistics on the average cost [pence per km] of the various means of transporting mail in Finland.

Eventually 54 mail-vans [*postivaunu*] were assigned handstamps. In many cases the cancellers were reassigned when a route was altered, shortened or discontinued, which makes a simplified classification difficult.

In the mail coaches [*postivaunu / postvagn* - in Finnish & Swedish respectively], a crew of postal workers sorted and cancelled the mail for onward transmission. As the rail network extended, so the number of routes on which the Railway Post Offices operated increased in number.

During 121 years of use, the designs and nomenclature changed on the railway mailvan handstamps. With variations in forms and number of ornamentation, asterix, stars, bars, in addition to alterations, one could claim there are more than 1250 cancellers, which makes classification complex and effectively too clumsy if one becomes bogged down in the sands of petty minutiae. For convenience, I consider the arrangement can be simplified and condensed into a list based on six basic design types. As an appendix, I have attached a checklist of basic 24 sub-types, which could easily be expanded.

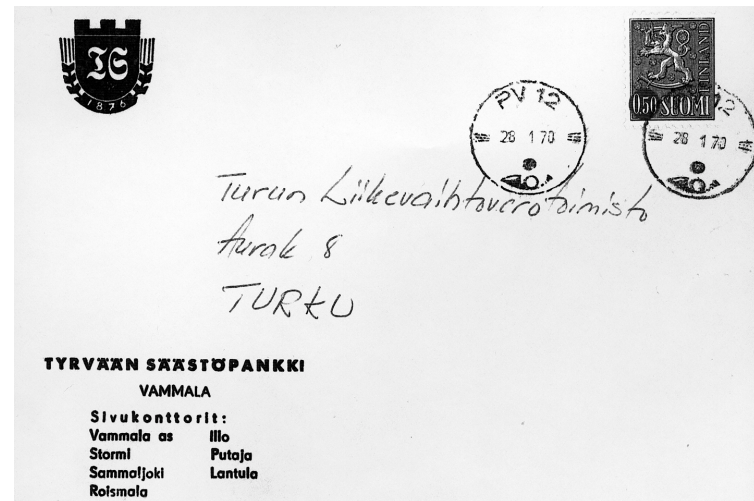


Figure 5. 'PV 12' [Route: Pori-Helsinki], cancelled January 26, 1970, to Turku. This illustration was slightly cropped and reduced.

There was a second type of railway post office - a postal compartment as distinct from a mail-van. From 1894, some Finnish trains on branch lines or segments of trunk routes had a special postal compartment located in an ordinary luggage van, which was operated by one 'mail guard'. In these compartments [*postiljooni-vaunu / postiljonkupeer* in Finnish and Swedish respectively], mail which had been collected was cancelled, but not sorted. When the train reached its destination the mail was handed over to local postal authorities for sorting. These postal compartments' handstamps bear the abbreviation 'Postilj.v', 'Postilj.k' or



Figure 6. H:FORS - P-GRAD No.2 [= Night Train] on a 1916 postal card from Petrograd to Sweden.

'PJV' [found in five different configurations, with numerous variations in the ornamentation], followed by code letters to signify the particular route, as can be seen in the examples below, Figure 7: L-L [Lahti-Loviisa], H-L-K [Hyvinkää-Lohja-Karjaa], J-H [Jyväskylä-Haapamäki], L-H [Lahti-Heinola].

From a peak of 54 travelling offices functioning in the 1950's, the TPO usage steadily declined as road transport and mail buses took over. According to the records - in 1958 there were 42 travelling post offices still operating; by 1973 the number had reduced to only 18, and finally they ceased to operate in December 1995. The last style of TPO cancellers 'PV', was introduced in 1957.

As a group the most difficult to find is a small group without postivaunu numbers which have the route name shown, e.g. Åbo-Toijala, Nikolaista-Or [Nikolaistad-

page book by Ilkka Teerijoki, entitled *Postivaunun matkassa. Rautatiekuljetuksen historia Suomessa 1862-1995*, which is a veritable gold mine of information, great photographs, informative maps, tables and diagrams and route information. The text is in Finnish, with no English version available. Surprisingly, the publication does not illustrate the various styles of railway post-office handstamps.

Yrjö Tielinen, whose research was published in 14 issues of *Suomen Postimerkkilehti* between September 1972 and June 1974, compiled a most comprehensive study. The 25 pages of detailed information are a most valuable reference, but it is not a definitive work, as it is now outdated with scores of revisions needed and the later period until 1995, when the last TPO service in Finland



Used 1893 till shortly after Independence. Russian text removed in 1917.



Finnish text replaced previous Swedish text. In use from c.1913.



Introduced in 1922 - with a single posthorn or crossed posthorns at the base.



Single circle, single posthorn. In use from c.1944.



24mm diam cds with one posthorn. Introduced in 1957.

Figure 7. 'Postiljoonivanu' Postal Compartment Postmark Types, 1893-1957.

Ostermyra], Kouvala-Kotka and Wiborg-Walkeasaari.

The variety of available material presents the collector and exhibitor with a dilemma of how to best collect and effectively exhibit a collection of Finnish Railway Post Offices. I suggest there are several options. First, limit the scope to the travelling post office operations [routes and markings] on particular rail lines:

- [a] Within certain geographical regions, or on particular routes only,
- [b] Over a limited span of years;
- [c] Either or both mail-vans [postivaunu] and postal compartments [postiljoonivaunu];
- [d] A combination of the above.

Alternatively, the subject could be approached as marcophily - a classification of the railway post office markings, according to:

- [a] Basic design features including varieties;
- [b] Identification of railway stations, day and night trains, and particular routes;
- [c] Periods of use [earliest and latest dates].

The Finnish Postal Museum published in 1999, a 350

was withdrawn, not covered. Although the text is in Finnish, the tables with their many illustrations, can be followed, albeit with some difficulty.

An article written in English worth noting is *The Railway Postmarks of Finland* by P. S. S. F. Marsden, a four page article in *Gibbons Stamp Monthly*, September 1994 - a good overview of the Finnish mail-van markings, although curiously it completely ignores postiljoonivaunu - the markings from postal compartments.

Do the aforementioned conjure up 'romantic images' of Finnish mail-clerks working in a crowded, gas-lit steam-heated, four-axled mail van as it rumbles through a forested Nordic landscape on a wintry night? Doubtless it does for many, as the allure and fascination of trains is strong, and not only among railway buffs. It is firmly entrenched in philately as evidenced by the 'Trains' Exhibition in London in 1999, and the inclusion of an experimental Railway Philately class at the Australian National Exhibition, Adelaide Stampex 99 [7 competitive and 2 invited

exhibits]. Perhaps the time is nigh to consider 'Railway-Philately' as an outgrowth of Postal History in the same way aerophilately and astrophilately were. Railway Philately as a class, would generate considerable interest, and be largely free of the contrived philatelic material, which dominate [and in my opinion, devalue] some recently promoted experimental classes.

Figure 8, Right. 'Postili.k. Å-T. [Route: Åbo-Toijala], cancelled February 20, 1899, to Helsinki.

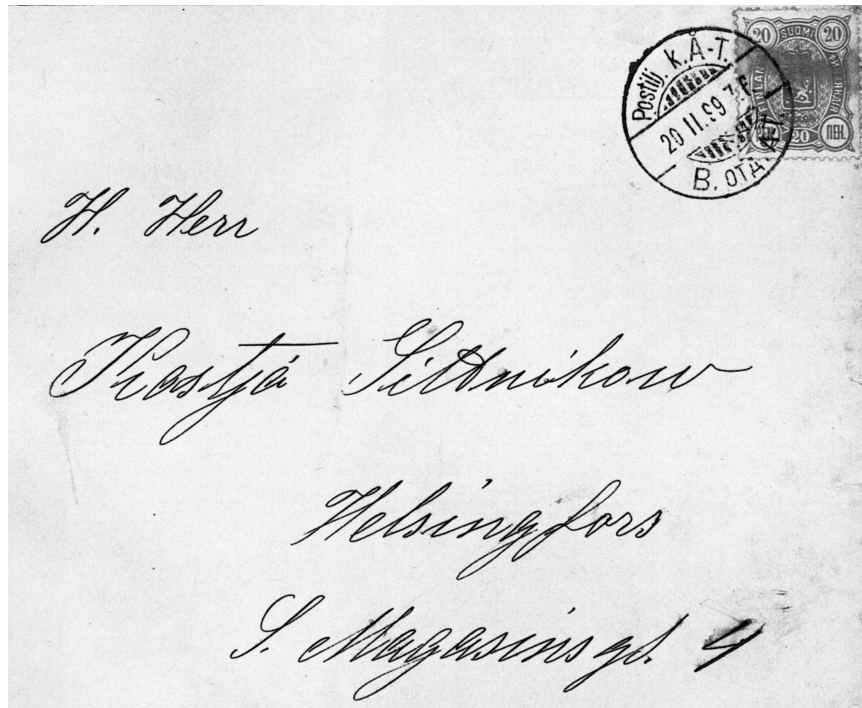


Figure 9, Right. 'Postilj. v. H-I' [Route: Hamina-Inkeroinen] in use 1908-58, cancelled April 3, 1935, from Hamina to Scotland.

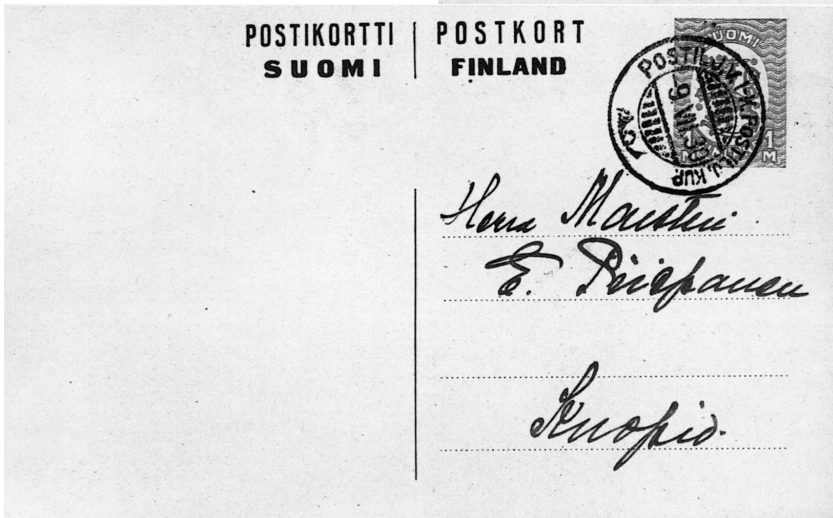
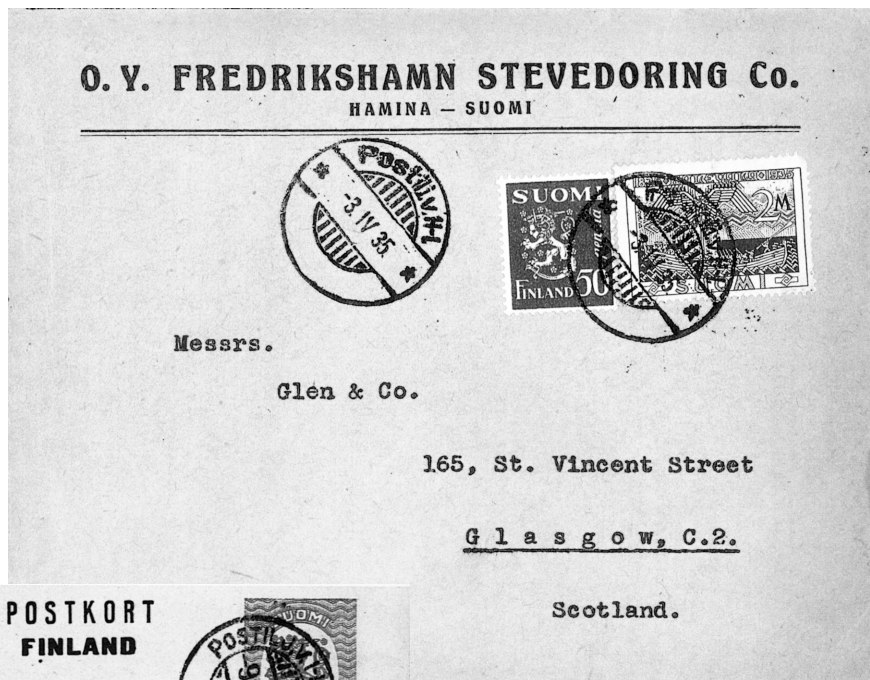


Figure 10, Left. 'POSTILJ.V.1-K. POSTILJ.KUP.' [Route: Iisalmi-Kontiomäki] in use 1925-1930. Cancelled July 9, 1930 to Kuopio.

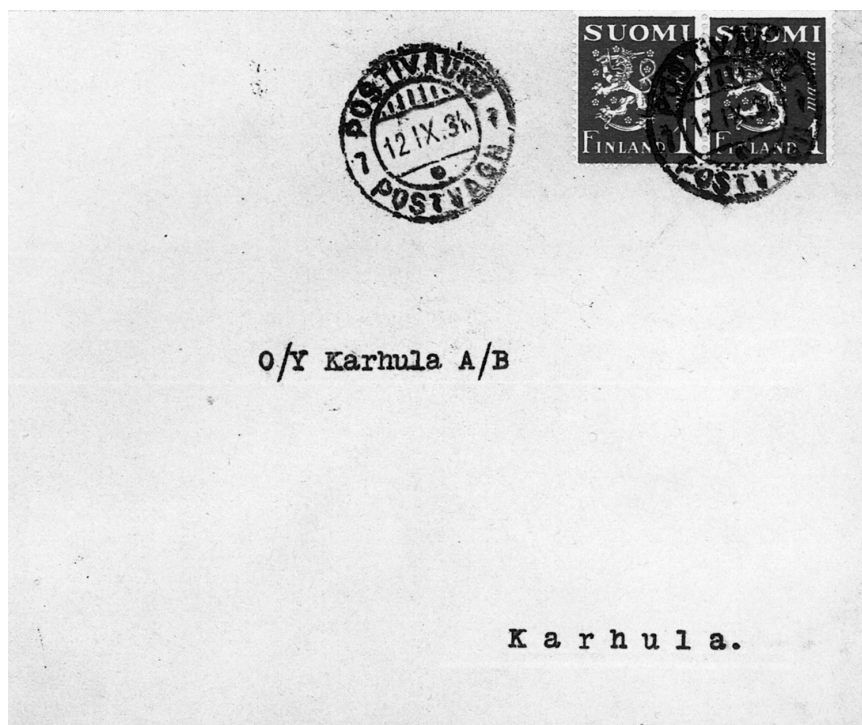


Figure 11. Unique RPO handstamp used on Vasa-Oulu Line – ‘7 POSTIVAUNU 7 POSTVAGN’ [7 + • = Night Train - in use 1921-1935], to Karhula.

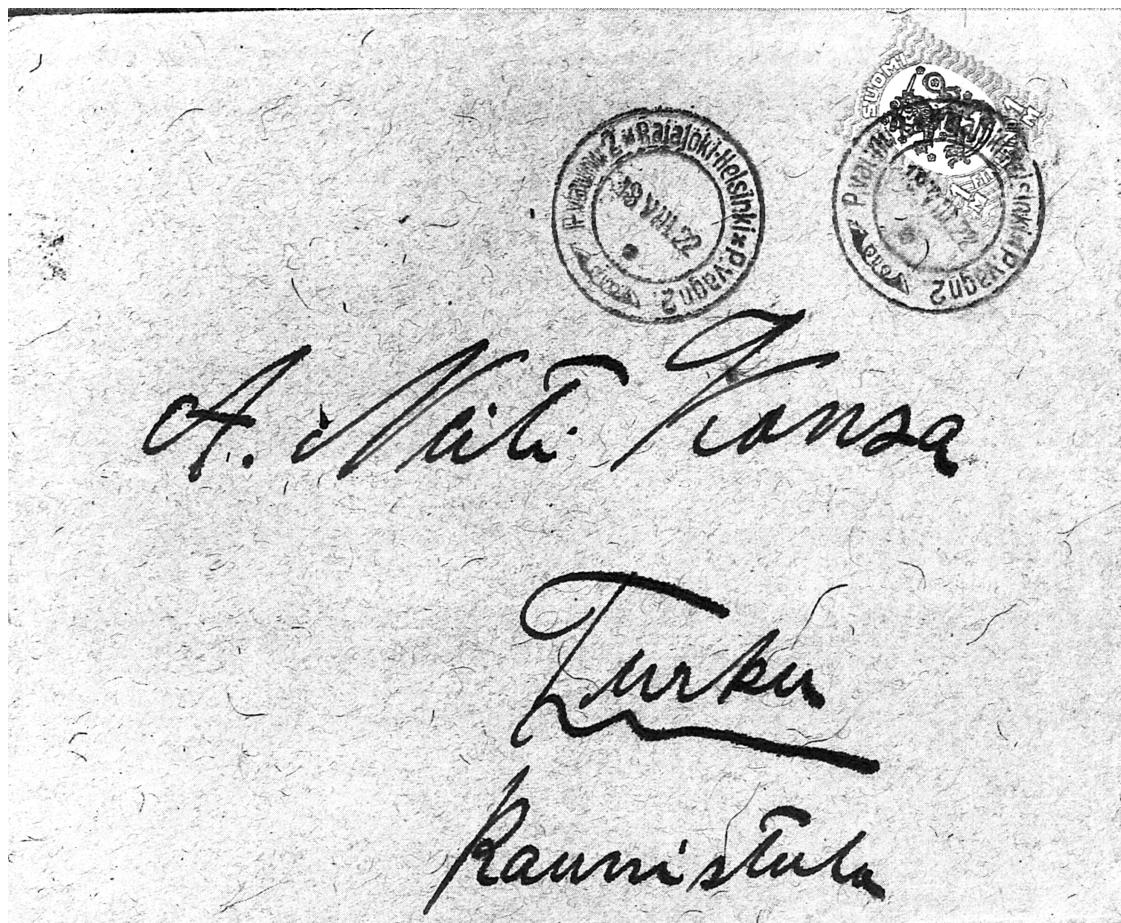


Figure 12. ‘P.vaunu2*Rajajoki-Helsinki*P.vagn 2’[• = night train], cancelled August 18, 1922 to Turku.

VAASA - VIIALA LINE		29.9.1883- 14.9.1888	OULU – VAASA LINE		1.11.1886- 3.8.1889
NIKOLAISTAD	VAASA	1	ULEÅBORG	OULU	1
TOBY		2	KEMPELE		2
LAIHELA		3	LIMINGO	LIMINKA	3
TERVAJOKI	LAIHIA	4	RUUKKI		4
ORISMALA		5	LAPPI		5
KAUKOLA		6	WIHANTI		6
ÖSTERMYRA	SEINÄJOKI	7	KILPUA		7
SYDÄNMAA		8	OULAIS	OULAINEN	8
ALAVO	ALAVUS	9	KANGAS		9
TÖYSÄ		10	YLIVIESKA		10
ETSERI		11	SIEVI		11
MYLLYMÄKI		12	KANNUS		12
PIHLAJAVESI		13	KALVIA		13
KEURU	HAAPAMÄKI	14	GAMLA KARLEBY	KOKKOLA	14
KOLHO		15	KRONOBY		15
FILPPULA	VILPPULA	16	KOLBY		16
LYLY		17	PEDERSÖ		17
KORKEAKOSKI		18	KOVJOKI		18
ORIHVESI	ORIVESI	19	JEPPU		19
SUINULA		20	WOLTTI		20
WEHMAIS		21	HÄRMÄ		21
TAMMERFORS	TAMPERE	22	KAUHAVA		22
LEMBOIS	LEMPÄÄLÄ	23	LAPPO	LAPUA	23
VIIALA		24	NURMO		24
			ÖSTERMYRÄ	SEINÄJOKI	25
			NIKOLAISTAD	VAASA	26

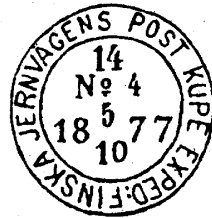
HELSINKI – TURKU LINE

		1.11.1875- 7.11.1881	9.11.1881- 30.3.1889	31.3.1889- 31.8.1889
HELSINGFORS	HELSINKI	38	41	45
RYTTYLÄ		39	42	
LEPPÄKOSKI		40	43	
TURENGI	TURENKI	41	44	
TAVESTEHUS	HÄMEENLINNA	42	45	46
PAROLO		43	46	48
IITALA			47	49
KUURILA		44		50
TOIJALA		45	48	51
URDIALA	URJALA	46	49	52
FORSSA		47	50	53
KOIVISTO		48	51	54
LOIMIJOKI		49	52	55
MELLILÄ				56
KYRÖ		50	53	57
AURU		51	54	58
LUNDO		52	55	59
ÅBO	TURKU	53	56	60

HANKO – OTOLAMPI LINE

		13.12.1886- 12.12.1889
HANGÖ	HANKO	1
LAPPIVIKI		2
EKENÄS	TAMMISAARI	3
KARIS	KARJAA	4
SVARTÄ	MUSTIO	5
LOHJA		6
NUMMELA		7
OTOLAMPI		8

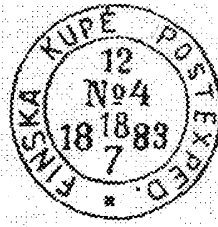
FINNISH RAILWAY POST OFFICES 1870-1995
CHECKLIST OF POSTMARK STYLES USED IN MAIL COACHES



- 1.
- FINSKA JERNVÄGENS POST KUPÉ EXPED: No, [Roman letters]
 - Text in Swedish
 - Used 1870-1875
 - Helsinki-St.Petersburg line
 - Used in 5 vans: Nos. 1,2,3,4 & 5
 - With/without station numbers

- 2.
- Identical to Type 1, but in sans-serif lettering.
 - Used 1875-1882
 - Used in 5 vans: Nos. 1-4 on Helsinki-St.Petersburg line & No.5 on the Helsinki-Turku line
 - With/without station numbers

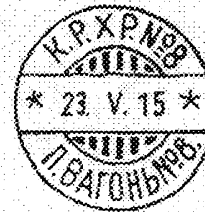
- 3.
- FINSKA JERNVÄGENS POSTKUPÉ EXPEDITION: No, [Sans-serif letters]
 - Used 1876-1888
 - Used in 7 vans: Nos 1-4 Helsinki-St.Petersburg & Nos.5-7: Helsinki-Turku
 - With/without station numbers



- 4.
- KUPÉ EXPEDITION HELSINGFORS STATION No.5
 - Unique handstamp used in Van No.5 on the Helsinki-Turku line
 - Used 1876-1881
 - '5' always reversed.

- 5.
- FINSKA KUPÉ POSTEXPED. No.4
 - Unique handstamp used in Van No.4 on the St.Petersburg-Helsinki line
 - Used 1878-1893

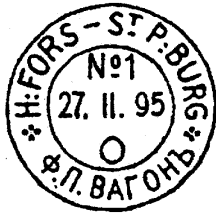
- 6.
- FINSKA POSTKUPEN No., 25mm bridge cds
 - Used 1883-1892 on vans 1 to 10; Helsinki-St.Petersburg [1 & 2], Helsinki-Turku [3,4 & 7], Toijala-Seinäjoki [5,6], Helsinki-Vasa [8], Toijala-Vasa [9 & 10]



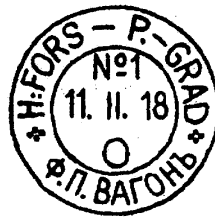
- 7.
- FINSKA POST KUPEN
 - Double circle cds with no bridge
 - Used 1883-1893.
 - Used on Vans Nos.4 and 8-17.

- 8.
- POST KUPEN No. /FINLAND SUOMI
 - 29mm diameter cds
 - Used 1888-1893 on 2 main lines Nos 1-2: Helsinki-St.Petersburg Nos.3 & 5-7: Helsinki-Turku.
 - Station numbers 45-60

- 9.
- K.P.X.P. No. / Л.БАГОУБ No. [Kupé Post Expedition = Postal Compartment Office].
 - Used 1893-1919, with Nos.1-20.
 - Russian text removed after independence
 - Even numbers to HELSINKI, odd numbers away from HELSINKI



- 10.
- H:FORS - St.P.BURG - Ф.Л.БАГОНЪ No.
 - Used 1894-1918
 - Used in 2 vans on the Helsinki-St.Petersburg line
 - Several styles, with & without bars, day & night trains.



- 11.
- H:FORS - P-GRAD - Ф.Л.БАГОНЪ No.
 - In 1914 the name of St.Petersburg altered to Petrograd.
 - After 1918, Finnish mail-vans no longer entered Russia.
 - Used in 2 vans : Nos. 1 & 2.



- 12.
- P.VAUNU 1 * HELSINKI-RAJAJOKI * P.VAGN 1
 - After independence from Russia, Rajajoki [the border] became the eastern limit of the Finnish RPO operation.
 - Used on 2 vans - Nos.1 & 2
 - Used 1919-1939.



- 13.
- HANGÖ - HYVINGE POSTKUPEN
 - Used on the privately owned railway from 1886-1893.
 - Numbered N1 or N2
 - With/without station numbers.



- 14.
- NIKOLAISTAD - ÖR / FINLAND
 - Very limited use in 1888-1891.
 - Route Nikolaistad [Vasa/Vaasa] to ÖR [Östermyra/Seinäjoki].
 - Station numbers applied separately



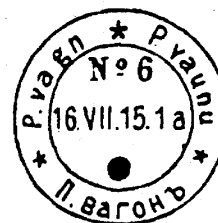
- 15.
- H:FORS - T:FORS / FINLAND
 - Used 1888-1893
 - Abbreviations of Swedish spellings: H:FORS= HELSINGFORS = HELSINKI
T:FORS = TAMMERFORS = TAMPERE



- 16.
- HELSINKI-TURKU 31 H.FORS-ÅBO
 - Swiss type cds in two formats: 30mm diam [9+9 bars] - in use 1924-1939, 26mm diam [6+6 bars] - in use 1925-1939.



- 17.
- TOIJALA - ÅBO k.p.x.p.
 - Used for unknown period c.1888-1903 [?] till rail-line assigned PV 17-18 [1903-51]
 - This rail-line was 1903 section of the main line between Helsinki and Turku [Åbo]
 - Swiss type cds with 7+7 bars.



- 18.
- Trilingual [Finnish, Swedish and Russian]
P.VAGN*P>VAUNU*Л.БагонЪ
 - Used in 6 vans on 3 return routes : 5 & 6: Tampere-Vasa [1902-15], 21 & 22: Seinäjoki-Kristinestad [1912-14], 23 & 24: Kemi-Oulu [1902-15].



- 19.
- P.VAUNU - P.VAGN with two crossed posthorns.
 - Text in Finnish and Swedish.
 - Double circle cds with many variations in dimensions, layouts, fonts and bars.
 - Used on Vans Nos.1 to 54.
 - Used 1919-1951.



- 20.
- POSTIVAUNU 7/8 POSTVAGN 7/8
 - Unique double-ring handstamp used on the Oulu-Vasa rail line.
 - Used 1921-1935
 - Van 7 northbound [*Vasa-Oulu*]
 - Van 8 southbound [*Oulu-Vasa*]



- 21.
- P.VAUNU - P.VAGN
 - Double ring bridge with one posthorn.
 - Used 1936-1956
 - Variations in dimensions, fonts and number of bars.



- 22.
- P.VAUNU - P.VAGN
 - Single 24mm diam circle with one posthorn.
 - Introduced 1939.
 - Text in Finnish and Swedish.
 - Used in vans Nos. 1-14, 17-30, 33-39, 41-44 and 54.
 - Even numbers travel towards Helsinki.



- 23.
- Single circle 'PV. -'
 - The final mail-van handstamp, introduced in 1953 - the last service withdrawn Dec 1995.
 - Used in vans Nos. 1-14, 16-31, 33-39, 41-44 and 46-54.
 - Night trains with or *YÖJ* [*yöjuna*].
 - Various side ornamentation.



- 24
- JUNA - or 'J-'
 - [*Juna = Train*]
 - Used 1950-1980

St PETERSBURG – HELSINKI LINE

		1.11.1870 12.10.1875	1.11.1875 7.11.1881	9.11.1881 15.8.1889 [?]	31.3.1889 [?] 31.8.1889
St PETERSBURG	PIETARI	1	1	1	1
LANSKAJA		2	2	2	2
UDELNAJA		3	3	3	3
SCHUWALOVO		4	4	4	4
PARGALA		5	5	5	5
LEWASCHOVO		6	6	6	6
BJELOOSTROV	WALKEESAARI	7	7	7	7
KUOKKALA					8
TERIJOKI		8	8	8	9
RAIVOLA		9	9	9	10
MUSTAMÄKI				10	11
NYKRYKA	UUSIKIRKKO	10	10	11	12
PERKJÄRVI		11	11	12	13
GALITSINA		12	12	13	14
KÄMÄRÄ				14	15
SÄINIÖ		13	13	15	16
WIBORG	VIIPURI	14	14	16	17
HOWINMAA				17	18
NURMIS	NURMI	15	15	18	19
SIMOLA		16	16	19	20
PULSA		17	17	20	21
LUUMÄKI					22
DAVIDSTAD	TAAVETTI	18	18	21	23
KAIPIAIS	KAIPIAINEN	19	19	22	24
UTTIS	UTTI	20	20	23	25
KUOVOLA			21	24	26
KYMMENE	KYMI	21	22	25	27
KAUSALA		22	23	26	28
KYBY	UUSIKYLÄ	23	24	27	29
LAHTIS	LAHTI	24	25	28	30
HERRALA		25	26	29	31
JÄRVELÄ		26	27	30	32
LAPPILA		27	28	31	33
OIS	OITTI	28	29	32	34
HIKIE	HIKIÄ	29	30	33	35
RIIHIMÄKI		30	31	34	36
HYVINGE	HYVINKÄÄ	31	32	35	37
JOKELA			33	36	38
TRÄSKÄNDÄ	JÄRVENPÄÄ	32	34	37	39
KERVO	KERAVA	33	35	38	40
KORSO					41
DICKURSBY	TIKKURILA	34	36	39	42
MALM	MALMI		37	40	43
FREDRIKSBERG	PASILA				44
HELSINGFORS	HELSINKI	35	38	41	45



Figure 13. When a mail stop was added at the town of Kuovola on November 1, 1875, and assigned station No. 21, the station number for the next town on the route to SPB, the town of Kymmene, was designated the next station number, 22. In November of 1881, Kymmene was assigned station number 25 and later still, station number 27 when the towns of Kuokkala and Luumaki were added to the mail route in 1889. This card, addressed to SPB, was struck with both the Kymmene town cds and a Type II TPO cds, Finska Jernvagens Post Kupe Exped: N:O 2, 10. II. 1878. The Type II TPO canceller was introduced on Coach No. 2 in December, 1875. Illustration from the collection of R. Quinby.

From Finland, Via Russia To Germany

by Herb Volin

This is a story about a cover recently sold by Joel Weinstein, a dealer in Russian stamps and covers from Torrance, California. The cover was not cancelled when put into the mails, but was cancelled in transit at St. Petersburg and at its destination in Hamburg.

It is also a story about corresponding with knowledgeable eBay acquaintances to discover more about the cover and its likely route. I corresponded with a number of specialists by e-mail including: Cyril Schwenson, Germany; Hannu Massinen, Finland; Morten Naarstad, Norway; Ed Fraser, Long Island; and later, Roger Quinby.

You should look at the illustrations and make your best estimate of the cover's routing before reading further.

I asked my friends is there something special about this lot. It looks like a letter that was carried into St. Petersburg (SPB), and mailed there. Nothing special. However, there is a "FROM FINLAND" handstamp on it. Why? Did it come off the Helsinki train mail wagon without a cancel?

One correspondent replied as follows:

"The only special thing is the uncommon (but not especially rare) canceller "FROM FINLAND" ("Iz Finlandii"). It was used on ship mail from Finland

to St. Petersburg. There is no origination cancellation from Helsinki as the item was posted on the ship. Therefore, the St. Petersburg post-office clerk used his transit stamps to identify the source of the mail (From Finland), and his own PO Branch No. 7."

Another correspondent replied as follows:

"Yes, I saw the eBay item, and I think this is ship mail. These 'From Finland' cancels were used when the cover was posted on board the ship. I do not know more about this, but I think this is a good example."

A third correspondent replied as follows:

"It's mailed on the HKI-SPB train and not struck with a railway TPO canceller as is most usual. Therefore, the SPB branch post office at the railroad station (Station No. 7) used its normal canceller and the 'Iz Finlandii' (= from Finland) origination indicator.

"The 'Iz Finlandii' postmark was in use at the Finnish railroad station in SPB from 1900 to 1908 as a transit postmark. Until 1904 it was to be struck next to the postage stamp. The postage stamps, of course, also had to be cancelled and the SPB town post office No. 7 happened to be located nearby (according to Kaj Hellman, about one block away) and was therefore used. From 1904 on, No. 7 was



Figure 1. The 'Iz Finlandii', FROM FINLAND boxed rectangular handstamp was struck on this uncanceled cover from Finland, presumably from Helsinki, when it was received at the SPB branch post office No. 7. The stamp was then cancelled with the post office numeral canceller, No. 7. This cover raises the question: What route did this cover take, by train or ship?

taken out of use and incoming uncanceled RR mail from Finland was to be struck with the 'Is Finlandii' postmark on top of the postage stamp.

"Ship mail from Finland to SPB is also known, but with No. 9 cancels. There might be found items that are struck with an 'Is Finlandii' postmark and at the same time is ship mail, but this is hard to prove."

A fourth correspondent replied as follows:

"The SPB number cancels are different styles for each number. The #7 is like the picture, and unlike any other number. The #9 is a large '9' inside a double circle — so this cannot be a '9'. This picture is actually clear enough if you know these cancels. I did a story about these cancels for the *Posthorn* maybe 10 years ago — not a real reference story, but mainly about these cancels on the 1891 Finnish stamps. I am sure that the #7 cancel is the most common one to appear on Finland-originated mail."

A fifth correspondent replied as follows:

"I believe the item was most likely sent to SPB by train, uncanceled for whatever reason, and then at the Finland Station struck with the 'From Finland mark.' I do not believe it was a ship cancel. There was very little ship traffic from Helsinki to SPB, especially in the dead of winter, and it is doubtful that it would have carried any mail except for passengers' postings with the ships' pursers."

Afterthoughts: 1) Recognize that the use of kopek stamps on mail from Finland to Russia had been required since 1892. Therefore, if the letter had been posted on a mail wagon, it could have been mailed on either side of the border, but in any event should have been struck with a HKI-SPB cancel. After leaving SPB, the letter then undoubtedly went by train to Hamburg; otherwise, it most likely would have gone directly by ship from Helsinki if the Baltic Sea had not been full of pack ice.

2) One of our correspondents insists that this item is ship mail for several reasons: all the covers and

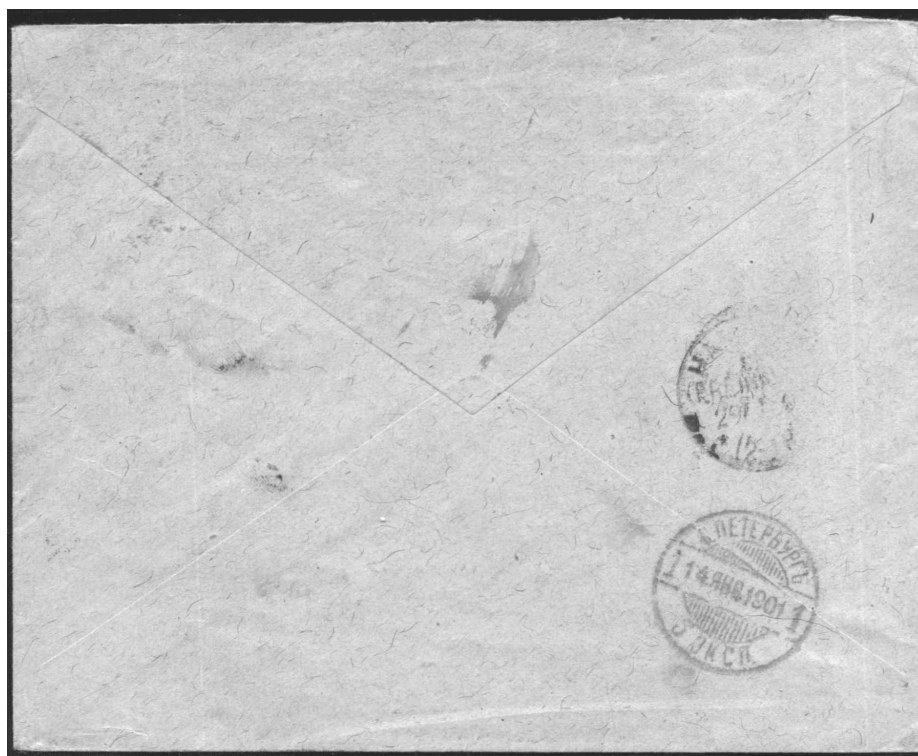


Figure 2. The reverse side of the cover shows the transit mark (14 Jan. 1901) at the SPB post office where the cover transferred to the westbound train. The date of the Hamburg arrival mark is unreadable.

post/postal cards struck with the "Iz Finlandii" originate in Helsinki and according to postal regulations if the items missed the SPB train, they were to be sent by ship. Also, if the items were simply uncanceled by the railway postal clerks, why have we not found any correspondence originating along the railway route? Why are the only surviving covers known with this mark dated from Helsinki ?

Editor's Note. This article is intended to further the discussion of the Iz Finlandii mark. Readers are encouraged to help unravel this mystery: a) Can anyone produce a postal directive to the effect that mail which missed the train should be sent by ship? b) Does anyone have an item dated from a town other than Helsinki along the Helsinki-SPB route? c) What information do we have about commercial ship traffic between Helsinki and SPB in the winter months?

Author's Reply. Ship mail during the winter months seems highly unlikely, if not improbable. Further, the next train from Helsinki would likely bring the mail to SPB quicker than any sea route. Further, given the amount of unprocessed mail from Helsinki for the TPO mail clerks, an occasional uncanceled letter originating from Helsinki is quite possible. Readers: what are your thoughts?

m/75 Senate 20 Penni Last Color

Text & Illustrations by Heikki Reinikainen

Translated by Carita Parker - From *Filatelisti*, 5/1996

Among philatelists the last color of Senate 20 penni stamp, light Ultramarine (SAppp), has not gained any particular attention. The reason may be, that this shade is not more commonly known. Even large collections are short of this variety.

Instead, light Charta Sigillata LBf stamps have been presented as a rare 12 1/2 perforated variety of this color.

The 16th Senate printing emission is divided into three distinctive color variations: Ultramarine SAp, dark Ultramarine SApp and light Ultramarine SAppp. Flat or soft printing appearance and thick outlines are common features for all of them.

The first two groups are easy to identify because of the dark color. Light Ultramarine differs from others because of the lightness of the stamp. This is due to the broken color surfaces, at least partly. They are full of white dots giving an impression of worn out surface. Fairly unbroken surfaces as well as grayish shades exist, too.



Figure 1. 20 penni SAppp. Note the color surface. It is full of white dots. Printing appearance is sharp, no relief. Color is of ultramarine shade.



Figure 2. The colors of Senate 16th printing emission: Ultramarine SAp on the left, dark ultramarine SApp in the middle and light Ultramarine SAppp on the right. Editor's Note: The original illustrations from *Filatelisti* are in color and more clearly highlight the text. For further reference, the publication date is shown above, copies of the magazine are available at most libraries.

The printing appearance is flat although sharp (new clichés) and, without any relief. Thus the stamps differ clearly from LBf emission stamps. The cancellations are mainly from November 1881 to March 1882. All stamps of this variety seen so far are perforated 11. I have not found mixed or 12 1/2 perforated stamps. Presumably they exist, because in other two colors they are known. But they are

rare, since even perforated 11 stamps are difficult to find. During the last 10 Years time I have succeeded in obtaining 5/6 loose stamps in my collection. Stamp auctions are not a probable source to acquire them, but by checking lots and consignments it is possible to have a sweet moment of discovery. One postal item is known.

Good hunting!

Golden Age of Finnish Philately - Part Ia

text & illustrations by Heikki Pahlman

edited for the *Finnish Philatelist* by Alan Warren & Roger Quinby

The next step in the expansion of the Kingdom to the east was when the 25-year old Jacobus De la Gardie was nominated to lead the army. He was born and raised in Kangasala, Central Finland. Under his command the army marched deep into Russia - to Moscow. He is the only Supreme Commander who was able to march with the army to Moscow. After his several war incursions, Carelia was connected to the Kingdom after which

the kingdom had almost all the countries around the Baltic sea. In 1630 he was nominated for Supreme Commander of the army, President of the war board, and the governor of Estonia and Lithuania.

The Kingdom was still using the courier system for transporting letters. The other transportation methods are described later. However, the situation created an obvious need to develop the whole post service system because there was a sea inside the country.

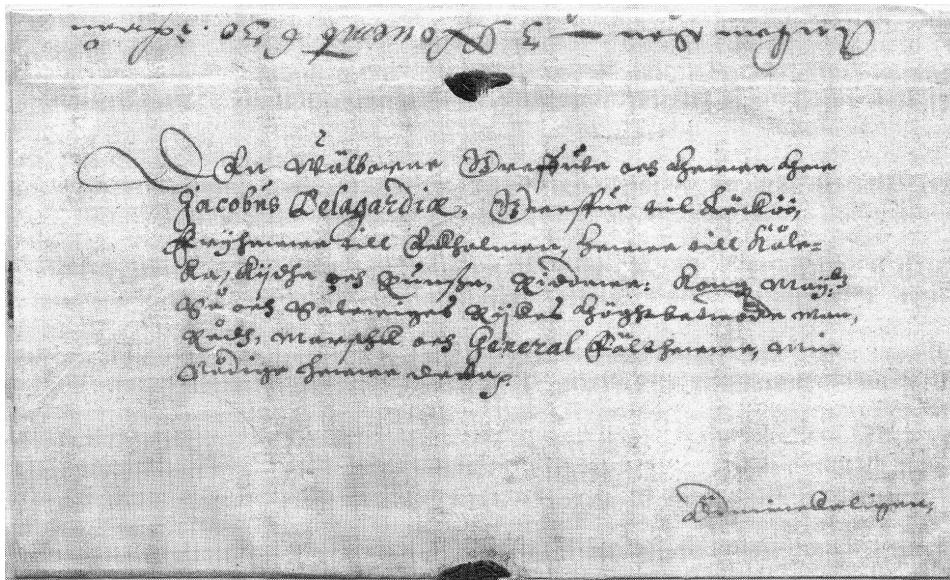


Figure 17. This courier post letter was sent to Jacobus De la Gardiehim from Viipuri and it is dated having arrived November 3, 1630.

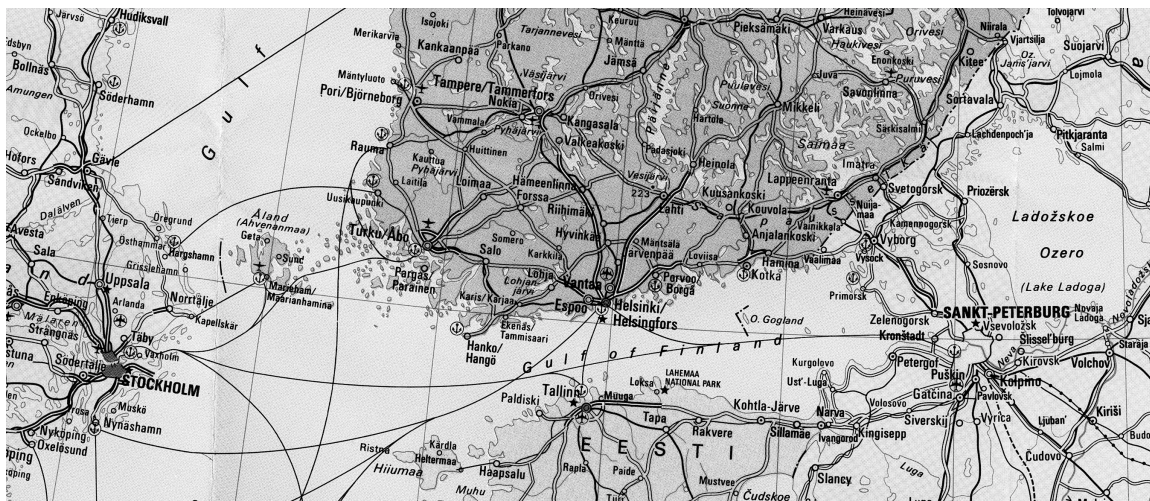


Figure 18. This modern map was added by the Editor; it shows the lower Gulf of Bothnia, the Gulf of Finland and the lands held by the Kingdom of Sweden during the period of the courier post. From Stockholm, the couriers traveled up the coast to Grisslehamn, across the Gulf of Bothnia, the Åland Islands, eastward to Turku, Viipuri, around the Gulf of Finland to Narva, Riga and points south during the Thirty Years War. See actual routes shown here were not used by the couriers.

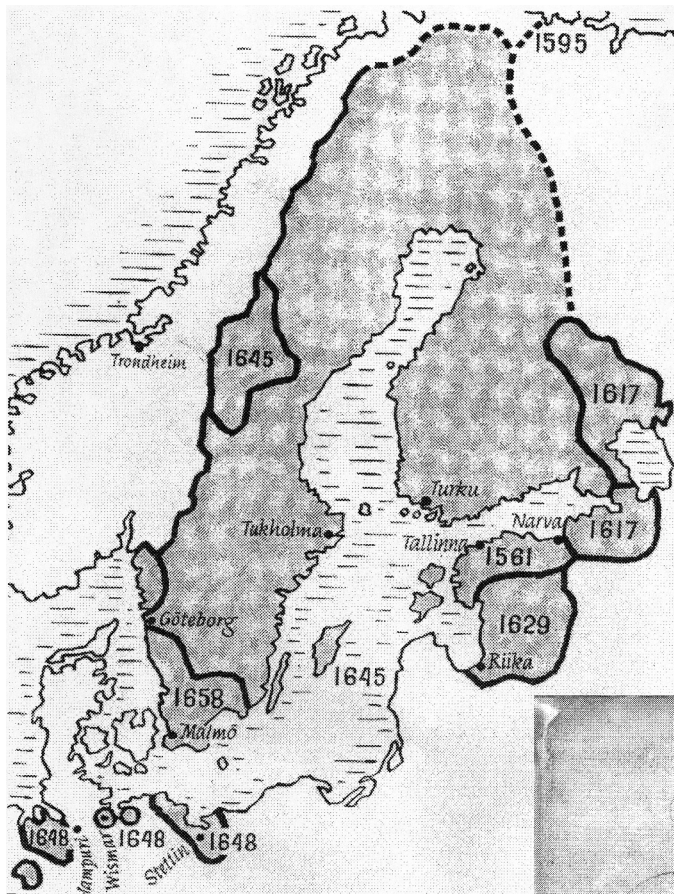


Figure 19, Left. This map shows the areas and dates of lands added to the Kingdom from 1561 to 1658. Figure 20, Below. Map showing routes for letters sent during the Thirty Years war, Figures 21 & 22.

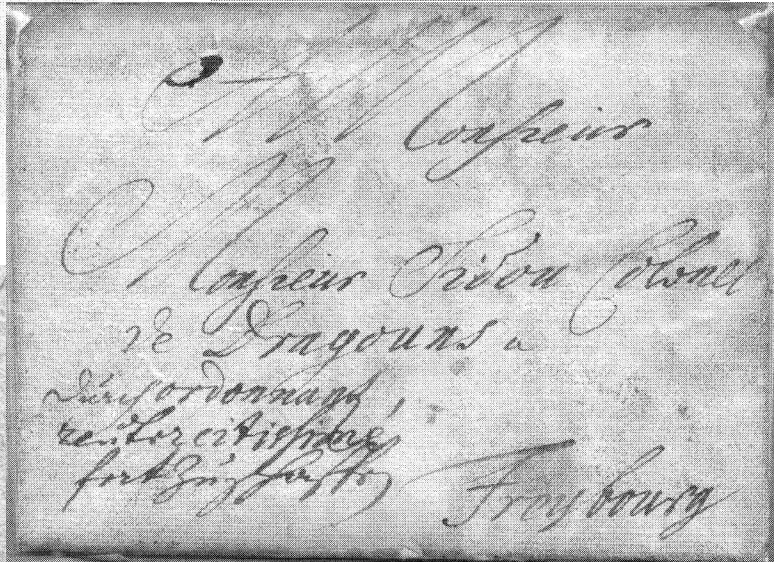
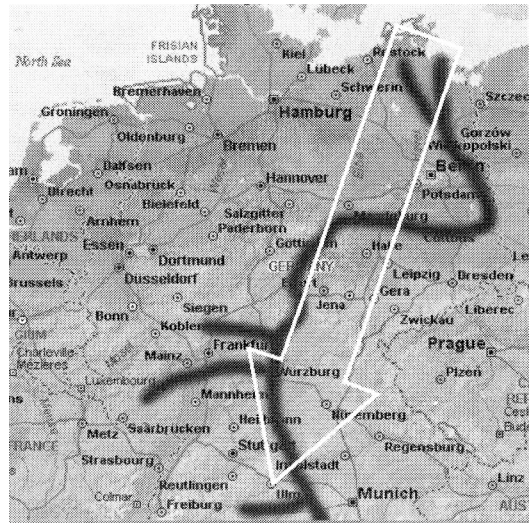


Figure 22, above. This is an express letter and one of the first known letters to a foreign country. It is carried by dragoon dated by Henrik Horn in Finland on December 22, 1645 and addressed to "Monsieur Sidon, Colonel de Dragons" Freiburg - The speed and way of carriage is expressed: "durch ordunnanz, reutercitissime fort Zuschaffen"

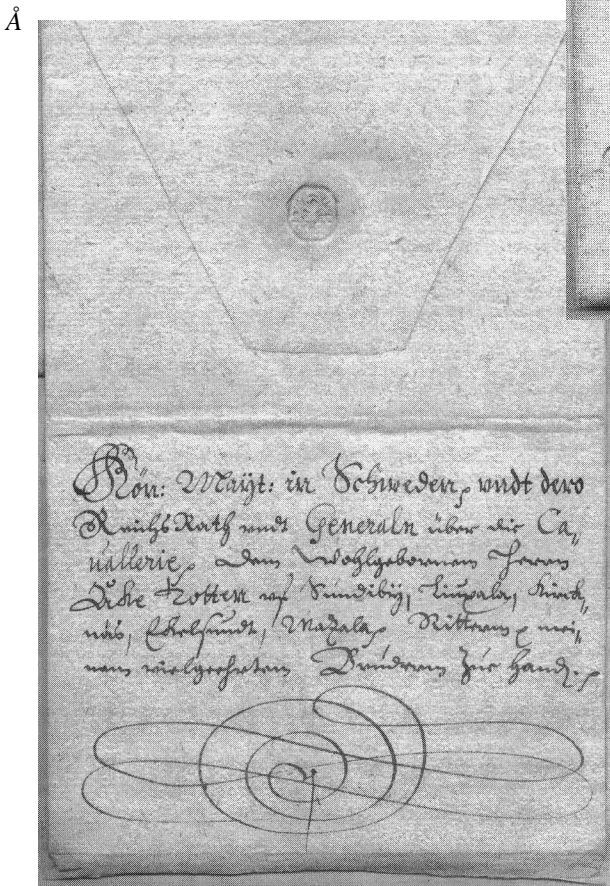


Figure 21, left. At the same time when the eastern border was secured, the Finnish troops joined in the Thirty Years War. Communications by letter played a very important role when organizing the army. With the famous Finnish Hakkapeliitta cavalry and infantry the army went through Germany and fought against Poland, Austria and France. The first letter (left) was sent by the infantry General Gustav Horn dated in Schaumburg, Germany May 30, 1631 to the cavalry general Ake Tott just before the decisive battle at Beitenfeld. At the end of the address there is mentioned. "... zur hand" = directly to his hand.



Figure 23, above. A courier letter from Jacobus de la Gardie from Stockholm to Viipuri to Admiral Erik Rynning. The letter is dated July 18, 1635. The map on the left shows the route from Stockholm, (Grisslehamn) across the Åland Islands, southern Finland to Viipuri.

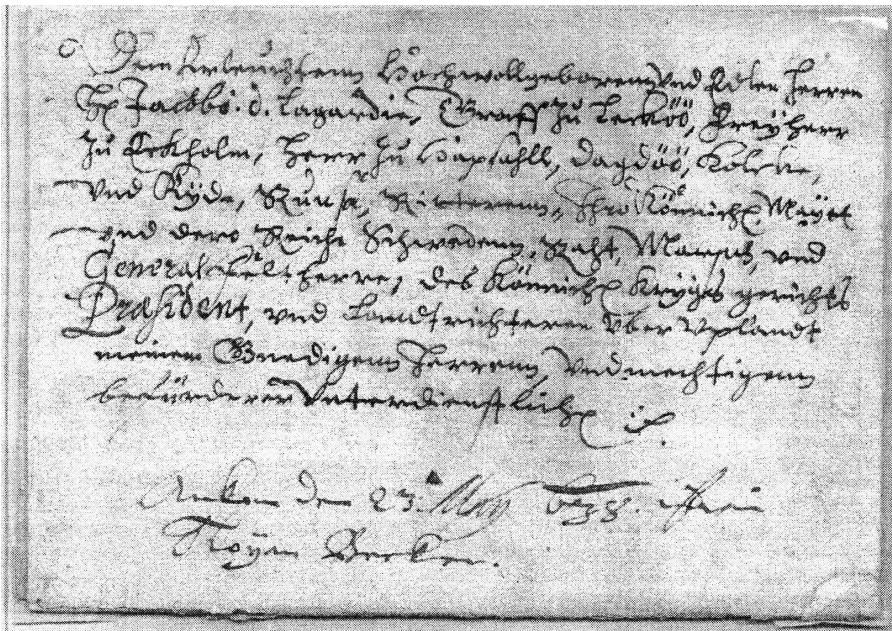


Figure 24. A courier post letter from Narva to Stockholm sent by Trajan Becker addressed to Jacobus de la Gardie who was president of the war board. Trajan Becker was an officer and engineer and he was nominated to design and strengthen the eastern castles. His first duty was to improve the Ivangorod, Nöteborg and Narva castles and reconstruct the road network between those castles. The letter is typically in the German language because the German order and Hansa had been in power before that time. The letter is dated on arrival to Stockholm, May 23, 1638 = "ankorn den 23 May 1638 ifrån Trajan Becker"

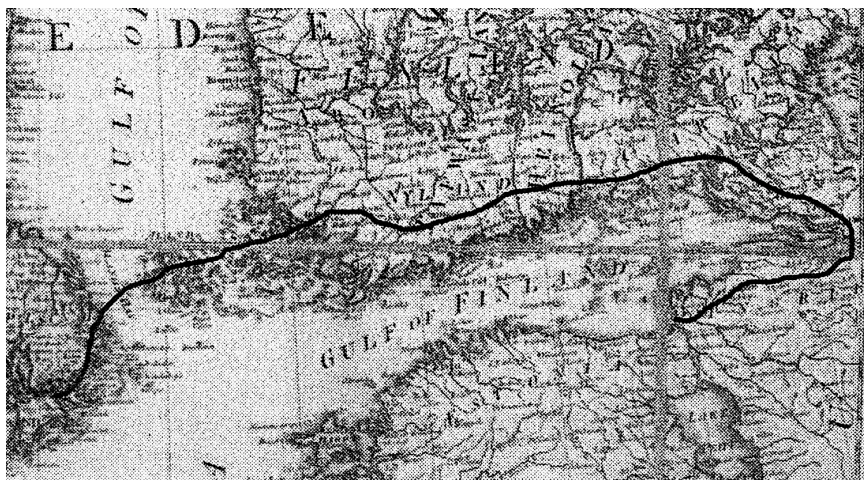


Figure 25. This map shows the same route from Stockholm to Viipuri, continuing around the Gulf of Finland to Narva.

Arriverade som 29 Martij
 ifrån Landzshöfdingen Åke Fleming
 Oxenstierna Dat. j. 1637

Hennes Kong. Maj: minn allernåd,
 igtigt wälbörde inbätning och
 äffw. förtjen. Da och öfverigt
 öfret höghetswärd. Man, Råd,
 Admiral, och öfverste wärd,
 fälerna på Wälgoth, och Ho,
 Wala wärd. Den Döda öf
 wälborna, som Carl Fleming
 Lee Hönud, och Wälud, Min
 R. B. Detta öfverste wärd

Figure 26. The couriers were regularly on the roads because many officials had to send messages to each other. These two letters were sent from Viipuri to Stockholm by the Governor in Åke Eriksson Oxenstierna addressed to Admiral Klaus Fleming. The letter on the left has an arrival date of March 29, 1637 and the letter below, Figure 27, with an arrival date of July 5, 1637. With the typical polite way the addressee is described with all his titles, like below: "Hennes Kong. Majits, minn allemodigste utkorade Droftnings och Äfrdken, så och Sweriges Rikes Högbetrodde Man, Råd och Admiral, den Adle och wälborn H. Clas Fleming till Rönnäs och Wilncäs, min R.B. och besynnerfige Gode Vän detta,

B: Vänfigen"

Hennes Kong. Maj: minn allernåd,
 igtigt wälbörde inbätning och
 äffw. förtjen. Da och öfverigt
 öfret höghetswärd. Man, Råd,
 Admiral, och öfverste wärd,
 fälerna på Wälgoth, och Ho,
 Wala wärd. Den Döda öf
 wälborna, som Carl Fleming
 Lee Hönud, och Wälud, Min
 R. B. Detta öfverste wärd

H: wälborna.

Figure 27. See above.

Hennes Kong. Maj: minn allernåd,
 igtigt wälbörde inbätning och
 äffw. förtjen. Da och öfverigt
 öfret höghetswärd. Man, Råd,
 Admiral, och öfverste wärd,
 fälerna på Wälgoth, och Ho,
 Wala wärd. Den Döda öf
 wälborna, som Carl Fleming
 Lee Hönud, och Wälud, Min
 R. B. Detta öfverste wärd

Stockholm.

Figure 28. A courier post letter from Viipuri to Stockholm addressed to Reinhold Lehusen. The letter is marked having arrived on September 28, 1637. For route, see map for Figure 23.

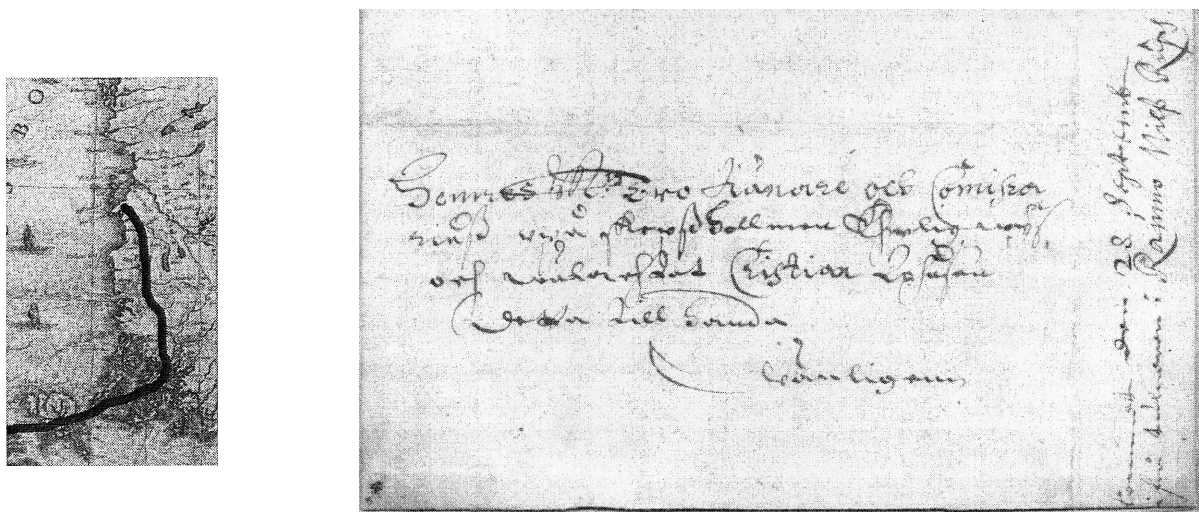


Figure 29. This courier post letter from Rauma to Stockholm was sent by Customs Director Nils Rups to Christian Lehusen. The letter is dated September 28, 1637.

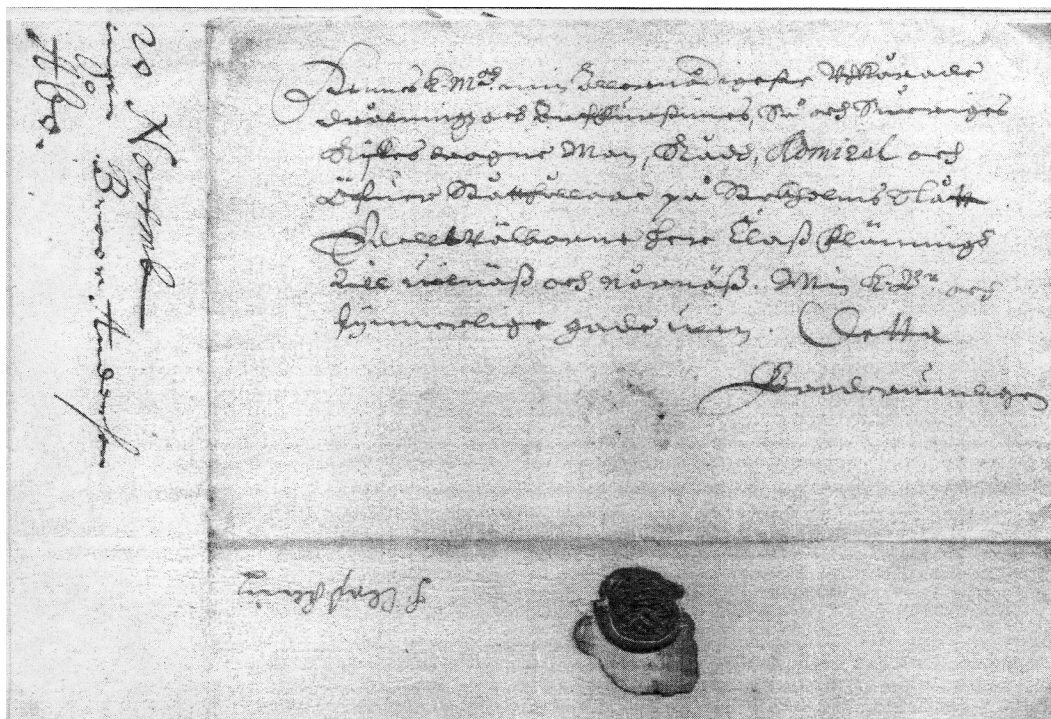


Figure 30. A courier post letter from Turku to Stockholm sent by Bror Andersson addressed to Admiral Klaus Fleming. The letter is dated having arrived November 20, 1636. Klaus was the Chief of the Admiralty and State Treasurer. The route from Stockholm was to Grisslehamn, then across the Gulf of Bothnia, through the Åland Islands to Turku. The same route was taken by the letter shown in Figure 29 and at Turku a courier traveled by horse north to Rauma.

The map on the right and several others used to illustrate the routes did not scan with the clarity and definition we hoped for. See the map on page 24.



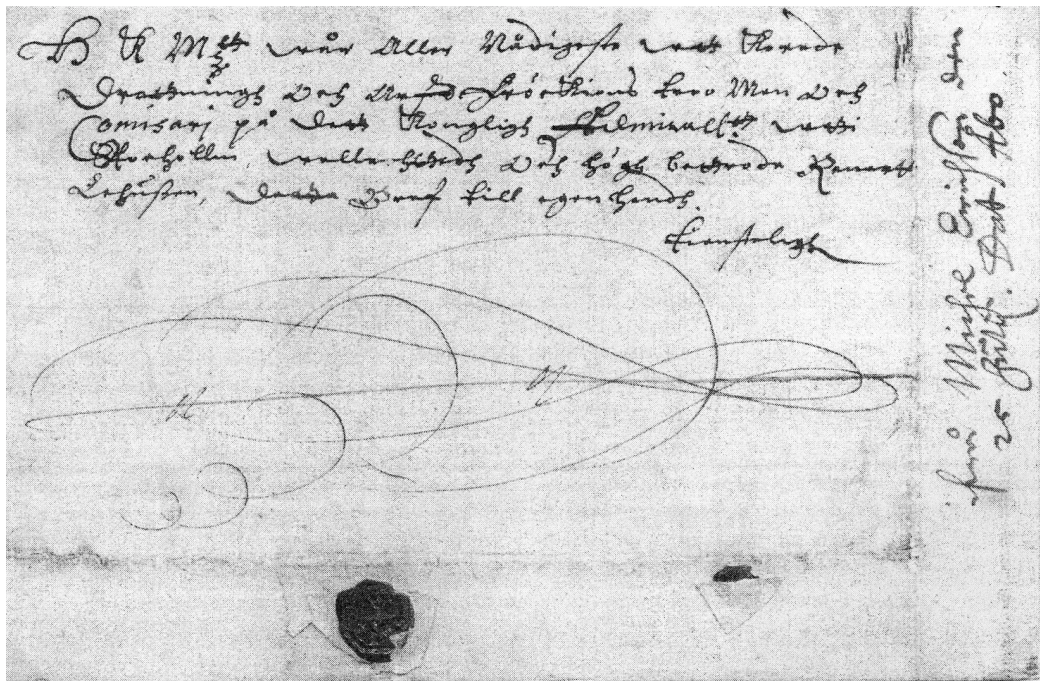


Figure 31. A courier post letter from Turku to Stockholm sent by Minske Erikson addressed to Reinhold Lehusen, who was commissar and secretary in the admiralty and an assist bailiff of the Stockholm castle. The letter arrived July 25, 1636. On the cover page the receiver is described in several ways.

“H(ennes) K(ongliga) M(aj)t(z) wår aller nådigste och korade drothningh och arffustinnas troo mann och comisari på deth kongligh admiral(I)t(ete)th uthi Stockholm, wellachtadh och högh betrodde Rennald Lehusen detta bref till egen hand

tiensstelig”

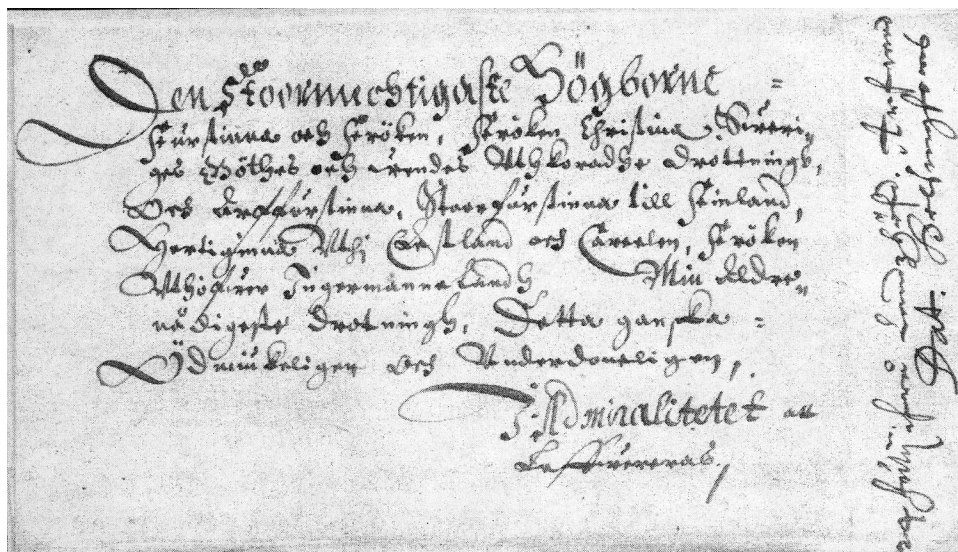


Figure 32. The mail carriage became more complex after very rapid growth of the Kingdom. Officials had to communicate often with each. These letters were carried by couriers from Turku to Stockholm by the customs director Carl Billsten, addressed, first to Queen and then f.o.a. Admiral Klaus Fleming. This letter is dated having arrived August 3, 1635. Other correspondence from Carl Billsten to Stockholm survives.

The courier post was used until the middle of the 1600's. It became too expensive to send have one man carry one letter the great distances from/to Stockholm and the outer reaches of the Kingdom. Moreover, other types of mail carriage had been developed to replace the courier post. The letter below is one of the last courier post letters.

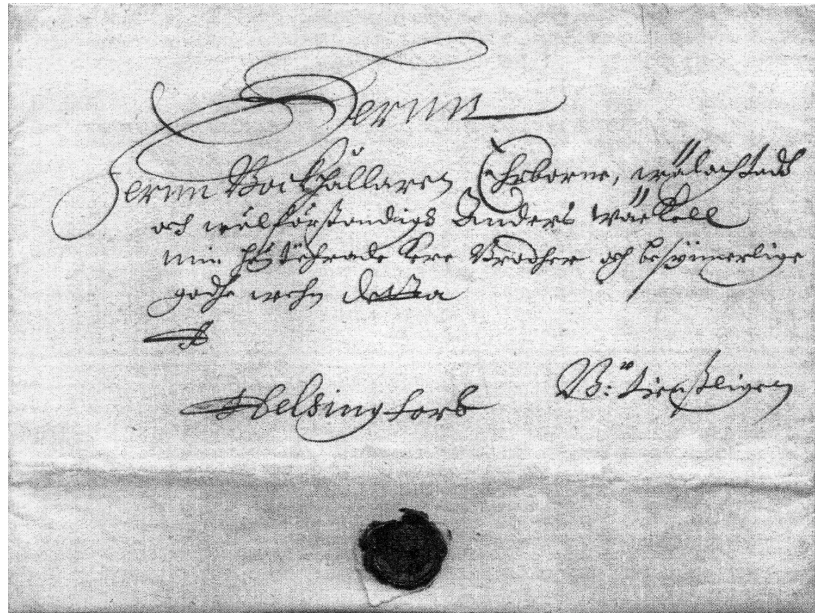
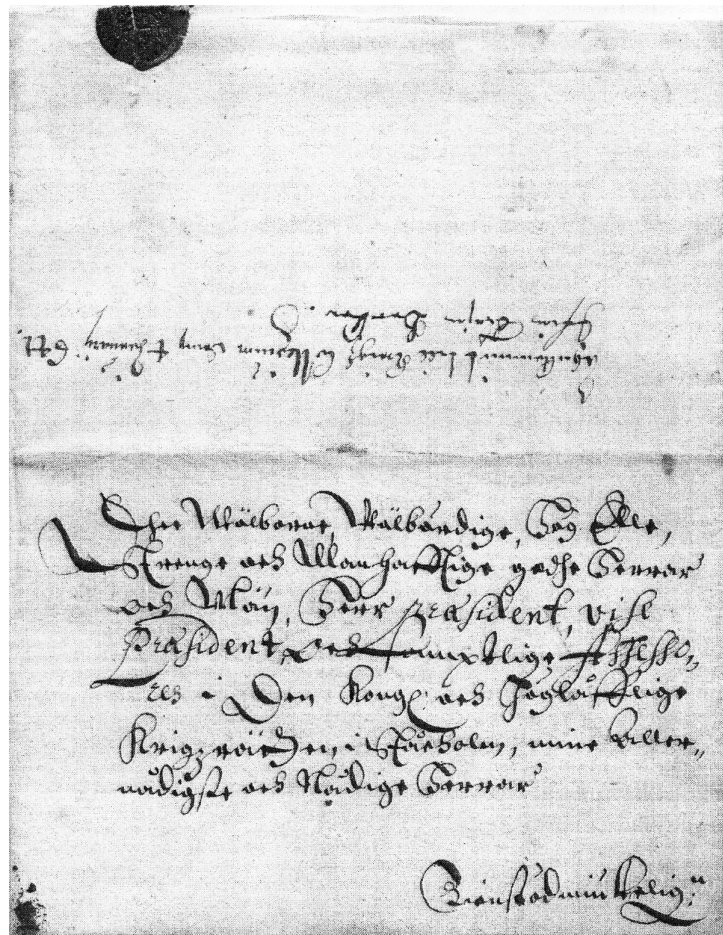


Figure 33. This letter was sent by Ernst Matsson Grabbe, who owned the Segersby horse riding estate, to Helsinki. It is dated "3 Octobr 1658."

Figure 34. A courier post letter from Käkisalmi castle to Stockholm sent by Trajan Becker addressed to the War Collegiums. After having built the other eastern castles his duty was to improve the Käkisalmi fortification. The letter is dated having arrived at Stockholm, January 4, 1641 = "ankommit till Krigs Collegium den 4 Januarij 1641 ifrån Trajan Becker" The letter is closed with his seal and the letters "TRA. BEC".



King Carl IX started building the Kajaani castle for the protection of Northern Finland against eastern violence at the beginning of 17th century. He also founded the province of Kajaani. There's very little information of Kajaani castle and the early history of the city. The only registered courier post letter from the period before general mail is the letter below.

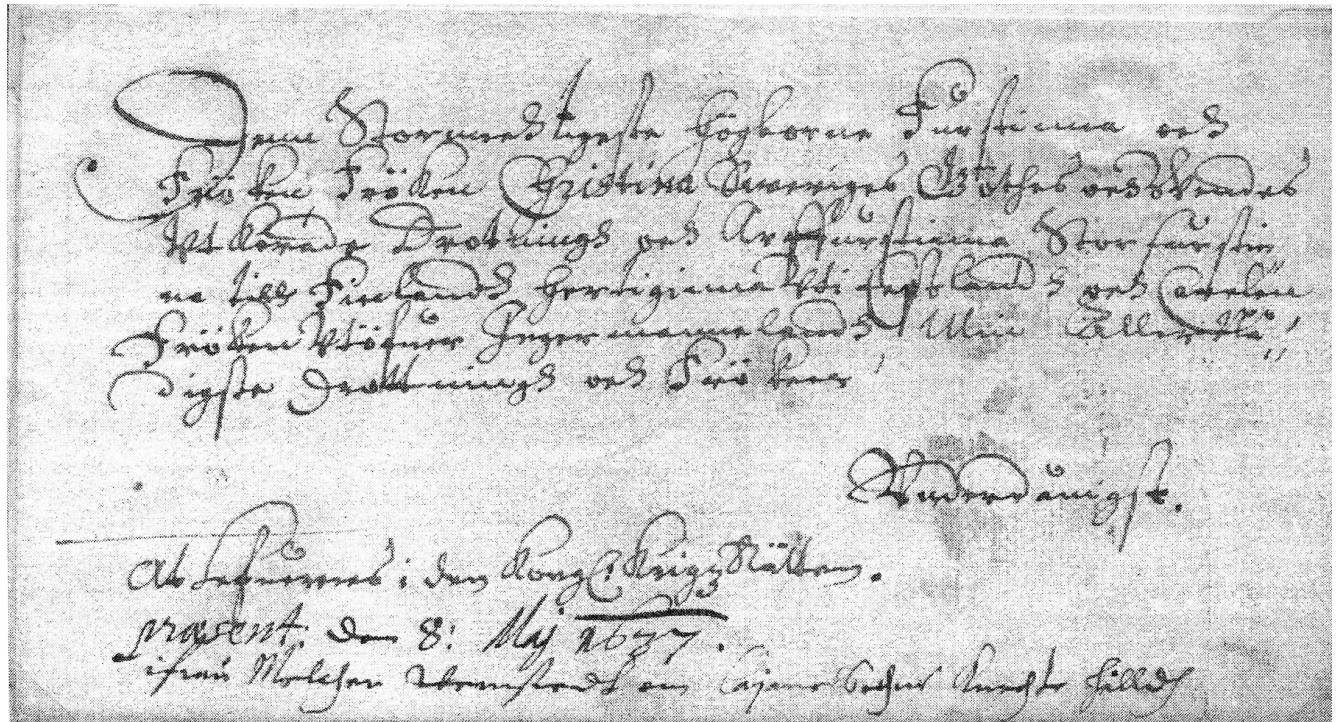


Figure 35. This letter was addressed to Queen Cristina but received by the royal court on May 8, 1637.

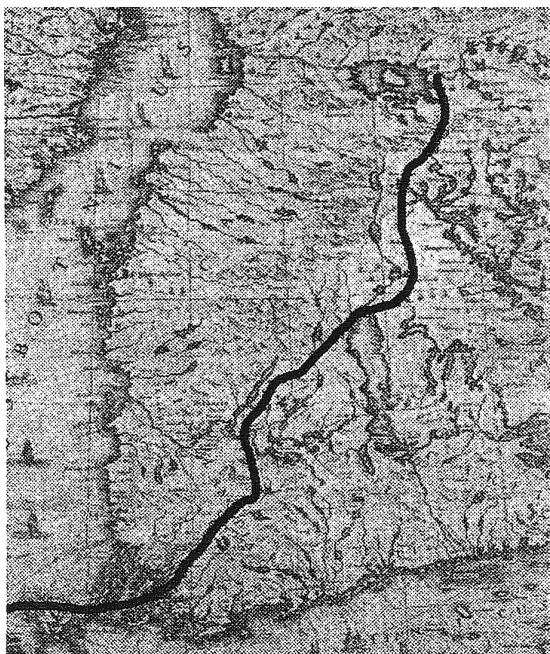


Figure 36. The shortest route from Kajaani to Stockholm was through Rautalampi, Pirkkala, Hämeenlinna and Turku.

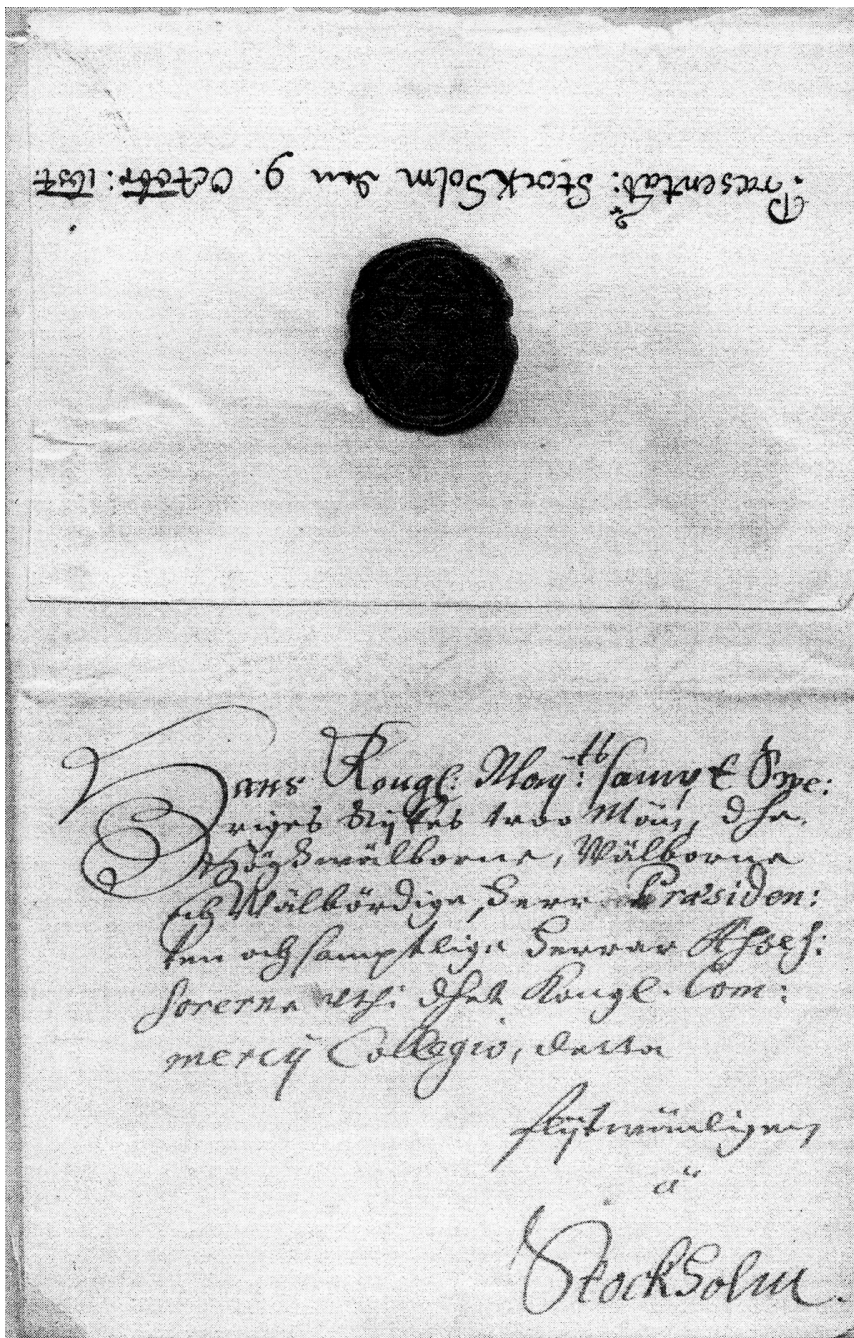


Figure 37. After several wars the country had expanded so much, that the administration needed to be rearranged. Among other collegial offices the trade needed one also. Gustaf Horn started organizing the trade. This letter he sent by courier from Riga to “Collegiums of Commerce” in Stockholm was dated September 20, 1654. The letter arrived in Stockholm on October 9, 1654.

It should be noted that the post between Stockholm and the eastern territory of the Kingdom (mostly modern day Finland) had already been organized in 1638 but delivery by personal courier was sometimes used in parallel with the Swedish Post for many years.



Figure 38. Map showing the land route from Riga, around the Gulf of Finland, then westward through Helsinki, Turku, and across the Gulf of Bothnia to Stockholm.