



The Finnish Philatelist

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The Finnish Philatelist

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

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Editor's Message

This is the 22nd issue of *The Finnish Philatelist* newsletter. We begin our seventh year of publication and we are planning to continue for the next several years. I would like to begin the new year with thanks and appreciation to all who have made this philatelic newsletter a possibility. First, many thanks to Carita Parker for her excellent translations, Alan Warren for checking the copy before we go to the printer, our authors, contributors, and readers. Eric Jarvlepp wrote, "*The Finnish Philatelist* is an excellent philatelic magazine on Finnish subjects." Heikki Reinikainen, who contributes regularly on the m/75 issues, wrote that the article on the Finnish TPOs, "For the first time I have a complete post office numbering along the Helsinki – Turku line, please pass my regards to John MacDonnell." This was just one of many complements on this article. Also, thanks to Heikki Pahlman for his presentation of the pre-philatelic period, (this series will continue through 2003) which has also generated considerable favorable comment, especially from abroad.

Herb Volin has been keeping a sharp eye for unusual items offered by eBay and other internet auction houses. The "Red Kouvola" is presented in this issue.

Continued on page 8



While many Finnish railway cancels are fairly common, other are rather difficult and elusive. We illustrated the unusual "Bjeloostrov-Petrograd" postmark in the August 2001 issue. Illustrated above is the KEURU J. ST. (jernvägstation = railway station) postmark known to have been used only from March 1893 to October 1893, when the trilingual Russian circular date stamps came into use.

Flag, Flowers, Trees Among National Symbols Featured on 11 Euro-denominated Stamps Issued on January 1, 2002

The modern heraldic lion by Mika Launis won the stamp design competition in 2000. The winner is now the pictorial subject of the EUR 1 (FIM 5.95) blue stamp and the EUR 5 (FIM 29.72) red stamp. The EUR 1 stamp is postage for 2nd class domestic letters up to 250 grams, and the EUR 5 stamp for express letters up to 250 grams to domestic destinations outside the local area. The Flemish sculptor William Boyen designed the model for the very first Finnish coat of arms in 1591 for the tomb of King Gustav I at the Uppsala Cathedral. The heraldic lion has been the basic theme of the Finnish stamps - except for one period - for almost 150 years.

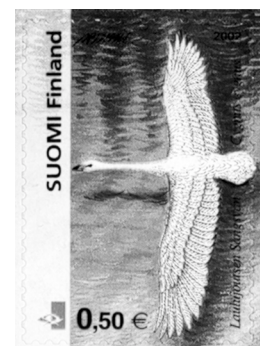


The Finnish flag is waving in the 1st class non-denominated stamp, which Päivi Valnionpää designed from several photographs. The flag and the flying Arctic tern express independence and freedom. The blue cross flag was approved as the national flag of Finland in May 1918. It is a rectangular, white cloth divided into four equally high parts by a sea blue cross. In the state flag there is the Finnish coat of arms in the middle of the cross. The shape and the dimensions of the flag are defined by law. The booklet of eight 1st class non-denominated stamps is priced at EUR 4.80 (FIM 28.54). The value of the non-denominated stamp is equal to the postage for 1st class domestic letters up to 50 grams. As of January 2002 it is EUR 0.60.



The EUR 0.90 (FIM 5.35) stamp by Asser Jaaro features a part of a 1905 painting by Victor Westerholm 1860-1919. The painting depicts a view from Mustavuon in Kuusankoski to the Kymijoki River. The painting describes Finnish landscape as one often would like to see it: a panorama seen from an elevation including forests, fields and water that sparkles in the sun. The value of the stamp equals the postage for 1st class domestic letters up to 100 grams.

The swan stamp by Erik Bruun depicts Finland's national bird, the whooper swan flying along the surface of a lake reflecting the blue sky and the forest. The face value of the stamp is EUR 0.50 (FIM 2.97). The stamp is valid as postage for 2nd class domestic letters up to 50 grams.



The white straight-necked swan was elected the national bird of Finland in 1967. The swan is nearly one and a half meters long. It is a member of the species *Anotidae*, and it has a resonant, trumpet-like voice. A flock makes the famous swan song sound like a beautiful concert.

Sensitive drawings by Pirkko Juvonen are also seen in many new stamps. Her point brush has made the lily-of-the-valley and the forget-me-not flower in EUR 0.10 and 0.05 (FIM 0.59 and 0.30) stamps. Both flower themes are issued as booklets of five different stamps. The face values are so called supplementary ones.

The lily-of-the-valley was elected the national flower of Finland in 1967, when Finland celebrated its 50 years of independence. The lily-of-the-valley, famous for its scent, has two oval, sharp-pointed leaves and white bell-shaped flowers in a cluster on



one side. This beauty belongs to the lily family.

There are nine forget-me-not species in Finland. The new stamp depicts the waterforget-me-not. The forget-me-nots are herbaceous plants with blue or red flowers. The plant is called the flower of love, and it is said to symbolize the fear of being deserted, as its name implies.

Pirkko Juvonen has also designed the stamps on the spruce, pine and birch. The face values of the stamps are EUR 2.50, 3.50 and 0.60 (FIM 14.86, 20.81 and 3.57), respectively. The stamps are valid as domestic postage for 2nd class maxi letters up to 250 grams (EUR 2.50), 1st class letters up to 1000 grams (EUR 3.50) and 1st class letters up to 50

grams. (EUR 0.60).

The tall Norway spruce can be considered as green gold of Finland, used as industrial timber and raw material for paper and pulp. The thick, dark spruce, together with the pine and birch, dominate the Finnish landscape.

The Scots pine is the only pine species in Finland and an important raw material for the Finnish forest industry. The pine has been used as building material, and also as a source of tar, turpentine and

“pettu” (survival food from the pine bark). The pine has its own important place in the Finnish culture. It lives in the literature and arts.

The Finnish forest industry has taken up a contradictory attitude towards the birch. On the one hand, it has been considered as valuable as the spruce and pine, but on the other hand it has been felled and replaced with “better” trees. The birch is an essential part of Finnish summer and lakeside landscape. Bath whisks for sauna are made of it, and at Midsummer it is used as an outdoor decoration. Many utility goods used to be made of birch, and even the best-known furniture of the famous Finnish architect Alvar Aalto is made of birch. The silver birch was nominated for Finland’s national tree in 1988.

Pekka Piippo designed the EUR 1.30 (FIM 7.73) stamp on the Finnish bedrock, the firm ground of Finland. In addition to being dedicated to the bedrock, the stamp is dedicated to granite that has been Finland’s national rock since 1989. Most Finnish stones and rocks are made up of granite, and it is commonly used as building material. The face value of the stamp corresponds to the domestic postage for 1st class letters up to 250 grams.

Three first day postmarks were designed for the euro-denominated stamps issued on January 1, 2002. The lion stamps are stamped with the postmark on



the euro theme, designed by Mika Launis, and the swan stamp with a postmark by Erik Bruun depicting a flipper of a swan. Other stamps issued January 1, 2002 had a first day postmark of the map of Finland, designed by Päivi Vainionpää.

The First Day Covers of the first euro-denominated stamps were sold from Tuesday, January 1st until Friday, January 4, 2002. Usually First Day Covers are sold only on the date of issue.



TECHNICAL DATA OF THE STAMPS ISSUED 1 JANUARY 2002

Stamp	Face value	Issue	Size, sheet	Size, stamp(s) (horiz./vertical)	Perforation	Printing method	stamp paper	Printing
Heraldic lion (blue)	1.00	5 100 000 stamps	103.5 x 210 mm	24.5 x 34.5 mm	security perforation	gravure 6/1	Self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers The Netherlands
Finnish flag	1st class 3 x 1st class	1 025 000 booklets	218 x 54.6 mm (booklet/open) 162 x 54.6 mm (sheet)	35 x 23.50 mm	security perforation	gravure 7 (stamps) gravure 5/3 (cover)	Self-adhesive (stamps) Gloss Art 220 g (cover)	The House of Questa England
Finnish landscape	0,9	1 100 000 stamps	103.5 x 210 mm	34.5 x 24.5 mm	security perforation	gravure 5/1	Self-adhesive stamp paper	The House of Questa, England
Swan	0,5	2 100 000 stamps	103.5 x 210 mm	24.5 x 34.5 mm	security perforation	gravure 6/1	self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers The Netherlands
Lily-of-the-valley	0,1	2 750 000 stamps	103.5 x 210 mm	24.5 x 24.5 mm	security perforation	gravure 6/1	self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers The Netherlands
Forget-me-not	0,05	2 750 000 stamps	103.5 x 210 mm	24.5 x 24.5 mm	security perforation	gravure 5/1	self-adhesive stamp paper	The House of Questa England
Granite cliff	1,30	1 100 000 stamps	103.5 x 210 mm	34.5 x 24.5 mm	security perforation	gravure 7/1	self-adhesive stamp paper	The House of Questa, England
Birch	0,6	2 600 000 stamps	103.5 x 210 mm	34.5 x 24.5 mm	security perforation	gravure 6/1	self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers The Netherlands
Spruce	2,5	2 600 000 stamps	103.5 x 210 mm	34.5 x 24.5 mm	security perforation	gravure 6/1	self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers The Netherlands
Pine	3,5	1 100 000 stamps	103.5 x 210 mm	34.5 x 24.5 mm	security perforation	gravure 6/1	self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers The Netherlands
Heraldic lion (red)	5	600 000 stamps	103.5 x 210 mm	24.5 x 34.5 mm	security perforation	gravure 6/1	self-adhesive stamp paper 102 g	Joh. Enschedé Security Printers

The new stamps were available on January 1, 2002 in the Stamp Shop, situated in the Main Post Office in Helsinki, where the first day postmarks were also available, and from Santa's Main Post Office at the Polar Circle. Besides, the stamps were available at those post offices run by private entrepreneurs that were open on New Year's Day and from railway kiosks.

Only Finnish euro stamps are accepted as postage in Finland.

Effective January 1, 2002, the postage for first class domestic letters, up to 50 grams is EUR 60 (FIM 3.57). FIM-denominated stamps will be valid through 2011.

All FIM-denominated stamps issued in Continental Finland (excluding Åland) in 1963 or afterwards will be valid as postage until the end of 2011.

It is possible to use either euro-denominated or FIM-denominated stamps or both of these at the same time. All non-denominated stamps will also be valid. The value of the non-denominated stamps is equal to the current postage for first class domestic letters weighing up to 50 grams.

Endless possibilities exist for mixed franking of EUR and FIM stamps for another decade. Mixed franking will be allowed on mail in domestic and international traffic.



This registered airmail cover from Wasa to Clifton Park, NY, USA was mailed on January 2, 2002 franked with a Christmas first class non-denominated and a 1.00 euro stamp on the front. On the back were various denominated FIM stamps, other euro denominations and non-denominated 2000 and 2001 FIM stamps. These combinations of mixed franking covers will surely cause confusion and rate errors for both postal clerks and customers, much to the delight of this and future generations of philatelists. The FIM stamps will remain valid through 1911.

The “Red Kouvola” Frama Stamps Misprinted in Red Ink by Herb Volin and Andreas Lehr

At first glance, the illustrated Frama stamp, FMK 0,10, electric car looks like the normal stamp, but instead, the FIM denomination is printed in red instead of black. It came from Machine 17, the number is printed vertically on the right side, a supermarket in Kouvola, which had a ribbon with red ink. It is believed that initially there was no imprint on the first stamps; someone complained to an official, who put in a new ribbon, but instead of putting in a new black ink ribbon, a red ribbon was used. At some point thereafter (it is not clear when), the postal official realized the mistake and a proper black ribbon was installed, but not before several patrons bought a number of red imprints.

The first stamps with the error were sold in Germany in March 2001 for DM 12. It was reported



at first that only 10 mint low values existed, but at least three full sets were sold. One set was offered at DM 550. It is possible that one or more of the lower values are still available from Andreas Lehr. Inquiries should be directed to Andreas at:

Editor's note: On any day, there are many thousands of stamps, covers, Cinderella, errors, freaks and other countless other philatelic items offered for sale on the Internet. The item illustrated above caught the eye of Herb Volin who made inquiries of the seller, Andreas Lehr. The Norma 2002 Special Catalogue, lists this item as ATM 34 with both black and red value stripes.

Finnish Fieldpost 1939-1945

by Les Freestone and Eric Keefe, 126 pages, soft covers, spiral bound. Scandinavia Philatelic Society, Surrey, England, 2001, ISBN 0 9523532 2 9. £15 plus shipping. Also available from Jay Smith & Assoc., \$ 49. P. O. Box 650, Snow Camp, NC 27349; e-mail: jay@jaysmith.com

This book is the result of a series of articles that the co-authors wrote over a number of years in *Scandinavian Contact*, journal of the Scandinavia Philatelic Society of Great Britain. The authors were encouraged to update the series and publish as a separate monograph. The result is a very good picture of Finnish Fieldposts and their postal history during the Winter War, the Continuation War and the Lapland War. The Fieldpost offices are listed by number and location with dates of operation.

Covers are used to illustrate postmarks, unit handstamps, and the handling of mail. For the Continuation War, during which stamps were introduced, covers illustrate the use of these issues including the red label, the sword and Posthorn labels, and the overprinted Lion issues. The chapter on the Lapland War of 1944-1945 includes a listing of the unit code numbers of the III Army Corps.

Subsequent chapters deal with the naval and air force fieldposts, the women's auxiliary (Lotta Svärd) and civil guard units, official mail, hospital and POW mail, censorship, the Swedish and other volunteers, Finnish volunteers in German service, the German fieldpost in north Finland, Eastern Karelia, and fieldpost stationery. Useful appendices cover such items as a Finnish/Swedish glossary, listings of Finnish and German military ranks with their British equivalents, and German censorship offices.

The authors have included a comprehensive fieldpost glossary that will assist collectors in identifying military units, addresses, markings and other pertinent information found on covers.

The illustrations and maps are of very good quality and the text quite easy to read. If the authors and publisher had included an index, it would have made for an even more useful reference. However, this is now the major English language resource for collectors of Finnish military mail during the World War II period.

This book is available for loan at the APS and SCC libraries, but for serious collectors this book is highly recommended for your personal library.

Alan Warren & Roger Quinby

Norma Special Catalogue 2002

Käpylän Merkki Oy, Helsinki, Finland. 656 pages, soft bound, ISSN 3358-1225. Available from Jay Smith & Assoc., P. O. Box 650, Snow Camp, NC 27349, \$47; e-mail: jay@jaysmith.com or by phone: 1-800-447-8267

Finnish collectors have been waiting since 1994 for the new *Norma Special Catalogue 2002* with the classic postal stationery organized according to the papers left by Harri Sihtoila, now deceased. For this reason alone, the new catalogue would be an important addition for your philatelic library. However, there is much more.

The entire text is in Finnish, Swedish and English, and all listings are priced in euros, which became the official Finnish currency on January 1, 2002.

A number of other sections have been revised and or corrected; Heikki Reinikainen edited the m/89 section, the m/30 Lion stamps section was revised by Hannu Kauppi, and the principal types of railway parcel stamps are organized by Kaj Hellman.

Among the sections in this catalogue are: Aunus, Karelia, North Ingermanland; Helsinki and Tampere local posts, ship post stamps, Russian stamps used in Finland, Christmas seals, Åland, booklets, franking labels, maximum cards and so forth. The Russian section has been revised from earlier editions, but I think that *Facit's* classification system showing the Russian ring stamps, purely Russian stamps sold by the Finnish Post and the co-runners with distinguishing catalogue letters and numbers, more accurately differentiate the several types of kopek franking used in Finland.

The introductory chapters include a fairly good pre-philatelic section with a listing of the early Cyrillic straight line cancellations, each nicely reproduced, as well as complete listing of all the low and high box postmarks, the 1856-1869 large single circle postmarks, small single circle postmarks and the 1873-1894 double circle postmarks.

All the illustrations of the stamps and postal stationery are in full color. The quality is good.

There are many pricing changes apart from the conversion from FIM to euros. The pricing reflects inflation and other increases in better material since the last edition of *Norma*, published in 1994. This catalogue is rich in information and is highly recommended for all collectors.

Roger Quinby

Insured “I.f.” and “T.e.” Marked Items Explained

by Matti Sipari, from *Filatelisti*, No. 10, 2000

translated by Carita Parker

The letter in Figures 1 and 2 was sent, according to the censor-printed mark in Russian, from Helsinki on August 7, 1917 and arrived in Copenhagen on August 12, 1917. The cover bears a censor label in three languages affixed with a Helsinki trilingual seal. It seems that the letter was already marked with sender's seal prior to deposit at the post office. A 10 kopek stamp with postmark is partly visible from under the label. The censor label has been stamped with a violet, star-patterned oval mark dated 13. 8. 1917; although it is unclear, this is more than likely a receiver's mark affixed in Copenhagen. Visible on the mark lower edge is first the letter “K” and on top right letters “ntop” indicating part of some word. Possibly, (Ed. although unlikely) the letter never reached Denmark. Fee markings were also made in pencil on the cover. The postage is 20 kopeks, registration = 10 kopeks and 30 kopeks for insurance.

The **I.f.** mark is seen on insured and registered mail from Finland to abroad during W.W.I. Finland's Postal Administration general letter 6344, dated January 1, 1915 informs of rules and restrictions for value mail to abroad: “When accepting foreign addressed postal items containing currency or value objects, proof of sender's identity and trustworthiness is required from the police.” Other rules also existed, but this seems to be the most important.

There is more in Finland's Postal Administration Swedish language letter # 7336 dated March 26, 1915, which stated that mail be marked “**I.f.**” (“Intyg företedts” = proof presented) with a color pencil. The boxed red **I.f.** mark was used in the Helsinki post office. The date of use would be good to know. I (writer) will accept information on the premise “earlier/later”: Please, send information to: Matti Sipari, Poutamaentie 12 B 22, FIN-00360 Helsinki, Finland.

The T. e. Mark

The cover shown in Figure 3 is the same version in Finnish “**T.e.**” or “*Todistus esitetty*” mark (= proof



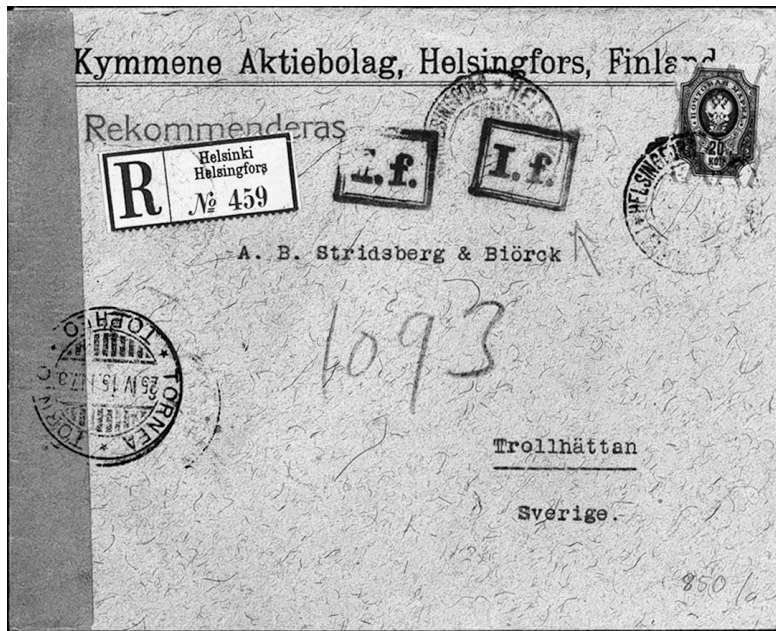
Figure 1, top and Figure 2, bottom.

introduced). The letter bears a trilingual Wyborg cancel, 30. VIII. 1915 and a registration label in two languages, Finnish and Swedish. The letter was mailed to Sweden via Tornio where a war censor opened it on 31. VIII. 1915 and resealed it with a trilingual censor label, as well as a Tornio exit cds (circular date stamp).

On the reverse side of the cover is the censor's violet personal mark with his name in Cyrillic. A Swedish arrival mark is missing. Postage was 10 kopeks for transportation and 10 kopeks for registration.



Figure 3. This registered cover was mailed from Wyborg and cancelled 30. VIII. 15, where the mark "T. e" was penciled on the front. The letter was routed through Tornio, where it was censored, then to Sweden. This letter did not contain any items of declared currency or value, so it was possible that there was enclosed just one or two paper bills weighing less than 15 grams. Many similar registered covers/letters (according to the markings or absence of them on the cover) were sent to abroad during this period without any I.f. or T.e. markings certifying the trustworthiness of the sender. The T.e. mark is fairly elusive; do you have one in your collection?



I.f.

Figure 4. This registered cover was mailed from Helsinki, (date is unreadable) to Sweden via Tornio where it was opened, inspected and released by the censor on 25. IV. 15. This is the earliest I.f. cover in my collection, dated less than one month from the publication of the Postal Administration's directive. There is no declared value shown on the cover. From the collection of Roger Quinby.

Editor's Note, continued from page 1

Other greetings and contributions have been received from Christian Quiquenpois, Ran Ram, Don Fraser, Steve Kaplan, Kaj Hellman, Josef Hoeger, Paul Albright, John Root, Gordon Wall, Jacob Kisner, Alan Warren, Carita & Gary Parker, Jon Iversen, Herb Volin, Jorma Keturi, Dirk Vorwerck, Morten Naarstad, Jerry Winerman, Jeffrey Stone, Lenard Tiller, who wrote, "Your last two editions were excellent...enjoying the Golden Age of Philately," Dr. Berry's contribution and favorable comments in behalf of the UK readers and many others whose notes, letters, and e-mails have been filed away somewhere beyond my present reach.

Your voluntary contributions are very important. The costs to print and mail the newsletter continue to increase and we expect yet another postal increase later this year from the USPS.

In 2002, we will continue to showcase the philatelic series from Heikki Pahlman, the story of the Finnish railway mail and the in-depth analysis of the classic issues by Heikki Reinikainen. We will also continue with a wide range of shorter notes on various subjects including censorship and other marks and unravel some lesser known special rates. We hope there will be something of interest for you. A 2001 index will be included in the May newsletter.

“IZ Finlandii” Mark Revisited

by Morten Nørstad

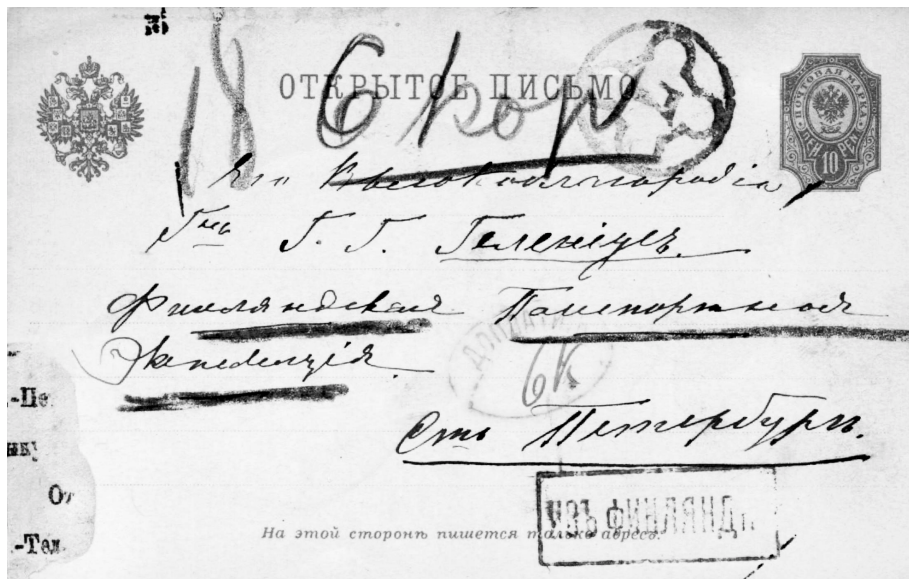
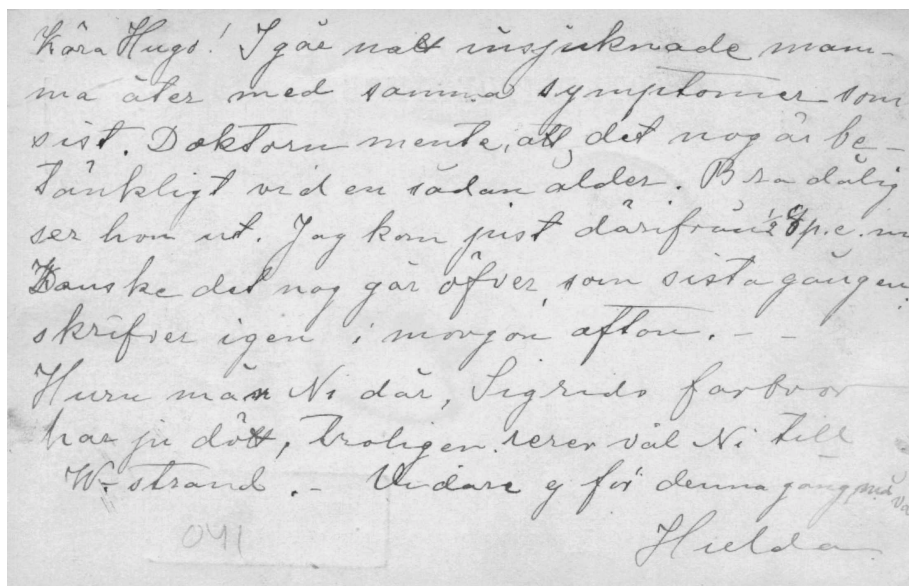


Figure 1 above and Figure 2, below. This 1901 10 penni postal card (Norma 2002, PK 33) has no statement of place or date, but according to the text it is most likely written in Willmanstrand (Lappeenranta) and put into the letterbox at the station during 1901. It was likely carried by train to the HKI-SPB line and from there, again by train to SPB where it was struck with IF mark and SPB branch post No. 7. As the 10 penni stationary was invalid franking to Russia, there are some postage due markings indicating 6 kopeks due.



In the November issue of *The Finnish Philatelist*, Herb Volin had an article on the Russian **IZ FINLANDII** (= **IF**) mark struck on a cover originating from Helsinki, Finland in 1901. In the article Volin presents answers from a few specialists and collectors, myself among them, regarding his questions on this mark. I based my answer to Volin mainly on relevant

literature and postal regulations, but also on items listed in auction catalogues and what I do have in my own collection. In this comment to Volin’s article I will try to give the background to why I believe this mark was used on incoming uncanceled railroad mail.

In Martin Holmsten’s book *Russian Postal History 1857-1918*, the **IF** mark is listed as a railroad postmark used in SPB from 1900 to 1908. In his book, *Pricelist of Finnish Letters and Cards 1889-1960*, he shows a postcard dated in Helsinki on August 1, 1900, struck with SPB branch post office No. 7, **IF** mark and a SPB date stamp the very same day. Here he also states that this cover was brought by train from Helsinki to St. Petersburg (= HKI to SPB). Holmsten’s books were issued 1991 and 1992. Later on I have noted several items bearing **IF** marks mailed during 1899, one with a March 3, 1899 postmark (Julian calendar) as the earliest reported (from the Kaj Hellman auction held on May 3, 1997, item 763). In 1985 Holmsten also had an article on SPB branch post office No. 7 and the **IF** mark in a bulletin for the 1985

Helsinki exhibition catalogue. The article is illustrated with several items bearing SPB No. 7 and **IF** marks, all originating from HKI. In my own collection I have a few items bearing the **IF** mark, all except one appears to be originating from HKI.

Mixed Perforation Groups in Type m/75 Gems

Text & Illustrations by Heikki Reinikainen

Translated by Carita Parker - From *Filatelisti*, 9/97

In 1995 the late Ernst Nygren's much heralded collection including some great classical Finnish rarities was auctioned off in the U.S.A. However, a small remainder of Nygren's collection was sold without much fanfare in February of 1997. This lot included some rarities of the type 1875, in particular the pictured mixed perforation 25 penni Senate block of four SABe and SBAe is worth introducing here.

Mixed perforated stamp groups are rare in Finnish philately, because mixed perforations appeared with a few issues during certain transition periods lasting only a short while. The Type 1875 specimens were printed in the course of 10 years (1875-84), but mixed perforations happened only during 4 months in early 1882, which makes it easy to understand that even single stamps are sparse and larger units almost unique.

The blocks of four sold from the remainder of the aforementioned collection are in good condition. Both carry on the reverse the HFF's expert panel mark, in addition to Fabergé's own markings and a Harmers' stamped red Fabergé. The fact that these objects have a known history makes them even more appealing. The oldest information dates from 1927 when the blocks of four were pictured in the Köhler auction catalog under lot numbers 1788 and 1795. The collections of that era's great philatelist, Ludvig Lindberg, were then for sale in Berlin and the following year in Luzern. Agathon Fabergé acquired the blocks of four in 1929 and 1930. Subsequently, they fell into the hands of middlemen Messrs. Trap-Holm and Wettler. In 1940 the specimens were auctioned off by Harmers, and thereafter at some point ended up with Ernst Nygren.

At this writing, both blocks of four beautify the collection of well-known American Finland-collector Mr. Ed Fraser. What makes these



Figure 1, left and Figure 2, right. Left, a 25 penni SABe cancelled at Kotka, 27. 2. 82, and SBAe marked Wiborg, 11. 2. 82. The perforations in the AB block appear to have partially separated at the left center, but otherwise the blocks are without flaws. Excellent items, a unique combination. From the collection of Ed Fraser.

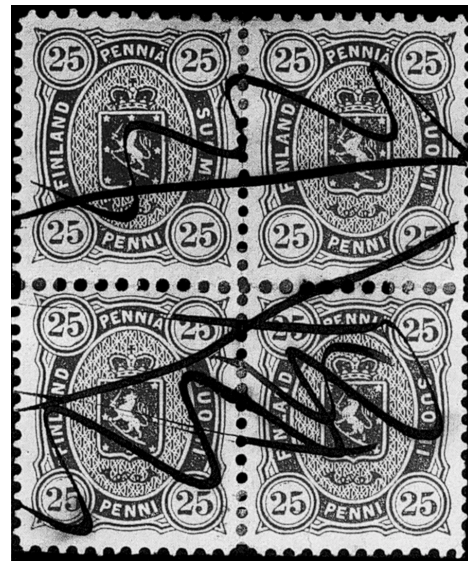


Figure 3. Unilateral mixed perforation on a 25 penni Senate block of four. The top stamps are AB and the lower stamps are ABBB perforation. This block is likely the only known item with this perforation combination.

items even more appreciated is that both the AB and BA mixed perforations can be displayed simultaneously and in the same collection as blocks of four. This is unique. The only comparable object seems to be the Senate 25 penni SABBB unilaterally perforated block of four sold in Sweden in 1995. Its

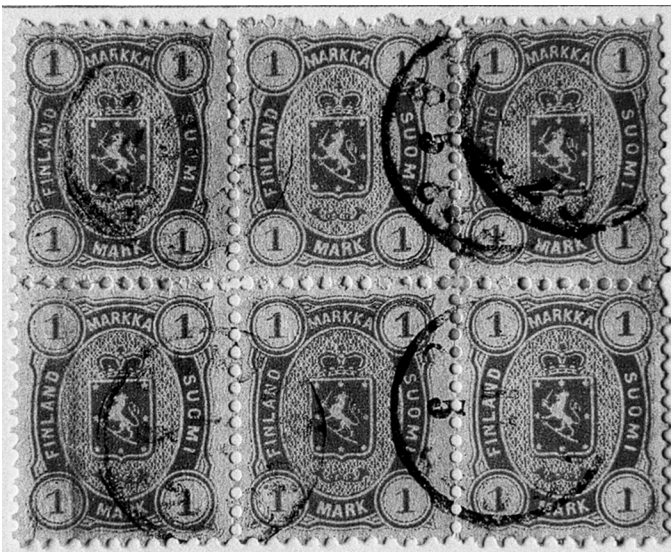


Figure 4. The 1 Fmk LABA block of six is the largest known value of this group of mixed perforations. From the M. Ossa collection.

upper and horizontal center row(s) is perforated 11, whereas all the others are 12 1/2. According to the auction catalog, the block had been separated and then rejoined. This is unfortunate, because still a couple of decades ago the object was known to have been whole.

Besides those introduced so far, the Fabergé collection was known to include also a 25 penni block of four with a pencil cancellation. In the Gummesson Finland collection there is a 25 penni SBA block of four cancelled 'postkupee' (= mailcar). Additionally, there is an old listing of a 25 penni SAB block of four, but it could be one of the aforementioned, since this cannot be verified. As for other 25 penni larger blocks or groups, I have not discovered any further information in older or more recent auction catalogs.

Very few other mixed perforation series from Type 1875 are known. Of the Charta Sigillata 1 Fmk stamp there is a LAB block of six (pictured here), as well as a block of four. Of the blue 20 penni there is a block of six, a strip of 6, a group of 5, and a few blocks of four, one of which is in mint condition and the other a mixed Tête-Bêche block of four. Whether these are still in the original condition one can only ask. Also known are both Senate and the



Figure 5. A 1 Fmk unilaterally perforated LBBABa pair marked Abo, 12. 5. 82 (May 12, 1882). Most likely this is the only known example of this mixed perforation. Gummesson collection.

Charta Sigillata 20 and 25 penni specimens in strips of mixed perforations of 3 or 4 stamps. Pairs are seen in all except the 2 penni values.

Of the known uncommon items are the 20 penni mixed perforation tête-bêche pairs; one AB and four BA perforated, and a few pairs with one-sided mixed perforations. Of the common pairs, those harder to come by besides the 1 Fmk value are the mixed perforation 10 penni pairs, though up to 3 specimens are known on cover.

Singles, on the other hand, are rather common and barring a few exceptions easier to come by. But in a situation where a pair is offered - hang on to it - because such are rarely encountered.

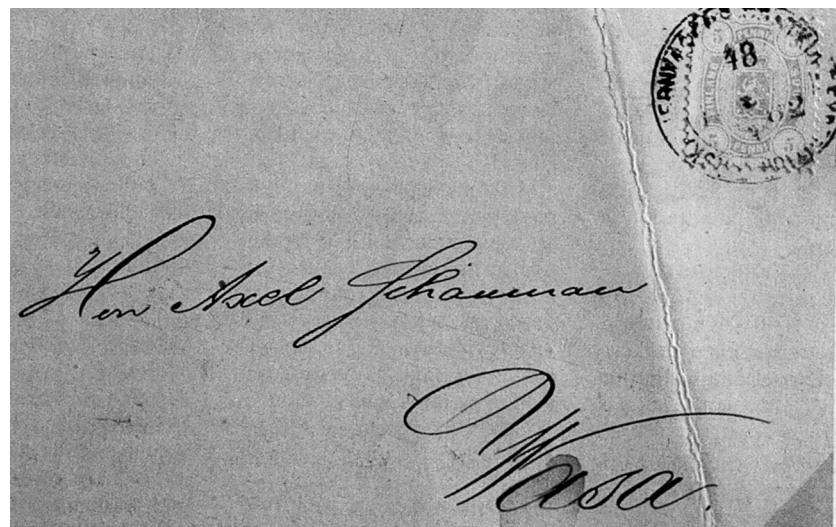


Figure 6. Some mixed perforation singles are seen in the market, but postally used examples are quite uncommon. A 5 penni LABAa on card marked "postkupee" 48 (Tampere) - 3. 82. Perhaps 10 are known. Heikki. Reinikainen collection.

The Golden Age of Finnish Philately - Part 2

Text & Illustrations by Heiki Palhman
 Edited by Roger Quinby

GENERAL MAIL

At the beginning of seventeenth century there was an enormous growth in the exchange of letters throughout the kingdom. Also the new status of the country required the reorganization of the postal services. During the Thirty Years War, it was necessary to develop reliable contacts with the politically important eastern section of the kingdom. Securing letter carriage to Baltic countries influenced the young queen to work for changes in the postal system.

The German Taxis post was the key model from which the communication network in Finland was built. On the other hand mail carriage in the neighboring countries of Denmark and Norway had been established with official general posts in 1624.

Through Åland to Turku, Oulu, Viipuri and Ravel (Tallinna)

When Per Brahe was nominated governor general of Finland, he undertook to organize the government and one of his goals was to establish a regular mail route between Stockholm and Turku. The actual work was given to the state bailiff Bernhard Steen von Steenhausen because he knew already the eastern parts of the country. He owned a lot of land at the delta of river Neva. The government gave him rights to arrange post routes to Finland.

The first post route was established from Stockholm to Vaddö and from there to Åland, Eckerö and further to Söderby in Taivassalo (Finland). This route continued to Turku.

From Turku there were several main post routes: one along the west coast to Oulu, a second through Hämeenlinna to Viipuri, and the third along the southern coast through Helsinki to Viipuri. The route through Helsinki had also a short cut from Porkkala to Ravel (Tallinna).

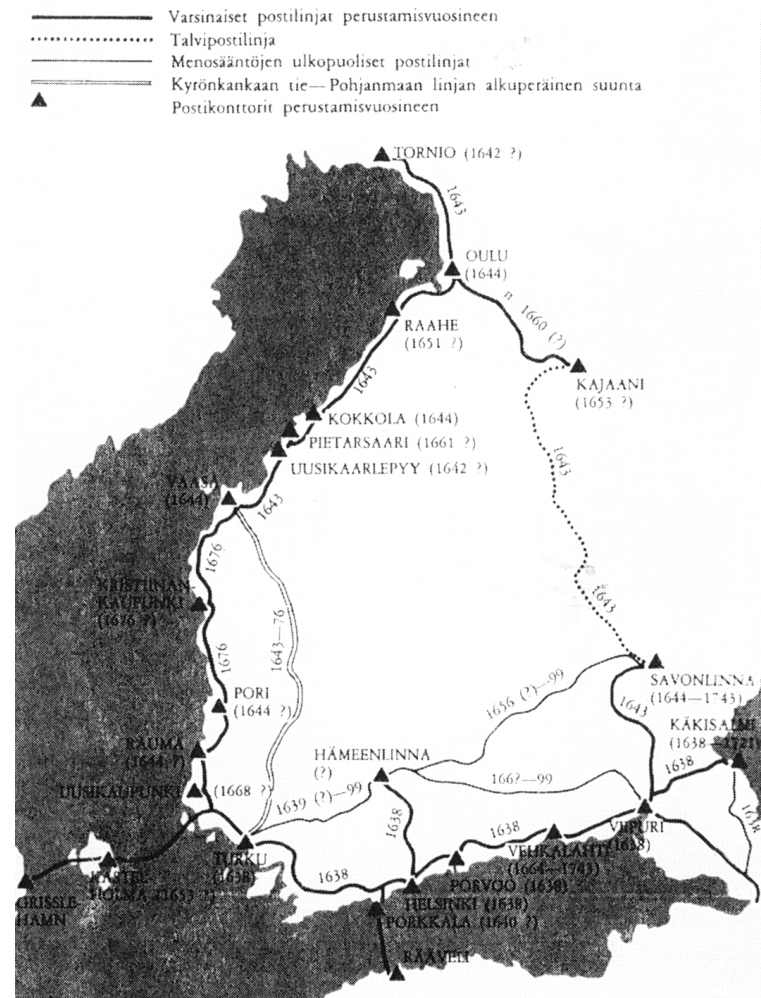


Figure 1. Postal routes of Finland, 1638 - 1720

Three Weeks in Prison Because of Negligence

The actual post delivery work was given to the local peasants. The post houses were to be located approximately every 20 kilometers, but not more than every 30 km. The peasant, who carried the mail, was freed from other obligations.

The post carrier was, according to the rules, required to nominate a peasant who was able to read and write to carry the mail. Moreover he must have at least two hired-hands. It was his responsibility to insure that they could read and write. However, this was not always the case.

The post peasant had to take good care of his duties. If he neglected this he was sent to prison for four weeks. Also he had to run with the mail 10 km within two hours otherwise he was sent to prison for eight days with just bread and water for nourishment.

If the peasant was caught talking with someone during his duty, he was sent to prison for four weeks. Very severe punishment compared to today's life.

Recognizing The General Post Letters

The general post letter is typically recognized from the chart number in the upper right corner of the address page. Afterwards during the Russian period the letters might have the number on the reverse side, which was the Russian way of doing this.

The other way of recognizing this would be "Franco" in hand writing on the front page, which meant the post tariff was paid.

The post officer in the post office had to bind all "by him collected" letters in bundles according to the addressee's location. The receiver of each letter had to be written on a letter chart and the corresponding order number followed the bag. This chart was included to the bag.

The chart was a small booklet in which the order number, addressee and the weight of the letter were written. In the post offices there were so called post passports where the post officer wrote the arrival time of each letter. If someone did not collect his mail there was another chart which was typically placed on the post office door so that everyone knew to pick up his mail.

For this reason there could be many changed chart numbers. For all these reasons the peasants and their hired-hands had to be able to read and write.

A special postbag was used to carry the mail. This was a heavy skin bag and equipped with a lock. This became a problem in the country where the distances were long and the carriers were not able to deliver or receive a letter along the route. This was changed in 1661 when an order was given allowing an additional unlocked bag from which they could take and deliver letters during the way. Later on in 1707,

the rule ordered the post officers to deliver the letters directly the addressee.

Name "Postiljoon" since 1673

The name postiljooni (postman) came from Swedish postiljonen in 1673. The postman had to have a post horn, badge, and vestment and at the beginning, a spear. However, these were not available for all routes.

Typically the collections exhibit different routes used and corresponding rates. The first post tariff was issued on September 6, 1638. The basic weight was 1 luoti = 13.3 g. The cheapest rate was two äyri (Öre in Swedish money) for all letters less than two luoti units. The rate depended also on the distance. The next tariff was issued in 1645. More routes were established towards the end of 17th century. As a curiosity in the tariff book issued by Schmeedsmann in 1692, the rates tables took over 200 pages.

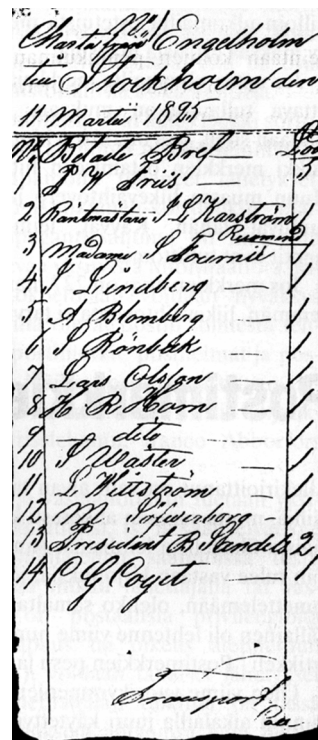


Figure 2. Chart of Letters

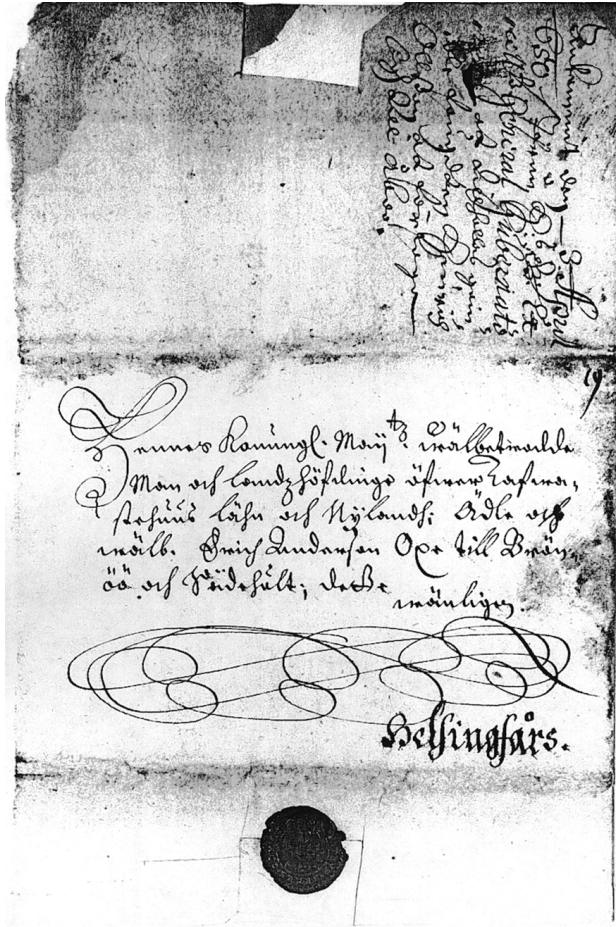
Cancellations

A very exciting collection area is the old cancellations before the stamp period. The first cancellations were used in 1812 and they were single line Cyrillic cancels in the Swedish language. These are cancels without any dates. They were used in 39 post offices. However, in Turku and Viipuri the town names were in Latin. From Viipuri there are also very rare cancels in French and low boxed Russian cancels from this period. The exact time of usage has not been determined. In 1847 the new low boxed cancels were introduced. There are only 36 because the number of post offices was reduced. All these cancels are in Swedish and they include the date.

There is a small overlapping period between these two cancel types. The cancel material was brass, which wore out rather quickly. The offices then ordered new cancels, which caused new varieties.

At the end of the 1851, 13 post offices started to use the high boxed cancels. Typically the collections of the Finnish prephilatelic period end here. However, there are many other things to show like special markings and express letters. In the following I show some examples of the general mail. Later on I will have an article on the parallel post forms used in Finland.

GENERAL POST LETTERS 1650 & 1655



Peter (Pietari) Brahe was nominated for Governor General and given the responsibility for organizing the government and administration in Finland. One of his first tasks was to arrange official postal routes and letter carriage in Finland and to “other countries.” The post was officially organized on September 5, 1638, the date when the first tariffs were issued.

Letters were listed into a chart, Figure 2, in the post office before they were dispatched and they can be recognized from the chart number, usually placed in the upper right hand corner.

Figure 3, left. This is the first registered letter carried by the general post. The chart number is 19. The letter is dated on the reverse side, “...3 April 650 (1650) ifran H. K. Exell’s General Gubernator...Abo” Translation = April 3, 1650 Governor General...in Turku and addressed to the Governor in Helsinki for Hame and Uusimaa provinces.



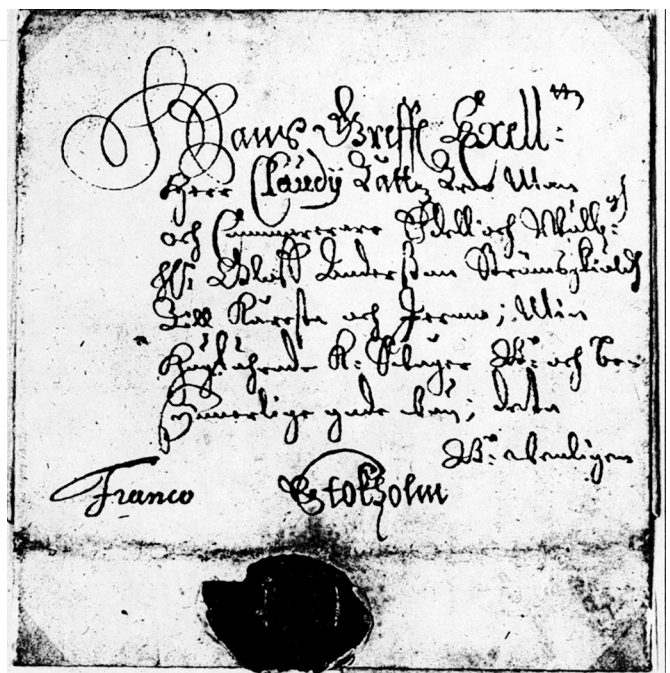
Sigil of Pietari Brahe
"Petrus" Brahe "

"Per Brahe Greve
till Visingborg
mp" = manu propria

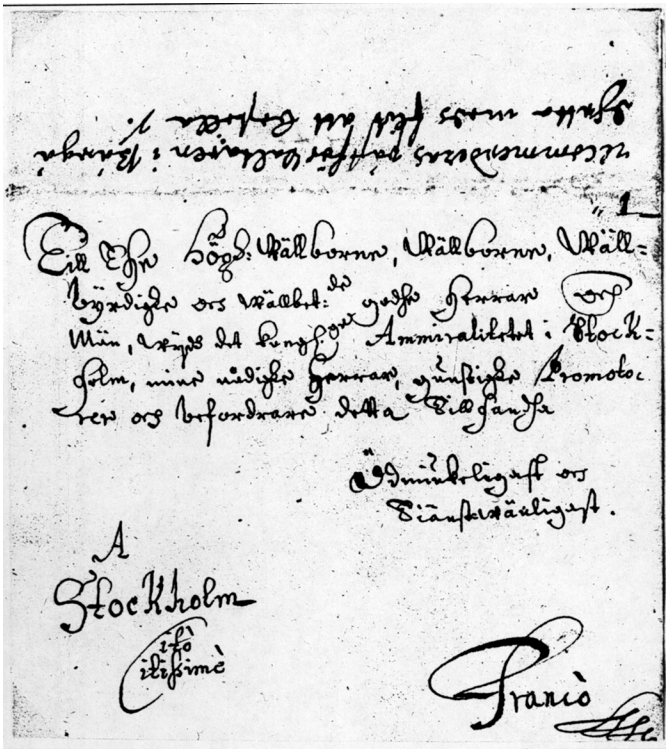
Figure 4, left. The seal of Pietari Brahe.

It was required that all letters must be marked in the chart and the chart followed with the mail bag and a copy was kept at the originating post office. However, sometimes it was forgotten. At the beginning of the general post it was possible to pay the mail charge when sending the letter or the receiver paid for it. In 1645, a new rule stated that only for a special reason (unstated) was it possible to prepay the letter.

Figure 5, right. This letter was not marked in the chart but it was prepaid as indicated by the writing, “Franco.” The letter is dated in Turku, March 22, 1655 and addressed to Stockholm.



GENERAL POST LETTERS 1665



When a letter was very important it was registered. This meant that it was treated with “special care”. There were also rules for fast deliveries. This is the first recorded express letter with registration.

Figure 6, left. This letter was sent to Stockholm from Porvoo in 1665, where it was registered = “Recommenderas postforvaltaren i Borga detta bref ned flit att betsalla.” It was also recorded in the chart as No. 1 and the word, “Franco” = paid. The express letter is indicated in the Latin phrase, “Cito Citissime” = fast, fastest.

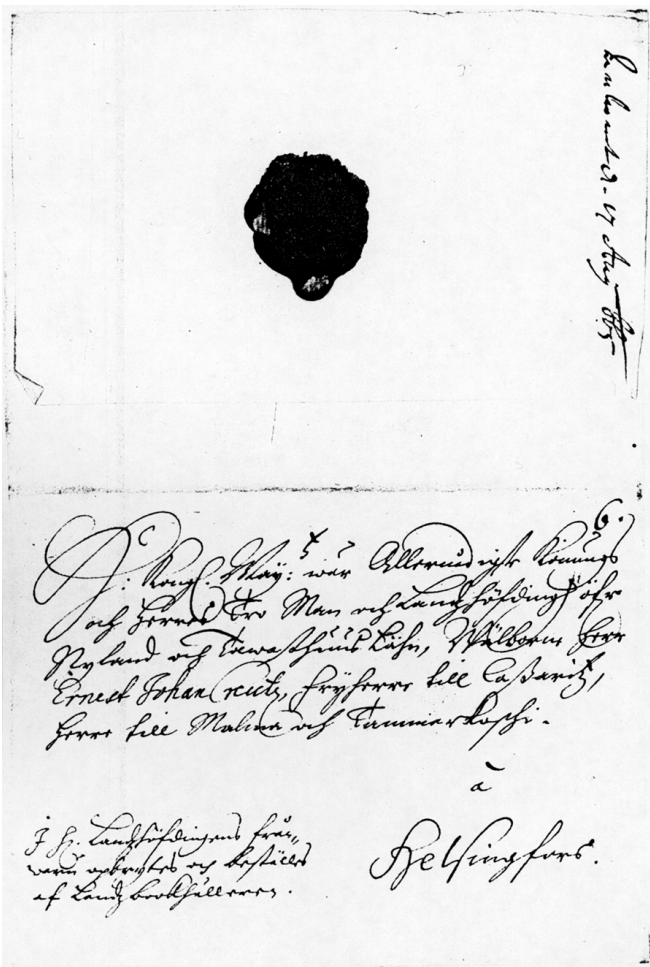
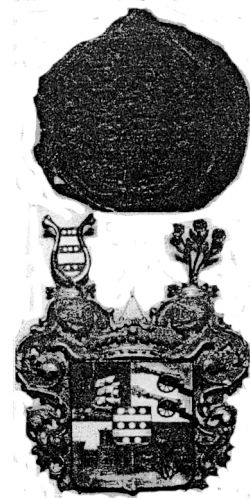
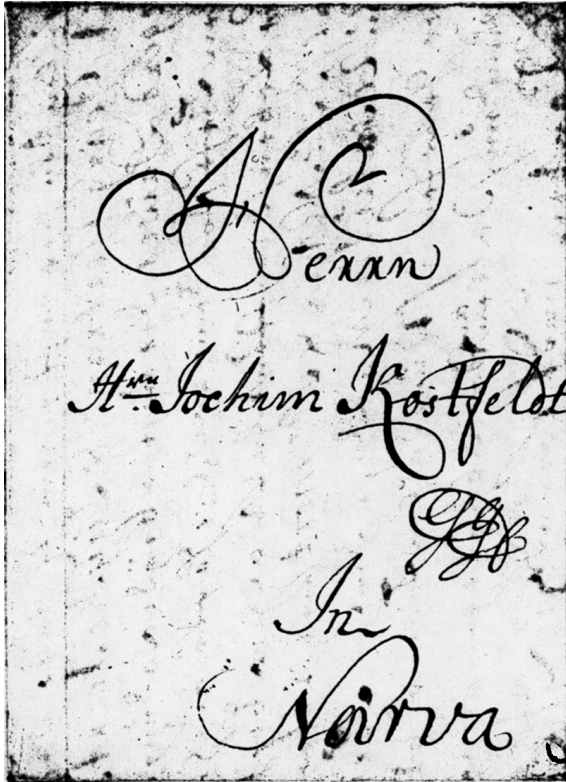


Figure 7, left. This letter was sent from Askainen to Helsinki by Governor General Henrik Horn to Ernst Creutz, the Governor of Hame and Uusimaa provinces. I have traced the sender from his seal. The letter is dated August 17, 1665 and has chart No. 6. All of Ernst Creutz’s titles are mentioned. As a small curiosity, the name of his famous manor, Hataanpaa, at Tampere is written in Finnish even though the rest of the address is in Swedish. The sender’s seal is shown below.



GENERAL POST LETTERS 1705 & 1724



In the middle of the seventeenth century (1600's) an additional route was opened first for the summer, but later also in winter. This route was established between Porkkala and Tallinn. The boats sailed twice a week weather or not there was just one letter to carry.

Figure 8. This was sent from Helsinki, via Porkkala, to Narva. It is dated August 26, 1705. The map showing the sea route across the Gulf of Finland is shown below.

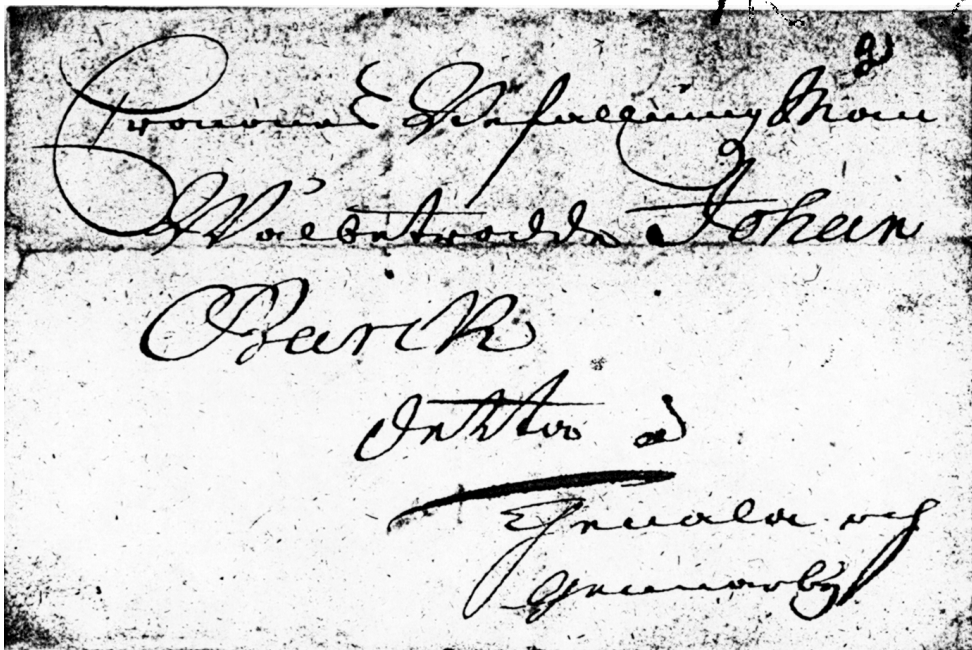
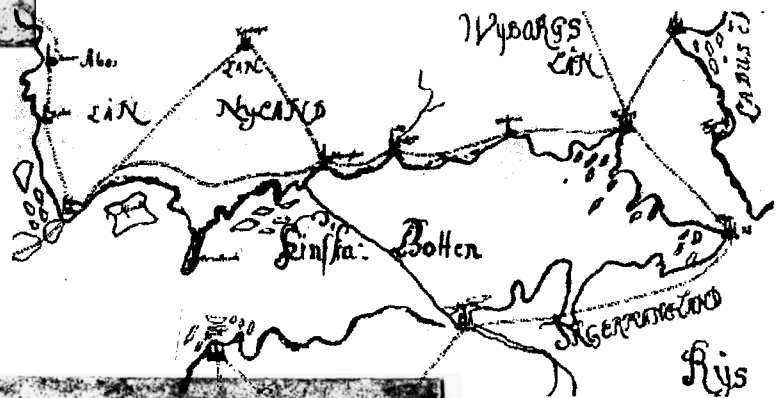
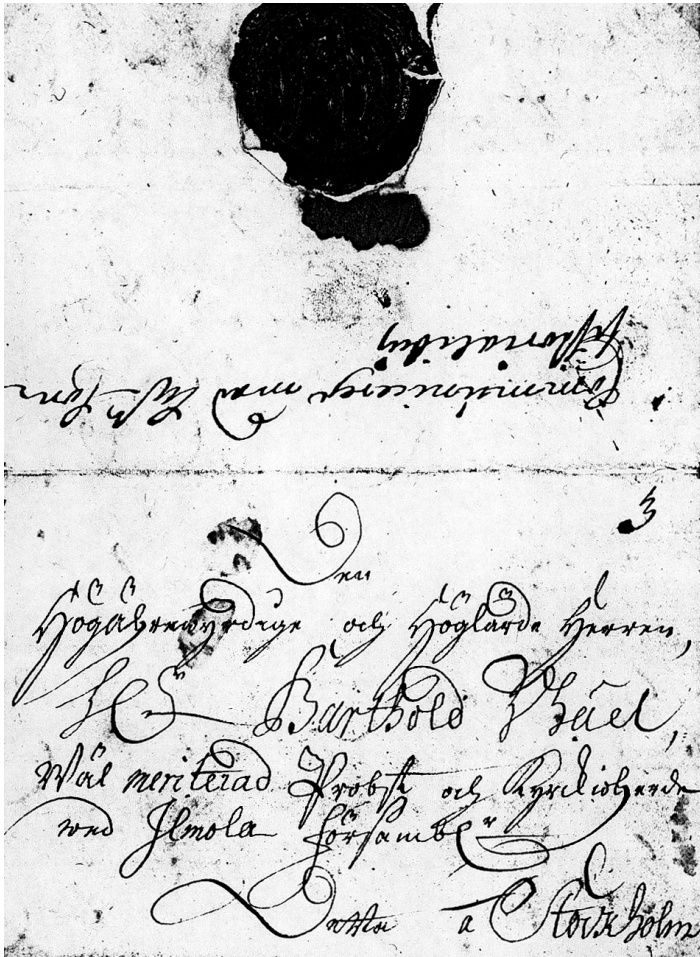


Figure 9. A circular letter to Innala and Qvarnby, dated January 18, 1724. This letter was recorded in the chart as No. 2.

GENERAL POST LETTERS 1723 & 1745



In addition to the normal routes there were several “extra routes”. They were official general post routes but they operated only when there was mail to be transported. No post offices were established on these routes. Contracts were arranged with major households on the route called “post houses.” One important route was established in 1650 from the western route from Ulvila to Pirkkala, which was an important commercial center. The oldest house in Hyhky is now located in Tampere.

Figure 10. The Russian attack on Finland lasted from 1713 to 1723. During that period many people escaped to Sweden. The Dean of Ilmajoki, Barthold Bael, escaped to Stockholm. The vicar Joseph Stenbäck sent this letter from Ilmajoki to Pirkkala via the church sexton post (marked by a red line). From there it was sent via general post, Chart No. 3, to Stockholm. Unfortunately Bael died before the letter reached him and it was returned to Turku as noted by the Aboensis sigillum seal.



Figure 11. New peace arranged in Turku in 1743 gave the southeastern part of Finland to Russia. New postal routes and border post offices were required. This letter was sent from Kymen Kartano province in Degerby to Mikkeli written as “St. Michel” with the marking “Detour” (= new route used) on the top center of the letter.

GENERAL POST LETTERS 1753, 1782 & 1818

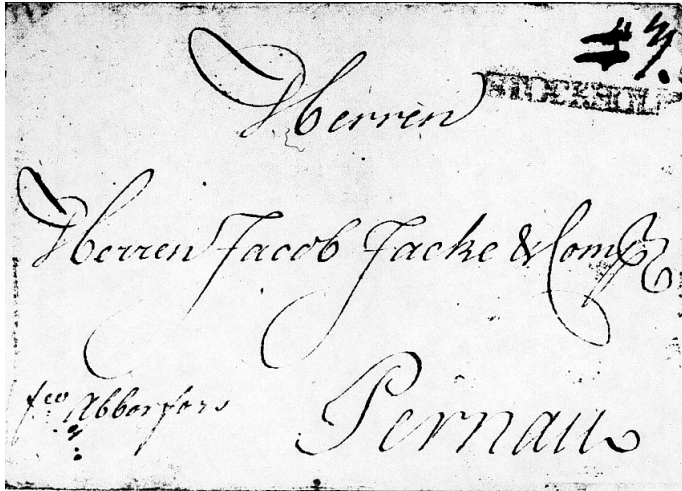


Figure 12. A letter from Stockholm to Parnu (Pernau), Estonia. "fco Abborfors" = paid to the border (post office in Abborfors). The chart No. 5 written in Stockholm was changed to Russian chart No. 3 at the border. Note the STOCKHOLM straight line cancellation below the chart numbers.

Figure 13. This is a very early post letter from Vesilahti village to the Vesilahti parish. Special treatment for this letter was expressed with the word "Recommenderes" = registered. The letter is dated February 9, 1782.

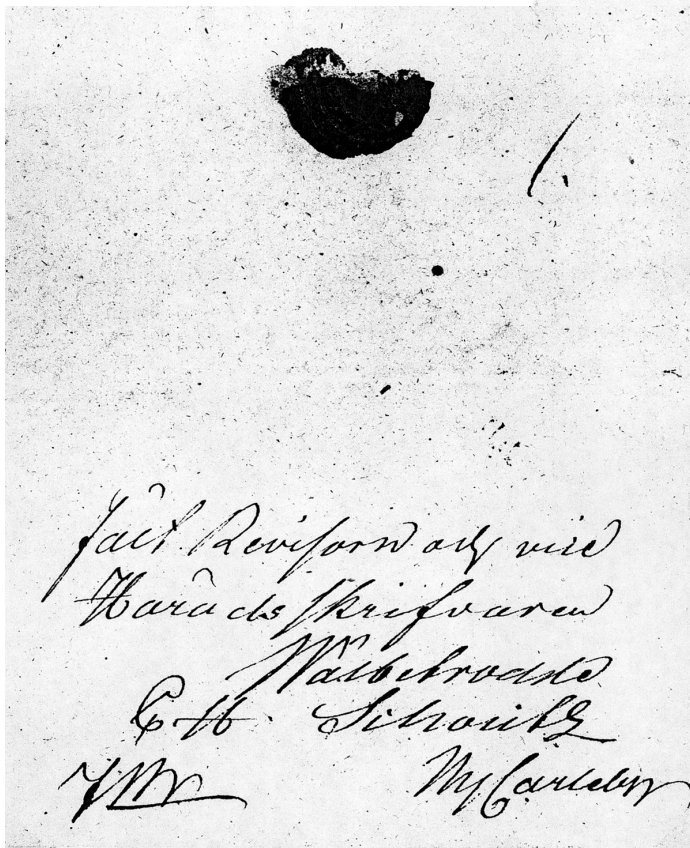
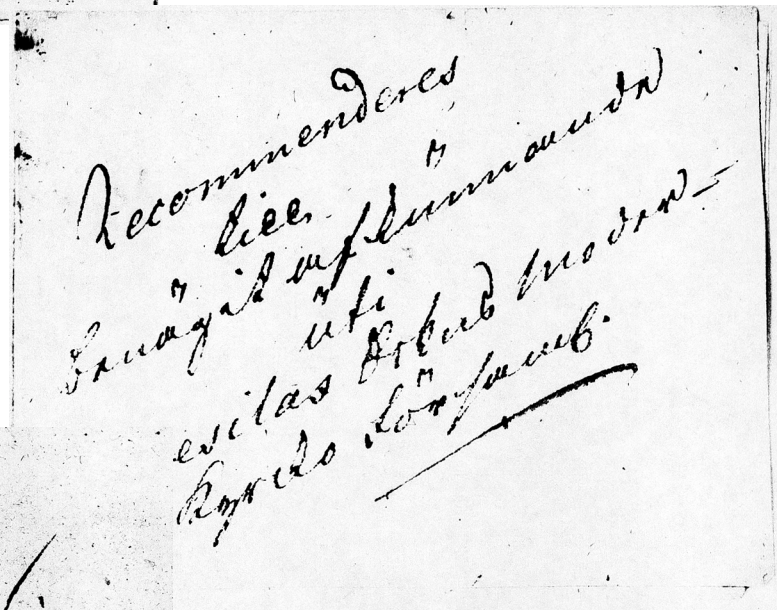


Figure 14. With the 1809 Peace of Hamina, Finland became an autonomous grand duchy of Russia. The Russian style of marking the chart number was to write it on the back as shown here as chart No. 1. The letter is dated in Vaasa (Wasa), October 20 and marked having arrived in Uusi Kaarleby (Ny Carleby), November 23, 1818.

GENERAL POST LETTER

НЕНШЛОТЪ

Nyslott Type 1 (T-1)

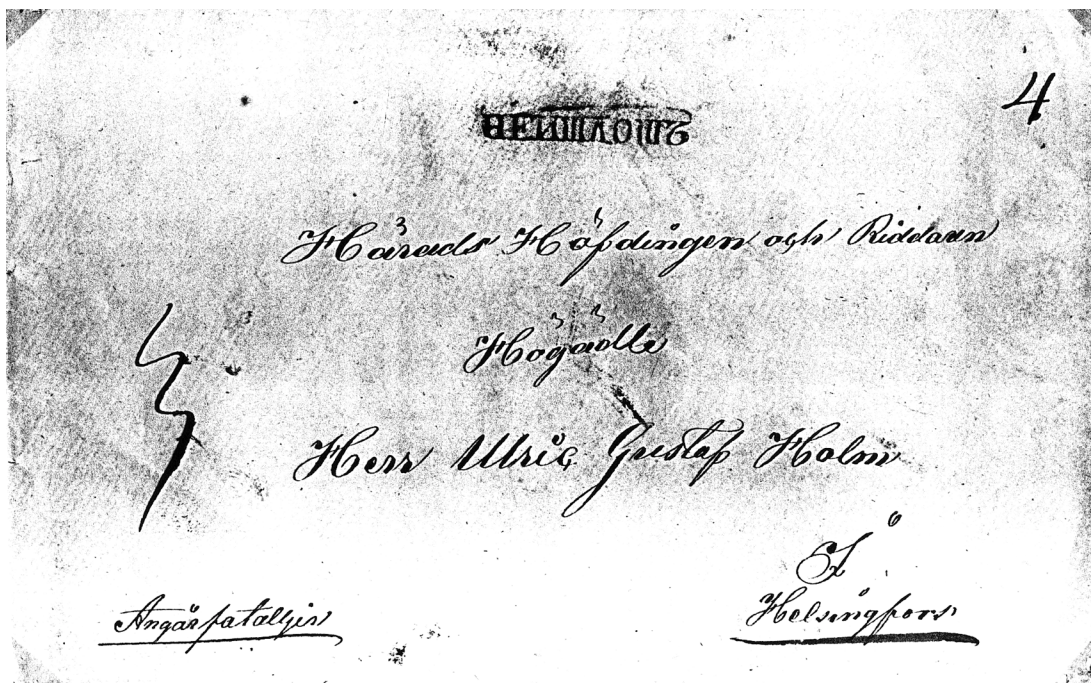


Figure 15. A general post letter from Savonlinna (Nyslott) to Helsingfors with Cyrillic line Nyslott T-1 cancel. It was used before 1812 until the middle 1840s.

GENERAL POST LETTER 1811

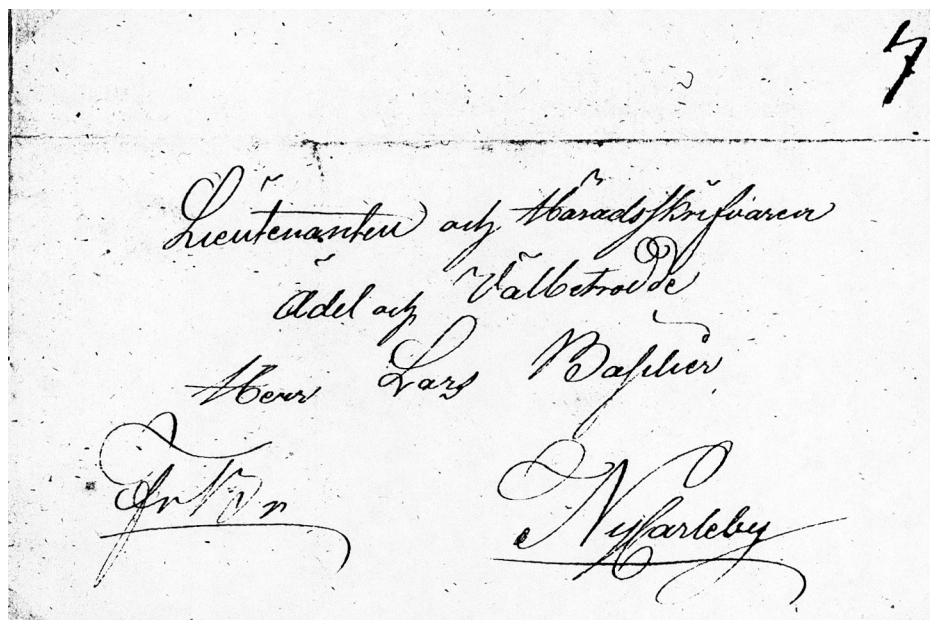


Figure 16. Letter from Vaasa to Uusi Kaarleby. “Frbr” = free of charge. The first free franking rights were granted to officials in 1643. This privilege remained in effect for several centuries. The letter is dated August 27, 1811 in Vaasa and arrived August 31, but did not reach the addressee until October 19, 1811.

GENERAL POST LETTER 1818

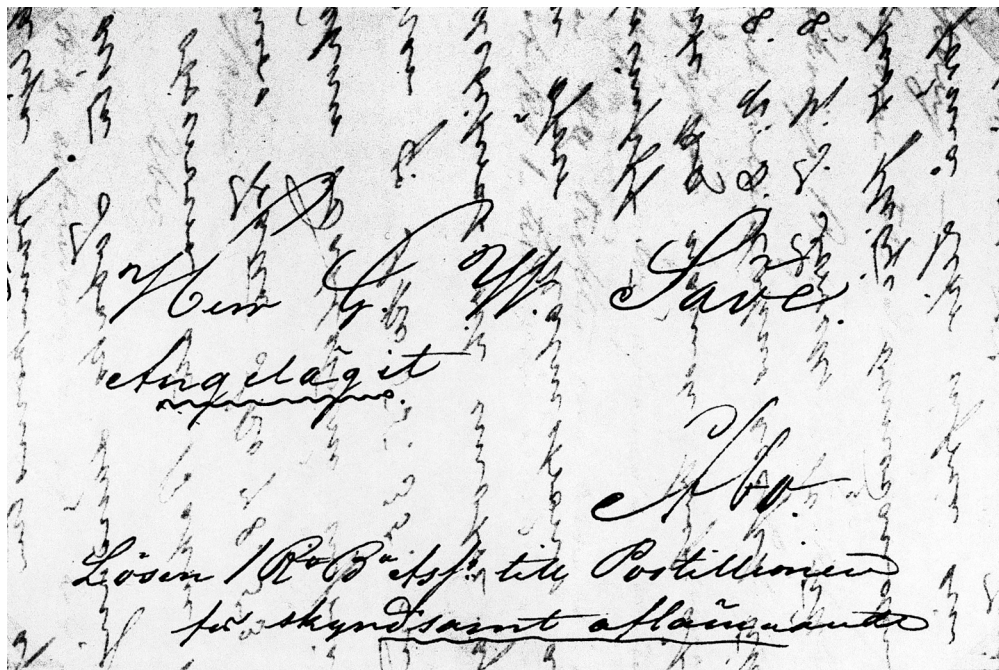
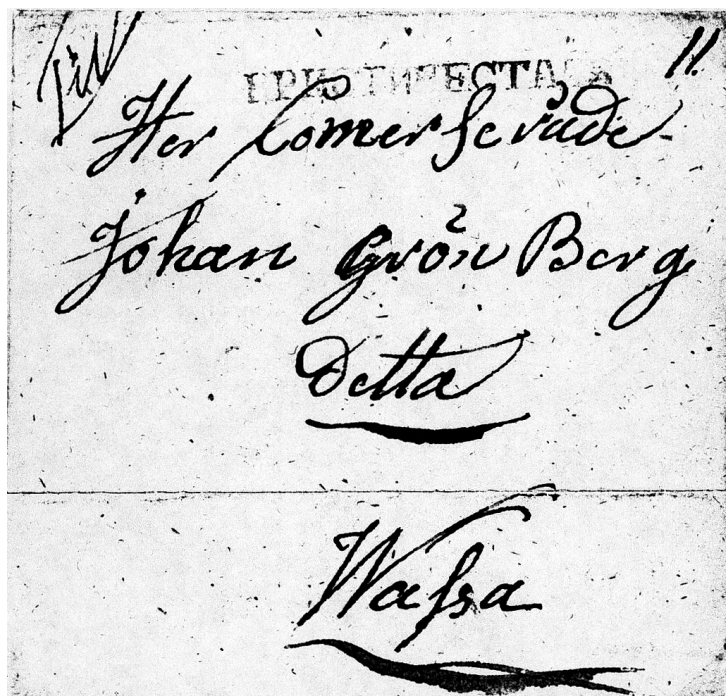


Figure 17. Letter from Helsinki to Turku dated in Helsinki on November 26, 1841. "Angelagit" (= fast) . "Lösen 1 Ruble sf till postillionen for skyndsamt aflammande" (= redeemed with 1 ruble because of fast delivery).

GENERAL POST LETTER 1836

The first Finnish cancellations were single straight line town cancels without date. Typically the names were still in Swedish but written with Cyrillic letters. Most of them came into use in 1812 and remained in use until 1847. Several cancels wore out and were replaced; thus several towns have several different varieties.



КРИСТИНЕСТАДЪ

Christinestad

Figure 18. A general post letter from Kristiina (Christinestad) to Vaasa dated December 2, 1836 with a Cyrillic single line Christinestad T1 cancel. It was in use from 1812 until 1846.

GENERAL POST LETTER 1814 & 1823

Abo.

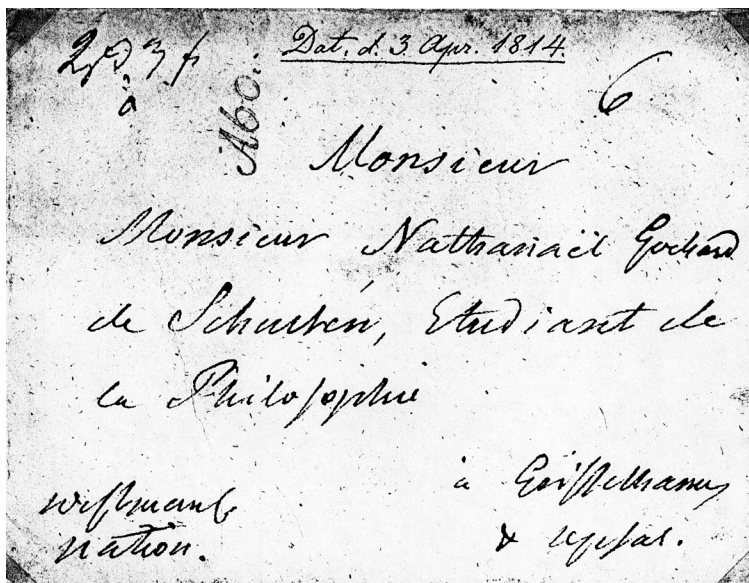


Figure 18 A general post letter from Turku with single line Abo cancel in Latin, to Sweden. The cancel was in use from 1812 to 1846. This letter is dated April 13, 1814 with chart No. 19 on the back. In Sweden, the chart number was written on the front, No. 6.



Figure 19. This is a general post express letter with two feathers from Turku. This is one of three recorded express letters with two feathers.

Editors Note: The general post mail will be continued in the May, 2002 of the newsletter.

HISTORY OF RAILROAD MAIL TRANSPORT IN FINLAND 1862 - 1995

by Ilkka Teerijoki, translated by Carita Parker

INTRODUCTION

In Finland mail transportation by rail was begun shortly after the completion of the first railroad. Later on, mail transport was extended, almost without exception, to include all completed rail lines. In the early 1990s when the cessation of manned postal rail transport appeared to be nearing its end, postal railcar veterans came up with the idea of writing about the history of postal railroad transportation. And so, with a favorable nod from the leadership of Suomen Posti Oy (Finland's postal service), plans for the project were set in motion.

While research and writing proceeded, the railway mail van traffic was discontinued at the end of 1995. In Sweden manned postal rail transport ceased in 1996. Since it is likely that postal railcar history will never again be dealt with to this extent, an approach was adopted here for a presentation that includes a number of different sources where, on one hand, statistical facts are not excluded nor has less significant material been left unexplored. This work also contains a broad reference system, so that those readers with some special interests may be able to find answers for themselves.

A committee was established to oversee the work, consisting of district inspector Reijo Suopanki as chairman and members: postal railcar veteran Allan

Palomäki, expeditors Raine Hausalo and Jouni Lehtiranta, as well as the postmen's foreman Mauri Tikka. The committee gathered at intervals of every few months and from my (writer's) perspective, the support of the committee was invaluable. All members shared their expertise and provided the writer with considerable information. Of great help was the large statistical traffic listing included in the addendum. This compilation was prepared by Raine Hausalo and Jouni Lehtiranta. All of the other postal railcar veterans have also offered their aid and knowledge to the writer when needed. I (writer) would especially like to thank the initiator, spokesman, and postmen's foreman, Kalevi Mustakangas. My very excellent research assistant was Anna Carpelan.

As the work progressed I became increasingly aware, that this literature was eagerly awaited. The expectations added pressure to succeed, but also ensured the importance of this project. Hopefully "the spirit of the postal railcar circle" fondly remembered by all the veterans, though difficult to bring out in print, will still somehow emerge from the pages of this work.

Ilkka Teerijoki
Helsinki, January 1998



Figure 1. The first Tampere railway station was built in 1876. According to Suomen Postitoimipaikat, 1638-1985, a post office was located at this station from about 1876. This station was replaced with a new station in 1935.

CHAPTER 1 RAILROADS TRIUMPH (-1870)

The Railroad, Greatest Engineering Marvel of Our Time

“The railroad is now completed and you Finland, you lovely Finland have again excelled and taken a big step towards your fulfillment.”

No doubt the Hämeenlinna author’s enthusiasm was genuine when he penned the above lines upon the completion of the grand duchy of Finland’s first railroad section of about 107 kilometers from Helsinki via Kerava, Hyvinkää and Riihimäki to Hämeenlinna. The future proved the writer’s words true; the impact of the railroads on the modernization of Finland’s economy and other endeavors was of great significance. However, the idea of railroads

some three centuries earlier. In this respect railroads were revolutionary. The triumph of railroads began in Europe’s industrialized and densely populated lands in the early decades of the 19th century. In the pioneering country England, the first general rail traffic from Liverpool to Manchester opened in 1825 and that same year also the Baltimore-Ohio line in the U.S. In Belgium the rail section Brussels-Mechelen, and Germany (Nürnberg-Fürth) both started in 1835, and in France (Paris-St. Germain) in 1837. In Finland’s mother country Russia the approximately 20 kilometer rail St. Petersburg-Tsarskoje Zelo began in 1838.

The importance of railroads is easily comprehended when considering the swiftness of proliferation. By 1860 there were some 50,000 kilometers of rails built both in Europe and North America, and the first railroads had been completed also in Asia, Africa, and Australia. Opportunities for

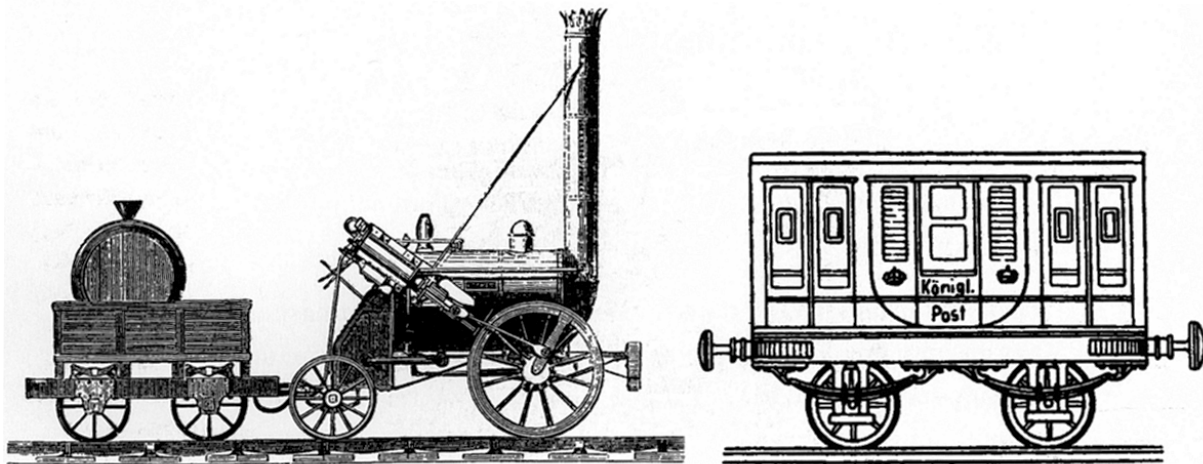


Figure 2, above; Figure 3, above right. A steam engine competition was held in England in 1825 between the towns of Stockton and Darlington. The George Stephenson designed engine called “Rocket” won. It was able to pull a 50 ton load at 19 kilometers an hour. The engine is considered a model of modern railroad development. An 1840s postal railcar used in Northern Germany. The car length was only 5 meters.

did not always go unopposed. Opinions such as that of another writer in Turku were long held, that the improvement of waterways through an extensive canal system would better have served the development of a sparsely populated Finland with long distances and a cold, wintry climate. The completed railroad section between Helsinki and Hämeenlinna might as well have been left at that, it was reasoned.

In Europe, the means of mobility had not advanced for centuries. From a practical standpoint, a busy traveler in the early 1800s would hardly reach his destination any faster than had his forefathers

moving mail by rail were soon utilized. In England this type of transport had officially begun in 1830, in France 1837, Russia and Germany 1838, and Belgium 1841.

Initially rail transport of postal items simply meant moving mailbags from one location to another. However, in 1837 an English postal official came up with a feasible idea, that letter mail be taken to the trains separately and then sorted on the way in order to save time. Thus, a cargo railcar previously used for horse transport was refurbished for the handling of mail, and so the world’s first postal mail journey took place from London to Birmingham on

January 6, 1838. That same year, a device had been invented to catch and drop off mail at stations where the train did not stop. The procedure might seem unbelievable, but in those days even the top speed of trains barely reached 50 kilometers an hour. Still, this method was not without hazards, because the bag had to be extended at the end of a pole to a postman standing in the railcar door opening. At least one postal employee was known to have lost his eyesight when the pole was accidentally misdirected. The practice eventually had to be abandoned after several postmen fell off trains after having grabbed far too heavy mailbags. New, safer and more practical applications were introduced by mid-century.

Several railcar types were also tried. In France and Germany, a carriage chassis on a horse-drawn wagon was initially used to transport the mail from the post office to the station and there the chassis hoisted on a flatbed railcar. At destination the same procedure was repeated in reverse; the cart and chassis then parked outside the post office waiting for the next journey.

Since 1809 Finland had been an (internally) autonomous grand duchy of the Russian empire. Russian postal rail transport was begun in 1838 a few weeks after the first railroad section from St. Petersburg to Tsarskoje Zelo became operational. However, initial regulations concerning postal rail transport were not forthcoming until 1855 when the rail network had spread more widely and the first postal railcars appeared on Russian railroads. The opening of rail connections between St. Petersburg and Moscow in 1851 played a decisive role in the development of the Russian railroad system.

Compared to the rest of Europe, progressive but sparsely populated Sweden was rather slow in entering into the picture. The first railroads were not built until 1856, but thereafter postal mail transport in closed boxes started immediately and initially on the rail section Malmö-Lund. In 1858, the first postal employee-led mail transports began initially between Göteborg and Töreboda. The following year, Sweden made a decision to turn over the bulk of mail transport to the railroads as new rail sections became operational. Actual postal railcars were first used in 1863.

Although Sweden's circumstances - climate, long distances and sparse population - mirrored those of Finland, that country's postal delivery re-organization had started already with postal coach service. These vehicles, usually drawn by two

horses (along roads) carried postal mail, but could also accommodate passengers. Thus, they were reminiscent of the stagecoaches seen in the Wild West adventures relentlessly being chased by villains and Indians, and that is what most likely comes to mind when the word "postal coach" is mentioned.

In Sweden postal coach service existed already in the 1830s, but reached its apex between the 1850s and 1880s. At its peak, in the latter part of the 1860s, Sweden had 271 coach lines. In the 1860s Finland too made attempts at establishing coach service. One actually started operating between Turku and St. Petersburg in 1860, but in the public's perception the outer resemblance was more that of a "poor man's hearse." Besides, it was heavy and cumbersome and took longer to forward the mail than with postal farmers own buggies. Thus, coach service was short-lived. It was unsuccessful even though mail could be dropped off at inns midway for the local postman to pick up. Besides, Finnish coaches were too small to carry passengers.

Success was no greater for a Russian stagecoach service in 1866 from Vyborg to St. Petersburg, especially when the rail line between these two cities became operational three years later and significantly changed the mode of transportation. There were likewise plans, but never implemented, to establish coach service between Turku and Helsinki, as well as north from Hämeenlinna prior to rail lines.

MAIL TRANSPORT ON HELSINKI - HÄMEENLINNA LINE

Finland's postal transport system in the mid-1860s was in danger of falling behind in development. In the 1630s the Finnish postal service, organized by the then Governor General Peter (Pietari) Brahe, used as their basic mode of delivery a relay system involving farmers, i.e., some of the peasants living along main roads were recruited to act as so-called postal farmers. Upon receiving the mailbag or satchel, the peasant would immediately set out to hand it to the next postal farmer and so on. For their service the postal farmers got tax relief. This type of operation was used in nearly all of Finland until the mid-1800s, when finally in 1846, after more than two centuries, the service was discontinued and replaced by the postman going from one inn to the next with the mail.

Postal transport was very slow judging from the first exact timetables established in the 1840s. For instance, mail travel time between the grand duchy's capital Helsinki and the empire's St. Petersburg was set at nearly 36 hours, but in actuality this usually stretched to three (24 hr) days. From St. Petersburg to Stockholm the mail took more than two weeks if circumventing the Gulf of Bothnia; whereas across the Åland sea much faster.

The only aid available to the mail carrier was a horse, but since according to regulations only a 170 kilogram maximum load was allowed, there were many areas in the country where postal service did not meet increased demand.

In addition to the slow pace (of postal transport) the problem was also sparse scheduling, since in the 1860s mail from Helsinki to most of Finland's cities happened only twice weekly. Between Turku and St. Petersburg three times a week, whereas Jyväskylä and Kajaani mail from Helsinki only once weekly.

It may be pointed out here, that development of postal transport would not have been necessary were it not for the demands of the economy and a growing population. The main purpose of the postal service of old was to carry first and foremost the mail of the authorities and scheduling too was done accordingly; all other post was taken along with that. Only gradually would requests to address also the needs of industry be introduced to the postal government. One of those giving his voice to the demands being expressed in the matter, around the mid-1840s, was one of Finland's most influential government officials, Lars Gabriel von Haartman, nicknamed "His Terribleness."

The decade starting in the mid-1850s was among the most significant periods in the history of Finland's economic life. Sawmills powered by steam were given operating licenses, the opening of general stores in rural communities were allowed and so on. At the same time, newspaper publishing began to flourish. New papers were established and circulation increased. More than ever, newspapers were being read outside of the capital city (Helsinki). In 1867 wrappers were allowed, and newspapers were delivered in wrappers, which decreased their transportation cost. Postal rates in general were lowered both in 1858 and 1865, which naturally increased not only the use of postal mail, but also added new requirements on the transportation system.

The postal service, however, was in no hurry with its plans at reorganization. The decision for the Helsinki-Hämeenlinna railroad had been made as early as 1857, but not until the beginning of March 1862, when the section had already been temporarily operational, did the postal service inquire from the railroad administration whether mail transport would also be feasible.

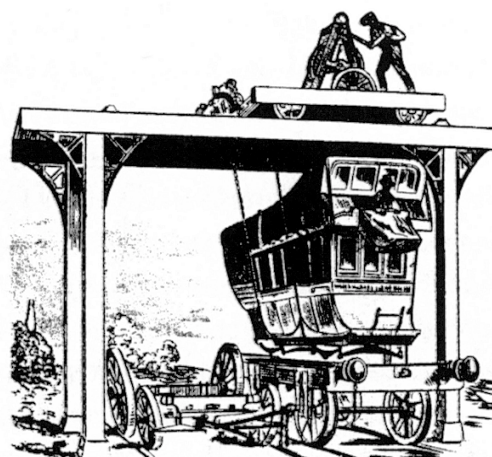


Figure 4. An early mailcar type from France. The carriage was moved by horse-drawn wagon to the station and there hoisted onto a flatbed railcar. At the destination the process was reversed. In Finland, stagecoach mail service was relatively ineffective because of the poor roads, long winters and muddy road conditions in the spring and fall.

The postal service further suggested, that mailboxes be attached to the railcars or perhaps an opening could be made in the wall of postal car(s) where the public could deposit their letter mail. After having thoroughly pondered the matter, the railroad administration issued its response a month later. The recommendations for postal rail transport were implemented nearly unaltered and stayed in effect all through the 1860s. The main points were:

1. The postal service was to install mailboxes at end stations where letters addressed to stations in between could also be deposited.
2. The postman was to bring the mail from the post office and that from mailboxes to the train head conductor no later than half an hour prior to train departure.
3. The postman was to hand the satchels and separate letter mail to the head conductor, who sorted the letters by station into different boxes. These the conductor would turn over to the station manager at

middle stations (i. e., stations along the route) and in turn receive from that manager mail that was to be forwarded from these particular stations.

4. The postal fee on all mail by rail was to be pre-paid.

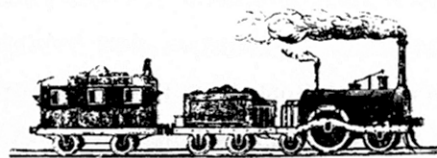
5. The middle station managers were not to be burdened with the responsibility of registered letters or their final delivery to destinations.

6. The postal service would be allowed, when necessary, to assign a postman to accompany the mail on the journey.

7. Postal service compensation to the railroads was to be 24 silver rubles a month, irrespective of the weight of mail to be transported. The compensation would be re-evaluated in case of an increase in train scheduling. Initially, the trains were running one-way every two days.

The postal service was relatively satisfied with these proposals. It planned on having a postman on board the train on days when further connections of Ostrobothnia mail from Hämeenlinna were scheduled, initially only once a week; and for currency transport likewise once weekly. Thus, a postman would ultimately travel with the mail four days out of six.

Even with only one rail section in the country, there was an immediate problem that would later become all too familiar: The railroad and postal service schedules were difficult to synchronize. The mail from Russia did not make it on the 8 a.m. train from Helsinki. Because the train initially ran only every other day, the Häme and Ostrobothnia (province) mail went faster by horse and wagon. However, scheduling was not a problem the other way around. Here the dilemma was, not enough mail for horse transport on return. The disparity in the quantity of incoming and outgoing mail also in areas surrounding the capital city was another ever-



**Helsingin ja Hämeenlinnan välisellä
Rautatiellä**

Maunujonot lähtevät Maaliskuun 17 p:stä 1862
alkaen ja toistaiseksi:

	Maanantaina, Keskiviikkona ja Perjantaina.		Tiistaina, Torstaina ja Lauanantaina.	
	Kello.		Kello.	
Ylös-matalla:				
Lähtee Helsingistä	8, 0' epp.	—	—	—
" Dikfurilasta (Dikkursby)	8, 45'	—	—	—
" Järvenpäästä	9, 35'	—	—	—
" Hyvingästä	10, 45'	—	—	—
" Riihimäestä	11, 20'	—	—	—
" Lurengistä	12, 10'	—	—	—
Tulee Hämeenlinnaan	12, 40'	—	—	—
Alas-matalla:				
Lähtee Hämeenlinnasta	—	7, 0' epp.	—	—
" Lurengistä	—	7, 35'	—	—
" Riihimäestä	—	8, 25'	—	—
" Hyvingästä	—	9, 10'	—	—
" Järvenpäästä	—	10, 5'	—	—
" Dikfurilasta	—	10, 55'	—	—
Tulee Helsinkiin	—	11, 30'	—	—

Helsingissä 11 p. Maalisk. 1862.

G. Strömberg,
w. t. Kiffenpäälliffö.

Figure 5. A Helsinki-Hämeenlinna railway timetable from 1862. Railroad schedules were published daily in newspapers until the end of the century.

present problem for postal rail transport.

One thing the postal administration disagreed with was the compensation to the railroad, which it considered excessive. The cost was supposedly greater than the standard rail tariff for similar weight class cargo between Helsinki and Hämeenlinna. In the opinion of the postal service, a more reasonable fee would be half the proposed amount. The postal government further indicated that, for instance, in many of the German states postal transport by rail was legislated free of charge.

No corrections were made to scheduling, but railroad officials saw it best to agree to postal service proposed transportation rate, though in their own calculations the railroad determined that the

suggested compensation was clearly less than valid rates would fetch for cargo and passenger delivery. An agreement was reached at a monthly 15 silver rubles (present day value is difficult to estimate) and so the final hurdle to railroad mail transport was removed.

Although earlier stated, that postal rail transport in Finland began on April 24, 1862 no actual proof of this has been found in the archives. Only, on April 22 a letterbox was delivered to the Helsinki station with directives for the postal service to put it on the train. The official permission from the Senate for postal rail transport was not issued until the end of June with a promised startup date for July 14. This information was published also in newspapers. Middle stations too received their letterboxes not until that time. Judging from the aforementioned, it seems apparent that some mail transfer (possibly only letters in care of the conductor) took place straight between Helsinki and Hämeenlinna already in April, but actual postal transport did not begin in earnest until July.

Both postal and railroad customer service improved when the train started daily round trips between Helsinki and Hämeenlinna in October 1862. But the question of compensation came up again. Because of an increase in train scheduling, the railroad officials wanted the postal service to pay double for transportation. The postal government response was that it had done its utmost to reduce the work performed by railroad personnel such as by improving mailbag quality, by clearly marking the station names on the separate satchels and by relieving the middle station managers from the responsibility of having to sign for the mail. This explanation seemed to have satisfied the Senate (in charge of decision making.) Postal transport cost remained at 15 rubles a month.

The majority of mail users were most likely pleased with development brought on by the railroad, since mail transport had considerably speeded up. The journey from Helsinki to Hämeenlinna took 4 hours at an average of some 25 kilometers an hour. Thus, considerable improvement had been achieved

Ostrobothnia (province) towns received their mail 12 hours later than prior to rail transport. This got a few Ostrobothnians to figure, that since a 100 kilometer rail section lengthened travel time by 12 hours, then the delay would increase to 60 hours if the railroad were to be extended all the way to Vaasa (500 km.)

After the initial difficulties, even the Ostrobothnians became convinced of the benefits of this new mode of transport. The eastern part of Finland likewise gained from the railroad, because during the time of year when roads were in bad shape from rain and mud, heavy postal items to Savo province were easily transported via Hämeenlinna. Thanks to the rail, Jyväskylä also received a second weekly mail run via Hämeenlinna and Tampere, a third.

Occasional weather related delays were encountered now and then. One of the worst incidents happened between Christmas and New Years in 1866 when a train got stuck for 2 hours in a snowstorm first between Järvenpää and Hyvinkää.

When it finally was cleared and continued on, snowdrifts again stopped the train this time for 7 hours between Hyvinkää and Riihimäki. Minor delays happened frequently and caused concerns to those responsible for the connections. For instance, it was emphasized time and again to the Helsinki post office, that eastbound mail was not to leave before the westbound train arrived unless greatly delayed.

There is no detailed information about the quantities of mail on the Helsinki-Hämeenlinna train. It appears though, that rail traffic was kept within limits and no new arrangements were necessary during the 1860s, and neither were



Figure 6. The Hyvinkää Station. The center part was built in 1862; the two end sections were added in 1896. The station is still in use. Hyvinkää was station No. 31 on the original Helsinki-SPB route, which went into service in October, 1870. Who has the earliest Hyvinkää No. 31 postmark?

from the former 12 hours, though compared to present standards the speed was not exactly dizzying. Also, mail transport happened more often than before.

There were, however, some rumblings about the increased postal rates. Apparently, better service was not supposed to cost more. Some people were also irate about the fact that mail arriving in Hämeenlinna in the evening was kept there for 16 hours before being forwarded. The result was, that some

separate mail cars. The greatest change along the postal rail route was the opening of the Kerava station post office at the beginning of August 1866. It was the first of many post offices to be affiliated with railroad stations. The Kerava station manager, Meijer, thus became the first to also run a post office on the side. As the years passed, a long line of others came to accept the task as well.

To be continued.