The Finnish Philatelist

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

In This Issue

The Finnish Philatelist

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

The newsletter will be sent free of charge to all members of the FSG thru 2002. A $5/$10 contribution to cover printing/mailing costs is appreciated. Contributions should be made payable to and sent directly to the Editor.

Membership inquiries for the SCC should be sent to:

Donald Brent, Executive Secretary
P. O. Box 13196
El Cajon, CA 92020
Email: dbrent47@sprynet.com

FSG Director:
Robert Lang
23 The Horseshoe
Newark, DE 19711
Email: bopeg5@earthlink.net

FSG Newsletter Editor:
Roger P. Quinby,
P. O. Box 738
Clifton Park, NY 12065.
E-mail: rpquinby@aol.com

Manuscripts for publication are welcome. Send all material to the Editor. While due care will be taken, no responsibility is accepted for material submitted. All manuscripts are subject to editing at the discretion of the staff.

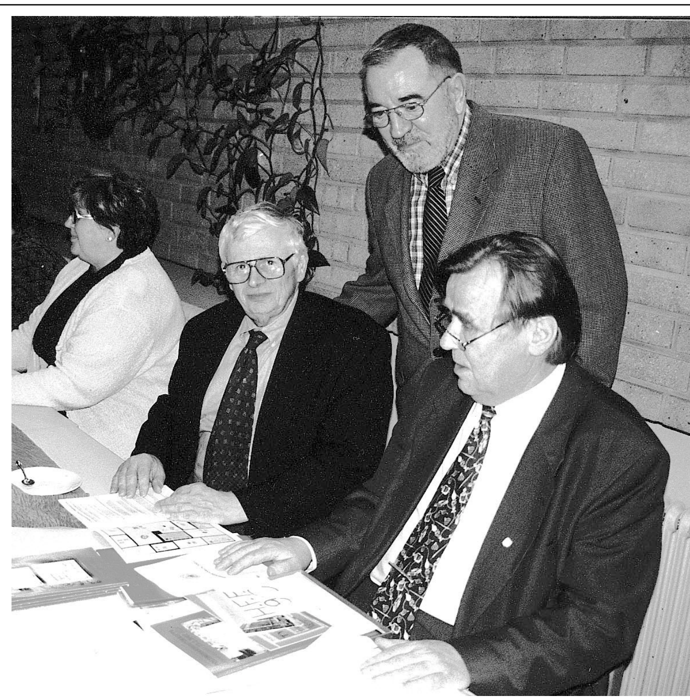
Editor's Message

Just as I was departing Helsinki from my February visit, a distinguished Finnish collector showed me an anonymously written article in the March 2002 Swedish journal, *Nordisk Filateli, "Nordic Judge Scandal Brings Ridicule."*

This article, written in Swedish, questions the relevancy of certain items in Heikki Pahlman's exhibit, *The Golden Age of Finnish Philately,* as mail carried by the post, when, according to "Nautilus", they are merely unaddressed documents. The article questions the accuracy of cover descriptions, use of the Finnish language, and the historical narrative in the first two installments in TFP (taken from the exhibition paages). Finally, there is a broadside attack on the Scandinavian judges at NORDIA 2001 for not having "caught the philatelic and historical errors in Palhman's exhibit."

Suffice it to say at this time that a very distinguished panel of Nordic and FIP judges awarded the Pahlman exhibit the Grand Prix Nordic at Tucson, AZ and by all accounts it was well earned.

Continued on page 31.



Seppo Talvio, standing, President of TAVASTEX, Finland's 2002 national show held May 3-5, chats with Roger Quinby, and Kari Rahiala, right, at a meeting of the Hameenlinna Stamp Club. Kari was the guest speaker.

March New Issues Offer Flying Witch in the Easter Stamp, Old Rauma and Miniature Sheet Honoring Elias Lönnrot

Flying Witch in 2002 Easter Stamp

The new stamp, issued especially for Easter greetings, depicts a witch riding on a broomstick. The 0.60 stamp was issued on March 6th. It was designed by Ms. Katriin Viljamaa-Rissanen.

The first dedicated Easter stamps were issued in Finland in the mid 1990s, when the Easter card culture began to flourish once more in Finland. About two million Easter greetings are sent every year. Only the Christmas and Valentine's Day greetings are even more popular.

The stamps dedicated to the Easter have influences from Christianity but also from legends and folklores. The stamps depict, for example, hares and eggs, both of which symbolize birth and fertility. In the ecclesiastic tradition the egg refers especially to the Resurrection. Flowers, such as the crocuses and coltsfoots blooming in the stamps, refer to the awakening nature and to the triumph of light, the birth of something new.

The superstitious people used to believe that witches broke loose while Jesus was buried in the rock tomb. They were driven away, for example, by Easter fires, especially in Ostrobothnia. This usage probably came to Finland from Central Europe.

STAMP FACTS

Date of Issue:	March 6, 2002
Face Value:	0.60 euro
Issue:	700,000
Artist:	Katriin Viljamaa-Rissanen
Perforation:	Security perforation
Size:	34.5 x 24.5 mm
Paper:	self-adhesive stamp paper
Printer:	House of Questa, England
Printing method:	Gravure 6/1

Old Rauma Historic Buildings

Old Rauma is the subject of a miniature sheet of four stamps issued on March 6th. The face value of each stamp is 60 cents (FIM 3.57), and the miniature sheet is therefore priced at 2.40 euros (FIM 14.27). The issue of the sheet, designed by Professor Erik Bruun, is 300,000.

Rauma, a town of 38,000 inhabitants, situated in the province of Satakunta by the Gulf of Bothnia, is celebrating its 560th anniversary this year. The old town of Rauma is the largest uniform wooden town area in the Nordic Countries. This area of 28 hectares consists of about six hundred buildings. United Nations Educational, Scientific and Cultural Organization UNESCO added Old Rauma to its World Heritage List in 1991.

Old Rauma is still full of life. The area houses approximately 800 inhabitants and nearly 200 shops. The old town encircles the lively and colorful market place that still is the heart of the entire town. Many significant attractions are situated in the historic area, such as the Church of the Holy Cross, dating back to the 15th century, and the Rauma Museum, which operates in the old town hall, built in 1776. The specialty of the museum is a collection of 600 lace types. Both buildings are depicted in the miniature sheet.

Besides the old wooden town area, lace is also a traditional symbol and glory of Rauma. The early history of the lace of Rauma is not known but as early as in the 18th century this elegant lace was internationally known and lace-making had become a common trade in Rauma. Today the town cherishes its reputation as a town of lace by, for example, organizing the Lace Week and the Black Lace Night in July.

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Miniature Sheet Honors Elias Lönnrot, Physican, Health Instructor & Botanist

This year is the jubilee year of Elias Lönnrot: the 200th anniversary of his birth will be celebrated in April. Finland Post issued a miniature sheet of four stamps on Elias Lönnrot (1802-1884) on March 6th, 2002. The face value of each stamp is 60 cents (FIM 3.57), and the miniature sheet is therefore priced at 2.40 euros (FIM 14.27). The miniature sheet was designed by graphic artist Pekka Loin.

One of the Lönnrot stamps depicts the plantain, which is known as a medicinal herb. The theme refers to Lönnrot as a physician and health instructor, who was also well acquainted with the utilization of plants for folk medicine. Lönnrot was also a keen botanist, who wrote the basic work of Finnish botany, the *Flora Fennica*. The subject of the stamps in the middle of the miniature sheet refers to Lönnrot as a collector of folk poetry, a linguist and the compiler of Kalevala, the Finnish national epic. The stamps include the opening and closing lines of the Kalevala. The fourth stamp of the sheet depicts Elias Lönnrot himself, the great Finn of the period of the national awakening. Designer Pekka Loin says that he used, among others, the 1872 portrait of Lönnrot by Bernhard Reinhold (1824-1892**)** as a model for the picture on the stamp.

On top of the miniature sheet there are two birds flying upwards, a symbol of Lönnrot's life achievement, the poor son of a tailor graduating as Master of Arts and Doctor of Medicine and becoming professor of Finnish language and literature. According to the designer, the feathers in the miniature sheet refer to the writing down of poems, while the 5-string kantele refers to rune-singing.

Four Lönnrot maximum cards, the postage of which is paid to all destinations, were also issued on March 6th.

For more information about these and other new issues, contact NORDICA, the official representative to the Finnish Post in the US, by e-mail at: (nordicad@aol.com), Jay Smith at (Jay@jaysmith.com), or your dealer in Canada, England or the Finland Post at: (stamps @posti.fi)

Reverse Side Important on m/75 and Other Stamps

Text & Ilustrations by Heikki Reinikainen
Translated by Carita Parker - From *Filatelisti*, 10/2001

Sometime ago I had the opportunity to examine the 8 penni stamp in Figure 1 and wondered whether this could be a genuine tiered perforation. On the stamp top right there are five perforation holes clearly lower than the others. The tiered perforation is known to exist for sure on at least one other stamp from this issue, shown in Figure 2. The 5 penni stamp shown in Figure 2 and the theory behind the tiered perforation were introduced in the Filatelisti 9/1994 issue. When this occurs by using a line-perforating machine, it becomes a rather exceptional rarity. With this 8 penni it seemed, that a second similar item - quite a rarity indeed - had been discovered. But first, the stamp had to be carefully scrutinized. A quick look through a magnifying glass however already raised suspicion. In a series of five holes, the second hole from the right was clearly lower than the others. Next, in that same spot the paper was torn. And, when turning the stamp over - the sad truth was exposed.

Figure 1.

Figure 2.

On the stamp top right, a large piece had come off and to cover it up, the forger had pasted postage stamp paper and then perforated it to match the rest of the perforation. This appears to be a most crude and poorly made perforation forgery. Most likely the intention was not to make a tiered perforation, but it happened to come down just a bit. Instead, the color of the added paper matches the stamp's paper quite well. And the hole size of the forged perforation is close to those on the genuine. These details perhaps made the stamp owner believe in the apparent authenticity of the object. But one important thing was forgotten in the elation of possibly having discovered a rarity. The owner failed to check the reverse side, which would have indicated a fake specimen right away.

What is learned from this? At least, that the backside of a stamp should always be studied before purchase. The writer repeatedly encounters similar cases where the buyer forgot to look at the back. That side immediately reveals whether the stamp shows thin spots or has been patched up; and whether perforation has been reinforced with added paper. Off line perforation holes are discerned from the reverse more easily, and any possible changes in paper quality relative to the stamp face show up.

Furthermore, indistinct authenticity marks and other exceptions from the norm give cause for closer investigation. Any possible post-gumming is apparent from the back. Observing details from the stamp imprint side is more difficult when doing a general study, because the mark often masks the faults. Cancelling may also have been done to purposely cover up inadequate details. Thus, the reverse side of a postage stamp contains valuable clues for the philatelist.

This was a poor accomplishment. But the forger might have thought he could still get away with it.

Finnish Forgery Manual Reminder

Editor's Note. Forgeries of every description inhabit every area of philately and Finland is no exception. Finnish and FIP expert on forgeries, Juhani Olamo, has undertaken to produce a comprehensive reference manual on Finnish fakes, forgeries, bogus stamps, fake cancels, fraudulent

Continued on page 5

Finska Stasjernvagarna Cover's 40 Kopek Rate Puzzle Solved

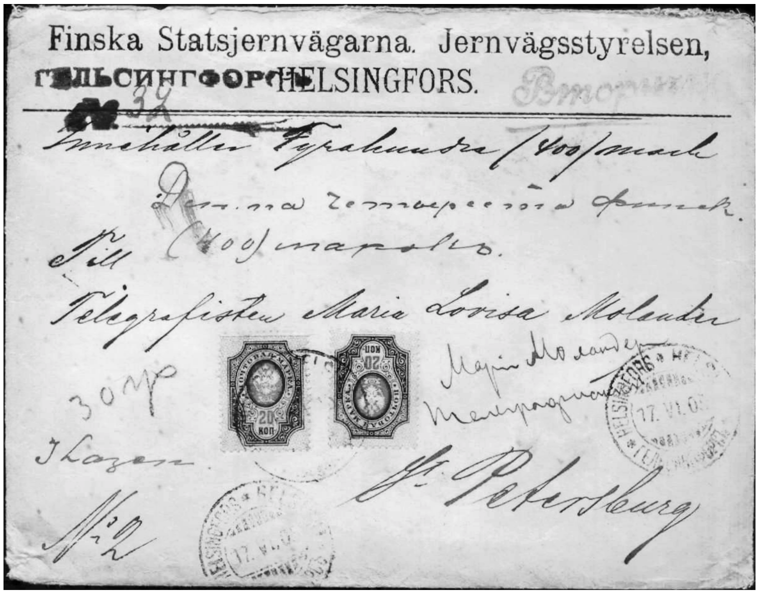


Figure 1. Official Finnish railway value letter franked with two 20 kopek ringless Russian definitive issues. From the collection of Morten Nårstad, Norway.

It turns out that there are some special rates that are not listed in Esa Mattila's excellent *Suomen Postimakssuja* rate book. The Finnish Postal Administration from time to time did promulgate special rates for certain types of mailings. Our first encounter with one of these special rates came to light when we examined a parcel card to Austria-Hungry at 70 kopeks. This card eluded analysis until Ms. Soila Siltala of the Post Museum found a 1898 postal directive that established a specific rate for parcel cards to Austria-Hungry that matched the franking on the card (see TFP, May 1998 and February 1999).

So, when several experts were asked to confirm the 40 kopek rate on this official *Finska Stasjernvagarna* 400 Fmk value letter from Helsinki, 17. VI. 05, to St. Petersburg the rate could not be computed at 40 kopeks or 46 kopeks to meet the added 30 penni postage due (= 6 kopeks) assessed by a postal clerk in Helsinki.

The 30 penni postage due (marked "Losen") translates to 15 penni short rate (x 2 = 30 penni due) which equals 6 kopeks (computed as 15 penni x .375 = 6 kopeks) but, alas it turns out that the postage due was most likely improperly assessed and, it would appear, ignored.

Since this was an official letter, the letter rate, registration and seal fees were waived. Nevertheless the rate can only be computed by referring to the 1904 Postal Circular No. XIV, which describes reduced insurance fees for insured mail to the Empire (Russia). The lower rates went into effect on January 14, 1905. The new rates were:

Up to 10 rubles = 10 kopeks

Over 10 rubles and up to 100 rubles = 25 kopeks

For each additional 100 rubles or fraction thereof = 15 kopeks

The exchange rate for converting 400 Fmks to rubles is:

400 x .375 = 150 rubles.

Therefore, it seems that the 40 kopeks franking is correct with no reason for the postage due.

Editor's Note. This article was written by Roger Quinby based on information provided by Morten Nårstad and others. If you have a cover, parcel card or money letter that eludes rate computation, please send it to us for further analysis.

Finnish Forgery Manual. Continued from page 4

covers, etc. The manuals are presented in looseleaf format in slip-cased ring binders with superb photos of the forged items (and genuine items in the case of stamps). Volume III of this extraordinary publication is now available.

This reference is of immense value to all Finnish philatelists. It includes *Norma*, *LaPe*, *Michel*, *Facit*, and *Yvert* number concordance. The series is being supplemented with one or two releases per year. The text is entirely in English. We cannot overemphasize the usefulness and significance of this series. If you have an intermediate or advanced interest in Finnish philately (or if you ever hope to), you will really appreciate this series.

For additional information on *The Finland Reference Manual of Forgeries*, see the review in TFP, November 1998. All three volumes are now available from Jay Smith & Associates, P. O. Box 650, Snow Camp, NC 27349. E-Mail: Jay@jaysmith.com

Rarest of Finnish Stationeries

by Harri Sihtola, translated by Carita Parker

from the 25th Anniversary Exhibition Booklet of the Philatelic Stationery Society

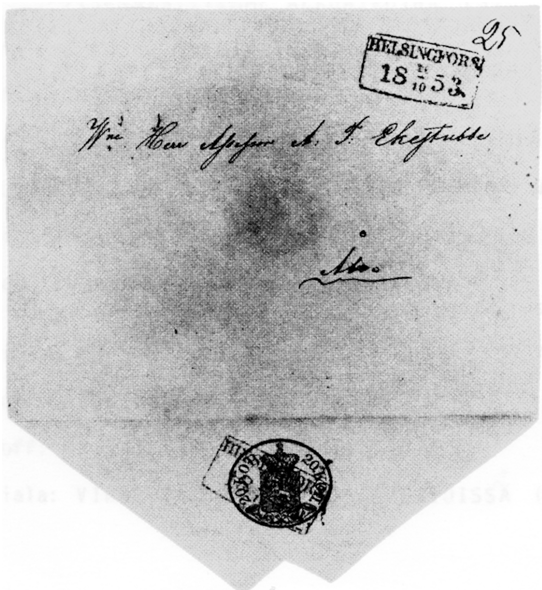


Figure 1. The 20 kopek black stationery entire is a great rarity. From the Post Museum collection in Helsinki.

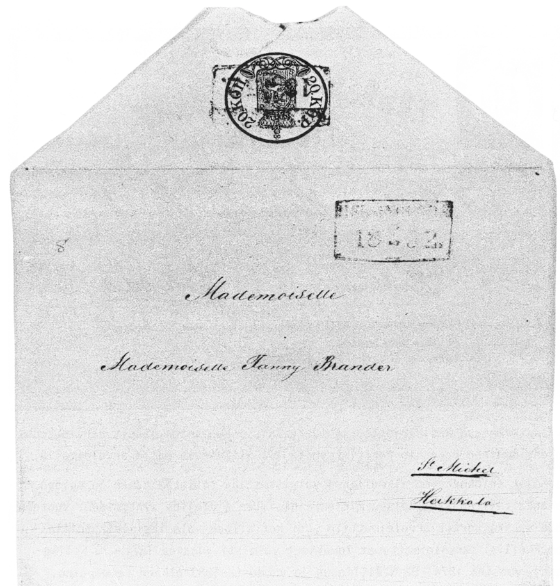


Figure 2. Only two copies are known of this rarity. This example belonged to the court jeweler, Agathon Fabergé.

The rarest of Finnish main type of stationery would be the 1850 black oval-shaped 20 kopek value stamp on cover. Of these, only two examples are known to exist. The original printed quantity consisted of 3,500 entires, but these prepaid stationery envelopes were not accepted by the public, little used, and 2,005 entires were destroyed by burning. Use of the 1845, 20 kopek red Porto Stempel cover amounted to only 645 examples, though some ten copies are still known in existence.

One of the remaining covers belongs in the Post and Tele Museum collections and was shown to the public on November 2-4, 1984, on the 25th Anniversary of the Finnish Philatelic Stationery Society exhibition in the Helsinki Exposition Center. The entire was cancelled in Helsinki in 1852 and mailed to Mikkeli. This object once belonged in the famous Ferrari collection.

Another item, which did not surface until the 1920s ended up in the well-known Finland collection of court jeweler Agathon Fabergé. This cover too was postmarked in Helsinki, in 1853, and mailed to Åbo/Turku. In 1967 it went on sale in London. In the spring of 1984 it gained world-wide attention when sold by a Swiss auction house, fetching almost 300,000 Fmk. (2002 estimated value: $125,000)

A Stationery Card Rarity: Printed Quantity Only 50 Copies

One rare example not having attracted the attention of most handbooks and catalogs is the premier Type III/8 penni card with an olive green value stamp. The primitive manufacture of early stationery cards give clues of how this and other similar, extremely interesting sub-categories occurred. Until 1888, the value stamp was printed, one at a time, on pre-cut forms (the stationery cards). Prior to receiving the value stamp, the form cards were made by F. Tilgmann between 1871-73; N. Zilliacus between 1874-82; and beginning in 1883 by the Office of Printing. The bulk of the cards received the value stamp in the order made. Minor quantities, however, did remain with the printers and such specimens were sometimes value marked much later. The rarity included here came about in exactly that way.

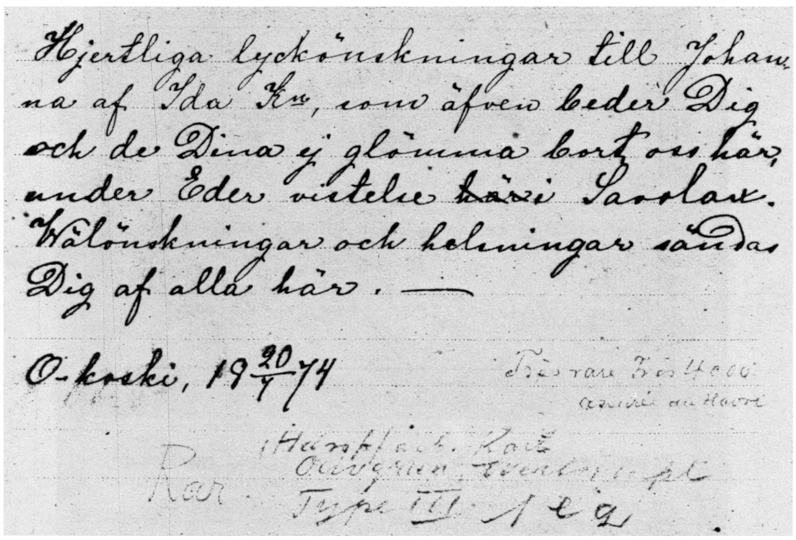
Of the approximately 6,000 Type III form cards on yellowish-buff colored cardboard, completed in mid October, a 50 specimen lot remained, which the maker of the initial types, the Tilgmann Co., sent to be value stamped not until March of 1872 along with the final printing of that type of card. The 50 specimen lot received an olive-green value stamp,


KORRESPONDANSKORT
för
FINLAND.

Till Fröken Hanna Hultin.

Bestämmelseort. Jorois

1) På framsidan tecknas endast adressen och adress-orten, på frånsidan de skriftliga meddelandena.
2) Afsändaren är ej förpligtad att namngifva sig.


Hjertliga lyckönskningar till Johanna af Ida Kr, som äfven beder Dig och de Dina ej glömma bort oss här under Eder vistelse här i Savolax. Wälönskningar och helsningar sändas Dig af alla här. —

O-koski, 19 20/7 74

Figures 3 & 4. Top, A stationery card rarity. Only 50 copies of this card were printed, only one of which survives shown above. It is listed in the new Norma 2002 cayalogue as: PK1, Type IIIAb on page 554. Bottom, message side.

which differed from the green on the other same type cards.

During the period between manufacture of the aforementioned sub-category cards and the printing of the value stamps, more than half of the entire quantity of the initial types were made, totaling over 60,000 cards.

According to general catalog numbering (see *Norma Special Catalogue 2002*) the form cards are Type I, and the value stamp Type II. The postal service did not obtain the smaller lot until nearly two years after completion. The quantity was delivered in its entirety, on May 23, 1874, to the Leppävirta post office and there taken swiftly into use. The only presently known specimen is dated 20. 7. 1874 (July 20, 1874) in Oravikoski near Leppävirta.

Several other stationery cards belong to similar exceptional sub-groups. Even of the same initial card type another corresponding, albeit of a more common sub-category has been discovered. As far as the initial card type is concerned, the sub-groups are further dealt with in the first issue of a series "Finland's Philatelic Society: Research," that appeared in connection with the 25th Anniversary of the Finnish Philatelic Stationery Society exhibition.

Editor: These items together with the Granberg stationery collection may be viewed on advance request at Post and Tele Museum in Helsinki.

Finnish Postal Cards First Decade

As the postcard with its lower rate from that of standard letters apparently has begun its decline as a mail preference, it is appropriate to examine the early beginnings and minor increases in the area of use.

First Issues

The world's premier postcards were stationery cards first issued in Austria in 1869. Prior to this, cards containing hand-written texts were everywhere mailed as standard letters. Many other European countries soon followed suit. Like Austria, some countries would allow the use of only pre-valued stamped stationery cards as postal cards. Other countries would issue these in addition to, or some solely, the form cards without the value mark to be instead affixed with postage stamp(s).

In Finland, postcards were taken into use in October 1871; sooner than in Russia. Until the early 1890s, only stationery cards were accepted as postal cards. Finland's early postal card history is that of stationery cards (pre-valued or pre-franked postal cards).

Initially Finnish postal cards were valid only domestically. The postal rate for cards regardless of destination length was 8 penni. Compared to the then first weight class letter rate of 40 penni, or 20

Figure 5. Austria issued the firts postal cards in 1869.

penni for a delivery distance of under 200 km, the 8 penni card rate, until the end of June 1875, was the lowest it would ever be.

The first cards were delivered to post offices on October 9, 1871. The sale, however, even in Helsinki most likely did not start until the next day. Delivery to offices far from Helsinki took longer and thus the sale in such locations began later. Two apparent first day usages are known, both cancelled on October 10, 1871, in Helsinki. From there on cards appear with cancellations of nearly every workday until the present.

Usage Allowed to Entire Russian Empire

In early 1872 postal cards were taken into use also in Russia. It had been agreed that postal cards be allowed in all of the Russian Empire. The card rate to Russia was set at 8 penni, same as the domestic rate. But to assist postmen in delivery within Russia, the heading on the cards was also to be printed in Russian and the address on cards from Finland to Russia also had to include the address in Russian. This led to the introduction of a new tri-lingual card (Russian, Swedish & Finnish), in late summer of 1872, with Finnish as the third language.

The general public sometimes forgot that cards to Russia required the address in Russian. Therefore, a notice was added to the cards. This reminder was printed on the initial tri-lingual cards separately in black overprint. Postcard mail outside of the Tsarist Empire was not accepted during the 8 penni rate period.

Accepted Use Within GPU- General Postal Union Domain and the1875 Rate Increases

Pursuant with the GPU (later known as the UPU) founding treaty, effective on July 1, 1875 the use of postal cards were allowed in all areas of the GPU domain. The postcard rate from Finland to abroad was set at the agreement upper limit of 16 penni. The rate to Russia was similarly raised to 16 penni, and the domestic rate was raised to 10 penni.

Although, the 8 penni value stamp did not correspond to any new card rate, the 8 penni cards were still not discarded from use, but were continued with added postage.

Figure 6, Top. First day of use of the first Finnish postal card, Helsingfors, 10. 10. 1871. Figure 7, Bottom. Text in Swedish only sometimes irked Finnish speaking writers. Here, sender crossed-out "Till" and "Bestammelseort"(= destination).

Figure 8. Finnish postal card from SPB to Helsinki, 7. 1. 1872. In principle, mail loaded onto railcars in Russia had to be franked with Russian postage. The card illustrated above is perhaps the earliest postal card from Russia, since postal cards in Russia were not issued until January 13, 1872. ex. Jussi Itkonen collection.

Figure 9. Card in one language only mailed to SPB against regulations. Hesingfors, 24. 10. 1872 with SPB arrival cds 11. 10. 1872. One week after this mailing, Russian postal authorities issued an order that cards to Russia without the Cyrillic heading would not be delivered.

Doublecards

In addition to the new postal rate of 10 penni and 16 penni single cards, double cards for inland use were issued. The doublecard consisted of two single cards joined (initially) at the left edge. Besides the sender's written half, the double card recipients also got another blank half with postage pre-paid by the sender. The addressee could then write the sender a response on the blank gratis, or mail it elsewhere.

The initial double cards differ from the singles only by the tearing off at the edge. Judging from the text content, most early doublecards have been used as single cards. Even the postal service occasionally separated the two halves, selling them as single cards to the public.

The 1875 Temporary Issues and the Commonplace Cards: "Four Numeral Coat of Arms"

In conjunction with the 1875 rate changes, the then type large perforated (big-tooth) postage stamps and stationery values were replaced with the "Coat of Arms" types.

Although, the value stamp designs ordered from Thiele in Copenhagen were delayed, the new coat of arms cards could not be completed on time. Therefore a temporary issue was printed, around mid-June, by striking big-tooth 10 penni values from some of the new domestic and doublecard forms, as well as adding another 8 penni value stamp to a small quantity of valid 8 penni cards. The coat of arms cards appeared already on July 8, 1875, but their use did not become commonplace until that September.

The 1879 Rate Changes and the 10 Penni Brown Cards

The Universal Postal Union agreement signed April 1, 1879 replaced the earlier GPU by setting lower rate limits than previously for postal service between member nations. The postal card rate from Finland abroad was lowered to 10 penni on April 1, 1879, and thus a new postal card with a brown 10 penni value stamp was issued, valid on both inland and foreign mail.

The agreement on postal affairs between UPU member nations did not affect rates between Finland and Russia, since UPU considered Finland a part of Russia. Therefore, rates from Finland to Russia were not yet lowered on April 1, 1879, but later, on May 15, 1879. As a result, the one and half month period between the dates was really exceptional insofar, that letter rates, and in particular the postal card rate was then higher to Russia than to any other UPU member country, including areas on all continents.

Figure 10. Initial tri-lingual card was issued on July 29, 1872, (Norma 2002, PK2), *Ekenäs, 11. 9. 1872, to St. Petersburg, with a 2. 9. 73 arrival cds on the front.*

Figure 11. Tri-lingual card with added vertical text in black advising the sender that cards addressed to Russia must have the address also written in Cyrillic. Helsingfors, 4. 11. 73 to St. Petersburg, with a 25. 10. 73 arrival cds on the front.

Figure 12. Tri-lingual card with black text duplicated on the right-hand side of the upper half of the card. From the Post & Tele Museum collection.

Figure 13. Åbo, 30. 6. 1875, the last day for the 8 penni rate. The next day, the 10 penni domestic postal card rate went into effect.

Figure 14. An 8 penni card with 5 penni additional postage. This card mailed at Nystad on 1. 7. 1875, could have been mailed the previous day without added postage. The 8 penni cards were not removed in connection with the rate increase. The 2 penni stamp to cover inland postal rate increase did not appear until mid-September. Until then, a 3 penni overpayment with a 5 penni big-tooth added stamp was the only way to use the 8 penni card in domestic traffic.

Figure 15. An interim issue double card half, Helsingfors, 3. 7. 75 July 3, 1875). The “commom” four-numeral, Coat of Arms value stamp design did not appear until July 8, 1875.

Figure 16. An interim issue 16 penni card date lined at Helsinki, 2. 7. 1875, to Stockholm. Apparently, the card was deposited in the ship's mailbox and thus not cancelled until Stockholm, 5. 7. 1875. This card is possibly the earliest surviving postal card from Finland to an address outside the Russian (Czarist) Empire. The 1875 Coat of Arms types were not issued until July 8, 1875.

Figure 17. This card cancelled on 29. 7. 1875 in Marstrand is the earliest known use of the 16 penni Coat of Arms types.

Figure 18. A 10 penni brown card cancelled at Helsingfors, 4. 4. 1879 to Alexandria, Egypt, via St. Petersburg. Inexplicably, at this time the postal card rate to Russia remained at 16 penni. From the collection of Kaj Hellman.

Figure 19. A 16 penni card from Helsinki, 11. 5. 1879, to St. Petersburg. The postal card rate in other countries covered by the UPU treaty and in Russia was then only 10 penni. The rate was reduced to Russia on May 15, 1879.

Identification of Senate 20 Penni, Type 1875, Clichés I, II & III

Text & Ilustrations by Heikki Reinikainen
Translated by Carita Parker - From *Filatelisti*, 4/97 & 5/97

Identification of Senate 20 Penni, Type 1875

The problem of identifying Type 1875 stamps is greatly eased by *Suomen Käsikirja III* (tr. = *Handbook of Finnish Stamps III*,) published in 1993. Through pictures and text the book gives precise information about the appearance of each printing emission. Furthermore, the tables specifying the printing dates of the issues provide the necessary basic information to the task of defining. An investment in *Handbook III* is almost a must for the in depth study of these stamps.

Figure 1. The focal point of this article is this illustration and the question: To what printing emission do the stamps belong?

The Senate printer's 20 penni emissions 1875-81 contain clearly identifiable color groups: green 1875, grayish blue 1876, ultramarine 1876-77-78, blue 1878, greenish 1878-79, grayish-blue/ultramarine 1879-80-81, and the ultramarine 1881-82. Additionally, with information about the 1875-76 and 1881 thin paper and cliché wear starting with the 1878 greenish specimens and the renewal of these in the spring of 1881, the basics for definition have been provided.

The general grouping of the stamps is now roughly outlined, so fine-tuning of the printing emissions with the aid of the *Handbook* would not be overly difficult. Bear in mind, however, that the same color names are not necessarily applicable to other emissions, but as logical as possible, of course, in order to distinguish them from each other.

One of the most difficult areas concerning these particular years is the 1880-used three 20 penni, cliché I imprints emission SAk, SA1, and SAm, i.e., the grayish-blue, ultramarine-blue and the grayish-ultramarine. Identification is further hampered by the SAk color variations towards grayish and ultramarine (Figure 2), as well as the great variations in darkness in the two first mentioned emissions. The 20 penni specimens generally are known to be "awful" to sort by printing emissions, though the aforementioned in this case constitute a group all their own. They also resemble each other greatly and were used on top of another during the same periods, the SAm even earlier than the *Handbook* tables indicate.

For Figure 1, I have chosen three commonly appearing, similar fairly pale stamps and the question: Which printing emission should they belong to? A good starting point is always the cancel date: Left, Parola 10. 4. 80 (April 10), center Åbo 9. 9. 80 and right, "POSTKUPEE" (tr. = mailcar) The cancellations point to the aforementioned printing emissions, but all of the earlier ones are possible too. The only sure conclusion may be, that the left-side stamp being too early a specimen cannot originate from the SAm emission.

The next step in defining includes the study of paper, perforation, color, and appearance. The paper in these three is normally thick and perforated 11, which leaves no variations. The color is definite in all, the left stamp perhaps more gray than the rest, but of no help either. Would all three stamps be from the same printing emission? Focus on appearance is necessary.

In the making of the stamps each printing emission was done in one unbroken succession, but in between there could be a pause of several months while other work was being done, since the Senate printing office was also the supplier of government forms and other official stationery. Thus, the equipment had to be re-adjusted for each job. Accordingly, the initial emission appearance would be uniform, whereas the next would differ, because the final outcome might have been affected by the printing cloth thickness and/or softness, under padding shift, the fluidity, thickness or thinness of new ink mix etc. The use of

Figure 2. Top left a beautiful SAk and next to it a less common SAkkk of ultramarine hue. Below left, a dark SAkk. Notice the color surface below the lion. The paper somehow has refused the color ink preventing it from properly setting. To the right, a darker SA1 where the rough edged letters stand out quite well in comparison to the flawless printing of the other specimens

the wrong thinner, incompatibility between ink ingredients, or a change in paper quality might also have happened in conjunction with the printing machine adjustments. All these occurrences combined or singly would have given their own characteristic to the stamp appearance. Not to mention the changes that took place during the printing process including hand inking of the clichés, variation in pressure, the mixing of additional ink

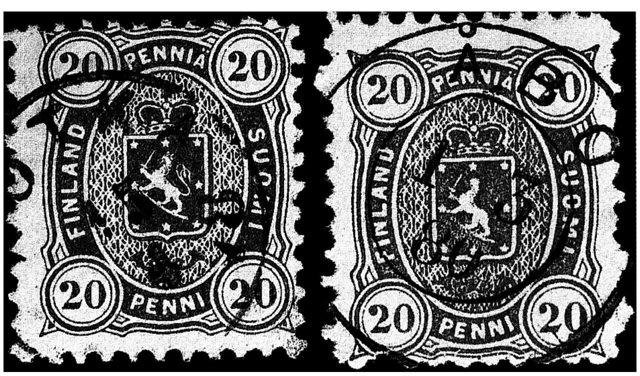


Figure 3. Quality 1878 printing of an ultramarine SAg. The specimen beautifully stands out and the appearance is sharp. The right-hand SAkk specimen even appearance, fading posthorns, and lion are indications of the worn clichés, which only worsens with the succeeding emissions.

and so on. Features thus created may appear either in one or several printing emissions. Sometimes these are quite obvious and will aid in emission definition even without any knowledge of stamp color (example: e and f emissions 1876-77).

The blue and greenish hues seen in printing emissions h, i & j (cancellations generally 1878 and 1879) do not appear in the Figure 1 stamps. Earlier emissions need no attention, their appearance being still faultlessly distinct (Figure 3, left stamp). Since again cancellations and worn appearance do not apply to the next (March 1, 1881) issued cliché II SAn stamps, Figure 4; Figure 1 stamps must belong to printing emissions k, l or m. No other alternatives exist.

Question is, how to address the three stamps each to their own category? With the help of *Handbook III* explanations and illustrations this task succeeds, because the separating factor is in the color surface brokenness. Look at the 10. 4. 80 (April 10) marked stamp color surface. Compared to the other two, it is intact and the letters in the word "penni" regular sized and edges whole. According to the *Handbook*, the printing emission must be SAk.

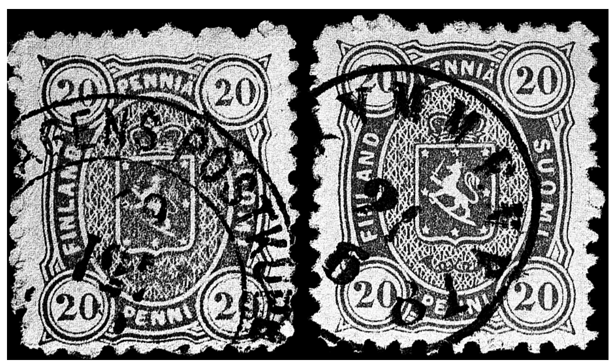


Figure 4. The sharp and flawless printing of the cliché II (to the right) is in startling contrast to the cliché I imprint faded appearance. Nowadays surely nothing like the SAm specimens reach the markets. But, in 1880 the situation was very different and cost conscience supervisors approved these stamps for distribution. It can also be speculated, that the availability of new clichés were delayed and while waiting, the SAm emission had to be printed. Did the Treasury have something to do with the matter already at that time? Perhaps they tried to make the clichés there (Treasury), but learning the technique took time.

On the other hand the color surfaces of the September 9, 1880 cancelled stamps are broken up. The letters are of normal shape and size, but with a rough edge caused by broken color surfaces. The printing emission must be SA1. The right-hand stamp appearance and color surfaces are completely broken up. Notice the "penni" enlarged and swollen lettering. When what looks like the beak of a number 1 (as in year 1881) is discernable on the cancelled, it points to printing emission SAm. The lot came into use at the end of 1880, but most of it was marked in 1881. The SAm definition is conclusively determined by the uneven perforation, where on top right there happens to be a blind tooth. The differences in brokenness between the k and l emission becomes obvious as soon as the eyes learn to catch them. Also in the SAk emission broken surfaces are seen, though more finely dispersed or even "bubbly" as if the paper had rejected the ink, and often seen around the lion. It differs from the brokenness of emissions 1-m where dry ink and rough paper are the culprits.

The line between the two aforementioned printing emissions is, however, vague. The lots seem to have been mixed up still at the delivery stage, since stamps from the SAm emission are seen cancelled already in early fall of 1880. At this point caution is very important.

In order to clearly see the details, a 4x magnifying glass is recommended when studying the specimens in this article. Here now, the problems of defining have been solved by focusing on the color surface brokenness and by utilizing other known detailed information. Ultimately, these 20 penni specimens are not as difficult as thought. The great number, as many as 16, of the Senate printing emissions is what mostly adds to the difficulty. This requires basic knowledge, as well as material in order to do the research. With the help of the instructions in this article, the process of identification will get a good start. Let's bring out those stamps and practice!

Type 1875 Most Difficult Printing Emission?

The Charta Sigillata 20 penni fourth printing emission LBd has always been difficult to define, and still is. The stamps were printed November 20-28, 1882 totaling 1,070,000 stamps. Over the years, color specifications have fluctuated, but now the latest stamp catalogue introduces three color hues: LBd Grayish-blue, LBdd ultramarine-blue and LBddd grayish-ultramarine (Figure 1). The first mentioned is the most common and varies easily from a more bluish to almost a pure gray. Accordingly, these shades are easily mistaken for either the third (LBc) or the fifth emission gray-blue stamps (LBee), making definition in this respect in a collection tricky. The ultramarine is a stronger blue variation (Figure 8). Whereas the grayish-ultramarine, due to its ultramarine hue, stands out more from the others.

Figure 5. Upper row a light bluish and next to it a gray LBd. To the left below LBdd and to the right an ultramarine LBddd. Notice the lion's thin, vanishing tail.

Identifying the LBd is, nonetheless, important when building up a collection, because in this emission the new so-called III clichés had been utilized when printing all 20 penni blue stamps between 1883-84. Ciché changes in a special collection are supposed to be acknowledged. I will try to sort out details in order to make identification of the fourth printing emission easier. With knowledge and careful comparison, the specimens from this lot can be correctly categorized.

II Clichés (Imprints)

The third emission LBc is the best looking of the three (Figure 2). The ink is well mixed and the color surfaces almost velvety smooth. The look is distinct and slightly stands out. The contours are thin and there are no smudges. The color name "grayish-ultramarine" may be a bit misleading because the ultramarine hue on the stamps is negligible. A better name would be light grayish-blue. See postmarks° beginning from May 27, 1882 until summer 1883.

Figure 6. To the left on LBc specimen a white line below emblem is clearly visible. Next to it the design on the dark hued LBd is sturdy and grainy with plenty of ink. Compare also the contours of the stamps.

Figure 7. A slightly more fluid ink color is seen on the rightside LBee lion and letter outlines. Notice the dark color dots on the stamp outer contours to the left.

III Clichés (Imprints)

The overall appearance of the fourth emission LBd is smoother, darker and with soft smudges. There is plenty of printing ink that is thick and often grainy (Figure 1 and 2), thick contours also. The lighter stamps show a cleaner impression and appear to stand out more. There are plenty of small cliché faults (Treasury clichés). As earlier stated, color varies from gray to blue and to ultramarine hues. Marks mainly from 1883.

The fifth emission, Lbe-Lbee, varies from a light yellowish-gray-greenish to darker, changing to blue-grayish and gray. The color surface gives the impression as if the color grains here are better integrated compared to the former, the ink is more fluid. The appearance stands out more, dark ink accumulation and dots in the outlines are common (Figure 3, right stamp). The emission basic color provides a stronger hue to those gray/blue specimens where the green is not at all discernible. No

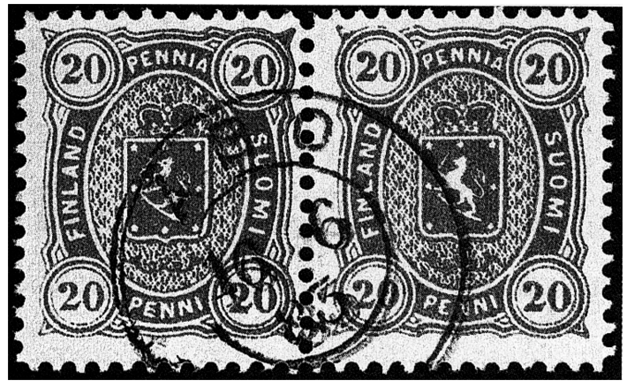


Figure 8. Fancy strong colored LBdd pair, Abo 16.6.83. Notice the grainy color surface and the vanishing lion's tail. Typical LBd emission features.

ultramarine hues seem to be present in this lot. Cancellations are from July 4,1883 until the spring of 1884. The paper used in these lots is thick, 0.08 mm, with the exception of a minor quantity of thin-papered stamps from the third emission, which can be excluded here. Perforation in all three 12.5

The cancellations, however, give more credence. The fourth emission earliest known mark is December 13, 1882, and the fifth (July 4, 1883). The stamps cancelled between these dates are most likely from either the third or fourth emission, because many of the LBc's had been marked during the spring of 1883. Therefore, identification of the third emission, too, is important.

The Herbert Oesch book *M/75 Toimitustaulukot* (M/75 Delivery Tables) specifies when each of the post offices received the stamps. For instance Heinola got the fourth edition not until April 6, 1883. Thus, earlier Heinola cancellations belong to previous lots.

The fourth emission was printed with the III imprints (clichés), but since the one prior to that was of the II clichés, the study of design variations is worthwhile for they do exist. Firstly, the emblem is bordered by a white line below and partly on the sides in design II cliché (Figure 2), whereas the line is absent from the III clichés. The line is seen in approximately 40 of the imprints; the remaining 60 require a different clue for identification.

Secondly, the lion's tail in the II cliché design is like a rope, a distinct difference from the newer imprint thinner vanishing tail. Additional information is available in the new *Handbook* pages 75-77 and 95-97. Only 6-8 exceptional designs are listed. With the aid of imprint characteristics, the third and fourth printing emissions can be identified with fair consistency. It must be remembered though, that due to variations in ink quantity, pressure etc., the characteristics are not always similar. On the other hand, the fourth and fifth emissions were printed with the same imprints, so design variations are of no help in identification. The clearly greenish stamps belong to the fifth emission, whereas the gray and bluish specimens from the same lot are set apart by their color surfaces. The more fluid color ink, lesser graininess and accumulation in the contours give excellent clues in the defining process, though it is one of Type 1875 most difficult areas, but luckily constitutes only a minor part. In case of unsuccessful identification, the problem can be circumvented by choosing for the collection LBd's cancelled prior to July 4. And for the LBe group only clearly greenish specimens. In that way, the stamps in the collection are in their rightful places and the philatelist is satisfied. In any case, it is smart to get a larger quantity of that era stamps, where the location and the cancel marks are discernible. The stamps are inexpensive. By looking for the aforementioned features through a 4-10x magnification and by comparing the marks with those in the H. Oesch delivery table, quite good results are possible.

Red Kouvola Revisited

I had raised several questions about the red ink used to denominate the 1999 Frama electric-car franking labels. Reports indicate that when machine No. 17 was placed in service at a supermarket in Kouvola on December 7, 2000, there was, at first, no imprint; so, a complaint was filed and an official put in a red ribbon instead of a black one. The color was a mistake but before it was discovered, a sharp-eyed philatelist bought a number of red-imprinted franking labels.

The *Norma* 2002 catalogue recognizes the red ink imprints (ATM 34 II, page 468) but does not recognize a premium usually accorded errors of this type. Correspondent Herb Volin believes that this will change in view of the short time duration and the small quantity of labels.

This note is based on e-mails from Jyrki Laitinen, Andreas Lehr, and Herb Volin. Readers may contact Mr. Lehr (andi.lehr@backfeed.de) or other ATM dealers about availability of these items. As the labels are more than two years old, there will probably be little new information that comes to light except as prices change in catalogs. This is a fascinating story and I'd be pleased to provide additional information if you have some to offer.

Roger P. Quinby

Hellman February Auction a Huge Success; 259,000 Euro Realization

Auctioneer Kaj Hellman and bidder Roger Quinby discuss the results of a successful auction, sure proof that there is a thriving stamp market in Finland. Photos by Oskeri Hellman

I planned my visit to Finland this year to overlap the last weekend in February so I might attend the Oy Kaj Hellman Ltd. “spring” auction in the Helsinki main postal building. Surprisingly there were many new customers, and there were more bids - both written and in the hall - than ever before. Although there were only a few big items offered at this auction, sales exceeded 1.5 million Fmk or about 259.000 euros. Sales at the auction itself consisted of about 87% of the items offered.

As usual there were around 1,600 objects offered, the whole gamut from whole world, country, specialty, postage stamp and consignment lots to singles, stationeries, letters and cards. The auction catalogue had been revised in two ways; prices were only in euros and the catalogue included considerably more color pages, a total of 40.

As far as prospective buyers are concerned, an auction catalogue in color is a good idea, especially to those who are unable to view the auction displays in person. Even from a practical standpoint, an entire catalogue in color with good quality pictures is praiseworthy. Now if we could just convince Mr. Hellman to provide the descriptions in English, I am confident that participation from abroad would

Continued on page 31.

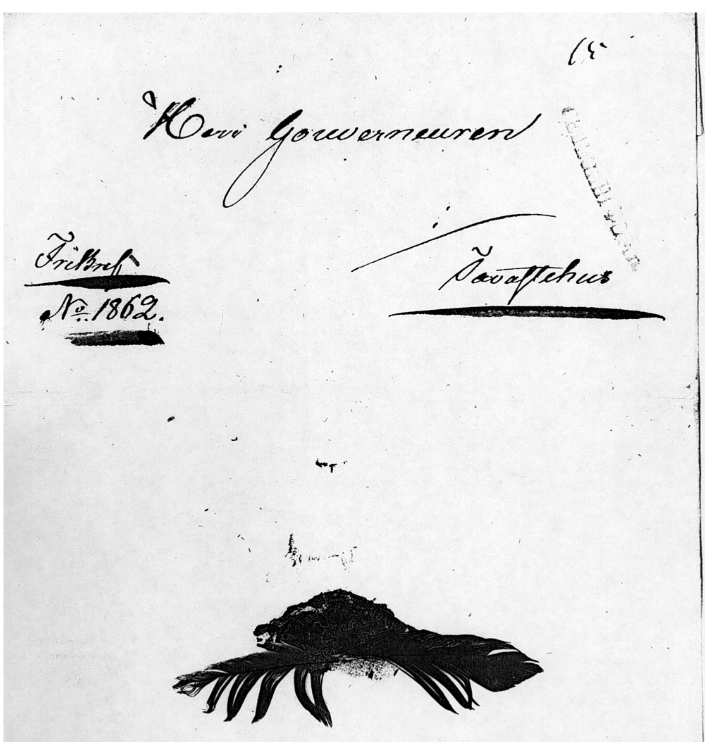
The Golden Age of Finnish Philately - Part 2a

Text & Illustrations by Heikki Pahlman

Edited by Roger Quinby

GENERAL POST LETTERS - FREDRIKSHAMN & HELSINGFORS

Figure 1. A general post letter from Fredrikshamn (Hamina) to Åbo (Turku) dated February 7, 1841 with a single line Cyrillic Fredrikshamn T1 cancel. This cancel was taken into use before 1812 (exact date is unknown) and was removed from service in 1847.



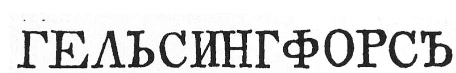
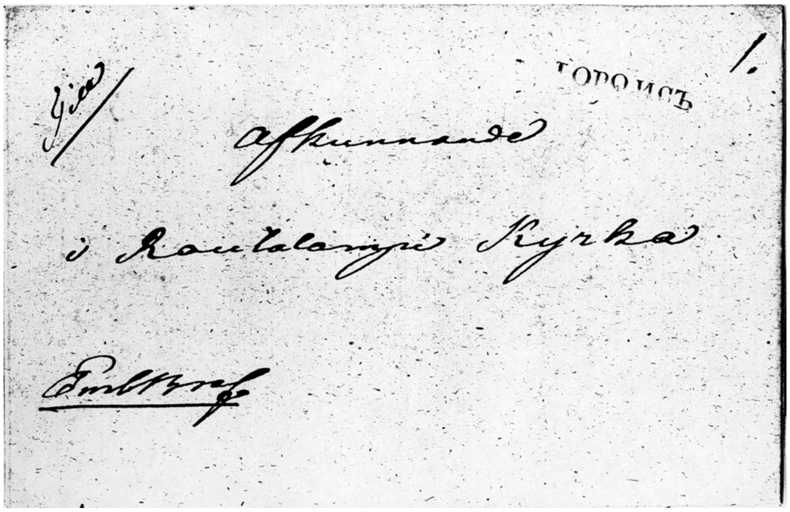


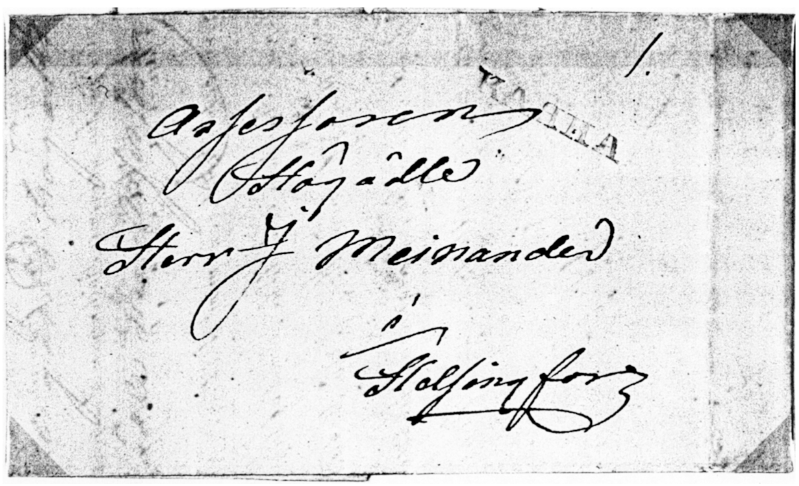
Figure 2. A general express letter with two feathers from Helsingfors (Helsinki) to Tavastehus (Hämeenlinna) with Cyrillic single line Helsingfors cancel. This cover is one of three registered express letters with feathers. The letter has been sent from the Uusimaa province office (Nylands län sigil) as an official letter free of charge = “Fribrief No: 1862”. The Helsingfors post office was established in 1638.

GENERAL POST LETTERS
JOROIS 1845, KAJANA 1840, & LAUKAS 1838



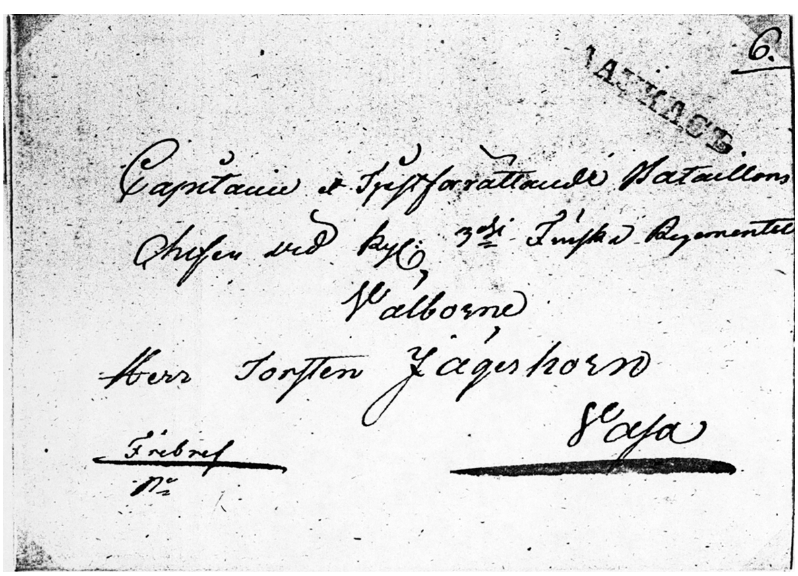
IОРОИСЪ

Figure 3. A general post letter from Jorois (Joroinen) to Rautalampi with Cyrillic T1 straight line cancel. This cancel was used from 1812 until 1846. The letter is dated October 27, 1845.



КАЯНА

Figure 4. A general post letter from Paltamo near Kajaani (Kajana) to Helsingfors with a Cyrillic single line Kajana T1 cancel. It was used from 1812 until 1846. This letter is dated August 14, 1840.



ЛАУКАСЪ

Figure 5. Undated general post letter from Laukas (Laukaa) to Vaasa with a Cyrillic single line Laukas T1 cancel. This cancel was also in use from 1812 until 1846.

GENERAL POST LETTERS - NYSTAD 1829 & NYSLOTT 1824

НЮСТАДЪ

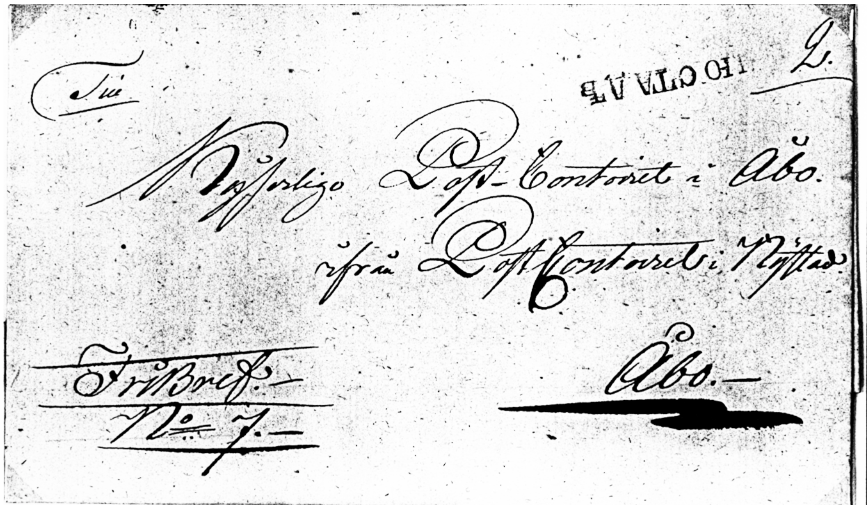


Figure 6. A general post letter from Nystad (Uusikaupunki) post office dated January 28, 1829, to Åbo (Turku) post office with the single line Nystad T1 cancel. This cancel was in use from 1812 until 1846.

НЕЙШЛОТЪ

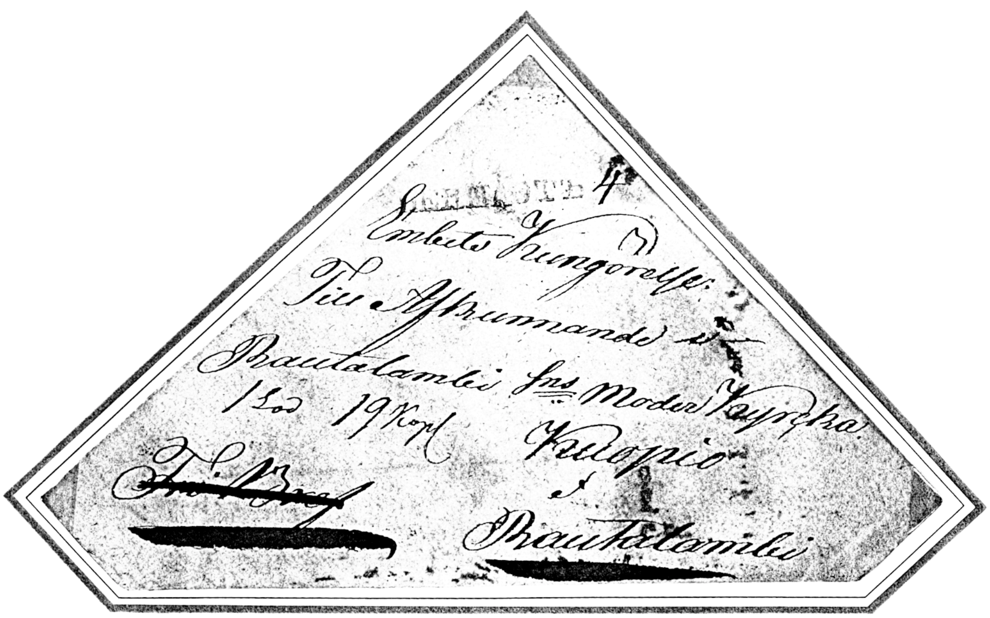
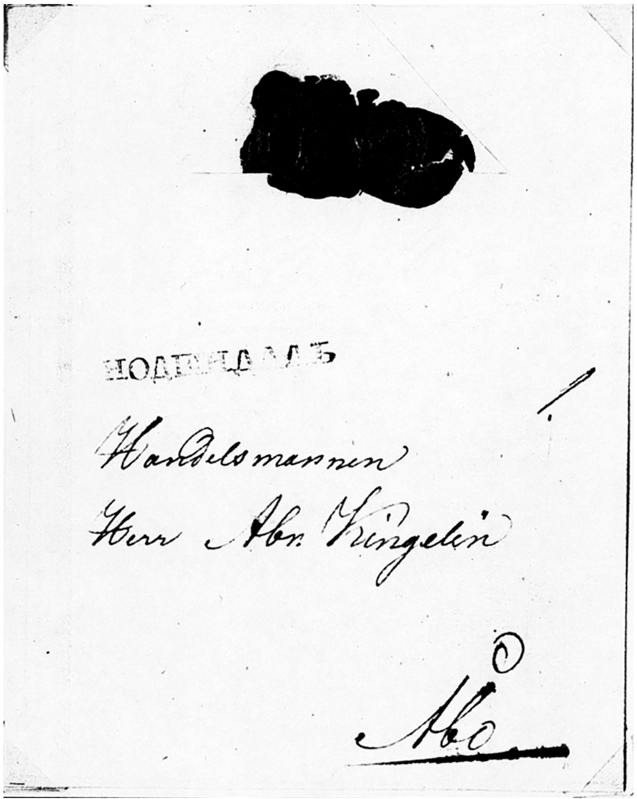


Figure 7. A general post letter from Nyslott (Savonlinna) to Rautalampi with a Cyrillic single line Nyslott T2 cancel. Because there were just three known examples of this cancel, it was thought that its earliest use dated from the mid 1840s, but this letter is dated May 13, 1824, which is the earliest known use.

The sender of the letter attempted to send it as a free letter, but the post officer noticed the purpose of the letter and struck out "Fri Bref" and wrote the rate at "19 kop" for 1 Lod (= luoti).

GENERAL POST LETTER - NÅDENDAHL 1826

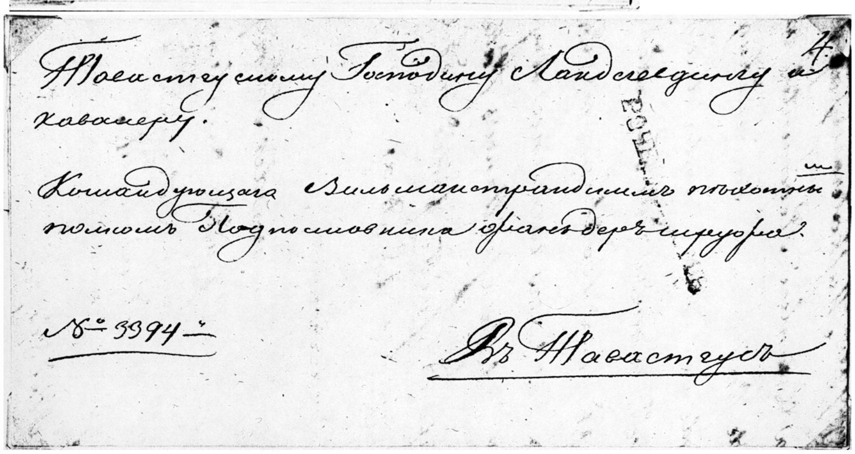


НОДЕНДАЛЪ

Figure 8. A single line Cyrillic Nådendahl T1 cancel was struck on this letter to Åbo. The cancel was in use from 1812 until 1846. It is the only recorded registered letter from this post office before the stamp period.

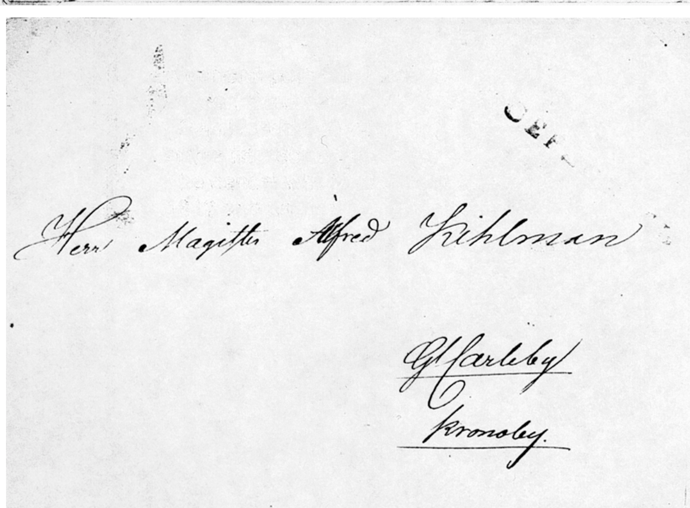
GENERAL POST LETTERS

RUOTSINSALMI 1832 & SORTAVALA



РОЧЕНСАЛЬМЪ

Figure 9. A general post letter from Ruotsinsalmi to Tavastehus (Hämeenlinna) with Cyrillic single line Ruotsinsalmi T1 cancel. The cancel was in use before 1812 and until 1836. The letter is dated October 26, 1832 and arrived on November 14.

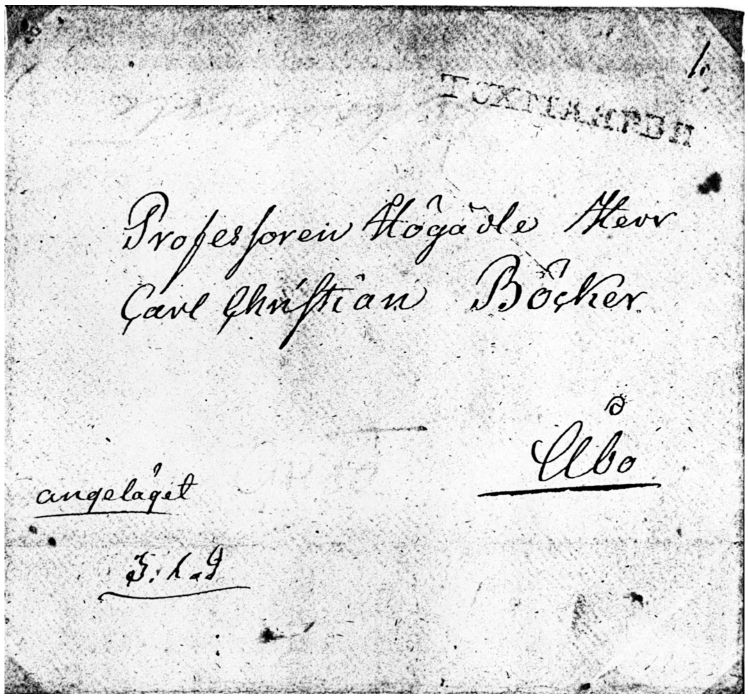


СЕРДОБОЛЪ

Figure 10. A general post letter from Sordovala (Sortovala) to Gamla Garleby (Kokkola) with Cyrillic single line Sordavala T1 cancel. This cancel was in use before 1812 until 1846.

GENERAL POST LETTER - TOHMAJARVI

ТОХМАЯРВИ



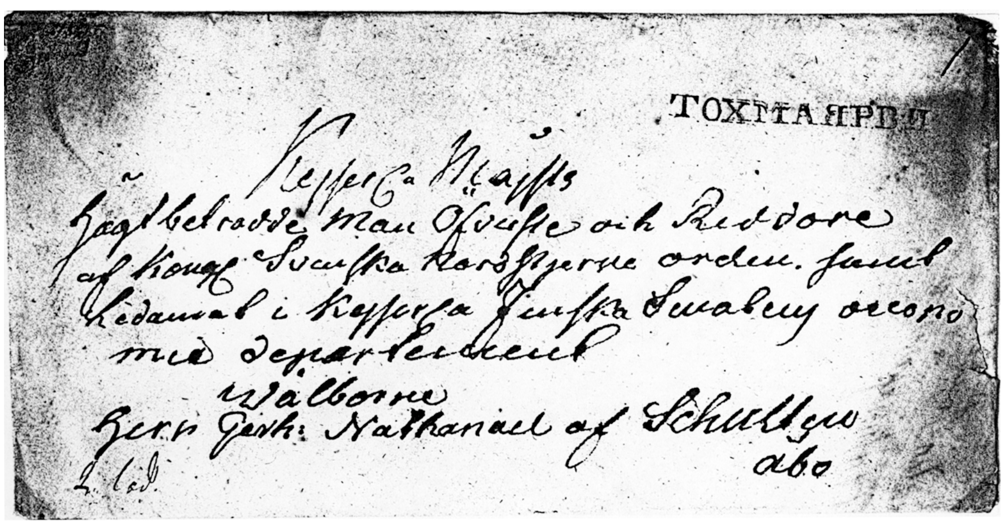


Figure 11, Top and Figure 12, Bottom. General post paid letters from Tohmajärvi to Åbo (Turku) with Cyrillic single line Tohmajärvi cancel. The post office was established in 1765 at Liperi but transferred to Tohmajärvi in 1781. The cancellation was in use from 1812 until 1845. Statistical information from the Tohmajärvi post office indicates that 1,718 letters were cancelled in 1845. Of these, 1097 were paid and 621 were free letters. In 1845 there were 5,308 inhabitants in the town of Tohmajärvi.

Figure 11. This letter is marked with "angeläget" = "urgent" and the weight is 3 lod.

Figure 12. This letter is dated April 6, 1816, and the weight marked, "2 lod."

GENERAL POST LETTER TORNEO 1844 & WILLMANSTRAND 1821

ТОРНЕО

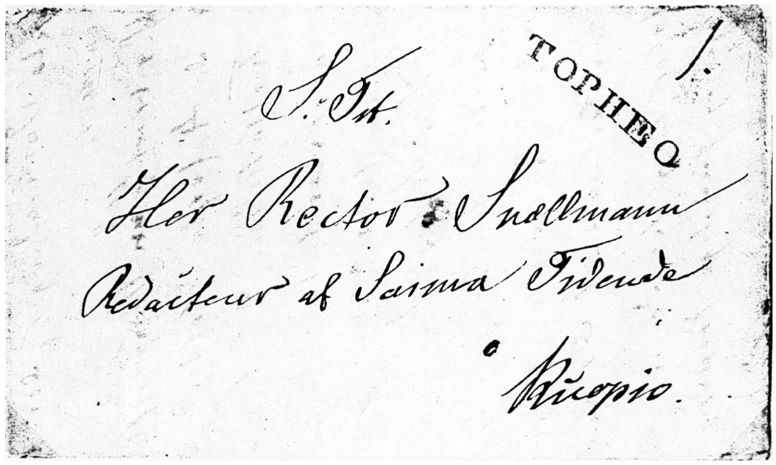


Figure 13. A general post letter from Torneo (Tornio) to Kuopio. The letter is dated 1844. The cover is struck with a Cyrillic single Torneo T1 cancel. This cancel was in use from 1812 until 1848.

ВИЛЬМАНСТРАНДЪ

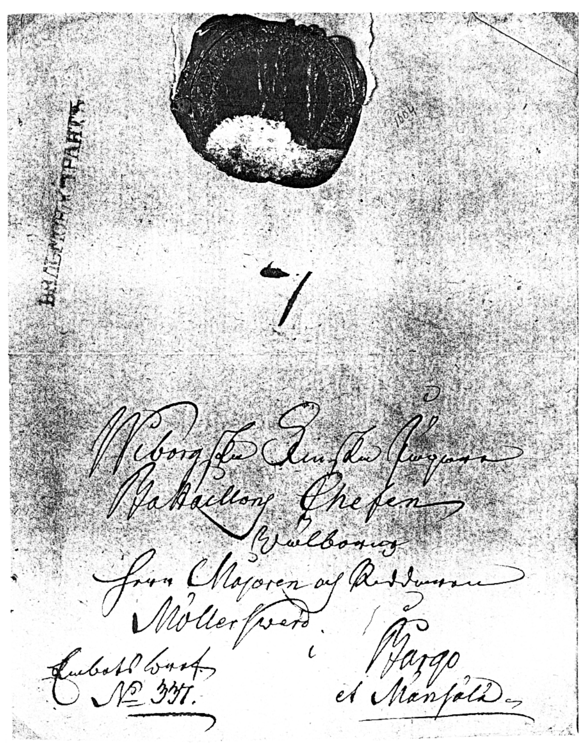


Figure 14. General post letter from Willmanstrand (Lappeenranta) dated August 23, 1821 to Borga (Porvoo) with Cyrillic single line Willianstrand cancel. The post office was established in 1722. The typical way for the town cancel, chart No. and Russian time is shown on back side of this letter.

GENERAL POST LETTER
WIBORG 1809 & WIBOURG 1816

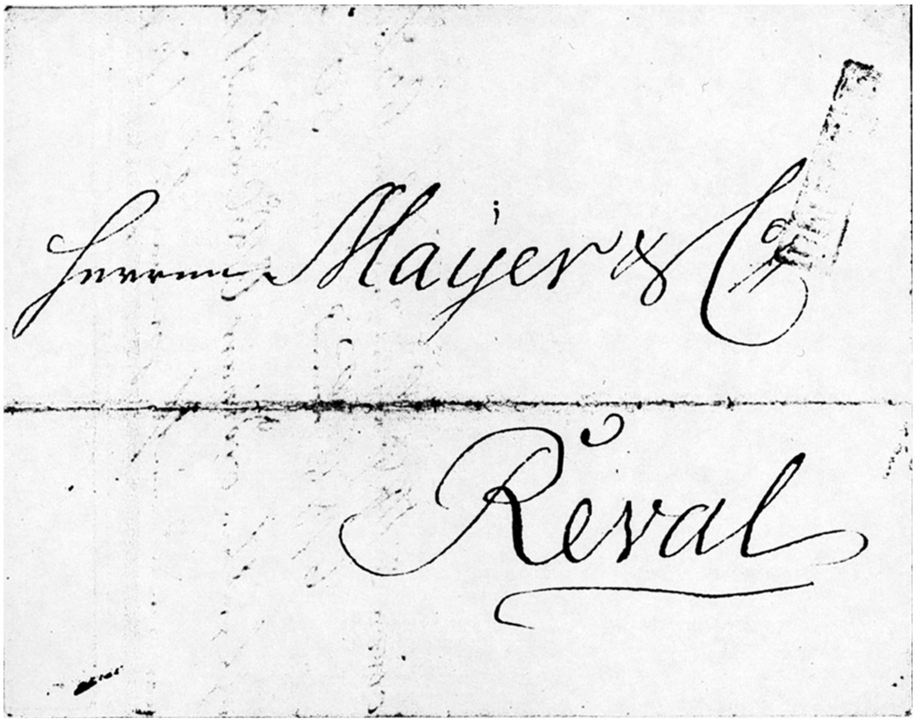


Figure 15. A general post letter from Wiborg (Viipuri) to Reval (Tallinn) with a Cyrillic single line Wiborg T1 cancel in Russian. The cancel was in use before 1812.

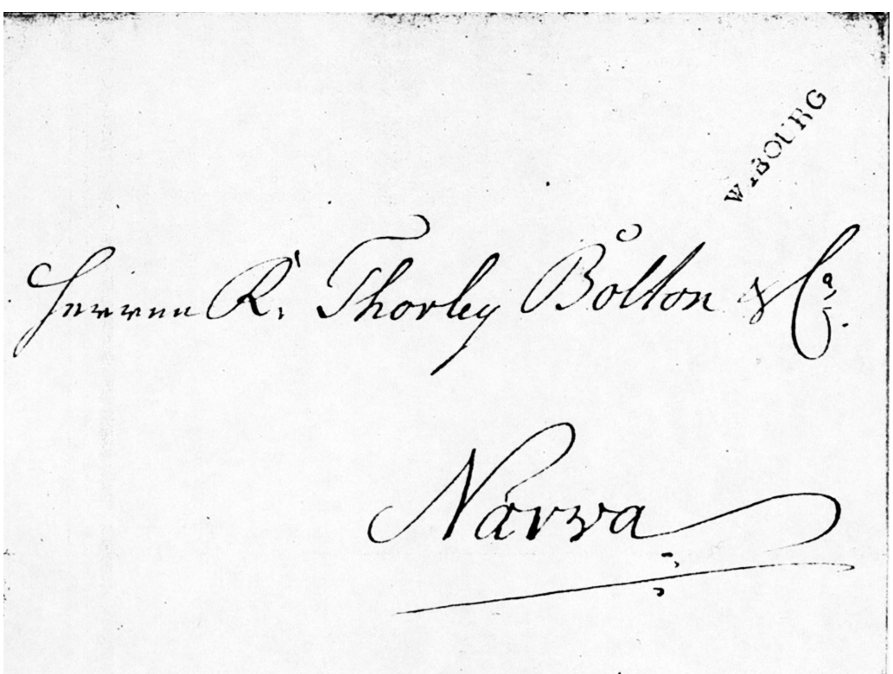


Figure 16. A general post letter from Wiborg (Viipuri) to Narva dated July 8, 1816 with a French single line Wibourg T3 cancel. The letter was dated July 13. The dates of use for the French language Wibourg cancel have not been established.

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

HISTORY OF RAILROAD MAIL TRANSPORT IN FINLAND 1862 - 1995

by Ilkka Teerijoki, translated by Carita Parker

CHAPTER I

The Riihimäki - St. Petersburg Line Revolutionizes Finland's Rail Traffic – Part II

The impact of the Helsinki-Hämeenlinna railroad on Finland's transportation and economical development was, despite great expectations, rather limited. But the situation was to change considerably when the Diet (or Parliament) in 1867, decided to have a rail line built that would branch out from the Helsinki-Hämeenlinna rail at Riihimäki and reach all the way to the Russian empire capital of St. Petersburg. From there connections would be accessible through Russia and Poland to the entire European rail network. It was already known beforehand, that the importance of railroads to Finland would be essential after the completion of the new rail section.

Work on the railroads progressed relatively fast, although this took place toward the latter part of the 1860s during the years of a great famine when 12% of Finns succumbed either to hunger or various diseases brought on by a weakened condition. As a result, the railroad construction sites were in many places transformed into huge field hospitals and at worst into morgues.

As the first sections neared completion in late spring of 1869, the postal administration issued its proposal concerning mail transport on the St. Petersburg line. At Riihimäki where the new rail connected with the existing Helsinki-Hämeenlinna, mail bound in the direction of Hämeenlinna and that of Ostrobothnia would transfer. The postal circumstances of eastern Finland would change considerably. Part of the Savo province mail was to come off the train at Lahti, another at Simola near Lappeenranta from where a portion of the Karelia province mail would also be forwarded. The rest of the Karelia mail would transfer partly at Vyborg, partly at Perkjärvi from where planned transport

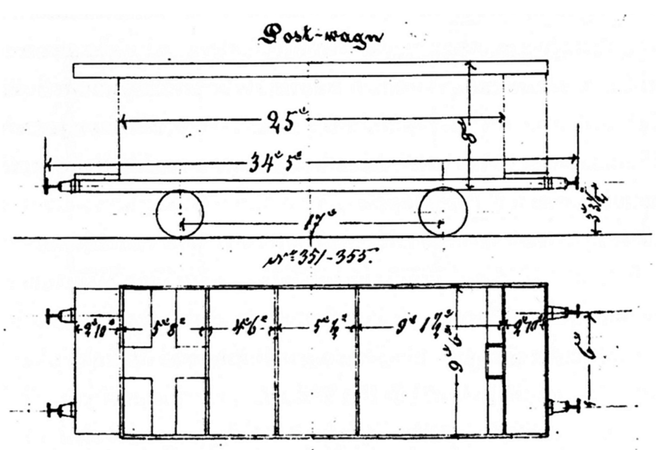
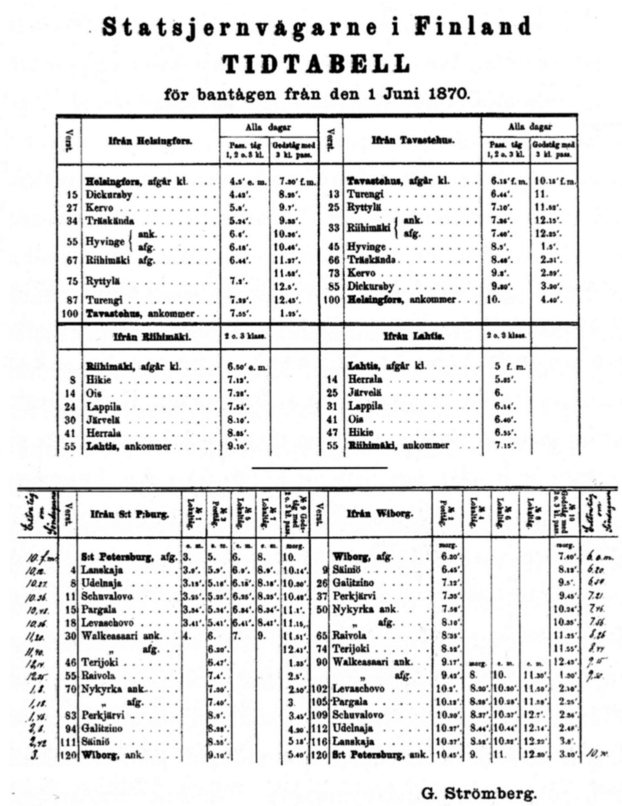


Figure 1, Top. The basic interior / exterior design of Finland's first mailcars, numbers 351-355, later renumbered, 9931-9935.

Figure 2, Right. Finland's national railroad combined timetable was in effect from June 1, 1870. Postal train No. 2 left Wyborg at 6:30 AM. and arrived in SPB at 10:45 AM. The return trip, train No. 3, began in SPB at 17:00 (5 PM.) arriving in Wyborg at 21:10 (9:10 PM.).



Statsjernvägarne i Finland

TIDTABELL

för bantågen från den 1 Juni 1870.

Verst.	Ifrån Helsingfors.	Alla dagar: Pass. tåg 1, 2 o. 3 kl.	Alla dagar: Godståg med 3 kl. pass.	Verst.	Ifrån Tavastehus.	Alla dagar: Pass. tåg 1, 2 o. 3 kl.	Alla dagar: Godståg med 3 kl. pass.
	Helsingfors, afgår kl.	4.5' e. m.	7.30' f. m.		**Tavastehus,** afgår kl.	6.15' f. m.	10.15' f. m.
15	Dickursby	4.42'.	8.25'.	13	Turengi	6.44'.	11.
27	Kervo	5.8'.	9.7'.	25	Ryttylä	7.10'.	11.52'.
34	Träskända	5.24'.	9.33'.	33	Riihimäki ank.	7.26'.	12.15'.
55	Hyvinge ank.	6.6'.	10.36'.		Riihimäki afg.	7.40'.	12.25'.
	Hyvinge afg.	6.18'.	10.46'.	45	Hyvinge	8.5'.	1.5'.
67	Riihimäki afg.	6.44'.	11.27'.	66	Träskända	8.48'.	2.31'.
			11.52'.	73	Kervo	9.2'.	2.39'.
75	Ryttylä	7.2'.	12.5'.	85	Dickursby	9.30'.	3.20'.
87	Turengi	7.29'.	12.45'.	100	**Helsingfors,** ankommer	10.	4.40'.
100	**Tavastehus,** ankommer	7.55'.	1.25'.				
	Ifrån Riihimäki.	2 o. 3 klass.			**Ifrån Lahtis.**	2 o. 3 klass.	
	Riihimäki, afgår kl.	6.50' e. m.			**Lahtis,** afgår kl.	5 f. m.	
8	Hikie	7.12'.		14	Herrala	5.35'.	
14	Ois	7.28'.		25	Järvelä	6.	
24	Lappila	7.54'.		31	Lappila	6.14'.	
30	Järvelä	8.10'.		41	Ois	6.40'.	
41	Herrala	8.35'.		47	Hikie	6.55'.	
55	**Lahtis,** ankommer	9.10'.		55	**Riihimäki,** ankommer	7.15'.	

Extra tåg om Söndagar	Verst.	Ifrån S:t P:burg.	№ 1 Lokaltåg.	№ 3 Posttåg.	№ 5 Lokaltåg.	№ 7 Lokaltåg.	№ 9 Godståg med 2 o. 3 kl. pass.	Verst.	Ifrån Wiborg.	№ 2 Posttåg.	№ 4 Lokaltåg.	№ 6 Lokaltåg.	№ 8 Lokaltåg.	№ 10 Godståg med 2 o. 3 kl. pass.	Extra tåg om Söndagar
			e. m.	e. m.	e. m.	e. m.	morg.			morg.				morg.	
10 f. m.		**S:t Petersburg,** afg.	3.	5.	6.	8.	10.		**Wiborg,** afg.	6.30'.				7.40'.	6 e. m.
10,12	4	Lanskaja	3.9'.	5.9'.	6.9'.	8.9'.	10.14'.	9	Säiniö	6.45'.				8.12'.	6,20
10,27	8	Udelnaja	3.18'.	5.18'.	6.18'.	8.18'.	10.30'.	26	Galitzino	7.12'.				9.5'.	6,54
10,36	11	Schuvalovo	3.25'.	5.25'.	6.25'.	8.25'.	10.42'.	37	Perkjärvi	7.35'.				9.45'.	7,21
10,48	15	Pargala	3.34'.	5.34'.	6.34'.	8.34'.	11.1'.	50	Nykyrka ank.	7.58'.				10.24'.	7,46
10,56	18	Levaschovo	3.41'.	5.41'.	6.41'.	8.41'.	11.15'.		„ afg.	8.10'.				10.35'.	7,56
11,20	30	Walkeasaari ank.	4.	6.	7.	9.	11.51'.	65	Raivola	8.35'.				11.25'.	8,26
11,40		„ afg.		6.20'.			12.41'.	74	Terijoki	8.52'.				11.55'.	8,44
12,14	46	Terijoki		6.47'.			1.35'.	90	Walkeasaari ank.	9.17'.	morg.	e. m.	e. m.	12.43'.	9,15
12,35	55	Raivola		7.4'.			2.5'.		„ afg.	9.42'.	8.	10.	11.30'.	1.30'.	9,30
1,8	70	Nykyrka ank.		7.30'.			2.50'.	102	Levaschovo	10.2'.	8.20'.	10.20'.	11.50'.	2.10'.	
1,18		„ afg.		7.40'.			3.	105	Pargala	10.12'.	8.28'.	10.28'.	11.58'.	2.25'.	
1,46	83	Perkjärvi		8.9'.			3.45'.	109	Schuvalovo	10.20'.	8.37'.	10.37'.	12.7'.	2.36'.	
2,8	94	Galitzino		8.28'.			4.20'.	112	Udelnaja	10.27'.	8.44'.	10.44'.	12.14'.	2.48'.	
2,42	111	Säiniö		8.55'.			5.13'.	116	Lanskaja	10.37'.	8.52'.	10.52'.	12.22'.	3.8'.	
3.	120	**Wiborg,** ank.		9.10'.			5.40'.	120	**S:t Petersburg,** ank.	10.45'.	9.	11.	12.30'.	3.20'.	10,30

G. Strömberg.

onward via the Muolaa post office to Käkisalmi (Kexholm in Swedish), Sortavala and further on to northern Karelia. There were changes coming also to postal matters in coastal areas of the Gulf of Finland eastern part.

Judging from a comprehensive introduction and the calculations that followed, it becomes clear that the postal government had carefully prepared for the coming changes in postal affairs. Especially obvious is the fact that mail was to be carried in railcars made specifically for the purpose of postal rail transport. In every car there was to be a travel expeditor aided by postmen and the railcar staff would handle the mail exchange with each post office along the route.

As previously mentioned, railcars where the mail was sorted during the journey had been used in England since the 1830s. In the middle of that century many countries began to deploy postal railcars where value mail was also handled and post addressed to the railcar sorted and re-directed.

For the Riihimäki-St. Petersburg line, the railroad needed considerably more equipment than it had. Most of the railcars would be ordered from the domestic manufacturer, Porin Konepaja Oy/ Björneborgs Mekaniska Verkstad Ab, (tr. = The Pori Machine Manufacturing Co.) Thus, in May of 1868 an agreement was signed for the manufacture of 58 passenger and 218 cargo railcars. The order included several railcar types.

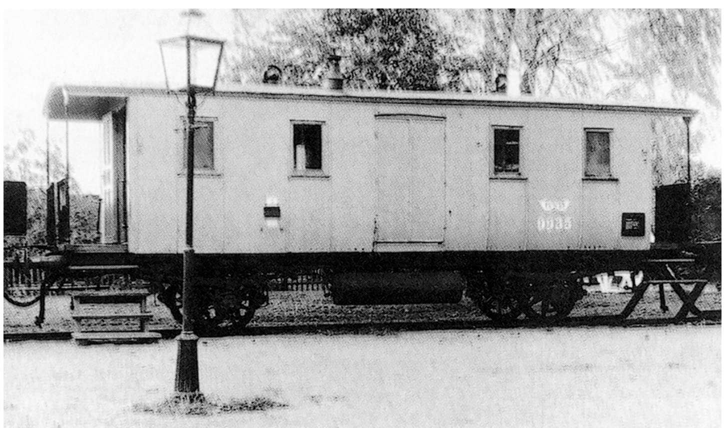


Figure 3. The 5 mailcars with two step stairs built between 1870-1871 were of exceptional quality. Remarkably, one of these was still in daily use in the 1950s. One car was saved from being scrapped and is presently displayed in the Post Museum in Helsinki.

It seems that the delivery date was also set with the May 1868 order, since the word “postal railcar” appears in Finnish documents initially not until February 6, 1869 in railroad engineer Knut Stjernvall’s report on a 762 railcar order including 5 postal cars.

There were certain problems in the utilization of the new rail section, because the rail would cross a customs checkpoint between the grand duchy of Finland and the Russian empire. During 1869, Finland’s postal administration head, Postmaster General Gripenberg, and the Russian postal service representative, Tschorukoffski, engaged in long negotiations that ultimately resulted in extensive regulations effective in postal railroad affairs between the two countries. The main paragraphs stated, that postal railcars run without compensation and the cost of maintenance be shared by Finland and Russia in proportion to travel within each others territories.

The postal railcar expeditor was to have at least moderate command of the Russian language, because of required dealings with the Russian postal administration in St. Petersburg, as well as to deliver the arrived mail to recipients there.

Before long it became obvious, that the delivery date would not be met since the railcars could not be completed on time. Consequently, the Senate permitted the postal government to implement a similar mail transport procedure between Riihimäki and Lahti as on the Helsinki-Hämeenlinna stretch. The mail was carried in sealed satchels in the conductor’s car with a postman in attendance. Initially, mail from middle stations was not accepted at all.

Postal transport from Riihimäki to Lahti began on November 1, 1869. Even without completion of the postal railcars, there seemed to have been no great difficulty with mail transport. The quantity of mail on this rail section remained relatively small, even though heavy mail bound for the Savo (province) went by way of Lahti, especially during poor road conditions, because the financial cost was less than having several horses pull the load along pothole laden and muddy roads.

Yet again there was discontent at reorganization. Allegedly, the Turku mail had arrived faster in Lahti prior to railroad connections. The greatest complaints were sounded in Hämeenlinna. Because of disparity in scheduling, the mail from Lahti had to wait 14 hours at the Riihimäki station for the northbound train. Connections in reverse were not much better either.

The completion of the railcars was further delayed. The cars were manufactured in Pori and from there connections rather difficult to Vyborg where the finishing touches were to be applied. Nonetheless, a substantial delivery of railcars including postal was shipped (by boat) from Pori to Vyborg at the nick of time in November 1869 before ice conditions set in. The cars arrived in Vyborg in mid-November, but still unassembled. As a result, those responsible for the delivery schedule had to finally give in and admit, in early December, that the postal railcars would not possibly be done before the end of 1869 as originally planned.

The postal government was partly to blame for the delay, because it did not submit its instructions for the furnishing of the interior until the end of November. The postal service had specified, that the mail railcar inside be divided into two sections. The expeditor's quarters to consist of double doors, shelves for sorting, a cabinet with lock, and a desk. Against one wall a sofa, two chairs next to table(s), a stove in one corner and in the other a washbasin.

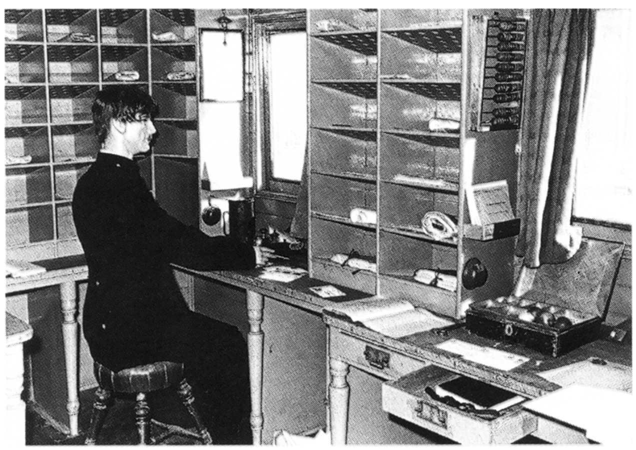


Figure 4. A good indication of the interior furnishings of mailcars built in the 1870s is in this museum display. This picture was taken at the Toijala rail centennial celebrations in 1976.

The railcar center section was to be partitioned off by a lightweight wall into a holding area for mailbags/satchels, and a room for the postman/men. The door between the two quarters was to have a latch for closing. The postman's space was to include two shelves, sitting space, toilet and a box for coals. The outer doors were to be lockable both from the inside and outside. A posthorn was to be painted on the cars to make them recognizable as mailcars. The representative for the Pori manufacturer informed that interior work done in Vyborg would total Fmk 1,200 per car.

Work on the Vyborg-St. Petersburg rail section was delayed because of an early, cold winter and did not reach completion until the beginning of 1870. Regular rail traffic and mail transport started in mid-February, but since the postal cars were not done, still mail had to be transported as heretofore in the conductor's railcar in sealed satchels accompanied by postman. The mail train left Vyborg at 8 a.m. and arrived in St. Petersburg at 12:45 p.m. The departure was at 16:30 (4:30 p.m.) arriving in Vyborg at 21:15 (9:15 p.m.)

As the year 1870 began, postal officials estimated that final work on the railcars would take about 6 weeks, but this proved to be wishful thinking, because the railcar manufacturer was already working at full capacity in order to complete passenger- and cargo railcars before the opening of the Lahti-Vyborg section. And since mail transport seemed to run smoothly enough in the conductor's car, the maker(s) moved back the date for completion of the postal cars.

Apparently the already overworked machine shops were irritated at the continuous interference by the postal government. Judging from a railroad personnel memo, the exact placement of mail car stoves, for example, did not matter an iota to anyone employed by the railroads.

Regardless, the railcar work advanced gradually and in early April the interior of two of the cars under construction had been completed and a third was given the finishing touches, as the painting of each was underway also. Everything was thought to be ready by early May so that the postal service would have its railcars running by summer. But during test runs brake problems were encountered. And in early May it was decided, for safety reasons, to re-fit the mailcars and a number of passenger cars with so-called "screw brakes," which once more delayed the start of postal railcar traffic.

Luckily, the problem was corrected before long and in June, railroad chief executive Stjernvall informed that 43 of the ordered cars, including postal railcars, from the Pori machine manufacturing company were ready for final inspection and delivery. Yet, nothing happened that summer. Could be that the postal administration purposely did not rush the matter, but saw it sufficient for the mail cars to be introduced when the entire St.

Petersburg-Helsinki line became operational.

Even with repeated delays in the utilization of the mail cars, the name “postal train” initially appeared on railroad schedules, July 1, 1870, in connection with a couple of trains running between Vyborg and St. Petersburg.

In early 1870 the postal government had presented the Senate with recommendations for postal transport on the Helsinki-St. Petersburg line based on negotiations between the Finnish postmaster general and Russian representative Tschorukoffski. The plan was for the train to depart Helsinki in the morning and arrive in Vyborg by evening. Then next day at dawn the train would continue on to St. Petersburg and on return reach Vyborg again by nightfall. On the third day the journey would continue on from Vyborg to Helsinki. In order for such a schedule to work, 4 travel expeditors and the same number of postmen were needed with one pair alternately at rest. This meant lodging for four in Vyborg where those heading for St. Petersburg, as well as those returning would overnight at the same time.

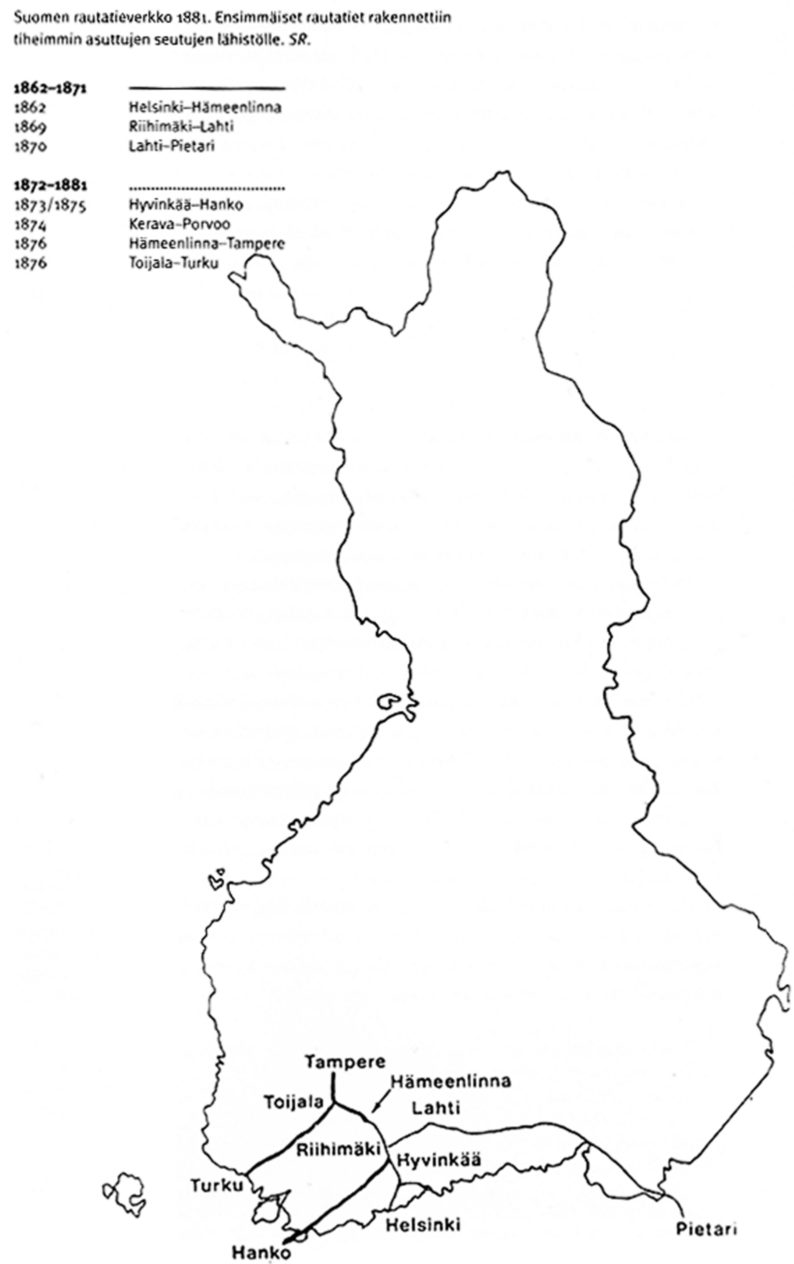


Figure 5. Railway map showing the routes from 1862-1881.

According to postal administration report, one of the travel expeditors would be designated “senior” with the task of handling the mail car “office” correspondence and statistical work. That person’s yearly salary was suggested at Fmk 2,000. The other expeditors would receive Fmk 1,600 annually. The postmen would have to make do with a yearly salary of 280 Fmks and an allotment for clothes. Daily pay would be 5 Fmks for expeditors and 2 Fmks for postmen.

The postal administration considered these wages to be reasonable, as well as comparable with those of employees in similar positions in Sweden and Russia. A cockade would be attached to postal employees’ hats showing their institution’s symbol, two crossed posthorns, to distinguish from railroad workers.

All stations along the route would have letterboxes to be emptied either by an expeditor or railroad assigned employee. Work in the postal car was to include the sorting of mail and sale of postage stamps, but excluding any currency trade. The postal service assured that mail exchanges at stations would be handled swiftly so as not to delay train departure.

The reorganization upon completion of the railroad involved a huge number of new mail lines, the cessation of old ones and other changes. As a result of these new arrangements caused by the opening of the St. Petersburg section, the (Finnish) postal service expenses would ultimately increase to some Fmk 5,000 annually, though improvement in service was thought to be considerable.

The Senate nearly without revision accepted all of these proposals. What had been one of the central issues in the negotiations with the Russian Tschorukoffski was reaffirmed, namely, cost free railroad mail transport, which subsequently remained in effect on state-owned railroads, except for brief instances to the contrary, for over six decades.

The (aforementioned) agreement, a financial gain for the postal service but increased losses at the railroad, was modeled after Russia where in the late 1860s it was decided that rail lines were a part of the postal transport network, and mail carried in postal railcars was not equal to other railroad cargo.

Decisions concerning the above matter were not finalized by the Senate until November. The reason for the tardiness was that the utilization of the postal railcars had once again suffered a setback. Apparently, the cars had been sitting unused and unprotected all summer. Discoveries made at the end of August were indicative of this. Of two mailcars inspected in St. Petersburg, one was found to have a leaky roof and a twisted door. On the other, doors were also twisted or not properly fitted and rain would enter some windows. Repairs were thought not to take long.

POSTAL RAILCAR USE AFTER DELAYS

As completion of the mailcars dragged on, the postal service had to settle for mail transport in the conductor’s car still on the completed Lahti-Vyborg rail section.

On September 10, the station managers received their instructions on mail handling and the next day, the rail line opening ceremonies took place coinciding with Tsar Alexander’s name day celebrations.

Even with the new section (Lahti-Vyborg), three weekly postal runs were still made from Helsinki along the Gulf of Finland coast via Porvoo, Loviisa, and Hamina to Vyborg. With the new rail operational, the postal service compensation to the railroad was raised to Fmk 200 a month, but only until the actual mailcars were taken into use.

Mail transport in the conductor’s car on earlier used rail sections appears to have been sufficient to the needs of both postal service and its customers, because there are no hints of any greater dissatisfaction. This may have been the reason why the postal administration did not object to the delayed completion of the mailcars. But the situation changed after the new rail section had been operational for only a week. Now the postal service had to hurry up in getting the postal railcars running as middle station mail traffic was very brisk and too much for one postman to handle. Besides, mail was left unattended during stops when the postman had to run to empty the station letterbox and exchange mail. The conductor also was plenty busy at train stops.

Postal customers too noticed the insufficiency right-a-way. Already on rail section opening day, it was questioned why Vyborg mail was transported both by train and in the old horse and wagon style. Some of the Helsinki newspaper publishers discovered that they could fetch the St. Petersburg papers faster themselves once the train arrived at station. As for the general public, for whom such action was off limits, getting the mailcars soon into use was imperative. The Vyborg “Ilmari” newspaper staff could certainly rejoice at receiving the Helsinki morning papers at their office still that same evening.

The much pressured railroad officials informed, that the railcars were actually ready,and that only an agreement for the startup date was needed with the railroad head. In a subsequent inspection the postal service still discovered a few flaws. There were problems with heating equipment. All parties agreed that without functioning stoves, no work could be performed in the railcars during winter months. An overhang protecting from rain was also preferable above the car outside door. Additionally, the postmen’s space lacked chairs. The postal administration requested that the cars be in use beginning November so that postal rail service could start as planned.

The rest of the final work proceeded briskly, and the long awaited hour arrived. News of the startup began to circulate at the end of October. Postal rail traffic on the Helsinki-Vyborg line commenced on November 1, 1870. In order to ease the mail sorting in the railcar, a system was devised in which the public at stations was to deposit their mail bound toward St. Petersburg in red boxes and mail going in the Hämeenlinna direction into green boxes. The Helsinki railway station fixed mailbox would be emptied after the first bell sounded 15 minutes before train departure. However, a postman would stand by the station entrance with a mailbox where last minute letters could still be deposited up until the moment prior to train departure's third sounding of the bell.

According to previous plans, four expeditors and four postmen were chosen for the mail cars. Named as expeditors, initially for a trial period, were postal government clerks G. Stahlberg and U.L. Godenhjelm, the Helsinki post office bookeeper A.F. Scheele, and the Vyborg post office expeditor K.L. Masalin. Chosen for travel postmen were the Vyborg mailmen A. Houni and B. Danielsson and previous interim postmen D. Gynther and G.A. Lönnqvist.

As early as October 1869 the postal administration had planned to send two postal officials to Russia to check out the mailcars there, as well as travel in them. But as the completion of the cars dragged on, the trip was postponed until spring of 1870 when expeditor Masalin and bookkeeper Scheele went to familiarize themselves with the Russian postal railcars and traveled on the Warsaw line south from St. Petersburg. For unknown reasons, a planned St. Petersburg-Moscow trip did not materialize. Expeditor Masalin showed some initiative as he went about the business of the postal railcar crew already in mid-October by renting a room in Vyborg for the expeditors' overnight accommodations.

As soon as some discrepancies in the various regulations between Finland and Russia were corrected, the postal railcars began travel between Vyborg and St. Petersburg on November 30. In St. Petersburg, the mail was to be delivered to the local postal official at the railway station. If mail had been damaged in transit, the expeditor was to bring it in person to the Finland-station post office for clarification.

New post offices along the route at the Uti and Kausala stations opened in early December. After this, post offices were located at railroad end stations and Vyborg, as well as the old Kerava and Riihimäki. A variety of postal services were permitted at these locations, whereas from other stations only regular, unregistered letter mail was allowed. Any other kind of mail was not accepted, but had to be taken to the nearest post office where it was forwarded still by traditional means.

Mail transportation speeded up even more before the end of the year. Trains departing Helsinki at 9 a.m. continued straight on to St. Petersburg arriving there at 23:25 (11:25 p.m.) The mailcars though were left in Vyborg overnight, because acceptance of the mail in St. Petersburg at night could not be arranged. Before long however, agreement was reached that a Russian postman would accept the mail at the St. Petersburg station and standard letter mail would be allowed there on passenger train. The postal railcar was still being disengaged (from the train) at Vyborg, and was taken

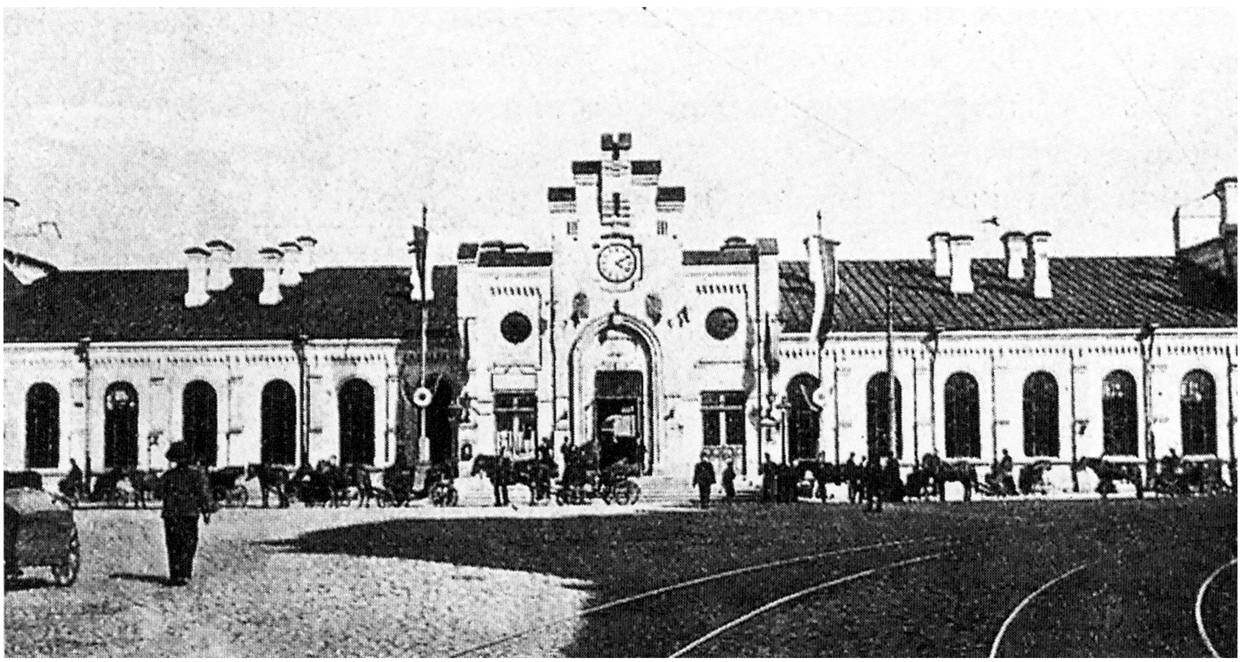


Figure 6. Finland Station in St. Petersburg. The Finland Station was not connected to other rail lines in Russia until the decade of 1910, so in the beginning mail was carried to other train stations located throughout the city by horse drawn carts. SPB post office No. 7 was located one block from the Finland Station.

the next day along with value- and parcel post to St. Petersburg. One Vyborg postman would accompany the letter mail to St. Petersburg in the passenger train conductor's car.

Along with new connections, complaints from the public were also forthcoming. This time, the main focus was upon poor synchronization of rail route postal lines with railroad schedules. The strongest complaints were sounded again from the Hame province. The St. Petersburg newspapers allegedly arrived in Hämeenlinna as leisurely as prior to the opening of rail connections, which gave impetus to the notion that the papers perhaps were stopped in Helsinki for censoring.

Probably the complaints were in most cases well-founded since Finland's postal circumstances were radically changed with the first transverse railroad. The previous rails followed old postal transport routes, whereas the new line cut across unfamiliar and in many places uninhabited territory.

INITIAL POSTAL RAILCARS

The mailcars were pronounced very good from the first use. The postal administration head, Postmaster Gripenberg, made an inspection trip right after the start of mailcar traffic and was satisfied. After the initial week of travel, neither did the postal staff find anything to gripe about.

The initial mailcars were of excellent workmanship with two-step stairs and an axle length of 5.2 meters. Entrances were located at both ends via a platform. Interior measures in meters: chassis length 7.5 x 2.7 wide. Inside height next to side wall only 1.8 meters. Despite its small size, the car was divided into three sections. In one end there was an office with a pair of shelves, small table attached to wall, a long sofa, and a stove. The center was the so-called mailbag/satchel area reserved for large postal items from where a large two-part door opened for loading. At the opposite end of the car was a compartment with seating capacity for eight.

Uno Godenhjelm, who belonged to the first group of travel expeditors recalled, that in the early 1900s a large sleep sofa took up most of the space in the expeditor's quarter even though the trains then traveled only during the day.

The mailcars were comprised of an iron under frame and the carriage of oak had been reinforced on the outside with metal sheeting. The floors and ceilings were double built. The door seams had been sealed with felt or rubber in order to minimize vibration and the molding around the windows had been lined with plush fabric to avoid squeaks. The car upper part was light and would vibrate and jerk a great deal with the train in motion. The single paned (glass) windows could be opened, but not those with double panes. The postal service logos with the two crossed posthorns were painted yellow (Finnish postal service color) on the outside walls, as were the car numbers and the moldings around the doors and windows.

A total of 5 mailcars were made from the first series of cars at a price of Fmk 6,000 each (present day value some 130,000 Fmks.) Regrettably, these soon became too crowded on Finland's busiest Helsinki-St. Petersburg line and in the 1880s the cars were moved to the Vaasa rail where they were lengthened and the cabin space made into a sleeping compartment.

Later on, the mailcars were used always on less busy rail lines and finally kept only as extra. Proof of car quality was its longevity. Four of the cars were still 50 years later in regular use in 1920. The last one was running for over 80 years on the Tuomioja-Raahe rail as late as the early 1950s.

End of chapter I - To be continued in August.

Editor's Note, continued from page 1.

A spirited discussion on historical facts, postal routes, markings and the nature of items carried by the early Crown Post are important to postal historians, but philately is not well served by tabloid headlines and shrill attacks on the judges.

This important series on pre-philatelic Finland, which has been well received by our readers, continues in this issue of TFP and the balance of the exhibition pages will be shown in future issues.

Hellman, continued from page 17.

grow substantially in several years.

Also the Hellman Internet pages have been reworked. More than 1000 color images of items offered were shown. According to Mr. Hellman, the bidding results worked well on the Internet. Details of auction items will appear in the August issue.

The Oy Kaj Hellman Ltd. company holds two auctions a year. The next auction will be in October. Visit their website for additional information: www.kajhellman.fi

Roger P. Quinby

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COVERS & NOTES

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W.W.I Letter from Romania to Finland, *Philatelia Fennica*, No. 4, August 2001, page 8.

FEATURE ARTICLES

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POSTAL STATIONERY

Russian Design Type - 1901 Postal Cards, *Finnish Handbook*; No 2, March 2001, page 2 (special edition).
Russian Design Type - 1901 Postal Cards, *Finnish Handbook & Quinby, R*; No 3, May 2001, page 2, expanded and revised text.
New Eagle Type - 1911 Postal Cards, *Finnish Handbook*; No. 2, March 2001, page 5 (special edition).
New Eagle Type - 1911 Postal Cards, March 2001, *Finnish Handbook*; No. 3, May 2001, page 6 (expanded and revised edition text).
1917 Saarinen & 1918 Vaasa Postal Cards, *Finnish Handbook*; No 2, March 2001, page 11 (special edition).
1917 Saarinen & 1918 Vaasa Postal Cards, *Finnish Handbook*; No 3, May 2001, page 12, (expanded and revised text).
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Editor's note: new issues, editor's notes and miscellaneous items are not listed here.

A cumulative index of major articles for Volumes 1 - 5, 1996 - 2000, was published in the May 2000 newsletter, Whole No. 19.