



The Finnish Philatelist

Vol. 8, No. 3 • August 2003 • Whole Number 28
ISSN 1536-8807



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

In This Issue

First Day Cover - 2
Finland's First Commemorative
Corinphila & Feldman Auctions
Helsinki Local Post
History of Finnish Railways, Cond't.
1901 10 & 20 Penni Forgeries
1881 Local Letter Rate & Notes

The Finnish Philatelist

The Finnish Philatelist is 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 2003. A \$5 (USA & Canadian readers) and \$10 (International readers) contribution to cover printing/ mailing costs is appreciated. Contributions should be made payable to and sent directly to the Editor.

FSG Newsletter Editor:

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

TFP Associate Editors

Kauko Aro
Sheldon Tobin, Ph.D

TFP Assistant Editor for Translations:

Carita Parker

SCC Executive Secretary

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

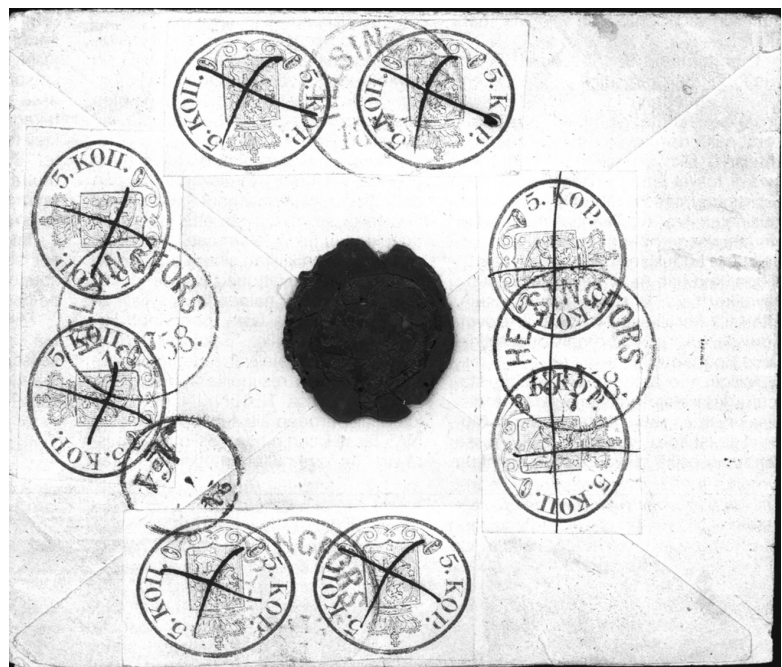
TFP is not copyrighted. Articles may be reprinted without permission from the Editor. However, attribution of TFP and the original source, if appropriate, is requested.

Editor's Message

As we go to press with the August newsletter we are halfway through a most interesting summer highlighted by hot, humid, rainy weather, a few "old fashion" thunder and lightning storms and just the other day a massive blackout, which on another day or at a different hour might have wiped out this edition of TFP. So, although the blackout caused the usual inconveniences, a great crisis was averted -- the trade-off was the electric garage door that reacted somewhat unhappily to the event and snapped a safety cable. I cannot fathom a guess how this happened.

Coincidentally, our local stamp club had a summer dinner meeting planned for the night the blackout occurred and as "luck would have it", the restaurant, which is located in another town, had power and after a round of phone calls the dinner meeting was held as scheduled. Of course, by the time the dinner broke up, it was well into the evening and most communities, including my own, were still without power and traffic lights; needless to say, it was a memorable evening and drive home.

In July I attended the annual convention of the SCC in Minnesota, hosted by the local Minneapolis Chapter. It was an outstanding show and meeting. The best Finnish area exhibit was Steve Kaplan's *Usage of the Ring Stationery of Finland, 1891-1911*, which earned a gold medal and a SCC special award. Congratulations Steve for your fine exhibit and awards.



The best known and apparently Finland's greatest rarity got a new owner at the David Feldman spring auction. The cover, from the collection of Ingvar Pettersson, franked with four 5 kopek stamp pairs changed owners for €224,000 plus commission. The price reflects the strength of classic Finnish philately.

Sundman Family Donates 1638 Per Brahe Letter To Post Museum Collection

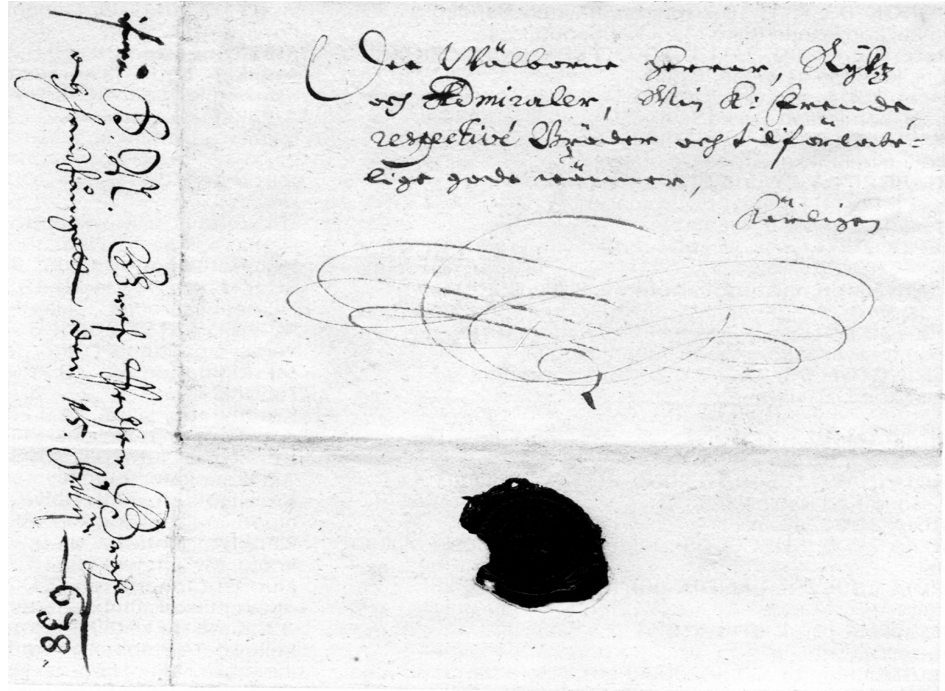
The Post Museum has been given a culturally and historically valuable letter from one of the Christian Sundman collections. The letter was sent on July 15, 1638 from Turku to Klaus Fleming in Stockholm by Count Per Brahe, founder of Finland's post who at that time served as Finland's governor general.

More than a month prior, the Overseer of the Realm, Steen von Steenhausen, had been given the task of arranging the practical matters involved with the founding of Finland's post. After visits to Turku, Helsinki, and Porvoo he had on that same July 15, 1638 arrived in Wyborg to name a postmaster.

Per Brahe was governor general of Finland between 1637-1640 and again between 1648-1651. Brahe had considerable organizational skills and he quickly arranged for Finland's first postal lines in 1638. He made the governance of Finland more effective by dividing the formerly large administrative districts and counties into smaller entities. Because of Brahe, Finland built new schools and he was also

instrumental in the establishing Finland's first university, the Turku Academy. Per Brahe founded eight new towns including Finland's first inland cities such as Hämeenlinna, Lappeenranta, Savonlinna, and Kajaani.

This article was prepared from a news item in *Filatelisti*, 5/2003.



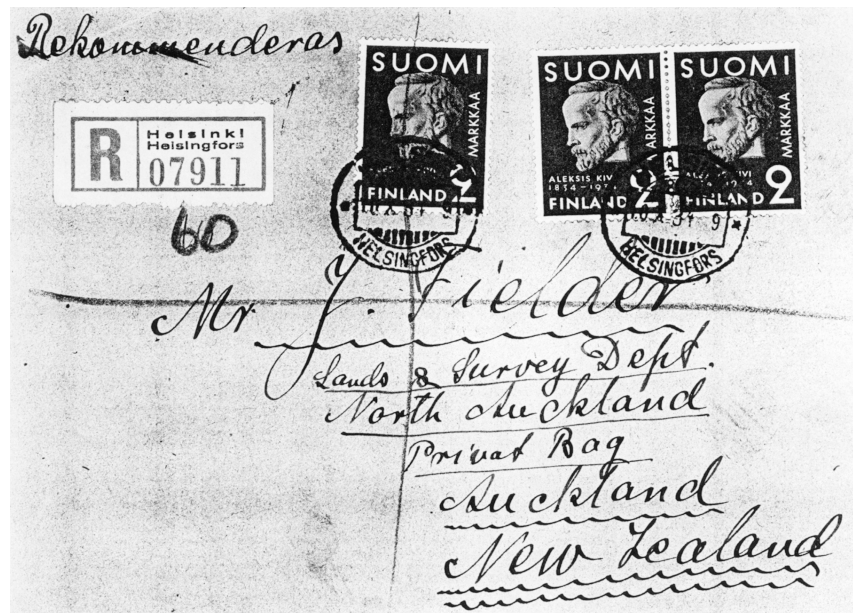
Fun with Finnish First Day Covers – 2

by Alan Warren

Our first day cover this time bears three copies of the 2 Fmk stamp marking the centenary of the birth of the Finnish poet Alexis Kivi (*Norma* 206, *Scott* 206). It is cancelled 10 October 1934 and the letter was sent by surface mail to New Zealand and was registered. It appears to be overpaid by 1 Fmk as the surface rate to foreign countries was 2.50 Fmk at the time and the registry fee was also 2.50 Fmk.

A transit marking appears on the back of the cover dated 14 October 1934. It is an "Ambulante" or railway coach cancel at Bologna, Italy. Presumably it went from there to Brindisi on the coast and then on to Auckland.

Norma 2003 prices the Alexis Kivi FDC at €100.



Finland's Classic Stamps & Covers Among Rarities Sold At Corinphila's "Sibelius" And Feldman's "Irina" Auctions

By Risto Jussila and the *Filatelisti* staff, translated by Carita Parker
From *Filatelisti* 4/20003 & 5/2003

Classic Finnish philately continues to generate interest throughout the philatelic community as evidenced by the fabulously successful Corinphila auction held in Zurich, Switzerland on Sunday, April 6 and DavidFeldman's auction held simultaneously in Helsinki and Geneva on May 10, 2003. Some of the finest Finnish rarities were sold at very high prices. Offered for sale at the Corinphila auction were the collections of the late Christian Sundman, one of the finest and most renowned collectors and exhibitors of classic Finnish philately. Sundman's stationery entires collection was

the finest collection ever assembled and his classic traditional Finland collection received large gold medals and the highest honors in international shows held under FIP auspices. The Feldman auction featured the outstanding collection of Ingvar Pettersson.

THE CORINPHILA SALE

The Sundman collections were originally scheduled for sale in two installments, the first sale in early April and the balance of the collections to be offered at auction during last weekend in November. However, at the last minute, Corinphila announced that the entire "Sibelius" (Sundman) collection would be sold

at the April sale. Of the 485 objects offered 75% were sold outright at the auction and the sale of additional items after the auction brought the total to 78%.



Figure 1. From the Sundman collection, the highest price, €93,800, was paid for this cover from Helsingfors 26/7 1869 to Kristinestad. The cover has four type 1866/5 penni stamps and one 20 penni. Cover is exceptional in two ways: 1) One of the 5 penni pairs is a tête-bêche; only 7 such pairs are known. 2) Pair is the only known tête-bêche on cover without color fault.

Sale Offers

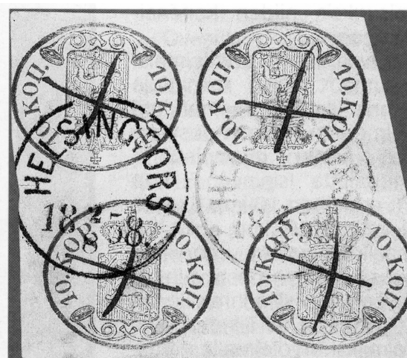
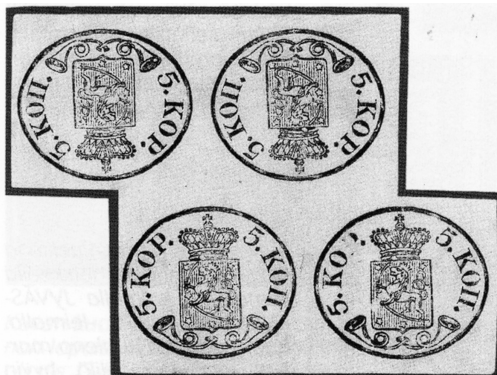
The starting prices totaled approximately €775,000. The total auction realization was €843,000 (slightly under Fmk 5 million or US \$985,000). A 17% sales commission was added to the items sold. Although the starting prices for many items were rather modest, the average starting price

was approximately €1,149.

Single and various multiples (blocks and strips) of all stamp issues were offered up to Type 1885 and all types of the stationeries were offered up to the 1871 penni entires. Eleven pre-philatelic covers including feather and cholera letters, two of which bore red ÅBO cancellations, were offered together with several covers with Cyrillic straight line and two with boxed rectangular cancellations.

Offered, too, were 43 5-kopek 1856 oval stamps of which one object was a great rarity, a block of four with two

tête-bêche pairs (the stamps are in head-to-foot position in relation to each other). Of the 10-kopek ovals there were 48 stamps offered and here, too, a similar block of four, two pairs of which



Figures 2 (left) & 3 (right). For sale a splendid unused tête-bêche block of four of the type 1856/5 kopek blue stamp. This rarity fetched the base price €67,000. The same type red 10 kopek tête-bêche block of four was sold likewise for the starting price of €67,000. This block was cancelled at Helsingfors in 1858. Only two other similar objects are in private ownership.

were tête-bêche. Of both denominations, there were pairs on cover and clippings for sale; and of the 10 kopek larger groups, a beautiful strip of three as well as 5 and 10 kopek combination franking on a piece. All of these items are great rarities and outstanding exhibition items.

Of Type 1860 serpentine roulette stamps, there were 45 5-kopek items and 25 of the 10 kopeks stamps. Of Type 1866 "big-toothed" stamps, there were 165 items for sale that included 12 1-Fmk stamps in pairs, rows, stamps on cover, colors, tête-bêche, and different perforations in addition to two mixed franked items showing various combinations of 1866 and 1875 issues.

Four 32-penni Copenhagen stamps were among the Type 1875 stamps offered. The 32 penni stamps were printed in Copenhagen because Finland's printing office was unable to make the clichés, but due to the new rate structure, colors and UPU rules, new denominations were needed, some of which are quite uncommon and therefore earned relatively hefty prices. Of the Type 1885 there were only a few objects were offered in this sale.

Of the postal stationery items 40 specimens of the type 1845 Porto Stempel postal entires were placed on sale. Of these, two were red 20-kopek and the rest black 10-kopek entires. Finland was only the third country in the world to issue letter stationery. England was the first country to issue pre-franked postal stationery in 1840 and then Brazil. The Porto Stempel was Finland's first in two values - 10 and 20 kopeks - the latter much more uncommon. However, the Porto Stempel rarity is not only due to the value stamp of which different types exist. Factors such as envelope paper quality and watermarks

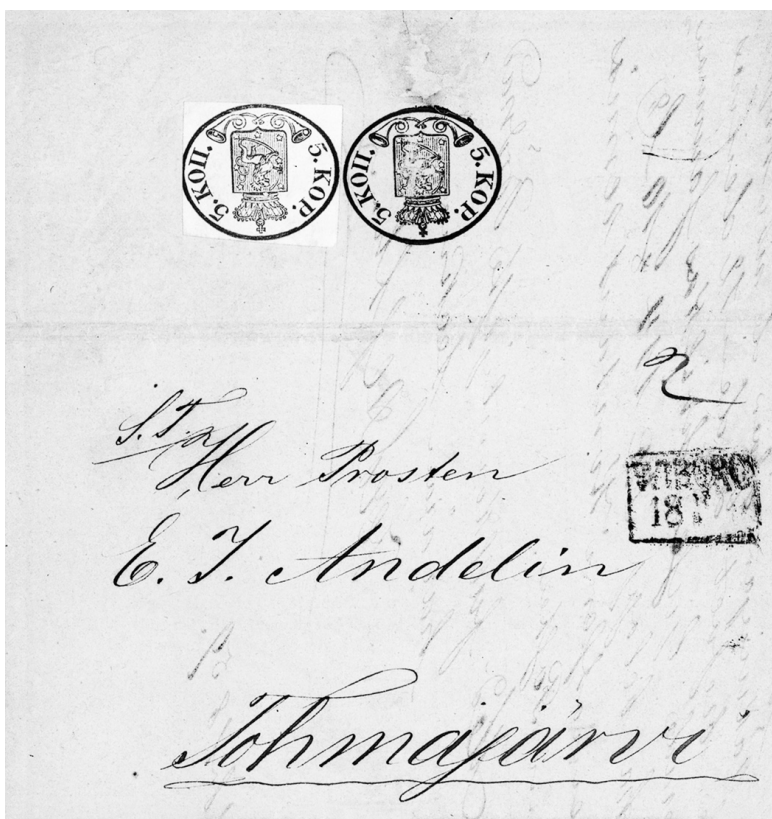


Figure 5. Type 1850 5-kopek oval value-stamped letter sheet was hammered at €5500. Besides value stamp, the sheet has tidy 5 kopek oval stamp with big pearls. There are 19 known 5 kopek individual letter sheets, nine of which have added postage stamps and only five of these have the 5 kopek stamp.

indicate that the old oval value-marked covers were reused by crossing out in ink the former value mark on the flap and then printing the new Type 1860 value mark on the envelope address side.

There were five of the Type 1863 double value mark covers and eight of the Type 1871 penni denominational entires. Many of the covers have added postage stamps/mixed franking, which make them even more desirable.

Type 1866 "Big-Toothed" On Cover Most Expensive

The auction's heftiest price - perhaps somewhat surprisingly - was paid for an 1869 cover from Helsingfors to Kristinestad fetching €93,800, a nearly three times increase from the starting price, an impressive jump especially at these amounts. The cover has four 5 penni big-toothed stamps and one 20 penni stamp. Furthermore, the cover shows two



Figure 6. A beautiful Type 1856 wide margin carmine 10 kopek strip of four with pen cancellations. This item is ex-Fabergé. The sale price of €5,800 seems almost a pittance compared to the other "big guns."

further influence their uniqueness.

Seventeen 1850 cancelled oval value stamp entires without the pearl security marking by the post horn opening, (i.e., 11 of the blue 5 kopek, 5 of the red 10 kopek and one black 20 kopek), a world class rarity. In those days the post would supply letter sheets with pre-printed value stamps also to private individuals (business enterprises and/or businessmen). Of the 16 specimens offered there were 5 and 10 kopeks value stamps pre-printed on the envelope flap.

Also offered were 13 of the subsequent Type 1860 entires including 5 with double value stamps. Double value stamps

rarities: 1) one 5 penni pair is a tête-bêche; only 7 tête-bêche pairs of this particular stamp are known. 2) This specimen is the only known

tête-bêche pair on cover without color fault. The cover had, prior to this sale, never officially been offered for sale to the public. The previous owner had bought it in Vaasa a long time ago from the archives of an old family estate.

Two other top-priced objects were also tête-bêche. For sale was a splendid unused tête-bêche block of four, (i.e., formed by two tête-bêche pairs of Finland's first postage stamp, the blue 5 kopek issue). This rarity fetched the starting price of SFr 100,000 or about €67,000. There are four other similar unused blocks of four known in the world besides the one just sold.

The first stamp issue red 10 kopek tête-bêche 4-block went likewise for the starting price of 100,000 SFr or about €67,000. The block of four had been marked Helsingfors in 1858. Only two other such objects are known in private ownership.

A pretty colored oval 5-kopek tête-bêche pair on clipping with distinct margins realized the base price of 60,000 SFr or €39,000. The clipping with WASA 16 JUL 185... and ANK 21/7 marks.

Likewise sold at base price was an oval 10 kopek unused tête-bêche pair, which previously had been part of a large stamp group of six, separated into a block of four and a pair after the sale of the Alfred Lichtenstein collection in 1966. The block of four was sold at the 1997 Corinphila auction, and then now the remaining pair for SFr 50,000 or €32,500.

A Huge 13-Fold Increase To €44,000

A double value mark on an 1868 stationery entire produced fierce bidding. The flap on the reverse has a carmine 10-kopek oval and on the address side a 5-kopek Type 1860 blue value stamp (serpentine roulette). The cover also has one "big-toothed" 8-kopek strip of three, three 8-kopek pairs as well as one single stamp for a total of 10 stamps. The letter had been mailed from WILLMANSTRAND, 4/7 1868 to Bern, Switzerland. The starting price for this entire was 5,000 SFr or €3,250 was quickly raised by the bidding to SFr 65,000 or nearly €44,000, a 13-fold increase for this



Figure 7. The base price for this Sundman cover was €3,222, but the bidding raised the final count to nearly €44,000, a 13-fold increase. The flap has a 10 kopek value stamp officially cancelled for re-use. On the address-side a 5 kopek type 1860 blue value stamp and added postage that included a "big-toothed" 8 kopek strip of three and three 8 kopek pairs as well as a single stamp, altogether ten stamps. The letter was sent from WILLMANSTRAND 4/7 1868 to Bern, Switzerland.

extraordinary lot.

Of the Porto Stempel entires the best price - SFr 16,000 or €10,400 was paid for an unused cover with red 20 kopek value stamp, a rare specimen to be sure. According to the auction catalogue only one other similar is known in a private collection. The other Porto Stempel offered was used and did not sell even at the same starting price. The Porto Stempel cover prices varied reasonably from SFr 500 to 3,600 with the bulk costing under 1,000 or about €670.

The 1856 oval value-marked entires were mostly priced under €670; one such specimen could even be had for €130, whereas the most expensive cost SFr 2,200 or €1430, mailed to Christiania, Norway - an entire with Sordovala, 19 DEC 1857, low box cancellation.

For sale, too, was an interesting C.M. Mellgren oval stationery value mark essay. Possibly the Mellgren design was rejected because the pictured crown is a princess and not an imperial grand duke crown. A similar essay also in the Göran Nykvist stationery collection

realized €910.

Black Oval Cover Sold At Post-Sale

Not sold at the public auction was an 1850 stationery cover with 20 kopek black value stamp mailed from Helsingfors to Åbo in 1853. At the post-sale this entire was sold for the price of €67,000, although other price guesstimates had been voiced. This particular cover is one of the greatest in Finnish philately, and the only one in free market circulation. The Helsinki Post Museum has the other known specimen. One of the reasons why this entire had no appeal at the auction, despite its rarity, was probably due to the nearly total separation of the flap from the envelope. Yet, it does not change the fact that it is the only 20-kopek oval stationery cover in circulation.

A Type 1875 32 penni Copenhagen stamp on cover mailed aboard a steamship on the Turku-Stockholm line to Stockholm was also sold after the public auction. This

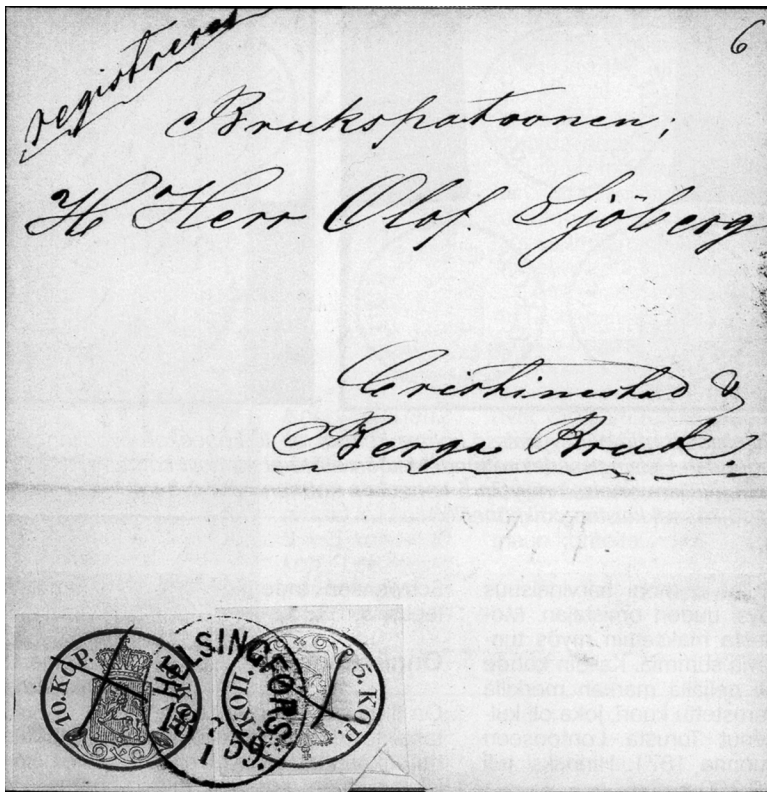


Figure 8. This cover was sold at the Feldman auction for €136,000; franked with 5 and 10 kopek oval stamps, it is considered the most beautiful mixed franking cover with these stamps.

cover was struck with the FRÅN FINLAND Stockholm harbor cancellation, and then was forwarded to Lysekil. This is one of the few known with the Copenhagen single on cover. Asking price for this rarity was 10,000 SFr, but realized only 9,000 SFr or €5850 at the post-sale.

The handsomely bound auction catalogue is a major reference of classic Finnish philately and would be a most valuable addition to your philatelic library.

THE FELDMAN AUCTION

The most famous and evidently also the greatest rarity of Finnish philately got a new owner at the David Feldman spring auction. The cover franked with four 5 kopek stamp pairs changed owner for SFr 280,000 and with the added 22% commission to the sale price, paid by buyer, the sum converted to €224,000.

The auction of Ingvar Pettersson's famous Finnish treasures was held on May 10, 2003 simultaneously in Geneva and Helsinki. At the actual auction the 5 kopek multiple pair cover had a reserve price of €260,000, which obviously was too much and thus left unsold. But at the post-sale the cover changed hands at a reduced price.

So the jewel in the crown among the other jewels was this cover from Helsinki to Germany that once had belonged in an Agathon Fabergé collection. The reverse side of the cover has four 5 kopek oval stamp pairs. No such other object is known to exist. Each pair has big margins. One pair is pre-cancelled with an ink mark. The three others have

regular ink marks. Each pair has the large single ring Helsingfors cds, 17. 7. 1858. Pettersson had already previously sold the cover, but then bought it back. In the 1980s the cover fetched Fmks 1.7 million. Many Finnish philatelists have seen the cover, but not in a competitive exhibit. In FINLANDIA 88 the cover was introduced as a great Finnish rarity, the tête-bêche pair on cover sold for €208,000.

The Fabergé cover was not the auction's only "Big Bertha." Also many other objects fetched huge sums. At the actual auction the highest realization was €208,000 for a cover that, too, belongs to the rarities of Finnish philately. It is a letter from Helsinki on 21. 10. 1859 to Professor A.E. Nordenskiöld franked with a 10-kopek oval tête-bêche pair. The pair had been cut out leaving wide margins. A Feldman pre-auction advertisement stated this to be Finland's second most wanted object, and the auction tally proved this to be the case.

A splendid cover with 5-kopek tête-bêche pair from Helsinki to Turku in 1858 also demanded a steep price. The object was first sold at the Heinrich Kohler of Berlin auction in 1931. After having been to South-Africa the cover was returned more than 40 years ago to Scandinavia when Pettersson acquired it in 1980. The sale price was €152,000.

These three rarities apparently were sold to foreign collections. The next most expensive object went to Finland. This red 10-kopek 7-row, clearly the largest known ten-kopek group, wound up in a "certain Southern-Finland top collection" for approximately €96,000.

The bidding was quite intense for a 5- and 10 kopek mixed franking on 1859 cover from Helsinki to Porvoo. The final price for this item was short of €136,000.

A strip of four 10 kopeks ovals on cover from Turku to Pori in 1858 evidently was sold to a well-known Spanish collector. This top item fetched €64,000.

It may be noted that several great tête-bêche specimens remained unsold in the actual auction. The starting price of €68,000 was too high for a group of three 5-kopeks with one stamp a tête-bêche. At the post-sale it went for €64,000. A used 10-kopek block of four tête-bêche suffered the same fate, but in the post-sale was bought for €60,000. However, an unused tête-bêche block of four remained unsold.

Indicative of the auction caliber is that the regular tête-bêche pairs were nearly a "dime a dozen." At least two 5-kopek tête-bêche ended up in Finnish hands. One went for more than €28,800 and the other for about €16,000.

Even objects that in Finnish auctions were considered topnotch would have been rather ordinary in this Feldman sale. Many of the objects were priced at €12,000-24,000. However, all the items were not extremely expensive. Several fine objects started at a few hundred- or even some ten Euros.

Covers Of Interest

A total of 281 objects were offered at the auction. Of these more than half were ovals; the rest “big-toothed” 1860-1867 roulette stamps. With all this “catch” for sale, one wondered what other Finnish gems Pettersson still might have in store.

Less than 1/3 of objects in the actual auction remained unsold. The grand total, excluding post-sale, amounted to over €850,000, plus the 22% commission paid by the buyer. The bulk of items sold were purchased in Geneva, but a number of items were sold in Finland as well.

The trade was brisk also with the “big-toothed” specimens and several rarities to a new owner. Many of the items also fetched quite a good sum. The most expensive object was a cover with four 1 Fmk stamps from Turku to London in 1871 that sold for €19,200.

A cover with a 10-kopek pair and two single stamps as well as with “Aus Russland Franco” mark from Wyborg to Beetzendorf rose from the base price of €4,000 to €8,000. Many other of the postal objects increased considerably from the starting price. But for many the high starting price did not encourage bidding competition on the floor.

A Successful Experiment

It is apparent that an auction of Finnish objects of a similar caliber as this most likely will never happen again. No other future auction can possibly have this amount of Finnish rarities. The previous such occasion was in 1940 in London when the Fabergé collection was turned into monetary gain.

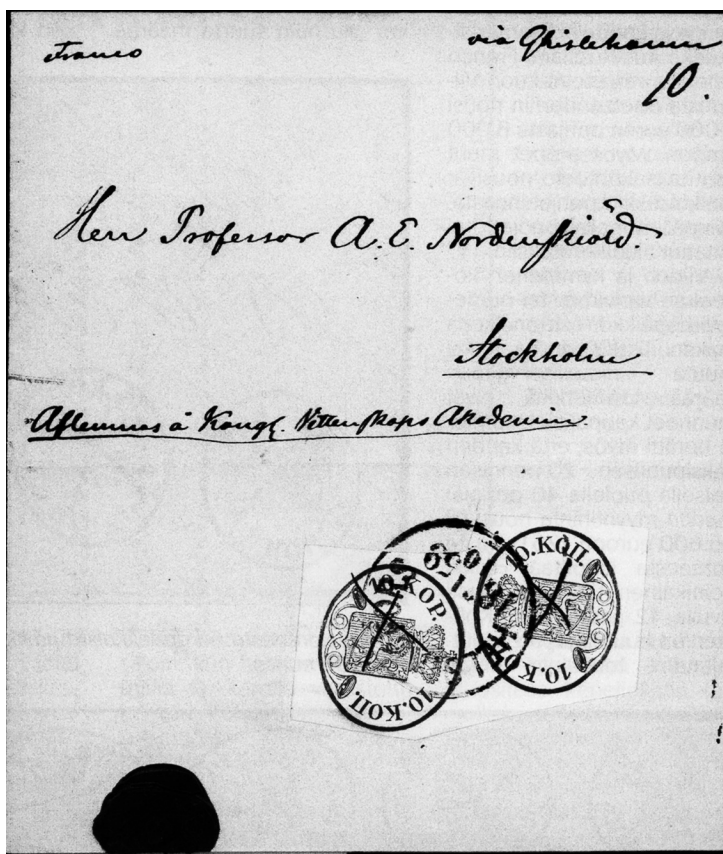


Figure 9. This cover is considered by many to be the most beautiful 10 kopek tête-bêche cover. It sold at the Feldman auction for €208,000

The auction arrangements differed from the usual. For the second time in the world the auction was arranged to utilize present day technological marvels to link simultaneously two locations. Collectors were able to place bids by computer, too. Especially Estonia took advantage of this opportunity. And also bids came from as far as Brazil and the U.S.A.

The auction went well in Helsinki under the professional guidance of Kaj Hellman. After several initial difficulties, everybody became familiar with the system. Bids to Geneva were relayed by Feldman director Marcus Orsi. A big screen clearly indicated

the location city of the bids.

These new arrangements were made possible by the latest technology and we should expect major country auction sales taking place simultaneously in two or more cities to accommodate the high-end philatelic market.

These sales offered a rare opportunity for new collectors to assemble world class exhibition collections of classic Finland. Although there are several other well known classic Finland collections in private hands, including the legendary Gummesson collection, it is unlikely that a

such a concentration of Finland’s world class rarities will ever again be offered to the public within such a short period of time.

Finally, the overall prices for these classic rarities reconfirm the enduring value of the early Finnish issues and stationery.



Figure 10. This handsome cover with a 5 kopek tête-bêche pair sold at the Feldman auction for €152,000.

Finland's First Commemorative Issues

By Kari Vehmaro, translated by Carita Parker

From, *Filatelisti*, 6/2002



Figure 1. No. 134 block of six. Bob Lang collection.



Figure 2. No. 131 block of six. Bob Lang collection.

On December 6, 1927 Finland issued its first commemorative postage stamps noting the tenth anniversary of the independence of Finland. These stamps were ordered from the Bureau of Printing and Engraving by the Ministry of Transportation and Public Works in a letter No. 4819. Included in the letter was a preliminary sketch drafted by the artist Akseli Gallen-Kallela in 1926. Akseli Ekros modified the final design.

The stamp was altered from the original sketch as follows: The lion was moved lower, and on the left margin the independence declaration date of 19-VI-XII-17 (December 6, 1917), and on the right 19-VI-XII-27. The Postal Administration decided that the stamp would be printed in two denominations, 1 and 2 Fmks.

The original printing order called for the stamps to be printed in a rectangular shape, 21 x 31 mm. However, due to certain unspecified technical reasons the final size of the stamps stood at 18.5 x 24.5 mm.

The stamps were valid for just three months. However, anyone who happened to have these stamps in their possession when their validity ended on March 6, 1928 had the right to exchange them for valid stamps at the post office until the end of April 1928.

Norma 2002 lists prices for both stamps mint and used, on cover, the major printing flaws, and all four-watermark positions. The elusive first days covers are priced at €375, which makes them among the most expensive modern Finnish first day covers.

The Finland Stamp Handbook IV mentions that the stamp was printed on margin-watermarked paper. It is claimed that on the margin of the sheets there is a watermark: "SUOMEN LEIMAKONTTORIFINLANDS STAMPELKONTOR," but I have not seen a single sheet with this watermark. Since I have not found any watermarks on more than 400 sheets, I have come to the conclusion that as far as the watermark stamps are concerned, no margin watermark paper was used as was the case also with the type 1917 post horn and swastika watermark specimens.

The gum used for these stamps was glossy white or yellow gum and is prone to cracking.



Figure 3. Position 15: Streak on right leg of M.

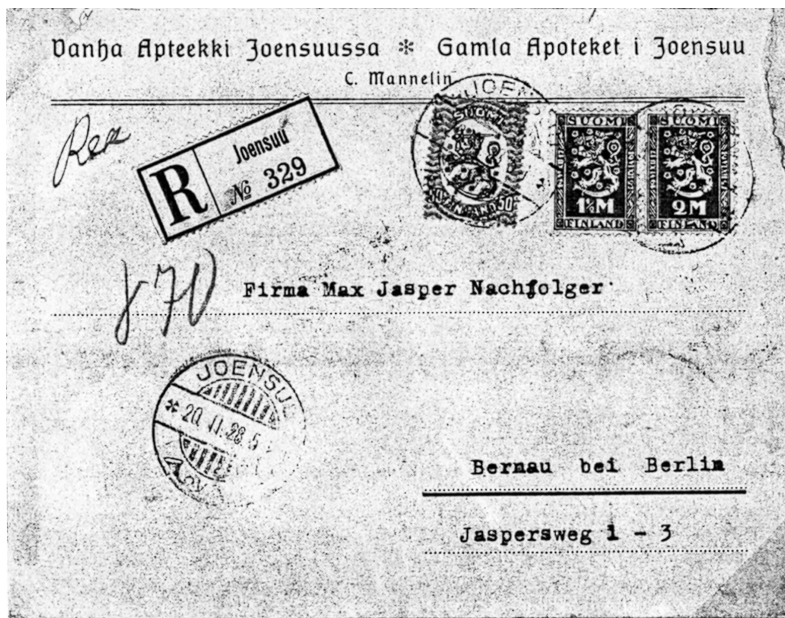


Figure 4. This registered cover includes both the 1 1/2 and 2 Fmk 10th Anniversary values and a green 50 penni Saarinen issue to meet the registered letter rate to Berlin. From the collection of Bob Lang.

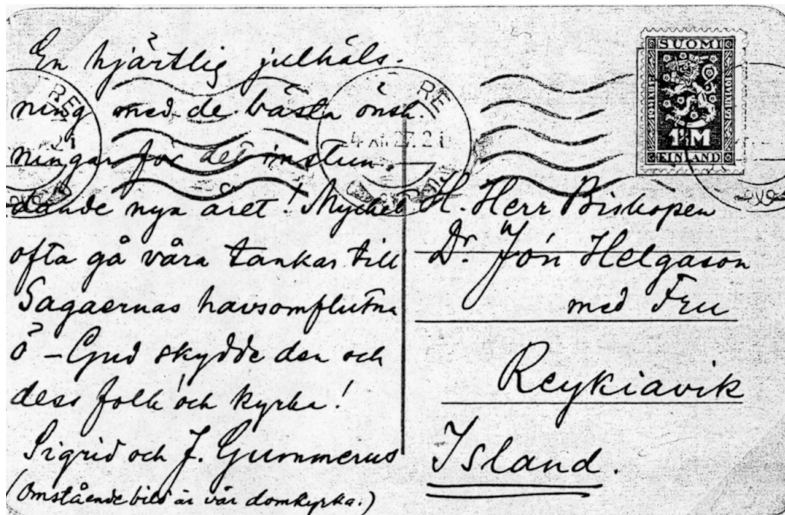


Figure 5. Mail from Finland to Iceland is elusive and always presents a challenge for collectors. This card from Tampere to Reykjavik is accurately franked with the 1 1/2 10th Anniversary issue. From the collection of Bob Lang.

A total of 4,958,000 1 1/2 Fmk value stamps were printed in two printing runs, of which 488,100 from the second printing remained unsold and were later burned. Of the four watermarks, W2a, W3a and W4a are all elusive, especially W2a and W3a.

The 2 Fmk stamps were also printed in two printing runs, and a total of 1,984,000 stamps were printed. Watermark W2a on this value is very elusive. Norma 2002 prices a used copy at €1,300, which makes it one of the most expensive modern stamps.

A number of cliché faults have been identified (nine 1 1/2 Fmk and four 2 Fmk) and several of these are illustrated in this article.



Figure 7. Position 2: Big spot on second "N" in Finland



Figure 8. Position 39: Extra horn on leg of letter "L" in Finland.



Figure 9. Position 93: Lower end of letter "I" in Finland is wide and thick.



Figure 10. Position 99: 2 Fmk, dot between outer frame lines above Suomi "S".



Figure 11. Positions 29 and 30. 29: Outer frame line continues across on left below. 30: Outer frame line is broken in right upper corner

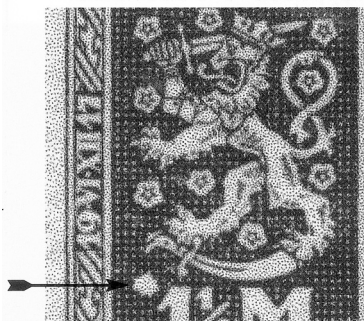


Figure 13. Position 25: 1 1/2 Fmk, white spot in front of the number 1.



Figure 14. Position 64: Outer frame broken in right upper corner.



Figure 15. Position 85: The diagonal stroke in the letter "N" in Finland is broken.



Figure 12. Positions 57 and 58. 57: Dot at 3 o'clock in the letter "o" in Suomi. 58: Extra horizontal line on left side of the vertical leg in the letter "F" in Finland.



Figure 16. 1/2 Fmk, Position 100: The head of the lion was incompletely printed.

STAMP FACTS

Usage:	Dates of validity December 6, 1927 – March 6, 1928
Denominations:	1 1/2 Fmk and 2 Fmk
Design:	Akseli Ekros
Printing:	Finland's Bureau of Printing and Engraving.
Colors:	1 1/2 Fmk, bluish-lilac and 2 Fmk, blue.
Consignment orders:	1 1/2 Fmk 11-1927, No. 130
Additional order	12-1927, No. 134
	2 Fmk, 11-1927, No. 13
Additional order	12-1927, No. 135
Printing method:	Typography (embossed)
Clichés:	The "Kemigrafinen Oy" company manufactured 2 x 100 stamp clichés photomechanically on zinc plate
Print sheet:	Print sheet of 200 stamps included 2 panes @ 10 x 10 stamps with consignment order numbers
Sheet:	218 x 292 mm and stamp 18.5 x 24.5 mm.
Paper:	Tervakoski flax fiber printing paper.
Perforation:	Comb perforation 14.25 x 14

Type 1875 CD Project

In the Editor's Note in the May 2003 newsletter, I mentioned that Heikki Reinikainen was editing the Type 1875 *Filatelisti* articles for publication on a "CD album." Heikki has provided this update on the CD project. The CD articles will introduce the postage stamps and postal items from that issue in text and color illustrations. At the same time the information in the 1993 *Kasikirja III* (tr. = *Handbook*) will be brought up to date.

The material consists of more than 100 articles by Heikki Reinikainen and Jussi Murtosaari, which appeared, in *Filatelisti* between 1994-2003. The color illustrations were also first published in *Filatelisti*.

The content of the CD will include an introduction, thanks/acknowledgement of assistance, appendix and reference listing. The Heikki Reinikainen articles cover Type 1875 stamps; background, stamp production and the fruits of present day research on numerous subjects that will aid the collector to identify and distinguish printings, colors, perforation types, anomalies, forgeries, and so forth. Postal usage and rates for the Type 75 stamps are discussed in the Jussi Murtosaari articles. The finished product will be equal to a 150-200 page book. The translation work edited in the U.S.A. is completed except for the 2003 articles.

The completion of the project relies on financial support for hiring a computer professional to produce the finished version in a PDF format and provide an easy to use reference guide. Because the text will be printed in both Finnish and English this CD should be valuable library addition to Finnish collectors everywhere. The project is slated for publication toward the end of 2004. The cost of the CD has not yet been established.

Finland Post Introduces Customized Stamps For Companies

The new service of Finland Post for Finnish companies is a stamp, the pictorial subject of which a company can design itself. The stamp may feature the logo of the company, a photo of a product or a slogan. The service was available May 14, 2003.

The company delivers a picture to Finland Post via the Internet, after which the picture is printed on a self-adhesive V class non-denominative stamp, in a pre-printed frame. The customer will receive the stamps by mail in two weeks. Each sheet includes 20 identical stamps. The sheet is priced at EUR 20.

To order the customized stamps the company must register at www.posti.fi/postimerkki. The site has a link to instructions and terms of delivery (in Finnish only). The order has to be paid in advance on the Internet. All the usual methods of e-payment are available.

NEW TOOL FOR MARKETING

The customized stamp offers companies a new tool for marketing and for building their corporate image. Each company can design the stamp they want so long as the picture is in good taste and recognizes copyright issues. The pictorial subjects can be elements in a marketing campaign or related to season's greetings.



A REFINED VERSION

Stamps comparable to this customized stamp have been issued, for example, in England, Australia and Canada. Usually there is an empty space next to the stamp itself or inside the frame of the stamp. The customer has to transfer the picture to the designated space. The personalized stamp issued in Finland in 2000 was designed in this manner.

The technical solution for the Finnish customized stamp, based on digital image processing and laser printing, was developed jointly by Finland Post and fl Oy. The use of user-friendly self-adhesive paper instead of traditional stamp paper in the Finnish product is a world-wide first.

The customized stamp of Finland Post is also available to collectors at the Philatelic Center.

Finland Post's customized stamp was issued on 14 May. It depicts a little angel, Amor (Cupid). The picture is part of Finland Post's company image campaign on solutions for reaching people. The Amor (Cupid) stamp is priced at EUR 0.65 and it can be ordered only at the Philatelic Centre of Finland Post. The address is: PL 2, FIN-00011 POSTI, Finland, or the Internet shop: www.posti.fi/stamps.



At Royal-Royale 2000 at Winnipeg, Canada introduced customized stamps. This misaligned center portrays the editor of this newsletter. An inverted center has also been reported. Personalized stamps were the talk of the show, but sales were disappointing.

The Helsinki City Post 1866-1891

Translated by Carita Parker - From *Filatelisti*, 10/2002

This article is an adaptation of the Kalle Vaarnas' *Suomen postimerkkien kasikirja, IV* (= *Finland's Postage Stamp Handbook IV*). *Filatelisti* editor Lauri Poropudas has condensed the article, and Jacobus Sundman has updated the information and edited the Finnish text. The illustrations are from Jacobus Sundman's collection of Finland's private post 1866-1933 that has received large gold medals in international shows.

During the latter half of the Twentieth Century, urban population centers expanded rapidly and there arose a need for fast and inexpensive letter connections to major cities such as Helsinki, Finland's capital. But the government was not yet able to provide full scale local mail service, so private entrepreneurial services were organized to fill the need.

In 1859 the Wyborg newspapers mentioned that the Helsinki beer haulers intended to establish a city post, but were unable to realize their plans. One of the most fervent supporters of a Helsinki city post in the 1860s was the director of the Mint, August Fredrik Soldan (an engineer), who having spent several years in Central Europe and North America had experienced city or local postal services. In 1862 Soldan published a 22-page booklet in Swedish *Förslag till Inrättande af Stadsposten i Helsingfors* (= *Suggestions on Establishing a City Post in Helsinki*). As a calculating man, Soldan was also interested in the financial aspects of such an operation. Soldan surmised that a Helsinki city post could easily carry 100,000 letters annually for a fee of 1 kopek each (= 4 penni).

Soldan's suggestion was that initially four letter carriers would alternately make their rounds on foot and twice daily empty 30 letter boxes scattered around town and then deliver this mail to their destination. The sale of special postage stamps would cover the postal fee. However, Soldan was not convinced that a city post would yet be feasible under such a plan and thought it necessary to get the backing from either the state government or city. At least a city postal society, whose members would be eligible to buy and use city postage stamps, would be in order.

Soldan's proposal did gain widespread support and in late April 1862, a stamp trial order was placed pursuant to

plans. The realization of ideas had advanced so far that the city post was to begin service on September 1st. However, this did not materialize even though Soldan had expected the "strong expression of support from the public" to make it happen. It might also have been that the many tasks required in the initial stages of establishing the Mint (the first metal coins were minted in Oct. 1864) prevented Soldan from immersing himself in the matters of a city post. But the idea did not completely die out either. In October of 1863 the Helsinki *Paivtr*, a weekly publication, had this to say: "There is a considerable lack in our city, which previously has been noted and of which we will address more extensively here, namely that within the city limits there is no city post. Such an operation in our opinion is so important that plans should be implemented by all means possible. And why should it not be feasible? To our knowledge there are other cities the size of Helsinki where such an enterprise is working."

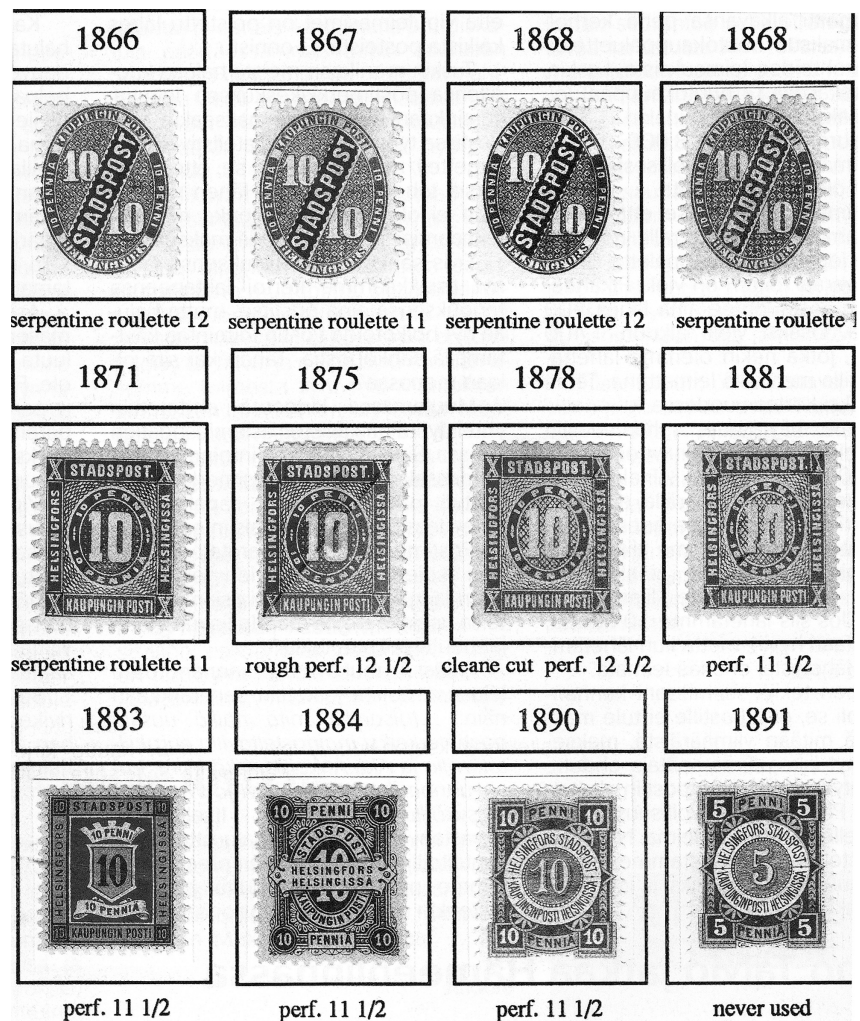


Figure 1. A Jacobus Sundman general overview of the Helsinki city postage types and perforations. Reduced from the original collection page.

On January 5, 1866 the Swedish language *Helsingfors Dagbladet* newspaper reported that the idea of city post was not dead, although it had been shelved due to the indifference of the Helsinki inhabitants, but that the city's pharmacists had resurrected the matter and intended to have 20 mailboxes available. A similar notice was published in the *Suometar* newspaper three days later. At the end of February newspapers, among them *Suometar*, published the following unsigned notice:

“CITY POST

In order to have a city post in Helsinki a few persons involved in the matter have decided that such service will be established initially on a trial basis for one year. A city post will begin on March 1 and it is asked that the public give it the support it needs to continue.

The area where letters can be sent by city post will initially encompass only the city proper within the perimeter of the Customs except for the Lapwiik hospital and the Kaisaniemi restaurant.

Initially only letters are allowed with the city post and these must be deposited in special boxes installed in different parts of the city. The cost for one letter regardless of weight is 10 penni. A 10 penni city stamp shall be pasted on the cover front. These stamps will be sold in all of the city's pharmacies and in shops nearest to a letter box. The purchase of 100 stamps at one time is given a 20% discount. Letters lacking city postage will not be forwarded.

The city letter boxes will be emptied initially 3 times daily at 10.30 a.m., 12 noon and 4 p.m., and the letters will be delivered directly to their destinations. The letters must have a clear and legible heading, the street name and the new



Figure 2, left. Essay of a Helsinki City Post stamp, probably from 1865. Three are known, but their status has not been confirmed. Figure 3 right. Type 1883 color draft; two are known.

house number. Letters that lack the stamp will be kept at the city post office presently located in the old bookstore, Antiquariska Bokhandlen, in the corner of Aleksander and Fabian streets numbers 32 and 34 where the sender may come and fetch the letter. Also, a list will be published in newspapers of all the letters left in the city post office.

As demand for these services grows, the number of letter boxes will be increased, but to begin with the quantity is 22 and installed in

the following locations: House # 4 Aleksanterin St., the Marian Bath House, House # 28 Marian St. (Marian St. 13 A), the Kaisaniemi/Unionin St. fence, House # 17 Aleksanterin St., House # 17 Hallituksen St., House # 26 Läntinen Heikin St., House # 43 Pohjois-Esplanadin St., House # 25 Wladimirin St., House # 22 Pulewardin St., House # 42 Uudenmaan St., House # 6 Yrjön St. (triangular market square), House # 46 and 48 Kasarmin St., Finland's Guard barracks, the shipyard fence (in the Kaivopuisto area northern end) and House # 2 Kluuwi St.

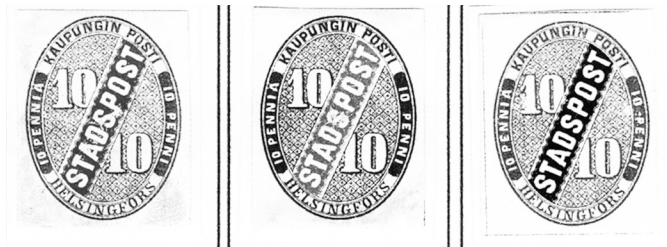


Figure 4. Type 1866 color drafts; only known example.

Any comments or complaints about the city post are to be immediately directed to its office open weekdays between 9-10 a.m., and 12-1 p.m. and 4-5 p.m.”

Helsinki, February 1866.

There were six pharmacy owners in Helsinki at that time who founded the city post. They were: A.F. Girsén, F.A. Björklund, Alexander Collan, C.A. Ekman, K.S. Kjellin, and E.J.W. Salingre.

A verbal consent by postmaster general Akates Gripenberg was enough to give the city post operating rights, and so no further official permit was required. The Helsinki city government did not play any role in the establishment or operation of the city post. The mail delivery system thus introduced was basically

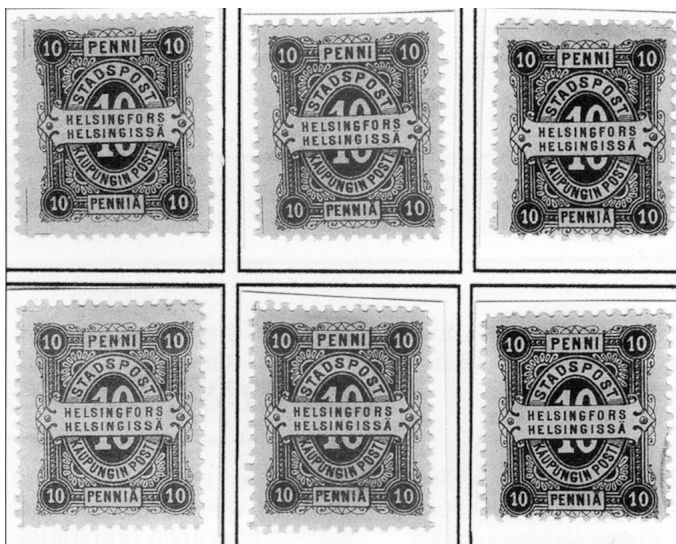


Figure 5. Type 1884 color drafts. All of these items are uncommon.

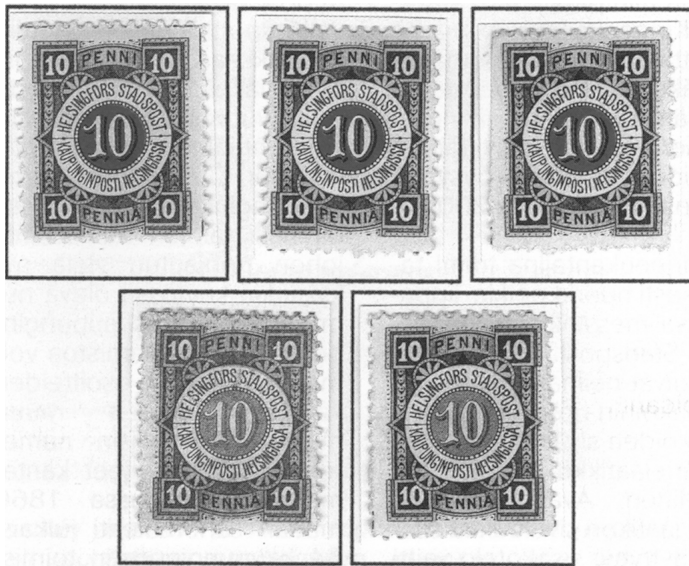


Figure 6. 1890 color drafts.

private with the pharmacists' postal service operating within Helsinki city limits.

In order to assure a favorable start the local papers, especially the Swedish language *Helsingfors Dagbladet* admonished on February 28, on the eve of the first day of operations, that the officials arrange for the sale of city postage in apartment and business buildings so that letter correspondents did not have to go to a pharmacy or a shop located next to a letter box to purchase stamps.

150-200 LETTERS DAILY

When the mailboxes were emptied for the first time on the morning of March 1st there were a total of 200 letters. And on the first day of delivery 418 letters were delivered to destinations. The number of letter carriers proved inadequate and by early June, the number was increased to seven. The daily letter quantity generally stayed between 150 and 200.

The letter carriers were usually young boys and on their peaked caps they wore a brass insignia with the text (in Swedish) "Stadspost" (= City Post). On their shoulders they carried a rod with four hooks for hanging the letter box inner container.

The letter box consisted of two boxes and by opening the side door of the fixed box, the filled inner container could then be exchanged for an empty one. The container was opened at the post office, the letters sorted and delivery to destinations started at certain appointed times. The city letter boxes were red in order to differentiate them from the government (national postal office) yellow mailboxes.

The city area was divided into 8 letter carrier districts, and the 1866 issued map of the city drawn up by the then city engineer, C. Reuter, helped make distribution easier, because it showed the new house numbers, which numbering system remains in use to this day.

The city post would also encourage the inhabitants to make use of the new numerical addresses by not delivering

any letters with erroneous numbers. In April 1866 a newspaper published a list of 54 undelivered letters still at the city post office.

During the period preceding the founding of the city post, a significant change occurred in Finland's monetary structure. On November 13, 1865 the Finnish metal currency had become the basis for Finland's independent monetary system, and the country's only legal tender, aside from the Russian metal currency adjusted to the exchange rate. The change to silver took place in March 1866 and at the start of that year, the Finnish postage appeared in Fmk and penni values for the first time as did the city postage

OPERATIONAL STAGES AND REVAMPING

A few days after starting its operations in March of 1866, the city post expanded its territory to include also the Hakaniemi location of the Fiskars mechanical work shop (later "Kone ja Silta" = machine and bridge) and the Helsinki Wartsila Co., plant.

But after just two weeks of operation, the city post received numerous complaints about slow mail delivery. Requests for Sunday mail delivery were also voiced. Some of the Helsinki inhabitants requested delivery of their incoming city mail prior to going to work, which would require the initial emptying of mailboxes by 7 a.m. The city post's desire to try to accommodate various requests was almost without limit and still it had to consider also the feasibility of meeting all of these requests. Beginning May 1, 1866 the mailboxes were emptied five times a day: at 8 and 10 a.m., 12 noon, 4 and 6 p.m. Mail delivery was extended to include two Sundays deliveries, at 10 a.m. and 4 p.m. In early December, nine additional mailboxes were added raising the total to 31 boxes.

In order to improve services, beginning November 20, 1867 city postage could also be purchased from the mail carriers. At about this same time the post started to give discounts for the delivery of invitational letters, notices, advertisements, and program guides as follows: For 200 specimens a 5 Fmk fee, above 200 an added fee of 50 penni for each additional 100 items.

In December 1866 the Paul Sinerbychoff brewery struck a deal with the city post for the post to deliver customer beer orders. Similar orders were also made involving forms with the text (in Swedish) "Befordras Portofritt med Stadposter" (= Delivered postage free with city mail).

In the 1870s city postage and letter cards were sold also in the A.L. Hartwall mineral water shop on Aleksanterin St. 10. A 20% discount was given for the purchase of 100 stamps.

MIXED FRANKING IS VERY RARE

Occasionally in the literature, the cooperation among the Helsinki city post, the state postal service and operators of mail boats is mentioned. But in the absence of any written



Figures 8 (top) & 9 (below). The Helsinki City Post had its own stationery cards. Above, type 1874 unused card. Below a similar 1890 type.

agreements or documentation, it is impossible to establish with any accuracy the extent of such cooperation.

A few mixed franking covers and at least one stampless cover - a letter on the steamship *Aura* from Turku to Helsinki with a blue city postmark 28. 8. 1867 - is known as an exception indicating some type of cooperation. But the above example does provide convincing evidence about the scope and duration of such inter-postal service cooperation.

Pehr af Enehjelm mentions in *Finnland III*, 1923, p. 10 that mixed franking of Helsinki city postage and "Skargards Trafik Ab" (= Archipelago Traffic, Inc., which delivered passengers, goods and mail throughout the Helsinki harbor area from 1874-91) has been discovered. Enehjelm also states that the city post did not deliver stampless letters, but the state run post would occasionally carry letters franked with city postage if these had been deposited in a state mailbox.

COMPLAINTS, VANDALISM AND STATE MONOPOLY

Despite criticism the city post seemed to have gained such a strong foothold in the Helsinki everyday life in its first year of operation that it was considered "a societal necessity." This endeavor, however, did not create the profit the owners had expected and consequently letter delivery had to be reduced in November 1867 to three times each weekday: at 8 a.m., 12 noon and 4 p.m. Regardless, in 1868

an uphill battle began showing. The public would frequently criticize the observed work ethic of the letter carrier boys saying: "Mostly they hang around street corners and entrance ways smoking and gabbing." The city post would respond to comments directed at it by noting that during its nearly three years of operation it had endured financial losses, sharp criticism, and vandalism such as trash dropped in the letter boxes.

But over the years, operations would become even more difficult. On January 22, 1873, the newspaper, *Uusi Suometar*, had this to say, "The other day Helsinki subscribers of this paper had to wait in vain for latest issue of the *Uusi Suometar*. This time the blame was not with the editors or printers, but with the city post which handles distribution of the paper here in town. There had been a walkout at the city post caused by the Village Library, which too was supposed to be delivered by the city post. But the mail carrier boys had refused the extra task and six out of eight of these rascals resigned on the spot from their jobs and went their merry way. The result was that the *Uusi Suometar* and other mail that day was not delivered. But there is no shortage of boys in the capital city (Helsinki), and so these jobs won't be vacant for very long."

With an edict of May 18, 1874 the Finnish Postal Administration banned, in certain cases, the running of a regular mail service by private individuals, which prompted the Senate to look into the Helsinki city post. Because some of the city post founders had died or gone into bankruptcy, it was decided that those responsible for operations were pharmacists Collan, Girsén, and newcomer Edvard Forsberg.

However, it was discovered that the edict did not make it indisputably clear that the type of mail delivery run by the above individuals was included in the rules. In any case, the three pharmacists asked the Senate on February 4, 1875 for a permit to continue the Helsinki city post.

After having reviewed the application, the Senate economics department decided on the recommendation of the civil affairs committee to grant the pharmacists permission to run the city postal service until new directives were given.

Later the Senate economics department pointed out that the limitations and bans included in the 1874 edict actually referred to mail delivery run between different localities and not the Helsinki city post.

Regrettably, the circumstances involving the day to day operations of the city post did not improve regardless of the economics department favorable outlook. The public continued to find fault and the lack of confidence grew. In 1875 several mailboxes were destroyed and the city post was blamed for losing letter mail deposited in the boxes. But then in 1876 the situation apparently improved because during the next seven or eight years there were no complaints about the local post in the Helsinki papers.

In 1882 local telephone service was installed and gradually the city post received less attention. Suggestions for the elimination of the city post or absorption into the state run post appeared in the press during the mid-decade, prompted partly by human errors such as local letters having been dropped in state mailboxes next to city boxes. This required the addressees to also pay the state postal fee because Helsinki city postage was invalid on mail placed into the state postal mailstream. Furthermore, city post carriers had delivered mail outside of city limits and for this charged an extra 20 penni fee, which caused considerable resentment.

In the 1880s rural postal rates were quite varied. When the district post with its single satchels was still distributing the mail, the rules could be interpreted so that the postmasters received the 12 penni for single letters in addition to the 10 penni state fee, even though the general postal rate was only 20 penni for a letter weighing one "luoti" (= approximately 12.8 grams).

CESSATION OF CITY POST

In July of 1881 Finland's postal service began accepting local letters (up to 500 grams) at a 10 penni rate. This meant rather stiff competition for the Helsinki city post; nevertheless, it continued to operate for many years. It may be mentioned that until the four numeral 10 penni postage stamps (Senate printing) were issued in August of 1881, the

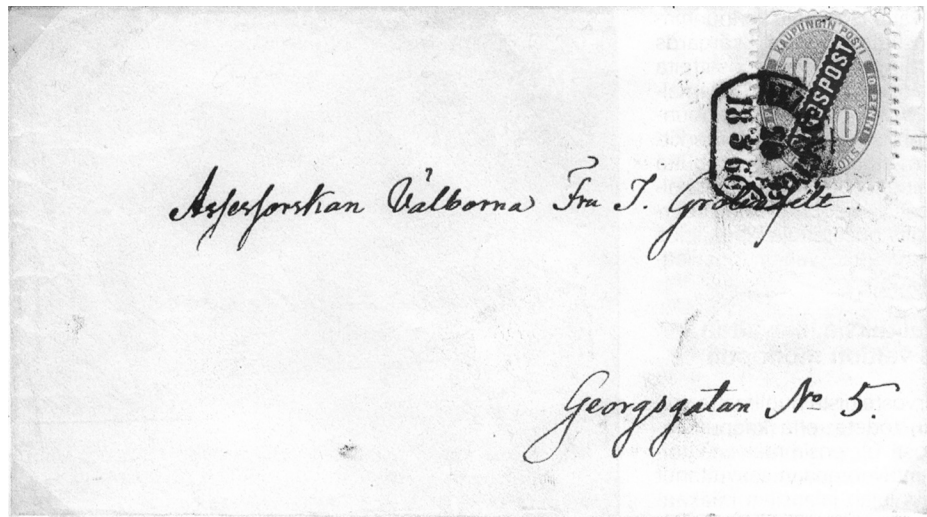


Figure 11. Stamp Type 1866 on cover. Perforated 12. Cancelled 28. 3. 1866 with black horseshoe mark (Type I). Cover is early, because the stamps were first used in early March.

Helsinki city stamps were the only 10 penni stamps used in Finland.

The city post demise did not come until the state started local mail delivery (to street addresses) in 1891, and with it the rate for a local letter rate was reduced from 10 to 5 penni. At this same time the Helsinki newspaper delivery by the newspaper boys was being revamped into a coherent, unified operation by bookstore owner G.A. Finne. So even in this area the Helsinki city post's services were being challenged by an alternative service. In a final attempt to counter the state run postal challenge the city post reduced its postal rate to 5 penni. But it was all in vain and the state postal system with its more ubiquitous letterboxes and growing network of branch post offices remained victorious.

On September 1, 1891 the Helsinki papers published the news that city post would cease "in two weeks." And so the enterprise that had served the capital city for 25 years quietly folded in mid-September 1891. Only minor activity, mostly related to the closing, may have continued until 1892.

During its more than a quarter century operation the Helsinki city post issued a total of 5 stamp types:

Type 1. 1866 Oblique bar emblem (Norma HK 1 & 2)

Type 2. 1871 Opposite sectional emblem (Norma HK 3 - 6)

Type 3. 1883 Numeric coat of arms (Norma HK 7)

Type 4. 1884 Horizontal bar emblem (Norma HK 8)

Type 5. 1890 Ring (Norma HK 9)

Available information does not indicate the reasons for the change in



Figure 10. Cover sent from Kuopio to Helsinki with general mail, paid in cash, and delivered by Helsinki City Post to changed address. Kuopio cds 2. 6. 1866 and Kuopio FR.KO mark (postage fee paid). General Post Helsinki arrival mark ANK 5/6. The City Post stamp cancelled with Type I horseshoe cancel, Roman lettering.

the city post types, and the Tilgmann archives from those years have disappeared, as well as the stamp and delivery orders, invoices, receipts and correspondence concerning the entire operation of the pharmacist-founded city post. Likewise, data on periods of validity have been lost. Consequently, many essential details are left to speculation. In certain instances the type change may have been due to a worn or damaged printing stone, although convincing evidence of this has not been detected when examining the stamp material.

Another reason might have been the desire for change in order to stimulate business. It could also be that a larger stamp emission had gotten into the wrong hands, which would have caused invalidation and the issuing of a new type. The rather inexpensive and rapid lithographical printing method was the catalyst for the frequent changes.

The idea of purely commercial considerations should not be discarded either. It is known that local stamps from the Tampere postmaster (1867) Gustaf Adolf Forsstrom were purchased for sale to overseas stamp collectors/dealers.

The shrewd philatelic business pioneers had a facility for creating markets for local stamps. Purchase offers for general, city, and local postage stamps appeared in the 1870s Vaasa newspapers. And it is apparent, too, that Helsinki city stamps were commercially attractive, but because sales took place quietly, information about these were not publicized.

STAMP PICTURE

In the first Helsinki city post stamp Type 1 (HK 1, 2), the 1866 oblique bar emblem is the most impressive part of the stamp. It is the area of the oval enclosed by a total of four frame lines in the center of which is a slanted ragged-edged bar in a different color with the Swedish text "STADSPOST." The oval frame is divided into four parts. In the northern section is "KAUPUNGIN POSTI" (Finnish for city post) and in the southern section HELSINGFORS, but lacking the city name in Finnish. In the west the monetary value/unit in Finnish is "10 PENNIA" on colored background and in the east the Swedish "10 PENNI." The stamp designer is not known for certain,

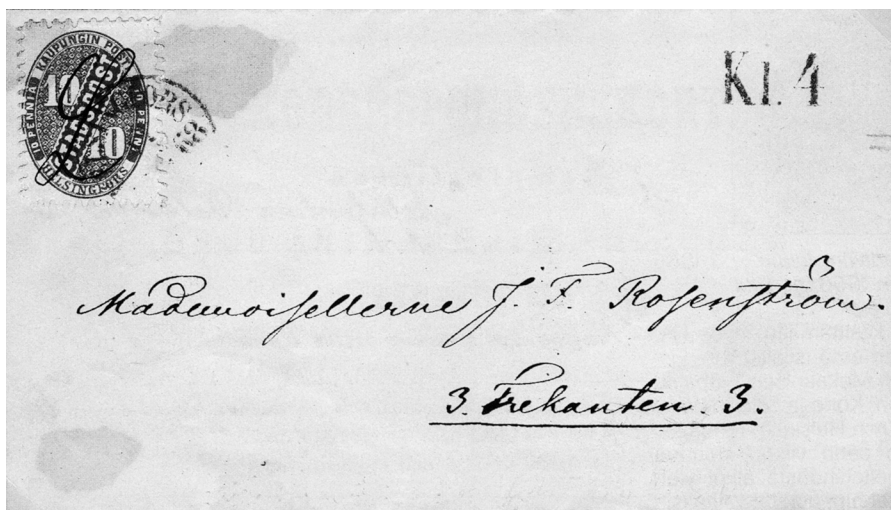


Figure 12. Type 1866 green/red stamp perforated 11, cancelled probably 12. 4. 1868. At the end of 1867 the City Post acquired a new disk for stamp perforating. The new disk roulette was 11, the former was 12 and they were to some extent used simultaneously. Hour mark is Kl. 4 Type 1. The green 11 perforated is very rare and so is the brown 12 perforated.

but presumably it was A.F. Soldan.

Most likely purpose of this stamp design was to clearly set it apart from the state postage stamps. This design goal succeeded perhaps beyond expectations because it is really difficult to find a similar depiction from among the entire world postage stamps and stationeries. The oblique bar with its text (city post) makes clear the purpose of the stamp, eliminating any confusion as for its use for the state postal system.

The 1871 opposite sectional type has double oval rings on a background of two opposing color triangles with text on the side bars with the added (Finnish) word "HELSINGISSA" (= in Helsinki). And in the stamp corners the monetary value is shown seven times in Roman numerals. This depiction of opposing sections was quite uncommon for that period. The designer of the Type 2 (HK 3, 4, 5, &

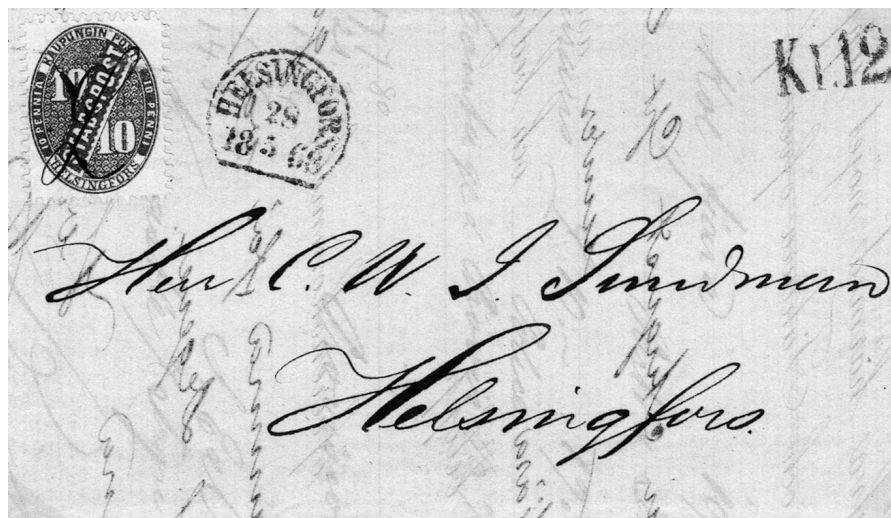


Figure 13. Cargo invoice from Newcastle, England 18.5.1868 on Norwegian steamship Christian August. The 1866 type 1868-70 brown/blue stamp is pen cancelled next to a horseshoe mark Type 1, 28. 5. 1868. Stamp perforation is 12, and it is the only known 12 perforated 1868 stamp on a postal item. Hour mark Kl. 12 Type 1.

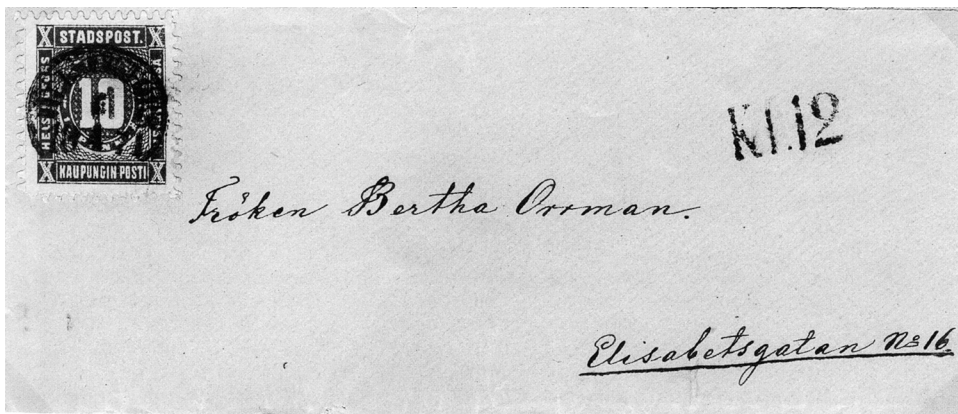


Figure 14. 1871 stamp on cover, marked with black horseshoe mark, 6.4.1871, and on cover also clock mark Kl. 12 (Type I). Stamp printed with printing stone I used 1871-72, perforation 11. The printing stone has parts of the number 1 from the previous type 10 penni stamp imprint, which can be seen in an enlarged figure (not shown).

6) stamp is unknown.

The 1883 numeric coat of arms type (Type 3, HK 7) has a framed escutcheon in the center with the numerical value. Here, too, the monetary value is shown seven times, besides in the center also on the crown, on the ribbon below and in the stamp corners. The bars on the sides have the usual text.

The Type 4 (HK 8) 1884 emblem with the horizontal bar appeared rather swiftly apparently to replace its less popular predecessor. In this new type the decorative horizontal bar shows the locality names in Swedish and Finnish. Between the oval inner and outer ring on top appear "STADSPOST" and below the "KAUPUNGIN POSTI." The monetary unit name is on the frame top and bottom. And the monetary values are encircled in all four corners on the same colored background.

The 1890 ring stamp (Type 4, HK 9) basically follows the same multi embellished design. The center consists of the monetary value in white on gold background surrounded by a pearl-framed circle with text. The monetary unit text is shown on bars arched above and below on the emblem and the vertical posts are ornate with tiny leaf patterns. The

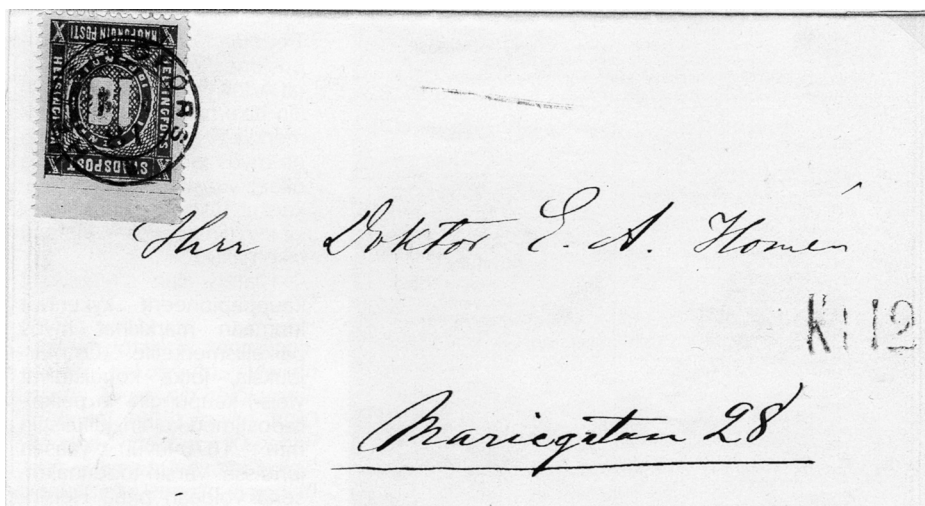


Figure 15. Stamp Type 1871 on cover 23.3.1881, 12 noon. Double ring mark type I, hour mark type I. The stamp printing stone VI was used 1879-83, a 12-toothed stamp imperforate on lower margin. Of this type only two partially perforated on cover are known.

monetary values are shown in the squares in each of the four corners.

PRINTING

In the absence of archival information, many details about printing, equipment, sheet arrangement, editions and printed emissions have partly been left to various, sometimes scattered and incomplete, sources and single listings. The prevailing assumption is that the 1866 type was printed by Liewendahl and the

1871-1890 types by F. Tilgmann. However, according to information given in 1920 by Ad. Girsein familiar with the matter, the 1866 type was printed by Tilgmann, too.

The printing quantities can to some extent be estimated based on published newspaper information concerning the beginning stages of the stamp use. Considering duration of usage, city post deliveries during various periods and accounting for 10-20% possible reserves, the approximate quantitative numbers of the main types are:

All of the Helsinki city postage was lithographed. The lack of sheets, large blocks, strips or groups makes the study of the printing details more difficult for the 1866, 1883 and 1884 types. No information on printing inks exist including the supplier and origin of the inks.

SHEET AND PROOF PRINTINGS

The Type 1, 1866 sheet arrangement is unknown. The reprinted sheets which have survived (e.g. JP 1 III) consist of 25 or 81 stamps, but cannot be judged consistent.

Of the Type 3, 1883 and Type 4, 1884 issues no whole sheets or larger blocks or groups of a sheet have survived, so the assumption is that sheets were printed with 100 stamps. Some of the Type 5, 1890 sheets have been seen and these are characteristic of the Finnish stamps of that period, i.e., sheets of 100 (10 x 10) stamps measuring approx. 229 x 295 mm. The picture area measures about 217 x 267 mm, the sheet upper margin width

approximately 8 mm and the lower margin approximately 20 mm, and the vertical margin approximately, 6 mm. Proofs are known from the 1866, 1868, 1871, 1884, and 1890 main Types. The 1866 and 1868 proofs were printed on thick glossy paper and are gumless and imperforate. There is next to no information of the 1890 proofs. An essay from 1865 is known although its status remains in dispute and under discussion by the experts.

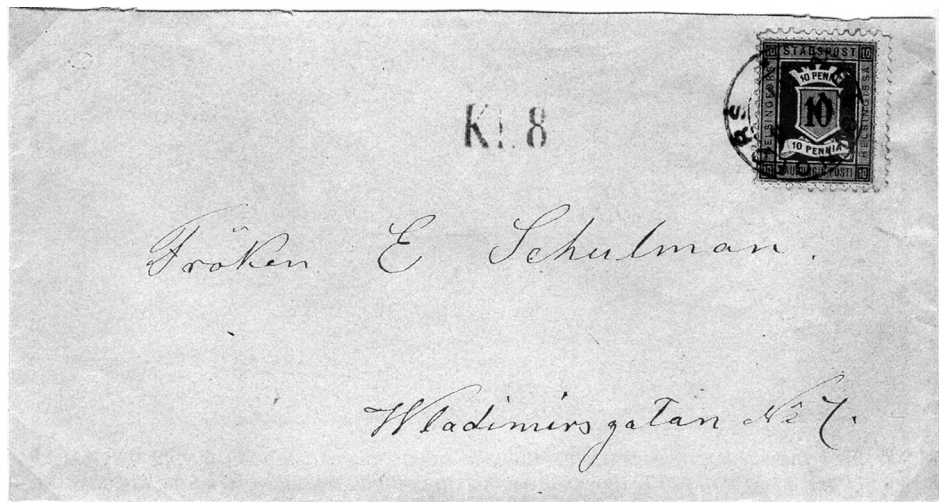


Figure 17. Type 1883 stamp, perforated 11 1/2 cancelled 11. 6. 1884 with double ring cds (type I) and hour mark Kl.8 (Type II)

PAPER

The paper thickness of about 0.075-0.10 mm is considered quite common. When examining research results, attention turns especially to the variations in machine direction, which essentially indicate a “denser rhythm” than in the state post stamps of that same period.

The paper types of the 1871 big-toothed (roulette perforation) and the 12.8 perforated seem quite different when compared even though the numbers do not indicate this. Apparently the latter has more filling material. The paper of the type 1890 is unusually dense (heavy cubic weight) and contains no starch. Most likely the fiber material in all of the main paper types is flax. The gum quality is average except in type 1884 and 1890, which is poor and in the 1866 main type, where the gum is good.

GUM

In the latter half of the 1800s, gum for the state postage stamps was made by chemist A.O. Saelan and pharmacists E. Salingre (in 1872 and after 1874) and A. Nordstrom (in 1874).

It is quite probable that the two pharmacists also partook in the making of the Helsinki city postage stamp gum. In documents the gum mixture is referred to as a rubber gelatin solution. When examining the stamps the rather white, yellowish or grayish gum consists of gum arabic or a mixture of it.

The gum in the 1866, 1871, and 1883 types is quite smooth, the cracking slight but

densely webbed. Very glossy gum is seen in the 1884 type and in the 1890 major cracking appears. The gum thickness and smoothness varies considerably with the different types.

PERFORATIONS

Like the state post, the Helsinki city post initially perforated its stamps at gauge 12, but when the state in 1875 changed over to machine line perforation the city post followed suit. It has been noted in the philatelic press that city postage stamps were perforated at the Bureau of Printing and Engraving. But for this there was no need because the perforating wheels differed from those used by the state post. Dr. Jim Ostling is said to have heard that Helsinki women perforated city postage stamps by hand. And pharmacist Edward Stigzelius remembered occasionally accompanying his aunt when she went to perforate city postage stamps.

The perforating Wheel I was used from 1866 to 1868. The perforation was guided by short and often poorly visible lines between the sheet margins. The tooth length was about 1.2 mm and the density about 12 (11.9-12.2).

The period of use for the perforating Wheel II was from 1868 to 1875. The tooth length was 1.4 mm and density on average about 11 (10.5-11.2). On each stamp side there is minor variation in tooth density.

With the change to the 1871 opposite sectional type (Type 2, HK 3-6) the spaces between the stamps had whole guidelines colored green during the initial years. Later



Figure 18. Type 1884 stamp on newspaper Mikkelin Sanomat, 12. 9. 1888. Stamp cancelled with type II double ring and Kl. 12 time mark. City postage rate remained 10 penni during the entire period of operations regardless of item size or weight.

on, perhaps in 1873, red guidelines are seen on top and to the left, and green below and to the right, as well as from 1875 in different combinations. In some cases especially toward the end of the period either red or green lines only are seen. A shift in the printing has caused lines to merge or cross. In 1876 and thereafter, the guidelines may be absent. And after 1879 these are not seen at all. In 1875-1881 the line perforation density was about 12.8 (12.7-12.9) and after this approximately 11.5 (11.4-11.6).

CANCELLATIONS

When the Helsinki city post began its operation in 1866



Figure 19. This cancellation design was used until 1881 to distinguish the local post from the general post.

it intended to clearly set itself apart from the state run post with regard to stamps and postmarks. Thus, part of the ring mark arch was straightened to the model of the seldom seen sectional mark and retained until 1880. In September 1874 apparently the Roman style lettering in the locality name was changed to grotesque. (Ed: This is the literal translation of the Finnish word and the same word we used to describe this type font in the descriptions of the type in the W.W. I censor resealing tapes.) The diameter of the mark is approximately 20 mm and height 17.5 mm. The Roman style mark was used from 1866 to 1867 and from 1870 to 1874, and the grotesque between 1874 and 1880. In several cases, as early as 1871, the straight baseline in the sectional mark became partially or wholly absent.

In the beginning of 1881 the change to a double ring mark (approximately 22 mm) took place with locality name in grotesque style, and in the lower part an ornamental pattern of four dots in a square-like formation. By 1886 the mark was so worn that the inner ring is hardly discernible, resembling instead a single ring mark.

A new slightly larger (approximately 23.5 mm) double ring mark was issued in early February 1888. The lower ornament on this mark consists of a group of four leaves, and the mark was used until 1892. The only known use of a rare big (approximately 25.5 mm) ring mark with location name also in Finnish is most likely a proof on 7. 1. 1891.

Apparently complaints by postal patrons about the mail service irregularity and slow delivery prompted the introduction in November 1867 of marks with clock time to improve on service. The three clock hours are: 8 a.m., 12 noon, and 4 p.m. (or 16). The small K 12 is rare. The 8 a.m. mark was renewed in 1873 while the old mark was for a time used along with it. A new 4 p.m. postmark was introduced in 1883.

The ink color during 1866 and 1867 was varied, either

green, black or blue. The blue ink was used at least during 1876-82. From December 1881 to July 1882 violet ink was used. At other periods only black ink was used. The clock time mark bears the main canceller ink color. But presumably the postmark showed up poorly with the main type 1866 ink color green and so considered better with an ink cross or the alphabet letter L (in various forms) along with the mark. For reasons still unknown a common way of cancelling in 1869 was to draw a hyphenated line. A postmark and hyphenated line combination has been seen at least from 1870.

The state double ring postmark, about 17 mm, has been encountered on several city post covers, an indication that a state Helsinki canceller temporarily fell into the wrong hands.

APPEARANCES

With the exception of the type 1890, unused specimens are considerably more uncommon than the postally used. Letters, too, especially from the 1866-68 and 1883-90 period are rare. As for quality the perforated stamps are similar to the state post big-tooth stamps, but specimens with totally intact perforations are scarce. In some cases, the quality of objects from the 1860s and 1870s is diminished by an overpowering and/or indistinct cancellation.

The type 1866, 1871, and 1883 big singles are uncommon. The largest known group of the 1866 main type appears to be an unused block of four and of the 1868 main type, an unused specimen strip of four. Also the manner of postal use tied to only one city postage stamp means that at least genuinely used pairs are not found. Types 1884 and 1890 issues are known in large unused groups of a sheet or even whole sheets. Type 1883 largest specimen may be an unused block of six.

Various forgeries were made already in the early stages of the oblique bar emblem type (1866 and 1868). In the Fournier forgeries the 12.5 perforation is 12.3, the oval width about 18.5 and length about 24.5 mm, and originate most likely in the 1880s or 1890s. In one bogus type known especially in British-American collector circles, the oblique bar cuts into the lower 1, the letters in the word "STADSPOST" are thin, and the letter "P" in the word "POSTI" is rather far to the left. The perforations are 11 or 12.

Reprints and after prints can be found with both genuine and bogus postmarks. The Fournier forgeries usually have a cancellation. Some forged objects of unknown origin have 2-rings and row marks that differ from the existing types. Bogus reprints and after prints sometimes have state postmarks, too.

REPRINTS AND AFTERPRINTS

Reprints are known of the 1871 (opposite) sectional types, but the year of manufacture is unknown. The sheet has 80 stamps (8 x 10) and the size is about 192 x 273 mm (picture area about 182 x 268 mm). The reprinted colors are brighter than those of the authentic postage stamps. The



Figure 20. Hour marks Types I and II on 1890 stationery cards. Type I has big lettering and Type II small. Type I was used 1867-1890 and Type II in 1891. The cards were used only a very short time. The upper hour mark is known only on 6 postally used cards, whereas the lower type II (cancelled 13. 7. 1891) on only 5.

density of color varies from darker to lighter. The center background grid is to a great extent clogged. The paper is glossy and the perforation approx. 11.5.

In the course of dealing with these types and their alterations, estimates and assumptions have been expressed as to the interest in marketing circles for Finnish local stamps. It is very obvious that of the 1866, both main types ran out and as business continued, attention turned - as was the common practice in those days - to the making and sale of reprints.

The existing opinion is that the reprinting of the oblique bar emblem was planned in 1878. Thus, a new printing stone with new picture imprints that closely resembled the original ones had to be made (i.e., the producing of an afterprint). As manufacture and sales progressed, various type-related changes and repairs took place over time.

Characteristic of the 1866 afterprints is that the spaces between the stamp pictures on the sheet(s) are bigger than

on the original stamps: Space horizontally approx. 3.2-3.5 and vertically approx. 3.5-3.8 mm, but the stamp pictures instead appear slightly smaller.

The most obvious afterprint characteristics are the perforation guidelines from one side to the other on a sheet halfway between the stamp picture. The stamp picture's neat appearance follows rather unflinchingly from the original stamp features. However, the afterprints perforation 12 (approximately 11.5) differ from the original stamp(s).

In order to satisfy an increased demand for afterprints it was later necessary to make still another printing stone where the stamp picture was slightly narrower than its predecessor, (i.e., about 18 mm). And upon closer examination of the picture other variations can be discerned.

LETTER CARDS

On May 1, 1874 about 3 years after the state post office opened, the Helsinki city post added the gummed lettercard to its stock. The press stated that the new card had two advantages over state postal cards in that it was quite a bit larger and it had

gum that could be sealed with saliva.

The type 1874 value stamp as well the card text and other printing is green, but otherwise it is like the 1871 stamp type. The main type was used until 1891, but it is possible that lettercard use was limited due to the fact that the vertical sides were unsealable and that provided access for the curious as to the content. Lettercards were mostly used for invitations to meetings, etc.

After 17 years a new type (1891) was taken into use, but the period of use apparently lasted only a few months. The checked value stamp is like the ring type both in appearance and color, only the text and other printing are blue-gray.

The face value of both types is the same as that of the corresponding stamps, (i.e., 10 penni) and the value stamp is exceptionally placed in the north-west corner. The letter cards were lithographed. There is no current information on the printed emissions and the number of lettercards printed.

History Of Railroad Mail Transport In Finland 1862 - 1995

by Ilkka Teerijoki, translated by Carita Parker

FOUNDING OF MAIL CAR DISTRICT

The famous 1890 Postal Manifesto also affected postal service activities. It was the first significant Russification effort aimed at Finland and pursuant to this Manifesto, Finland's postal service came under the control of the Russian Ministry of The Interior. The practical repercussions of this action did not reach the levels feared even though workers in Finnish cities and in the Vyborg province were expected to learn Russian. The most visible change was the obligatory use of Russian type postage stamps on postal items to Russia. For inland mail, Finland's domestic penni valued stamps were still allowed. Telling of the Finnish attitude was the fact that even when the exchange rate for postage stamps favored Russian issues (the letter rate was 7 kopeks, which was the equivalent of 18 penni, as compared to the Finnish stamp rate of 20 penni) still only 2% of stamps sold were the Russian kopek issues. The result was a complete ban on the Finnish coat-of-arms stamps in 1901.

Another visible change was the Cyrillic letters on postmarks, postcards and railroad signs, which first appeared in 1892-1893. The Russification did not reach the managerial levels so the most important postal service positions stayed with the Finns. Generally, however, postal service personnel helped rather than hindered the distribution of banned printed material.

The Russification almost came to include mail car activities, too. One of the strongest supporters of Russification, Governor General Bobrikov, in 1901 proposed the inclusion of letter censoring in that special staff would travel in the mail cars in order to open seemingly suspicious items. The proposal was rejected, however, and in the end it was agreed that censoring, if any, would take place at the post office location of the recipient where the letter was opened in the presence of the addressee.

In 1903 the Finnish anti-Russian Postmaster, General Lagerborg, resigned and was replaced by the more accommodating Pietari Jamalainen. Almost immediately Jamalainen decided to apply the previous censoring practice

to unspecified confiscated mail for which he came under indictment when the period of oppression temporarily eased between 1905-1906. The mail car district head, Theodor Gestrin, who at the time had been an assistant to Jamalainen, was fined 150 Fmk for complicity, but any apparent political verdicts were overturned by the Senate.

Jamalainen would often travel on inspection trips in the mail cars. Axel Barck, who at the turn of the century had traveled in the mail cars, reminisced decades later how Jamalainen in the Ostrobothnia province trains certainly must have noticed the smuggling of banned newspapers and magazines, but did nothing about it.

With the expansion of postal operations it became necessary to continuously update administrative procedures to improve the efficiency of handling new mail routes and increasing volumes of mail. In 1888 the postal administration established a special transportation department,

later postal department. A postal committee proposed in 1892 that the country be divided into postal districts, which was implemented by 1896. Ten territorial postal districts were established in addition to the railway post offices forming a separate mail car district. The ordinance took effect on January 1, 1897, and so on that day the mail car district was born.

Each postal district was headed by a postal inspector with the task to present proposals for improving postal service in his own district as well as act as a link between his subordinates and the postal administration. Even the mail car district designated its own inspector who would relay any proposal, applications or complaints from the mail car personnel. In return the inspector would forward to the personnel any orders from the postal administration.



Figure 1. In the 1890s the Russian language was taken into use along with Swedish and Finnish at the the Finnish Post.

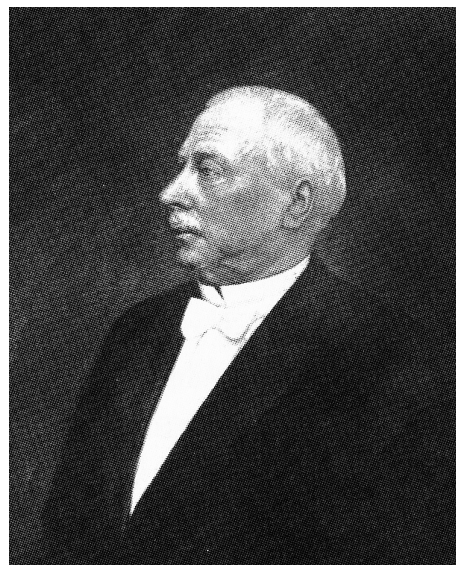


Figure 2. Pietari Jamalainen, Postmaster General 1903-1919. Post Museum Collection. (PM = Post Museum).

MAIL CAR DISTRICT WORKERS

The Mariehamn post office director Uno Godenhjelm was named director of mail cars in connection with the 1889 reorganization. He resigned his job at the end of 1891 and during 1892-1894 Johan Wilhelm Molander (1849-1914) was the mail car district head. He had been hired by the post as an extra chamber clerk at the age of 18 and in 1879 promoted to expeditor in Vaasa and then named the Uusikaupunki post office manager in 1883. From there he became mail car director and returned after his three year term to Uusikaupunki. Molander was one of the few mail car district heads who at least had worked in a mail car.

After that, Frans Fromholtz, became head of mail car operations from 1894 to 1899. He had been hired by the post at the age of 16 in 1873, was mail car district expeditor between 1886-1891 when he was named manager of the Heinola post office. During Fromholtz's tenure the mail car district was formed, but this did not actually change his duties. In 1898 Fromholtz became post office manager in Pori after which he retired in 1913.

From summer until Christmas 1899, the mail car district head was expeditor Uno Elia Sevon. He was followed by Uno Godenhjelm who returned for the third time to lead the mail car district. However, Godenhjelm became seriously ill in early 1903 and died in the summer of that same year. The mail car district successor to Godenhjelm was Theodor Gestrin. Gestrin was born in 1868 and after he had completed four years at the Heinola High School at 16, he was employed in the postal administration as an extra chamber clerk. He was transferred to the mail car in 1891 and became an expeditor at the age of 25 in 1893, and in 1900 he was promoted to the position of elder expeditor in the Turku post office. In 1903 Gestrin, like Godenhjelm, was named Mariehamn post office manager, but not at any stage did he enter his position in Åland, but stayed on as mail car district head until 1911. After that he was named post office manager in Vaasa where he also settled down. Later on Gestrin, for a long period (1913-1935), was the manager of the Helsinki post office, the country's largest. In 1911 Karl Toivo Hagelberg was named Gestrin's successor to the mail car district. Hagelberg held the position until 1926. Hagelberg was born in 1861 but did not come to the postal service until the age of 32. Nevertheless, he rapidly advanced in his vocation. In 1896 he was transferred to the mail car, in 1900 he became expeditor, in 1902 he was named the Karelia district rail foreman; in 1904 he was promoted to the Helsinki-St. Petersburg rail foreman; in 1906 he was appointed assistant to the mail car district chief and then leader. Hagelberg also had some literary talent: he was the editor of the *Postiarkisto* (Tr. postal records) publication, translated postal administration circulars into Finnish and in 1907 published Finland's postal address book (in Finnish and Swedish).

At the turn of the century the number of mail car employees increased at a steady pace due to the opening of

new rail sections.

In 1890 there were 49 mail car postmen and employees, representing about 3.7% of the total number of postal service employees. By 1917 the number of postal service employees assigned to the mail car service rose to 232.

The number of mail car personnel stayed between 3-4% of the postal service employee total. Mail car staff structure clearly favored the postman, because of increased mail volumes that required postmen to move the mail sacks.

Furthermore, in addition to the existing long arterial rails the actual number of postman cars increased as more and more shorter rail sections were completed that did not require a postman car staffed with an employee.

From 1897 to 1915 the number of fully staffed mail cars increased from 18 to 30 and the number of postman cars jumped significantly from 10 to 39. The postman cars, "posttilj.v.l." ran shorter routes.

The volume of transport in the postman car increased immensely in the 1910s. The distance the mail traveled in these was greater than in any of the actual mail cars in 1912, 1913, 1915, and 1917. Other kinds of transfer instead were decreasing. Transport in conductor cars continued, whereas mail in special containers with small slotted boxes inside steadily lessened, ceasing entirely in 1910.

By the early 1900s the mail car district employed a total of 51 persons as expeditors. The average age of these individuals at the time of their appointment was more than 32 years and each served as a travel expeditor an average of 14 years. Since many worked in the cars prior to being named expeditor their mail car career became rather lengthy. This seems a contradiction when considering the strenuous and unhealthy work conditions. A few employees that obviously were well suited for work in mail cars helped raise the statistical average.

Fredrik Viktor Asikanus was employed as a travel expeditor for over 30 years and had come to the mail car from a position as clerk in the Helsinki post office in 1883, retiring in January of 1917. Robert Alexander Ladau with 35 years served the longest as travel expeditor. He first worked as a clerk for 12 years at the Helsinki post office before being named travel expeditor in 1883. Ladau resigned from the post office after the Civil War in the spring of 1918.

The mail car expeditor job was a good springboard to higher positions in the postal service. Nearly half (25) of the travel expeditors were promoted to post office managers. Five died while in office, seven were transferred to other jobs at the post (two as expeditors in a stationary office) and the rest may well have kept their jobs into the 1920s, after which personnel records were no longer available.

Those named to the position of traveling postman in the 1870s and 1880s worked in the mail cars an average of 10 years. The longest served was Lisak Pyykköinen (b. 1852) of Kokkola who became extra postman in 1876 and permanent in 1885, transferred to mail car in 1886 and received an extension in 1919 to continue in his job despite his age of 67. Ultimately he resigned in 1922 after having worked in mail cars for 36 years.

By 1890, 18 of 65 postmen had prior to their job with the postal service worked in various occupations as apprentices or journeymen. One had even been an apprentice for a jeweler. And 22 of them had either been a farmhand, laborer or horse and wagon driver. The rest represented the most varied occupations from streetcar driver, police and prison guard to an agent. Only six travel postmen had been classified as “youngster,” “schoolboy” etc., which indicates that the job attracted more mature individuals who already had tried their luck in some other field.

The mail car district office initially was located within the space of the then Helsinki main post office on Nikolainkatu (present Snellmaninkatu) next to the Cathedral. In 1908 the district office was moved, due to the postal building lack of space, to Vilhonkatu #6 where three rooms were rented from travel expeditor Carlsson. This prompted the other car district

hundred years remained fundamentally the same based on contract- and group labor.

The stepped up work pace and the handling of value post in mail cars was the reason outsiders were banned from straying in the mail cars. Even though the ban was not enforced particularly vigorously, few examples exist of it having been violated. Often the examples relate more to the sale of newspapers, which the traveling postmen had long practiced as a side business. When car employees suggested the curtailment of sales due to the crowds pushing to get into the mail cars at stations to buy papers, irate traveling postmen lashed back that friends of employees would enter the mail cars on private business much more often than those buying papers.

The issue of newspaper sales remained an arguing point among the mail car personnel during the early decades of the



Figure 3. On the left, Uno Elis Sevon, was travel expeditor from 1885 to 1905 and mail district head for seven months in 1899. He managed the Oulu post office 1905-1917. Karl Toivo Hagelberg, center, was mail car district head 1911-1926. Theodor Gestrin was mail car district head 1903-1911. Later on, he was postmaster of the Vaasa and Helsinki post offices. He also led the postal employee union 1919-1921. PM

staffers to joke that Carlsson had had an “unbearably” long way to the old office location. Soon, however, the district office was moved to the railroad administration's new administrative building at the Helsinki railway station.

In order to keep up with correspondence and to make communication easier, seven mail car foremen (later equivalent of rail foremen) had been named to the mail car district already at its founding in 1896. In 1913 the mail car foreman duties had been divided to include the following rail sections: The St. Petersburg, Pori, Savo, Ostrobothnia, Karelia, Turku and Tampere-Vaasa rails.

SPECIAL PROBLEM: THE SALE OF NEWSPAPERS IN MAIL CARS

The changes in work description in the mail cars as well as the ever increasing mail volumes would completely alter the nature of mail car work. The first two decades had been relatively free of haste even though rush periods were known to have existed. From 1889 mail car duties for a

1900s. The travel postmen had adopted the habit of selling newspapers to passengers and also at stations to the public and for this received a commission. The postal administration still allowed this practice in the 1890s even though the work duties had become more varied and the pace accelerated. The justification for this was that the wage benefits for the postmen were low and so extra income from the sale of papers was necessary.

In 1900 the postal administration finally banned the sale on the recommendation of the mail car district head. The main reason for this was that regardless of any restrictions the public would still rush up to the car to buy newspapers, especially on Sundays even in groups, and this while the train was still moving. It also put the safety of value mail in jeopardy, and knowing the fate of possible lost items would have been very difficult.

The public naturally was not pleased and instead saw the ban as a decrease in the level of service. The Turku Finnish letter press and newspaper company and the Tampere letter press company would lodge a complaint all the way to the

Senate. The Senate opinion was that the sale should be permitted, but leaving it up to the post to make arrangements as best it could so that actual mail transfer duties would be only minimally interrupted.

Thus the postal administration had to give in. It did not wish to go against public opinion especially when the "Express" company, having elected to take the task upon itself, was unable to properly arrange for the sale of newspapers and as a result the public had to go without.

The condition for allowing the sale of newspapers was that it could not interfere with postal work. At stations, sale was allowed only after the exchange of mail, and in passenger cars when the train was in motion, and this only if the mail car expeditor thought that other work would allow it. Furthermore, the sale of newspapers was to be the responsibility of one postman in the car who would manage the distribution with the help of the railroad personnel when need be.

The situation continued nearly as before. Mail car personnel were still of the opinion that the sale from mail cars had no basis. The public would rush to the cars at stations forming crowds. An "Entry Forbidden" sign had to be posted on the doors. Newspapers were allowed to be sold on the car steps and in passenger cars only. The postmen considered the stern attitude of the employees to be envy since they did not receive an income from the sale of papers.

In 1910 the Railroad Bookstore company was founded and received the right to sell newspapers and periodicals in moving trains, a clear indication that the postmen actually did not have a monopoly. The postmen, defending their position, were puzzled how this right given to the Railroad Bookstore by the railroad administration could have taken precedence over the permission granted them previously by the Senate.

After the Railroad Bookstore had begun operating, the post banned the sale of newspapers by postmen in those stations where the company had set up shop. The only exception to the rule was when the Railroad Bookstore kiosk was sold out of a paper or papers. Later on, sale by postmen was banned also from those trains where the company had a newspaper sales clerk.

The rules were followed surprisingly well. Only rarely did the Railroad Bookstore complain that newspapers had been sold somewhere on their turf. As World War I dragged on and living standards tightened in places such as Finland which remained outside of the war events, postmen in the summer of 1917 received another chance to obtain extra income from newspaper sales. The rule that postmen were not allowed to walk the trains selling papers, but had to have the train personnel act as middlemen was revoked. The only

ban that stayed was that newspaper buyers were not let inside the mail car(s).

However, the squabbling about the matter still continued after Finland's independence. In the summer of 1918 the Railroad Bookstore complained to the Senate that the travel postmen sabotaged their items by deliberately ignoring the drop off points, besides being rude to the company sales people. The situation worsened when it appeared that on the Savo rail some postmen had their own errand boys sell

papers in large locations. In Tampere it was said that whenever the mail train arrived, a hoard of boys would run up to the mail car while the train was still in motion in order to get the Helsinki newspapers. The Tampere station master forbade the sale at the station. The mail car district head noted that nowhere in Europe did he know of a country where postmen on postal service payrolls were allowed to sell papers for their own enrichment while on the job. Ultimately a government decision in 1920 put an end to the postman practice of selling newspapers, which was considered incompatible with

their duties. Another reason for the newspaper sale dispute was most certainly because the delivery of the papers to the trains left much to be desired. In principle the papers were to be brought to the mail car at the latest half an hour prior to train departure, but in practice, just before the train was to depart, bundles were still being thrown onto the car steps.

Besides, the publishers had a tendency to complain right away if the papers did not arrive at the subscribers the fastest possible route. Many times the fault lay with the publishers themselves. The overworked mail car staff's mirth was obvious when it became clear that the Uusi Suomi newspaper publisher's, after once again having complained of erroneous delivery, was itself at fault. A bundle of Uusi Suomi newspapers addressed to the Häme province made an extra trip north, because the bundle top copy made up at the publisher's was the only one to have a Korkeakoski address, all the other 29 newspapers were addressed to Kangasala (in Häme). But due to the rules the bundle had to be transferred first to the address (Korkeakoski) on the top copy.

HOOP/BAG EXCHANGES AND EXPERIMENTATION WITH MAIL CATCHERS

A great number of new post offices were established along train routes, and because of the increased speed of the trains it became obvious that rail sections with many small stations or heavy traffic would prove problematic. From a mail transfer standpoint the problem was solved by developing a method whereby mail could be exchanged without the train having to stop.

The throwing off of newspapers from a moving train

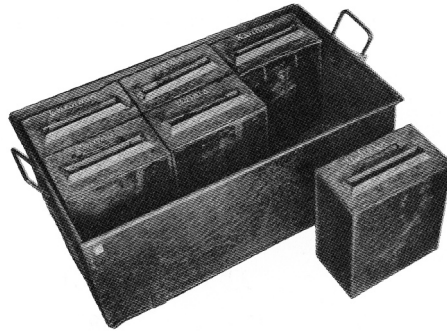


Figure 4. A compartment box used on the Toijala-Turku rail section. Each station received a box from the train and the station handed over a box with the outgoing mail.

was implemented already in 1892, but at that time it was concluded that mail was not to be dropped off where the train(s) did not stop. But a couple of years later things changed. It was agreed that in order to save on expenses and to also improve service, incoming, non-registered mail was thrown onto the station platform while the train was in motion, and out-going mail was taken up in a bag hung onto a hoop. The speed of the train was at the most 15 km/hr and the train approach was signaled with a whistle blow.

In the early stages exchange using the hoop/bag system was implemented on the main rail section in Malm, Tikkurila, Korso, and Jokela. However, the volume of outgoing mail was so great at stations in Muolaa on the Karelian Isthmus, in Valkjärvi, Rautu, Sakkola, Pyhäjärvi (V.I.) and Kuolemajärvi that exchanges while in motion were not without danger. The postal administration wished for the trains in the above locations to stop for at least 30 seconds. On the Hyvinkää-Hanko rail hoop/bags were used on the Selkki, Ojakkala, Virkkala and Kirkniemi stations.

Exchanges with the hoop/bag method created dangerous situations, especially in slippery conditions and in the dark. Luckily there were no serious accidents, only threatening situations. The skill of the mail car personnel was evident even when sometimes no hoop/bag was available, and mail exchange in motion was still successful using a regular mail sack.

In the spring of 1907 a bag of voting ballots from the single chamber Parliament was taken onto the train near Helsinki at Pitäjänmäki, but the postman lost his grip on the unusually heavy bag, which then fell between the rails and the platform. Luckily, the postman did not fall off the car and the bag was not run over by the train, and remained intact.

However, in Mommila between Riihimäki and Lahti in the 1910s sometimes the hoop bag would hit against the mail car wall only to swing back ending up around the neck of the employee who had handed over the mail. And in Haukkavaara on the Sortavala-Joensuu rail, the train would often run fast downhill up to 40 km/hr, but this did not hamper mail exchange because the mail quantity was minor to begin with.

Once an erroneously directed heavy newspaper bundle was returned from Haukkavaara and the unprepared postman nearly lost his balance, but fortunately only bruised his elbow. Often the mail exchange did not take place at all, because the train failed to slow down enough. A post stop was established on the Harviala switch between Riihimäki and Toijala in the early 1900s. But at first the locomotive engineer apparently did not remember to slow down the train's speed when approaching the new post stop, which finally prompted a complaint "that mail exchange lately has totally been neglected," meaning that the post stop had been completely forgotten.

At the Jaakkola post stop near Nokia the train hardly slowed down, and the postal administration responded to complaints by saying that the condition of the slope by the post stop was unfavorable to slowing down. Incoming mail at Jaakkola thus had to be thrown out at high speed, and

outgoing mail apparently not accepted at all.

The postal administration top management recognized the dangers of the postal exchange method. Postmaster General Jamalainen was skeptical about the safety of the system especially when new types of mail cars were planned where the entrance would be from the car side and not the end platform. But the mail car district head, Gestrin, had faith in his people. In Gestrin's opinion the exchange could well take place from the side door steps where the postman likewise could hold on to the door handle with the other hand.

The attitude of the mail car district head seems odd



Figure 5, Top. A crowd in front of a mail car in the early 1990s. Traditionally newspapers had been sold from the mail cars, but in the 1880s the sale was questioned due to the risks it caused the safety of postal clerks and customers. Bottom, The railroad bookstore kiosk at the Haapmaki station in the 1920s or 1930s.

because his predecessors had many times acknowledged the risks involved with the hoop/bag method. Even when the system had been up and running for only a year, the mail car district head, Fromholtz, stated that the method was unreliable, inconvenient and even dangerous, which was exacerbated by the often too rapid speed of the train(s). Fromholtz noted that "the postman had to enter the car steps where he could lose his footing and fall off the train."

The change in opinion could have been due to the postman's acquired operational skills over the years and the lack of any better alternative methods. However, in the 1890s great expectations were placed on the so-called mail catchers taken from the Norwegian model. Single mail catchers had been used in the U.S.A. since the 1860s. With these a



Figure 6. Mail was exchanged using the hoop/bag method at stations and receiving places where the train did not stop. The train was supposed to slow down to 15 km/hr, but often the speed was much faster. The hoop/bag exchanges created dangerous situations especially in inclement weather and when the bag (to be attached to the hoop) was unexpectedly heavy. The photo is of the Aitomäki receiving place near Kouvola in the 1930s. Erkki Tikka is catching the bag from Mrs. Nuppola. PM

mail sack was hoisted onto the train while in motion. The operational principle of the Norwegian mail catcher was that a device on the mail car would catch the mail from a device on the station and at the same time drop a bag of mail from the car. The installation of the mail catchers was evidently begun at the end of 1898. These were planned to be installed on the Helsinki-St. Petersburg mail cars # 9997-10000 as well as on all stations between St. Petersburg and Vyborg except for the Kamara, Terijoki, Valkeasaari and Lanskaja locations. Between Vyborg and Helsinki, the catchers were planned in Nurmi, Utti, Korja, Herrala, Jokela, Järvenpää, Tikkurila and Malm.

On the Hyvinkää-Hanko rail line, the train speed and the densely situated stations hampered the use of the hoop/bag method, and so mail catchers were needed in Selkki, Ojalampi, Ojakkala, Virkkala and Kirkniemi, and additionally Käyrä near Turku and Munakka on the Seinäjoki-Vaasa rail stretch.



Figure 8. Here the postman did not have a very long way to the station to exchange the mail. Nevertheless disputes relating to mail exchanges strained relations between mail and railroad personnel for decades.

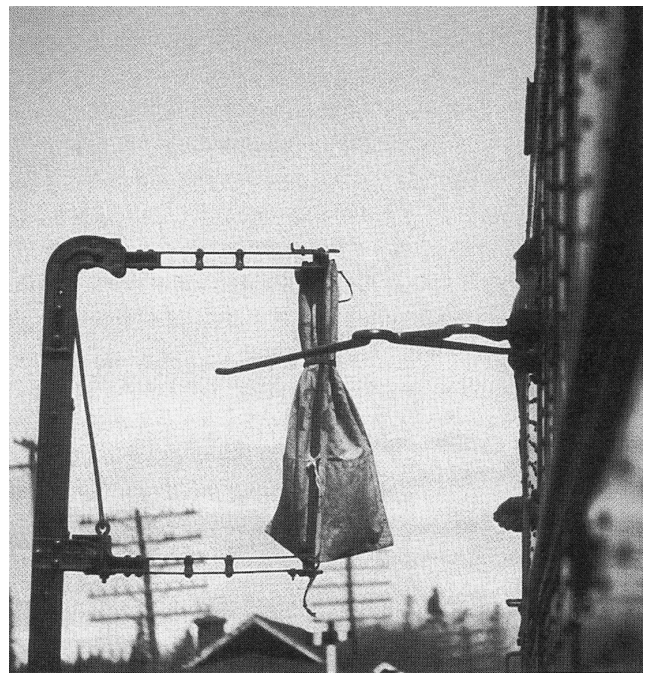


Figure 7. A mailbag catching device in Ontario, Canada in the 1960s. Various types of mail exchange devices were deployed in the US, Canada and Europe. An employee often kicked a mail bag out of the mail car opening while simultaneously taking the outgoing mail from the mail catcher. In Finland these devices did not gain popularity regardless of their vast use elsewhere in the world.

Soon however, the mail catchers, despite great expectations, were found to be impractical. Already in the middle of the first decade of the 1900s with the planning of new mail cars the postal administration stated that the catchers did not meet requirements. Axel Barck, who in the beginning of the century had worked in the mail cars, reminisced in the 1930s that during his time the mail catchers were still standing, but no longer used.

Even later on when the mail catcher system was further developed, none were taken into use in Finland. Mail catchers were used in British mail trains that could exchange up to twenty sacks at nearly full speed. In the early 1910s Europe invented a new device, a so-called pick up hook, that increased the car width by only five centimeters when not in use. It operated with a pulley and was considered infallible in postal exchange use. The device, however, was never utilized in Finland even though a thorough but difficult description of its workings was included in the Postimies (= Postman) publication.

To be continued.

1901 First Temporary Issues - “Unpretentious Pieces Of Work” Or Actual Forgeries?

By Reijo Nummela, translated by Carita Parker

A note from the Editors. “Unpretentious pieces of work” is the correct translation of the Finnish word “tekele(itä)”, but we have struggled to find the correct English philatelic word or phrase. It might be argued that the stamps described in this article were “printer’s waste” as part of a pre-production test run or another form of incompletely printed stamps, later transformed into “postage stamps,” which looked very much like those issued by the Post Office, but now we do not want to get ahead of the story.

Bengt Zimmermann in his research work entitled in Finnish *Kotkamerkit 1901* (Tr. = *Eagle Stamps*) included in Finland’s *Handbook III* (published by the Finnish Philatelic Society) writes that the 11 1/2 perforated 10 and 20 penni lithographed stamps printed by F. Tilgmann & Co. on unofficial chalked paper apparently were some type of proofs probably obtained from imperforate rejects, perforated and cancelled mainly in Helsinki, but some also in Jämsä. As far as Zimmermann knows no unused stamps are known to exist. The printing paper on the 10 penni is thicker than normal, whereas on the 20 penni it is the normal thickness. This background information is the only commentary in the *Handbook* on the 11 1/2 perforated stamps.

After the *Handbook* was published in 1968, the chief editor, Aaro Laitinen, of the magazine *Karhunhammas*, the editorial staff of the *Suomen Postimerkkilehti* (Finland’s stamp magazine) and D.A. Dromberg in *Philatelia Fennica* would debate about these stamps, mainly whether they are “unpretentious pieces of work” (UPW) as the handbook claims or actual postal forgeries.

Editor Laitinen, writing in *Karhunhammas* #4, 1970, disagreed with the UPW classification judging the term downright misleading, because in Laitinen’s opinion the stamps had been printed with genuine clichés. Also, the *Handbook* statement that the stamps had been obtained from “rejects, perforated and cancelled” gave in Laitinen’s opinion the impression that both the perforation and the cancellation had been done with philatelists in mind as is exactly the case with UPW’s. Thus, Laitinen rejected that idea, too, and instead emphasized the obvious fact that the stamps had been postally used. As a result, Laitinen thought that more correctly the stamps should be considered postal forgeries.

Writing again in the *Karhunhammas* 5/1970, Laitinen returned to the subject demanding that the term “UPW” be corrected in the upcoming *Handbook VI*.

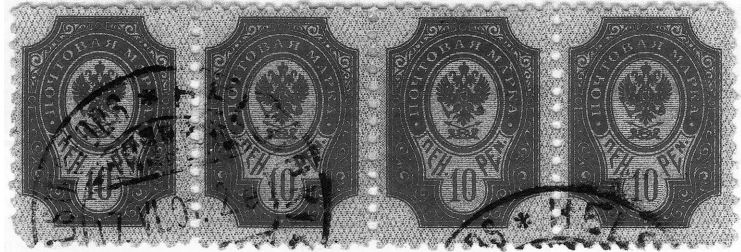


Figure 1. The largest known group is a 10 penni strip of four cancelled in Helsinki on 17. VI. 1901. This item was offered in the Kerailyutiset No. 5/1996 mail auction.

10 PENNI BOGUS STAMPS ON POSTCARD

During the Laitinen debate no postally used object had been reported that would have provided evidence that the stamp(s) had been genuinely used. In the *Karhunhammas* #5/1970, Laitinen was the first to introduce a postal item with a 10 penni bogus stamp. The postcard was cancelled in Helsinki, 24. VI. 01, and addressed to Santeri Dahlström in Lempäälä. The card lacks an arrival mark. The owner of the card, P.E. Lagervall of Virrat, said that he had handled another similar object but as he was cutting stamps to wash from a stack of cards, he unintentionally cut out the stamp before realizing what he had done.

In connection with the same article, Laitinen stated that E.A. Hellman of Iittala had also found these 10 and 20 penni 11 1/2 perforated stamps. Hellman stated that some time ago the stamps were thoroughly examined and he thought that the case had already been resolved. It was his belief that some of the printing office workers had managed to smuggle out a number of imperforate printed sheets, which they then perforated somewhere else and sold to get money. In conjunction with this, Lauri Peltonen of Hanko said that on occasion he had found these stamps and it was his opinion that the “UPW” stamps had been genuinely postally used.

Jaakko Kempainen of Vatiala on the other hand reported that he had in 1941 found in a 27 kg letter mail cut-out lot an 11 1/2 perforated 10 penni pair in addition to a 1911, 10 penni imperforate vertical pair cancelled in Kuolemajärvi.

CARD DISCOVERY NOT CONVINCING ENOUGH TO HANDBOOK COMPILERS

D. A. Dromberg who had edited the information included in the Finnish Philatelic Society *Handbook* responded to Chief Editor Laitinen’s articles in *Philatelia Fennica* #4/1971, and referenced in a discussion about “UPW” in a series of articles in the British magazine *The Stamp Lover*, #6/1970 (Vol. 62)

entitled “Postal Forgeries of the World”, where according to Dromberg, both in words and pictures postal forgeries from around the world during different periods were introduced. The article included a picture of the 10 penni 11 1/2 perforated stamp.

The British writer called the unused stamp a “postal forgery.” Dromberg notes and adds “if this is the case, then it can be presumed that also unused (at least one specimen) exists, but this does not in any way change its philatelic standing. According to reports a number of half completed imperforate sheets had been taken without permission from the Tilgmann printing plant. These could be sheets originating either from the trial run done prior to the actual printing or rejected sheets that came about during the printing itself. It is also possible that due to poor security controls, partially completed stamps were stolen prior to being perforated.” Dromberg continues,

“Be it what it may it is still a gross violation. Additionally, the stamps were privately perforated even though cancelled with bona fide postmarks. The object pictured in the *Karhunhammas* is in my opinion not convincing enough evidence of a postally traveled item. I dare ask: Where is the Lempää arrival mark? If I am not mistaken the address handwriting is greatly reminiscent of that of R. Granberg.” Dromberg thus brought Granberg’s earlier questionable dealings into the “UPW” debate. Dromberg ended his article by stating that, “The stamp is nonetheless collectible, because in any case it is a piece of varied Finnish philately, an indisputable postal item with appropriate cancellations would naturally be an interesting object as a postal forgery.” However, single items in Dromberg’s opinion should always be approached with caution, because in the early years of the twentieth century numerous philatelic peculiarities appeared and this stamp is one of them.

The first to cautiously take issue with the Laitinen-Dromberg debate was the editorial staff of the *Suomen Postimerkkilehti* magazine by pointing out (as had Dromberg in his article) that the card addressed to Mr. Santeri Dahlström of Lempää lacked an arrival mark. Based on this fact the editorial staff did not consider the object a postal item. The magazine introduced instead a 10-penni card clipping cancelled in Helsinki on 6. VI. 1901 received from Lt. Col. Rainer Ahonius for publication that had a second indistinct postmark, which the staff, after careful study, determined to be an arrival mark. This same counterfeit postal clipping found a new owner in a Swiss auction in 1991 (See *Keräilyuutiset* #1/2. 1. 1992). The same auction also handled a 10 penni pair cancelled in Helsinki in 1901. This clipping sold in Switzerland and was again offered to collectors in the March 1997 *Abophil* auction.

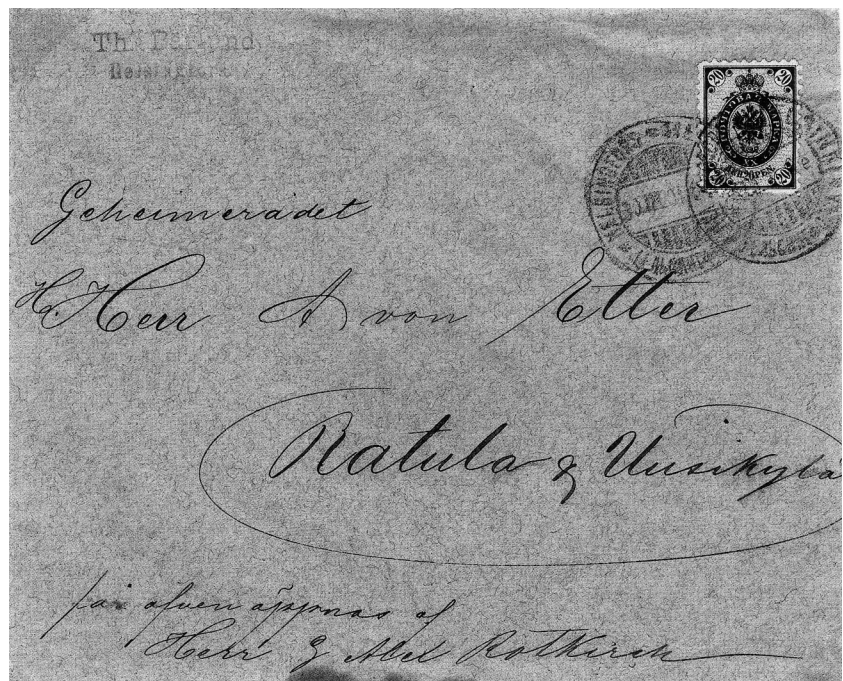


Figure 2. Helsinki, 30. III. 01 to Uusikylä, backstamped, 31. III. 01.

POSTAL ITEM WITH ARRIVAL MARK ENCOUNTERED: STAMPS NOW SEEN AS POSTAL COUNTERFEITS

The first 20 penni counterfeit postal letter with arrival marks was introduced in *Abophil* #3/1971. The same article caught the attention of the *Suomen Postimerkkilehti*, which in #1/1972 republished the article in its entirety, “Postal Bogus on Bona Fide Letter.” *Abophil*’s chief editor, Mikko Ossa, noted that the D. A. Dromberg articles were slightly altered from the text in *Handbook III*. Based on his own observations, Ossa assured that the stamps were cancelled at the post office and usually struck with the Helsinki cds. The Jämsä cds mentioned in the *Handbook* was one that Ossa had not encountered from among the approximately 30 specimens he had seen. According to Ossa, 11 were 20 penni and about 20 were 10 penni specimens.

The 20-penni cover that *Abophil* received for publication from the Baron Bengt Carpelan collection has a Helsinki, 30. III. 01, cds and a Turku arrival cds still on that same day. The cancellations of two other covers in the same material are dated, Helsinki, 28. III. 01 - Turku 29. III. 01 and Helsinki 31. II. 01 - Turku 31. III. 01.

At the end of his article Ossa still introduced the parcel card clipping shown at the Järvenpää exhibition that had a 20 penni 3-row perforated 11 1/2, and Ossa concluded that “the stamps had been genuinely used to the detriment of the post. As postal items these are valuable in a Finland special collection.”

D.A. Dromberg also included in his *Philatelia Fennica* #8-9/1971 article under the heading “A Very Interesting Postal Counterfeit” the 20 penni parcel card clipping introduced by

editor Ossa. In the article Dromberg tells how the Järvenpää -71 exhibit prize committee chairman B. Zimmermann (who had written about the eagle stamps in the handbook) had directed the judges attention to a parcel card clipping cancelled in Helsinki on 27. 111. 01 that was part of the Finland collection of Kari Astala, a competitor in the youth class. Astala himself thought the parcel card arrival mark probably was that of Kuusa, because he had found several postmarks from that locality among the same material as his exhibit piece.

In light of the new parcel card finding Dromberg surmised, "It seems as if the forgers had been in cahoots with some postal employee who had pasted the stamp(s) onto the parcel card. Or if the customer knew how many stamps were required to cover the postal rate then that person could have done the franking himself."

At the end of his article Dromberg withdraws from his earlier opinions about these postage stamps and considers Astala's object to be convincing enough that "these stamps can be listed in catalogs as 'Postal forgeries'." Dromberg continues, "if that object had been known to the writer of the chapter (in the Handbook) and the editorial staff these stamps would not have simply been called 'UPW' as was the case."

MORE POSTALLY USED OBJECTS FOUND

A notice in *Abophil* #9/1986, reported that the Swedish auction house Kihlström in a November 1986 sale would offer a 10 penni bogus postal card addressed to Mrs. L. Sagulin in Loviisa from Helsinki with the Loviisa arrival cds, 17. VI. 1901. But due to the indistinct illustration, the Helsinki cds was not mentioned in the notice. Apparently the object was sold to a buyer from Finland. And again the item came up for sale in *Keräilyuutiset*'s first auction for 1996. A few years prior to this the *Keräilyuutiset* magazine #5/1990

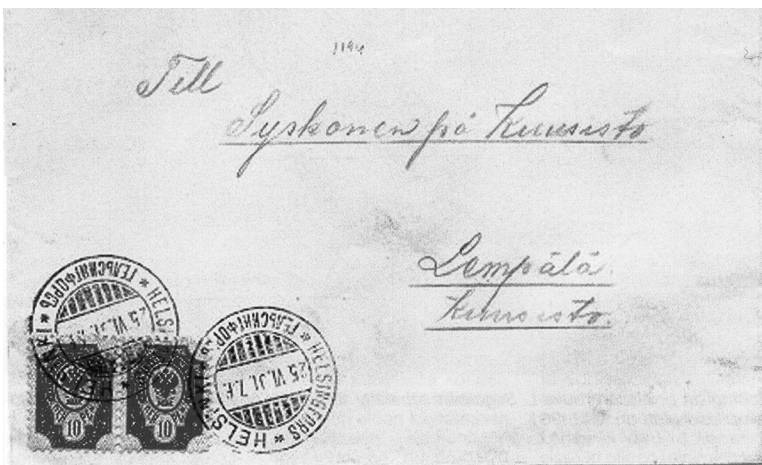


Figure 4. A previously unknown 10 penni counterfeit postal pair cancelled in Helsinki, 25. VI. 01 7f. The letter was addressed to Kuusisto in Lempäälä. This cover was sold at the Kaj Hellman auction on February 22, 2003.



Figure 3. A 10 penni counterfeit post card from Helsinki, addressed to Mrs. L. Sagulin in Loviisa (Loviisa = Finnish spelling). Arrival cds, 17. VI. 1901.

had mentioned that the previous autumn, around the time the magazine appeared, two cards had been found both with a 10 penni bogus postage stamp. One of the cards pictured in the magazine article had a H:fors-St P:Burg mail car (TPO) cds, 2. VII. 01, which had been introduced similarly as one of the illustrations shown in *Abophil* #3/1982, in Antero Peltonen's article entitled "The 1901 Postal Forgeries - Interesting Research." Here the question arises as to the accuracy of this finding or was it only to illustrate the story?

In an *Abophil* #8/1986 article Antero Peltonen once again returned to this subject in an article, "Russian Type Counterfeit Postal Covers - Undervalued Treasures" to the 10 and 20 penni First Temporary Issue forgeries, and introduced a new object that had been marketed at the previously mentioned *Abophil* October auction, i.e., a business letter mailed to Vaasa showing a 10 penni bogus postal pair with Helsinki, 25.VI.01. 6.e cds. The same letter was then again marketed at the *Keräilyuutiset* auction of 5/1999.tly

A previously unknown 10 penni counterfeit postage pair cancelled, Helsinki 25.VI.01. 7 f was offered at the Oy Kaj Hellman Ltd. auction on February 22, 2003. The letter had been addressed to Kuusisto in Lempäälä.

As the "object of the month" with both postal values, the *Abophil* #4/1995 introduced a post card from Helsinki, 19. VI. 01, to Terijoki and a prepaid address card from Helsinki 30. III. 01 to Peräseinäjoki franked with four "correct" 20 penni and one similar 10 penni in addition to one 20 penni bogus stamp perforated 11 1/2 with the advance fee for the item of 1 Fmk and 10 penni.

PLENTY OF CANCELLED SINGLES

Writers at various times have given their estimates of the total number of counterfeits. The writer who in the *Keräilyuutiset* #4/1995 "Object of the Month" column introduced the 20 penni bogus, estimated there were at least 100 single

10 penni specimens, but of the 20 penni only ten or a few more. The same writer reports all of the stamps to have been cancelled in Helsinki or its vicinity.

The writer of the article in *Abophil* #4/1995, after having examined the same postal forgeries, insisted that the values were used by the post at various periods, the 20 penni stamps mainly in March of 1901 whereas the 10 penni stamps in June and July of 1901. The locality of use was mainly Helsinki, but also cancellations from other towns are sometimes encountered. The singles per se are not in any way uncommon, but only about some ten postal items franked with the stamps have been seen. Of these a 20 penni postal item is clearly more elusive.

The printing paper of the 10 and 20 penni differs in thickness from the regular stamps that were printed on chalked machine-made smooth paper and comb perforated 14 1/4 x 14 3/4. The 11 1/2 line perforated counterfeit postage stamp lot was no doubt rather minor, and sales took place to the detriment of the post during March and June-July 1901.

In connection with the *Philatelia Fennica* #3/1988 3-part series "Russian Type m/01 and m/11" Part II, Jorma Leinonen thought the stamp line perforation 11 1/2 interesting insofar that "such is common with so-called civil printings that used this kind of perforation on admission tickets and other printing products that required the kind of perforation suitable for separation or tearing off." Leinonen adds, "This would indicate that perforation had taken place at some other printer's or might Tilgmann have had such a perforator, too?"

More insight into this was offered in 1942 by J. Erik S. Wahlström in an article in the *Suomen Postimerkkilehti* #5/1942. First, Wahlström states, "The paper in all is not of the government official quality, even though the difference

is not that great, but still discernible. However, upon closer examination it can be seen that those stamps with single perforation 11 1/2 are printed on this exceptional paper. As the line perforator perforating 11 1/2 evidently was used at Tilgmanns (See Kohl) it is likely that someone employed at the Tilgmann printing company had perforated a number of the proofs (Ed: or printer's waste?), which he then either used for himself or sold." Wahlström continues, "Certainly these stamps were not charged to the Charta Sigillata office where the unwatermarked sheet margins would surely have been discovered. Besides, the Charta Sigillata office would accept only imperforate sheets. All these details indicate that this was a successful operation to defraud the post. And so the stamps in question should be labeled with the German term 'Postfälschung,' (= postal forgery).

FINNISH MAGAZINE AUCTION STAMP SURPRISINGLY FEW OFFERS

On the auction lists of Finnish stamp magazines there seems to have been from the middle of the 1980s until the present a total of less than 30 of the 10 penni bogus and less than 10 specimens of the pairs offered for sale.

The largest known group, a 10 penni 4-row cancelled Helsinki, 17. VI. 1901, appeared in the *Kerilyuutiset* #5/1996 mail bid auction. According to *Abophil* #3/1973 this object had previously been sold in Helsinki in 1938 by the Fennofil Ab auction house. Only a few singles of the 20 penni and two pairs, one horizontal and the other vertical, appear on auction lists from these (earlier) years. The largest known is a clipping of a group of 3 cancelled Helsinki on 27. 111. 01 and introduced in *Philatelia Fennica* #8-9/1971 to its readers. Based on this, the *Handbook* editor, D.A. Dromberg, had to abandon his "UPW" theory and re-classify the perforated 11

Known Mailings with 1901 Stamp Forgeries

Cancellation	Recipient and Address	Arrival Markings
10 Penni Stamp		
1 Helsinki 16.VI.01	Fru L. Sagulin, Lovisa	Loviisa 17. VI. 01
2 Helsinki 19.VI.01 7i	Fröken Sigrid Apelgren, Terijoki	Terijoki 19.VI.01
3 Helsinki 24.VI.01	Maisteri Herra Santeri Dahlström, Lempäälämissing	
4 H:fors - ST P:Burg 2.VII.01	Herrar W. Gutzeit, Kotka	3.VII.01 9.f.
5 Helsinki 28.VI.01	to Lempäälä	missing
6 Helsinki 25.VI.01.6.e	(2x10p pair) Moe & Asplund, Vaasa	unknown
7 Helsinki 26.VI.01	Lempäälä	missing
8 ? ?	Fröken Milli Gyllström, Lempäälä, Sotavalta, herrskapet Richter,	missing
9 Helsinki 25.VI.01 7 F	To Syskonen pa Kuusisto, Lempäälä, Kuusisto	smudgy
20 Penni Stamp		
1 Helsinki "smudgy cancel"	Kaptenskan S. Ascholin, Ades Handlande A Heyno Åbo Singers Afär	unknown
2 Helsinki 30. III. 01	Stadskapten Baron R. Carpelan, Turku	Turku 30.III.01
3 Helsinki 28. III. 01	Stadskapten Baron R. Carpelan, Turku	Turku 29.III.01
4 Helsinki 31. III. 01	Stadskapten Baron R. Carpelan, Turku	Turku 31. III.01
5 Helsinki 30. III. 01	Geheimerodet H. Herr A von Etter, Ratula, Uusikylä	Uusikylä 31.III.01
6 Helsinki 30. III.01	COD address card (amount = 6 Fmk 20 pen), Herr M. Norrbacka, Peräseinäjoki	Peräseinäjoki 2.IV.01

The Local Letter Rate Introduced in 1881

By Jussi Murtosaari, translated by Heikki Reinikainen
From *Filatelisti*, 8/2002

The new postal regulations, which became valid July 1, 1881, included a new postal service and rate, the local letter rate, which could be mailed through one post office only. According to the regulations registry was not possible but, on the other hand, there was no weight limitation. The rate was 10 penni with no variations but some rarities in this fairly elusive group are known.

A 10 penni stamp would meet the rate requirement fully but it was not issued until August 1881; the earliest known cancellation is 14. 8. 1881. In other words, the rate had been in use for six weeks, and during this period the franking had to be made with other stamps. So far two such letters have been recognized and both are franked with two 5 penni stamps.

The earliest known local letter is cancelled Åbo, 21. 7. 1881, and the other one is sent from Uleåborg, 23. 7.

1881, to the church of Alakiiminki. These deliveries are real treasures, but traditionally the items franked with a single 10 penni stamps are valued even higher. Local letters with Senate 10 penni stamps are all rare, because the usage time was just six months before the arrival of the Charta Sigillata stamp period. They are, of course, more plentiful, but still far from common.

Obviously Charta Sigillata covers franked with one 10 penni stamp are more rare than covers with two 5 penni stamps. For a local rate these two combinations are the only known alternatives, although other possibilities were available.

From July 1, 1875 the postal rate for a local letter was 10 penni for a delivery traveling through one post office only; there was no weight limitation.



Figure 1. 5 penni SAI pair on the earliest known local letter to Gustafs, cancelled Åbo 21.7.81. This cover confirms the obligatory use of 5 penni stamps because the 10 penni stamp was not available before August 14, 1881.

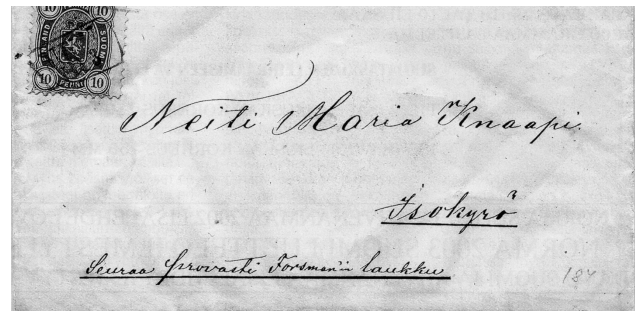


Figure 2. Senate 10 penni first printing SAa stamp on local letter has been travelling in a loose mailbag of rural Dean Forsman. Letter is obliterated with ANK after arriving at the Ilmajoki (Ilmola) post office 27. 3. 82. The final destination Isokyrö had no post office and was still some distance from Ilmajoki.

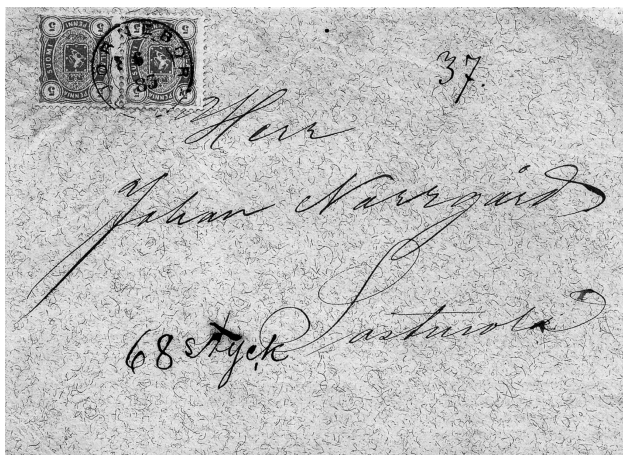


Figure 3. Charta Sigillata 5 penni LBC pair on local letter to Sastmola, cancelled Björneborg 7. 6. 1883.

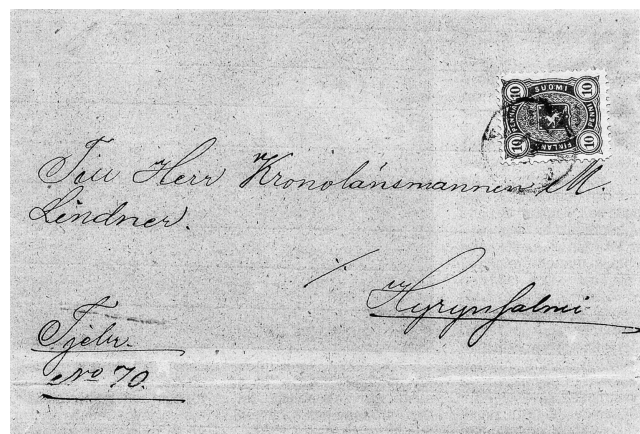


Figure 4. 10 penni LBb stamp of Charta Sigillata is probably the most common stamp on local letters. At least 22 items are known. Here is an official local letter, No. 70, from Kajana to Hyrynsalmi, cancelled Kajana 12. 12. 83.