



The Finnish Philatelist

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

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Editor's Message

Gary Parker from Stow, Ohio recently requested a list of Finnish area reference books for his philatelic library. I have developed a short list of basic reference books that appear on page 20 of this newsletter. Except for the Mattila rate book, all of these references have complete English text or Finnish-English word lists to assist the English-speaking collector. In the February newsletter I will expand on the list to include reference books dealing with Finnish cancellations, censorship marks, forgeries and other sub-specialties.

I should also mention that a number of important Finnish or German language reference works have been translated and published in *The Finnish Philatelist*. Among these are the serialized articles on censorship marks, postal stationery, m/30 lion issues, the associated and independent states of Aunus, Karelia and North Ingermanland, local posts, ship mail, the history and postal marks of Finnish railway mail, other special postal markings and so forth. I urge you to keep your back issues.

Many thanks to Matt Hedley, Eric Hopper, Dirk Vorwerck, Bob Lang, and Jacob Kisner for your letters and contributions.

Best Greetings for the Holiday Season and a healthy, peaceful and gloriously wonderful philatelic 2004.



This registered post card from Helsinki to Honolulu, Hawaii was mail on January 17, 1941. The surface rate was 2 Fmk and the registry fee 2.50 Fmk. The card was franked with three semi-postal issues: 2 Fmk + 50 penni 1938 War of Liberation commemorative, 2 Fmk + 20 penni 1939 Geneva Convention commemorative and the 1941 .50 Fmk (50 penni) + 5 penni Reconstruction semi-postal. The card was censored in Helsinki and struck with the common triple ring censor stamp with the Finnish lion in the center, the number 193 on the center bottom and the word "Tarkastettu" (= inspected) on the outer ring. The card was received at the New York City foreign registry office on February 17, 1941 and in Honolulu on March 4, 1941. This lovely card is from the collection of Bob Lang.

Comprehensive Index to the Post Rider

Reviewed by Alan Warren

Comprehensive Index to the Post Rider, Nos. 1 to 50 (1977-2002), compiled by Socrates Bosovitch, 8½ by 11 inches, stiff covers, 100 pages, saddle stitched, Canadian Society of Russian Philately, Toronto, Ontario, Canada, 2003. \$8 U.S. postpaid anywhere in the world from The Canadian Society of Russian Philately, Box 5722 Station A, Toronto, Ontario M5W 1P2, Canada.

One of the most important tools for philatelic research is the index to a journal. In this case it covers 25 years of *The Post-Rider*, the semi-annual journal of the Canadian Society of Russian Philately. It is interesting to note that the indexer, who resides in Greece, is not a member of the society but is a close personal friend for many years of the journal's editor, Andrew Cronin. Students of Russian philately are indebted to Socrates Bosovitch for his interest and energy in preparing this index.

Collectors of Finland often have a "border" interest in Russia since the geographical, political, and military history of the two areas has exhibited effects on both countries over the years. These aspects have also obviously affected the postal history of each to some degree. In fact the new index

cites more than two dozen references to articles on some aspect of Finnish philately.

First is a listing of each of the 50 issues with date of publication and number of pages. There are three major indices in this book: subject, geographical, and author listing in detail. Each citation includes the author's name, title of the article, and issue/page number. In the detailed author index where there is more than one entry for many authors, the first entry has the name in bold print so it is easy to locate.

Indexing short pieces that may not even bear a title is often overlooked in such projects, but Bosovitch includes them with an indication that they are short communications and he mentions the subject matter. The book concludes with an additional concise author index that shows just the issue number and pages for each author.

For each citation, only the first page number is given for multi-page articles, so it is not obvious if the reference is a short discussion or an in-depth study of the subject. The print is easy to read and the price of this index makes it a real bargain for individuals as well as libraries.

Fun with Finnish First Day Covers – 3 by Alan Warren

Our featured "cover" this time is actually a postal card. The 90 penni overprinted on 40 penni Saarinen design card (*Norma* PK 49) was issued in 1921. However, the main attraction is the first day cancelled 2 Fmk blue and black commemorative stamp marking the 70th birthday of President Pehr Evind Svinhufvud (*Norma* 188). The stamp was issued December 15, 1931 to meet the new letter rate that went into effect December 1st that year, for the first weight step up to 20 grams.

The Finnish statesman was named president of the Finnish diet in 1905 as a result of the Russian revolution at that time. He was exiled for three years 1914-1917 and after his release, Svinhufvud led the 1918 war of independence. As a result of his anticommunist stance, he was elected president of the republic in 1930.



This card is of particular interest because it was not cancelled on the first day in the expected Helsinki, but rather in the town of Sauvo, and was sent to Åbo.

Postal Connections Between Finland And Russia 1918-1922

By Jorma Keturi, Jorma Lindeblad and Janne Sahlstein
From *Filatelisti*, 6/2001

The Postal History Society in the *Filatelisti* 1/2001 requested photocopies of postal items between Finland and Russia during the years 1918-1922. A total of 49 items were obtained of which 44 were from Russia to Finland and only 5 from Finland to Russia. A background investigation revealed the reason for the increased difficulties of certain mail sources in postal traffic between autumn 1918 and June 1922, that is, mail exchange was unofficial and took place independent of the Post.

Postal connections to the former motherland Russia remained through the end of 1917, until January of 1918, and were evidently unchanged irrespective of Finland's independence. Still in mid-January 1918 the Finnish Postal Administration in its circular advised of such special matters as payments for postal orders by telegram addressed to Russia.

The escalating internal crisis in Finland at the end of January 1918 led to the division of the country into areas dominated either by the "Whites" or the "Reds." There were no postal connections to Russia from the "White" territory, whereas from the areas governed by the "Red" connections continued to Russia and according to one observation, via Russia to other countries.

Until now, insufficient documentation has been uncovered concerning the practical application of "Red" Finland's postal exchange with Russia. Therefore the situation has to be told on the study of usage basis resulting from the request for assistance in the *Filatelisti* 1/01. Most notable in the research on usage is that the observations of early 1918 centers on three clearly defined transfer delays.

According to our research on usage, postal connections between "Red" Finland and Russia apparently became functional in early March. Not one postal item marked with arrival date prior to March 10 was encountered in our research. Instead, we found the first delay in processing mail as noted by arrival-marked items in Finland between March 12 and 26. The departure cancellations on these items vary from the last days of 1917 until mid-March.

Notable, too, is the encounter of the mid-March mail car mark Petrograd-Helsinki. War operations particularly at first did not interfere with the rail connection to St. Petersburg, and trains ran up to three times daily. The usage research's latest discovery of "Red" Finland's postal connection with Russia is a Helsinki



Figure 1. Evidently mail delivery ran smoothly between Finland and Russia between the time Finland had gained independence and the end of January 1918. A card from Kuopio on 29. 12. 1917 to St. Petersburg with the 15 penni domestic rate. (Roger Quinby collection)

arrival-marked card on April 2nd and two April 3rd departure-marked cards.

The next arrival mark delay occurred between the period of April 19 and 24. All the items were arrival-marked in Helsinki and the departure marks are from January-February. The apparent cause for this delay was the capture of Helsinki

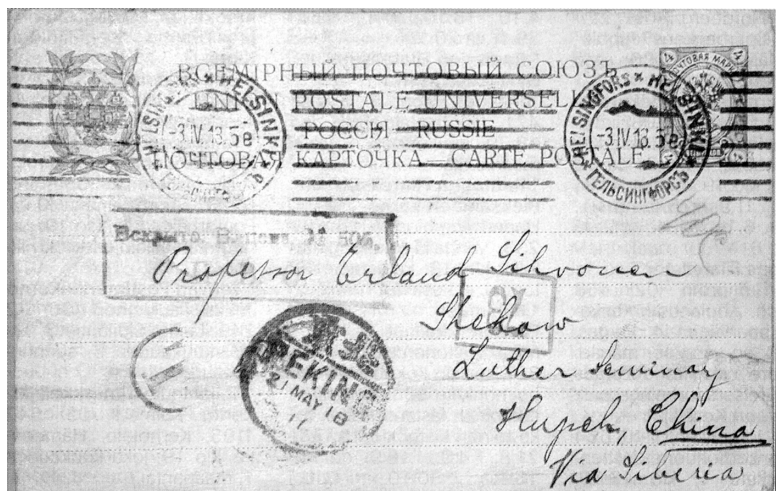


Figure 2. "Red" Finland foreign postal connection was to Russia only and from there to some other countries. A card from Helsinki 3. 4. 1918 (April 3) arrived in Peking, China on 21. 5. 1918.

April 11-14. Possibly the mail train had delivered from Russia a load of mail that could not be processed prior to the conquest and so the load was not sorted for delivery until a couple of weeks after the occupation.

The third and final arrival mark delay dates between May 10-12. The items are addressed to different parts of southern Finland and the departure marks are from the initial week of April. These items, too, had obviously been stuck somewhere along the route; the delay cleared in early May. The mail was held in Wyborg which was captured right at the end of April.

Apostaladministration general letter No. 16 dated May 13 contains the official statement on the discontinuance of postal connections with Russia. The letter deals with the start of foreign mail postal censoring and mentioned also that acceptance of postal items addressed to Russia "has, so far, been discontinued."

However, in September 1918 Russian mail again appears in our research. Typical for these postal items are the different type "AVATTU RAJAJOEN SENSUURISSA" (Opened by the Rajajoki censors) marks and "postage due" markings pursuant to domestic rates. More than twenty usages in this category were found, but only two were addressed from Finland to Russia; the rest had gone in the opposite direction.

The Army Handled Rajajoki Mail Exchange

Postal documents do not mention the opening of postal connections at Rajajoki and the reason is simple because this postal exchange had nothing to do with Finland's postal service. Instead, in reality, connections were handled by the Rajajoki censors that was subordinate to the 3rd division responsible for the army general staffs control. According to archival information the censors' office was established by June of 1918 and so items dated prior to September might be found.

The archives contain the account of the activation

of the Rajajoki head of censoring, Lt. P. Tapanainen, regarding activities in the fall of 1918. In his statement Lt. Tapanainen describes in detail the exchange of mail itself. In September 1918 regular mail was being exchanged on the border bridge once a day, and the total number of postal items in each direction amounted to 800-1000. Mail containing money up to a maximum of 1,250 rubles from Russia was supposedly accepted twice a week.

According to Lt. Tapanainen's recollection, items addressed from Finland to Russia arrived at the Rajajoki censors either by mail or brought in by a person. Regular mail and registered money letters from Russia were forwarded solely through the Post. Since there was no official postal connection postal rates were a problem. Lt. Tapanainen related he discussed the matter with

the Russian border commandant, Gentsh, and the two men agreed on the postal rates. The fee for a letter from Finland to Russia was 50 penni, which at that time was the standard letter rate to abroad. A letter from Russia to Finland was 35 kopeks, the Russian domestic letter rate. The usage study supports the practical application of the rate agreement. When the domestic rate dropped to 25 kopeks in Russia, the same rate was also applied to letters addressed to Finland. Only Finland's Post did not honor the agreement, and nearly without exception items from Russia have a "postage due"

marking twice that of Finland's domestic rate. In other words the Post interpreted the items as unpaid domestic letters mailed in Finland.

At the end of his recollection Lt. Tapanainen tells of the postal administration representative's visit to Rajajoki on September 14, 1918 to check out the postal exchange between Finland and Russia. The following comment written by Tapanainen says a lot about the mail exchange's unofficial status: "He (postal administration representative) greatly

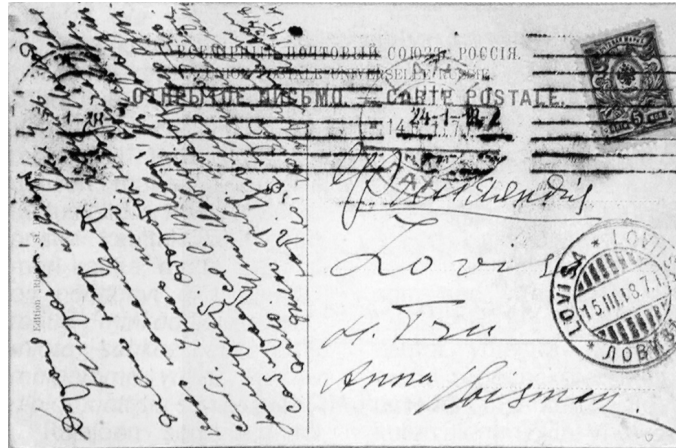


Figure 3. Mail from Russia to "Red" Finland, too. A card from St. Petersburg 24. 1. 1918 arrived in Loviisa on 15. 3. 1918 via Lahti.



Figure 4. Officially, the postal connection with Russia broke off in May of 1918, but in the autumn of that same year the unofficial mail exchange by the Rajajoki censors started. A letter from somewhere in Russia to Finland with a 35 kopek rate censored at Rajajoki on 1. 10. 1918 (October 1) and arrived in Tyrisev that same day. The cover has the Rajajoki censor mark No. 3.



Figure 5. Mail traveled from Finland to Russia, too, but according to research these are less common. A card from Finland to Russia has apparently been taken directly to the Rajajoki censors since it lacks Finnish postmarks. The card was censored in Rajajoki and on the Russian side in Walkeasaari and St. Petersburg. The item arrived in Moscow on 20. 11. 1918. (Aila Kyrje collection)

wondered how postal exchange could occur even without postal administration knowledge.”

After the visit, regardless whether the postal administration’s knowledge about the mail exchange, its attitude remained negative. The following news in the *Helsingin Sanomat* newspaper of November 22, 1918 aptly describes the postal administration’s attitude about this issue: “Due to the border area commandant statement published in the capital newspapers of the 14th of this month, postal items destined for Russia from that date have to be addressed, in place of the Rajajoki station, to the Terijoki station instead. The postal administration through the STT

be confiscated and sent for inspection to the general staff’s 3rd division in Helsinki.

Normal Postal Connections Begin In Summer Of 1922

According to research observations items after March 1919 are quite haphazard. Perhaps the Aunus Expedition that began on April 21, 1919 had something to do with it, when as a result the countries (Finland and Russia) entered into a near war-like state. There is no certain information, so far,

how and through where connections were kept up, but apparently mail exchange took place as before at Rajajoki. Connections, however, were slow according to a small notice in the 1922 issue of the *Suomen Postimerkkilehti* (Finland’s stamp magazine) the arrival of a letter from Moscow had taken one year.

The normalization of relations between Finland and Russia began on December 31, 1920 with the signing of the Tartto peace agreement. In that agreement, section 34, it is assumed that the countries would separately agree on postal exchange. A limited agreement concerning letter mail was signed on June 22, 1922, and according to the postal service circular letter No. 21/1922 mail exchange resumed on July 8, 1922. The mail car No. 1 operating between Helsinki and Rajajoki was the “post office” for the exchange. After the resumption of the postal connection, Finland began to return undeliverable standard and



Figure 6. Items between Finland and Russia during March 1919 and June 1922 are incidental. A registered letter on 18. 7. 1921 from Solikamsk near the Urals arrived by way of Moscow to Helsinki on 9. 8. 1921 (August 9). The item was kept due to the inspection process and not delivered to its destination until a year later on 21. 8. 1922.

(Finland’s news agency) has requested to inform the public that so far no official postal connection is in effect between Finland and Russia.” In general, the Finnish public’s attitude in the matter was also lukewarm. According to a notice, again, in the *Helsingin Sanomat* on November 7, 1918 there had been an inquiry by telegram from Russia about possible mail delivery by way of Finland, but the Senate had decided to wholly ignore the telegram because there were no diplomatic relations between the two countries.

The Rajajoki censor operations apparently ceased on March 4, 1919 pursuant to an order given by the general staff. According to the order all mail from and to Russia had to

registered mail as stipulated in the Post's general letter No. 13 of July 13, 1922. The letter noted, too, that the official mail exchange between Finland and Russia had been stalled until July of 1922. A more extensive postal agreement involving printed material, insured items, and parcels between Finland and the re-named U.S.S.R. took effect on September 15, 1924.

Editor's Note. The basis for this article was the archival research done by Jorma Keturi and the usage research covering 1918-1922 by Jorma Lindeblad. The article is also a summary of the contributions by different members of the Postal History Society at its April 2001 meeting. The Postal History Society extends its gratitude to all those who participated in this study.



Figure 7. The official mail exchange between Finland and Russia started on July 8, 1922 pursuant to the agreement signed on June 22, 1922. A registered letter from Moscow on 1. 5. 1923 (May 1) arrived in Helsinki on 7. 5. 1923 (May 7).

Classic Mixed Franking Cover Correction By Matti Sipari

The object in question has been featured several times in different publications. It certainly is fine and valuable as we all know. But as usual, the articles only mention "mixed franking on cover." The object was sold at the Feldman auction for € 136,000. Risto Jussila wrote a comprehensive report that included pictures of the objects sold and prices fetched at the auction in *Filatelisti* 5/2003 pages 8-11. I'm surprised that no one has inquired about the stamps on this cover. Risto Jussila wrote that the letter was sent from Helsinki to Porvoo. The location actually is Kristinestad (in

Swedish), Kristiinankaupunki (in Finnish). The postal rate to Porvoo at that time was 5 silver kopeks and correspondingly to Kristinestad 10 kopeks. Why then does the object bear 15 kopeks? The answer is found in the word written crosswise in the left upper corner 'REGISTRERAS' in Swedish, which of course means 'registered.'

As known, all letter mail in Finland was marked separately on a postal map until July 1, 1858. After this date regular single letters were no longer marked on the map. But the public could still have a regular letter entered on the map as a registered letter that at that time the letter would be released only to a known, trusted person.

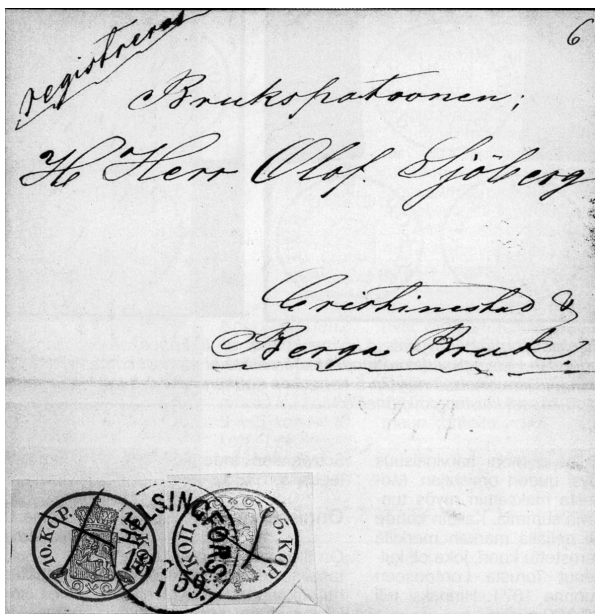
The registered letter had to be marked: 'REGISTRERAS.'

1. The registered letter was included with single postal items.
2. The postal fee for the registered item could be paid in postage stamps.
3. The postal fee for a registered item was until June 30, 1875 one and a half times the single letter postal rate.
4. No payment for receipt.

Since the postal rate from Helsinki to Kristinestad was then 10 kopeks, the registration surcharge or fee was 5 kopeks which amounts to 15 kopeks franking. Factory owner Olof Sjöberg at the Berga Bruk received the letter. Perhaps this was a mining enterprise of sorts, but not Porvoo.

See: Mattila, Esa; *Suomen Postimaksut Kotimaassa 1810-1875 (Finland's Domestic Postal Rates 1810-1875)*

Editor's Note. This article was submitted directly to The Finnish Philatelist. It has also been submitted to *Filatelisti*.



The Elusive m/1909 70 Kopek Definitive Issues Used in Finland

By Roger P. Quinby

This article is based on personal research, my own extensive collection of Russian stamps used in Finland, Finnish area catalogues, correspondence with experts in this area including Jorma Keturi, Jon Iversen, Morten N rstad and Dirk Vorwerck. Additional references are cited in the end notes.

The first 70-kopek stamps issued by Imperial Russia were included in the Imperial Eagle eight-stamp definitive series first released in 1883. These stamps were printed on watermarked horizontally laid paper, perforated 14 to 15. Beginning in 1889 the stamps were printed on unwatermarked horizontally laid paper, also perforated 14 to 15.

In 1899 the Russian Ministry of the Interior, which had oversight responsibility for the Finnish Government Post Office (FGPO) began replacing the 1891 Ring stamps with ringless Russian definitive issues as the corresponding Ring stamps were sold out. Although an essay of the 70-kopek Ring stamp was printed, the postal authorities decided that the issue was unnecessary. None were printed and therefore, in 1899, no corresponding 70-kopek ringless stamps were ever sent to Finland. Oddly, no tourist from Russia or contemporary philatelist used a 70-kopek stamp from the 1889 definitive series on a postal item from Finland. It is, therefore, one of the few Russian stamps not sold in Finland that has not been found used as a co-runner.

1904 Issues

It was not until some years later that FGPO officials believed that the 70-kopek stamps would be a useful make-up value for franking postage due accounting forms, value letters and money orders, etc. In 1909, according to *Suomen Postimerkkien K sikirja*¹ (*Finnish Stamp Handbook*), 1,000 70-kopek stamps on vertically striped paper from the 1904 printing were delivered to the FGPO. *Norma 2002*², and *Facit Special Catalogue 2003*³ both confirm this delivery. However, Jorma Keturi has written that he could not find any evidence that the 1904 issue of 70-kopek stamps was ever sent to post offices.⁴ Nevertheless, Keturi concludes that the previously reported delivery of 1,000 stamps was still possible, (although he writes, "I am not sure if this really happened.") because the stamps may have been delivered to the FGPO, but not to branch post offices. The *Handbook* does not report any returns.⁵

Fagerholm's *Das Fehlende Glied*

In 1969 Sven Fagerholm published a small but immensely valuable statistical study, *Das Fehlende Glied*⁶, which examined more than 62,000 Russian stamps used in Finland. This study, which took several years to complete, included all the major Russia in Finland collections known at that time.

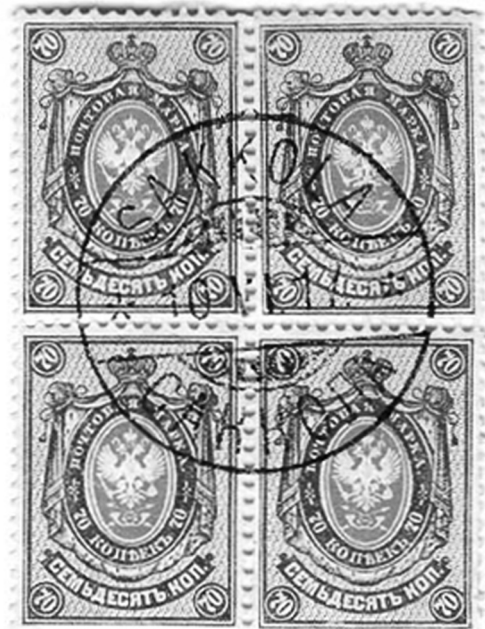


Figure 1. 70-kopek pairs and blocks of four are extremely elusive. These items are the only known multiples reported to date. The pair, cancelled Terijoki, 30. I. 16, is from the collection of Jon Iversen. The block of four, cancelled Sakkola, 10. X. 17, is from the collection of Jorma Keturi.

Fagerholm reports a scant three stamps are known with Finnish cancellations from the 1904 printing on vertically striped paper. Unfortunately, Fagerholm did not report the cancellation dates or places, which if struck on R K accounting sheets or after September 1909, would lend support to the belief that the stamps were received and used by the FGPO in the regular course of its postal activities. If the three known 1904 70-kopek stamps were cancelled prior to September 1909, we would regard these stamps as co-runners. In any event, the status of the 1904 70-kopek stamps requires further investigation.

Fagerholm reported that altogether 94 70-kopek stamps have been recorded with Finnish cancellations, three from the 1904 series, 62 from the 1909 definitive

Finska Postverket. *207*

Postanvisning till Sverige

eller till land eller ort, hvars postanvisningsutväxling med Finland förmedlas af Svenska postverket.

å ett belopp af *300* Kr. — öre

Tre hundra kronor Kr. öre,
(Belopp i kronor; med bokstäver, i öre med siffror).

att betalas till *Kaptenen Ludo Nilsson*

Adressort *Brannevik*

Bostad, gata och Nr: _____

Adresslandet *Sverige*

Inbetalningspostanstaltens stämpel.

Gäller i scenskt mynt *300* Kr. — öre och är kassaförd under

Nr *80* med *417* Mrk *90* p:i i finskt mynt vid postanstalten i *Lovisa* den *11 sept* 191*3*

af *Postans*

Postanvisningen bör utskrifvas å svenska språket.

Plats: *LOVISA*

Figure 2. This 1913 money order from Lovisa to Brannevik, Sweden is one of the earlier recorded uses of the 70 kopek issue in Finland; two earlier usages are found on internal post office RÄK (postage due) accounting sheets.

series and 29 from the 1913 Romanov commemorative series.⁷ Fagerholm's study was an empirical study of cancelled stamps in the hands of collectors; he did not review the Senate archives or the FGPO records. Fagerholm's inventory includes numbers of stamps by stamp series and stationery types, lists of town cancellations, cancellation types (village, ship, numeral) and other details; however, it does distinguish loose stamps, stamps on clippings and covers or other postal items.

During the past several years I have corresponded with a number of collectors and philatelists⁸ in an effort to update Fagerholm's research on various Russian stamps used in Finland and in this connection, I have attempted to document and classify the usage of 70-kopek stamps used in Finland.

I have also had no success finding a single example of the 1889 70-kopek issue on horizontally striped paper (which would have been used as a co-runner) with a Finnish town cancellation nor have I been successful confirming the existence of any of the three 1904 70-kopek stamps on vertically striped paper as reported by Fagerholm. It should also be noted that Valter Johansson does not illustrate or report a single 1889 or 1904 70-kopek usage in his book, *Ryska Frankotecken Begagnade I Finland, 1870-1918*⁹, which is the most profusely illustrated record of Russian stamps used in Finland.

1909 70-Kopek Stamp Deliveries	
1910	12,100 stamps
1911	7,200 stamps
1912	6,000 stamps
1913	4,000 stamps
1914	4,700 stamps
1915	1,300 stamps
1916	4,900 stamps
1917	8,200 stamps
1918	None
Total	48,400 stamps

1909 Issues

The *Handbook* reports that on December 24, 1909, 500,000 70-kopek stamps were delivered to the FGPO.¹⁰ Given the long standing practice of the FGPO not to deliver new issues to local post offices until the inventory of existing stamps was depleted, several items of the 1904 stamps on vertically striped paper, if in fact they were delivered to the FGPO, should have survived with town or RÄK cancellations with dates from September 1909 and sometime in 1910 when the first deliveries of the 1909 issues of 70-kopek stamps were distributed to branch post offices. The earliest reported cancellation of the 1909 70-kopek stamp in Finland is on a RÄK clipping dated October 31, 1910, reported by Morten Nærstad of Norway.¹¹



Figure 3. Here the 70 kopek issue was used on a October 1917 insured 500 ruble money letter to Denmark. This is only one of two recorded letters franked with the 70 kopek stamp.

Of the 500,000 stamps delivered to the FGPO, the *Handbook* claims that 50,000 were sold in 1925 (presumably to dealers) and 3,000 were sold to the Post Museum in 1938. Does this mean that 447,000 1909 type 70-kopek stamps were sold and used in Finland between 1910 and March 1918, when all kopek stamps were demonetized and invalidated for franking in Finland for either domestic or foreign bound mail? Not at all, because the *Handbook* further reports that 422,789 stamps were sold by the FGPO at a Helsinki auction in 1938. Surely there must be an account of this sale in one of the philatelic journals.

Norma 2002 does not cite a delivery date for the 1909 70-kopek stamps. For many years it has been reported in *Facit* that 27,211 70-kopek stamps were delivered to the FGPO on January 13, 1910. *Norma*, for the first time, in its 2002 edition of the catalogue cited the identical number as shown in *Facit*. In previous editions of *Norma*, delivery dates were not given nor the numbers of stamps received by the FGPO ever quantified. However, since *Norma* does not always follow *Facit* listings, it is not reasonable to assume that the 2002 *Norma* editors simply adopted or copied the *Facit* listings for the quantities of 1909 70-kopek stamps, although in this instance, this seems more than likely to me.

How can we reconcile these differences? Following the *Handbook* entries we begin with 500,000 stamps from which we subtract 50,000, sold in 1925, leaving 450,000 from which we deduct 3,000 sold to the Post Museum, leaving 447,000 and then we again deduct another 422,789 sold at public auction in 1938, which leaves a net sum of 24,211 and if we add back the number of stamps reportedly sold to The Post Museum, we have *Handbook* and catalogues agreeing that 27,211 1909 type 70-kopek-stamps were sold at Finnish post offices, including 3,000 sold to the Post Museum.¹²

24,211 stamps reportedly sold at post office windows over eight years is an insignificant number, especially if we consider that lower kopek values were sold by the millions and higher kopek values, except for the 35 kopek issue (of which just 54,000 were sold over the counter) also sold in greater numbers ranging from 296,500 for the 25-kopek issue to 485,900 for the 14-kopek stamp.

This accounting of the 70-kopek stamps fits very nicely with the numbers of stamps used according to *Facit* and *Norma*, but these usage numbers are at first glance at variance with Jorma Keturi's research of the FGPO records of stamp deliveries to branch post offices.¹³ From 1910 to 1917, Keturi found that 48,400 70-kopek stamps were delivered to branch post offices according to the Table 1.

It is very possible that some of these stamps were returned to the FGPO in 1918 after the kopek stamps were demonetized for use in Finland and the net number of 70-kopek stamps sold was not more than the 24,211 stamps reported by the *Handbook* and catalogues. Nevertheless, Keturi believes that the number of stamps delivered to the post offices is very low, nevertheless "...



Figure 4. This 10 kopek registered lettercard upfranked with the 70 kopek issue is one of the last reported kopek franked items from Red Finland to abroad. Hanko, 25. III. 18 to Odessa, marked "Return because of a state of war." Letter rate = 35 kopeks; registration = 50 kopeks. Note R label in Russian. One of the most unusual postal items franked with the 70 kopek issue.

it is based on the FGPO's own statistics."¹⁴ For reference, Keturi notes that 425,600 50-kopek stamps were delivered to branch post offices, which is considerably more than the 373,100 stamps listed in *Norma*.

In addition to the postal items and accounting sheets shown in Table 2, there are just two known multiples, a pair cancelled at Terijoki, 30. I. 16, and a block of four from Sakkola, 10. VI. 17. Of 65 items mentioned by Fagerholm (including three 1904 stamps), I have identified 31 stamps on and off cover. I have not been able to identify any items with postmarks from 1914 or 1915. I am hopeful the readers will add to this inventory. Certainly, there were many opportunities to use this stamp on postage due accounting sheets, money orders and value (insured) letters. I have examined more than 150 money orders with combination franking of various 20, 35 and 50 kopek stamps and lower make-up values where the use of the 70 kopek stamp would have displayed more efficient use of postage stamps (i.e. use of fewest number of stamps to pay the postage), but alas, the 70-kopek stamp was ignored or not generally available to postal clerks.

The difficulty of acquiring this most elusive stamp on cover adds to the challenge of building a complete collection of the Russian stamps used in Finland. Collectors should bear in mind that only 10 or 11 items reached the market since 1990. Therefore, the 70-kopek value should be identified as a "must" acquisition when one comes onto the market.

It is very difficult to establish pricing guidelines for these elusive issues. *Norma 2002* prices a single 70-kopek stamp at €25 and €170 on cover or other postal item; *Facit 2003* prices a single from Skr 50 (€5.5, which seems ridiculously low) to Skr 900 (€100, perfect cancellation with readable date and place name), depending on the legibility of the cancellation, and Skr 3,500 (€385) on cover. Over a 13 year span, auction pricing has ranged from a low of approximately €100 to nearly €400.

End Notes

¹ *Suomen Postimerkkien Käsikirja (Handbook), Vol. II*; Dromberg, D. A., & Vaarnas, Kalle, Editors; Suomen Filatelistiliitto oy, Helsinki, 1971

² *Norma Specialized Catalogue 2002*, Käpylän Merkki Oy, Helsinki, 2001

³ *Facit Special Catalogue 2003*, Facit Förlags AB, Västerås, Sweden, 2002

⁴ Keturi, Jorma; e-mail correspondence, June 10, 2003

⁵ The Handbook also reports deliveries of the 5, 15, and 25 kopek stamps on September 13, 1909. In my view these deliveries are doubtful.

⁶ Fagerholm, Sven; *Das Fehlende Glied*, Helsingfors, 1969

⁷ The status of the Romanov co-runners is not covered in this article.

⁸ Jorma Keturi, Jon Iversen, Morten Nårstad and Dirk Vorwerck.

⁹ Johansson, Valter; *Ryska Frankotecken Begagnade I Finland, 1870 – 1918*, Pargas, 1993

¹⁰ *Suomen Postimerkkien Käsikirja (Handbook)*

¹¹ Nårstad, Morten; e-mail correspondence, June 1, 2003

¹² *Suomen Postimerkkien Käsikirja (Handbook)*

¹³ Keturi, Jorma; e-mail correspondence, June 10, 2003

¹⁴ Ibid

70-Kopek Type 1909 Postal Items

Postmark	Type	Franking
RÄK 15. II. 12	Uppbörds/ Accounting Sheet – Postage Due	70 Kop +
Tyriesevällä ___ X. 13	Uppbörds/ Accounting Sheet – Postage Due	70 Kop + 35 Kop + 10 Kop + 2 Kop + 40 pen
11. IX. 13 Fr. Lovisa to Sweden	300 Skr Money Order	70 Kop + 20 Kop
11. VII. 16 Perkjärvi to Terijoki	319 Ruble Money Order	70 Kop + 10 Kop + 4 Kop
11. VIII. 16 Perkjärvi to Terijoki	Fmk 680 Money Order	70 Kop + 10 Kop + 4 Kop
11. IX. 16 Perkjärvi to Viipuri	746 Ruble Money Order	1 Rubl + 70 Kop + 15 Kop + 3 Kop
4. XI. 16 Hangö to Åbo	200 Ruble Telegram Money Order	70 Kop + 14 Kop
15. III. 17 Kuollmajärvi to Viipuri	250 Ruble Money Order	70 Kop + 20 Kop + 4 Kop
16. IV. 17? From ? to Viipuri	219 Ruble Money Order	70 Kop + 14 Kop
10. X. 17? Turku to Germany	Registered Letter	70 Kop + 10 Kop
24. X. 17 Helsinki to Denmark	500 Ruble Insured Money Letter	70 Kop + 14 Kop
___ __. 17	Fmk 1,400? Money Order	70 Kop +
25. III. 18 Fr. Hankö to Russia	Registered Lettercard	10 Kop Lettercard + 70 Kop + 5 Kop Imperf

Money Orders	8	Lettercard	1
Accounting Forms	2	Insured Letter	1
Registered Letter	1	Tele Money Order	1

Type 1911 Imperforate 20 Penni Stamps

By Reijo Nummela, Translated by Carita Parker
From *Filatelisti*, 4/2003

In the *Handbook* Part III under "Kotka stamps 1911," the 20 penni imperforate stamps in the research section are dealt with in three sentences: "Of the imperforate b-color stamps 44 are known marked in Kotka in December 1916. Additionally, two sheets were delivered to Wyborg where the postmaster separated one sheet into blocks of four and cancelled them, 30.9.1917. The consignment group numbers have been kept, but the fate of the uncanceled sheet is unknown."

The information about the 20 penni imperforates cancelled in Kotka in December 1916 was described in the *Handbook* from notices in *Suomen Postimerkkilehti* (Finland's postage stamp magazine, SPL) No. 6 and No. 8/1926. The article indicated that Captain Teittinen and merchant Huttunen had discovered among the stamps they purchased from the postal government auction, 11 specimens of the 20 penni imperforates. The stamps were all attached to postal money order cards and cancelled with the Kotka canceller in December of 1916.

44 Imperforates On Postal Order Cards

An addendum soon appeared in the *SPL* issue No. 8 where the number of specimens found by Teittinen and Huttunen was said to have increased to 44. Furthermore, for the franking an additional 5 penni stamp had been used as an addition to the 20 penni to meet the rate. Among the imperforates, there had not been even one intact pair, only a few by cutting separated pairs. The sheet was first cut into 10 parallel stamp rows, and then the specimens were mostly cut apart from the row for easier handling when franking items.

The *SPL*'s staff pondered, too, why the stamps had surfaced at such a late stage, but then reached the conclusion that the Kotka postmaster apparently had not let even a single one of the stamps outside the letter-box; instead, all of the stamps probably were used in the franking of postal money orders and possibly C.O.D cards.

The information about the Wyborg post office 20 penni imperforates and the brief discussion in the *Handbook* spread in philatelic circles a couple of years later through the *SPL* issue No. 5/1928. It contained the notice that some person



Figure 1. "Besides, the perforation is not straight, but wavy as seen on the upper side of the strip of three. This case proves without a doubt that at least one whole sheet - in addition to the better known Kotka-cancelled sheet - had been placed in circulation and that some postal employee himself or some other person in possession of the imperforates had personally wished to rectify the situation and created the above perforation." This is the so-called sewing machine perforation.

in Wyborg had a whole sheet of 20 penni blue 1911 imperforate stamps. The emission number was given as 37, April 1914, but this number is a typographical error - it should be 73. The *SPL* articles continued on about the fate of the Wyborg imperforates by noting that at one time the Wyborg post office had sold the sheet to an individual who bought several sheets of the 20 penni denomination. After some time, however, the buyer returned the sheet to the post office and expressed

his displeasure to the clerk about having been given such worthless, half-made stamps lacking perforations. Later, another customer bought the sheet.

A Total Of Eleven Consignment Orders/Lots Printed

The printing of the 20 penni sixth consignment order No. 73 (mentioned in *SPL*), which contained the imperforates sent to the Wyborg post office, was begun on April 1, 1914 and delivered to the Bureau of Printing between April 20, 1914 and January 7, 1915. Of this printing 400,000 specimens were delivered to the Post on May 2, 1914. According to the *Handbook*, of the 20 penni stamps there were a total of 11 consignment orders. The first lot, 45-10-1910, printing was done with cliché I used from 1910 to 1911, which was also done with the printing of emission 51-7-1911. The delivery of consignment order No. 45 to the Post was begun on March 8, 1911 and lot 51 on September 15, 1911.

Consignment orders 60-7-1912 and 62-10-1912 were printed with cliché II. The delivery of the former to the Post began on October 5, 1912 and the latter on March 26, 1913. Cliché III was used for lot 65-8-1913 and for the subsequent 73-4-1914. Delivery of consignment order 65 to the Post began on October 14, 1913 and lot 73 on May 2, 1914.

Cliché IV was used with consignment orders 76-8-1914, 82-4-1915, and 83-4-1915. Delivery of lot 76 to the Post started on January 11, 1915; 82 on June 5, 1915; and lot 83 on January 5, 1916.

Cliché V was used in the printing of the tenth and the eleventh consignment order 89-11-1915, and 95-1-1917. The delivery of lot 89 to the Post began on Apr. 5, 1916 and 95 on February 12, 1917. During the seven year printing period

the 20 penni total printed quantity amounted to nearly 95 million copies.

Whole Object Marked In Kotka Introduced At The End Of The 1960s

In the philatelic press, interest in the 20 penni imperforates vanished for several decades. It was not until the latter half of the 1960s that *Abophil* reintroduced the imperforates in the No. 1/1967 issue, featuring a postal order card marked Kotka, 29.12.1916.

In borrowing from the 1941 HFF *Handbook*, chief editor Mikko Ossa reiterated information already known about the 20 penni imperforates. As Ossa pondered the background to the Kotka imperforate 20

penni stamps and the consignment order 73 cancelled in Wyborg and delivered from the printer in 1914, Ossa came to the conclusion that “if the imperforates cancelled in Kotka are from the same emission then they came up for sale unusually late; or could they have been from emission No. 89 at the end of 1914; or from No. 95 at the end of 1916.” Ossa continued, “Only stamps cancelled in Kotka are known to have these imperforates.”

According to the *Handbook*, emission 89 was completed between Nov. 22, 1915 and Dec. 16, 1915 and delivery to the Post began on April 5, 1916, and emission 95 completed between December 22, 1916 and February 5, 1917 and delivery to the Post started on February 12, 1917. Mr. Ossa’s conclusion is thus incorrect.

Marked Blocks Of Four And Whole Sheet In Tampere

The *Postimerkki* magazine No. 1/1969 next tackled the 20 penni imperforates. The author stated that the stamps represent the 20 penni other so-called dark blue color often seen on postal money order cards with the added value 5 penni green. As the writer assumed that Kotka certainly had an entire sheet of these imperforates put forth this question: “Where are the other 56 specimens?” But more than three decades after that question was raised there still is no satisfactory answer.

Firsthand new information about the imperforates

was provided by Jaakko Kempainen in *Karhunhammas* No. 4/1970. Referring to the Wyborg imperforates Kempainen stated that of two sheets, one was separated into “cancelled blocks of four” and “the other whole sheet is with a collector in Tampere, but might have the VIIPURI KONTR. cancellation mark,” which Kempainen may not have checked out.

Kempainen continues, “Also, there has been an imperforate sheet or two in Kauhajoki, because several specimens are known such as pairs etc., sewing machine perforated. I have in the past sold several specimens and the cancellations had the text Kauhajoki and Kainasto (Kauhajoki village).”

Apparently this same whole Wyborg-cancelled sheet No. 73 mentioned by Kempainen was sold bearing the object

number 233 at the *SPL* auction on March 30, 1985. The sewing machine perforation, mentioned by Kempainen (*SPL* No. 2/1985) will be discussed later on.

Four Imperforate Sheets From Two Different Printings

In *Philatelia Fennica* No. 6-7/1971 under the heading “Imperforate 20 Penni Kotka Stamp 1911,” D.A. Dromberg estimated there was a total of four sheets from two different printings. Those used in Kotka were the b-color, deep blue and those cancelled in Wyborg were the a-color, dark blue.

Because the printed sheet encompassed two mint sheets, Dromberg surmised that probably one printed sheet of each color hue had by mistake been left imperforate and put up for sale. Both of the a-color sheets ended up in Wyborg where they were marked with a double ring canceller on Sept. 30, 1917. One of these sheets has been kept in its original appearance and most likely is presently in Tampere.

The other sheet had early on been separated into blocks of four. As for the b-color sheets the stamps, used in Kotka are of this particular hue. The writer assumed that the 20 penni stamps were used up, too, and no unused specimens were available to collectors. In connection with his article Dromberg, stated that the block of four cancelled in Wyborg was also in the collection of *Handbook* author Bengt Zimmerman. Of the Wyborg imperforates, there are, apparently, larger groups circulating in philatelists’

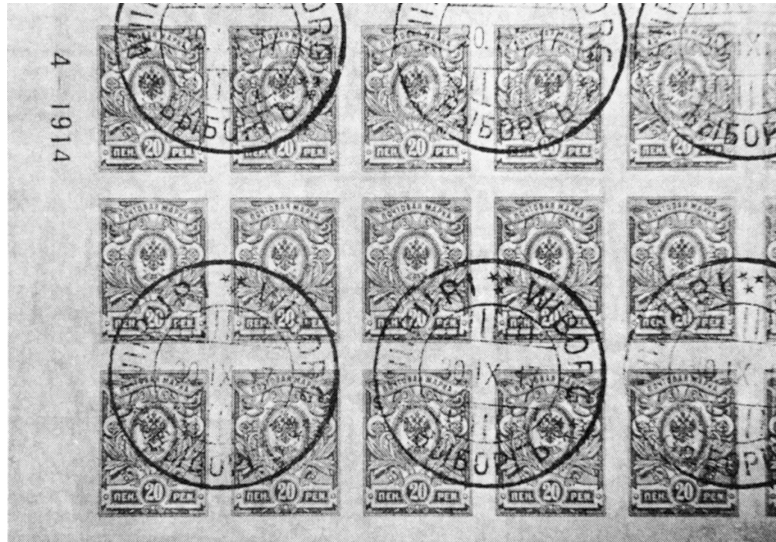
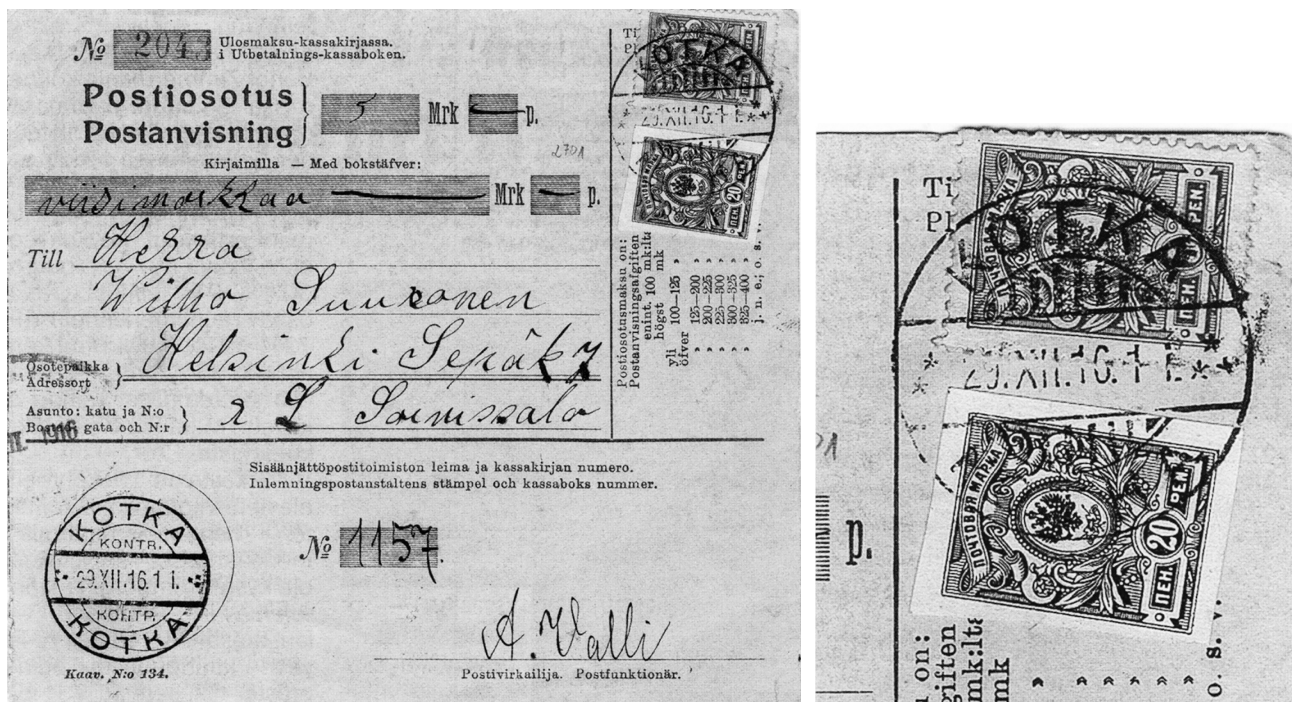


Figure 2. In the *Philatelia Fennica* No. 6-7/1971 under the heading “A 20 penni imperforate Kotka stamp 1911” D.A. Dromberg estimates there to have been a total of 4 imperforate sheets from two separate printings. Order No. 73 was cropped from this illustration.



Figures 3 & 4. The philatelic press interest in the 20 penni imperforates vanished for decades. Not until the latter part of the 1960s did Abophil introduce in No. 1/1967 a 29. 12. 1916 Kotka cancelled postal order card.

collections.

Of the Wyborg post office imperforate stamp sheets under study, the Dromberg defined a-color, consignment order 45-10-1910 is not in question here, but instead the 6th printing emission, consignment order 73 printed April 1, 1914 - April 20, 1914 with delivery to the Post which began on May 2, 1914. This conclusion can be arrived at from the block of 15 cancelled Viipuri, 30.IX.1917, shown in the article, sheet No. 73-4-1914 and not 45-10-1910.

Sewing Machine Perforated 20 Penni In Ostrobothnia

The sewing machine perforations mentioned by Jaakko Kempainen also came under speculation in the Dromberg magazine article. Based on the Kempainen observations, Dromberg asked whether the other b-color mint sheets could have gotten into the hands of a "philatelist living in Ostrobothnia province who with a sewing machine might have perforated part of the sheet and then having distributed the unmarked remainder all around." However, in Dromberg's opinion the question was not important, "but considering future *Handbook(s)* those questions should be explained," Dromberg ended his article on the imperforates.

A year later Dromberg, in the *Philatelia Fennica* issues 6, 7/1972 introduced a postal order card that had belonged in an Oleg Fabergé collection franked with a 5 penni perforated and a 20 penni imperforate stamp Type 1911. According to Dromberg, the 20 penni was the b-color, deep blue. This object differed from the earlier imperforates insofar that this was not a known Kotka mark, but rather that the postal order

had been sent from Kannas to Vaasa and the cancellation was a Finnish-Russian language KANNUS, 31. 1. 1916. Dromberg stated this postal item was the first object he had seen in Ostrobothnia and assumed that the Kannus postmaster had used the stamps as had the Kotka postmaster, i.e., on official forms. Referring to the Ostrobothnia-cancelled items and the E.A. Hellman specimens cancelled in Kauhajoki, Dromberg asked: "Where then do the other specimens marked in Ostrobothnia come from?"

E.A. Hellman Finds Eight Uncommon Coarse Perforations

Probably E.A. Hellman wrestled with the same question when at the end of the 1940s, he found eight 20 penni stamps marked in Ostrobothnia having exceptional coarseness. Of his find Hellman wrote in the *SPL* 3/1949 an article entitled "1911/20 Penni Privately Perforated Stamps."

In his article Hellman tells how he used the marks and the coarseness to create one 3-row and one pair, which made research easier and soon revealed the truth about the matter. Hellmann continues, "this was no ordinary perforation coarseness, but a very primitive line or better yet 'penetrating holes' struck with some type of a simple perforator. The perforation is so non-specific and uneven that it cannot be measured nor counted." Hellman goes on to say, "besides it (perforation) is not straight, but obviously wavy, (e.g., on the 3-row top part). This case proves without a doubt that at least one whole sheet - in addition to the better known Kotka-marked sheet - had found its way into circulation and that some postal employee or other person in possession of

the imperforates had personally wished to rectify the situation and created the previously mentioned perforation.”

In Hellman's opinion these uncommon stamps should be defined from the standpoint of imperforates as well as a case belonging to the rare private perforations. To support his opinion Hellman brings up the earlier known 1901 private perforations of the lithographed 10 and 20 penni stamps. In the stamps discovered by Hellman, the location of cancelling, except for one, is Kauhajoki and the year 1915, and on the 3-row 25.11.1915. On one stamp postmark, Hellman determined only the last three letters “STO” (Kainasto).

Kauhajoki Specimens Same Printing Emission As The Kotka

The Kotka imperforates were used in December of 1916 and the Kauhajoki specimens more than a year earlier, but still they appear to be of the same deep blue as Dromberg stated.

In the Stamp *Handbook*, Part III, p. 43 introduction table, the Ab-color order # is 73 with a question mark, which happens to be the same as the previously introduced Wyborg imperforate sheet edge marking 73-4-1914. When studying the consignment order listing and color specifications in the same table, the question arises: Why have the lots 65 and 95 been mentioned in the Aa dark blue consignment orders?

Consignment order 65-8-1913 was printed between October 10, 1913 and April 9, 1914 with cliché III like the subsequent printing order 73-4-1914 known cancelled in Wyborg. Consignment order 95-1-1917 printed with cliché V does not belong to this dark blue group even though the *Handbook* says so, but has its own place as a final dark blue sub-type.

When studying the printing emission listing of the Kotka imperforates, one can only arrive at the consignment order 65-8-1913, in other words the cliché III printing of nearly 7 million stamps of which the Post received the first lot of 200,000 specimens for its use on October 14, 1913. In the *Handbook* the printing emission 65 has been placed in the dark blue, densely perforated Bo- and dark blue Aa group.

The postmarks on more than ten objects of the deep blue postal order cards cancelled in the Kotka post office and from the consignment order 65-8-1913, which have come up for sale in stamp magazine auctions at the end of the 1960s up to the present, have dates that indicate the period between December 20 and December 30, 1916. The Kauhajoki imperforates instead date to the early part of 1915.

Sewing Machine Perforation Gets Attention In Philatelic Writings

In the 1990s the stamps cancelled in Kauhajoki were referred to as “sewing machine” perforated stamps, the same as a writer in the *Kerilyuutiset* (KU) magazine issue 7/1993 named them. These items were found to be genuine postal items. According to the same writer, besides the Kauhajoki cancellation, the Kainasto cancellation could

also be found.

Mr. Antti Koskinen touched upon the same in his KU # 1/1994 article under the heading “Important Matter Brought Up” mentioning that in his own collection he had a 20 penni sewing machine perforated stamp and next to it a regular 5 penni on a clipping (pictured in the KU) as well as two similar single stamps.

Mr. Keijo Jaakola in his turn in the KU # 6/1996 wrote about the Kainasto mark explaining first the Kauhajoki post office location sometimes in a village and sometimes in a railroad station. The writer went on to mention a village as well as a former railroad station from Kauhajoki about 10 km west of the village by the Suupohja railroad.

As Jaakola pondered whether Kainasto had received imperforate or sewing machine perforated stamps, he concluded that it was highly unlikely, because the Kauhajoki postmaster would hardly have delivered his own perforated stamps to Kainasto, since it happened to be the Kauhajoki branch office. Mr. Jaakola thought a better explanation was that someone had purchased a stamp in Kauhajoki and mailed the franked letter in Kainasto.

In his article, Jaakola made a correction to a caption in an article in the KU magazine # 3/1996. According to Jaakola, the sewing machine perforated 20 penni stamp illustrated had not been cancelled in Kauhajoki, but in Kainasto.

Of Imperforates 8 - 10 Groups Unused

In this same issue, editor Mikko Ossa examined the background to the 1911/20 penni imperforate sheets and the Kauhajoki sewing machine perforations. Ossa thought that certainly one imperforate sheet had found its way to Kotka and probably two to Wyborg. In addition, Ossa stated that one sheet had been used in Kauhajoki.

According to Mikko Ossa, of the blue 20 penni there are still unused imperforate multiples of different sizes that might have originated from the Wyborg sheet, but he is not absolute certainty about it. Some other post office might have had an imperforate sheet that along the way had been separated into smaller units. The largest unused groups have consisted of, at least, blocks of 8 to 10. Thus, chief editor Ossa had brought up the existence of unused groups.

In the early 1970s, D.A. Dromberg theorized that one printed sheet (4 mint sheets) of each color hue had been left imperforate and wound up in post offices. Of those, 2 mint sheets wound up with the Wyborg post office - both sheets were marked Viipuri 30.9.1917 - one of the sheets remained a whole sheet with a collector and the other the postmaster separated into different-sized blocks.

If four imperforate sheets ended up with post offices, then according to references in postage stamp publications, two of them were used in Wyborg, the third in Kotka and the fourth in Kauhajoki as Ossa has stated. And since Ossa mentioned unused 8-10 blocks also existed, then there could have been several imperforate sheets.

D.A. Dromberg found a postal order card from Ostrobothnia marked in Kannus 31.1.1916, and Jaakko

Kemppainen a sewing machine perforated stamp marked in Vaasa. However, the stamp might not necessarily have been bought there (Vaasa), but could have originated from the Kauhajoki post office.

As far as the imperforate sheets and stamps are concerned, there is hardly any more data to be had than this. But, the Matti Poutvaara question under the heading "Where are the 1911 postage stamp rarities?" in the *Philatelia Fennica* 11/1977, might shed some light on the mystery surrounding the imperforates. Poutvaara tells about the Captain Teittinen and merchant Huttunen stock of stamps amounting to 1-2 railroad car loads bought at the postal government auction that had been stored and "growing interest" for 15 years at a military depot, but then completely destroyed in the Winter War bombing raids.

Forgeries Also Among Postal Employee A. Vallin Postal Order Cards

Forgeries have been found also among postal order cards cancelled in Kotka. In the *SPL* issue 8/1979, Jorma Leinonen described how they were made by cutting the edges off 20 penni stamps on cards. The two specimens in Leinonen's possession both have the 27. 1. 1917 date. In addition to the correct date - from the end of December 1916 - according to Leinonen, the best identification is always the 2-3 mm long tear mark on the stamp's upper edge that came about from the unusual way of separating as described - referring

to the *SPL* article.

45 Specimens Marked In Kotka

In his article Leinonen, added one new object offered in the *Abophil* 7/1979 auction 100/79 under No. 335, which Leinonen thought to be a bona fide postal order card marked Kotka 28.XII.1917 to the 44 imperforate specimens cancelled in Kotka in Dec. of 1917 and mentioned in the *Handbook*. The additional stamp on the card is a type 1911/40 penni and not a type 1911/5 penni as in the 20 penni imperforate postal order cards found by Teittinen and Huttunen.

References

- Abophil*, 1/1967, p. 3 and # 7/1979, p. 348 and 353.
Karhunhammas, 4/1970, p. 84.
Keräilyuutiset, 7/1993, p. 348; 1/1994, p. 44; 6/1966, p. 328; and 3/1996, p. 274-275.
Philatelia Fennica, 6-7/1971, p. 192-193; 6-7/1972, p. 182 and 11/1977, p. 341.
Postimerkki, 1/1969, p. 8.
Postimerkkien Käsikirja (Postage Stamp Handbook), part III; Suomen Filatelistiliitto (Finland's philatelic society), Oy Lansi-Savon Kirjapaino (Western Savo Printing Co.) of Mikkeli 1968, p. 43-45.
Suomen Postimerkkilehti, 6/1926 p. 61; 8/1926 p. 77; 5/1928 p. 58; /1 3/1949 p. 42; 1/ 8/1979 p. 381-383; and 2/1985 p. 102.

Finnish Philatelic Reference Library

Recently I received a request from a newsletter reader to recommend a list of books and other resources for a home library to support collections of Finnish philately. This first list includes the basic references books.

Many of the earlier books were written only in Finnish, but the policy today is to publish the Federation handbooks in Finnish and English, or at a minimum to include an English summary. Additional listings will be printed in the February newsletter, including references on cancellations, and other postal markings. Publications only in Finnish will not listed.

Catalogues: There is really no need to purchase a new catalogue every year, but it is recommended that you buy a new catalogue every few years because new material is added and old listings updated. I also recommend that serious collectors receive and review auction catalogues. A list of Finnish auction houses will also be published in the February newsletter. Both *Norma* and *Facit* are recommended.

Norma Specialized Catalogue, 2002 or 2004

Facit Special, 2004 or recent earlier edition

Journals: The SCC's *Posthorn*, and the SPS's *Scandinavian Contact* are excellent resources. Both of these journals have well researched articles on a variety of subjects. Back issues of the *Posthorn* become available now

and then. An adlet in the *Posthorn* or an inquiry to the SCC library may help you locate some of the earlier issues which were abundantly rich in Finnish area articles. SPS contact is Roger Partridge at: secretary@scandps.org.uk

Basic References:

- Finnish Postal Rates 1881-1985*, Esa Mattila, Finnish text, but very usable and more complete rate tables than *Norma*.
A History of the Finnish Posts 1638-1988, Pietinen, 1988, In English. Good general history.
Post Offices in Finland 1638-1985, Handbook. 1988, English summary. This book is very highly recommended.

Handbooks of Stamp Issues:

- 1875-1889 4 Numeral Issues, Handbook III*, Oesch, Reinikainen, et. al., 1993, full English text.
Finnish Definitive Stamps M/1889. Waris, 1998, full English text.
Saarinen Lion 1917-29 & Wasa 1918 Issues, 1986, Federation Handbook, vol. V, full English text.
Finland Ring Stamps & Postal Stationery, Arvelin, 1991, full English text.

Most of these books are available from Jay Smith & Associates, PO Box 650, Snow Camp, NC 27349-0650. Extensive book and literature price list is available at www.jaysmith.com

Roger Quinby

Keeping In Touch With Field Post Letters And Cards During Wartime

By Reijo Nummela, from *Filatelisti*, 3/2003. Translated by Carita Parker

Wartime inspired the Finns to write letters and cards more than ever as discussed by Väinö Linna's in his trilogy entitled *Tuoli Pohjantähden alla* (*Here Under The Northern Star*) part three where the fictional character, Valtu Leppänen, writes but a brief message on a postcard to his mother as soon as he arrives at the Winter War zone. From Linna's literary character, Valtu, the central character in this plot, keeping in touch with home during wartime was readily apparent.

In general terms "field post" means letter mail to and from a war zone. But field post also carried tens of millions of postcards some of which are now kept in museums and private collections.

At first glance field postcards with their brief text often in pencil seem trivial, but upon closer scrutiny they provide clues to general issues concerning matters related to wartime circumstances. The cards often reveal the war period living conditions and events in the lives of families and other relatives. Valtu, the first fallen war hero is killed in Pentinkulma. As soon as the parish preacher brings the sad news to Valtu's mother Aune at the Leppnen cottage, she immediately goes to the bureau and gets the field post card sent by Valtu from the war and looks anew at the scribbled handwriting: "Dear Mom, writing this card to keep busy. Not to worry, I've arranged for adequate provisions. But if you've got a couple of tens (meaning two 10 Fmks) throw them my way so I can get some tobacco." From a personal standpoint this postcard is meaningful as it became Valtu's last written words. The first two "Dear Mom" cards, Aune interpreted the message as an expression of love; understanding the first sentence "Writing this card to keep busy" to indicate her son's industrious nature. To his mother it was important that her son wrote from the war zone about the experiences of the first few days: "I've arranged for adequate provisions." Even his asking for tobacco money was taken by his mother took as an indication that her son was still thinking of her in the midst of his difficult circumstances.

Soldiers Not Allowed The Use Of Civilian Post

During wartime there were two postal delivery systems in Finland: regular civilian mail and field post, a transfer system tailored to extraordinary circumstances between the war zone and the home front. The country had been divided

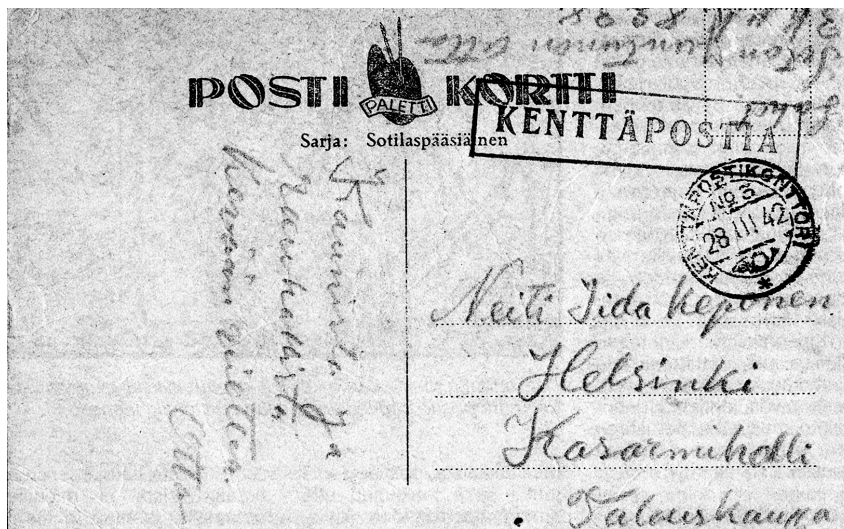


Figure 1. "Enjoy a beautiful and peaceful spring." (signed) Otto. All mail both to and from the armed forces was carried post free if it was endorsed with either "KENTTÄPOSTIA" or "FÄLTPOST." This card was sent through Finnish Fieldpost Office No. 3 that operated at Äänislinna from August 14, 1941.

into field post districts of which each had a central field post office. Mail from the general post offices to the central field post office was inspected and then delivered to the field post offices and from there to the troops. And mail from the war zone to the home front in reverse order, first to the central field post office and from there by regular mail delivery to the recipient.

Soldiers were not allowed to use civilian mails directly. When writing home from the front the usual street address was used, whereas mail to the soldiers had a special field post address made up of the addressee's name, military rank, the central field post office number and the troop unit code number. Letters from the front always had to include also sender information and address. The purpose for the field post address was to conceal troop placement, and so it was nearly impossible for a civilian to know the sender's location based on the field post address. Furthermore, no postage was required within certain weight limits on mail



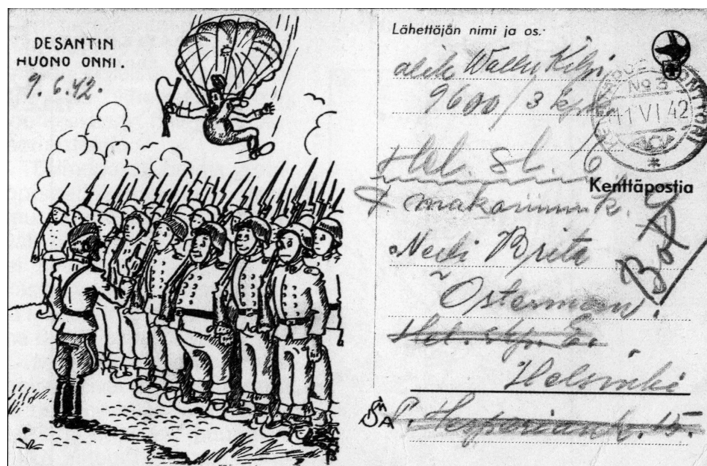
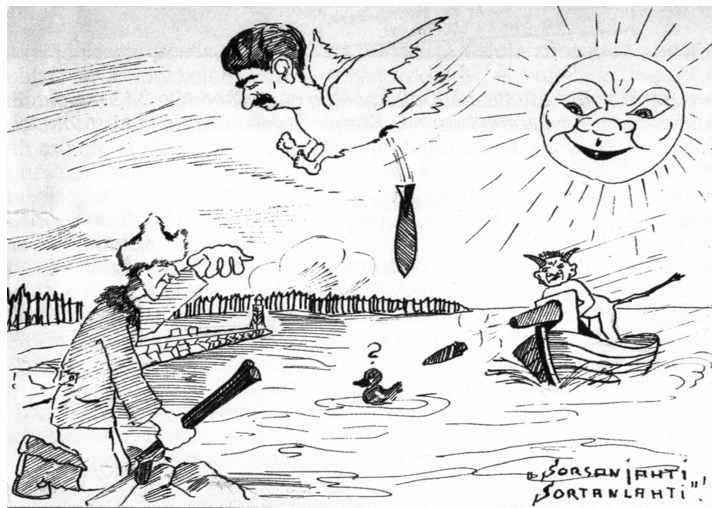
of field post the amount of mail inspected would at times be very minor and it is estimated only four percent of the mail was censored in December of 1943. The opened mail was read and if anything forbidden was found, the text was cut or blackened out. Also, delivery of an item might have been suspended. As mail was officially inspected it received the "Sotasensuurin tarkastama" (War censor inspected) mark.

The educational levels of the persons doing the censoring varied widely as did their ages from teenagers to the elderly. But mostly the censors were men and women relieved from war zone duty. The censoring would from time to time cause indignation when mail delivery slowed down and unnecessary removals occurred.

Cards Used In Field Post

The bulk of the more than one million field post items delivered during the War of Attrition was letter mail followed by the second largest group - postcards - with 117,138 cards delivered. Some ordinary civilian cards were carried among field post, too, but most were designed and made for field post use. The field postcards were of present day postcard size or slightly smaller and usually printed in black, brown or blue ink. There is often a separate space for sender's obligatory field post address. More space for writing was provided by placing the picture next to the address leaving the other side of the card blank or by completely eliminating the picture on the card.

The field postcards were designed by numerous fine art and commercial artists as well as the senders themselves. Also photographs and drawings by artillerymen were used to illustrate the cards. The cards' pictorial theme can be divided into two categories: businesslike and humorous. The former often depicts a drawing or photograph of the soldiers in action or even troops marching. Historical characters were used, too, such as those from the patriotic literary work by



Figures 5 & 6. Anti-Russian political cartoons illustrated on picture post cards were very popular during the Winter War and the Continuation War. The top card, picturing a duck hunt at Sortanlahti Bay, depicts a bird with the head of Stalin dropping a bomb and simultaneously the "devil" in a boat firing on a sitting duck while the hunter watches the spectacle with the Sun shining in his eyes. Bottom. "Paratrooper's bad luck," shows a Russian paratrooper landing near a company of Finnish troops with bayonets.

the national poet J. L. Runeberg. The cards could also have excerpts and lyrics from patriotic songs and poems.

The humorous cards were very popular and depicted the lighter side of military life or poked fun at the enemy. Cards were also published for propaganda purposes in order to report the success of the Finnish military and to uplift the people's morale. Furthermore, field post cards were printed for certain occasions such as Easter showing spring chicks and bunnies, Christmas and Santa as well as congratulatory themes.

War Hard On The People

The initial success of the fighting and the majority support of the war created a satisfactory atmosphere at first, but the drawn out trench war would try the nerves of both the men on the front as well as the entire population. And as

the war dragged on, living standards continued to deteriorate. There were shortages of more and more goods; and the absence of the wage-earning men folk, away fighting, was felt ever more keenly on the home front. A sense of uncertainty further strained the nerves and dampened moods at home. But conditions in the war zone were even less comforting with the constant threat to life and limb. In these circumstances propaganda of any kind had no effect, nothing would remedy the situation. The Finnish soldier was far from the robot-like fighting man who in any situation was supposed to equal ten "Ruskies," as the most outrageous propaganda claimed. The Finn was an ordinary fellow affected by home and family affairs, rumors and enemy propaganda, as well as by his own superior's and the propagandist's talk.

Field Post - Indication Of Survival

The war zone had canteens managed by female service personnel where soldiers could get tea or a substitute, as well



Figure 7. The card shows a Finnish serviceman and woman dancing on a Russian (perhaps Stalin) after having knocked him down. The text reads, "With combined force."



Figure 8. A field postcard is a keepsake from a generation familiar with war.

as other needed small items like stationery, pens/pencils, razor blades and postcards issued by several different publishers. A variety of cards abound, so that the sender could choose one that would please the addressee. Field post was the only means for the ordinary warrior to keep in touch with home and friends. And writing was done whenever time allowed because the writer knew that his kinfolk awaited word from the war zone. As long as mail was carried regularly, relatives were assured that all was as well as could be expected. Besides, cards and letters sent at regular intervals were further indication of survival to loved ones. However, letter-writing was not always feasible due to the fighting and besides, putting down a lot of thoughts on paper was difficult at times. But there was always the postcard that came in handy because space allowed only for a brief message.

The texts on the field postcards are generally brief and to the point. The same kind of greeting, inquiry about health and best wishes is repeated time and again. Uppermost in many a sender's mind was to spare the kinfolk from additional worries. Depending on the situation the usual message on a postcard read: "Doing well - Take it easy."

Friends and relatives to whom sending a letter was out of the question due to lack of time or desire would receive a card instead. A thank you for mail sent from home is the

message on many a card. The purpose for a response card to home was the acknowledgement of the receipt of a package and even a subtle hint for another one. Also, the fate of one's own mail was followed especially when sending money.

Editor's Note. In the Introduction to *Finnish Fieldpost 1939-1945*, authors Les Freestone and Eric Keefe point out that, "For the English speaking collector one of the more difficult areas of Finnish philately has been the study of postal history material from the Second World War." With the publication of this important reference to the literature of the Second World War period (reviewed in the February 2002 issue of *The Finnish Philatelist*) the major language barrier to building a collection by English speaking philatelists has been overcome.

The rest is easy. A wide variety of material is available from military, postal history and post card dealers both in North America and Europe, especially Finland and Sweden. Most of the material from this period remains reasonably priced, although covers and cards from and to foreign volunteers serving with the Finns are more difficult.

Lists of dealers may be found in *Linn's* and *Stamp Collectors'* annual directories, both of which are nicely cross-indexed and easy to use. And of course, the Internet provides any number of sources for this type of material.

Finland's Private Post: Finnish Ship Mail, Part 1

Editor's Note.

This text is based on D.A. Dromberg article on Finnish ship stamps in the *Suomen Postimerkkien Käsikirja*, VI (Finnish Postage Stamp Handbook).

The editors of *Filatelisti* have condensed the article and Jacobus Sundman has edited the piece, as well as added new research data. Anyone further interested in the subject should read the *Handbook* and the G.W. Connell book, *The Letter and Parcel Stamps and the Finnish Shipping Companies* or the Jacobus Sundman catalog entitled (in Swedish) *Priskatalog över Finlands båtpostmarken 1867-1933 (Finland's Boat Postage Stamp Price Catalog)*. The illustrations are from the Jacobus Sundman collection on Finland's Private Post 1866-1933 that has won large international gold medals.

Finland's ship stamps differs in many respects from the other Finnish non-government stamps. Whereas the Tampere territorial stamps amounted to that city's state run post office postmaster's compensation stamps and the Helsinki City Post's typical local stamps, the ship postage was the stamps of private post offices. Besides, the nature of these franko (paid) stamps was often unspecified because the stamps or labels were used either as letter, parcel or freight stamps and sometimes even served more than one purpose. However, travel tickets as postage stamps have only been used in exceptional cases.

The ship mail service represented an extension of the sort of service provided by the state run post to the public, and carried mail to destinations when the state post for one reason or another was unable or unwilling to fulfill this task.

At the end of the 1860s and in the early 1870s there were relatively few mail delivery routes and post office locations in Finland and the postal administration would usually increase the number only after the public, needing the service, filed a request. Consequently in such circumstances and as business and trade picked up, private individuals began the mail service as a side business in addition to the usual passenger traffic. This type of activity eventually expanded as shown



Figure 1. The S.T.A.B. Type 1874/10 penni stamps. The left stamp is unused; the three stamps to the right have been cancelled with ink and color pencil marks. The stamp on the right is also marked with the framed S.T.A.B. mark.

the Postmaster General, Fredrik Andersin thought the post suffered operating losses. An edict from 1835 was still valid in Finland and likewise a sailing ordinance from 1839 that contained rules about letter and newspaper transfers from abroad. The postmaster general was of the opinion that private persons and companies should, under the threat of fines, be prohibited from domestically transporting letter mail for payment. As a result the Senate issued a declaration on May 18, 1874 and an ordinance on May 23, 1877 that guaranteed the state a monopoly on mail delivery. (See, His Imperial Majesty's Most High Declaration of May 18, 1874 in the *Handbook*, pages 44-46).

When this ordinance went into effect, many shipping companies that had enjoyed a substantial extra income from mail transport applied for permission to continue carrying the mail as did many new business enterprises. As a result, most Finnish ship postage was issued after the ordinance took effect and pursuant to these special permits.

The enterprises that issued boat postage were active in two areas, one being the country's south coast and the other the inland lakes of central Finland. When the ordinance of May 18, 1874 went into effect, all businesses that were involved with



Figure 2. The S.T.A.B. Type 1874 imperforate 10 penni stamps. Left, color pencil cancellation and the S.T.A.B. mark; next black S.T.A.B. mark; then blue mark and to the right, an ink cross-out.

mail transfer on ships had to apply for permits to continue on with this particular endeavor. These included, besides the businesses that issued boat postage, numerous enterprises that did not use stamps, such as the Porvoo manufacturer K.A. Levin, who applied for permission to carry mail on the S/S Wikingen daily between Porvoo and Helsinki as well as localities along the route. The permission was granted on July 24, 1874 although after September 1, 1874, mail was not allowed to be transferred directly between end points.

Likewise, shopkeeper G.O. Sumelius applied to the Näsijärvi Angbatsbolag (Näsijärvi steamship Co.) for permission to transport letter and parcel post as well as other postal items on the S/S Laine and S/S Tampere between Tampere and Visuvesi. A permit was granted for Aug. 26,

by the S/S Runeberg, which during the sailing season in 1873 carried an estimated 6,000-7,000 letters, postal cards and parcels.

Because the state post had to manage less profitable routes,

1874-Dec. 31, 1876.

The postal administration that initially had almost indiscriminately granted the aforementioned permits would later require that a postal administration installed mailbox was on board as the boat(s) sailed between two state post office locations. Thus the addresses on the 10 penni postal cards, for example, would often indicate whether they were carried on inland or archipelago routes.

SKARGARDS TRAFIK AKTIEBOLAGET (S. T. A. B.) Archipelago Traffic, Inc.

In the 1870s the coastal rail west was not yet built and mail traffic to Helsinki went either along roads by horse and wagon or during the summer months by sailboat. Around that same period the villa population had increased between the Helsinki and the Porkkala Archipelago and conditions for steamship traffic were favorable. And so in 1874 the S.T.A.B. began its operations along the Archipelago passage.

Sward were apparently used only during the period 1874-76, because in 1875 the S.T.A.B.'s newly built S/S Adlercreutz was put into service and in 1891 yet another new ship was completed and also christened Adlercreutz.

In 1901 the S.T.A.B. again had another ship built named Sandels, but owned by the company only until 1904. The S.T.A.B. vessels apparently sailed mostly along the western archipelago route to Bobäck located at the far end of the Espoonlahti bay and to Långviken in the northern part of the Porkkala cape docking at numerous piers along the way.

When Frans Åkerman owned S/S Vestra Skärgården (Western Archipelago) started traveling on these routes it entered into fierce competition with the S/S Adlercreutz for passengers and cargo. The press of that time described the minor "sea battles" that erupted when the boats happened to dock simultaneously at the same pier where even firewood was used as "ammunition."

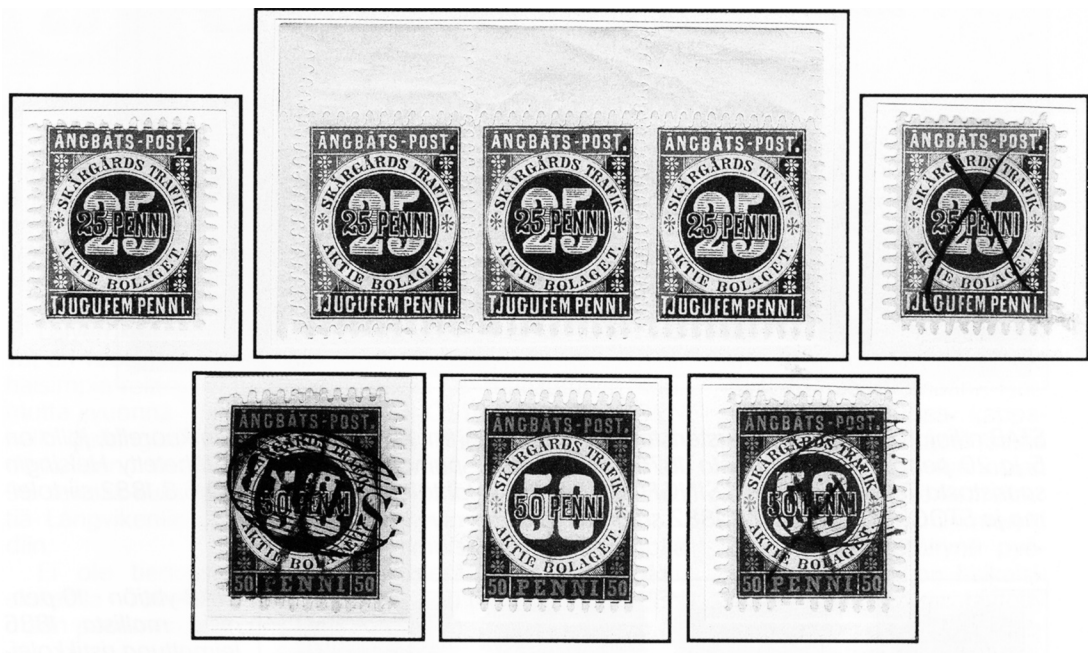


Figure 3. The S.T.A.B. 25 and 50 penni stamps of Type 1874, perforated 10.5. The center row of three, are unused stamps. There is a color missing on the left stamp in the center row. The S.T.A.B. cancellation marks were struck in both black and violet inks.

The previous year the first two vessels, the steamers S/S Fanrik Stal and Lotta Sward had been built.

When the postal monopoly declaration was issued in 1874, the S.T.A.B. had applied for permission to carry mail on its ships and this was granted on October 6, 1874, but on the condition that no mail was transported between two docking locations where both had a post office. The permit, however, applied only to the 1875-1876 sailing seasons. When a new permit was issued on April 17, 1877, it was good only for that particular sailing season and the company had to transport the postal administration mailbox free of charge when requested.

Both the two small steamers S/S Fanrik Stal and Lotta

The completion of the coastal rail in 1903 considerably cut into the profits of the shipping companies. The 1904 sailing season was the last for the S.T.A.B. The S.T.A.B. postage can be considered the most significant of Finnish boat stamps. They were used for 30 years and quite regularly at that. Many postally used items are known and several of the company's own boat marks were used. Initially cancelling was done in ink, but in 1886 cancellers were introduced, mostly Adlercreutz marks.

The fact that cancelled specimens to this day can be had rather inexpensively is proof that the volume of letter mail carried was substantial. There are two types of stamps. The first type is the vertically rectangular 10 penni

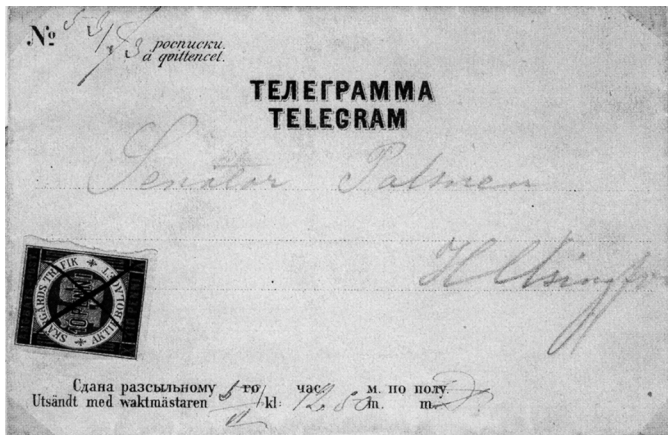


Figure 4. Telegram from Stockholm to Senator Palm in Helsinki dated 5.6.1880 At that time Palm was at his summer residence on Lill-Bod island and so the telegram was further carried on the S/S Adlercreutz to his summer home. Telegram has S.T.A.B. 10 penni imperforate stamp marked with an ink cross-out.

measuring 20 x 24.5 mm, the other denominations measure 20 x 25.5 mm with a big double circle and text (all in Swedish): SKÄRGÅRDS TRAFIK AKTIEBOLAGET. On top is the ÅNGBATS-POST (steamship post) and bottom the denomination in block letters. The circle center has the value marked in big numerals and printed on it is the denomination and the word PENNI. The ornaments vary in each of the values.

The first type is seen wavy and line perforated 12.5, 11.5 and imperforated. The initial printed emissions were apparently wavy line perforated, but around that same time

imperforate stamps were also used. However, the very dense wavy line perforation made it difficult to tear off the stamps from the sheet and so this expensive and troublesome method was later abandoned. But in the beginning it was evidently used to prevent forgery.

The S.T.A.B stamps could be purchased from the ship's captain and in bookstores. On June 10, 1874 the Helsinki Swedish language newspaper *Hufvudstadsbladet* ran a notice that the S/S Lotta Svard, at the time on the Helsinki - Bobäck route, was transporting letter mail, newspapers and small parcels that had to be franked with the company's ship stamps. These stamps could also be purchased from the ship's captain or in the Frenckell & Son bookstore.

In 1886 the stamps were line perforated 12.5 and beginning in 1887, at 11.5. In the initial stamp type, especially the 10 penni perforated stamps are uncommon.

When the new 10 penni stamps came into use in 1886, the old stamp type higher values were still used, albeit with new colors but not changed into new types. The type 1886 stamp was smaller, measuring 20 x 20.25 mm and rectangular. The upper corners have blue value numbers on a yellow background, the lower corners yellow value numbers on blue background and between them the word "PENNI." The arch above has the text "ÅNGBATS-POST" in the center is a big value number 10 surrounded by ornaments above and below the word "PENNI," above the number emblem the text "SKÄRGÅRDS TRAFIK" and below "AKTIEBOLAGET."

At least four different emissions of the stamps were printed. The stamps with the orange-yellow background are older because the details are considerably more distinct than on those stamps with yellow background because ink over time settled into the colored spaces of the stone and there hardened to become permanent and so the colorless surfaces decreased. Various cancellations are seen on these stamps, an indication that the stamps were regularly used and transported large volumes of mail.

Evidently, at first cancellations were done in ink as well as with blue, violet and brown-reddish pencil. The beautiful oval S.T.A.B. mark with fine horizontal lines above and below the lettering was used for rather a brief time during the period when wavy line perforated and imperforate stamps were used until about 1882.

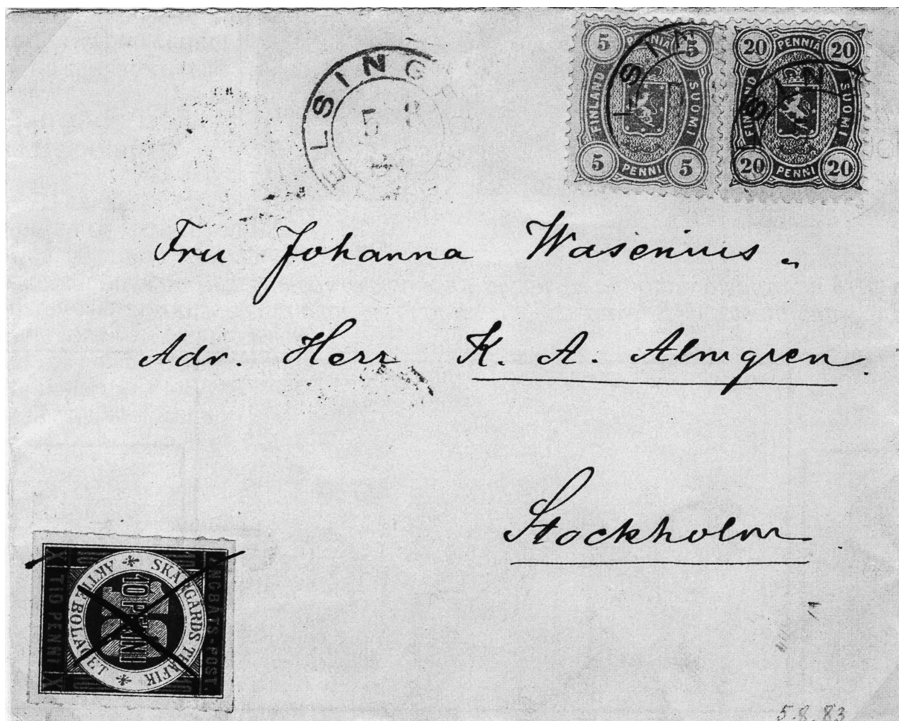


Figure 5. S.T.A.B. line perforated, out Type 1974 10 penni on State Post cover with Type 1875 5 and 20 penni stamps from the 1882 emission. Letter sent from the Helsinki Archipelago to Stockholm, departure mark HELSINGFORS 5.8.1883 (Aug. 5), on reverse ABO 6.8.1882 (Aug. 6) transfer mark and STOCKHOLM K.E. 7.8.1882 (Aug. 7) harbor mark.



Figure 6. S.T.A.B. Type 1874 10 penni stamp on cover cancelled with red ADLERCREUTZ mark. At this stage the S/S Adlercreutz, belonged to the Aktiebolaget Helsingfors Skärgrd company (1904-1906). Only three similar marks are known, two of them in the Sundman collection.

Boat name marks were utilized on the ships Adlercreutz and Sandals with the former having three different types in use. The oldest of these most likely is the one with a rectangular frame and Adlercreutz in grotesque lettering. The second Adlercreutz cancellation is oval and the third is similar to the oldest, but lacks frame lines.

There are two very rarely seen marks used by the S/S Sandals. The first is a single row with Sandels in grotesque



Figure 7. The State Post 10 penni postal card from Willmanstrand 26.VII.00 to Uusikyli from where it has been forwarded to Helsinki and further on to Löfön Island with added S.T.A.B. Type 1886 10 penni. The stamp has been cancelled with the frameless violet ADLERCREUTZ boat mark.

lettering. The other Sandels mark is also a one row mark, but the lettering is antique serif style. Both are “unpretentious pieces of work.”

A rather common of the later types is the Thyra picture stamp. The S/S Thyra was, according to the ship calendar, still in 1892 owned by the Thyra steamship company until it was sold to Russia in 1894. It appears that the ship prior

to being sold was rented by S.T.A.B. and the ship’s mark used to cancel S.T.A.B. stamps because that is how common the THYRA mark is on the stamps. Furthermore, the S.T.A.B. stamps have on rare occasions also been seen with city post arrival marks.

THE S/S THOR

The S/SThor was built in Helsinki in 1875 and according to the 1882 ship calendar, the owner was F.J.F Sjöblom. The 1887 calendar has the main ship builder as J. af Forselles. In 1897 the vessel was re-named ARTA. The ship’s yearly routes varied greatly. The earliest routes are unknown, but in 1891 the boat sailed from Helsinki to Söderkulla in Sibbo (in Fin. Sipoo). Between 1893-96 it operated on the western passage to Langvik and Hvitsand. It is unknown when postage stamps were initially used on the boat. The initial stamps were round similar to letter seals and greatly reminiscent of the Östra Skärgården (Eastern Archipelago) stamps from 1899. In fact, the 8-pointed star is identical. The stamp is very uncommon.

Apparently of later origin is the specimen with the text Ångslupen Thor and 10 Penni and below the number 212, which meaning has not been explained. The few known specimens always have this same number, and it is known used on only one cover. The round 10 penni stamp is known to be cancelled with round mark 21 mm in diameter filled with tiny squares forming a lattice pattern.

ANGFARTYGS AKTIEBOLAGET SIBBO (The Steamship Company Sibbo)

This company maintained boat traffic between Helsinki and Söderkulla located at the Sipoo river delta about 2 km from the far end of the Sipoo bay. At the beginning of the 1800s, ships were able to navigate upstream along the river even past the Söderkulla pier. The company owned the S/S Sibbo completed in 1892 with A.W. Sjöblom as captain. In the 1896 ship calendar, the Sibbo is still registered as operating between Helsinki and Söderkulla and docking at piers along the way. The bulk of known postal items with Sibbo stamps are addressed to Captain Waernerberg at the Nevas Estate. Four different main types of the stamps exist, typographed on colored paper. Due to the absence of dates or marks on the postal items, exact periods can not be determined.

The Sibbo stamps sometimes have been crossed in ink and sometimes marked with the boat name of which there are two types. One is Sibbo in grotesque lettering and the other Ångbten Sibbo in antique serif style.

“GRANO ANGLS LUPS AKTIEBOLAG” (The Grand Steam Vessel, Inc.)

No detailed information is available about this company. From a remaining parcel address label it appears that the

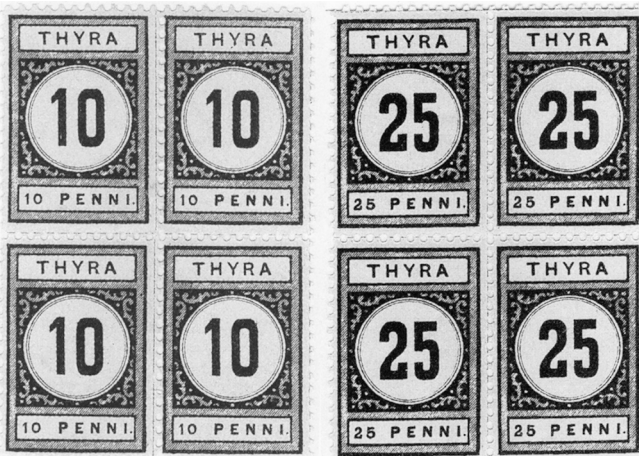


Figure 8. The paddle-wheeler S/S Thyra operated in the Western Archipelago beginning in 1874. Between 1886-1891, the ship was owned by Hugo Saurén. He had ship stamps printed; 10 penni for letters and 25 penni apparently for parcels. Blocks of four of each value are shown here.

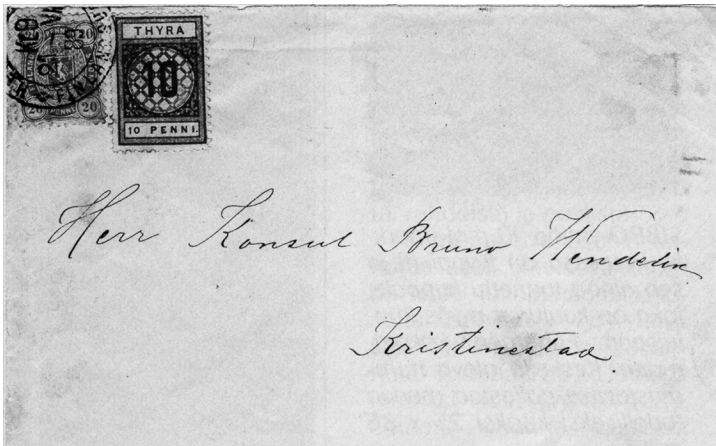


Figure 9. A Thyra 10 penni stamp together with the state Post 20 penni type 1885 on cover addressed to Kristinestad. The Thyra stamp is cancelled with figure mark # 399 in violet ink. The Helsinki postal service marked both stamps on 21.VII.89 and delivered the cover to the addressee.

steamer traveled to Granö island located at the mouth of the Laajalahti bay and docked at piers along the way. The steamboat S/S Granö was built in 1885, but after 1895 there are no available data about the vessel.

The postage stamp is vertically rectangular and red, seen marked in ink (Sundman collection). The only postal item known to this writer is the one parcel address label pictured in the *Handbook*.

HELSINGFORS ANGLSUPS AKTIEBOLAG (The Helsinki Steam Vessel, Inc.)

The year this company was founded is unknown, but it is assumed to be the successor of the Granö steam vessel company of which no information is found after 1895. It was the sister company of the Lars Krogius Ab firm, which owned 15 small steamers each with a capacity for 80-90 passengers. The names of the ships and the years built are: The Fölisön 1883; the Högholmen 1899; the Sara 1899; the

Sara 1908; the Scylla 1912; the Selma 1888; the Senta 1905; the Skulda 1910; the Stella 1883; the Susanna 1908; the Svala 1910; the Svea 1891; the Sylvia 1899; the Syrsa 1895; and the Sarala 1912.

The company ceased operations in 1917 and the vessels were sold to private individuals, among them skippers and owners of summer homes in the Archipelago. The boats were in some instances given new names matching the new owners' names under which they sailed.

The vessels operated in the Helsinki Archipelago especially docking at piers located in its immediate vicinity. The stamps are vertically rectangular and rather big measuring 28 x 46 mm. The colored background has the value number and ornaments in white and below the company initials H. A. A. Genuine postal items franked with the 10 penni stamps are fairly common.

In the cancelling of the stamps, double ring marks without dates were used. One is a large double ring mark having H. A. A. in the center and between the rings above H: fors (= Helsingfors) Angslups Aktiebolag and below the name of the ship.

The other less common mark is smaller with a double outer ring and single inner ring. The center has initials H. A. A. and between the rings above the name of the ship and below, ornaments. The stamps have also been cancelled by tearing off a piece prior to pasting them onto the item. Both letters and cards are known with 10 penni stamps cancelled in this manner. Indicative of this may be that all ships did not have cancellers. But, at least the following marks, are known: Sara, Scylla, Selma, Skulda, Svala, Svea, Syrsa, And Stella.

The Porkkala-Långviken Route

In the late 1890s, the Helsinki businessman Captain M. Svensson operated passenger boat traffic between Helsinki, Porkkala and Långviken.

This passage along the Western Archipelago saw stiff competition for passengers, cargo and mail between the S.T.A.B. S/S Adlercreutz and the Frans Akerman ship S/S Vestra Skärgården. Captain Svensson's operations evidently started in 1896 when he purchased from A.J. Johansson the steamer S/S Delphin built in 1887 and re-named Långviken. That same year Captain Svensson also bought a new ship the S/S Porkkala, but sold it in 1897 to Odessa. Svensson then ordered another new boat again named S/S Porkkala. The captain of this vessel was A.V. Ingman. Apparently, ship owner Captain Svensson ceased operations in 1901. The 10 penni postage stamp pictured in the *Handbook* is marked June 15, 1900 indicating activity still into the 1900s.

The S/S Porkkala was sold to Pori in 1901. The postage stamp is red and vertically rectangular with the value marking, ornaments and text "Brefmirke" (In Swedish, "letter stamp") and the names of the ships Porkkala and Långviken. The stamp is also not very uncommon.

In 1899, the state run post carried 10,080 pieces of

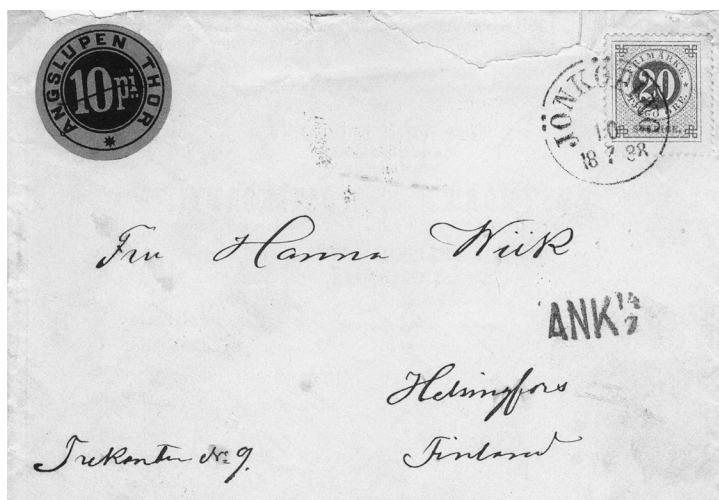


Figure 10. The S/S Thor operated between 1886-1891, mostly on the Western Passage, but sometimes also on the Eastern Route. The ship stamps were either left unmarked or marked in ink. Illustrated here is a cover from Jönköping, Sweden, 10.7.1888 to Helsingfors on 14.7. The addressee (Mrs. Hanna Wiik) was at her summer place, so the cover was forwarded there and a 10 penni "THOR" stamp was added to cover the transit by ship.

letter mail between Helsinki and Långviken, and 13,440 letters between Helsinki and Porkkala. The cancellations were done with the boat name marks (both in Swedish) type "ANGF. PORKALA 15 JUN 1900 HELSINGFORS" (in grotesque style) or "ANB. LÅNGVIKEN 2 AUG 1899 HELSINGFORS" (antique serif). One of the stamps pictured in the *Handbook* had been cancelled at a destination with a *Paquebot* mark showing the likeness of a boat. A separate stamp is known cancelled "Långviken" and with pen and ink

cross.

NYLÄNDSKA SKÄRGÅRDS AKTIEBOLAGET and its predecessor WESTRA SKÄRGÅRDEN

Frans (Frasu) O. Akerman, who as a young man had sailed the oceans, was the founder and owner of a cargo business and later head of the Nyländska Skärgårds Aktiebolaget (company) that operated in the Helsinki Archipelago. No exact information about when Akerman began operations has been found, but apparently it occurred in the early 1890s. The first ship registered in Akerman's name was the small steamer S/S Östra Skärgården built in 1898 at the Hietalahti shipyard in Helsinki. When the company later incorporated the boat was re-named Nyländska Skärgårds. However, there are postal items discovered from 1893, 1894, and 1896, which indicate that F. Akerman evidently operated a rented vessel prior to 1898.

As the name Östra Skärgården indicates the ship sailed the Eastern Archipelago Passage and even though the routes and schedules over the years often changed, the end point was always Massby in Sibbo. Along the route were some 40 piers or docking points.

Since the cancelled round-shaped stamps (reminiscent of letter seals) lacked dates where the year would have been indicated, it is difficult to determine the usage periods of these stamps. Below are some postal items with state postage and cancellations:

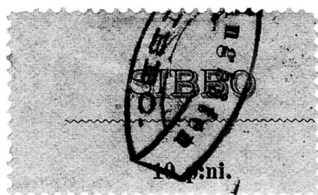


Figure 11. A "SIBBO" Co. This Type III 10 penni stamp is the only known specimen that once belonged in the famous Fabergé collection. The center perforation line indicates the actual stamp size to be 25 x 36 mm.

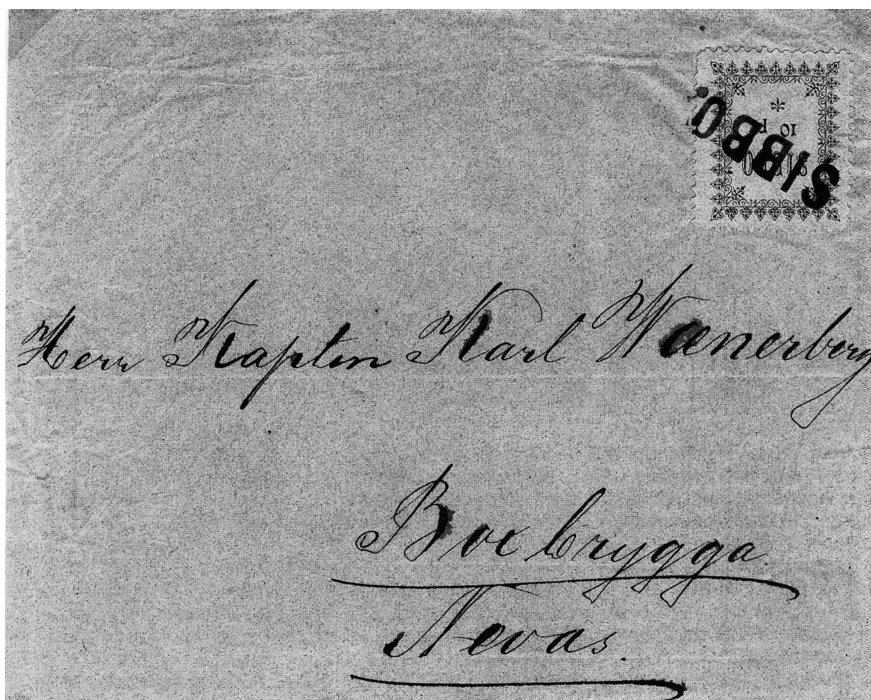


Figure 12. The steamship company "Ångbäts-Aktiebolaget Sibbo" was active between 1892 and 1899 and operated the S/S Sibbo on the Helsinki-Söderkulla route in Sipoo. The company had a simple Type I 10 penni postage stamp pictured here on cover to Nevas "Box brygga" ("Pier box"), cancelled with a straight line boat name mark.



Figure 13. The Type II SIBBO 10 penni on 10 penni postal card from Viksund 26.6.1895 in Sipoo to Degerby on Åland. The SIBBO stamp is cancelled in ink and the card value stamp with a Type I Helsinki ship cancel.



Figure 14. The S/S Grano serviced the islands west of Helsinki between 1885-1891. The company's stamps are uncommon and only a few are known cancelled or uncanceled.



Figure 15. The S/S Degerö operated around 1880-1890 and serviced the Degerö island. Five stamps are known from this vessel of which both the 5 and 10 penni specimens have been marked by tearing off a part. The only known 20 penni is unused with the original gum intact.

- A letter addressed to Frk. (Miss) Hedvig von Schantz in Åbo mailed with 10 penni stamp Östra Skärgården in black/violet, big 8-pointed star cancelled with round lattice patterned mark; state postage cancelled 2. 8. 1893 (August 2).

- Postal stationery card 10 penni type 1889 addressed to Teodor Holmström in Imatra, 5 penni Östra Skärgården stamp with black/ yellow small 5-pointed star, card cancelled 23. 6. 1894.

- Letter addressed to Oskar Mechelin in Mariehamn (Åland) with 10 penni stamp Östra Skärgården/black/violet, big 5-pointed star, marked 7. 9. 1896 (September 7).

VESTRA SKÄRGÅRDEN (Western Archipelago)

There are two ships with this the name Östra Skärgården. The first ship was built in 1899 in Helsinki. This ship is listed in the 1900 Finland ship calendar under the heading of new ships whereas in the 1902 calendar it is erased. It appears that Akerman had the boat in service only during the summer months in 1900 and 1901 and then sold it when the larger of his ships, the S/S Vestra Skärgården was completed in 1901. Under Akerman's ownership the boat evidently was used during the summer of 1902 because in the ship calendar of that year Akerman is listed as the main owner.

These ships sailed along the Helsinki Archipelago Western Passage to Porkkala and Långviken and were in stiff competition with the S.T.A.B.'s S/S Adlercreutz. The other competitors were the S/S Porkkala and the Långviken that until the turn of the century serviced the same routes.

The postage stamps are oval and look like letter seals and because there are no clues as to the cancellation dates, it is possible that they were used during the period of Akerman's ownership.

The stamps are often cancelled with so-called freedom from responsibility marks. One obvious specimen is pictured in the *Philatelica Fennica*, 1965/12 struck on a regular stamp and used on the Östra Skärgården vessel. Cancellations on the Vestra Skärgården stamps are similar, only the marks are indistinct on the items.

The other cancellation seen on single stamps is a name picture mark. Who the owner was, is still a mystery. Possibly the mark had been made with a boat captain's seal.

As the ship traffic expanded, the upkeep became difficult for Frans O. Akerman and in 1901, the Nyländska Skärgårds A.B. (N.S.A.B.) company was formed. According to a Helsinki Chamber of Commerce notice, this company was registered on 11.11.1901 and dissolved on May 24, 1938.

The N.S.A.B. took over the Frans O. Akerman ships and during its ownership, new vessels were acquired. All of The company's ships during the initial sailing season are listed below:

- 1903 Nyländska Skärgården (Formerly Östra Skärgården)
- 1903 Vestra Skärgården
- 1904 Östra Skärgården (New acquisition)
- 1912 Sandals (Formerly S.T.A.B. owned)
- 1912 Helsingfors Skärgården (New acquisition)

The small vessel obtained from Akerman was re-named Nyländska Skärgården. The 1901-built Vestra Skärgården was included in the fleet under its former name. During 1903-04 a new ship, the Östra Skärgården, was completed. Not

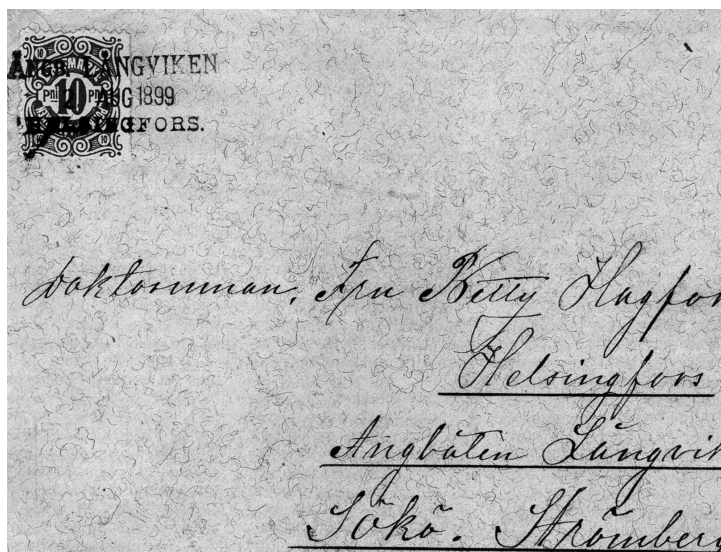


Figure 16. Ship mark with ANGB. LÅNGVIKEN/2AUG 1899/Helsingfors Porkkala-Långviken stamp and on cover from Helsingfors to Sököon located west of the capital city. Only two of this company's stamps are known on cover and this is the only one with this mark.

until 8 years had passed were more ships acquired.

In 1912 the N.S.A.B. bought the S/S Sandals built in 1901 for the S.T.A.B. and sold it in 1906 to the Östra Nylands Ångslups A.B. company of Lovisa. Also, in 1912 a new ship was completed for N.S.A.B., christened S/S Helsingfors Skärgård (Helsinki Archipelago). It was the biggest and most impressive of all the company's ships with space for 240 passengers.

Initially the Nyländska Skärgården sailed along the Western Passage all the way to Porkkala. The Vestra Skärgården later took up this route and the Nyländska Skärgården serviced Långviken. Along this route there were 30-40 piers to dock.

When the S/S Helsingfors Skärgård started operating in 1912, it was on the Porkkala route and the Vestra Skärgården was transferred to the Helsingfors-Medvastö route.

On the Eastern Passage, the S/S Ostra Skärgården serviced Sibbo (Massby) and from 1912 the Sandals sailed in the morning to Eriksnäs from where it returned for its evening service run to as far as Spjutsund only to return from there the next morning.

The denomination of the N.S.A.B company general stamp is 10 penni, vertically rectangular with Jugend-style leaf ornaments. The arched ribbon has the Nyländska Skärgårds A.B. text and there are two types of this stamp originating from two different stones. On postal items, the stamps are often uncanceled. Objects are also seen where the stamp had been marked with colored chalk. Philatelic sources mention items where part of the stamp has been torn off. Perhaps the most common cancelling took place with so-called freedom from responsibility marks actually meant for shipping documents.

No information is available about postal rates, but judging from the franking on postal items, the postal rate was 10 penni for postcards and 20 penni for letter mail. On some postal items, label type stamps have been seen and judging from the letter quality, these were used at a rather late period, perhaps during the 1920-30s. All have the Fmk 1.50 denomination.

SOMMAROARNASTRAFIK AKTIEBOLAG

In the Helsinki Western Archipelago by the mouth of the Espoonlahti bay there are some small islands, Svin, Ramsi, and Bergölandet, as well as many even smaller ones. The combined name for these islands is (in Swedish) Sommaröarna, (Summer Islands). In the early 1900s ever more summer homes were being built on these islands, and in 1910 a company named Sommar Tomt Aktiebolag (Summer Island Property, Inc.) was founded that divided up the properties on which to build the houses. Sometime later a shipping company named Sommaro Trafik Aktiebolag (S.T.A.) (Summer Island Traffic, Inc.) was introduced to service the islands. The company's first vessel was the M/S Sommaro, soon to become Sommaro I that in 1912 serviced the Hietalahti to Maren route via Nötudden, Svinöskatan, Kopplorna, Pentala, and Herrö.



Figure 17 top. The Helsingfors Angslups Aktiebolag operated east and west of Helsinki. It had stamps for the transport of both letter and parcel post. Illustrated here are the large format 10, 25, and 50 penni stamps. Figure 18 bottom. A Helsingfors Angslups Aktiebolag 10 penni stamp on parcel card from Helsinki to Kallvikiin. The standard parcel rate was the same as the 10 penni letter rate. The stamp is cancelled with the Syrsa mark.



Figure 19. From 1902-1905, the steamship company NYLANDSKA SKÄRGÅRDS A.B. issued stamps for the S/S Vestra Skärgården. The 25 and 50 penni stamps were apparently meant for parcel use, but not even one used stamp is known. Figures 19-21 are not to scale.



Figure 20. From 1906-1915, NYLANDSKA SKÄRGÅRDS A.B. the stamps were printed with the company name. The denomination was 10 penni, initially the rate for letters and cards, but around 1910 the rate doubled to 20 penni. Pictured here are 10 penni stamps; on the left Type I with thicker "Pi" and grayish paper (1906). On the right, Type II with thin "Pi" and yellowish paper (1909).



Figure 21. The NYLANDSKA SKÄRGÅRDS A.B. third period falls between 1916 and 1928. In 1915 the rate rose to 25 penni and in 1922 to 1 Fmk. At that time the company might have used the first period 25 and 50 penni stamps (Vestra Skärgården). Only two 25 penni cards are known. Items with 2 x 50 penni are more common. The 3-row with the 25 penni stamps still unseparated are from a 30-stamp sheet location

In 1913 the S.T.A.'s second vessel, also a motor ship, the M/S Sommaro II, was built. As the N.S.A.B steamers were diverted into military use at the start of W. W. I both of the Sommaro ships remained in service. In 1924 the S.T.A.'s first steamer the S/S Sommaröarna was acquired operating from the Helsinki South Harbor to Medvastö. At that time the Sommarö I was sold. The S.T.A. ceased operations in 1936.

The company's postage stamps are large, measuring 40 x 60 mm, the initials S.T.A. are on the top and below is the value number.

In the oval center there is an image of a villa, located on the arch above the A.B. Sommaröarna. There are four denominations: 10, 25, and 50 penni as well as 1 Fmk - sold as booklets. Marks seen on the stamps are: Sommaröarnas Trafik Aktiebolag and Sommarö II. The stamps are often also 5-pointed star perforated. No information has been found about this particular cancelling, which might have been used in pre-cancelling of remaining stock or of a travel ticket. The perforated stamps are always totally gummed.

DRUMSÖ Ferryboat Post

At the beginning of the 20th century, the present day town Lauttasaari was known by its Swedish name Drumsö, then a green island west of Helsinki inhabited by fishermen and summer guests. In the 1890s the steamers owned by Lars Krogus & Co. (later named Helsingfors Angslups Aktiebolag) docked at the Drumsö piers, but

no direct traffic between the island and Helsinki existed at that time.

In 1912 the Tallberg Co. purchased most of the Drumsö land area and built a Casino on the territory. A small horse drawn streetcar ran from the Casino to the shore located across from the Hietalahti bay. Around that time a ferryboat had been ordered from Sweden, delivered in 1914 and named S/S Drumsö. The round trip ferry operated every hour from

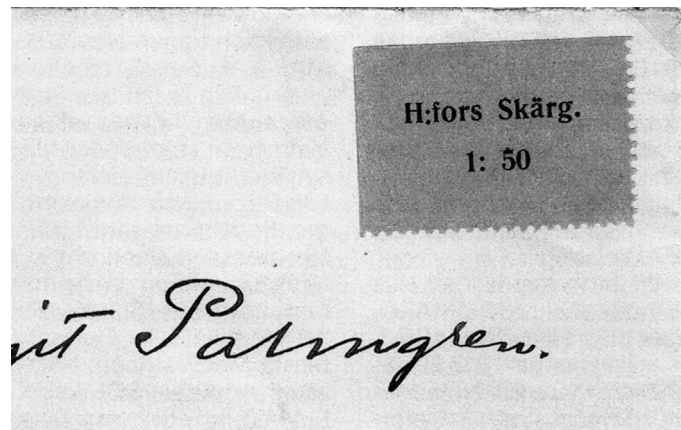


Figure 22. The Nyländska Skärgårds A.B. fourth period encompasses 1928-1933. Around 1926 the Vestra Skärgården 50 penni stock of stamps was exhausted and new, very simple label-like stamps were printed with the abbreviated boat names: H:fors Skärg., Skärgården, Vestra Skärg., and Stra Skärg. The rate until 1932 was Fmk 1.50 and later 2 Fmk. All of the stamps are uncommon. The partially shown cover to "Hästö" has a H:fors Skärg., 1.50 stamp, perforation 11 3/4. Since the sender was the Minister of Commerce, Axel Palmgren, the reverse side has a cabinet seal. The cover picture has been cropped.

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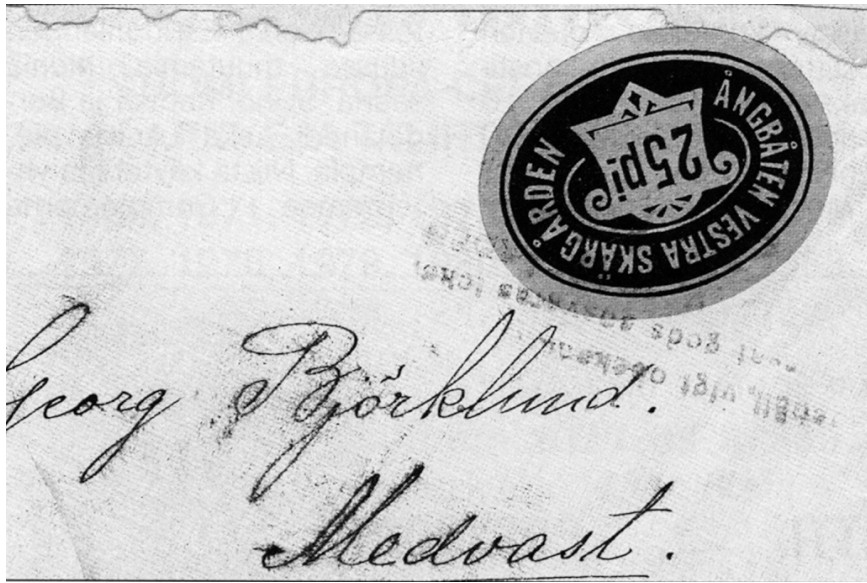


Figure 23. A NYLANDSKA SKÄRGÅRDS A.B. third period cover with a 25 penni stamp marked with a bill of lading rubber stamp. Two of these covers are known, and the pictured

steamer S/S Ellida was built in 1898. According to a 1904 tourist guidebook, the steamer operated on the route Helsingfors-Ströms and a 1908 guidebook has her on the Helsingfors-Håkansvik route. The S/S Ellida stopped at the Blåbärslandet, Palosaari, Brändholmen, Turvik, Halvik, Kissingen, Hällebo, Kronberg, Joutseno, and Trollungen piers. A museum collection in Sweden includes a letter cover without content franked with the Thyra stamp addressed to Nevas in Sibbo and marked in Swedish: Medingf. Ellida (With the steamer...). However, there is no data about the paddle-wheeler Thyra in the boat calendar or anywhere else after 1892. And since the Lars Krogius & Co. steamer S/S Ellida was not completed until 1898 it cannot be the same "Ellida" ship as on the cover.

Hietalahti to Drumsö, and in the winter the company ran operations with horse and covered sleigh. When the Drumsö bridge was completed, the ferryboat traffic ceased on December 21, 1935, the day after the bridge opened. The ferryboat was sold to the Sjötrafik A.B. company.

It has been suggested that parcel stamps have been seen on postal letters, but most likely the stamps were intended as parcel stamps even though one letter is known with a 10 penni stamp. The stamps are big and rectangular measuring 55 x 43 mm. In the center is the ferryboat likeness and above the name "DRUMSO." The left side reads (in Swedish) Färj Post (ferryboat post) and to the right (the same in Finnish) Lautta Posti. Below is an oblique bar with the value marking. The stamps were printed as miniature sheets and bound into a booklet. The stamps are mainly seen uncanceled and there was leftover stock because the unused stamps often have the original gum. The only known cancellations were made in black or blue color pencil.

THE STEAMER S/S ELLIDA

The origin of this ship postage stamp is unknown, although four specimens have surfaced. The information here has been gleaned from newspapers and calendars. Lars Krogius & Co., Helsinki: The

The postage stamp has the text (in Swedish) Angslupen Ellida and 5 Penni, and has vertical sides, the center is oval and the corners have ornaments. The design is old-fashioned probably from the 1870-80s, the color hue grayish-violet that apparently was originally only violet. The 5 penni rate is very low and indicative of early usage. The lowest postal rate in the Helsinki Archipelago (e.g., the Thyra and S.T.A.B. stamps) was 10 penni.

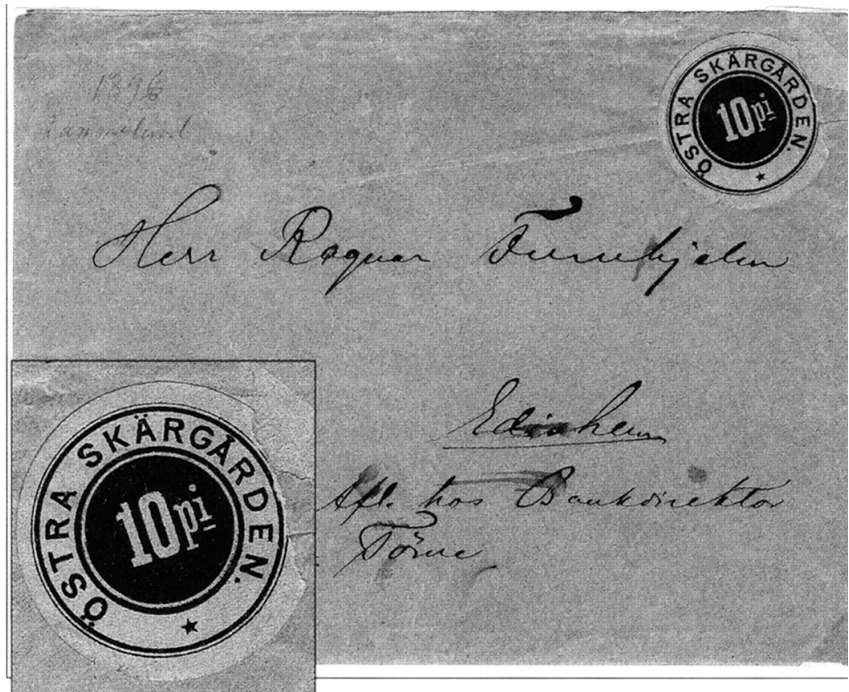


Figure 24. The Eastern Archipelago Östra Skärgård printed round 5 and 10 penni postage stamps of which one 10 penni is seen here on cover. It was carried from Helsinki to Edishem, a pier east of the capital city.



Figure 26 left. A card dated 9.6.1908, mailed to Viksund on the east side of Helsinki mailed, 9.6.1908 from the S/S Östra Skärgården. Usually the stamps were not cancelled. However, here the stamp is marked with a B/L (bill of lading) rubber stamp. Card has been cropped.



Figure 26 right. Postal card to Söderkulla from the S/S Östra Skärgården, 26.7.1904. The card has a first period VESTRA SKÄRGÅRD 10 Pi. stamp. Card has been cropped.

Figure 27 bottom. A post card mailed from the S/S Vesta Skärgården has a 10 Pi stamp with the ship's name (initials) on it. Card has been cropped.

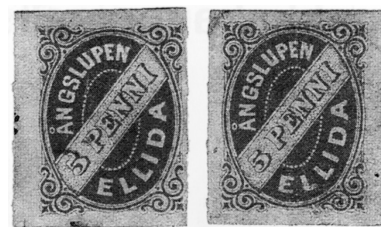
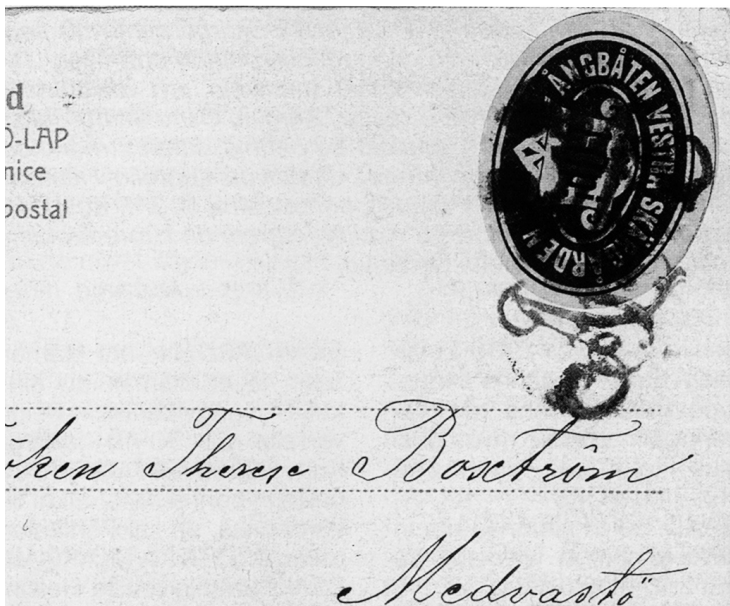


Figure 28. The steamer S/S Ellida operated in 1880 via Herttoniemi east of Helsinki all the way to Sipoo. Any mail from this vessel is unknown and the four known stamps are all uncanceled.

Type 1875 Postal Items: Domestic Printed Matter

By Jussi Murtosaari, from *Filatelisti*, 7/2002

Translated by Heikki Reinikainen

From July 1, 1875 the postage rate for a domestic printed matter cover was 5 penni for each 4 lods (52 grams) of weight or part thereof. The new postal tariff adopted July 1, 1881 maintained these rates without a change, although a number of other postal tariffs were revised. For example, originally there was no maximum limit for printed matter but according to the new regulations a limit of four pounds or 22 1/2 lods, and 20 lods for sample goods.

Before July 1, 1881 printed matter was the only postal delivery, which required franking with postage stamps including deliveries above 60 penni. Because heavy printed matter deliveries were, unfortunately very rare, large multiples are so also rare. The only cover known to me is the exceptional franking of a 32 penni block of four, 3 x 2 penni Senate stamps and a 8 penni roulette pair of Type 1866 on a large cover weighing approximately 1.3 kilos. The postal rates of sample goods and printed matter had the same 5 penni rate, but on July 1, 1881 the rate of sample goods was increased up to 10 penni minimum and the fee of the documents 20 penni respectively. The printed matter rate remained 5 penni as before.

The 5 penni stamp was designed especially for first weight class printed matter covers and wrappers. It was produced in 10 printings at the Senate printers plus four additional printings at Charta Sigillata. Franked deliveries with 5

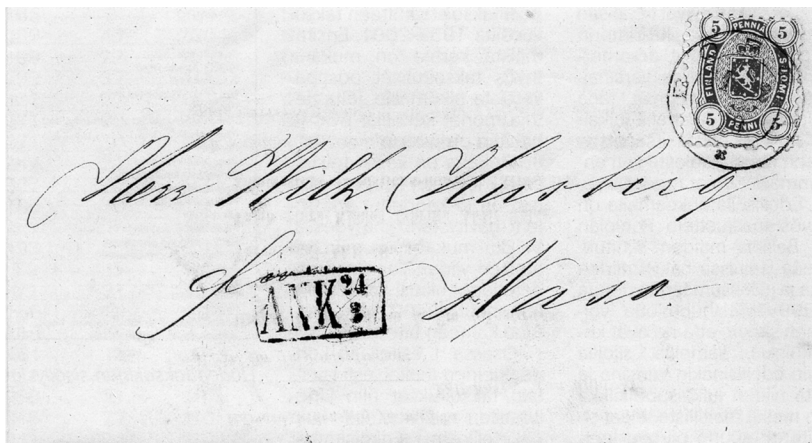


Figure 1. 5 penni SAe on first weight class printed matter from Borgå, 1. 2. 79, to Wasa, Ank, 24. 2. Domestic postal tariff was 5 penni for each 4 lods (52g) or part thereof.

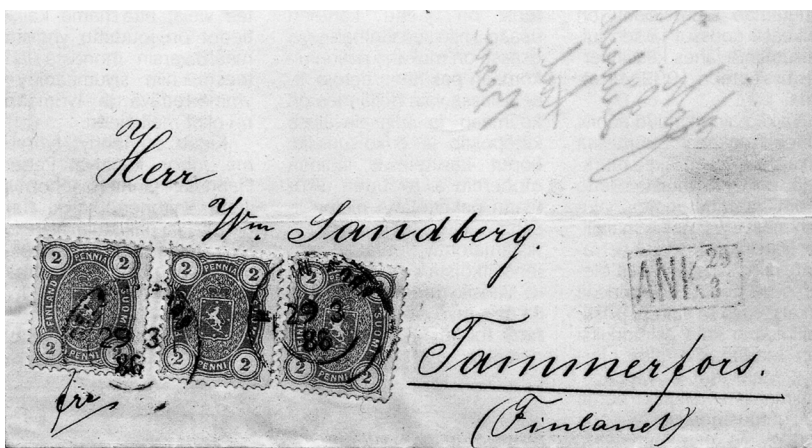


Figure 2. First weight class printed matter rate is made with 3 x 2 penni LBa stamps, Helsingfors, 29. 3. 1886, Ank 29. 3. Scissoring of the stamps in two was not allowed, hence 1 penni overpayment. The LBA stamps on cover is very rare, only six items are known.

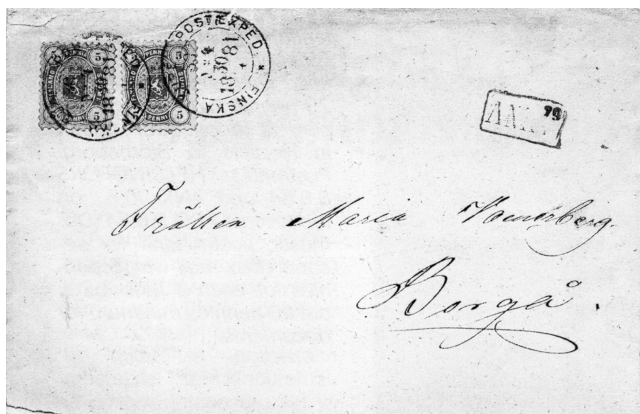


Figure 3. Second weight class delivery (magazine wrapper) franked with 2 x 5 penni SAi stamps from Helsingfors to Borgå, cancelled post wagon N:o 38 (Helsingfors), 30.4.1880, Ank 29.4.(date error).

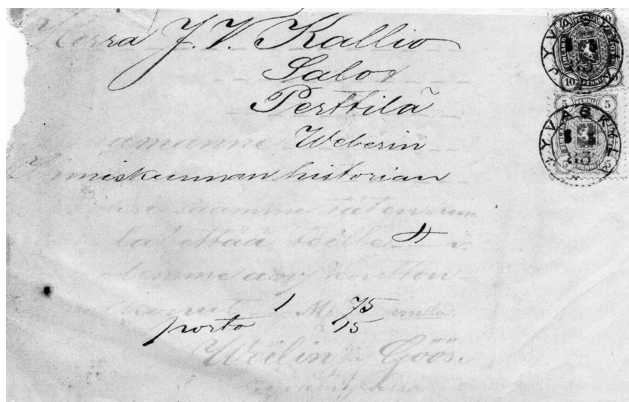


Figure 4. Third weight class printed matter franked with 10 penni SBc and 5 p Lbb stamps on a wrapper from Jyväskylä, cancelled 5. 5. 1883, to Salo. Three similar postal items are recorded. This is a mixed postage cover of Senate and Charta Sigillata stamps, an exquisite item.

penni stamps have survived from all printings and with dense perforations too. The rarest postal items are franked with 12 1/2 gauge perforated Senate and Charta Sigillata perforated stamps. Some Senate sub-colors like SAb, SAff, SAhh and SAjj are very difficult on cover too. The only exception is the 5 penni SBjj stamp, which has not been found on cover.

First weight class printed matter cannot be franked with any stamp other than the 5 penni and various combinations in the second or third weight class are very few. All deliveries above the basic weight are difficult to find, the total quantity of such items is about twenty.

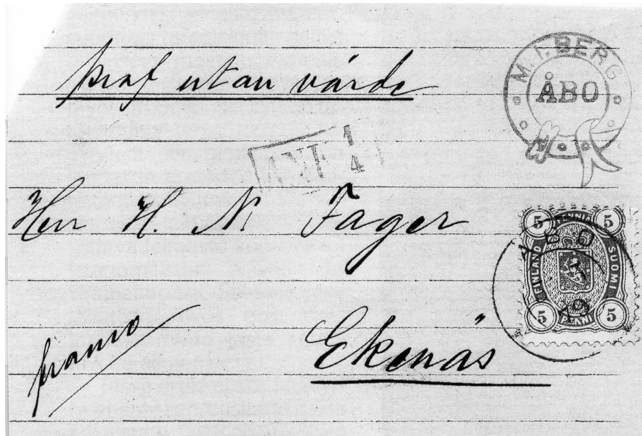


Figure 5. Sample goods wrapper franked with 5 p SAg from Åbo to Ekenäs, cancelled 31.3.1 879, Ank 1.4.

Figure 7 right. Printed matter delivery including documents is franked with 20 penni LBf on a wrapper from Helsingfors penitentiary, 8. 6. 1884, to Björneborg, Ank 10.6. On the reverse side there is an Åbo post mark, 9. 6. 1884. 20 penni was the minimum fee for documents.

Domestic Printed Matter Rates July 1, 1875 to June 30, 1881

Printed matter: 5 penni for each 4 lods or part thereof, no minimum weight.
Sample goods the same as above.

Domestic Printed Matter Rates July 1, 1881 to June 30, 1886

Printed matter 5 penni for each 4 lods, max. weight 4 pounds, 22 1/2 lods (2 kg).
Sample goods 10 penni minimum charge, max. weight 20 lods (250g).
Documents 20 penni minimum charge, max. weight 4 pounds 22 1/2 lods.

Some Measures:

1 lod = 12.79 grams or 13.28 grams
1 pound = 32 lods = 425 grams

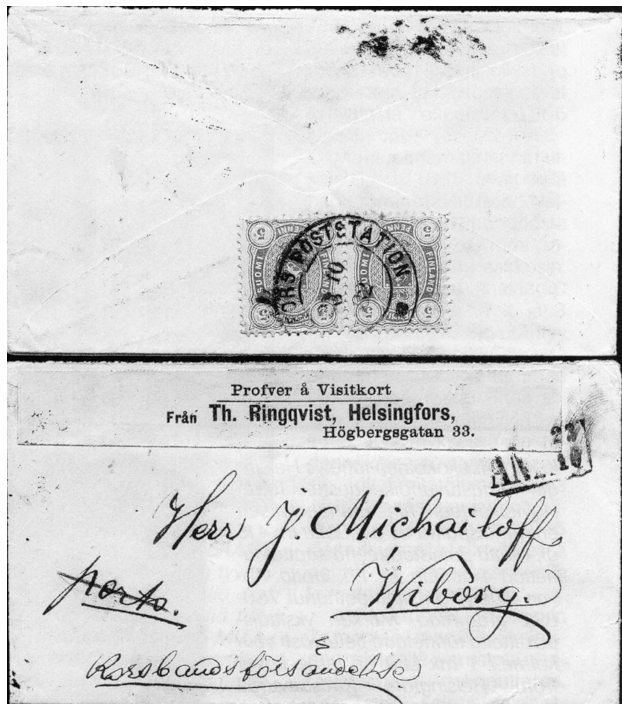


Figure 6. Sample goods delivery (includes visiting card samples) franked with 5 penni Lbb pair from Helsingfors, 23. 10. 82, to Wiborg, arrival mark, Ank 23. 10. After July 1, 1881 the postal tariff was 10 penni.

