



# The Finnish Philatelist

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

## In This Issue

First Day Cover - 4, New Issues, Notes  
Elusive 1889-1906 Co-runners  
Early Private Ship Mail, Continued  
Ring Postal Stationery & Forgeries  
Classic Postal Stationery  
Pressombudsman Marks  
History of Finnish Railways, Cont'd

## The Finnish Philatelist

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

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### FSG Newsletter Editor:

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

### TFP Associate Editors

Kauko Aro  
Sheldon Tobin, Ph.D

### TFP Assistant Editor for Translations:

Carita Parker

### SCC Executive Secretary

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

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## Editor's Message

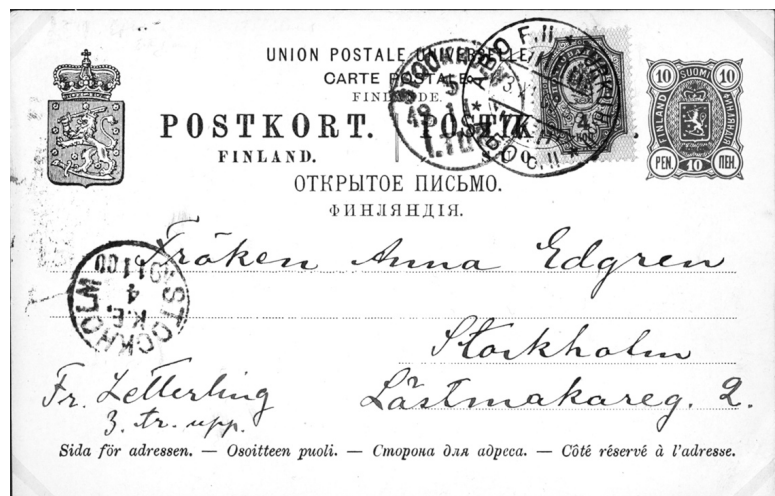
The early history of the railway post series will be completed in the next issue. This will bring the story up to the end of W.W.I. We will then continue the story with the development of the railway postal service up to the beginning of the Winter War of 1939-1940.

In this issue we introduce the 1891 ring postal stationery and a note about the postal forgeries and cinderella cancellations. All the ring postal stationery and stamps will be covered in this series over the next year.

Your feedback on the articles is always welcome and encouraged. If you have cancelled stamps or covers of the 1889 Russian issues used in Finland during the 1890s please send scans or copies to the editor. It is important to our understanding of the Russian period that we document and publish these precursor co-runner usages.

Again I extend to all readers my sincere thanks and appreciation for your letters and contributions.

Finally I would like to express my deep sense of loss with the passing of Per Gummesson, the son and successor of Swedish dealer and collector Rolf Gummesson. Both Rolf and Per nurtured my interest in Finnish philately and both gentlemen offered good advice and excellent material as I built collections of Russia in Finland and the 1918 Wasa Issue. For me, they transformed stamp collecting into an engaging and rewarding experience. Within two years Finnish philately has lost two giants and I have lost two great friends. They will be missed.



The 4 kopek Russian stamp was first delivered to the FGPO on October 18, 1899, yet it is unknown with a Finnish postmark before July 1900. The earliest postmark in my collection was found on this interesting 10 penni postal card to Sweden. The penni franking to abroad was disallowed after August 14, 1900 so the 4 kopek Russian stamp was added to meet the rate. From Turku H:o II, 3. XI. 00, to Stockholm. Given the number of ring stationeries and stamps bearing 1890s Russian postmarks, it seems rather odd that philatelists and Russian tourists did not bring the Russian ringless stamps to Finland, where they were also valid as co-runners from May 1891 until they were first placed on sale at post offices in July 1900.

## Per Gummersson, Prominent Dealer & Finnish Specialist Dies



Per Gummesson was born December 28 1947 and died January 7th 2004 after a 1 1/2 years fight against an incurable brain-tumor (Glioblastoma). He was 56.

Rolf Gummesson, father of Per, passed away in June 2002, and within several months after the funeral of Rolf, Per became ill. Rolf Gummesson received many international gold-medals for his collection of classic Finland and in 1963 he received the Grand Prix in Luxembourg.

During the past 30 years, Per worked in his father's stamp shop helping collectors to find rare and elusive items in building a great number of award winning national and international level exhibits. He also expertized classic Finnish material and had comprehensive collections of Finnish forgeries.

Per Gummesson was an official surveyor appointed by the Stockholm Chamber of Commerce (as his father was before him).

In the spare-time he was a devoted sailor and sailed The Gotland Runt Race several times together with his family and friends.

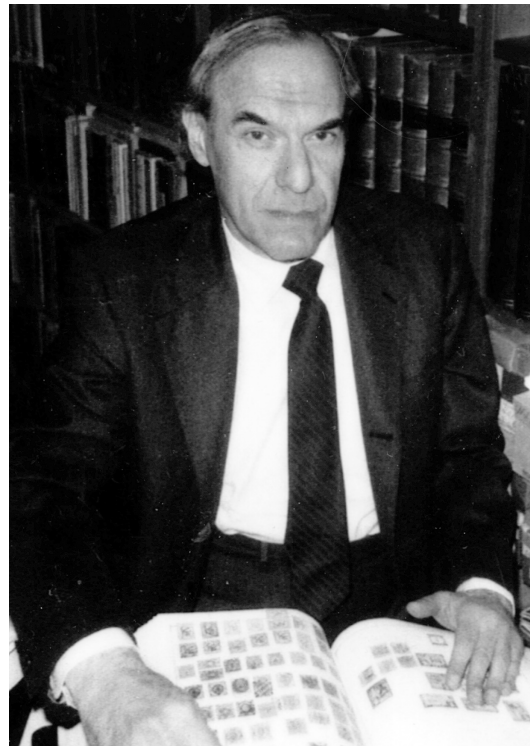
Per was a familiar figure at most FIP, NORDIA and major Scandinavian national shows and auctions. He was a most kind, warm-hearted and generous person. He was a great friend of Finnish philately and he will be missed by collectors and friends throughout the philatelic community.

## Jacob Kisner, Gifted Philatelist And Writer, Dies

Jacob Kisner, professional philatelist, gifted writer and historian, and frequent contributor to the philatelic press, including *The Finnish Philatelist*, died in New York City on Monday, November 17. He was 77.

The son of Russian Jewish immigrants, Kisner became fascinated with stamps as a child after receiving them in the mail from his Ukrainian grandmother. His repugnance for wartime atrocities and anti-Semitism, led to a special interest in Finnish and Israeli stamps. Kisner was a member of numerous philatelic societies, including the Scandinavian Collectors Club, American Philatelic Society, Society of Israel Philatelists, and the Trans-Mississippi Philatelic Society.

Born in Chelsea, Massachusetts, Kisner began his career in journalism, working as writer and editor for the *Boston American*, *Boston Globe*, and *Jewish Advocate* (Boston). In the 1960s, he began to turn his attention more fully to poetry, compiling several volumes of work, contributing to literary journals and anthologies, and founding and leading several poetry societies and events. His work won numerous awards, including a World Peace Award from the Kentucky State Poetry Society and Special Commendation from the Southern Christian Leadership Conference for a poem commemorating the death of Martin Luther King, Jr.





## Fun with Finnish First Day Covers - 4

By Alan Warren

This time we celebrate the centenary of Finland's national epic *Kalevala*. The set of three values was issued February 28, 1935 (*Norma* 210-212). The denominations of the stamps are 1.5 Fmk, 2 Fmk, and 2.5 Fmk. Thus the total postage on this first day cover to New Zealand appears to be overpaid by 1 Fmk as the registry fee was 2.50 Fmk and the postage to countries abroad at the time was also 2.5 Fmk. However, collectors often overpaid FDCs when they used the entire set of a new issue, or sometimes a block of four stamps.

This addressee in Auckland, New Zealand is the same as that for FDC No. 2, the Kivi issue (see TFP vol. 8 No. 3 August 2003).



### The Great Kalevala Featured on Gallen-Kallela March Miniature Sheet

The Nordic post offices will be issuing a new miniature stamp sheet with a Nordic mythology motif this year. The sheet is part of the Nordic joint stamp series entitled "The North". The second and third part of the series will be issued in 2006 and 2008. The first part will be issued in all the Nordic countries simultaneously on March 26, as each postal administration will issue a miniature sheet featuring mythical creatures.

The Finnish miniature sheet will feature a sketch by Akseli Gallen-Kallela entitled *Luonnotar* (1925, 66 x 44.5, watercolor). The sheet consists of two €0.65 stamps. *Luonnotar* was one of Gallen-Kallela's illustrations for the Great Kalevala, a project that he began in 1925. It was never completed, however, as the artist suddenly died in 1931. The Kalevala begins with a poem describing the birth of the world, based on an ancient international myth. In the poem, a poyard nests on the knee of Luonnotar, the Virgin of the Air, and lays one iron egg and six golden eggs. As the maiden moves her leg, the eggs roll into the sea and break into pieces thus forming the heaven, the earth, the moon, the sun, the clouds and the stars.

*Luonnotar* is currently part of the permanent collection at the Gallen-Kallela museum. The stamp was designed by Pekka Plippo, who also designed the First Day Cover and



Cancellation to go with the miniature sheet. The First Day Cancellation features a part of Gallen-Kallela's illustration with the same motif for the Jewel Kalevala (1920-1922).

All eight miniature sheets published in the Nordic countries will be issued together as a Nordic pack. The pack will be issued along with the miniature sheet and priced at 16 euros. More information on the miniature sheets and the joint project of the Nordic countries may be found at: [www.topoftheworld.nu](http://www.topoftheworld.nu)

# History Of Railway Mail Transport in Finland

By Ilkka Teerijoki, translated by Carita Parker

## MAIL RUSHES LEAD TO DISPUTES WITH THE RAILROADS

At the turn of the century there appeared a great surge in the volume of mail handled by the mail coaches, especially on the St. Petersburg-Helsinki line which was caused by the great number of letters and parcels sent by Finns who had immigrated to America. The St. Petersburg rail employees estimated that in the mid-1890s letters from America numbered 10,000 a day. The work done at night in poor lighting, however, jeopardized the health of the postmen who requested at least one additional employee between Wyborg and St. Petersburg, otherwise the mail from America would be left unhandled in Wyborg.

Although an extra day in Wyborg would not have made that great a difference to the American mail that already had been on its way for many weeks, an assistant expeditor was hired for the St. Petersburg trains who then traveled from St. Petersburg all the way to Kaipiainen. However, so much American mail arrived that the sorting was still unsuccessful. Kasper Kausalainen, who at that time worked for the mail car district and later became head of the postal department, compared the unsuccessful sorting task to that of "trying to empty the ocean by drinking from it." One expeditor told his staff to take from the unsorted stack of letters a fistful and then write the address either mail car No. 7, 8, or 21, (i.e., the Ostrobothnia province trains). And there were never any complaints because nearly all the letters were for Ostrobothnia.

Also, because the mail cars to St. Petersburg were often completely full, at the end of the century a request went out to have separate mail sacks for Russia-bound mail that bypassed St. Petersburg so that no sorting would have to be done on Finnish mail cars.

In 1894 it was agreed that foreign bound single letters and registered mail addressed to destinations outside of Russia (i.e., to London and New York sent via the German mail car No. 11 Dirschau-Eydtkuhnen and the Denmark mail car Gjedser-Copenhagen) would all have separate mail sacks in the Helsinki-St. Petersburg mail cars, thereby bypassing an additional sorting and cancelling in St. Petersburg. Nevertheless, mail addressed to Austria-Hungary, the

Balkans, Greece, Turkey and Italy was still sorted in St. Petersburg.

Ever more frequently all of the mail would not fit into the mail car and so the rest had to be put into the conductor's car which also did not have much room. In the 1910s an application went out to the railroad administration for permission to add an extra cargo van to trains from St. Petersburg when the volume of mail required it. But almost immediately it turned out that even this was not enough and sometimes parcel post from St. Petersburg arrived in three cargo vans. For the Christmas rush additional workers were hired in 1891.

Still there was more than enough work because most of the mail was carried at least some of the way in a mail car. According to a survey done by mail car employees, each of the four expeditors on the Helsinki-Pori rail in 1905 would chart an average of 40,743 postal items which amounted to more than many of the small post offices combined. Additionally,



*Figure 1. During W.W. I parcels from Russia to Western Europe including P.O.W. packages added to the congestion at the Tornio and Haparanda stations. At one point 250, 000 postal parcels piled up at this border.*

the main portion of the 38.9 million newspapers carried annually by the post were dropped off unsorted in the mail cars. The employee work hours amounted to 5-8 hours for each day of the year, and they were required to arrive at their work place an hour prior to the train's departure.

Occasionally there were easier travel days. Once Postmaster General Jamalainen was on an inspection tour in a mail car on such a day and in order for Jamalainen not to

notice the light workload, and perhaps begin contemplating employee reductions, the expeditor would chart the mail twice. But Jamalainen noticed what was happening and asked whether the expeditor did not trust himself since he was working the charts for the second time. The expeditor became so flabbergasted that he spilled his coffee on the charts and so had to start all over for the third time.

With the increase in mail volume the postmen's work pace likewise intensified. The exchange of mail at stations grew problematic when the railroad administration shortened the train stop-over times at stations. But since the postman's duty was to take the incoming mail sacks to the station office storage room and there exchange for another bag, the rush naturally became greater with the shorter train stops. And the situation only worsened when the mail cars were coupled, either immediately behind the locomotive or last on the train, which resulted in a longer walk to the station. The



reason the mail cars were coupled either first or last on the train was because the mail car staff complained about the constant passage by other train personnel. According to the mail car workers, some of these people would do this only to annoy and then deliberately leave the doors open. The conductor passing by was tolerated, but the brakeman, train auditor, passengers and cleaning personnel were not. And when this was pointed out, only arrogant responses followed. An attempt to solve the problem was the introduction of the "balcony cars," but as earlier stated these proved unsuitable. Thus, the railroad traffic chief agreed immediately with the postal administration suggestion that the mail car be coupled mid train and both sides having their own conductor so as to avoid passage. But ultimately the railroad administration decided that the conductor had to be able to walk through the space of the entire train, and so advised that the mail cars be engaged right behind the locomotive.

But the problem flared up again a few years later. The mail car district head even suggested that the mail car doors be locked unless passage did not lessen. And the expeditors themselves became assertive and "put down their foot" so as to discourage passage. According to a postal administration directive the train personnel would be allowed to walk through the mail car only when the train had stopped at stations. But the railroad administration opposed such an idea adding that the plan would not only delay the trains but also hamper heating, cleaning and luggage placement. Besides, the mail car district chief stated that this was a human problem that was prevalent only on certain rail sections. But the fact remained that nowhere else in the world were train passengers allowed in mail cars. The added problem of such practice was also that responsibility for the mail was impossible with unauthorized persons present in mail cars.

Where co-operation was good, few problems arose. For example on the Savo Province rail where passage through the mail car was unavoidable, a bell had been installed known only to authorized personnel so that the door was not opened to anyone knocking. On private rails things worked differently. The Rauma railroad company running between Peipohja and Rauma was clearly notified that the mail car doors were to be locked and the train personnel not allowed in the car unless there was an emergency.

On the state trains, the matter ultimately remained

unresolved, but the railroad administration issued a circular advising the railroad personnel to avoid unnecessary passage through the mail cars.

In 1909 the traveling postmen most closely affected by the circumstances complained about matters involving mail exchange. In their opinion the station masters did their best to complicate the exchange by keeping the sacks behind as many as three closed doors. The mail car district heads however, to support his underlings request that the railroad workers bring the mail to the station platform. This procedure would speed up the train schedules as standing time would be reduced. But the railroad administration response was the same old song and dance; not enough station personnel. Only the railroad clerks who alternated with the station master in handling the station mail did not support the proposal to exchange the mail on the platform.

The problem would continue to fester and the difficulties increased during the winter months when the postman had to trudge long distances through the snow carrying mail sacks in nearly pitch darkness due to modest illumination around

the station. In order to improve the situation it was hoped that lanterns could be installed near the mail car steps.

Relations between the station personnel and the postal staff were sometimes tense. The railroad administration was certain that some of the postmen deliberately delayed the mail exchanges. The Laurila station master, in turn, complained that the postmen behaved as if they were too good to even lift a mail sack up



Figure 2. The connecting rail between Tornio and Haparanda was not yet completed during W.W. I and mail had to be carried by any means possible across the Tornio river. PM.

on their shoulders. The postmen accused the station master of having sent the Kemi-Rovaniemi mail car on its way many times before the entire mail had been loaded onto it from the Tornio-Kemi postman car. And once in Toijala, the train was sent off before the mail exchange had been completed. The railroad administration explained that this happened because the station signal master had not been notified that the exchange had not yet been completed. However, the postal administration considered it the signal master's responsibility to ascertain the situation since the mail personnel was unable to repeatedly run back and forth to inform about the status of the exchange. As the dispute reached the boiling point, the mail personnel formally referred to the still valid 1772 governmental clause that forbade the various state employees from inflicting harm on each other while performing their work duties.

# Elusive And Very Rare Co-runners From The Russian Definitive Series of 1889 - 1906

By Roger Quinby

Russian stamps used in Finland are generally divided into two groups: 1) stamps ordered by the Finnish Government Post Office (FGPO) and used by the FGPO for official purposes and sold at counters across Finland for domestic and foreign traffic and 2) Russian stamps that were not sold by the FGPO but were nonetheless valid for all postal carriage in Finland. This later group of stamps are called "co-runners" and they were certainly valid in Finland as "stamps of the Empire" according to the Circular No. XXI dated April 20, 1891. This Circular was further explained in another FGPO Circular dated August 16, 1891 and sent to post offices throughout Finland. The circular explained that the Post was required to accept mail bearing sufficient kopek franking whether the stamps bore rings, which designated them as sold by the FGPO, or not. This regulation was repeated on August 7, 1895.<sup>1</sup>

## Co-Runners Created by Circular XXI

Circular No. XXI of 1891 had the effect of creating a class of Russian stamps, which were not sold by the FGPO, or previously valid for use in Finland, immediately valid for all postal mailings in Finland despite the fact that the FGPO received no fee for the postal service provided. The ruling affected all stamps that were then currently valid for postage within the Russian Empire. The most prominent group of stamps in this category included the Russian Coat of Arms issues of 1889 (and later the 1892 issues) on horizontally striped or laid paper with various perforations including: 13 1/2, 14, 15 and 14 1/2 x 15. Not all of these fourteen co-runners, ranging from 1 kopek to 7 rubles, listed in the *Scott Classic Catalogue*<sup>2</sup>, Nos. 41-54, are known with Finnish town cancellations before 1899 or 1900. Beginning in 1899, all of the Russian definitive 1889-92 issues with corresponding ring stamp values were ordered by the FGPO for use in Finland as the ring stamps were gradually phased out.

## Missing 1889 Issues Used In Finland Before 1900

Prior to the 1889-1892 Russian definitive stamps being placed on sale by the FGPO, they could be found with Finnish town cancellations and during that period must be classified as co-runners; however, according to my survey, there are precious few. And, according to Fagerholm<sup>3</sup> there are but 36 known items and this number also includes an unspecified number of stamps from the earlier Russian definitive sets dating back to 1875. In subsequent articles we will try to identify these co-runners because all of those stamps bearing Finnish town cancellations are also among the most rare of all stamp usages in Finland. *Facit*<sup>4</sup> lists four stamps in this group, each printed on horizontally striped paper. The use

of these and other stamps from the 1889-1892 series will be discussed in future articles based on new information and findings reported by collectors.

With the phasing out of the ring stamps in 1899, the FGPO ordered Russian definitive issues (without rings) to meet kopek-franking requirements for mail originating in Finland addressed to Russia and from August 15, 1900, to the rest of the world. Nevertheless not all of the values in the Russian definitive sets of 1889-1906 printed on both paper types were ordered by the FGPO. See Table 1.

## Elusive 1905 15 And 25 Kopek Co-runners

Beginning in 1902 the Russian definitive stamps were printed on vertically striped paper. Although the *Finnish Handbook of Stamps*<sup>5</sup> list the 15, 25, and 70-kopek values from the 1902-1905 series as having been delivered to the FGPO in September 1909, not all the reference sources confirm these deliveries. *Facit* and *Norma* do not list the 15 and 25-kopek stamps printed on vertically striped paper as ever having been sold by the FGPO, nor do these references list the stamps as co-runners. *Facit* and *Norma* both confirm a delivery of 1,000 70-kopek stamps to the FGPO. Fagerholm reports that three 70-kopek stamps on vertically striped paper with Finnish cancellations are known. Unfortunately, Fagerholm did not provide the location or date of these usages. I have never seen one and I do not know of a single item offered at auction.<sup>6</sup>

It seems very unlikely that there are not more recorded usages of the 1889 issues during the 1890s, prior to the time the stamps were placed on sale. We invite collectors to provide earlier usage dates than given in Table I, and to provide, if any, usage dates for the 15, 25 and 70 kopek values on vertically striped paper.

Stamps and covers bearing Finnish railway TPO postmarks originating in St. Petersburg are not considered co-runner usage.

## End Notes

<sup>1</sup> *Norma Specialized Catalog 2002*, Käpylän Merkki Oy, Helsinki, 2002, page 528

<sup>2</sup> *Scott Classic Catalogue 1995*, Scott Publishing Co., Sidney, OH, 1994, page 669

<sup>3</sup> Fagerholm, Sven; *Das Fehlende Glied*, Helsingfors, 1969, page 7

<sup>4</sup> *Facit Special Catalogue 2003*, Facit Förlags AB, Västerå, Sweden, 2002, page F-654

<sup>5</sup> *Suomen Postimerkkien Käsikirja II (Finnish Handbook of Stamps, Vol. II)*, Suomen Filatelistiliitto ry, Helsinki, 1971, page 196

<sup>6</sup> See my article in *The Finnish Philatelist*, Vol. 8, No. 4, November, 2003



Table 1

**1889 - 1906 Russian Definitive Stamps With Possible Co-Runner Use  
Until Sale By FGPO - Finnish Town Postmarks Only**

Issue & Value	Paper Type	Co-Runner Possibility	First Delivery to FGPO Co-Runner Period	Approximate Delivery Date To Branch Post Offices	Earliest Known Usage
<b>1889-1892 Definitive Issues on Horizontally Striped paper</b>					
1889 1 kop	Horizontal	Yes	22. 03. 1899	05/ 1900	21. 06. 1901
1889 2 kop	Horizontal	Yes	18. 10. 1899	01/ 1900	___ . 08. 1900
1889 3 kop	Horizontal	Yes	18. 10. 1899	08/ 1900	10. 01. 1902
1889 4 kop	Horizontal	Yes	18. 10. 1899	07/ 1900	03. 11. 1900
1889 5 kop	Horizontal	Yes	Until demonetized	None delivered	31. 10. 1900
1889 7 kop	Horizontal	Yes	22. 03. 1899	10/ 1899	05. 03. 1900
1889 10 kop	Horizontal	Yes	10. 07. 1900	10/ 1900	27. 11. 1900
1889 14 kop	Horizontal	Yes	28. 11. 1900	11/ 1901	28. 01. 1903
1889 20 kop	Horizontal	Yes	10. 07. 1900	05/ 1901	27. 06. 1902
1889 35 kop	Horizontal	Yes	10. 07. 1900	10/ 1907	*27. 06. 1907
1889 50 kop	Horizontal	Yes	10. 07. 1900	12/ 1905	18. 12. 1906
1889 1 ruble	Horizontal	Yes	10. 07. 1900	08/ 1905	Unreadable date
1889 3.5 rubles	Horizontal	Yes	01. 07. 1899	05/ 1903	*06 08. 1902
1889 7 rubles	Horizontal	Yes	01. 07. 1899	11/ 1904	Unreadable date
<b>1902-1906 Definitive Issues On Vertically Striped Paper</b>					
1905 5 kop	Vertical	Yes	13. 09. 1909	Not reported	17. 3. 1912
1905 15 kop	Vertical	Yes	Until demonetized	None delivered	None known
1905 25 kop	Vertical	Yes	Until demonetized	None delivered	1. 11. 1909
1902 35 kop	Vertical	Yes	Until demonetized	None delivered	None known
1905 50 kop	Vertical	Yes	Until demonetized	None delivered	None known
1905 70 kop	Vertical	Yes	13. 09. 1909	Not reported	Dates unknown
1902 1 ruble	Vertical	Yes	Until demonetized	Not reported	None known
1902 3.5 rubles	Vertical	Yes	Until demonetized	None delivered	29. 07. 1915
1906 5 rubles	Vertical	Yes	13. 09. 1909	Not reported	Unreadable date
1902 7 rubles	Vertical	Yes	12. 12. 1911	Not reported	23. 09. 1915
1906 10 rubles	Vertical	Yes	13. 09. 1909	Not reported	31. 10. 1910

1. The co-runner period should be measured from the time the stamps were valid for use in Finland until deliveries were made to the FGPO or if there were no deliveries, then until demonetization.
2. Asterisk indicates that a stamp(s) or cover has been identified with a valid town postmark dated prior to the time that *Facit* estimated that the stamps were placed on sale by the FGPO. See *Facit 2003 Special Catalogue* page F-652.
3. No co-runner usages for any of the 1889 issues on horizontally striped paper were identified on my initial review, nor were any found in Valter V. Johansson's book, *Russian Stamps In The Postal History of Finland*, Pargas, Finland 1993.
4. Concerning the 1905 25 kopek issue on vertical paper, Fagerholm reports one known example but he does not provide any details re this usage, i.e, whether it was found on a single stamp off cover or on a complete cover or other postal mailing, the postmark location name or date. I own a mixed franking cover postmarked at Helsinki on 1. XI. 09 franked with the 1905 25-kopek stamp. But all we can be sure of is that there is at least one known and possibly two usages of this stamp in Finland.
5. Fagerholm also reports that there are three known 1905 70-kopek stamps with Finnish town cancels, but again no descriptive details on the location name and date of the usage are reported. Although I doubt if these stamps were ever delivered to the FGPO, further research at the government archives is required before we can be sure of this stamp's usage classification.

# Incorrect Rate Reveals Cover Alterations

By Heikki Reinikainen, from *Filatelisti*, 1/2003

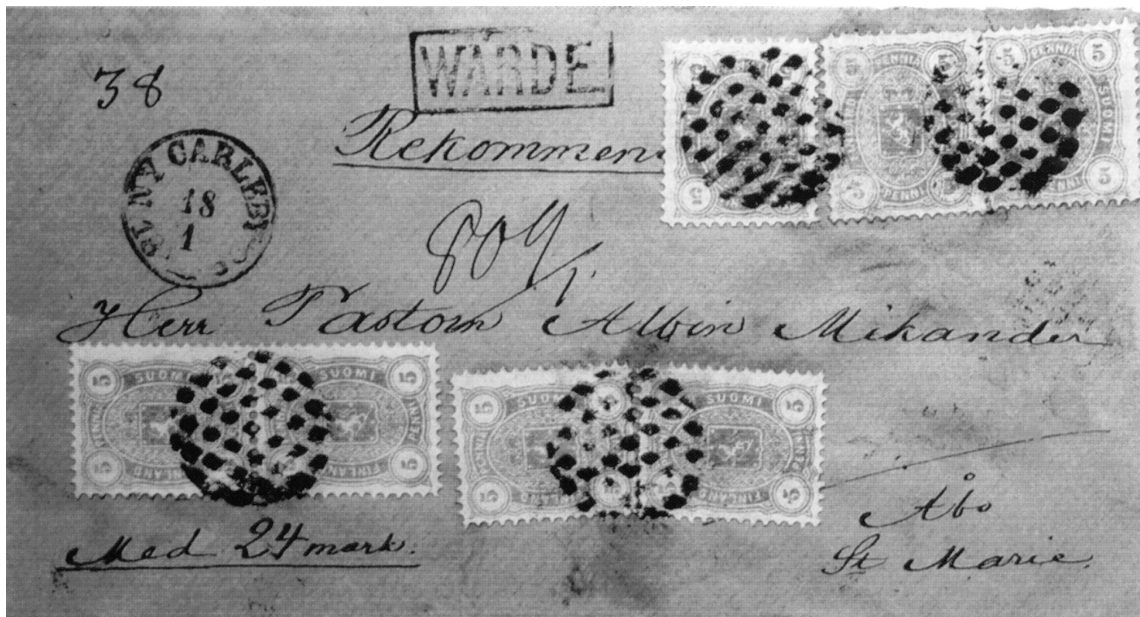
Some time ago I was shown the gorgeous letter of Type 1875 illustrated here. The letter contents included 24 Fmks and it was sent insured with 7 x 5 penni franking. This very handsome letter was cancelled at Ny Carleby, 18. 1. 83, and addressed to the Rev. Albin Mikander in Åbo. In addition, the stamps were obliterated with several figure cancels.

The problem is that 7 x 5 penni = 35 penni franking is odd, and certainly not enough to cover the delivery of a domestic insured letter. A check confirms, that 35 penni would be sufficient franking for a printed matter cover only, but this is not the case and the item is definitely insured.

After considering all the possibilities, the conclusion

replacement there would be very difficult. Traces of any other stamps having been affixed on the letter are not visible.

The original franking must have been 20 penni for the letter + 20 penni for insurance + 25-penni for registration = total 65 penni franking. 20 penni for a letter was enough because 12 Fmk bank notes were in public use. Two such notes and a letter sheet or two would fit in a (Russian weight = 12.8 grams) domestic letter easily weighing less than one lod. What a shame, because this truly gorgeous letter (even with original franking) turns out to be made-up. The forgery was easily identified due to the erroneous franking. Therefore, it pays to learn the postal rates; it saves money. The *Handbook*



The 35 penni franking is insufficient for this insured letter. The lower pair of 5 penni stamps appears to have been affixed at a later time in order to cover a dirty spot where originally there was a 20 penni pair. The correct was 20 penni local letter, 20 penni insurance, 25 penni registry = 65 penni rate.

is obvious: The cover is genuine but the original 2 x 20 penni stamps on cover had been replaced by 2 x 5 penni stamps, which were obliterated with similar figure cancels. A philatelic rarity with the "largest" known quantity of Charta Sigillata 5 penni stamps on cover required a further look. Whether this was an intentional attempt, we do not know. However, the stains under the lower right pair do indicate that. The replacement of the old stamps did not succeed well. The figure cancellation does not tie this pair to the letter as it does with the other pair on the left. Paper around the three-stamp group on top right seems undisturbed. Any

III (1993) covers the rates of the period in detail on the pages 191-193.

For insured letter shown above, the 35 penni franking was entirely insufficient. The lower right pair of the 5 penni stamps appears to be mounted later on the letter in order to cover the dirty spot where a 20 penni pair has been originally. The right franking should be: 20 penni letter rate, 20 penni insurance and 25 penni registration = 65 penni. The lowest 20 penni letter rate is enough, because 12 Fmk notes were available, thus allowing a letter sheet also in the same cover.



# Civil Censorship of Printed Matter From Abroad

## The Pressombudsman Marks 1893 - 1905

By Lars Trygg & Others, *Luppen 2/1977*, Translated by Carita Parker

All printed matter arriving in Finland from abroad during the end of the 1800s and early 1900s was very strictly censored. Special offices for handling printed matter were established. When these offices were shut down in 1905 the number of Pressombudsmen totaled 42 in 35 localities. Since the censors would also mark postal items, the marks are of interest to collectors, too. The text on the marks reads in Swedish "Pressombudsmannen i Mariehamn," Åbo, Wiborg, and so forth. (Tr. The Pressombudsmen in...).

In 1905 when the pre-censoring was discontinued there were Pressombudsmen in 35 locations. So far, marks are known only from seven (7) locations. In our opinion, possibly not all Pressombudsmen had their own mark. Although, in the larger cities and especially the coastal towns it is possible that additional marks may still be found. The Pressombudsman localities in 1905 were (in parenthesis those with an equivalent name in Swedish too): Hamina (Fredrikshamn), **Hanko** (Hangö), Heinola, **Helsinki** (Helsingfors), Hämeenlinna (Tavastehus), Iisalmi, Joensuu, Jyväskylä, Kajaani, Kemi, Kokkola (Gamlakarleby) Kotka, Kristiinankaupunki (Kristinestad), Kuopio, Käkisalmi (Kexholm), Lappeenranta (Villmanstrand),

Loviisa (Lovisa), **Maarianhamina** (Mariehamn), Mikkeli (Sankt Michel), Oulu (Uleåborg), Pietarsaari (Jakobstad), Pori (Björneborg), **Porvoo** (Borgå), Raahe (Brahestad), Rauma (Raumo), Savonlinna (Nyslott), Sortavala, Tammisaari (Ekenäs), Tampere (Tammerfors), Tornio (Torneå), **Turku** (Åbo), Uusikaarlepyy (Nykarleby), **Uusikaupunki** (Nystad), Vaasa (Vasa), and **Viipuri** (Wyborg). (The location names in bold denote known marks).

When comparing the above list and the marks shown on pages 10 and 11, it becomes apparent that additional marks may still be found. The Finnish censor study group again appeals to all collectors that have the "Pressombudsman(nen)" marks to lend these for study. This appeal is not only limited to new localities, but also new mark types, new extreme dates and other ink varieties.

Although this information was compiled from several different sources dating back nearly 30 years, the Postal Museum and Library has not provided me with any more recent articles or updates.



Figure 1. Upfranked 5 centimes wrapper from Kirchenfeld, Switzerland, 19. XII. 96, via St. Petersburg to Wiborg, 23. XII. 96, where it was inspected and passed by the Pressombudsman. The Wiborg Type III mark was applied to this wrapper. The date of use is three months earlier than the previously reported earliest known usage. The wrapper was released later the same day and routed to Brahestad, 24. XII. 96, and then forwarded to Nikolainkaupunki (Wasa), 26. XII. 96. The previously earliest date for the Wiborg Type III mark was 24. 03. 1897. The wrapper illustrated on the left is from the collection of Roger Quinby.



## The "PRESSOMBUDSMAN" Marks

Wiborg: Type IA  
 Size: 44 x 10 mm  
 Color: Violet, violet-red  
 Known: Violet 09.06.1893 – 08.03.1895  
 Violet-red 02.04.1895 – 20.06.1895  
 Pressombudsman: Gustaf Frankenhaeuser

PRESSOMBUDSMANNEN  
 i  
 WIBORG.

Wiborg: Type IB  
 Size: 44 x 10 mm  
 Color: Red  
 Known: 01.12.1895 – 05.07.1896  
 Pressombudsman: Gustaf Frankenhaeuser

PRESSOMBUDSMANNEN  
 i  
 WIBORG.

Wiborg: Type II  
 Size: 42 x 11.5 mm  
 Color: Red  
 Known: 05.12.1896  
 Pressombudsman: Gustaf Frankenhaeuser

PRESSOMBUDSMANNEN  
 i  
 WIBORG.

Wiborg: Type III  
 Size: 36 x 14 mm  
 Color: Red  
 Known: 23.12.1896 – 03.02.1898  
 Pressombudsmen: Gustaf Frankenhaeuser, Carl Fr. Finelius

PRESSOMBUDSMANNEN  
 i  
 WIBORG.

Wiborg: Type IV  
 Size: 45 x 13 mm  
 Color: Red  
 Known: 25.05.1898  
 Pressombudsmen: Gustaf Frankenhaeuser, Carl Fr. Finelius

PRESSOMBUDSMANNEN  
 i  
 WIBORG.

Wiborg: Type V  
 Size: 36 x 13 mm  
 Color: Red  
 Known: 30.11.1898 - 19.04.1899  
 Pressombudsmen: Gustaf Frankenhaeuser, Carl Fr. Finelius

RESSOMBUDSMAN  
 i  
 WIBORG

Åbo: Type I  
 Size: 31 x 7 mm  
 Color: Black  
 Known: 13.08.1894  
 Pressombudsmen: Julius Fr. Reinius, Henrik Lövenmark

Pressombudsmannen  
 i ÅBO

Åbo: Type II  
 Size: 55 x 13 mm  
 Color: Black, red  
 Known: Black: 24.11.1894  
 Red: 13.10.1896  
 Pressombudsmen: Julius Fr. Reinius, Henrik Lövenmark

Pressombudsmannen  
 i  
 ÅBO.

Åbo: Type III  
 Size: 33 x 6.5 mm  
 Color: Black  
 Known: 17.06.1894  
 Pressombudsmen: Julius Fr. Reinius, Henrik Lövenmark

Pressombudsmannen  
 i Åbo.



Åbo: Type IV  
 Size: 29 x 10 mm  
 Color: Violet  
 Known: 10.02.1902 - 26.08.1903  
 Pressombudsmen: Henrik Lövenmark,  
 Hugo Reinhold Wennerström, Alfred Lindbohm

Pressombudsmannen  
 i Åbo.

Åbo: Type V  
 Size: 57 x 12 mm  
 Color: Violet  
 Known: 05.12.1903 - 16.12.1903  
 Pressombudsmen: Henrik Lövenmark, Alfred Lindbohm

Alfr. Lindbohm.  
 Pressombudsman i ÅBO.

Nystad (Uusikaupunki)  
 Size: 31 x 7 mm  
 Color: Violet  
 Known: 05.04.1895  
 Pressombudsman: Henrik Helander

Pressombudsmannen  
 i NYSTAD.

Hangö  
 Size: 31 x 7 mm  
 Color: Violet  
 Known: 09.08.1895  
 Pressombudsman: John Alexander, Gabriel Gillberg

Pressombudsmannen  
 i HANGÖ

Borgå (Porvoo)  
 Size: 33 x 11 mm  
 Color: Violet  
 Known: 13.08.1903  
 Pressombudsman: Onni Gustaf Smedberg

Pressombudsmannen  
 i Borgå.

Mariehamn  
 Size: 31 x 7 mm \*(second number in Finnish text indistinct)  
 Color: Violet  
 Known: 09.10.1904 - 04.09.1905  
 Pressombudsman: John Isidor Hellström

Pressombudsmannen  
 i MARIEHAMN.

Helsinki: No information is available

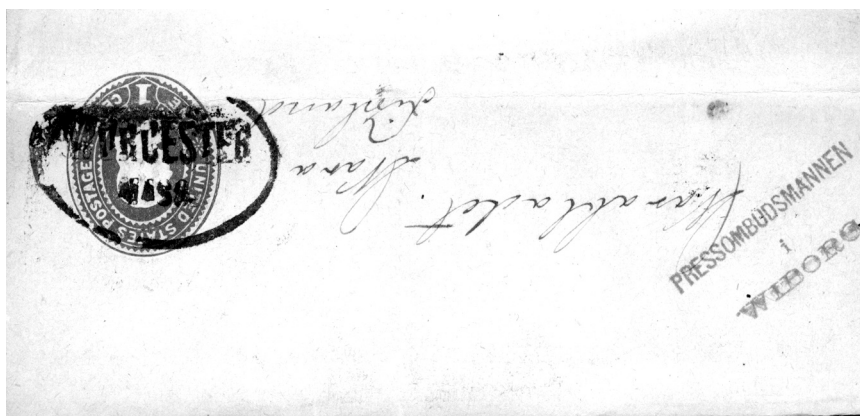


Figure 2. Wrapper from Worcester, Mass with undated oval town canceller and clear strike of the common Type III Pressombudsman mark in red ink on the front. On the reverse side, the arrival postmark, Viborg-Wiipuri, 16. VI. 97, is pictured on the right..



Figure 3. Arrival postmark on back.

# The Classic Postal Cards of Finland

By Cyril Schwenson, Translated by Ed Street, Edited by Kauko Aro  
Reprinted From *Philatelistische Nachrichten*

## 1. 1871 Issue, 8 Penni Green.

These cards were issued on October 9, 1871, altogether 111,150 cards were printed

First line of heading is curved, text in Swedish. Use permitted only within the Grand Duchy of Finland. Post card formular cards were lithographed on different types of card stock in Tilgmann's private printing works. The value stamp was typographed on the formular cards by Carta Sigliata. (*Michel* P1 and P2, *Norma* 2002 EK(sic) 1, *LaPe* 1, *Higgins & Gage* and *Ascher* 1 and 2.

Many specialists have expanded upon the always very puzzling classification of the sub-types of this card. I hope to provide useful guidance in classifying these cards.

It is important as with all Finnish stationery to be aware of the following distinguishing features:

1. Printing of the formular card: Are distinctions possible according to the printing plates employed?
2. Which kind of paper or card stock was used?
3. Was the value stamp always the same or were there varieties in design, color, strength of impression (*embossing*), and placement of the value stamp?

### Printing of the Formular Card

For this card seven different pairs I - VII (front and back) of (*lithography*) stones were used one after the other. All of these can be distinguished.

- I Footnote: **adressen förpliktad**; 10,200 cards printed
- II Footnote: **adressen – förpliktad**; 2,600 cards printed
- III-VII  
Footnote: **adressen - förpligtad**.  
Individually:
  - III Height of frame 79.9 mm (= height of front-side printing), length of first line of footnote 83.1 mm, distance between outer dotted lines on reverse side 68 mm. 14,250 cards.
  - IV Height of frame 80.3 (height of front-side printing), length of first line of footnote 84.0, distance between outer dotted lines on reverse side 69mm. 16,400 cards.
  - V Dashed lines on reverse, height 66 (66.5)mm, card size 129x85mm (cutting lines), dotted (*lines*) on front weak. 17,700 - 18,300 cards.
  - VI Dashed lines on reverse, height 67mm, card size 129x85mm (cutting lines), dotted (*lines*) on front strong. 23,000 - 23,600 cards
  - VII Dashed lines on reverse, height 67-68mm, card size 131x87mm 26,400 cards.

## Card Stock Types

The following ten (A-J) types of card stock were employed in printing the formular cards:

- I A: Thin ordinary buff stock, usual thickness about 0.27mm. Also known with 0.32mm thickness.
- I B: Thicker card stock with blue paper between that can be more toward the front or the back and therefore gives that side a slightly greenish tint. Thickness about 0.32mm (playing card stock).
- II C: Thick ordinary pale buff stock, thickness about 0.32mm.
- III D: Yellowish (shades, as also with all the following types of stock), 0.3 1-0.33mm, also known on thinner 0.29mm stock.
- III E: Reddish (somewhat darker than F) usually 0.33-0.35 mm, but also smooth and thin and very thick are known.
- III F: Brownish (somewhat lighter than E with slight yellowish tint) 0.35-0.38 mm
- IV G: Light buff, mostly about 0.31-0.33mm with slight variations.
- V H: Grayish-green, greenish-gray to white (shades). Also front and back differences. Thickness varies considerably 0.15-0.25 mm.
- VI H: See above. The change to stock I is not definitely established as there occur combined H and I surfaces with this card.
- VII I: Chalky, gaudy (caused by sizing of the stock) shades of yellowish-green. Pure gaudy stock over 0.26 mm, otherwise 0.15-0.25 mm.
- VII J: Buff colors, light to reddish.

### Value Stamp

The final manufacturing operation included printing the value stamp. This operation can be separated into eleven identifiable partial printing lots or batches (a - k).

Tilgmann delivered the card forms to the Charta Sigillata office (CSO) already cut and bundled. There a simple seal-stamping machine, to which was attached the appropriate value stamp cliché, was used for printing the value stamp. Of the partial printings, distinguishing features to be looked for are the ink color used, the embossed impression of the hand stamp strike, the position and orientation of the value stamp from the upper left corner.

Deviations from the stated positions of the value stamp from the left and upper edges of the precut cards have no systematic significance, but rather result from accidental occurrence. That is, the "machine" had adjustable borders (stops) against which the forms to be printed were pushed.



Frequently a card form slid over the borders, or was printed in the wrong position, and this produced a “shifted value stamp”. However, the impression and color remained the same in these cases. The strength of the impression was determined by the current condition of the substrate (platen). This is the case for all Finnish stationery until 1888, as all stationery was made exclusively with this machine or with a similar hand stamp press.

- a. Oct. 6-12, 1871: 10,000 cards, green “clear print”. Form I, stock A and B, and Form II, stock C. Figure 1.
- spacing left about 8mm and above about 8.5 mm.
  - design impression somewhat stronger at upper and lower edges.

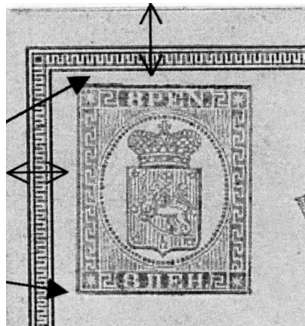


Figure 1.

- b. Oct. 17, 1871: 2500-2800 cards, grayish-green somewhat smudged image. Form I, stock A and B. Fig.2.
- spacing lower left 7.5 mm and upper about 8.5 mm.
  - the center oval with the coat of arms is in addition significantly more strongly impressed than “a”.



Figure 2.

- c. Oct. 20, 1871: 3500-7500 cards, green. Form III, only on stock D. Figure 3.
- the center of the value stamp is very evenly impressed. Right vertical part of the coat of arms and the oval pearl design are somewhat more strongly impressed. Outline comparatively less so.
  - all spacing about 8 mm. See Figure 3.

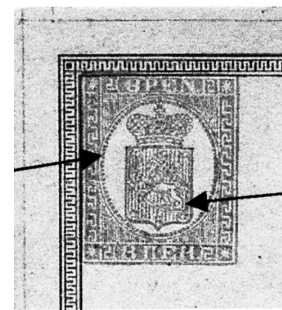


Figure 3.

- d. Oct. 21 - Oct. 30, 1871: 9900-11000 cards, gray-green to green. Form III, stock D, E, and F. Figure 4.
- best distinguishing feature is the printed image, in which the right side of the oval and the left side of the arms are very strongly impressed.
  - spacing left about 8 mm, above about 8.5 mm. The illustration is with stock F.

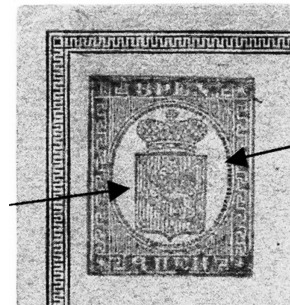


Figure 4

- e - g Nov. 7 - 23, 1871: 16,400 cards, green to bluish-green to dark green. All in Form IV and stock G. The printing quantities given here are almost completely estimates by the author.

- e. Nov. 7, 1871: 4500 cards, green. Figure 5.
- printed image as in “d”.
  - spacing left about 11 mm and from above 8-8.75, thus no 9 mm.
  - value stamp is complete.
  - illustrated card, Gamla Karleby Nov. 29, 1871 is from the delivery of 145 cards to that post office on Nov. 8, 1871.



Figure 5

f. Nov. 7, 1871: 11,000 cards, pale bluish green.

- impression of the image as in “d” and “e”, but clearly weaker and therefore significantly more even.
- spacing left 10.5 - 11 mm, from above 9.5 - 10mm.
- at the beginning of this printing the value stamp was complete, in the course of printing slight damage occurred, about 6 - 7mm down in the left border, that became continually more severe as the printing went on. Here, however, is shown the undamaged stamp, rare



Figure 6

g. Nov. 23, 1871: 900 cards, dark green. Figure 6.

- no example at hand.
- literature reference Sihtola
- printed image as “f”
- value stamp damaged
- color of the value stamp is obviously darker than the color of the printed form.

h. Nov. 30, 1871: 17,700 cards, from dull bluish-green to green (to dark green, hb), only unused cards mentioned in the literature (?) Form V, stock H (very variable).

- very weak and even impression of the image, if discernable at all. The same also in the following printings.
- spacing from edge of card left 9, 10 or 11 mm, from top constant 10 mm.
- from here on the value stamp is clearly damaged.
- a further breakdown between the spacing 9, 10 and 11 mm from the left does not seem advisable, although possibly existing. Value stamp printing Nov. 30, 10,000 cards and Dec. 12, 7,700 cards. See Figure 7.

i. Jan. 26 - 29, 1872: 8000 cards, olive green. Form VI, stock H and I.

- impression same as “h”, very weak.
- spacing from card’s edge from left 9.5 - 10mm and from top 10mm value stamp printing on two days, 4000 cards each. A further breakdown is not worthwhile. See Figure 8.

j. Feb. 1872: 15,600 cards, olive green. Form VI, stock H and I. Occurs rarely on Form V.

- impression is as heretofore.
- spacing from left edge of card 7- 7.5mm and 10mm from top. See Figure 9.



Figure 7. Above left greenish-white with wide spacing at left; above right greenish-gray with wide spacing at left; below grayish-green with narrow spacing at left.



Figure 8. Left greenish-gray, right pure gaudy stock, 0.27m m. The color of the stock is very variable, which also influences the olive green color of the value stamp occurring from here on.

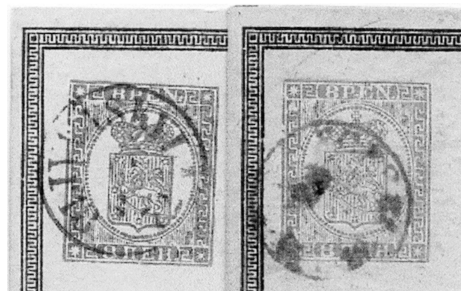


Figure 9. Left, scarce in this printing, greenish-white H stock 0.18 mm on Form VI. Jyväskylä 21.4.72; right pure gaudy stock 0.28 mm from Helsingfors 25.2.72. These could also be called sulfur yellow.

- k. March 15 - 20, 1872: 26,450 cards, olive green. Form VII, stock J (and stock D, Form III, one example known).
  - the value stamp is again wider at the top. Spacing from left 7.5 –9 mm, and from top 7-8 mm.
  - no further distinction worthwhile.
  - during this period fifty pieces of earlier card stock were also used (DIII). One example known in the Granberg collection in the Post Museum. Figures 10 and 12.

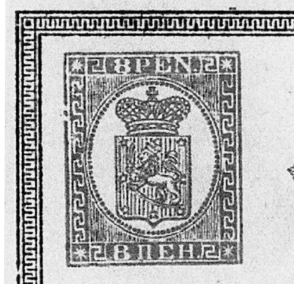


Figure 10

- Reprint 1893: 1000 cards. Brandstake stamping office, form lithographed, value stamp typographed.
  - easy to recognize as the stars in the corner ornaments are filled with green color.
  - value stamp 0.5mm lower at left than at right.
  - borders and footnote of form differ from the originals.
  - all 8 penni card reprints were prepared with this value stamp cliché. Figure 11.



Figure 11.

Essay: Form type I without value stamp with somewhat different letters in “föer Finland” is a design by Tilgmann from the summer of 1871. (RRR)

**Addendum for Card No. 1**

**Several historical observations and illustrations.**

Austria was the first country to issue postal stationery cards in 1869. In the spring of 1871 Finland’s Director of Post’s, A. Gripenberg, was looking into this type of message format. He prepared a sample (Figure 15) based on the Austrian card front and proposed a uniform postage rate of 8 pen. regardless of distance. The 8 penni rate also covered

the cost of the card blank in contrast to the stationery letters, where there was an additional charge for the envelope.

This 8 penni postage rate really was very popular, as a letter over 200 versts (about 135 miles) cost 40 penni, five times as much as a post card. Moreover, requests for the post card surprised the Postal Administration, and in this way the different of types and varieties of Finland’s first post card issue were produced. The private printing firm of Tilgmann prepared a sample form in the summer of 1871, of which very few examples are known today. Figure 16.

The more scarce types of this issue included Types I B (playing card stock}, III E, the reddish stock, and V (weak dotted lines on front) with the olive-green value stamp. Also, obviously, III Dk of which only one example is known. Card Ic requires further study, as it cannot yet be said with certainty whether it shows a distinct sub-type. Therefore, the author would appreciate readers submitting examples or photocopy of possible varieties of this card type.

All 8 penni cards became invalid on January 1, 1885.

As a general rule, the separation by different types of card stock should not be overdone. Ludvig Heksch had in 1880 classified these cards into twenty sub-types. This was really the ultimate. The paper and card stock of the early Finnish stationery varied greatly even within a single paper delivery. There are changes in color and so forth due to light and storage conditions. Therefore, I think it more important to organize the cards according to the printing plates employed, in this case I - VII, and it is more feasible to deal with differences of the value stamps (a - k). Only after that should the paper and card stock be considered. Figure 14.

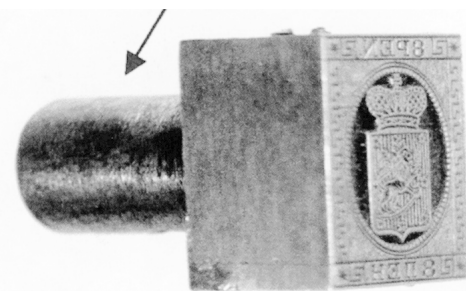


Figure 12. Original value stamp cliché, Post Museum collection.





Figure 13. Printing plate IIID with rare olive value stamp, from the Granberg collection in the Post Museum, Helsinki.



Figure 14. Stone pairs for V, VI, and VII.

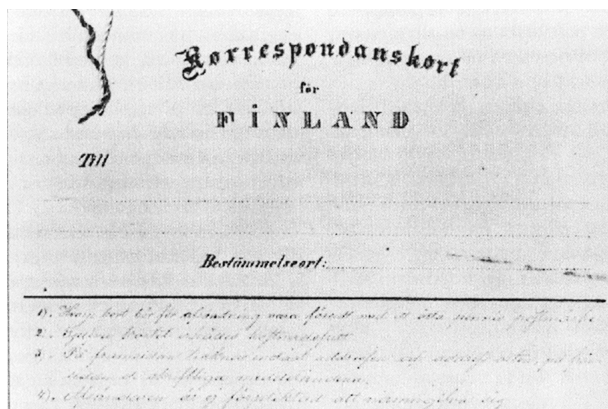


Figure 15. The Gripenberg essay was prepared in the spring of 1871; it was based on the Austrian format.



Figure 16. In the summer of 1871 the private printing firm of Tilgmann prepared this formulär card. Only a few examples are known.

## Postal Card No. 1 Breakdown of Types by Catalogues And Sihtola

	Michel	Sihtola	Norma '02
	P 1		PK 1
<b>I Adressen-förpliktad</b>	I		
A buff stock			IA
a		IAa11	
b		IAa12	
c needs further study		(IAa2)	
B blue paper between			IB
a		IBa11	
b		IBa12	
<b>II Adressen förpliktad</b>	II		II
C pale buff stock			
a		II(a11)	
<b>III Adressen förpligtad</b>	III		III
D yellowish stock			
c		IIIa2	Aa
d		IIIa3	
k (1) card Granberg coll.		IIIAb(3)	
E reddish stock (can be separated into thin, smooth, and rough-thick)			
d		IIIB(a3)	B
F brownish stock			
d		IIIC (a3)	C
<b>IV Height of frame over 80mm, still dotted lines</b>			
G pale buff stock			
e		IIID(a41)	D
f		IIID(a42)	
g dark green, no example at hand		IIID(a43)	
<b>V Dashed lines on back, weak dotted lines on front</b>	P 2		
H grayish-green, greenish-gray and -white stocks			IV1
h		IV1A1a51	a
hb dark green, no example at hand		(a52)	-
j olive-green narrow spacing left		IV1A1b2	
<b>VI Dotted lines on front strong</b>			
I gaudy yellowish green shades			IV 2
i olive-green		IV2A2b1	
j olive-green		IV2A2b2	
<b>VH Card size larger than cutting lines</b>			
J buff-colored stock			IV 3
k olive-green		IV3(b3)	



# 1891 Ring Postal Stationeries

By Mika Heinonen, translated by Carita Parker, from *Abophil* 1/2002

## Part I - Overview

Ring postal stationeries and the ring stamps were issued at the same time on May 1, 1891. The stationeries as well as the stamps were typography printed in St. Petersburg at the Russian state printing office, where the Russian definitive (ringless) stamps and stationeries were made. Finland's postal administration paid the printing office only for the manufacturing expenses of the ordered stationeries.

More detailed information about the manufacture of the stationeries is not available. All data about the cardboard, paper variations, and printing ink colors etc. have been researched and noted by collectors based on empirical studies of available specimens.

There are four different types of the stationeries. The 1 and 2 kopek newspaper wrappers, 3, 3+3, 4, 4+4 kopek postcards, 7 and 10 kopek letter cards as well as 7, 10, 14, and 20 kopek stationery entires. Neither return nor receiving receipts were issued for ring postal stationeries.

The Post would charge customers more for stationeries than their face value. The sale price of stationery entires, cards and 2 kopek wrappers were a 1/2 kopek above face value, whereas the 1 kopek wrapper price was 1/4 kopek above face value.

From January 1892, postal items franked with ring stationeries and stamps were obligatory only on mail to the Russian Empire. The postal administration issued a directive in 1899 that when the ring stamps and stationeries were used up, mail to Russia would have to be franked with ringless Russian stamps without any special identifications. Not until March of 1911 did the postal administration in its circular order the post offices to return all of the ring stamps and stationery covers in case they still had any left. A little later another circular was issued that ring value stamps could be exchanged for kopek stamps of the same values until May 14, 1911, after which

the remaining stocks were to be returned to the postal administration. The validity for the ring postal stationeries ended on May 14, 1911.

Of all ring postal stationeries there are generally known specimens without addresses cancelled with the Russian marks of various localities. Often the dates on the marks are backdated. Also ring postal stationeries bearing addresses usually to a person named "Granberg" are known to have backdated postmarks. No whole forgeries of ring postal stationeries have been found. But in all denominations there are stationeries with the "Specimen" mark.

To be continued.

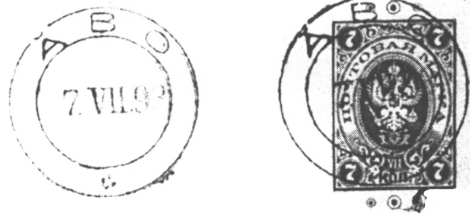


Figure 1. A double ring Turku mark is seen also as bogus with retroactive dates. The cover completely lacks address, although it might as well have read Granberg. The Turku mark was genuinely used mainly as an arrival mark, but occasionally as a departure mark, too.



Figure 2. The Russian Type Lieto canceller used to "mark" Granberg cinderella entires.

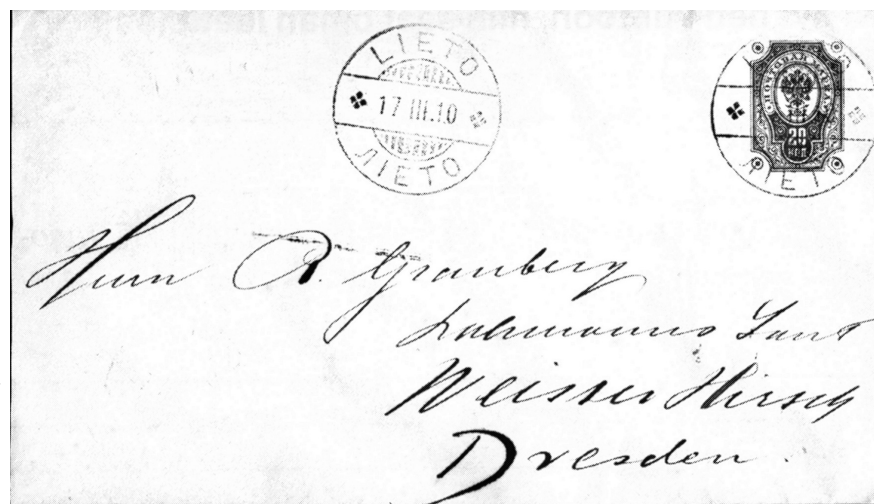


Figure 3. A 20 kopek stationery cover with the Russian Lieto postmark. The item was addressed to Germany and the 20 kopek rate thus correct, but the item is addressed to R. Granberg and has absolutely no arrival mark. This item was never postally sent and the postmark date is retroactive. In other words, a bogus specimen.



# Notes On Ring Stationery Cancellation Forgeries

By Roger Quinby

There is an abundance of cancellation forgeries on all four types of ring postal stationeries. Many of these forgeries have been documented in Juhani Olamo's three volume set, *Finland: Reference Manual of Forgeries*<sup>1</sup> and Jorma Leinonen's *Cinderella Postal Stationery of Finland*.<sup>2</sup> Additional information may be found in *Suomen Postileimojen Käsikirja, Part II*<sup>3</sup> (1873-1893 double ring cancellations), *Suomen Postileimojen Käsikirja, Part III*<sup>4</sup> (1888 Finland type postmarks) and *Handbook of Finnish Postmarks, IV*<sup>5</sup> (1893/94 Russian type cancellations).

First, it is important to note that there are no complete forgeries of any of the four ring postal stationery types. There are however several types of cancellation forgeries and hand back or Cinderella cancellations of unaddressed items. The most dangerous forgeries are addressed items with backdated cancellations that would appear to have passed through the postal system on the date shown in the postmark. Some of these items have genuine arrival postmarks, also backdated.

Cinderella items include unaddressed stationery items favor cancelled with a genuine postmark and a valid date. Often it is not possible to make a definitive finding that the postmark was struck on the date shown or backdated. However, both Olamo and Leinonen have listed a number of suspected backdated items; they are shown in the Table. It is also possible to find these items in dealer stocks (mostly outside Finland) with addresses added years after the postmark date. All unaddressed items should be treated as favor cancelled. Addressed items without arrival marks should also be treated as favor cancelled unless there is some other mark that shows the items traveled through the post.

Cancellation forgeries also include obvious misuse of genuine cancellers. Examples are known with the 1873 double ring, 1888 Finland cancellers and the 1893/94 Russian

type cancellers. The Russian cancellers were in use from 1893 until the 1920s, but in the spring of 1918 the Russian text was removed from these cancellers so any ring stationery struck with a Russian canceller without the Russian text was applied years after the demonetization and withdrawal of the ring stationery in 1911. The 1888 Finland cancellers were withdrawn in 1893, so an item bearing an 1899 date was struck at a later date with a favor cancellation.

The list of known ring stationeries with favor or forged cancellations is far more extensive than shown in the accompanying Table. There are many overfranked stationery items that were sent abroad. Small and large 14 kopek entires were sent to Sweden and Germany. These entires were 4 kopeks overfranked and many were addressed to German stamp dealers, R Granberg or a member of his family. Similarly, there are a good number of 20 kopek entires with Finnish address destinations. All of these entires are overfranked whether registered first weight or regular double weight covers. Many of these domestic ring entires do not bear arrival postmarks.

## Endnotes

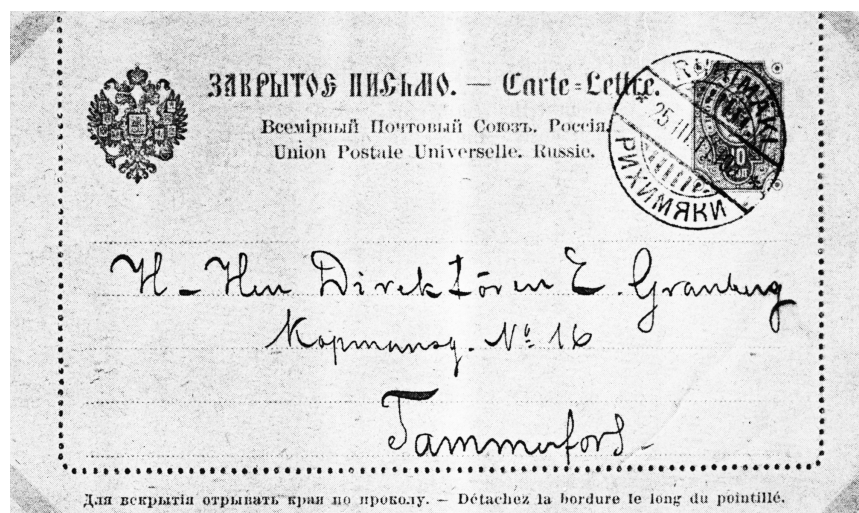
<sup>1</sup> Olamo, Juhani, Ed., *Finland: Reference Manual of Forgeries, Vols. 1-3*, Helsingfors Frimärkssamlare Förening r.f. Releases 1-9, Helsinki, 1998-2003

<sup>2</sup> Leinonen, Jorma, *Cinderella Postal Stationery of Finland*, Oy Kaj Hellman Ltd, Lahti, Finland, 1979

<sup>3</sup> *Suomen Postileimojen Käsikirja, Part II*, The Philatelic Federation of Finland. Helsinki, 1977

<sup>4</sup> *Suomen Postileimojen Käsikirja, Part III*, The Philatelic Federation of Finland. Helsinki, 1991

<sup>5</sup> *Handbook of Finnish Postmarks, Part IV*, The Philatelic Federation of Finland. Helsinki, 1997



Typical Granberg cinderella stationery item. Few of these items bear an arrival mark and fewer still have any message. According to Leinonen, these items were backdated.

**Table I: Ring Postal Stationery Forgeries**

<b>1891 Stationery Types</b>	<b>Town &amp; Cancellation Type</b>	<b>Cinderella or Forgery Type Comment</b>
20 Kopek Entire	Åbo - 1873 Double Circle	There are numerous 20 kopek entires with the Åbo canceller addressed to Mr. R. Granberg or another member of his family, various dates.
14 Kopek Entire	Åbo -1893/4 Russian Type	Without Russian text, dated 1. I. 94, backdated.
7 Kopek Entire	Berghäll 1893/4 Russian Type	Unaddressed entires – numerous covers known, all cancelled 12. III. 99, possibly backdated.
4 Kopek Doublecard	Borgä/Porvoo 1893/4 Russian Type	Unaddressed cards, several known, always dated 27. XI. 99. Unaddressed stationeries are all Cinderella items unless altered date can be proven from additional facts.
1 Kopek Wrapper	Enso - 1893/4 Russian Type	Unaddressed wrappers, date always 30. IX. 94 3. i.
1 Kopek Wrapper	Hangö – Hanko 1893/4 Russian Type	Addressed & Unaddressed wrappers, hundreds exist, all dated 17. III. 01.
2 Kopek Wrapper	Helsingfors 1888 Finland Type	All bear 9. VI. 99 dates, however the canceller was taken out of service in 1893. Date has been altered.
1 & 2 Kopek Wrappers	Helsingfors – Helsinki 1893/4 Russian Type	Unaddressed wrappers, all postmarked 2. V. 99. The date was backdated.
14 Kopek Entire	Ilmola 1873 Double Circle	Addressed entire(s) to R. Granberg. Date in postmark, 8. 4. 98, is 5 years after canceller was withdrawn from use.
4 Kopek Single Card	Iittara - 1893/4 Russian Type	Unaddressed cards, all postmarked 22. IV. 94.
20 Kopek Entire	Karhula to Riihimäki 1893/4 Russian Type	Addressed entire with genuine departure and arrival postmarks, dates altered. Dangerous forgery.
7 Kopek Lettercard	Keuruu 1893/4 Russian Type	Unaddressed lettercards each is bearing the 10. VII .00. 2.e cancellation date.
14 Kopek Entire	Keuruu k.k. to Helsinki 1893/4 Russian Type	Unaddressed 14 kopek entire has genuine departure and arrival postmarks, both dates have been altered.
10 & 20 Kopek Entires	Parola 1893/4 Russian Type	Unaddressed entires, all known with 20. V. 96 postmark. According to Leinonen, postmark was backdated.
1 Kopek Wrapper & 7 Kopek Entire	Tammerfors-Tampere 1893/4 Russian Type	Unaddressed wrappers, all postmarked 21. II. 00. Unaddressed entire postmarked 3. I. 01
4 Kopek Doublecard	Torneå/Tornio	Unaddressed card, postmarked 24. VI. 26, date altered.
1 Kopek Wrapper	Urjala - 1893/4 Russian Type	Unaddressed wrappers, all postmarked 14. IV. 99. 11.a.
1 & 2 Kopek Wrappers	Viipuri As. – Wiborg B 1893/4 Russian Type	Hundreds of wrappers exist with various dates. According to Olamo, the address has been written later.
10 Kopek Lettercard	Walkeakoski 1893/4 Russian Type	Unaddressed cards, all postmarked 13. V. 10. Some cards postmarked at Walkeakoski to Granberg are also known.
10 & 20 Kopek Entires	Wiiala - 1893/4 Russian Type	Unaddressed entires, postmarked 8. V. 99 and 7. IV. 99.



## Finnish Private Ship Postage - Part 2

From *Filatelisti* 2/2003, Translated by Carita Parker

### BORGÅ-HELSINGFORS ÅNGFARTYGS AKTIEBOLAG (B.H.Å.A.B.) (The Borgå-Helsingfors Steamship Co.)

Postage stamps issued by this shipping company are unknown, whereas postal items cancelled by hand bearing franco (paid) marks with the boat's name are known. Because B.H.Å.A.B. company played a large part in private mail transport by sea in the mid-1800s its operations are briefly included here.

When as a consequence of the 1874 Declaration postal transport came under state monopoly and private entrepreneurs had to apply for special permits, so also the Borgå (Porvoo) merchants F. Sneckenström and G.L. Söderström as well as a few other Porvoo residents sent an application to the Postal Administration for permission to transfer mail between Porvoo and Helsinki and between the piers along the way on the paddle-wheeler *S/S Runeberg*. Postal transport on the *Runeberg* had taken place since 1869 and had grown considerably due to the fact that the Porvoo-Kerava rail section was not completed until 1874.

A special permit (for the *S/S Runeberg*) was granted on August 26, 1874 and valid from September 1, 1874 until the end of 1876. The permit included letter, parcel mail and postal items carried during the sailing seasons between Porvoo and Helsinki and also between piers along the route excluding directly between the end stops.

### BORGÅ ÅNGSLUPS AKTIEBOLAG (B.Å.A.) (The Borgå Steam Vessel, Inc.)

This company was founded to provide boat traffic between nearby islands and the town of Porvoo/Borgå. This same company owned a few small steam vessels and was in a way the Porvoo counterpart of the HELSINGFORS ÅNGSLUPS A.B. (Helsinki Steam Vessel, Inc.)

The B.Å.A. began operating on May 25, 1890 and continued in business until the 1920s when bus traffic made its service unprofitable.

The B.Å.A. had three steamers each named after a bird. The *S/S Tärnan* had been completed in 1889; of the *S/S Ejdern* there is no detailed information, but it is assumed that the vessel was similar to the *Tärnan*, it was built between 1885-90 and remained in service at least until 1904. The *Måsan* made its maiden voyage on June 4, 1906.

The principal travel route was Porvoo-Pellinki with stops at several piers. The *S/S Tärnan* operated on this line in 1904-05 with stops at the piers at Storgård, Horsthök and Kärppä. The *S/S Ejdern* sailed the Storgård route until 1908 and in 1909 started to serve Barnvik. The *Måsan* sailed the Pellinki route in 1906 with stops at Kungshamn, Horslök and Kärppä. The *Tärnan* was on the shorter route to Ankarvik, Grisnäs and Haxalö.

The B.Å.A. first issue is similar to a letter seal found on the steamers Thor and the Östra Skärdården and lithographed on yellow paper. The second issue is label-like and typographed (type-set) in black ink onto orange-brown paper. The few known specimens from the first issue have an ink-line cancellation or marked with red pencil. A stamp-like label is known on a letter.

### BORGÅ ÅNGFARTYGS AKTIEBOLAG (B.Å.A.B.) (The Borgå Steamship Co.)

On April 10, 1891 Porvoo merchants founded the B.Å.A.B. in order to begin efficient boat traffic between Porvoo and Helsinki. At that time, only the old paddlewheeler *Runeberg* serviced that route. The B.Å.A.B. had ordered a propeller equipped steamer that arrived in Porvoo on June 9, 1892 and christened *S/S Borgå*.

Initially the new *Borgå* and the old *S/S Runeberg* were in stiff competition for passengers, cargo, and mail until 1893 when a contract of cooperation was signed between the older B.H.Å.A.B. and the newer B.Å.A.B. company. However, the latter enterprise was more successful and in 1896 it bought out the old firm and with it acquired the *S/S Runeberg*. Accordingly, both vessels sailed under the B.Å.A.B. flag until 1900.

In 1900 the *S/S Runeberg* was sold to a company in Russia where the vessel was put into service on Lake Peipsijrvi. The B.Å.A.B. then without delay ordered a new vessel named *Helsingfors* that entered into service on June 12, 1901. But the *S/S Helsingfors* proved uneconomical to operate and in 1913 a new vessel was ordered that arrived in Porvoo on June 22, 1914 christened the *S/S J.L. Runeberg*.

In 1937 the *J.L. Runeberg* was sold to the ANGBATS A.B., ÅLAND and re-named *S/S Porthan*. To replace the *J.L. Runeberg* the B.A.A.B purchased the Nyländska Skärgårds A.B. steamer the *Helsingfors Skärgård* and re-christened also the *J.L. Runeberg*. Among the B.Å.A.B. boat postage are some boat name marks. The names of the vessels and the years of service were:

1892-1944	BORGÅ
1893-1900	RUNEBERG (Paddle-wheeler)
1901-1914	HELSINGFORS
1914-1937	J.L. RUNEBERG
1929-1934	BORGÅ SKÄRGÅRD (Formerly PERNÅ)
1937-1944	J.L. RUNEBERG (Formerly HELSINGFORS SKÄRGÅRD)

The B.Å.A.B. Company had been founded to provide service between Porvoo and Helsinki and the *S/S Borgå* would additionally stop at the Svartbäck, Löparö, Skyttenskar, Korpholm, Musta Hevonen, and the Villinki piers. And the



S/S *Helsingfors* also stopped at the Pirttisaari pier.

By 1932 the B.Å.A.B. finances were so weak that cessation of operations was contemplated, but the national government granted a subsidy on the condition that the ships stop at the Pirttisaari and Kaunissaari piers in the Sipoo area. In the 1930s the S/S *Borgå Skärgård* attempted service from Porvoo eastward, but with poor results.

The B.Å.A.B. during its initial years in business issued boat parcel stamps that were widely used because genuinely marked specimens are generally not uncommon. Apparently, letters (for address purposes) attached to the parcels were franked with the boat parcel stamps. However, it appears that the use of the stamps from about 1905 was minimal. Only one specimen marked in 1907 has been discovered and after that not even one item or cancellation has been reported.

The initial Borgå 25 and 50 penni stamps were lithographed by F. Tilgmann of Helsinki. The bottom edge of the stamps have this text in small letters: "(679) F. Tilgmann H:fors." The number apparently is an order number. The work is of high quality with good design. The stamp quality is perhaps the best of Finnish ship postage. Like all of the company's stamps these vertical rectangular specimens are rather large, 13 x 53 mm. The slanted big plate in the center of the stamp has a colored value number and above, on a dark background in three rows: BORGÅ ÅNGFARTYGS AKTIEBOLAG. Below the plate is the word PENNI and below is smaller plate with the boat name BORGÅ. The upper corners have anchors joined by a rope and the stamp surrounded by a chain. In 1893 B.Å.A.B. acquired from the BORGÅ-HELSINGFORS ÅNGFARTYGS AKTIEBOLAG the paddle-wheeler S/S *Runeberg*, which was then put to service together with the *Borgå*. Apparently, due to this, a second series of general 25 and 50 penni stamps issued, which are more "rough hewn" than the earlier Borgå stamps, but of the same size as the previous issues.



Figure 1. This BORGÅ ÅNGSLUPS AKTIEBOLAG round 20 penni stamp from the 1890s was attached to a card.

The white oval has the text: BORGÅ ÅNGFARTYGS AKTIEBOLAG and the PENNI. There are white value numbers on the dark plate in the center and ornaments in the stamp corners and on the value plate.

The general stamps were in use only for a brief period because both vessels issued their own stamps, which are similar to the general specimens with only minor changes. The center of the oval on both sides of the value number has triangular ornaments that in the middle have white dots with lines across like that of screw heads. There are two types of the Borgå stamps.

Most of the marks on these stamps are ship name marks. The oldest mark is a 3-row ÅNGFARTYGET/date/BORGÅ, and at least two types exist. The older mark is seen on the 1892 issue which is black, and the newer violet. Most of the ship name marks, however, are oval and blue, violet, or green.

The BORGÅ-mark appears with the word ÅNGFARTYGET (steamship) in the upper margin of the oval; between double oval lines in the center the date; and below, the name BORGÅ. The RONEBERG mark appears with the word ÅNGAREN (steamer) in the upper margin of a single oval; the date in the center; and below the name RONEBERG. The old paddle-wheeler S/S *Runeberg*, for which the mark was made, was in service until 1900. Because the first *J.L. Runeberg* did not come into service until 1914, all of the *Runeberg* marks prior to that year must have been used

on the paddle-wheeler, if dated before 1904.

Of the steamer *Helsingfors* marks, the only specimen known is on a stampless card to Pirttisaari. Besides these marks, there are other oval-shaped stamps that are indistinct and therefore difficult to identify.

There is no information on the use of the label-like stamps; marked examples and postally used items are unknown. Possibly these were printed toward the end of the company's operations and never used. They were typographed.



Figure 2. The BORGÅ ÅNGFARTYGS AKTIEBOLAG operated in 1890-1919 on the Porvoo-Pellinge route. The rate for mail transported on the ship was 20 penni for which postage stamps were issued. Two types are known, one from the 1890s and the other from the 1910s; both are uncommon. Pictured cover 5.8.1912 to Lill Kroksns south-west of Porvoo. The cover originated from the Tirmo pier between Porvoo and Helsinki. Only three specimens are known of this stamp from the 1910s and this is the only known copy on cover.

**LOVISA ÅNGFARTYGS AKTIEBOLAG (L.Å.A.)**  
(The Lovisa Steamship Co)

In 1907 the L.Å.A. was founded in Lovisa to provide boat service between Lovisa and Helsinki, as well as between islands along the route. The company-owned S/S *Lovisa* was delivered in early summer of 1907, and was acquired by the Nordstrom company in 1931.

The LOVISA route included numerous islands; the most important were: Kabböle, Sarfsalö, Sondarö, Lill Pellinge, Stor Pellinge, Varlax, and Pirttisaari. Tin can mail was received by Furusund near Sondarö; that is, the mail was sealed in a watertight can and thrown into the sea from where it was picked up into a rowboat.

The postage stamps are label-type and Otto Sandberg of Göteborg Sweden mentions only the Fmk 2-5 stamps in the 1946 sales catalog.

The 1 Fmk main type mentioned in catalogs never existed, and the other stamps are uncommon and have never been reported marked or used on postal items.

**ÅBO LANS ØKUSTANGBATS ÅKTIEBOLAG (Å.L.K.Å.A.B.)**  
(The Åbo District Coastal Steamship Co.)

In 1869 a steam boat was built for Captain Carl Korsman and christened S/S *Ahkerä* (Diligent) and in its day, lived up to its name while servicing the coastal areas.

The Å.L.K.Å.A.B. was founded in 1873 and the following year the new company received two sister vessels, the S/S *Aino* and the S/S *Ilma*. In 1876 the company also operated the S/S *Leimu*, and in 1878 it additionally acquired the S/S *Salö*, *Nystad*, and the *Björneborg*, all built in 1875.

In 1879 postal administration mail boxes were installed on the steam boats *Nystad*, *Åland*, and *Ahkerä*. Ships were sold over the years and new ones purchased. Introduced here is a listing of the Å.L.K.Å.A.B.-owned boats in 1904, and their routes. While the



Figure 3. The ABO LANS KUST ANGBATS AKTIEBOLAG or abbreviated A.L.K.A.A.B. company operated between 1903 and 1915 and its vessel sailed only from Vaasa to Vyborg. Pictured a cover 8.8.1903 from Helsinki to Växäri island about 50 km west of the capital city. The cover with a pair of 25 penni stamps is the only copy. The 2 x 25 penni rate seems steep for a 15 gram letter so most likely a parcel rate was paid.

boats visited numerous piers and ports along the way, the boat traffic was, by definition, not there to serve the villa-owners and the fisherman population per se, but true to the company name, actual coastal traffic extended from Vaasa to Vyborg:

**PERNÅ ÅNGSLUPS AKTIEBOLAG**  
(The Pernå Steam Vessel, Inc.)

At around the time when the S/S *Lovisa* began its operations, the S/S *Pernå* started service from Pernaja on the Western Route to Porvoo and then east to Lovisa. Since the S/S *Lovisa* was a larger vessel and did not visit the smaller piers located at the far end of the bay, many small localities and islands fell outside of the S/S *Lovisa's* route.

The steamer *Perna* sailed under its company flag until 1929 when the ship was sold to the BORGÅ ÅNGFARTYGS A.B. and was re-named *Borgå Skärgård*. The stamps were typographed with different colored inks on slightly brownish paper. There is no information about their use, and they are not known marked nor known on any postal item. The stamps are relatively common and it is apparent that leftover stock has found its way to the philatelic markets.

VESSEL	YEAR BUILT	ROUTE
AHKERA	1869	Helsinki-Turku-Pori
AINO	1874	(Not given)
ILMA	1874	Helsinki Turku-Vaasa
SALO	1875	Turku-Salo
NORDEN	1884	Turku-Pori-Vaasa
EBBA MUNCK	1887	Helsinki-Turku-Vaasa
SODERN	1887	Turku-Pori-Vaasa
FREDRIK/ WILHELM	1893	Vyborg-Helsinki-Pori

The Å.L.K.Å.A.B. was dissolved in 1915 and the captains that had worked for the company purchased some of the ships and continued operations under a new company name, ÅNGFARTYGS A.B. KUSTEN (Steamship Co. Kusten, Tr. "Coast").



The company parcel stamp is mentioned by Sulo Kinnunen in his book where he provides Rommel's description of it. There is a picture of the stamp in the 1892 Moens catalog on the first picture page. However, not even one stamp is known.

The Å.L.K.Å.A.B. also used another label-type stamp of which there is a picture of a pair on the letter, the only known use. The object is both interesting and unique, and it is not known whether the stamp was originally meant for letters or whether other denominations existed. Evidently it is a parcel stamp that was temporarily used on letters. The pair on the cover is in the Sundman collection.

**ÅBO SKÄRGÅRDS ÅNGBÅTS  
AKTIEBOLAG (Å.S.Å.A.B.)  
(The Åbo Archipelago Steamship Co.)**

Between 1905-1911 this company acquired a few more vessels. In 1926 the old S/S *Skärgården* was sold and in 1927 the majority of the company's shares changed hands. Only one specimen of the company's stamps, an unmarked parcel stamp, was found in 1953. This seems to indicate that the specimens served as parcel stamps and got lost with the wrapping.

The Turku businessmen C.A. Sundahl, J. Fogelberg, and K. Dahlgqvist founded the Å.S.Å.A.B. in 1889. In the summer of that same year the S/S *Skärgården* was acquired and put on the line Turku-Kemiö-Kärä. In 1891 a smaller steamer, the *Pargas*, built in 1875 served on the Turku-Kemiö-Längviken route. And in 1898 a larger vessel the S/S *Kimito* was ordered that began operating on the Turku-Parainen, Malmi-Skinnarvik-Taalintehdas-Grägnäs, etc. - Hanko line.

**ÅBO ÅNGSLUPS BOLAG (Å.Å.B.)  
(The Åbo Steam Vessel, Inc.)**

There is no detailed information available about this company, but it owned several small steamers that serviced Turku and its surroundings. Operations apparently started at the end of the 1880s and continued until 1916, and in some cases the boats continued operating under new ownership. There is little data about this company's vessels, but in 1890 it had the steamer *RUNSALA* built. The other of this company ships were the S/S *Satava*, *Toimi*, *Levo*, *Vulcan*,

*Aura*, and *Helmi*.

The travel routes of the Å.Å.B. vessels are as follows: The *Runsala* operated on the Turku-Ruissalo-Hirvensalo line. The *Satava* ran on the Turku-Hirvensalo-Satava line. The *Toimi* on Turku-Naantali-Vehmaa, the *Levo* on Parainen-Levon, Höyrysaha-Turku. The *Vulcan* on Auransilta-Kuuva in Ruissalo. These routes lasted until the 1920s when the company was dissolved. Of the company's stamps, Sundman says that the stamps are totally without gum and are travel tickets. According to the Handbook, the specimens could have been used temporarily on letters as happened with other shipping company parcel stamps. The stamp type is always the same, only the text and, value numbers vary.

**ÅNGSLUPS AKTIEBOLAGET  
NÅDENDAL (Å.A.N.)  
(The Nådendal Steam Vessel, Inc.)**

This company was founded in 1889 and its first steamer, the S/S *Nådendal*, was completed that year. Later the company obtained another vessel named S/S *Naantali* that like the *Nådendal*, serviced the Naantali-Turku route carrying mainly visitors to the Naantali Spa. In the spring of 1925 the Å.A.N. was dissolved. In the previous year the *Nådendal* had been sold to the ÅBO SKÄRGÅRDS ANGBÅTS A.B., and a little later the *Naantali*, too, was sold and re-named *Hirvensalo*, which operated in the Turku Archipelago.

Philatelists are familiar with the label-like 25 penni stamp known at least on two postal cards, one has the arrival mark Aho, 21.7.1903, and the other a 25 penni uncanceled ship postage stamp and addressed to Gröna Udden, Åbo.

**MERITOIMI OY  
(The Meritoimi Co.)**

When the ÅBOLÄNSKUSTÅNGBÅTS AKTIEBOLAG was dissolved in 1915, the S/S *Ilma* was transferred to the new company MERITOIMI OY. This company is known to have kept up operations between Turku and Lübeck and beginning in 1920, operated the route with a larger ship. In 1928 the company expanded with an additional route, Helsinki-Stockholm, and in 1929 added the Helsinki-Tallinn route. The MERITOIMI company apparently used label type stamps of which the details are unknown. However, these have been seen with the dark blue mark S/S *Ilma*. Fabergé owned a booklet of these stamps



Figure 4. The steam vessel *NÅDENDAL* route went between Turku and Naantali at the turn of the century. The company 25 penni stamp on postal card to the Gröna Udden in the neighborhood of Naantali. Another similar object is known, although it, too, is partly damaged.



and according to his recollection, the stamps were used in 1922-24.

### ÅNGBÅTS AKTIEBOLAGET ÅLAND (Å.A.Å.) (Steamship Co. Åland)

This company was founded in 1875 and its first vessel was the S/S Åland completed also in 1875. In 1929 the boat was re-named Åland I because the company received a new ship, named the S/S Åland II, which then was sold in 1941 and re-named Porkkala

In 1876 the Å.A.Å. had a ship built named Sven Dufva that in 1915 had to be relinquished to Russian military officials. The vessel then was destroyed in an explosion and ensuing fire while in the Turku harbor in 1918. The Å.A.Å. later operated other vessels as well.

The company's postage stamps (parcel stamps) are much like the ÅBO LANS KUSTANGBÅTS A.B. stamps. There exists only a few specimens that support the assumption that they were parcel stamps. To the left of the number plate on the stamp is the boat name Åland and to the right Sven Dufva. The known specimens have been marked with an ink-cross.

The Å.A.Å. had originally been founded to operate between Turku and Åland, and the S/S Åland made its maiden voyage on November 11, 1875 and the Sven Dufva made its first voyage on the same route on September 12, 1876. Besides, over the years the latter vessel serviced many different routes: 1877-78 Turku-Stockholm and from 1879-1912, Helsinki-Loviisa-Kotka-Hamina-Vyborg. In the fall of 1892 the boat operated on the Helsinki-Tallinn and 1912-15 on the Turku-Mariehamn (Åland) route.

### ÅNGBÅTS AKTIEBOLAGET MARIEHAMN (Steamship Co. Mariehamn)

In 1885 this company acquired the S/S Mariehamn built

in 1869. The boat operated between Turku and Mariehamn until 1910 and then was sold in 1912 to a company in Estonia.

A few of the freight stamps with the text (in Swedish) FRAKTMÄRKE used by this vessel are known, among them at least one unused specimen. The stamp is marked with an ink-cross.

### WANAJAVESI ÅNGBÅTSBOLAG (W.Å.B.) (The Wanajavesi Steamship Co.)

In the early 1860s the need for better connections between Tampere and Hämeenlinna arose. The lake connection was hindered by the Kuokkola rapids where the boats had to be unloaded, and passengers and cargo carried past the rapids because the Lempäälä Canal was not completed until 1874.

In 1864 operations were started with two small boats, *Udatsha* formerly *Ilmarinen* and *Strela* owned by the Russian state. The vessels were used as tugboats, too.

In June of 1865 the director of the Tampere Pellava & Rauta Co., Adolf Törngren, put the paddle-wheeler *Elias Lönnrot*, built in the machine shop headed by Törngren, into service. The vessel serviced the Northern Route, but for the Southern route, he rented both of the aforementioned small boats from the state.

In 1866 the W.Å.B. shipping company was founded that took over the *Elias Lönnrot* and additionally had the paddle-wheeler *Wanaja* built. The latter departed from Hämeenlinna at 7:30 a.m. for Lempäälä and returned at 2:00 p.m. The *Elias Lönnrot* left Tampere at 10:00 a.m. on weekdays for Lempäälä and returned at 2:00 p.m.

The W.Å.B. company fared well and in the fall of 1868 a third vessel began operations, the propeller-equipped S/S *Roine* servicing the Hämeenlinna-Länkipohja route.

The sailing season in these areas usually extends from May to the end of November, but in 1875 an early winter brought an end to the boat traffic in October. And due to this, a financial loss was incurred and since the Tampere-Hämeenlinna rail section was expected to open to traffic in 1876, the W.Å.B. board of directors decided to sell all of its boats at reduced prices.

The W.Å.B. issued three similar postage stamps at denominations of 10, 20, and 25 penni. There is no available information about postal rates or of postage values used since no postal items are known. Because all of the encountered stamps are unmarked except one with an ink cancellation, it is probable that the stamps were not sold to the public. Most likely the ship's captain received the stamps from the shipping company, and the letters and parcels were franked on the boat.



Figure 5. The steam ship WANAJAVESI ÅNGBÅTSBOLAG operated between 1867-1875 and carried mail, too, for which 10, 20, and 25 penni stamps were printed. The stamp(s) were a direct copy of the Riihimäki-St. Petersburg railroad district letter seal (lower right); even the office of printing may have been the same. The WANAJAVESI company operated the ELIAS LÖNNROT and the propeller-equipped vessel ROINE, for which not a single letter with this postage is known.

In that case no mark was required relying on the crew's honesty not to re-use stamps if detached by soaking.

The W.Å.B. and S.T.A.B. stamps are perhaps the best known of Finnish ship postage. The specimens were included on the pages of old German postage stamp handbooks and the year of issue shown as 1867.

Besides the original stamps there are 3 different afterprints which probably, because of the mentioning in the handbooks, generated a considerable demand. Of the original stamps the 10 penni is the most rare. The second afterprint 20 penni is also very rare. Apparently originals were then still available.

The third afterprint values are all of the same degree of rarity.

### TAMPEREEN-WIRTAIN HÖYRYLAIVA OSAKEYHTIÖ (T.W.H.O.Y.) (The Tampereen-Wirtain Steamship Co.)

Before this company started operations, there were already in the 1860s vessels going north from Tampere to Visuvesi. The NÄSIJÄRVI HÖYRYALUSYHTIÖ (the Näsijärvi Steam Vessel Co.), founded in 1869, owned a small steamship named Laine. In 1874 this same company acquired another ship, the *S/ S Tampere*, and in 1885 the company had a new vessel built. This ship also received the name *Tampere* and sailed all the way to Virrat.

In 1905 the company name was changed from NÄSIJÄRVI HÖYRYALUSYHTIÖ to TAMPEREEN-WIRTAIN HÖYRYLAIVA OSAKEYHTIÖ. An impressive new ship was ordered named *Pohola*. In 1905 the company had on the Ruovesi-Vilppula route, a small boat, the *Kaima*. In 1906 and 1907 the company vessel *Mannta*, which prior to the completion of the *Pohjola*, had operated on the Virrat route now serviced directly between Tampere and Vilppula.

In 1912 the *Tampere* was removed from operations, but the *Pohjola* continued along with the *Tarjanne* vessel that was owned by the HÖYRYLAIVA OSUUSKUNTA TARJANNE (Steamship Co-operative Tarjanne).

In 1919 the T.W.H.O.Y. changed its name to HÖYRYLAIVA OYPOHJOLA (Steamship Inc. Pohjola), and in 1933 merged with the HÖYRYLAIVA OSUUSKUNTA TARJANNE.

The stamp issued by the T.W.H.O.Y. is a parcel specimen, as the text on the stamp clearly indicates. The year of issue is unknown, but apparently it was printed right after the new company became operational. The stamp is uncommon and not one cancelled specimen is known.

### VELJEKSET KIUTTU (URHO) (The Brothers Kiuttu, steamer Urho)

After the Hämeenlinna-Tampere rail section was completed in 1876 and the WANAJAVESI ÄNGBÅTSBOLAG company, scared of the competition, had ceased operations, smaller enterprises continued on short routes and to localities where the railroad had not reached.

In 1885 a merchant, Fredrik Kiuttu, entered the steamer *Urho* into service, which he had built. The first summer the boat was used only for pleasure trips, but from 1886, served the Hämeenlinna-Tyrväntö-Valkeakoski line, stopping at many piers along the way.

In 1890 when the *Urho* was sold to private company in the Kukkia waterway, Fredrik Kiuttu had two new boats built, which he moved to Tampere to begin operations in that area.

In 1894 Fredrik's brother, A. Kiuttu, acquired back the steamer *Urho* to run on its former route; and from 1901 the *Urho* sailed only to Tyrväntö, but in the 1920s the ship sailed on the Valkeakoski-Viiala run. In the 1900's the *Urho* belonged to several different owners and in 1928 was refitted as a tugboat.

The *Urho* stamp gives the impression of a rough draft

and the vessel looks more like a wooden barge with the smoke stack of a steam locomotive. In reality the *Urho* was quite an ordinary small steamer. There are proofs without the value and route marking. The few known completed



Figure 6. The steamer URHO operated from Hämeenlinna between 1886-90 and 1894-1928 and sailed between the city and the park, "Parkki", about a kilometer apart and on longer routes to Valkeakoski and Tyrväntö. Not one cover with the 20 penni stamps printed for the URHO is known. To the right a green and to the left a brown color proof and in the center the actual stamp. The proofs are the only known specimens.

stamp specimens are of the 20 penni denomination and the route is marked "Kaupunki-Parkki" ("City Park"). Jarl Pettersson has the theory that the intention was to issue stamps having other routes or section(s) of a route. However, none has been encountered. Proofs in brown and green have been seen and in one Finnish collection, even an irregular group of five.

### HÖYRYVENHE OSAKEYHTIÖ KERTTU, SAVONLINNA (The Steamboat Co. Kerttu of Savonlinna)

In 1891 a group of Savonlinna businessmen found the HÖYRYVENHE OSAKEYHTIÖ KERTTU company with the intention of operating boat traffic between Savonlinna and its surroundings. The first steamer was named *Kerttu*, and in 1898 a second steamer was ordered, the *Peippo* that was slightly larger than the *Kerttu*, but otherwise of the same type. Additionally, the tugboat *Tilho* was ordered to be built.

In 1899 the steamboat company was incorporated, and



Figure 7. The steam ship *ALKU* operated between 1894 and 1897 from Lohja on the Lohja-Karjalohja-Sammatti route. Only a few of the company's stamps are known.

in 1900 the vessel *Punkaharju* was ordered. Then in 1905 another new boat was completed also named *Punkaharju* whereas the older vessel (of that same name) was re-christened *Savonranta*.

The oldest of the boats, *Kerttu*, started operating in 1892 on the Savonlinna-Moinsalmi-Pellosalo and the Savonlinna-OraviHeinvesi routes. In 1898 the steamer *Peippo* serviced the Savonlinna-Tynkkylinjoki-Haapalahti-Lehtiniemi-Tolvanniernj route, and the S/S *Punkaharju* sailed from Pilppa in Heinavesi to Putikko. In the later years, the routes often changed.

The Steamboat Co. *Kerttu* postage is of an unusual type and reminiscent of the gummed seals used by the apothecaries. Similar type Russian *Zemstwo* stamps also exist. The Steamboat Co. *Kerttu* stamp is very rare and not known on any postal item(s).

### LOHJAN HÖYRYPURSI OSAKEYHTIÖ (The Lohja Steam Vessel, Inc.)

In the 1890s a small steamer, the *Alku*, operated on the Lohjanjarvi lake. According to Sulo Kinnunen (*Libertias Philateliae* 1950/2), the vessel used 25 penni boat postage, but he does not elaborate further about this, and the editorial staff does not know of any postal items or sources that might shed light on the matter. Nonetheless, the 25 penni blue boat postage stamp is very uncommon.

The steamer *Alku* was built in 1887 and operated apparently until 1897, because the *Turist* lists the boat routes during 1894-96 as Lohja-Karjalohja. Any 1897 information is absent.

### PÄIJÄXNTEEN HÖYRYLAIVA OSAKEYHTIÖ (The Päijänne Steamship Co.)

This company was founded in October 1904 in Kuhmoinen and purchased a vessel that was put into the water on May 9, 1906 in Lahti and christened S/S *Suomi*. Then in August of 1921 the boat was sold to the Jyväskylä-Päijänteén Laiva Oy company.

The vessel's route was the Jyväskylä-Lahti (Vesijärvi) with stops along the way at the Korpilahti, Tehi, Kuhmoinen,

and Padasjoki piers. The boat postage stamp is very simply designed and typographed (type-set). The purpose for the use is unknown, but two marked specimens have been reported by D.A. Dromberg.

The marks, are similar to the railroad way-bill (freight) marks. Postal items are unknown and since the boat stopped only in locations that during 1906-1921 already had a post office, the postal administration would not have granted the company the right to carry letter mail.

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Railway mail, continued from page 5

The modus operandi did create many near mishaps and accidents as well. A particularly dangerous location was Vilppula where two trains were coming from opposite directions (one had the same departure time as the other's arrival) and the departing train was not allowed to wait even ten seconds. A postman at that station was so badly injured while trying to jump onto the moving train that three months later he was still unable to work. Another had lost his grip, fell and hit his head on a lantern post, but miraculously escaped serious injury. The railroad administration soon ordered the trains, even if slightly behind schedule, to both wait at the Vilppula station for at least one minute. Many a postman did not get onto the train because the speed was already so great that they were unable to jump on although some foolhardy attempts were tried. One postman barely managed to get a grip around the door handle of the last cargo van on the train and only get on the steps because he was unable to open the door. He had to use all his strength just to hang on until the next station.

A postman in Loviisa was himself at blame for being late. He had overslept and got to the station at the last minute just prior to the train's departure. Politely the postman asked the station master to delay the train for five minutes so that he could bring the outgoing mail from the office to the train. But the train left regardless without the postman who had tried his best to fulfill his duty. The postman had no other recourse than to transport the mail in a railway inspection trolley (hand-car) nearly 80 km (approx. 50 miles) to Lahti. The story does not tell how he succeeded.

Higher postal employees had accidents, too, although their work did not exactly require them to hop onto moving trains. One expeditor was at fault when he was in another mail car chatting with co-workers at the Wyborg station and he suddenly realized that his own car on the adjacent rail was about to depart. Jumping onto the moving train he slipped and crushed his foot between the train and the platform. The expeditor lived, but was unable to ever again work in a mail car and so transferred to a desk job.

The mail workers' publication from time to time questioned how long before the less than safe mail exchange conditions would claim a victim. In Finland during the 1800s no mail car personnel died in railroad accidents. However, it was known that in England, France, Germany and the U.S.A., a total of 75 mail car employees had lost their lives between 1890 and 1900. In addition there were 513 serious and 1173 non-serious injuries.



In January of 1912 the dreaded fatality finally happened when travel postman Paavo Kettunen fell under the train while exchanging mail at the Murtomki station near Kajaani. A railroad employee in the railroad magazine claimed that the Murtomki accident might have been caused by clumsiness and urged the postal administration to select well-adjusted men for mail exchange duties. The railway magazine revealed that railroad conductors and brakemen repeatedly jumped onto moving trains without any mishaps occurring. These observations only worsened ties between post and railway employees. The investigation of the Murtomki accident ultimately revealed that Kettunen had stepped onto the train while it was stopped, only to have lost his balance and fallen when the train started moving.

As a result of the accident, it was thought that a committee might be able to come up with suggestions as to how mail exchanges could be more safely performed. Regrettably, the committee was never formed because the central party in the matter, the station master association, showed no interest. Even references to the sensible and ingrained practice in Sweden, where the mail bags were brought to the trains without any direct orders, did not bring any improvement. Finally in the 1920s the Finnish railroad administration issued an order to the station masters to deliver the mail bags to the station platform when the trains stop-over times were only one minute. But the request in many locations fell on deaf ears and the mail exchange problem would affect relations between the post and the railroad for many years to come.

The dispute with the railroads was not limited to the mail exchange issue, although it was the most obvious reason for arguments. The mail car personnel often felt as if they were only second class people compared to the railroad employees. Without doubt, the poor relations were partly caused by the fact that most of the post offices were located at railroad stations and headed mainly by station masters. The arrangement was based on a 1876 Senate decision at a time when both railroad and mail traffic was much slower paced. Pursuant to the decision, the work description of a 3.5 class station master included also the handling of postal matters at the station postal counter. But as the railroad and mail traffic continued to grow the task became ever more difficult to handle.

In 1893 station masters were given a chance to hire an assistant to handle postal matters or be entirely released from this duty in which case the postal administration would have had to open separate post offices. The latter alternative, however, did not become very common due to cost and lack of office space in the railway stations.

In the 1900s station masters increasingly requested pay increases for handling the mail. A separate person was hired to handle postal matters in many of the larger stations such as Karjaa and Kannus. This satisfied the mail employees because in their opinion the number of well run station postal counters in Finland could be counted on five fingers. A number of station masters were adamant about being relieved of mail duties, while others were accepting

of such tasks but only for higher pay. And the combining of duties was less expensive to the government than hiring of separate mail handlers.

Nevertheless relations between railroad and mail personnel were continually strained and in danger of worsening. Therefore, finger pointing from both directions was common in situations that seemed trivial. For example, a trainee was reprimanded for improper behavior for not taking off his hat when entering the station master's office. And it made no difference even if the trainee defended himself for having been unable to do so while carrying mail bags in both hands.

Nevertheless, happier moments did occur when the postmen and the train personnel played cards together as they did on the Hyvinkää-Hanko rail section, but the railroad administration did not tolerate such leisurely display on the job and put an end to it.

The mail staff would easily blame the railroad personnel and vice versa for the slightest offense. The least of these was that some mail handling station masters would let their dogs lie on the mail bags. But all of the complaints directed at the mail staff were not insignificant. A railroad employee magazine article accused the postmen while on travel duty of obtaining all kinds of merchandise for themselves and transporting it free of freight charge in the mail cars.

The postal administration ordered the car district head to look into the matter, but nothing inappropriate was uncovered. Apparently smuggling did occur often, but getting caught was rare. But if such activity was noticed, action was taken as the following story illustrates: The Helsinki-Pori mail car postman had promised to deliver fish from Helsinki to the Toijala station mail exchange worker. The intention was to carry the fish as standard freight, but the fishmonger had brought his catch to the station only a couple of minutes prior to the train's departure and so the fish was put into the mail car as nobody realized that it could just as well have been taken to the conductor's car. The mailcar postman had mentioned to the mail exchanger's wife who was waiting in Toijala for the fish, that there was a freight charge for this cargo, but that he himself was unable to take care of the matter because of the rush with the mail exchange. However, the wife did not have any money on her, but nonetheless started to drag the crate full of fish - some 67 kg of herring - towards her home with the intention of returning with the payment. But the station workers stopped her on the spot accusing her of attempted smuggling. As soon as the mail exchanger heard what had happened he went himself to pay for the freight, even though at first he had assumed that the freight had been paid for already in Helsinki. Due to the circumstances the postal administration did not press charges, but from then on the travel postmen were not allowed - for whatever reason - to transport extra cargo in the mail cars.

To be continued in May 2004