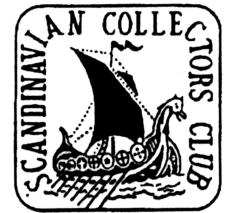




The Finnish Philatelist

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The Finnish Philatelist

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Editor's Message

Postiljoonivaunu Railway Cancels

In the May issue of TFP, I listed the Postiljoonivaunu (PJ) routes from 1893 to 1917; unfortunately, in printing the newsletter the last route, Ö-N: Östermyra-Nikolaistad (Seinäjäki-Wasa, Vaasa) was inadvertently dropped. Be sure to add this route to the bottom of the list that appears in the May, 2004 issue, page, 25.

Although I have in my collection nearly 1,000 post cards and covers with PJ cancels from the 1893-1917 period I was surprised to find that I was missing clear strikes of a number of cancels. I am trying to assemble examples of all 56 PJ cancels and the earliest known usages (EKU) of each cancel for future publication. I would, therefore, appreciate the assistance of our readers to provide an illustration of any of the PJ cancels listed on page 19. Please send me a Xerox™ copy or a scan. In a later issue I will provide a list of the EKUs of the PJ cancels.

5 Kopek Oval Find

In the most recent issue of *Filatelisti* (5/2004), Herbert Oesch, one of Finland's foremost authorities certified a 5 kopek oval stamp with large pearls on partially narrowly laid paper. A stamp of this description is

Editor's Message, continued on page 19



The K.P.XP No. 5 railway canceller with a 13.I.96 date is known to have been fraudulently applied to an already demonetized Norma EK 18, 40 penni postal stationery envelope. Olamo also reports in Finland Reference Manual of Forgeries, that this canceller was applied to the 16 penni postal card reprints of 1893. The Manual shows the canceller on blank paper with a 29.VII.96 date, but in fact the actual date is 26.III.00, as shown above, and the card is backstamped, Walkeakoski 27.III.00. The 16 penni cards, PK 12, were demonetized on December 31, 1884 and the reprints were never valid for postal use. The card is addressed to a Granberg family member and appears to be in the handwriting of Rich Granberg.

Oval Find Of The Century



Herbert Oesch received for authentication a seemingly quite ordinary 1858 cancelled 5 kopek oval stamp in good condition. However, the stamp is really an exceptional find: A blue specimen with wide margins and a tidy HELSINGFORS 15.11.58 mark, crossed in ink. But Oesch did notice something else about the stamp, too. He observed that the 5kopek with large pearls was printed on narrow-laid paper and this is a find of the century. The stripes can be seen to the right and on the lower edge of the stamp, and side-lighted even better.

This stamp is not listed in the *Norma Special Catalogue* and it is likely that such a combination has not previously been encountered. It is actually about the letter combination I II wb where the number '1' is indicative of the catalogue number, the Roman numeral 'II' of the large pearls, the 'w' of the narrow-laid paper and the 'b' indicative of the color blue. See *Norma* 2002, p. 19ff.

According to rumor such a stamp presumably was in the Veijo Mannelin collection sold to an English collector some years ago. There are eight (8) known of the 5 kopeks with small pearls printed on narrow-laid paper, and those with large pearls belonging to the same class of rarity on wide-laid paper.

On the 10 kopek Porto Stempel entires, similar localized ribbing can be seen usually on the paper edges. According to Linder the ribbing was actually scratches caused by the cover (See: Linder: *Finlands Ovalmärken*, p. 43-44). Linder also mentions fine-laid paper, which is a better word, because it sets apart the origin of the ribbing from those on the watermarked paper.

The 5 kopek oval with large pearls on narrow-laid paper is the biggest discovery of ovals in decades.

Filatelisti 5/2004

Editor's Note: The full text of the original article and Cyril Schwenson's finding will be found in *Filatelisti*, 5/2004 and 6/2004. Surely, this stamp will be examined by other experts and we will report their findings as they are made available to us.

Oval Find Of The Century Re-Examined

By Cyril Schwenson

In *Filatelisti* 5/2004 on p. 3 there was an article about a new oval discovery, which I read with great interest, and noticed a few inaccuracies. Thus, I phoned Herbert Oesch to inquire more about the matter and stamp quality. However, he assured me that the case was as told in the article. But as it happened, the 'thing' about the oval find appeared on my desk with the day's mail in the form of a request for my opinion about the stamp - along with an enclosed copy of Herbert's proof of authenticity - all the way from Switzerland.

After Herbert Oesch had expertised this stamp it, was submitted to me for another review. I thoroughly studied the stamp comparing it to material in my own possession. The result was crystal clear. The stamp was not printed on narrow-laid paper, but on regular paper. The paper structure of this stamp is entirely different from ribbed paper. (See *Handbook I*, pgs. 99-100). It is fully comparable to stamps of regular smooth paper. The ribbing marks may be a tad more prominent in the areas described, but lacking any appearance of even an end of a row of the typical ribbing or 'ant-trails.' The tightness of the paper pulp used is also entirely different from that of narrow-laid paper.

The examination method used is a sliding microscope approx. 10-40 x magnification with see-through and side lighting. Furthermore, in my judgment the stamp, also, does not have wide margins on all sides, but this of course is a matter of opinion. But overall, the stamp is of a good and flawless condition.

The Paper 1845 – 1875

Some more about the paper without going into exact details, which can be found quite nicely in handbooks. The papers used in Finland between 1845-1875 have quite a variety of ribbing. The papers used for the Porto Stempel entires were always hand made paper, made sheet by sheet with the aid of diagrams. Depending on the diagram webbing it would produce various watermarks, ribbings on the paper. On the completed sheet edges the ribbing is less pronounced because the paper pulp would collect more in the diagram center and there give a clearer impression. Narrow-laid paper is seen on the Porto Stempel entires on the Tervakoski (Mill) paper. This cannot be compared to the narrow-laid Tampere paper mill (Frenckell) machine-made paper used with Finland's oval stamps.

The Tervakoski paper is of thick, handmade paper and the Tampere narrow-laid is a thinner, machine-made paper that additionally has ribbing marks. (See the *Handbook*). It must be remembered that the Porto Stempel envelopes were manufactured starting from the center of the sheet right- and left-side half, and the ribbing on these is fairly well pronounced, and can be seen also on the sheet edges. Some unevenness, nevertheless, may be found.

Fun with Finnish First Day Covers – 6

By Alan Warren



On June 4, 1937, Finland issued a 2 Fmk stamp (Norma 222) to mark the 70th birthday of Field Marshal C.G.E. Mannerheim. Many first day covers of this issue were cancelled in Helsinki as usual. I have two different types of Helsinki FD cancels. Both are double ring bridge cancels but in one the outer ring measures 27 mm diameter and in the other 29 mm.

Even more interesting is the fact that this issue can be found with what FDC collectors call “unofficial” cancels, (i.e. cancellations from cities other than the normal Helsinki). The term “unofficial” is perhaps a poor one because any postal service cancel is official. Figure 1 shows a souvenir sheet of the Mannerheim issue cancelled on its first day at Hanko.

Figure 2 shows another unofficial FD cancel at Mikkeli on a local post card sent to a Mikkeli address. And a third unofficial town is seen in Figure 3, Niuvanniemi. This cover was sent first day to Kuopio and bears a Kuopio backstamp the same day, June 4, 1937.

The postal rates at this time were: 1.25 Fmk for post cards, 1.50 Fmk for local letters, and 2.00 Fmk for letters within the country, (i.e. the value of the issued stamp).

Carl Gustaf Emil Mannerheim was born in 1867 in Louhisaari Castle in Askainen and educated at a Finnish officers school and then a cavalry school in St. Petersburg. In 1904 he volunteered for the Russo-Japanese War and achieved the rank of Colonel after the battle of Mukden. He then led two expeditions to

China and in 1912 was promoted to Lieutenant General. As a result of the Russian revolution he fell out of favor and returned to Finland where he was appointed Commander-in-Chief by the Senate of the newly independent Finland. In 1919 he lost a presidential election in the Parliament and retired from public office.

During the 1920s Mannerheim engaged in humanitarian work, supporting the Finnish Red Cross and establishing a children’s foundation. President Pehr Evind Svinhufvud appointed Mannerheim as chairman of the country’s Defense Council and in 1933 he received the rank of Field Marshal. By 1939 he again accepted the position of Commander-in-Chief and established his headquarters in Mikkeli. Further details of the statesman’s life will be revealed in future issues of this column when we discuss additional Mannerheim stamp issues and their first day covers.



Figure 2.

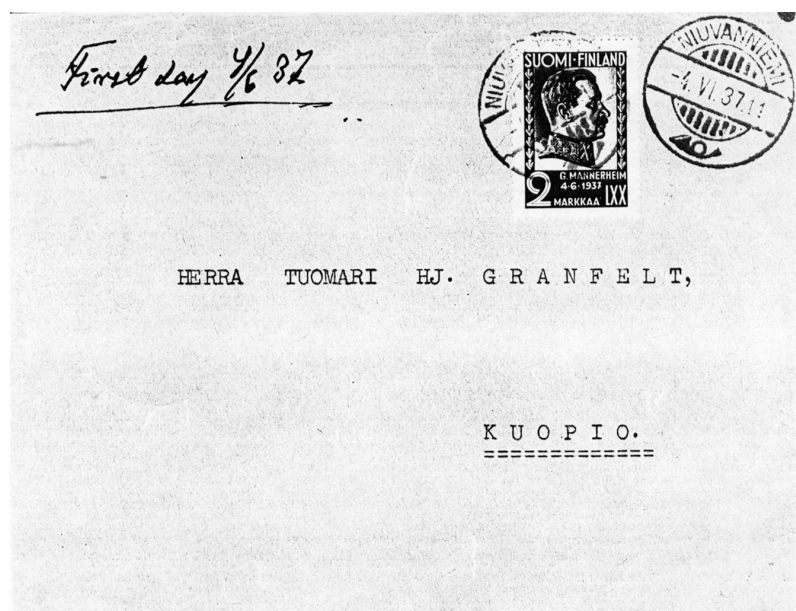


Figure 3.

Prohibited Label On Post Card Prompts Enforcement Of Ban Against Added Text, Pictures & Labels on Address Side Requiring Franking At Higher Letter Rate

By Dirk Voerwerck

The Postcard

The postcard shown here is remarkable, not alone because of the Mourning Stamp (MS). At first glance this postcard would seem to have been accurately franked at 4 kopeks and incorrectly assessed 15 centimes postage due. However a more thorough examination of the postcard rates and usage rules confirms that the postage due of 3 pence = 15 centimes is correct. There are 6 kopeks missing to reach the correct postage of 10 kopeks.

The card was sent from Helsinki to London in August 1900.

It is manuscript dated by the sender "13. Aug. 1900". There is a 4 kopek ring type and a Mourning Stamp on the front side. The MS is marked with a hook in blue crayon and 15 c (centimes); the currency of the UPU was the French gold franc.

The Cancellations

- Tri-lingual Helsinki Russian type, 14.VIII.00, the first day of use of the MS.
- Stockholm arrival mark, K.E. 15.8.1900 (on the MS).
- Swedish ship-post-cancel Trelleborg - Sassnitz 20.8.00.
- "T" mark in a rounded square struck at Helsinki.
- London F.B. (= Foreign Branch) 3 D.

According to the postal tariff, the post card rate was 10 penni or 4 kopeks from Finland to abroad, (except Russia) from May 1, 1891 to August 13, 1900. On August 14, 1900, the penni franking to abroad was demonetized and the rate remained 4 kopeks in force until September 13, 1917. At first glance the postage of this card would therefore seem to be correct. However, this is not the case; the card is 6 kopeks short. The reasons are the MS, marked with a blue hook, and the regulations of the World Postal Union (WPU), later called the Universal Postal Union (UPU).

Article XV of the *Règlement de la Convention* adopted at the 1878 World Postal Congress held in Paris provided that:

- Par. 1 Postcards must be uncovered. One side is reserved exclusively for the address...
- Par. 5 It is forbidden to join or to fasten anything on postcards.

At the 1891 World Postal Congress held in Vienna, the rules pertaining to post cards was reaffirmed and extended. Article XVI (old XV) provides that:

- Par. 1 Except the stamps for postage and the labels as mentioned in section one (that are labels with the address, i.e. registration labels) it is forbidden to join or to fasten anything on post cards (cf. Paris 1878, Par. 5).

-Par. 9 Those post cards that do not fulfill...the conditions set forth by the present Article for this kind of consignment **are to be treated as letters.**



And here we have the solution of the mystery: it was not allowed to affix the MS on the front side of this card. The added label was in violation of UPU Article XVI, Par. 1. It had nothing to do with the Russian oppression in Finland. For correct postage the card should have been franked at the letter rate, 10 kopeks. The card was therefore 6 kopeks short, x 2

(UPU penalty) = 12 kopeks or 3 pence (in British currency) postage due.

In Finland as well as in the other Nordic countries we find an explicit notice on the stationery cards and other postcards that the front side is reserved exclusively for the address, (see *Norma Special Catalogue* 2002 PK 1-12, 14-34. The post card blank shown here with the MS has a correspondent notice in four languages.

Nevertheless, it should be mentioned that the MS raised a storm of protest and led to veritable mourning throughout the country. The entire population opposed the "illegal" ban on Finnish stamps to abroad and the Russian authorities at once prohibited the use of the MS protest label on mail to abroad. However, the ban on the MS was not published in the newspapers until August 16, two days after this card passed through the Helsinki post office. The ban could not have been known to the post office clerk who applied the "T" mark and "15c", the amount due.

At the 1906 World Postal Congress held in Rome, post card regulations were amended, effective October 1, 1907, to allow the so-called "divided postcard," which allowed the right hand side of the address side for the address and the left hand side for a text message, illustration or label, such as the MS or the "Jul-Stamps" in Denmark.

Philatelic Detective Work: Inexplicable Custom's Rate Revealed

By Jussi Tuori, translated by Carita Parker, from *Filatelisti* 1/04

A few years back I was able to acquire the illustrated Customs postal order card from a domestic auction at a reasonable price. The object immediately revealed that the Oulunkylä post office had, on May 3, 1920 paid Customs duty of 3 Fmks to the Helsinki Customs office. The form used was a special Customs postal order, even though in a postal sense it was a regular postal order. The rate, too, was the correct 1 Fmk and so franked with a red-blackish Fmk specimen. Additionally, the form has the 1 Fmk and 50 penni type 1895 revenue stamps marked with a regular double ring oval mark 'MAKULERAD/ MITÄTÖITY' (in Swedish/Finnish respectively, tr.= Canceled) that was used in the canceling of these types of stamps.

The question arose: why were these stamps included? I contacted several postal history experts and immediately it became clear that firms could pay the Customs duty through the Post without having to pay the Customs office directly. But here the information stopped. We tried to derive some reasonable assumptions such as a portion of the Customs duty could have been some type of value added tax or perhaps the Customs would later charge the payee this type of fee.

However, we could not fathom what the payment could have been for and where the stamps had been attached to the form. The answer to the problem proved in the end to be quite simple. Taking the advice of a friend, I looked into the tax revenue laws and there found the answer. Finland's independence period first tax revenue law was instituted on June 21, 1918 and here most likely the bureaucrats had again used all their cunning in finding a new source of revenue for the government.



To the first paragraph of the law there was added a new item of revenue, the Customs Bill. This revenue tax was tied to the invoice amount starting from 50 penni up to 200 Fmk. The next bill of law raised the amount beginning in early 1919 to 1 Fmk. In 1920 government revenue apparently began to run dry and so on March 24, 1920, a new law was enacted consisting of only a few lines stating that until the end of 1920, tax revenues would be collected at a 50% increase. As simple as that. Thus the lowest amount was Fmk 1,50, which was the revenue tax paid on the object in my possession. Many people may think that the banks nowadays charge unreasonably for payments, but here the surcharge for the 3 Fmk customs bill was 2,50 or 83% in excess of the invoice. This tax apparently was not very popular, because it was removed from the tax law at the start of 1922. Customs postal order forms from the independence early years are extremely scarce, but from the aforementioned it becomes obvious that forms used between June 22, 1918 and December 31, 1921 may carry the revenue stamps. The stamps could naturally have been attached also to invoices to and from the Customs office.

1891 Ring Postal Stationeries: 7 and 10 Kopek Lettercards

By Mika Heinonen, translated by Carita Parker, reprinted from *Abophil* 4/2002

Two of the three lettercards that appeared in Finland in 1891 bore a ring value mark. These are the 7 and 10 kopek lettercards. The third issued lettercard is from 1925 with a Saarinen type value mark. The lettercards are rarely seen among Finland's domestic postal items. In France and other central European countries, the lettercards were very common and much used.

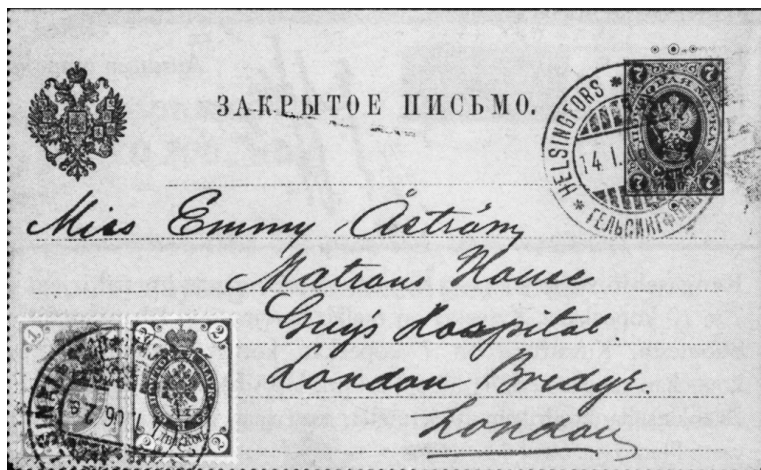


Figure 1. A 7 kopek lettercard with 1 and 2 kopek stamps added to meet 10 kopek rate to abroad. Helsinki 14.1.06 to London, England.

have been perforated on the gum side also.

10 Kopek Blue

Approximately 100,000 of the 10 kopek lettercards were printed. As for the postal rate, the lettercard was suitable for foreign addresses other than to Russia at the lowest letter weight class. The thickness of the cardboard used for the 10 kopek lettercard varies between 0.17 and

0.18 mm. And like the 7 kopek lettercard, three different gums and three perforation pin sizes were used with the 10 kopek lettercards.

The cardboard color is ultramarine blue-grey with different degrees of darkness. The value mark instead is light blue in several shades. Both of the value marked lettercards were delivered to the Finnish Government Post Office (FGPO) during 1891-1894. At a 1911 postal auction, 1,000 of each from the remainder stock was sold and 100 specimens of each value were archived. The rest of the printing was burned.

7 and 10 kopek ringless Russian type lettercards were delivered to Finland's postal service during 1909-1916. At this time, besides the 7 and 10 kopek lettercards 5 kopek lettercards were also ordered on a trial basis, but did not continue.



Figure 2. A 7 kopek lettercard with added 3 kopek ring stamp, from Helsinki 20.IV.99 to Lübeck, Germany. Arrival postmark, 23.4.99 on the reverse.

7 Kopek Blue

The 7 kopek lettercard was representative of the lowest postal rate for a letter item sent domestically, as well as for letter mail to any address in the Russian Empire. A total of more than 200,000 copies were printed of this denomination. The cardboard thickness varies slightly and both dark and light-colored cardboard is seen. Furthermore, three pin sizes have been seen in the perforation and three different hues of gum as well. The value mark color is black, dark greenish-blue or ultramarine.

The lettercard is made of cardboard folded in the middle where a brief message can be written inside. The other outer side is reserved for the address. In order to make sealing easier, the inside edges are gummed; and to make opening easier, the edges



Figure 3. A 7 kopek lettercard from St. Petersburg, Russia, on 5.5.1900 to Turku with arrival cds, 19.5.00, on the reverse.

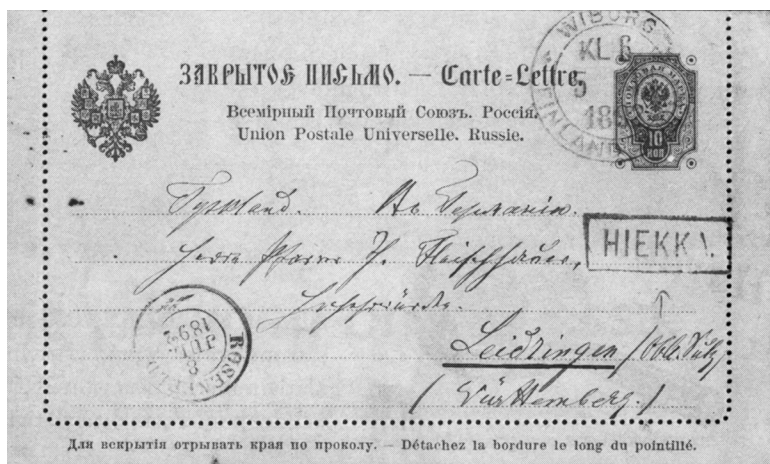
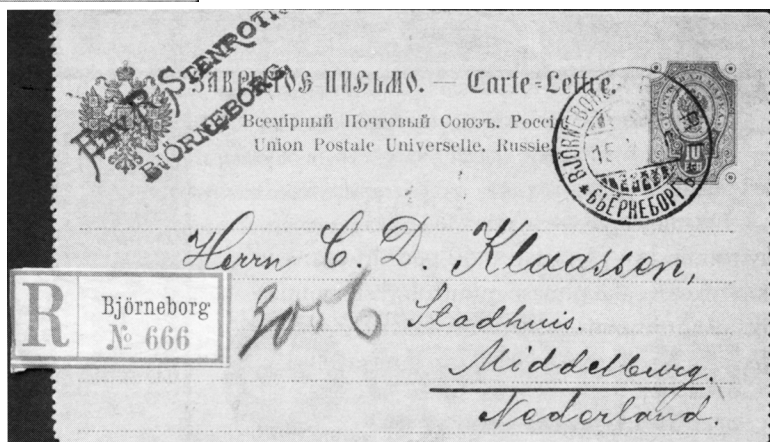


Figure 4. A 10 kopek lettercard from relinquished territory to Württemberg. A box type Hiekka mailstop mark Wiborg province, Finland, 5.VII.1892, and arrival mark Rosenfeld 8. Jul. 1892. A St. Petersburg Transit mark, 24.VI.92, on the reverse side.

Figure 5. A registered 10 kopek lettercard from Björneborg (Pori), 15.V.1910, to Middelburg, Holland. Postal rate 10 kopek (letter rate) plus 10 kopek (registration), added stamps on the reverse.



Station No. 32 Insert Found At 90° On Finska Kupe Postexped No. 4 TPO CDS

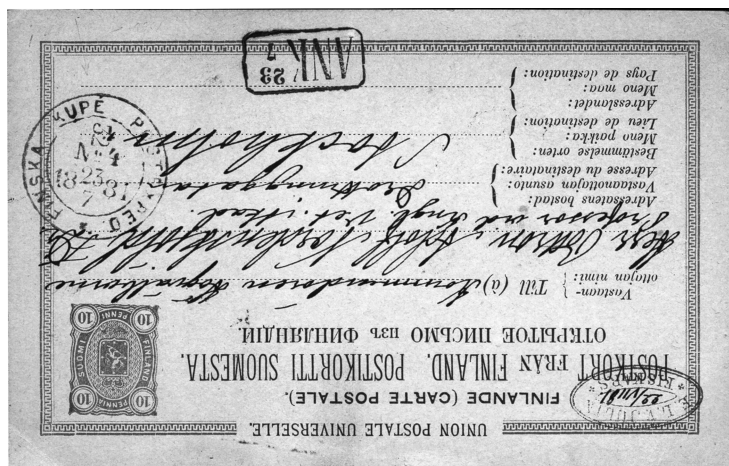


Figure 1.

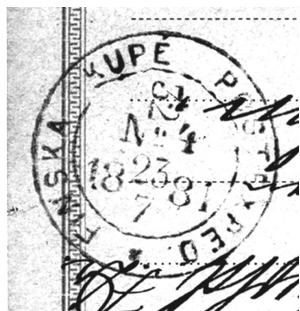


Figure 2.



Figure 3.

Several years ago, I purchased a very large accumulation of railway mail. While I was sorting out material the other day I came across a small glassine envelope that included two 10 penni cards from the mid 1880s struck with the FINSKA KUPE POSTEXPED. No. 4 cds. The station number '32' appears in both cds, illustration of the full card, the station number insert or slug was inserted by the mailcar postman at a 90 degree angle or vertically to the mail van number.

While we are familiar with the station number appearing separately from the TPO cds on cover because the mailcar postman, after cancelling the mail from the previous station, did not have enough time to insert the station slug in the cds and cancel all the mail until they reached the next station on the line, but rarely was the station No. slug inserted in the wrong position. (See John MacDonnell's article in TFP, November 2001, p.6.) If we come across other examples, we will illustrate them in TFP.

Figure 1. Between 1881 and 1889, station No. 32 was Ois. Stations 32, and 33 (Hikie) are very close together, so it is easy to understand that the mailcar postal clerks would have to work quickly to cancel the mail and then change the station insert before reaching the next station.

Figure 2. Closeup of the incorrect station insert in the mailcar No. 4 Finska Kupe Postexped cds.

Figure 3. Correct placement of the station number.

Roger Quinby

1891 Ring Postal Stationeries: 7 and 10 Kopek Stationery Covers

By Mika Heinonen, translated by Carita Parker, reprinted from *Abophil* 5/2002

The 7 and 10 Kopeks

When the ring value marked stationery covers (entires) were issued in 1891, the Grand Duchy of Finland already had had a long tradition with stationery covers ever since the first cover - the Porto Stempel - appeared nearly fifty years earlier in 1845.

Both of the 7 and the 10 kopek stationery cover denominations were printed in two sizes. The larger measures 145x120 mm and the smaller 145x80 mm (plus or minus a few mm). It can be said that each denomination has a small and a large cover.

The 7 Kopek Entire

The value printing ink color on the 7 kopek cover is grayish-blue. The paper is similar to that used for the Russian stationery covers of this same period, (that is watermark and cream color in two clearly different tones: dark and light). The watermark when looking from the reverse is always a line watermark rising from left to right), and the covers have always been printed on the same side of the paper. Comparable Russian stationery covers may have a watermark that is either rising or descending, because incidentally, the covers have been printed on both sides of the paper.

Quite a large quantity of 161,000 of the 7 kopeks entires were printed. When the stationery covers were ordered from the printer's in St. Petersburg a delivery of only half the quantity of each size was requested, and in the years to follow the order simply read: "Same as in previous years." It is assumed that both sizes were originally printed in equal amounts. In 1911 great numbers of stationery covers were burned and thus it is

possible that more were obliterated of one size than of the other because no exact number of covers destroyed exists.

The 10 Kopek Entire

In the 10 kopek entires, the value printing is either dark or light blue. The paper is the same as in the 7 kopek covers and always with a rising watermark. The printed quantity was rather small with only 21,200 entires or only 1/8 the quantity of the 7 kopek entires.

The St. Petersburg state printing office manufactured more stationery covers than what Finland's postal service had ordered. The first lot was delivered at the end of 1890 and another equally large order was delivered during 1892. In 1894 the St. Petersburg state printer's delivered a few hundred ring stationery covers still in its stock, all from the same original printing emission. Reorders of the 7 kopek stationery covers were placed in 1895 and '96 and of these, there exists several printing emissions.

The postal rate for the 7 kopek stationery cover was equal to the first class inland letter rate and to the Russian Empire. The 10 kopek instead was meant for a first class letter to abroad.

Of all the stationery covers there are those with the added SPECIMEN overprint.

Post offices sold the stationery covers at one kopek above face value. As with comparable Fmk value stationery covers from the m/1889 series, the envelope price was 2 penni over face value.

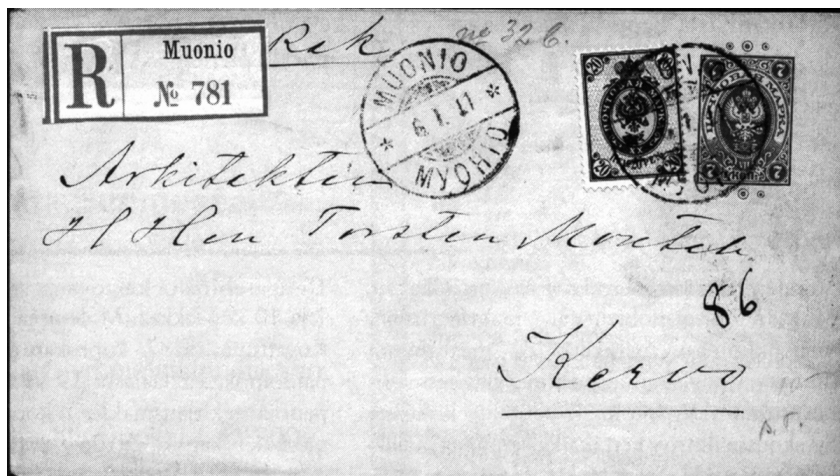


Figure 1. A 7 kopek registered 1st weight class small ring postal stationery cover from Muonio 6.1.1911 to Kerava. Postal fee 7 kopeks and registration fee 7 kopeks or 20 penni. The registration fee was paid with a type 1901/20 penni eagle stamp from the Helsinki cliché, a beautiful mixed franking cover.



Figure 2. A 10 kopek registered 2nd weight class small entire from Imatra 25.1.1898 to Vienna, Austria. The registration fee to abroad was 10 kopeks or 25 penni and the 2nd weight class letter rate was 20 kopeks or 50 penni. Additional franking paid with m/95 issues. On cover front an Austrian R-mark and on the reverse a St. Petersburg transit cds.

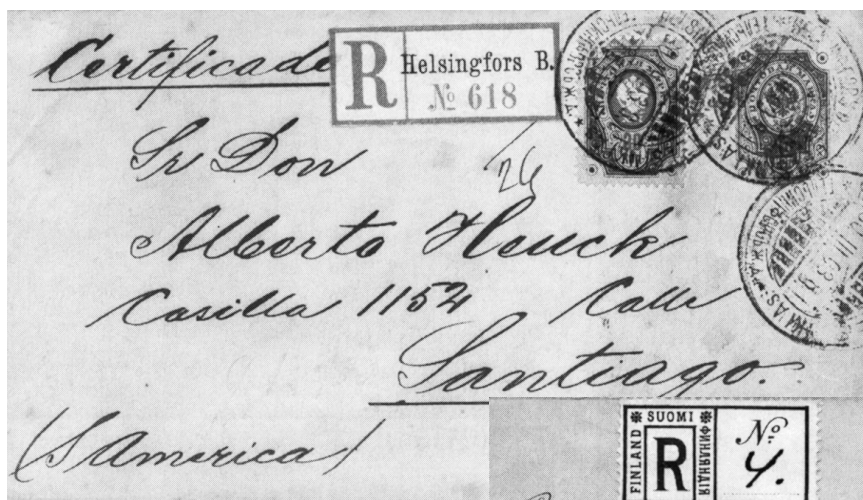


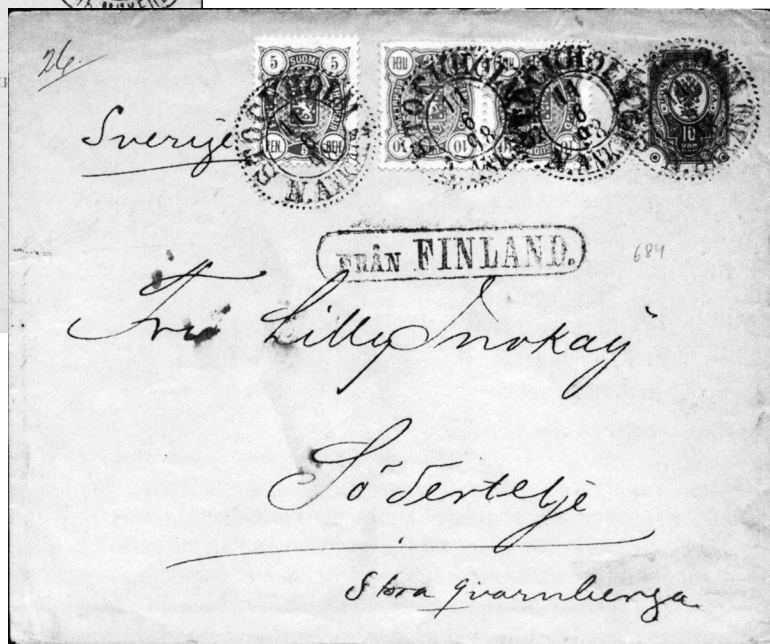
Figure 3. A 10 kopek 2nd weight class small cover from Helsinki 30.11.03 to Chile. Postal rate 20 kopeks + registration fee 10 kopeks. Added postage paid with 20 kopek ring stamp. The letter arrived at destination on 2.5. (May 2). A most unusual destination, only several known with kopek franking.

Figure 4. A 7 kopek small ring postal stationery registered 1st weight class from Nummela 2.11.96 (Mar. 2) to Helsinki. Registration fee 25 penni with upper corner m/95 stamps. The registration fee reduced to 20 penni on 30.4.1898. Previously beginning from the issuance of the ring stamps on 1.5.1891 (May 1) if the registration was with kopek value stamps the fee was 7 kopeks equal to 20 penni, whereas with Fmk value stamps the fee was the aforementioned 25 penni.



Figure 5. A 7 kopek tall cover insured for 25 ruble 1st weight class from Mikkeli 21.VII.1898 to Moscow. Added a 20 kopek ring stamp. Postal fee = letter rate 1st weight class 7 kopek plus registration fee (an insured item always had to be registered too) 7 kopeks plus insurance fee 0,5% of insured value (25 R) 13 kopeks, a total of 27 kopeks. Item bears correct postage.

Figure 6. A 10 kopek 2nd weight class tall cover to Södertelje, Sweden. The letter was deposited in a boat mailbox and thus not via Finland's postal service. Date with Stockholm 11.6.1898 (Jun. 11) mark and Från Finland mark indicative of the item country of origin. The 2nd weight class postal rate abroad was 50 penni (20 kop.), possible also by combining 10 kopek plus 25 penni as in the illustration. Upper corner stamps m/1895, 2x10 penni + 5 p.



1891 Ring Postal Stationeries: 14 and 20 Kopek Stationery Covers

By Mika Heinonen, translated by Carita Parker, reprinted from *Abophil* 6/2002



Figure 1

As with the 7 and 10 kopek stationery covers there are also two different sizes in the 14 and 20 kopeks; large envelopes, 145x120 mm and small envelopes, 145x80 mm. The 14 kopek cover was meant for a domestic or empire registered letter,

and the 20 kopek entire was accurate franking for a registered letter to abroad.

The 14 kopek Entire

In the 14 kopek ring postal stationery, the value mark is either dark or light blue. Likewise, there are two shades of paper, darker and lighter grayish-blue. The paper is similar to that used with the Russian stationeries, but with the difference that the watermark always rises from left to right when viewed from the reverse. In the Russian stationeries, the mark can be either rising or descending.

Finland's postal administration received only 20,200 of the 14 kopek covers. There is no exact information about the quantity of either the small or large entires, but presumably there could be half the number of each, because at the initial order the printers were asked to deliver half the number of each size, and subsequently the same quantity as in previous years. The number of destroyed stationery covers is anyone's guess. According to the Granberg work "great quantities" of the type 1891 ring postal stationeries were removed from inventory and burned in 1911.

The 20 Kopek Entire

Finland's postal administration received during 1891, 1892 and 1894 a total of 20,200 specimens. The 14 kopek as well as the 20 kopek stationery entires were printed in one emission. The postal service did not order additional stationery covers for its main stock until 1899 and by then the printer had run out of ring postal stationeries and so instead delivered ringless Russian stationery covers.

The paper on the 20 kopek is similar to that used for the 14 kopeks including the rising watermark. Likewise, the value mark color is blue. In both denominations there are those with the SPECIMEN overprinting. The sale price of the 14 and 20 kopeks stationery covers in post offices was a kopek above the face value.



Figure 2

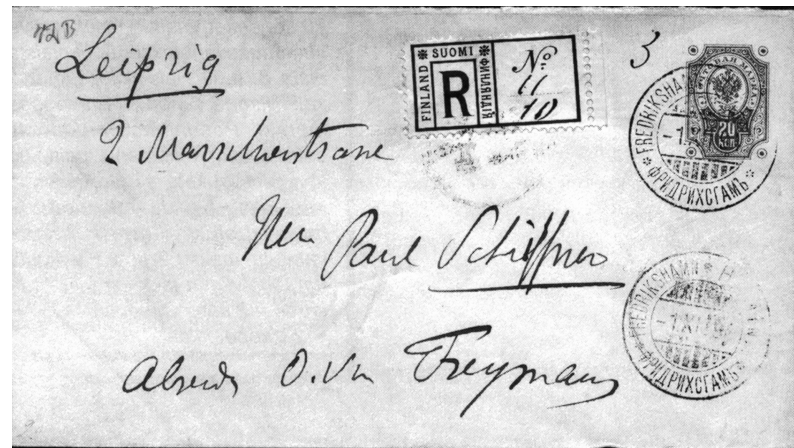
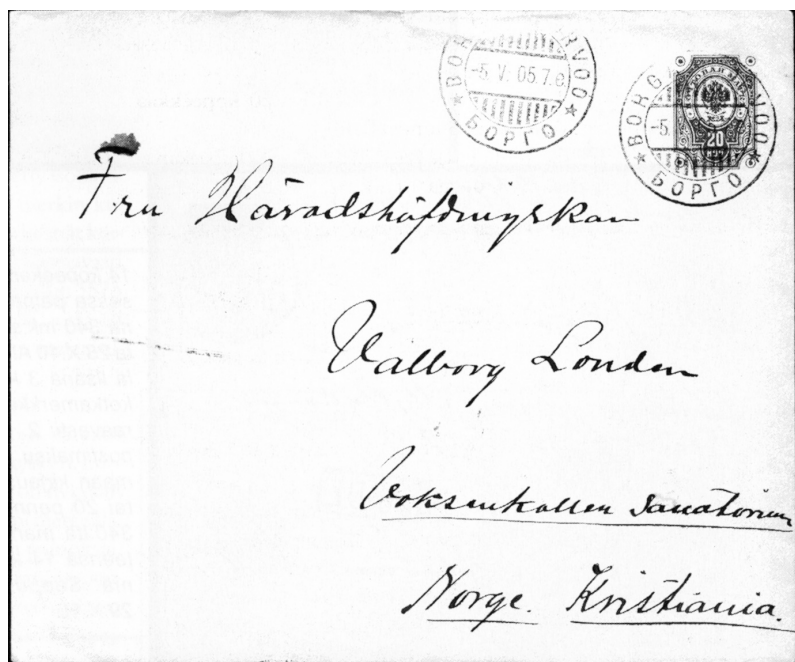


Figure 3, above. Figure 4, below



Captions

Figure 1. All of the ring stationery covers are known to have the SPECIMEN types.

Figure 2. A registered small 14 kopek stationery cover from Kuopio 17.VIII.94 to St. Petersburg. The postal rate: letter to the Empire was 7 kopeks. + registration fee of 7 kopeks = 14 kopeks. On the reverse the St. Petersburg 6.VIII.94 arrival marks.

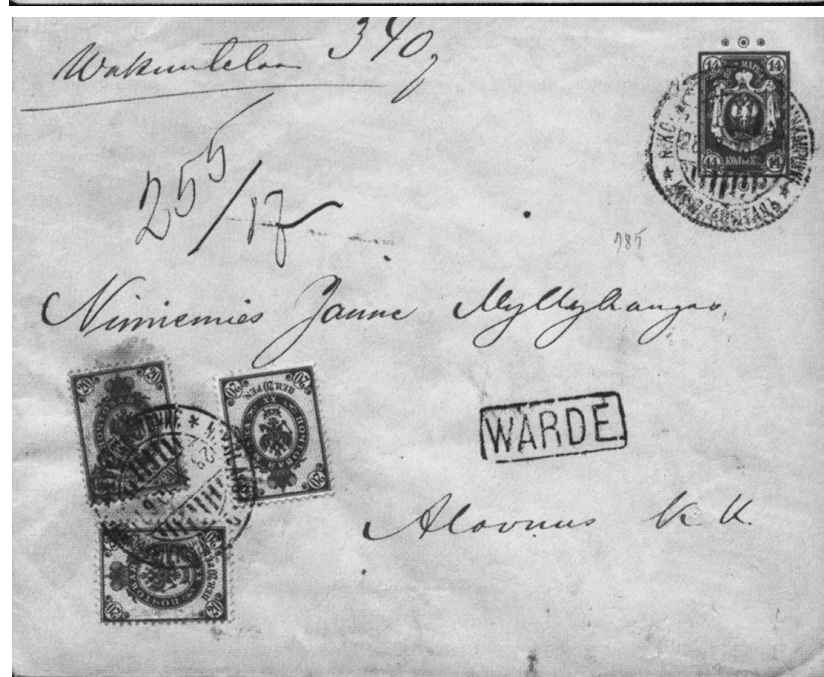
Figure 3. A 20 kopek small stationery cover from Fredrikshamn 1.XII.94 to Leipzig, Germany. 1st weight class letter (15g) abroad 10 kopeks + registration fee abroad 10 kopeks = 20 kopeks.

Figure 4. A 20 kopek large stationery cover from Porvoo 5.V.05 to Kristiania, Norway. Letter 16-30 g (2nd weight class) postal rate was 20 kopeks.

Figure 5, above right. 20 kopek small stationery cover insured from Nikolaistad 8.II.09 to Helsinki. Item with added 2 kopek ring stamp. The postal rate: Inland 1st weight class (15 g) letter = 7 kop. + registration fee (all insured items had to be registered) = 7 kop. + insurance fee 7 kop. + insured item wax seals (on reverse) = 2 kop. Totaling 7+7+7+2 = 23 kopeks.

Figure 6, middle right. A 22g registered 14 kopek large stationery cover from Kortesjärvi 6.IV.10 to Vaasa. Item has added 7 kopek ring stamp. Letter rate for a letter weighing 16-30 g /14 kop. + inland registration fee 7 kop., a total of 21 kopeks. Arrival mark on the reverse.

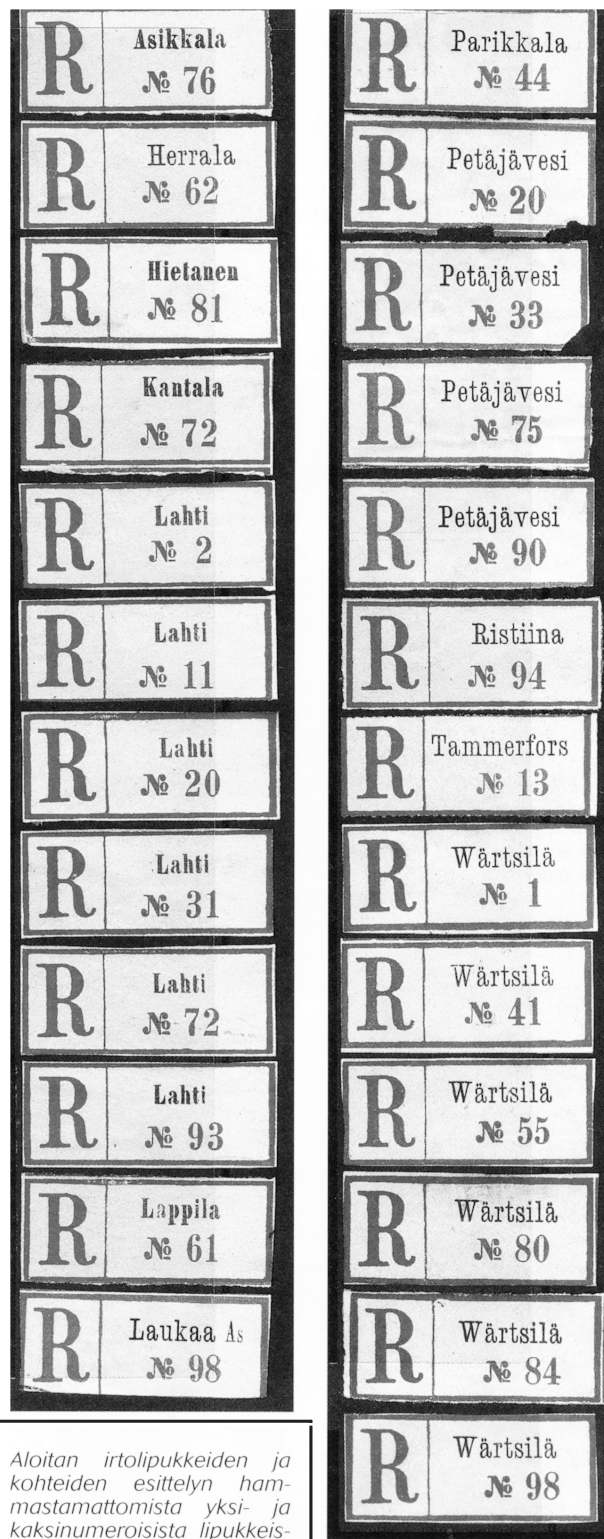
Figure 7, below right. A 14 kopek large 2nd weight class stationery cover insured for 340 Fmk from Nikolainkaupunki 28.X.10 to Alavus. Added 320 penni m/1901 eagle stamps on item. Postal rate: 2nd weight class (16-30 g) postal fee 14 kopek + inland registration fee 7 kop. or 20 penny + insurance fee for Fmk 340 = 40 penny. A total of 14 kopeks + 60 penny. Arrival mark Alavus kk 29.X.10.



Finland's Registration Labels, Part II

By Matti Sipari, translated by Carita Parker, reprinted from *Filatelisti* 2/04

The series continues with the red registration labels used from 1896 to 1991. I will proceed with small steps, because of existing label variances.



Aloitin irtolipukkeiden ja kohteiden esittelyn hammasmastamattomista yksi- ja kaksinumeroisista lipukkeis-

The label background printing is red except for the post office locality in black. (Note white and black are not considered colors; white is the absence of any color and black is the sum total of all colors). In circular No. IV of January 20, 1896, the postal administration (FGPO) ordered the red labels to be used in all post offices for class I and II postal letters. The circular appears in its entirety after this text.

The FGPO printed the R-labels from the beginning purposely for post offices, TPO mail vans and so on. Thus the labels consist of the same type for the entire country during specific time periods. Naturally, the labels were printed in several lots and from time to time the style changed. The different types will be presented in order of 'age' in subsequent articles. The R-labels were printed in two stages, i.e., first the red background and then the post office location in black. Besides the background, the type font was also changed from time to time. There are so many different font types that in the long run it is difficult to set them all apart, so I will focus less on aspect of the R-labels.

The first labels were printed in sheets of 100 each from which the postal employee would cut the label in number order onto the object. Later on the labels were perforated horizontally and some labels were perforated on all sides. It may be emphasized that the label sheet or roll was always used up before a new one was started. Thus in minor locations a series of labels would last for decades, because of the small volume of registered mailings. After the labels came into use the sender had to mark on the envelope or object to be registered either in long hand or by stamping a notation that the letter was to be registered. This took different forms such as the Swedish "Rekommenderas", "Rek", or the Finnish words "Sisäänkirjoitetaan", "Kirjataan" or "Kirj."

"THE CIRCULAR"

"From Finland's Postal Administration (FGPO). No. IV, January 20 1896. Regarding the R-labels for registered letters and other items.

"Since the postal administration in its circular No. 25 section 3 of December 8, 1883 has approved the label "R" mandated for registered letter mail to be similar to that in form D, referred to in the supreme general postal union book of operating rules, Article XV, paragraph 3 drawn up in Vienna on July 4, 1891; and thus to include besides the letter "R" also the post office name and the filing number. The postal administration further proscribes that for each post office the labels will be printed for 1st and 2nd class postal delivery in a numerical series from 1 to 1000. Each post office will get the aforementioned types as soon as received from the printer. As for the use and ordering of the new labels from the postal administration stock of labels, the following applies:

"Post offices are to start using these labels on the 1st day

of the month that immediately follows the previous month during which the labels arrived at the post office.

“Post offices, where registered mail bound for inland or abroad is marked in a joint register, are to use each kind of label in order of serial number sequence.

“Post offices that keep separate registers for inland and foreign bound registered mail are to use a different series of labels for each register.

“The number sequence for a letter or other object marked in the register must be the same as the number sequence on the series of labels belonging to it.

“Each series of labels are to be used up fully regardless of change in the register at the turn of the month or annual fourth quarter. If the last filing number in the monthly or annual fourth quarter register is 999 then the first number filed in the subsequent month or annual fourth quarter register becomes 1000 after which a new series of labels is started. Furthermore,

the labels must be ordered from the postal administration stock of labels in plenty of time so that the existing labels in the post office possession will last at least another month from the day the order was placed.

“Postal stations will have the mark “R” which must be struck on all registered objects deposited at the postal stations. These objects like those in the post offices or postal places are to be marked besides in the departure registry in the usual order, also, to be furnished with the aforementioned R- label.

“With this notice, information is given to all postal locations to abide by.

Helsinki postal administration. January 20th, 1896.

Hj. Lagerborg

C. Bruno Sevonius

Translated into Finnish by Artur Löfgren”

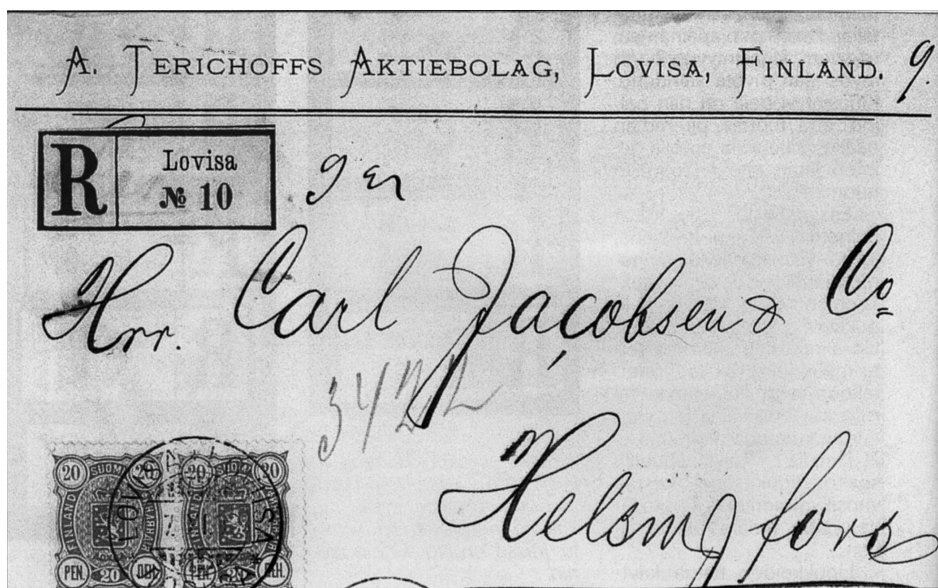


Figure 3. Lovisa, 7.XI.98, Helsingfors 1898, weight 9 gr, postage 20 p, registration 20 p. Departure letter map number 9, arrival number 3422.

Figure 4. Munsala, 12.VI.97, Nykarleby 1897, Helsingfors 1897, weight 15 gr, postage 20 p, registration 25 p. Departure letter map number 1, arrival number 4393. Figure size reduced.

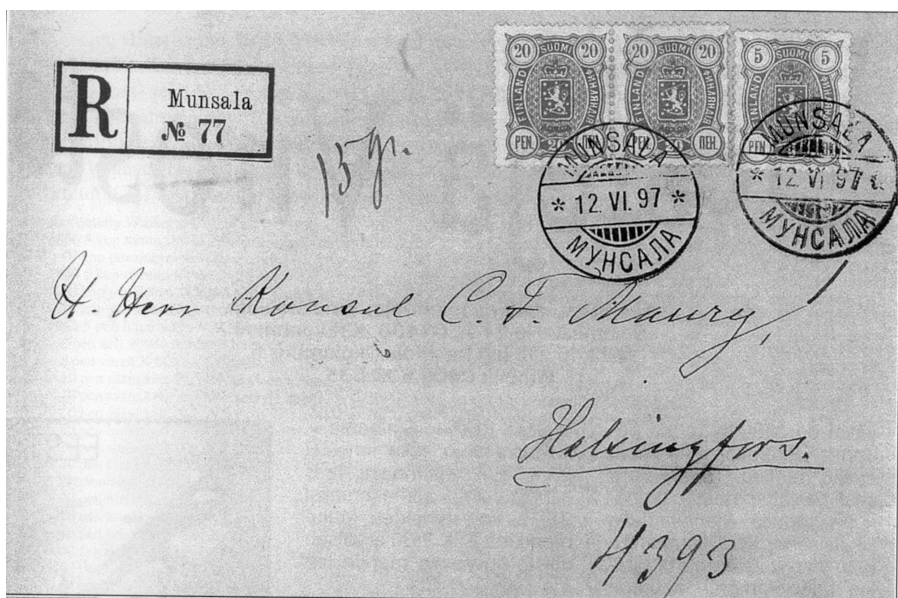


Figure 1. Gamlakarleby, 21.VIII.99, Turku 23.8.1899, Stockholm 24.8.1899, Köpenhamn K (Copenhagen) 28.8.1899, 1st weight class, postage 25 p, registration 25 p. Letter map number 1, arrival number 71. Figure size reduced.

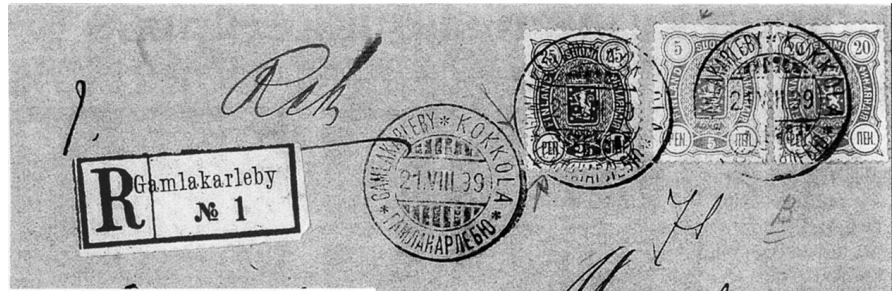


Figure 2. Fredrikshamn, 9.VIII.1897, Åbo 1897, weight 10 gr, postage 20 p, registration 25 p. Departure letter map number 3 and arrival number 1007. Figure size reduced.

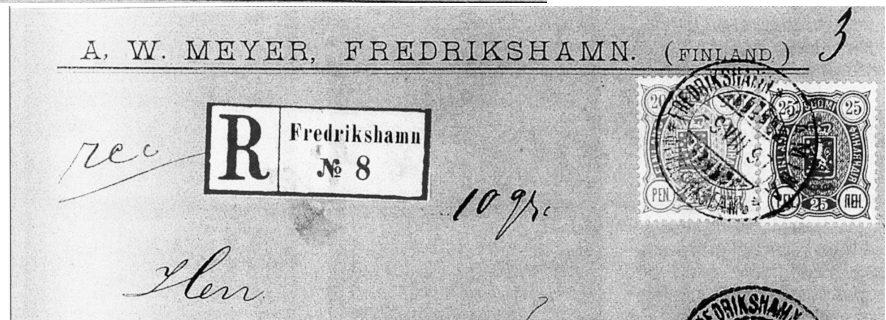


Figure 5. Mörskom, 9.IV.97, Åbo 1897, weight 7 gr, postage 20 p, registration 25 p. Pencil marking "Rekommenderes" ("registered" in Swedish). Arrival letter map number 1325.

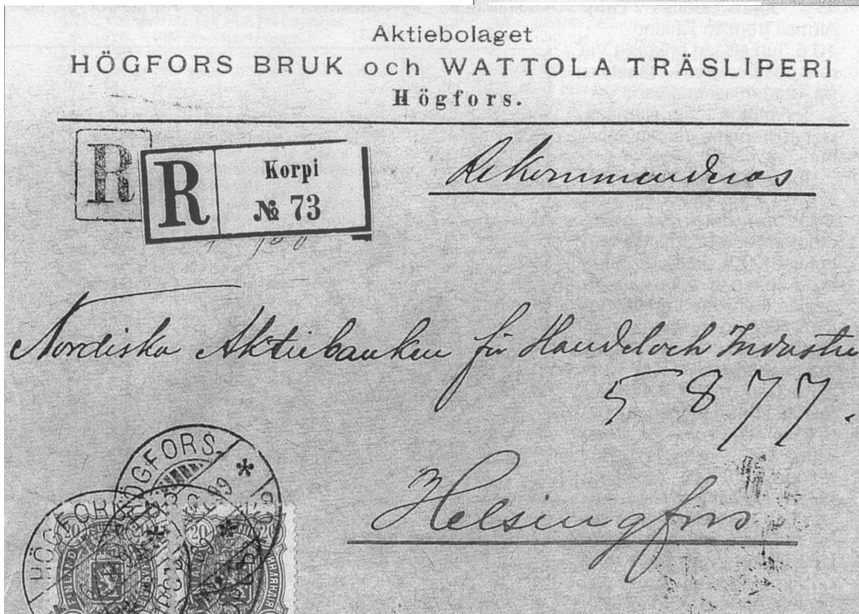


Figure 6. Högfors, 16.VII.99. Högfors was a postal station from March 1, 1894 to December 31, 1900. The R handstamp was affixed at Högfors. The main postal place was Korpi. The main postal stations attached the "R" label, the postage stamps, and the Högfors mark was used in the canceling of the stamps. Re-registration at the Korpi postoffice where the registration label was added. The cover lacks the Korpi cds. Letter weight 15 gr (under the label), postage 20 p, registration 20 p. The cover has mark, label and pencil notations.

History Of Railway Mail Transport In Finland

By Ilkka Teerijoki, translated by Carita Parker

PERIOD OF STEADY DEVELOPMENT

1918 -1939

A Critical Period In Finnish Society: The Founding Of Mail Car Employee Trade Unions

In the early 1900s, Finnish society was in a state of upheaval. In Russia, there were demonstrations against the Czar after Japan's defeat of Russia in the war that ended in 1905. The unrest spread even to Finland where a week-long general strike took place in October-November of 1905, after which the Russification activities lessened and a Parliamentary reorganization was worked out. Also internal showdowns took place in Finland and the Russian military, stationed in the country, was on the move.

In 1906, the Finnish mail car personnel were outfitted with 38 caliber revolvers and two of these were stolen the next year, an incident that went unresolved. Evidently, the revolvers served no real purpose because by 1912 they had been removed from use.

In connection with the general strike, trade union activity picked up all over Finland in all vocations and professions. The postmen established their own trade union in 1906. That same year the union trade organ *Postimies-lehti* (Mailman magazine) was published. The postal employees, too, formed Finland's Postal Union (later Postal Employee Union) and founded their own trade organ the *Postilainen* publication.

During the initial stages of both unions, mail car affairs were prominently on the forefront, which is no surprise because the *Postimies* first chief editor, E.C. Wahlström, was a travel postman. Likewise, Viljo Paasivirta, who later was the same magazine's chief editor and who also had led the entire union, was likewise a travel postman. Of the postman union's 59 charter members 10 were travel postmen and of the union six-member central committee, half were mail car postmen.

Soon however, the share of travel postmen at the union helm decreased, while there was an increase in the postmen fraternity. The result of all this was that mail car personnel matters were not addressed as diligently as before. In 1912, a special five member travel postman committee was formed,

organized on the model of Sweden, but a separate union was not to be established. The travel postman division affiliated with the postman association was not founded until 1920.

The mail car employees formed a postal association sub-division in 1909 called Finland's Postal Association Car District Division and a separate mail car district employee association was organized in the autumn of 1917.

Opposition Sharpens - 1918 Civil War

Finland declared national independence on December 6, 1917, but there was no immediate effect on mail transport nor other aspects of daily life. But, soon the opposing opinions that had festered in society reached the boiling point, and Finland, which had managed to escape the horrors of WWI, found itself in the throes of civil war.

At the end of January 1918, the call to arms happened in two ways: The Civil Guards under the command of General C.G. Mannerheim began ridding the Russian troops still in Finland of arms and started the War of Independence. At the same time, the "Red" Guards located in Southern Finland revolted and took over Finland's central administrations

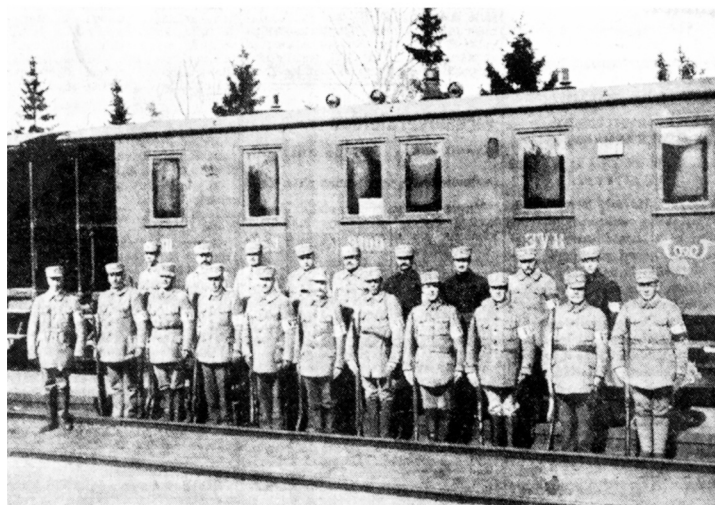


Figure 1. Soldiers from the White Army departing for the Vaasa front in early spring 1918. In the background a combined class III passenger and mail car. From *Suomen Postilaitos* (Finland's postal service).

and so began a Civil War.

Finland's Civil War was fought until May 1918. The war zone was drawn up rather swiftly, running from Merikarvia to Ikaalinen, Virrat, Ruovesi, Vilppula, Jämsä, Mäntyharju and Savitaipale, and then via Vuoksenniska to Ladoga. The turning point in the war in favor of the "Whites" under General Mannerheim's command, was the capture of Tampere and the landing of German troops at Hanko, which occurred in early April, and from there the Germans advanced to Helsinki in little over a week.

The worsening of the situation prior to the war also left its imprint on railroad mail transfer, too. On New Year's Eve a drunken sailor had forced his way into a mail car. After that incident, the postal administration requested mail cars not to be coupled next to cars carrying loads of soldiers. On January 23 a hoard of armed Red Guards stormed the Wyborg mail car and stole Wyborgian rightist newspapers.

The trains in early 1918 were continuously delayed partly

due to confusing circumstances and cold weather as well as the poor condition of railroad cars and other equipment. Many employees had to work up to 50 hour shifts. At that time there was no over-time compensation and employees were supposed to do their work regardless of circumstances.

After the war had begun and the war zone firmly established, government functions and important social services on both sides were maintained as well as conditions allowed. The "White" government, (i.e., the Senate) fled to Vaasa from where the postal administration likewise ran its business. Railroad mail transport operated normally up to the vicinity of the war zones. On the Ostrobothnia rail, transport went to Seinäjoki then to Vilppula and as the front advanced, to Tampere. The Savo province southern end-point was initially Mikkeli from where, after a time, the traffic flowed to Mäntyharju and finally in April to the vicinity of Kouvola.

Due to some local skirmish the traffic was interrupted for a period at some localities, e.g., on the Kemi-Rovaniemi rail between Jan. 29 and Feb. 13. The lack of cars also caused scheduling problems because there were only as many cars as had been left over when the war zone was established. For example, the entire Kuopio rail foreman district had only two mail cars available.

On the "Red" Finland side the People's Delegation ruled. It named a postal council to handle postal matters that included a substantial number of railroad mail personnel. Travel postman, Viljo Paasivirta, became the "Red" postal service supervisor, and T. Aleksejeff, was named TPO traffic expeditor, who was one of the few higher employees to serve with the "Reds," because the majority of postal officials that had remained on "Red" Finland territory were on strike during the war. The postal council had seven members including travel postman Kustaa Ahmala. A special authorized agent to the mail car office was E.C. Wahlström.

Mail operations were satisfactory also in "Red" Finland. Transportation by railroad took place in mail cars from Helsinki to Hanko, Turku, Tampere, Vyborg, and St. Petersburg. In addition, postman cars (PJ compartment cars) B-K (Porvoo-Kerava), L-L (Lahti-Loviisa) and V-P (Vyborg-Kavantsaari) were operating, too. However, the strike by higher personnel caused problems and as a result, the postmen began to do the mail car work of the striking officials.

At first these tasks were performed without great difficulties, but as the war dragged on and as the "Red's" defeat appeared imminent, refusals to do the work increased. But the postmen were pressured into continuing to do the tasks of the supervisors and demands for binding assurances to handle postal duties

pursuant to postal council rules were expressed, after which the majority of postmen refused to do even their own work.

The "Red" government was on the verge of collapse and its postal council on April 8th moved to Vyborg. The German troops took Helsinki on April 12th and as the main "Red" troops retreated from Tampere via Lahti and Kouvola toward Vyborg, the mail car lines were re-opened from Helsinki to Hanko, Porvoo and Riihimäki by April 23rd.

As the White forces conquered Vyborg on April 29th those "Red" postal council members encountered in the city's postal building were immediately taken away and without a trial, summarily shot. The postal council director Paasivirta was not among the executed and when apprehended the next day, tempers had cooled and he was spared summary execution.

However, Paasivirta was later sentenced by the state criminal court to hard labor and his civil rights were revoked.

Due to the Civil War nearly 200 persons were fired from the postal service, of whom 30 or 15% were mail car district employees. The amount is surprisingly high considering that mail car personnel accounted for less than 5% of the total number of postal service employees. The majority of those dismissed were postmen that had performed the duties of higher level employees and supervisors such as the handling of value mail. Explaining in part the great number of fired mail car personnel was that for mail transportation to work, the duties of higher grade employees had to be done, but the problem was that every train had a different crew and so the work was performed by many different people. Regardless, the handling of higher employee duties clearly was the reason for dismissal. Depending on a man's reputation and the number of travels, doing that type of work ultimately might

have led to dismissal. One postman initially got away with only a warning because he had made just a few trips and was known as a "decent man." But when it appeared that this same person had acted as an expeditor for two months, he was immediately given his "walking papers." In some instances the added "incrimination" for an employee was "activity of incitement against the legal government." Some were simply trouble makers while others had fought in the "Red" Guards, which meant automatic dismissal. One postman, known as a supporter of the "Whites" was fired because he had acted as an expeditor during nearly the entire wartime period.

Those guilty of lesser work transgressions were quite soon re-hired into the postal service, which was necessary due to a shortage of competent personnel after the war. During 1919 and 1920 a substantial number of the dismissed employees were re-hired, but many did not apply to have their former job back. The last of the willing got their jobs back during the social



Figure 2. Viljo Paasivirta (1873-1941) was travel postman 1901-1918. He was actively involved with Finland's Postman Union from its inception in 1906 and was the editor-in-chief of the Postimieslehti between 1907 and 1908. During the Civil War he led Red Finland's postal administration. PM (= Post Museum picture).

democratic government of Vaino Tanner in 1927. At that time even Viljo Paasivirta who had been released from hard labor at the Tammisaari correctional facility was re-hired, although not into mail car district employment. The district postal inspector noted that even though Paasivirta had done his job well prior to 1918 he had “lately become arrogant” and even the district postmen, according to the postal inspector, considered him a threat to work peace. The official reason was Paasivirta’s age of 54 years old.

Relatively little mail was lost during the war, except for nine freight cars of mail discovered at the Helsinki station on April 17. Six of the cars were full of letter mail and three contained parcels. Some of the sacks had been opened and the parcels emptied. As late as the end of May a mail car from Vyborg to Helsinki arrived with 30 bags of letter and parcel post from the period of January 30th - March 5th.

Railroads for mail transport were being utilized when the battles in their vicinity paused. The longest the traffic was interrupted was near Kouvola where the Harju bridge over the Kymijoki river was not repaired until midsummer of 1918. Forty-five mail car employees and five travel postmen received their travel money in retrograde from between February 1 and April 15 when “due to the revolt they

were unable to attend to their work duties.” And when in early July pursuant to an order the Cyrillic was removed from the postmarks, independent Finland’s railroad mail transfer slowly returned to normal.

There was a labor shortage for some time because a big segment of the mail car district people had been dismissed from their jobs after the Civil War. The mail car district head thus demanded that the young men working in the mail cars would be exempt from military service due to the fact that mail car work required a long training period for new employees to reach required proficiency and competency levels. And as inspector Hagelberg had stated, having a female work force in the mail car district was “unthinkable.”

Evidently, as a result of the war, the qualifications of those who applied for a postman position were looked upon with skepticism. And when in 1919 a request went out that the postman car on the Joensuu - Nurmes line be converted to mail car, the mail car district director’s justification was that a lone postman traveling in a postman car could easily fall to the temptation of smuggling.

Postal Service And Mail Car District General Development in the 1920s and 1930s

Demands directed at the postal service grew steadily during the two decades between the world wars. The quantity of regular letter, postcard, and wrapped mail for postal delivery increased from 18.1 million items to more than 85 million by 1938 despite the fact that the total number of postal items fell from 75 million items in 1930 to 65.4 million items in 1935 due to a period of worldwide depression.

The quantity of mail deposited directly in the mail cars experienced a downturn too during the first years of the depression. And when toward the end of the decade, quantities of items mailed started to increase again; the same, however,



Figure 3. A woman deposits her letter into the mailbox of a departing mail car. In the 1930s postal customers would deposit their items directly into the mail cars ever less frequently because the number of stationary letter boxes had increased to 7,500 by 1939. From the magazine, Suomen Kuvalehti, 1936, p. 244.

was not the case for mail deposited directly in the mail cars. At the end of the 1930s, Finland had 7500 mail boxes and people did not have to bother to go to the railway stations anymore to mail a letter. Excluding the WWII exceptional periods, the largest quantities of postal items were deposited in the mail cars just prior to the depression of 1929: a total of 3,483,000 letter, card, and wrapped mail in addition to 97,000 official letters.

The building of railroads continued between the wars, although the most important main rails had been completed prior to WWI. The most notable

new rail sections built from 1918 to 1931 are shown on the railway system map on page 18.

The normal procedure was implemented as soon as the rail section was completed, and often before the official date of use, mail transport was started. And even though the arrival of a train to a new location was not as festive a public celebration as in the 1800s, it was still a noteworthy event. The improved conditions of mail transport and the arrival of the mail car was still important and even the mail car personnel received their share of appreciation. When the train first arrived in Kemijärvi in the mid 1930s, the mail car personnel headed to the nearest cafe and in this rather rundown place, the table cloths were very dirty, but after the order had been placed, the waitress whispered to her helper to quickly change the table cloth (to a clean one) because “these are mail car boys.”

The perennial complaints followed regardless of mail line improvements. The schedules, naturally, did not suit everybody. The newspapers were quick to point out mistakes and offered suggestions for improvements, especially so that newspapers

Suomen rataverkon kehitys 1918–1931. SR.

1918–1921

1918 Jyväskylä–Pieksämäki
1919 Tornio–Haaparanta

1922–1931

1923 Kajaani–Kontiomäki
1923 Turku–Naantali
1921–1924 Jänisjärvi–Läskelä
1923–1924 Raisio–Uusikaupunki
1923–1925 Iisalmi–Ylivieska
1925 Viipuri–Koivisto
1899/1926 Tuomioja–Raahe
1926 Kaislahti–Uuras
1920–1927 Matkaselkä–Naistenjärvi
1926–1928 Karunki–Kauli(n)ranta
1927–1928 Joensuu–Outokumpu
1929 Vilppula–Mänttä
1926–1930 Nurmes–Oulu
1928–1930 Viipuri–Valkjärvi



Figure 4. Finnish railway map showing the existing rail system and new line built from 1918 to 1931.

could be transported as fast as possible. Therefore, it was recommended that the mail trains leave Helsinki at 6 a.m., so that the newspapers would get as far as possible on the same day. Periodically the postal administration had had similar ideas, but the practical implementation was not forthcoming, because the scheduling by the state run railroad was ever more focused on passenger traffic.

The Porvoo inhabitants grumbled that as the mail was first taken to Kerava, it was sitting there for hours before getting on the Helsinki connection even though trains (from Kerava) to Helsinki were quite frequent. The Porvoo populace demanded consistent mail transfer directly to Helsinki and back.

After the Turku-Uusikaupunki rail was completed in 1924, only one daily mail car service was implemented on that rail section, but due to the constant complaints from the local inhabitants one daily postman car service was added.

The length of those rail sections along which mail was

carried, grew at the same rate as new railroads were completed in the country. Due to the nature of railroad construction, transports in postman cars clearly grew faster than transfers in mail cars because postman cars were used particularly on short rail lines and most of the new rails were such. Transports in mail cars along main arteries even on long rail sections hardly increased anymore, although additional scheduling might have been implemented on short distances along the way.

Mail car district employee percentage of the entire postal service personnel remained remarkably steady during the whole period between the wars. The temporary sway in the 1920s most likely was caused not only by the inclusion of the telegraph personnel to the statistics, but also due to the fact that the demands of increased work efficiency as well as the rationalized use of the work force in the mail car district, was taken more seriously than in the postal service generally.

Editor's Note, continued from page 1

Russia in Finland

uncatalogued. If other experts confirm this finding, it will rank as a very significant discovery. However, Cyril Schwenson, a Finn who has resided in Germany since 1976, and the official BPP (German Philatelic Federation) expert for Finland, has examined the stamp for a leading Swiss auction house and concluded that the stamp was printed on normal paper. So, for the moment, the stamp is enmeshed in controversy but further analysis may yield a consensus on the paper type.

During my visit to ABOEX 04, I came across an important collection of Russia in Finland. This collection has several important high value Romanov co-runners on cover. Other items of interest include *Norma 2002* SV15, two 5 rubles M/1906 issues on money orders, a 1909 70 kopek on a telegram money order and other items that have not been shown in many years. This material will enrich a fascinating area for which there is a paucity of high quality material. Hopefully, the collection will be offered in the marketplace before too long.

PJ Postal Compartment Cancellations - Requested CDS Examples

A-E-S	Antrea-Elisenvaara-Sordavala
H-K-K	Helsingfors-Kyrkslätt-Karis (Helsinki-Kirkkonummi-Karjaa)
K-P-M	Kuopio-Pieksämäki-Mikkeli (Kuopio-Pieksämäki-St. Michel)
P-Ta	St. Petersburg-Terijoki (a = aamu (morning))
P-Ti	St. Petersburg-Terijoki (i = ilta, (evening))
S-E-A	Savonlinna-Elisenvaara-Antrea
S-H	Suolahti-Haapamäki
S-J	Sordavala-Joensuu or Suolahti-Jyväskylä
S-N	Seinäjäki-Nikolaistad (Östermyra-Wasa, (Vaasa))
T-K	Turku-Karjaa (Åbo-Karis)
T-L	Tornio-Laurila
T-R	Turku-Riihimäki (Åbo-Riihimäki)
T-T (Å-T)	Turku-Toijala (Åbo-Toijala)
T-Ta	Toijala-Tammerfors (a = aamu (morning)), (Toijala-Tampere)
V-O	Viipuri-Ollila (Wiborg-Ollila)
V-Va	Viipuri-Vuoksi (a = aamu, (morning)), (Wiborg-Vuoksi)
V-Vi	Viipuri-Vuoksi (i = ilta, (evening)), (Wiborg-Vuoski)
W-E	Wiborg-Elisenvaara (Viipuri-Elisenvaara)
Å-S	Åbo-Salo (Turku-Salo)

The Building A Collection Of Type 1875

By Jussi Murtosaari, translated by Carita Parker, and edited for *The Finnish Philatelist* by Jeffrey Stone, PhD. An earlier version of this article originally appeared in *Filatelisti* 1/04

A collection is the culmination of a collector's research, painstaking efforts to ferret out the most representative material from dealer boxes and auction catalogues, and then organizing the material into a cohesive story that may be introduced to others and possibly offered at a national or international exhibition.

In European countries the exhibitor has available a maximum of eight frames or 128 pages on which to present his objects and show his expertise. A little practical advice might be appropriate in order to make the selection of objects easier and to compute the number of pages. I have toiled with this matter for more than 10 years, so I hope to be able to lend some assistance to anyone interested in the subject. Even though the article deals with only the objects of this writer's own interest the material most likely is also appropriate to many traditional philatelic collections.

Extent Of Collection

The type 1875 includes eight different values made by the Senate printing office and the Bureau of Printing and Engraving. Additionally, the earliest 32 penni type in use was made in Copenhagen. A total of 83 printing emissions of the stamps was made.

The color variations within each of the emissions in most of the values are so distinct that there are plenty of color sub-categories of which the most are among the Senate 5th printing emission stamps. From this one emission, there are four clearly differing color hues as included in the *Handbook III* and in catalogues where there is separation into color groups.

The perforation of those stamps printed in Finland was initially 11, and from autumn of 1881, 12½. Among the stamps printed during the brief transition period there are quite commonly seen also mixed perforations 11 x 12 ½ or 12 ½ x 11. A few one-side only mixed perforations have been seen as well as partly imperforates.

Within each emission the paper thickness and color used in the printing of the stamps might vary as well as the cliché, the ink graininess and the sharpness of the printing. This seemingly great variance of stamps and printing emissions may initially confuse the collection-builder when additionally also the various groups, clippings and, of course, the postal items have also to be included. It is smart to initially approach the matter with the help of the stamp emission printed quantity. In the table (p. 22) the stamps have been grouped by denomination and printing place. Meant as the introductory starting point for these is: 1 page/printing emission. This division makes the page heading clearer and so the studying of the collection is easier.

What about the introduction of the various perforations, colors, postal mailings and other interesting material? In the

table these have been presented according to the various color sub-categories, perforations, and other distinctions such as printing appearance and paper exceptions. However, the introduction of these items is not a basic matter comparable to the printing emissions, consequently I have given them only one half of the printed value of the printing emission. The table gives a direct number for comparison, which equals the quantity of pages used in the collection. The last two columns indicate the number of pages I use.

Presently, the extent of my collection display consists of eight frames. I had five frames in the first international show, because a larger number was not initially possible. With the introduction page of the collection included the total number of pages comes to 128 or eight full frames. The introduction page, which also serves as the opening page, is actually the most important. This and only this page generally gives the information and content about the collection for the judges to study in advance. It is therefore important to give great attention and effort as to the presentation of this page; and contrary to the basic Finnish personality, bravely and without timidity flaunts the strengths and finer points of one's own collection.

The table on p. 22 shows the statistical composition of my own collection. The number of single stamps is 498, pairs 84, etc. The total of stamps in larger groups than blocks of four amounts to 618 and so the grand total comes to 1116. Additionally, there are 52 clippings with a total of 180 stamps and 128 postal items. The basic page, according to the table, contains four singles, a pair or clipping, a block of four, and a postal item. This is an organizational ideal, but rarely achieved in the frames and my own collection has only two pages that fulfill the criteria exactly. The number of pages I have selected is also slightly deviant from the statistical division and there are reasons for this. The great quantity of postal items is caused by the present trend that demands items, displaying special postal rates, as well as unusual destinations.

Basic rate objects (only one stamp) of every denomination must always be found in a collection but only in the minority. In my collection, the share of the 2 penni and Fmks values is clearly greater than their printed value, whereas the 20 penni are comparatively few. This division gives in my opinion a better impression of the frames, because the judges tire easily of only the 20 penni specimens.

The diagram on page 28 shows the composition of the collection page by page and the colors correspond with the colors of the denominations. The Bureau of Printing 25 penni stamps are of the aniline red so as to be more easily set apart from the 32 penni stamps. I consider it important from a value standpoint to present full frames and/or frame rows because this provides for a better analysis of the collection and gives a stark overall impression.

FINLAND

coat of arms, type

1875

In September 1874, twenty-one nations signed an agreement establishing a Universal Postal Union (UPU), the agreement to take effect on 1st July 1875. This was also the date of issue of the 1875 arms-type stamps.

The 1875 arms type contains eight different values printed in eighty-three emissions. The first emission of 32 penny stamps was printed in Copenhagen by the firm of H.H. Thiele, perforation 14:13½. All other stamps were printed in Finland in the Senate Printing Office (S) or in the Charta Sigillata Office (L).

At first, stamps were perforation 11 (A) but from September 1881, a new machine perforated 12½ (B). For a short period, compound perforations (AB/BA) were produced, even including one side only. The colour is described in each printing emission (a-p) and also the colour subgroup (aa-ppp). Paper thickness varies, thin - thick. Very thin and carton papers are individually identified in this presentation.



COPENHAGEN
PRINTING



ESSAY



SENATE
PRINTING

Stamps are presented from all printing emissions and every recorded colour subgroup. Compound perforations are included from every printing emission where they have been recorded. Also, covers with compound perforation stamps are presented from the Senate and the Charta Sigillata Offices. Examples of one-sided compound perforations and partial imperforations are included.

Type-1875 stamps were removed from use on January 1st, 1885. An exception was the 2 penny stamp that remained valid till January 14th, 1901. Postal usages and many different postal tariffs are illustrated, including all recorded mixed-franking types. Type-1875 stamps used in combination with the issues of 1866, 1885 and 1889 are shown. Other mixed frankings include different printing emissions and perforations, as well as mixed Senate and Charta Sigillata emissions. The most unusual item is a mixed franking cover with type 1875 and private shipping company stamps. There is also the earliest known use of figure cancellations (January 1877) and examples on covers of usage after invalidation. Destinations abroad include more than ten different countries. Perhaps the most exotic destinations are Java and Cuba, both covers being the only such items on record.

Besides the stamps and different types of postal items, many other interesting details are presented, including largest recorded multiples, earliest known use of postmarks, as well as blind, double and diamond perforations. Many varieties deriving from the printing processes are shown. Cliché errors, double printings, paper folds and different tête-bêche groupings and covers of all possible values are pointed out, as well as figure cancellations, foreign postmarks, unused stamps and other significant features. Some philatelic discoveries and many 'only-recorded' items are on view, for example, 5p (LBC) tête-bêche on cover, the earliest known blind perforation and more than ten earliest cancels of the different printing emissions, some on covers.

The colour of the 1 markka stamp is very sensitive to prolonged exposure to light. Therefore, UV-folio covers all 1 markka stamps. This may make them appear a little dull but it is a necessary precaution. Certificates are indicated by means of the letter 'E'.

Jussi Murtosaari

References: Oesch H., Reinikainen H. & Olamo J. (1993) Handbook of Finnish Stamps III, 2nd edition, Helsinki
 Olamo J. (1978) Suomen postileimojen käsikirja II osa, Rauma
 Oesch H. (1986) Malli 1875, Toimitustaulukot selityksineen, Helsinki
 Laitinen A. (1981) Suomen kuvioleimat, Lahti
 Reinikainen H., Murtosaari J. (1994 -) Filatelisti, Helsinki

M 1875							OMA KOKOELMA	
		painoeriä	värejä	hammasteita	muuta erikoista	vertailuluku	8 kehystä	5 kehystä
2p	SA B	7		1	2	8	10	4
	LB	4			1	4	5	3
5p	SA B	10	4	3	1	14	17	9
	LA B	4	1	7	1	8	7	5
8p	SA	4	1			4	4	4
10p	SA B	3		6	1	6	6	4
	LB	2			1	2	2	2
20p	SA B	16	17	5	2	28	24	13
	LA B	7	4	8	2	14	12	7
25p	SA B	5	1	6		9	10	6
	LA B	8	4	10		15	14	10
32p	Köpis	1				1	1	1
	SA	7	2		1	8	7	5
1 mk	SA B	2		1		2	3	2
	LB	3		1	1	4	5	4
		83				127	127	79

Collection In Color

In the diagram (page 28) the full frame of the 2 penni is a more extensive beginning than the printed value of the denomination. There is an even 1 1/2 frames of the 5 penni, which makes for a balanced impression. Pursuant to their printed value, the 8 penni value occupies one row. Likewise, the 10 penni follows convention, but the dividing into two separate frames gives a visible illusion of increased numbers. There is only one full frame of the 20 penni, which is an attempt to lessen the dominance of this denomination. Even this number is clearly smaller than the denomination's true printed value, but provides still for the presentation of any exceptions and fine objects. It is easy for oneself to experiment with this by visualizing how the frame would look if the 4th frame was entirely blue. The 25 penni value requires an even one frame to be statistically correct within the exhibiting conventions of this exhibit. The last frame is divided evenly between the 32 penni and the Fmk values. This division increases the relative printed value of the Fmks, but on the frame appears more pleasing to the eye than nine pages of the 32 penni and 7 pages of the Fmks.

A symmetrical arrangement was the starting point with the single pages that is excellent for the classical stamps. I have deliberately also tried to avoid page similarity. The upper and lower edges of the pages as well as the stamp rows are in line, but otherwise there is an attempt at some different arrangements of the stamps, groups and even the postal items. At times, the choice of pages containing only stamps or postal items has been deliberate in order to create change. Such a selection has proved pleasing to the judges, too, because when consistently presented up to full measure, the display points (the lowest points in the collection) have been 4 or 5 out of a maximum of five points.

M75	arvo	irto-merkit	parit	3-riv.	4löt	isomat	merkit kpl	leikkeet	(merkit)	lähettykset
	(sivua)	kpl	kpl	kpl	kpl	ryhmät	ryhmissä yht.	kpl	kpl	kpl
2p										
	S (10)	38	5	1	11	3	83	1	3	10
	L (5)	15		1	3	3	37	1	4	5
5p										
	S (17)	66	2	1	7	4	67	1	4	21
	L (7)	25	8		4	1	40	4	22	7
8p										
	S (4)	12	4	1	2	1	24	4	10	4
10p										
	S (6)	21	7		3		26	3	7	6
	L (2)	8	2			1	10	1	4	2
20p										
	S (24)	98	16	9	6	1	89	10	27	24
	L (12)	51	15	2	4	1	58	4	18	12
25p										
	S (10)	31	6	1	4	4	54	3	11	11
	L (14)	62	6		10	3	77	4	20	14
32p										
	K (1)	6						2	4	1
	S (7)	35	6		1		16	4	10	8
1 mk										
	S (3)	12	3			1	12	3	12	1
	L (5)	18	4	1	2	1	25	7	24	2
TOTAL	1+127	498	84	17	57	24	618	52	180	128

Object Availability

The problems appear different for every value as well as for the collector. In the type 1875 the groups and the postal items create the biggest challenge for the collector and exhibitor. A minor summary with regard to each value follows.

The Senate 2 penni blocks of four are rather easily found excluding the 3rd and the final printing emissions. Stamps from the final printing are scarce to begin with because this happens to be the smallest emission for the entire type. Some of the stamps are densely perforated and so, hard to come by especially unused. All groups larger than blocks of four are uncommon, especially unused. It is difficult on postal items to find other than stamps from the two initial emissions on stationery cards. The different stationery cards provide a little variety, but not enough. There are some postal items with the added value 2 penni and

**2 PENNY
SENATE PRINTING 1875
1st PRINTING EMISSION**

OLIVE GREY
PERFORATION 11
THIN PAPER



UNUSED



OILY PRINTING



DARK COLOUR



DOUBLE
PERFORATION



LIGHT COLOUR
THICK PAPER

MIXED FRANKING WITH TYPE 1866



E

SAa MIXED WITH TYPE 1866 20p STAMP ON PART OF A COVER TO RUSSIA.
POSTMARKS: HELSINGFORS 23.11.75 AND ODESSA 16.11.1875 (JULIAN DATE),
ON THE REVERSE ST PETERSBURG TRANSIT 12.11.75 (JULIAN DATE).

should be appreciated. Groups from the Bureau of Printing are quite common, both marked and unused. The availability of postal items got considerably easier some years ago when more than 20 covers from the same correspondence appeared on markets. These were covers franked with 10 stamps.

All others, like the groups of ten (10) on cover from the three final printing emissions, are still uncommon. This, however, is the type's perhaps most interesting area as far as mixed mailings are concerned because the 2 penni were valid into early 1901. With good luck one can sometimes find a mixed mailing with a type 1885 and a few objects are known also with the type 1889.

Cancelled Senate 5 penni perforated 11 blocks of four are still to be found in relatively large numbers from most of the printing emissions. The uncancelled though are much more difficult to come by. Larger groups are considered fine objects, as are the densely perforated groups. Printed matter mailings are found from most emissions of which most uncommon are the SAb, ff, hh, and jj. Available to some extent are items with



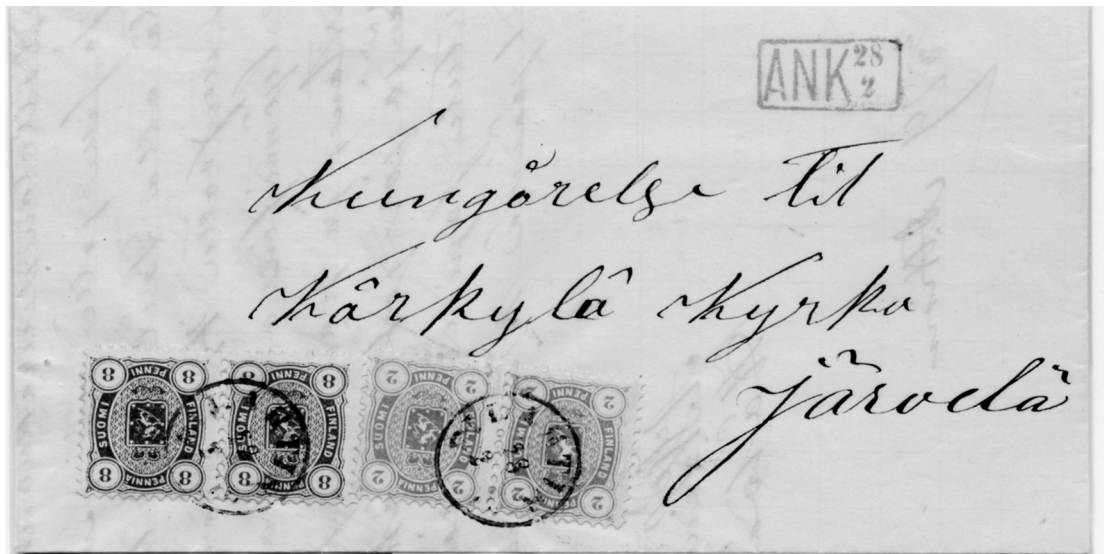
SAd ON 8 PENNY POSTAL STATIONERY CARD (TYPE 1874-75) TO LOVISA. POSTMARKS: HELSINGFORS POST-STATION 22.1.79, KYMMENE 23.1.1879 AND ANK 23.1. POSTAL TARIFF FOR DOMESTIC POSTCARDS WAS 10 PENNIES.

3rd printing emission tête-bêche on two clichés. A total of about 35 of them are known, keeping the price unfortunately high. Postal items are rather easily available except for mixed perforations.

Except for the Senate 8 penni, pairs groups are difficult. Many tens of postal items have survived, but prices still have remained quite high. A single mailing abroad

(printed matter rate) is a postal item that, at least, the judges are looking for in a collection.

The Senate 10 penni blocks of four are good objects and even better unused. Among the Senate stamps the A- and B-perforated are equally common. Mixed perforations unused are rare and only a few seen on mailings. The Bureau of Printing groups have survived much better especially from the 2nd printing emission. These are often offered for sale unused too. Nearly the same quantity of the 10 penni as of the 8 penni on mailing is still available even though their price is clearly



SAd (2) AND 8p SAC (2) ON LETTER TO JÄRVELÄ. POSTMARKS: LAHTIS 28.2.1879 AND ARRIVAL CANCEL ANK 28.2. BASIC DOMESTIC POSTAL TARIFF FOR LETTERS (MAX 13 g) WAS 20 PENNIES.

the domestic 20 penni rate. Mailings abroad, especially single mailings, are somewhat more difficult. The Senate densely perforated and the SAjj stamps are real item rarities. Other special rates and item types are occasionally discovered. The same problem exists with the Bureau of Printing, that is, units larger than blocks of four especially the A-perforated blocks are difficult. However, larger unused groups from the final emissions are quite often available. All its own is the

lower. A collection should include a single mailing franked with a local rate.

The most common stamp of type 1875 is clearly the 20 penni. Regardless, there are surprisingly few of the Senate unused especially as groups. During the period of the use of the first clichés (1875-80) the highest letter rate was 60 penni, so blocks of four of these clichés are quite uncommon by now, and could be used only on items consisting of very

2nd PRINTING EMISSION

GREY BLUE



LIGHT COLOUR



THREE PAIRS ARE RECORDED



UNUSED
DARK COLOUR



SAb AND 32p SAd ON REGISTERED COVER TO FRANCE. POSTMARKS: WIBORG 10.3.1876, ST. PETERSBURG TRANSIT 28.2.1876 (JULIAN DATE), REKOMD, ZAKAZNOE (RUSSIAN REGISTRATION), ERQUELINES-PARIS 15.3.76. ON THE REVERSE ST PETERSBURG TRANSIT 29.2.1876, C.P. BUGO-WARZAWSKIJ 29.2.76 (JULIAN DATES), PARIS 15.3.76, BORDEAUX 15.3.76 AND COGNAC 16.2.76. RATE FOR NORMAL LETTER (MAX 15 g) SENT ABROAD WAS 32 PENNIES 1.7.1875 - 31.3.1879, 20 PENNIES FOR REGISTRATION.

E

3rd PRINTING EMISSION

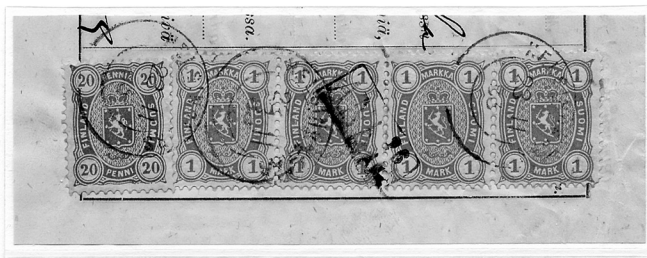
LILAC



174 JOENSUU



144 NYSTAD



20p LBe

(Blankett N:o 30. 1881.)

N:o *112* i afgångs registret. N:o i ank. registret *2765*

Paket-Adresskort.

Till *Helene Bergström Helsingfors*
 medföljer härjemte ett paket, värdt *20* Fmg. ... pni,
 vägande *4* F och innehållande *Diverse*

Afsändare *L. Thorsen bosatt i Botas*
 adress: *Den 1884*

Ofvannämnda paket quitteres: den *23*
Helene Bergström

Kupong
 (kan begagnas för skriftliga meddelanden och af adressaten behållas.)

Adressatens bostad: *Helsingfors*

Blanketten kostar 2 pni.

LBe, 25p LBe AND 20p LBe ON INSURED (20 MARKS) PARCEL CARD TO HELSINGFORS. POSTMARKS: BRAHESTAD 15.12.1884 AND ANK 19.12. POSTAL TARIFF FOR 4 POUND PARCEL (MAX 1,664 kg) WAS 40 PENNIES FOR THE FIRST POUND AND 20 PENNIES FOR EACH FURTHER POUND, INSURANCE 20 PENNIES FOR THE FIRST 200 MARKS AND REGISTRATION 25 PENNIES.

heavy printed matter. Unused blocks of four from this period are hardly known at all. By estimation, the strip of three in rarity rivals the 2 penni block of four. There are clearly more Senate blocks of four from other clichés (1881-82) because at that time insured covers, too, were franked with stamps. Unused multiples are still great rarities, likewise are the dense and mixed perforations.

Groups are easier to find, also unused, from among stamps by the Bureau of Printing. Especially marked groups from the final printing emission are quite uncommon and apparently

because of a lack of variety. The real challenge is to find variety to mailings from the period of the stamp's initial clichés.

The Senate 25 penni unused is a good object and as a multiple a small treasure. Marked blocks of four are difficult and larger units than that extremely difficult. The B-perforated are in the clear minority and even the blocks of four are fine objects. All multiples of mixed perforation are uncommon.

The Bureau of Printing unused issues are not very uncommon, excluding the mixed perforations. Also the A-

units larger than a pair are not even known. Tête-bêche are known, too, from several of the Bureau of Printing emissions and in the two initial ones the perforation varies like that on other stamps, and a few tête-bêche mixed perforations are also known. There are a total of 8 different tête-bêche clichés known and a total of more than 150 tête-bêche specimens. Inland letters franked with a single stamp are not hard to come by, but everything else is surprisingly difficult. It is well to notice the Senate first two and the 10. Printing emission, as well as the Bureau of Printing final emission are clearly less common on mailings than any others. Often the judges have also been known to look for the turbid blue Sadding cover. A mailing franked with two stamps may be found by diligent searching and perhaps even a 25 penni with the added 5 penni stamp for foreign bound destinations. After the new inland postal regulation effective July 1, 1881, there might occasionally be found registered and insured mailings especially franked with stamps by the Bureau of Printing. These are worth displaying with the 20 penni and not only on the pages of the 25 penni stamps.

With any luck a Senate densely perforated or mixed perforation of one or the other stamp may be seen on cover. All mailings franked with the 20 penni are problematic regardless of plentiful material

perforated are scarce. Used multiples from the final printing are difficult, likewise the tête-bêche of which perhaps 11 specimens are left. A single stamp on cover abroad is not a difficult object with the exception of some of the Bureau of Printing emissions (LBa/aa, e.f, ff, and h). Most uncommon seem to be the first and the last in the catalog. The Senate densely perforated is rarely found on cover, and only a few mailings of mixed perforations are known.

The Copenhagen 32 penni is a nightmare to many collections because all except for the cancelled singles are next to impossible to find. Getting an unused specimen is possible, but not a multiple. One block of four is the only known multiple except for a partly separated pair on cover. Clippings along with other stamps are occasionally offered at auction. With perhaps 20 mailings known, the price is painfully high.

The Senate 32 penni is a good stamp unused and a rarity as a multiple. Even used multiples are, with the exception of pairs, extremely difficult, as are the 3rd printing emission singles. There are plenty of covers with the exception of the 3rd emission. Any mailing other than the one penni basic rate are regrettably difficult. A pair on cover is quite a rarity and a registered letter (32 + 20 p) equally difficult. Very few exotic country objects are presently known. It is as difficult to find 32 penni postal item variety as it is of the 2 penni specimens.

All of the Senate Fmk multiples are good and so are the unused stamps. The B-perforated are rather difficult even marked. Another problem with these stamps is the light sensitive violet ink used in the printing that on many of the stamps has unfortunately faded. The vividly colored stamps brighten a collection and should be protected when displayed. A special film that filters harmful UV rays and various shades are not an extreme action to take in order to protect valuable material.

The stamps by the Bureau of Printing are not quite as sensitive, but still worth protecting. It is easiest to find multiples from the first printing emission, the rest are difficult, and the blocks of four always good objects. The 1st emission unused is the most difficult and a single is a fine object as are the 2nd emission thin-papered stamps. The mixed perforations are rare and as multiples, great treasures. All postal items are difficult and sadly very expensive. Mostly there are parcel cards and insured covers that have survived. Of single mailings, three are known of which two are inland mailings. A Senate densely perforated or a Bureau of Printing mixed perforation stamp on an item presumably has not survived. In the assessing of

TÊTE-BÊCHE COMPOUND PERFORATION 12½ x 11



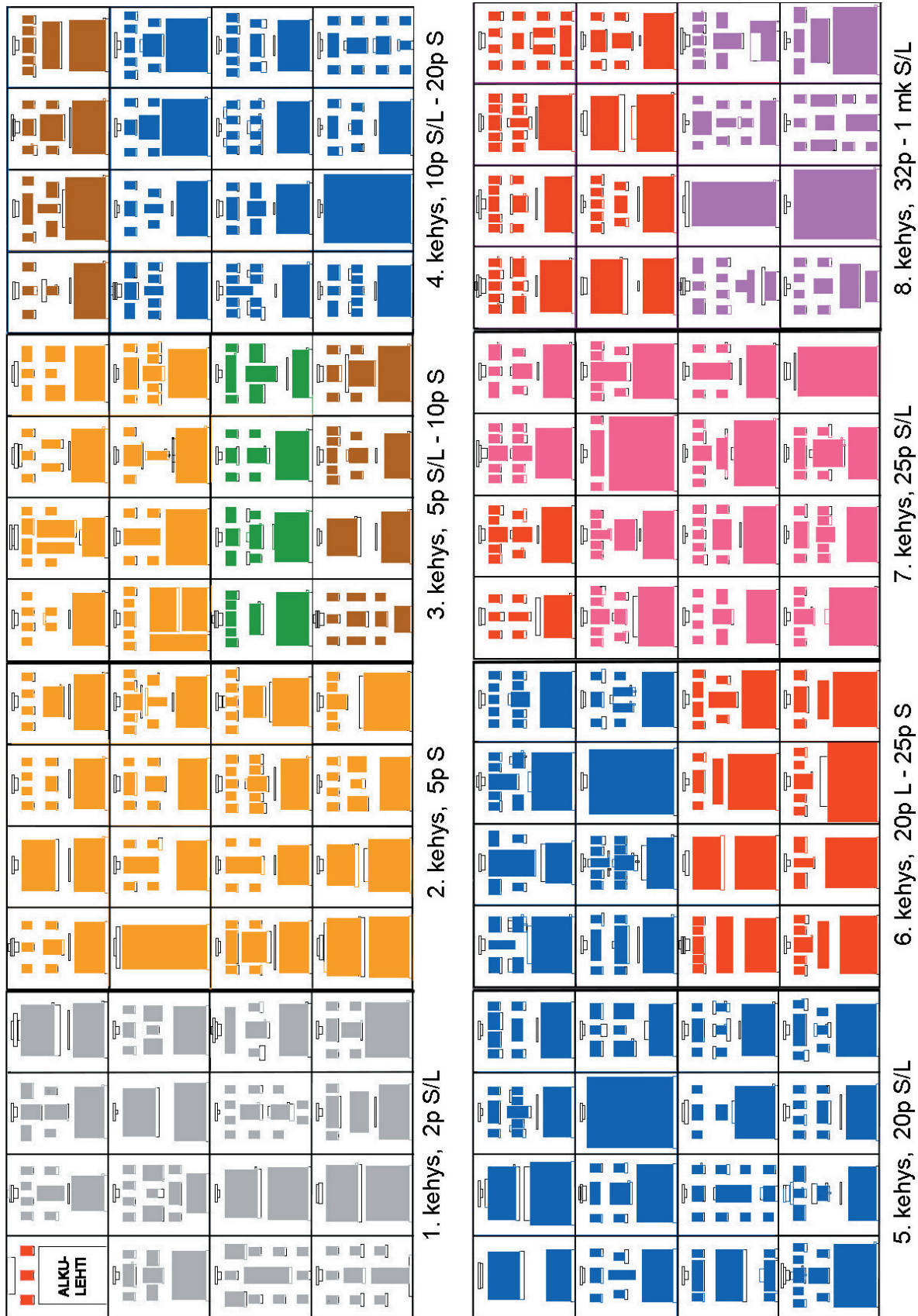
postal items the latest trend is to emphasize special and difficult foreign destinations. The variety from the type 1875 period of use is still quite scant. Depending on the manner of counting, there are only about 20 known foreign destinations. The countries listed here are in the approximate order of mailing destinations beginning with the most usual: Russia (Domains in Asia difficult); Sweden; Germany; Great Britain (& Scotland); Denmark; Switzerland; France; Norway; Holland; U.S.A.; the Baltic countries (Estonia, Latvia; part of Russia), Italy; Austria-Hungary (Austria, Hungary, Czech Republic); Belgium;

Spain; Portugal; Ireland (U.K. domain); Java (presently Indonesia, formerly a Dutch colony); Cuba; Brazil. Since nobody's collection can ever be totally complete it is worth always keeping in mind the collection-builder most important rule: A collection is representative of that which is included, not that which is missing.

Finnish-English Word Translations For Charts On Page 22

painoeriä = printing
värejä = colors
hammasteita = perforations
muuta erikoista = varieties
vertailuluku = pages in exhibit
oma kokoelma = own collection
8 or 5 kehystä = 8 or 5 frames

arvo = value
irto-merkit = single stamps
parit = pairs
3-riv = 3-row
4 lot = 4-blocks
isommat = larger
leikkeet = on-piece (clippings)
lähetysket = mailings
sivua = pages
kpl = each



This diagram shows the composition of the collection page by page. The colors correspond with the colors of the denominations. This diagram may serve as a useful guide for any traditional exhibit because it shows how different types of required items, such as single stamps, pairs, blocks of four and larger blocks may be grouped with postal cards, covers, wrappers and other postal items such as stamps on pieces or clippings to present a visually balanced and attractive display.