



# The Posthorn

Sponsored by the  
**Scandinavian Collectors Club**  
of NEW YORK, N. Y.

Editor, Carl E. Pelander, 505 Fifth Ave., New York 17, N. Y.

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## History of the Scandinavian Collectors Club

On November 25th, 1935, six Finnish collectors organized the present SCANDINAVIAN COLLECTORS CLUB. This meeting was held at 223 Cypress Avenue, Bronx, New York and the name of "FINNISH-AMERICAN STAMP CLUB" was adopted.

This original nucleus struggled valiantly along until late in 1940, when the membership had grown to twenty, but found it difficult to hold the interest of their members with the limited scope of only Finland stamps for their activity.

Realizing, at this time, the futility of continuing along these lines, a resolution was adopted to include collectors of all Scandinavian stamps to membership in this club. This resolution in itself proved a great success and benefit to the club and at the January, 1942 meeting Harry L. Lindquist suggested that the club should change its name to that of The Scandinavian Collectors Club, inasmuch as the name Finnish-American Stamp Club was misleading and kept many Scandinavian collectors from joining the club.

On February 13th, 1942, the membership voted on this change of name. The vote was fourteen to two in favor of the change, one member not voting.

Since this time the club has made considerable progress, the membership now being 42 in good standing. Of the original charter members only two remain, namely our Past President Elias Johanson and the Treasurer of the club, George Hendrickson. Two honorary memberships have been granted by the club, one to Carl E. Pelander (1936) and the second to Harry L. Lindquist (1943).

The club has devoted its meetings to fostering the interest in Scandinavian stamps through lectures of various kinds and interesting exhibits. Its further aim is to band together as many Scandinavian collectors as possible, throughout the United States, and to make it possible for its members to interchange ideas, through the issuance of this publication.

## Denmark

by Harry M. Konwiser

Denmark has long been recognized as one of the European groups that has the attention of many collectors in the United States, as also in Great Britain, and throughout Europe. As a matter of fact "the Scandinavian stamps" are well-liked by collectors the world over and Denmark, of the Scandinavians, has more devotees in the United States and Canada. This interest shown may well be attributed to the many good Danish Collections known in America and Great Britain; and, of, course, to the fact that America as well as British stamp papers have, over the years, carried stories on Danish stamps by qualified specialists.

Specialists in stamps of Denmark, make the claim that the stamps of Denmark, even unto recent years, have been issued "for postal purposes" and point with pride to the obvious fact that many of the stamps, popular for postmarks and cancellations, as well as shades, are "in the lower brackets." Obviously the fact that many Danish stamps are "priced low" should appeal to many hobbyists who aim at specialism.

Your Philatelic Library will, of course, point your way to the many stories on Denmark, not overlooking the authentic stories in "The Collectors Club Philatelist," "The London Philatelist," "The Philatelic Journal of Great Britain," "The Nordisk Tidsskrift"; likewise to the publications of the Copenhagen Philatelic Society and the Kohl Handbooks.

Your present writer, like others who write on Danish stamps, has had recourse to the above-mentioned sources, as well as to the Charles Phillips Priced Catalogue, the Folmer Nedergaard pamphlet on Numeral Cancellations, and other "reading matter" on the stamps of Denmark. In addition to these sources, the writer points with pride that, up to recent years, he had what was acknowledged to be "a medal-winning Danish collection," consisting of stamps on and off cover, specialized for cancellations, postmarks, shades, etc.

The Danish book "Danmarks Frimaerker, 1851-1924," published by the Copenhagen Philatelic Society, is, of course, standard equipment (or say, required reading) for all Danish specialists, as is the Kohl Handbook. The latter was translated into English for the Collector's Club Philatelist, by Rudolf Loreck and A. E. Pade.

A great deal of active specialism is developed in collecting the numeral cancels on the early stamps of Denmark. Several lists of offices (with their numerals) have been published.

However there is more to Danish specialism than numeral cancels. These might be attested from the fact that the very first stamp of Denmark, issued April 1, 1851—and I refer to the Fire Rigsbank Skilling (Fire R. B. S.) stamp, issued imperforate, is known in many shades.

The first printing, it is generally believed, is classified as chocolate brown and also dark brown, later printings come in light brown, gray brown, pale yellow brown and the chestnut brown colors.

Let's stop for a moment—to think. There were many printings of this stamp, to a total of about 13 million stamps, and so they are not rare; are abundant in shades sufficient to attract the eye.

The rare chestnut brown—what about it? Who has one? Some specialists seem to have shades of chestnut brown, but seldom, in the opinion of others, do have the rare chestnut brown. This is a rare shade!

Over the years, speaking from experience only, I have seen very, very few real chestnut browns. The rare chestnut brown is a subject of debate whenever two or more Danish specialists assemble and the result seems always to be two or more opinions.

Of course Number One (Scott No. 2) is collectible in singles, pair, strips of three, four, five and six, used, as well as in blocks of four, and on covers, singles and multiples.

They are known and so priced (and held) as to become available to collectors who seek the "rarer pieces" in Danish stamps.

Stanley Phillips, the London dealer, in 1926, noted the stamps of Denmark were of special interest to the "moderate specialist." Mr. Phillips said that the most difficult point for the student of Danish stamps, is in the distinction between the 2 and the 4 R. B. S. (Ferslew printing) with the burelage of the background plates, and the same stamp printed by Theile with the burelage typographed.

The simple answer seems to be: Examine your stamps, visibility is the test; the clearer burelage is the copper plate printing.

My friend, A. A. Kranhold, an outstanding specialist of other years, the discoverer of the Inverted Frames, told me that the wavy lines of color appear to lie on the paper, so that the waves seem to stand out in relief, while in the typographed background the lines appear to be in the paper, much less distinct than in the copper plate printings and often invisible.

Naturally in a paper of this limited scope, with space limitations, it is impossible to dwell on the interesting postal history of Denmark, prior to the introduction of adhesive postage stamps.

One might say, (paranetically) that early Stampless Covers are quite scarce.

The second series offers ample room for specialism without successfully breaking into Fort Knox for its gold. Almost all the stamps, in shades in multiple pieces as well as on covers, are available at reasonable prices.

The figure types, the 1874 skilling issue, and the ore issues that followed, have their shades, their paper and perforation varieties, and are normally priced—because, shall we say, the issues were “in the millions.” There are enough to go around.

And, so one might continue, stating the facts, proving that specialistic motivation is more than a wish to Denmarkians. Specialism can be developed, interest can be maintained, constant additions can be made, even if you don't care for numeral cancels.

There are target cancels, some with town names attached in circles. There are ship and railway postmarks, and there are fancy postmarks, and of course foreign (to Denmark) cancels on Danish stamps.

Advance any logical argument for specialism in any country and the answer is:

The same goes for Denmark and more so because fewer stamps are high-priced.

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## Scandinavian Ship-Mail from the Caribbean

by Robert G. Stone



The merchant fleets of Denmark, Norway and Sweden have grown in the last 50 years to account for a large fraction of the world's tonnage. Their ships are familiar in ports of all seas and through them many thousands of Scandinavians make their living. Especially for Norwegians is the sea the main economic activity, and today the keystone of the exiled Norwegian government is its vast merchant and naval fleet in the service of the United Nations. Scandinavian shipping is very responsive to the currents of trade—it will go anywhere for business that is legally open to it. Its boats average smaller in size than those of Britain, Germany, France and Holland, but are often more economically operated. They are mostly modern and well-designed for a varied type of traffic. Manned by tough and able crews willing to put up with hardships of the trade, such boats meet competition handily. They are frequently chartered by lines of other nations, and their owners, originally many small entrepreneurs, have pooled their resources to gain mutual advantages.

The many years of such Scandinavian enterprise away from the homelands has left its philatelic mark:—millions of loose ship-letters posted on board these boats in foreign harbors and on the high seas are collectible items for the philatelist and probably thousands of these that have been saved by the recipients now reside in collections and dealers' stocks, or in old correspondence files.

Ship-letters come in several categories. First, there are **sea posts**, government post offices located on board ship and operated by a regular postal clerk who sells stamps, sorts and pouches mail, and cancels it with special official seapost marks. These offices are found only on a few of the larger passenger liners. Then, there is **purser's mail**, letters mailed on board and cacheted there by the purser (or other ship's officer) unofficially; these are usually treated as **loose ship-letters** at the port of arrival and the stamps (if any) cancelled there with a special “paquebot” mark or an ordinary postmark. A **loose ship-letter**

is any one mailed on board in the harbor or at sea and held "loose" (i.e., not in official pouches) by the ship's officers to be deposited in the post office of the first port reached (—only consignees mail is exempt from this latter proviso). The loose letter should be franked with the stamps of the country in whose harbor the ship rides at anchor, or, on the high seas, with the stamps of the country in which the ship is registered. But these UPU rules are not always strictly observed. Although pursers may carry a small supply of stamps for the convenience of the crew and passengers, these stamps are more apt to be of the countries to which the boat regularly goes rather than of the country of its registry (which it may never visit). The loose-letter rate is usually (in U. S., e.g.) double the domestic rate. Naturally stamps are often unavailable at sea, so a great many loose letters are deposited in the post office unfranked to be charged postage due at the regular loose-letter rate. Some purser's cachets, when cancelling the stamps, seem to have a quasi-official status, (on government-subsidized lines perhaps), otherwise they are accidental, or to please collectors, or to prevent removal of stamps by private parties (clerks, messengers, thieves) before reaching the post office.

In the Caribbean region there have long been more or less regular U. S., French, Dutch, German, and Italian seapost services, but no Scandinavian. The volume of loose letters from the Caribbean annually received in U. S. and European ports as well as at Panama and Havana, is enormous because most of the business people live in ports and habitually put their mail (especially that to banks and commission houses) on board boats in the harbor rather than in the local post office. As many passing merchant boats do not carry closed mails, loose letters sent by them will often be delivered sooner, especially from smaller ports. Also any inefficiency or insecurity of the native posts is thus obviated. It is this practice which probably accounts for most of the Caribbean loose letters we have seen endorsed by or directed to go by Scandinavian boats. Boats of U. S., Canadian, British, Dutch, German and French registry have carried more than the Scandinavian, to be sure, and it may be a surprise even to "ship-cover collectors" that there are any Scandinavian purser markings at all from this region. In recent years, it is true, they are rather exceptionally applied, though plenty of loose-letters are carried by these boats. However, I have run across an interesting series of Scandinavian pursers' handstamps and manuscript markings from the period prior to 1920, some common, some scarce. Very likely many more are to be found, especially on Haitian, Panama, Honduran and Columbian stamps.



Norwegian boats seem to have been busy from 1900 to 1920 in the banana trade to New Orleans and Mobile. The boats of O. and A. Irgens of Bergen, for example, cancelled much mail out of Panama and Honduras. Such handstamps we have found for Irgens' vessels: S. S. HARALD, S. S. ELLIS, S. S. AGNES,

s/s John Wilson, S./S. MOUNT VERNON, and S. S. MANCHIONEAL, the latter in outline capitals. Other Irgens' boats were the Belveron, Færmand, Veritas, Volund, Bluefields, Preston and Vinland. The handstamp S. S. FJELL of a boat owned by Carl Traae of Bergen is common on Honduran stamps of 1911.

An attractive series of pursers' handstamps in large outline capitals was used by boats of several Norwegian firms, notably Rolf Seeburg (Akties. Harry T. Inge) of Oslo (1906-15?). The S. S. Manchioneal of Irgens, the S. S. COLOMBIA of A. Halvorsen (Bergen) and some others which we cannot yet identify also come in this style, mostly on Honduran stamps. Seeburg operated the Cecilia, Hispania and Mexico, whose marks we have not seen.

On Haitian stamps many boat marks are known, quite a few of them Scandinavian: S. S. NORA, in purple, is common, but four different firms had boats of that name; S. S. SOLSTAD, of Klaveness and Co., Christiania; "S. S. Staribel" in manuscript is probably Scandinavian; "S. S. Nordhvalen" in MS, often with date, is very common, one of a fleet of boats with names beginning with "Nord...." operated by Peter Brown of Copenhagen.

Since 1905 the A/S Det Ostasiatiske Kompagni of Copenhagen has operated fine large passenger-cargo vessels to St. Thomas, and later on to Panama and the West Coast, but we have yet to see any markings or loose letters from them. This service, incidentally, came about thru a romance between a Danish Princess and a German magnate; the Princess Marie, who was a big stockholder in Ostasiatiske, was fond of Albert Ballin, the President of the Hamburg-American Company. She induced the "Hapag" to take 5 Danish boats for the St. Thomas and Mexico service to be run by Ostasiatiske jointly with "Hapag" service. The Germans had to be accomodating in order to keep their franchise at St. Thomas. But several years later the Princess cooled off and the "Hapag" settled by selling Ostasiatiske three new boats and "agreeing" to let the Ostasiatiske compete with the "Hapag" to St. Thomas thereafter.

In recent years we note many loose letters and consignees mail out of Dominican Republic ports, with the senders directions by boats of various Scandinavian companies, but the covers lack any handstamps of the boats. These belong chiefly to: A/S Det Bergenske Dampskibsselskap (County Line; Norske Sydamerika Linie); Damps. A/S Vestland (R. Amlie) of Haugesund; Skibs. A/S Wm. Hansens Rederi, Bergen; D/S A/S John Knudsen (C. Hæland), of Haugesund; and A/S Damps. Torm (A. Schmieglow and Kampen), of Copenhagen. These outfits own or manage many boats. They take staples and manufactured goods to the West Indies and bring back sugar, molasses, rum, coffee, cotton, etc., perhaps rarely if ever visiting their home ports.

Swedish lines are operating more and more in Caribbean. Yet we have not seen any letters or markings by the A/B Svenska Amerika-Mexico Linie (B. Zandor). Gothenberg; nor the A/B Westindia Rederi (Sven Salen), Stockholm (banana boats).

The Swedish-American Line and Norwegian-American line have had several of their famous passenger liners on Caribbean Cruises, from which loose letters with special cachets may be had in some cases. One should also be able to get letters mailed on the boats of the Olsen Line and the Isbrandtsen-Moller Line.

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## This and That

by Christian Zoylner

A member of the Club was on his way to the race track the other day—on account of the family we mention no name—he had to get off the bus three blocks from the track. His way was past the Insane Asylum. As he passed one of the inmates was out in front "painting" the fence with a dry brush and an empty pail of paint. The inmate greeted him and asked him if he was going to the races.

Yes.—

All right, said the inmate, don't forget to put five dollars on BOWLING GREEN in the fifth.

Our friend nodded his head—went to the track—lost quite a lot of money on

the first four races—he has lots of it. Comes the fifth race. He remembers the tip—looks at the starters—by Gosh, there is a horse BOWLING GREEN running. He looks at the horse—it looks good. He puts fifty on the nose—and BOWLING GREEN comes in LAST.

On the way home he passes by the Asylum. The inmate is still out in front, and as our member passes, the inmate greets him and asks him:

How did it go?

NO LUCK.

Did you bet on BOWLING GREEN?

Yes, and he came in last—I lost fifty dollars.

Do you mean to tell me, that you bet fifty on my say so?

Yes.

All right—get a brush.



by Agent No. 42

Staff of the Old Sleuth

Bob Stone—the Army's gain, N. Y. U.'s loss \* \* \* George and Anne Hendrickson still think baby Heli will be a good collector, now she eats up mothers and daddys stamps; suggestion—feedings at regular intervals may help \* \* \* Ferrars Tows still reads a murder mystery each night, a habit formed by all past presidents of the Opera Club \* \* \* Sometime called the old sleuth Harry L. thinks honorary membership grand, two bucks more for cocktails \* \* \* "4F"—Fay Fasting For Figure \* \* \* we think Chris Zoylner is in that class too, seventy pounds is a lot of adipose tissue \* \* \* rumors; "the Milkman" B. I. Christensen is back in town—all the ladies please stand in line for your pound of butter, and no pushing please \* \* \* how about that chestnut brown?—Did we find it? Irvin Black says yes! His color detector never fails and it seems to satisfy Carl Emil Buyer \* \* \* Frank Maybury has resolved to make a New Years resolution "never to sleep in telephone booths any more" \* \* \* Hans and Asta Rose have found the ideal solution of not getting into each others hair—they collect different countries \* \* \* Elias Johanson will soon be able to swap paint pots and varnish for stamps, you remember the anchor he swapped \* \* \* the other day Capt. Dahlstrom walked in on us in his new gray Navy uniform, we thought he had become a Helvetian and joined the Swiss Navy \* \* \* Dr. (Charlie) Johnson still puzzles over his appointment in the club to honorary chairman—explanation: permanent toastmaster at all public functions. He still pays his dues! \* \* \* Steve Rich now is a firm believer that the Union of South Africa is part of Scandinavia—that comes from going to N. Y. U. and living in Zululand \* \* \* Anna Elkins is still Librarian, but the club could use some action from this post. She wants to know where are the books (or the book), Carl Pelander says is in his office \* \* \* spouse Eddie still thinks the Irish are part Scandinavian \* \* \* Eino Wirkki is now possessor of a farm \* \* \* our Philadelphia Alumni seems to be going strong. Gus von Gross thinks the Helvetia Society good (now that he got the Scandinavians in it), and Vinc Domansky still threatens to come to a meeting \* \* \* guess who blew into town from way down in Arkansas, no one else but little Christine Hushebeck (nee Stericker) with her new Lt. husband on a short furlough—which reminds us that there still is romance in our Universities \* \* \* Arthur Linz is doing a lot of travelling on a dollar per year—he thinks Sherman was right \* \* \* we sure miss those hard working defense boys George Gullsher, Alarik Arvidson et al. who due to their work cannot attend meetings—we are all with you 100% \* \* \* and what has

happened to our fair ladies, especially that nice English girl with the Finnish name Theresa Kauppi \* \* \* Bill Foulk still wants to match you for drinks—fair warning, he has a two headed coin \* \* \* and so So-long until the next issue, if I missed (or mis-used) you in this, I am sure to dig up some dirt about you for the near future.

## One of the Rarest Errors in Norwegian Stamps

by Harry L. Lindquist

For the printing of the 10 ore value of the 1886-93 issue of Norwegian stamps, six plates were used—each having from one to four different types.



Plate 3 had two regular types, but during the printing, one of the cliches became damaged, and by mistake, the cliche of the post card design was inserted, making a very interesting and quite rare third type.

Very few copies of this interesting rarity are known, and the latest postmark on any seen, according to Norges Frimerker, 1855-1924, is July 1891. The Swedish Specialized Catalogues formerly priced this variety at \$60.00, and we are illustrating what we believe to be the only known block of four, which Norwegian specialists have appraised as high as \$1000.00.

There must undoubtedly be many of these varieties that have gone unrecognized, and they are worth hunting for. They can be spotted by the small figure "10" in the bottom panel.

## Club News

### October 13th Meeting

After a brief business session Mr. William Foulk showed nine volumes from his Scandinavian Collection which was greatly enjoyed by all present. During the business session a motion was made to elect Harry L. Lindquist to Honorary membership in the Scandinavian Collectors Club. This motion was duly seconded and carried by a unanimous vote of the membership present.

### Annual Meeting—November 13th, 1943

This meeting was chiefly devoted to the business on hand of electing Officers for the coming season.

The nominating committee's chairman, Hans Rose, proposed the following nominations:

President ..... Edwin E. Elkins  
Vice Pres. .... Frank Maybury

Treasurer ..... George Hendrickson  
Secretary ..... George Guilsher  
Librarian ..... Anna V. Elkins

Since no additional nominations were made, the secretary was instructed to cast one ballot for each of the above candidates.

To the three vacancies for the Board of Governors, the following were elected:

Ferrars H. Tows—3 years  
Hans Rose—2 years  
William Foulk—1 year

Mr. Christian Zoylner, our outgoing president, made one of his rare (touching) farewell speeches, and wished Mr. Elkins much luck during the coming year

After election, Carl E. Pelander exhibited two volumes of early 19th century Finland.

The usual Dutch treat collation followed to everyones satisfaction.

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All of us regret the long and serious illness of our Past President Elias Johanson, who for more than two months has been confined to a hospital due to septicemia. Although several blood transfusions have been necessary, we are happy to report that Mr. Johanson's condition is slightly improved and we hope to soon be able to have him with us again.

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Edwin E. Elkins reports that another invitation has been extended the members of this club by the Collectors Club of New York. All of us who attended last years visit will remember the cordial reception given us. At that time Messrs Tows, Linz, Lindquist and Pelander spoke from the dais and in the wall-frames were displays from the collections of Dr. Johnson, Mr. and Mrs. Elkins, Messrs Maybury, Tjostheim and Hendrickson. The Collectors Club, in expressing their appreciation for our efforts, stated that it was one of the most enjoyable evenings of the season.

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#### New Members

At the October and November meetings the following were admitted to membership in the Scandinavian Collectors Club:

#### RESIDENT

- 49 Dimitrey Moore, Jackson Heights, Long Island.
- 50 Stephen G. Rich, Verona, New Jersey.
- 51 Edwin H. Halvorsen, Jackson Heights, Long Island.
- 52 Joseph Jaeger, New York City.
- 54 Julius Nielsen, Flushing, Long Island.
- 55 Eric Hallar, Lincoln Park, New Jersey.
- 56 Mrs. Caroline Prentis Cromwell, New York City.
- 57 William F. Ohlrogge, Larchmont, New York.

#### NON-RESIDENT

- 53 Hans Lundberg, Toronto, Canada.

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#### Acknowledgments

We want to thank Mr. Carl Emil Buyer for the drawing of the Post-Horn as well as Miss Carla Pelander for her contribution of the Horn-blower.

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Feature articles in the next issue will be Norwegian Missionary Post in Madagascar; St. Bart's, Sweden's West Indian Colony 1785-1877; The Government ban on importation of mint stamps from Europe; etc.