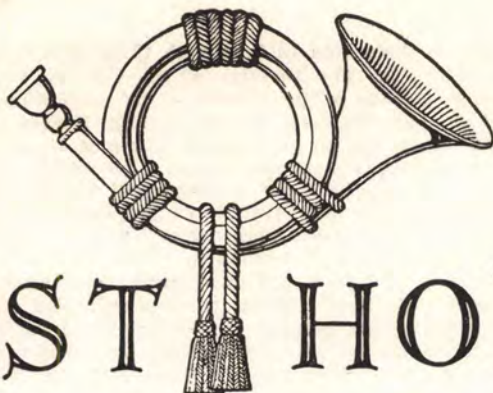


The

# POST HORN



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## Greenland's Postal System

by George D. Stribley (312)

### PART I

In 1945, the Greenland Administration published a 22 page green covered pamphlet, entitled "Gronlands Postvaesen, Saertryk af Beretninger Vedrorende Gronlands Styresle Nr. 1, 1945" printed by J. H. Schultz, Universitetes-Bogtrykeri, Kjobenhavn. The pamphlet is printed in Danish and the translator into English makes the apology that certain technical phrases in Danish, while not accurately translated, there being no exact English counterpart, were translated as near as possible in the accepted English equivalent. The translation follows:

#### "THE POSTAL SYSTEM OF GREENLAND"

The interior postal traffic of Greenland is without charge and not subject to any particular rulings. In practice, the greater part of the mail is delivered at the colonial offices or at the outposts; and the officer in charge sends the mail on to its destination when opportunity affords.

Regular mail deliveries according to present regulations are made only at certain times of the year and then only from the most distant colonies to the village sheriffs. These deliveries deal primarily with official mail, but do include as far as possible private mail on the entire route. This is particularly important to such places as are dependent upon boat traffic along the coast and out at sea, and where such traffic is limited to certain seasons due to climatic and other conditions. It is thus possible to get mail to and from Denmark early in the spring and late in the fall when other means of communication are closed. Kayaks and dogsleds are used, depending on the season and weather conditions, to transport the regular and official mail, and carriers are salaried at public expense, such salary being based on the distance covered plus a stipulated sum per day.

Only the smaller portion of the mail in Greenland is transported in this manner, however. The greater part of the mail within Greenland as well as that sent to Denmark is sent in the management's ships, in the coastal vessels of Greenland, or with officials who travel by motorboats or on dogsleds on their official business. Chance travellers, scientific explorers and native

Greenlanders consider it their duty to take with them mail destined for places along their routes of travel. The Director of the Colony, who is usually the director of the outpost, attends to the delivery of the mail when it reaches him.

Transportation of mail between Greenland and Denmark is by regular ocean-going vessels. According to an official ruling of January 2, 1873, rates were fixed for the transportation of goods from Copenhagen to the colonies in Greenland. No fee was to be paid on ordinary mail, but 1 shilling per pound was fixed for ordinary goods and 64 shillings per cubic foot for voluminous goods. In 1905, however, these rates were reduced to 1 ore per pound, but free mail deliveries of packages was discontinued. Fees were to be paid between Greenland and Denmark, and packages must carry the address of the Danish destination and fees be paid from Copenhagen to destination according to Danish postal rates. And likewise, postage must be paid on packages for Greenland from the point of shipment to Copenhagen. An attempt was made at the same time to introduce postal rates for first class mail, but this failed because it was found to violate certain Danish postal laws.

Parcel post rates were set as those for voluminous shipping (freight), 10 ore being the minimum charge. Postage stamps were introduced in 1906, temporarily in values of ten, five and one ore. The stamps were designed by the artist Gerh. Heilmann and were to be used on parcel post only. After 1915 stamps were issued in the values of twenty, fifteen and two ores, and in 1930, three kronen (Danish crowns), 1 krone and seventy ore stamps were issued. A marked increase was made in rates in Greenland according to a circular of March 14, 1930.

Table 1.

Parcel Post Rates in Effect Since 1931

Ordinary Parcel post to 1 kg.	Kr. 1,10
Ordinary parcel post from 1 to 3 kg.	Kr. 1,70
Ordinary parcel post from 3 to 5 kg.	Kr. 1,90
Ordinary parcel post from 5 to 10 kg.	Kr. 3,40
Ordinary freight (minimum 1 Kr.) per kg.	Kr. 0,08
Heavy freight, per cubic foot	Kr. 1,60

Newspapers could be sent in packages according to parcel post rules but with freight rates. Parcel post rates between Greenland and Denmark were the same as between Denmark and Iceland.

By request, Greenland in the spring of 1936 became an independent member of the Universal Postal Union, and in July of 1937, the Director General of Posts and Telegraphs, as a representative of Greenland attended the Universal Postal Union convention.

On September 17, 1938, the State Department of Greenland announced that for the first time regular letter service had been established between Copenhagen and Greenland, and simultaneously special Greenland postage stamps were issued in the values of 1 Kr., 30, 15, 10, 7, 5 and 1 ore.

In accordance with these proceedings, the Director announced there would be established postal stations through which mail to Denmark and other foreign countries might be expedited and at which postage stamps might be purchased, all such stations being Colonial offices, and at the towns of Kutdligssat, Marmorilik, Thule and Scoresbysund, at the outpost of Proven, and by the Controller at Ivigtut and Færingerhavnen. The postal Stations in Greenland were instructed to follow the Universal Postal Union regulations and rules, and the Danish mail practices. The new postal rates were to be the same as those fixed by the Danish State Department. When these rates were raised in 1940 in Denmark, the raise applied in Greenland also. However, mail within Greenland required no postage, unless it transgressed the Danish postal system regulations.

The following table shows the amount of mail from and to Greenland in five and ten year intervals and in 1938 and 1939.

Table 2.

Year	Quantities of Mail.						
	Letters		Printed Matter	Parcel Post		Freight	
	To	From	To	To	From	To	From
	Pieces	Pieces	Pieces	Pieces	Pieces	Pieces	Pieces
1900	3297			845		1669	
1905	3710	3000		1568		2708	952
1910	6350			2150		2380	1297
1920	6200	5200		1700	500	1025	2600
1930	14100	15750		3450	700	5000	3300
1935	12900	17400	8500	3400	700	5700	2700
1938	20300	21500	10000	4300	825	7467	3235
1939	25300	39600	10600	4200	800	13181	2331

It will be observed that the number of pieces shipped by parcel post as well as by freight to Greenland both in 1930 and 1935 was five times as large as in 1920. In shipments from Greenland, the increase was less.

The number of pieces of mail and parcel post packages from Denmark to Greenland is recorded in Table 3.

Table 3.

Amount and value of mail to Greenland from 1928

Year	Letters		Parcel Post		Totals	
	Pieces	Value	Pieces	Value	Pieces	Value
1928	3	Kr. 43	51	Kr. 1644	54	Kr. 1687
1929	6	68	80	2337	86	2405
1930	9	183	96	3979	105	4162
1931	4	34	198	9185	202	9219
1932	11	209	263	10897	274	11106
1933	14	777	289	11759	303	12536
1934	46	915	239	9530	285	10445
1935	51	1235	257	10886	308	12121
1936	53	994	247	10655	300	11649
1937	32	523	296	12514	328	13097
1938	42	1013	293	13107	335	14120
1939	96	2856	335	15632	431	18488
Totals	367	8910	2644	112125	3011	121035

The increase in letters in 1934 corresponds to a decrease in the number of parcel post packages. The nominal value was comparatively small, averaging about 13 to 25 Kr. for letters and 40 to 50 Kr. for packages.

In place of postal money orders which were not used in Greenland, or between Greenland and Denmark, until the new postal arrangement, internal telegraphic money orders are used quite generally now. The number and value is given in the table below.

Table 4.

Ordinary Money Orders and Telegraphic Money Orders  
1938-1939

	Number	Value
1. From Denmark to Greenland	327	Kr. 39,477
2. From Greenland to Denmark	434	66,306
3. Between Colonies in Greenland	439	57,573
Telegraphic		
1. From Denmark to Greenland	37	6,128
2. From Greenland to Denmark	163	37,122
3. Between Colonies in Greenland	437	20,570
Totals	1837	227,176

The exchange of money orders has been the largest between Godthaab Colony and Denmark and amounted to one-fourth of all sent. A special arrangement for ordinary and telegraphic money orders is in effect between Greenland and the Faroe Islands, but has been used very little.

The following table shows the effect upon postal shipments of the new 1930 postal law.

Table 5.

Number of mail packages to and from Greenland  
1919-1939

Year	To Greenland	From Greenland
1919	2350 packages	900 packages
1920	1700 "	500 "
1921	2050 "	600 "
1922	2200 "	700 "
1923	2300 "	900 "
1924	3000 "	1000 "
1925	3350 "	1000 "
1926	3800 "	1050 "
1927	5500 "	1250 "
1928	5100 "	1200 "
1929	5400 "	1300 "
1930	3450 "	700 "
1931	3400 "	600 "
1932	3500 "	700 "
1933	3400 "	1000 "
1934	3500 "	600 "
1935	3400 "	700 "
1936	3900 "	700 "
1937	3950 "	750 "
1938	4300 "	825 "
1939	4200 "	800 "

As will be seen the export of packages fell from 5400 in 1929 to 3450 in 1930, when it remained quite constant until the increase in 1938-1939, but even then it was 20% lower than 1929. Imports from Greenland which in 1929 amounted to 1300 packages and averaged 1,000 a year from 1919 to 1929, dropped to an average of 738 a year from 1930 to 1938.

Since goods shipped to Greenland consist primarily of articles for consumption which Europeans in Greenland have bought directly from private parties in Denmark, the raise in the parcel post rates and the decrease in the number of packages, resulted in a corresponding rise of commission goods through regular or official Greenland trade.

First class mail (letter mail) to and from Greenland has increased greatly. The number of letters in and out of Greenland in 1938 was six to seven times as many as in 1905. The increase in 1938-1939 to 5,000 letters to Greenland and 18,000 from there was due mainly to the use of the new Greenland postage stamps. A large number of the letters went to stamp dealers and collectors throughout the world. Of the 25,350 letters to Greenland in 1939, 2,000 were official mail, 350 registered, while 1,700 regular letters and 3,200 registered ones went out to Greenland.

It is possible to insure mail sent from Greenland, but such is rarely done. The people there apparently feel that since only 1 to 2% of the value insured is paid in the event of loss, the insurance fee is not worth the investment, and in addition, it is felt the mail will reach its destination anyway without loss.

Table 6.

## Insurance of Parcel Post

Year	Number of Parcels	Value of Contents	Fees (% of Value)	Total
1910	50	Kr. 2,665	2%	Kr. 53
1920	22	2,373		47
1930	20	2,245		45
1935	27	1,755	1½%	26
1938	5	795		12
1939	9	832		12

The 20 ore parcel post stamp was extensively used in North Greenland as and for postal savings stamps, and since 1915, this postal savings service increased in popularity requiring the printing of additional quantities of the 20 ore stamp. The additional quantities of the 20 ore stamp ordered and delivered by the printing firm of H. H. Thiele is as follows:

1915	10,000 stamps
1923	12,500 "
1926	45,000 "
1927	63,750 "
1929	100,000 "
1931	60,000 "
1933	53,125 "
<b>Total</b>	<b>344,375 "</b>

— To be continued —

## PHILANDER THE PHUNNY PHILATELIST SAYS:

....that he is perplexed, to say the least. After much diligent research and study during the past phifteen years he has phinally learned how to distinguish the Ottawa plates from the Stockholm plates on Swedish stamps. Peeling that he could go on to conquer new worlds, he got himself interested in the stamps of Norway. Now he has to learn to distinguish the Centraltrykkeriet (he can't even pronounce it) printings from the Knudsen printings. As we said, he is really perplexed. He says he sees wings in his dreams. When last seen he was trudging off, shaking his head and vowing to enlist for service in Korea. Who can help poor old Philander? Seriously, an article describing and illustrating methods of distinguishing the Knudsen printings from the Central printings in the stamps of Norway would be welcomed by many members. How about that, Mr. Gustave Larsen or Mr. Carl Werenskiold?

## MEMBER IS HONORED

It was reported in the Jan. 1, 1950, issue of Danmarksposten (page 24) that our good member Mr. B. I. Christensen (39-L2) has been appointed an Honorary Member of the Dansk Mejeriteknisk Forening (Danish Dairy Technical Association). This is a great honor for Mr. Christensen and all of his fellow S. C. C. members rejoice with him and offer heartfelt congratulations.

## A Check-List of Danish Booklets with Advertising Labels

By Svend Yort (158)

(Author's Note: Mr. Roland D. Morse has done a fine job of explaining in an interesting and instructive manner the background of these booklets, in the last two issues of the Posthorn. I am sorry, however, that he did not give a complete check-list of the varieties of panes and advertising labels which exist, and it is in the hope that such a list may be useful to collectors that the following has been compiled. The Rogers catalog does not answer this purpose, as it gives no information regarding the individual advertising labels.)

For many years the writer has had in mind the compiling of a complete check-list of the Danish advertising booklets, and while lists of the labels themselves were available in Danish catalogs, from which the combinations in panes and complete booklets could easily be derived, certain information concerning dates and quantities issued proved unexpectedly difficult to find. During the war, the Danish post office published as an appendix to one of its year-books, exactly the information sought, but even knowing it existed, it has taken five years to unearth a copy. This published information, cross-checked with certain catalogs, and such references in the philatelic journals as were available, has furnished the basis for the list in its present form, which may therefore be regarded as absolutely authentic.

The objective in setting up the check-list in this detailed manner is to provide maximum usability for the collector of complete booklets, single panes, or simply pairs consisting of the stamp with advertising label attached, whichever the individual's fancy may dictate. It has therefore been approached from the viewpoint that "the stamp's the thing," and lists every different combination of stamp and label, while disregarding such varieties as arise merely from different covers, interleaves, or coupons. These are only the concern of the collector of complete booklets, and each can decide for himself how far he wants to go in that respect. The Rogers catalog provides a good reference list for these varieties, though it does seem to this writer a little far-fetched to list eight varieties of the General Motors booklets (scarce as they are anyway) based solely on the lettered series of the lottery coupons, and without indicating in what other respects the contents may differ.

From the standpoint of the stamps and labels themselves, there are only twenty different booklets, and it would seem logical that any listing should be based on this fundamental fact, which would then permit expansion to any degree desired, with sub-types for differences in covers, etc. The numbers assigned in this list are solely for reference, since of course there were two booklets issued before this series, the 5 ore and 10 ore Christian X design; while two others issued in this period, namely the General Motors booklet with panes of 50, and the Cancer stamp booklet, do not contain advertising labels, and therefore are outside the scope of this list. One other booklet, listed by Rogers (his No. 6j) is named by him "Ga-Jol", but this also must be only a minor difference in the advertising on cover or interleaves. There is no such advertising label; "Ga-Jol" is the trade mark of a throat lozenge made by Galle & Jessen, and may have been advertised in one of their booklets, but has not been seen by the writer.

The various combinations and denominations contained in these twenty booklets produce a total of 49 different panes, or 64 different combinations of pairs, i.e., one stamp plus label. Caution is indicated in using the quantities given here, which are those of complete booklets issued, in determining the relative scarcity of either complete booklets or smaller units. It was at first the custom in Denmark to collect pairs, or at most panes, therefore far more booklets were needed to satisfy collectors, and were split up, in the case of

those where all labels were different, as for example Alfred Benzon's or General Motors', than in the cases where all the labels were the same, as in Rundskuedagen's booklets.

The notes appended under the listing of certain booklets are meant to call attention to the cases where a different booklet does not produce the number of different panes or pairs that might be expected, as for instance General Motors II and III, where in the latter only four of the advertising labels were changed, or Galle & Jessen's booklets Nos. 14 and 15 on the one hand, and Nos. 17 and 18 on the other, where the only difference is the frame line around the "Bornenes Kontor" label, while the advertising label itself and the stamps were identical.

In addition to these notes a few general remarks may be desirable, and I hope I may be excused if I go over ground already covered by Mr. Morse, for the sake of getting all the facts together. A 2-Kroner booklet always consists of four panes of 10-ore stamps (four stamps and two labels to a pane) and two panes of 5-ore stamps; a 1-Krone booklet normally consists of five panes of 5-ore stamps; the exception being the K.K.K.K. booklet with its special selection of values. This was intended to provide 7 ore stamps for the then postcard and printed matter rate, but was apparently not very popular, as the experiment was never repeated. The stamps in booklets Nos. 1 to 7 and 9 are the 5 ore dark brown and 10 ore green of the 1921 issue (Scott's Nos. 89 and 94), while in Nos. 10, 11 and 14 to 20 they are the 5 ore light green and 10 ore light brown of 1930 (Scott's Nos. 90 and 95). Galle & Jessen booklets Nos. 12 and 13 contain the 5 and 10 ore values of the Christian X Birthday issue (Scott's Nos. 210 and 213). No. 8 is the K.K.K.K. booklet referred to above, and cannot be confused with any other.

As mentioned before, every different combination is listed, the denomination of the stamps and description of the labels being given under the name of each booklet. Where two such items are bracketed, they go to make up a single pane, otherwise it is understood that the two labels in the pane are the same. Where no description is given after the denomination, all the labels in the booklet are the same except possibly for color. It was usual to print the label in the same color as the stamps; a simple process which of course made it cheaper to produce. The exceptions are booklets Nos. 7, 8, 9 and 10, which have the labels in colors, but they are then the same throughout the booklet; and the Galle & Jessen booklets, which have the label printed primarily in the color of the stamp, but with red lettering. Only Galle & Jessen had 1-Krone as well as 2-Kroner booklets, and in each case the panes contained in the 1 Krone book are identical with the 5-ore panes of the corresponding 2-Kroner booklet.

## CHECK-LIST

Booklet	Denomination	Issued	Quantity
1. Hafnia & Phonix 5 ore, Hafnia ) 5 ore, Phonix )	1 Kr. 5 panes	Sept. 1927	210,175
2. Mohawk Tires 5 ore, 2 panes 10 ore, 4 panes	2 Kr.	July, 1928	54,000
3. General Motors (I) 5 ore, Cadillac ) 5 ore, La Salle ) 5 ore, Chevrolet Truck ) 5 ore, G. M. C. Truck ) 10 ore, Chevrolet, 1 pane 10 ore, Pontiac, 1 pane 10 ore, Oldsmobile ) 10 ore, Oakland ) 10 ore, Buick, 1 pane	2 Kr. 1 pane 1 pane	July, 1928	162,000

Booklet	Denomination	Issued	Quantity
4. General Motors (II)	2 Kr.	Nov., 1928	191,000
5 ore, Cadillac )	1 pane		
5 ore, La Salle )			
5 ore, Chevrolet Truck )	1 pane		
5 ore, G. M. C. Truck )			
10 ore, Chevrolet, 1 pane			
10 ore, Oldsmobile )	1 pane		
10 ore, Pontiac )			
10 ore, Oakland )	1 pane		
10 ore, Buick )			
10 ore, G. M. C. Emblem, 1 pane			
5. General Motors (III)	2 Kr.	Feb., 1929	198,000
5 ore, Cadillac* )	1 pane*		
5 ore, La Salle* )			
5 ore, Chevrolet Truck )	1 pane		
5 ore, G. M. C. Truck* )			
10 ore, Chevrolet, 1 pane			
10 ore, Oldsmobile )	1 pane		
10 ore, Pontiac )			
10 ore, Oakland* )	1 pane*		
10 ore, Buick* )			
10 ore, G. M. C. Emblem, 1 pane*			
*Indicates adv. label is same as in preceding booklet (II)			
6. Rundskuedagen 1929	2 Kr.	Sept. 1929	1,000
5 ore, 2 panes			
10 ore, 4 panes			
7. Berlingske Tidende	1 Kr.	Dec., 1929	200,400
5 ore, 5 panes			
8. K.K.K.K.	1 Kr.	Dec., 1929	119,500
7 ore, 2 panes			
5 ore, 1 pane			
2 ore, 1 pane			
7 ore, )	1 pane		
1 ore, )			
9. Familie-Journalen	2 Kr.	Feb., 1930	59,660
5 ore, 2 panes			
10 ore, 4 panes			
(1921 Issue)			
10. Familie-Journalen	2 Kr.	July, 1930	40,129
5 ore, 2 panes			
10 ore, 4 panes			
(1930 Issue)			
11. Rundskuedagen 1930	2 Kr.	Sept. 1930	1,000
5 ore, 2 panes			
10 ore, 4 panes			
12. Galle & Jessen	2 Kr.	Dec., 1930	99,000
5 ore, 2 panes			
10 ore, 4 panes			
(Chr. X Birthday Issue)			
13. Galle & Jessen	1 Kr.	Dec., 1930	51,000
5 ore, 5 panes			
(Chr. X. Birthday Issue, adv. label and stamps identical with 5 ore panes of preceding 2 Kr. booklet, No. 12)			



Booklet	Denomination	Issued	Quantity
14. Galle & Jessen	2 Kr.	July, 1931	101,800
5 ore, Galle & Jessen, 1 pane			
5 ore, Galle & Jessen )			
5 ore, Born. Kontor )	1 pane		
10 ore, Galle & Jessen, 3 panes			
10 ore, Galle & Jessen )			
10 ore, Born. Kontor )	1 pane		
(Bornenes Kontor label without frame)			
15. Galle & Jessen	1 Kr.	July, 1931	104,283
5 ore, Galle & Jessen, 4 panes			
5 ore, Galle & Jessen )			
5 ore, Born. Kontor )	1 pane		
(Bornenes Kontor label without frame; all panes identical with corres. 5 ore panes of preceding 2 Kr. booklet)			
16. Rundskuedagen 1931	2 Kr.	Sept. 1931	2,632
5 ore, 2 panes			
10 ore, 4 panes			
17. Galle & Jessen	2 Kr.	Dec., 1931	271,180
5 ore, Galle & Jessen, 1 pane			
5 ore, Galle & Jessen )			
5 ore, Born. Kontor )	1 pane		
10 ore, Galle & Jessen, 3 panes			
10 ore, Galle & Jessen )			
10 ore, Born. Kontor )	1 pane		
(Bornenes Kontor label with frame, hence only the two panes containing these are different, the others being identical with booklet No. 14)			
18. Galle & Jessen	1 Kr.	Dec., 1931	156,000
5 ore, Galle & Jessen, 4 panes			
5 ore, Galle & Jessen )			
5 ore, Born. Kontor )	1 pane		
(Bornenes Kontor label with frame; all panes identical with corres. panes of preceding 2 Kr. booklet)			
19. Post Office	2 Kr.	Apr., 1933	135,380
5 ore, 2 panes			
10 ore, 4 panes			
20. Alfred Benzon	2 Kr.	July, 1933	95,700
5 ore, Sodapastiller,			
2 types in 1 pane			
5 ore, Saeber (Soaps)			
2 types in 1 pane			
10 ore, Maltol (Beer) )			
10 ore, Maltextrakt )	1 pane		
10 ore, Spiseolie (Veg. oil)			
2 types in 1 pane			
10 ore, Krydderier (Spices)			
2 types in 1 pane			
10 ore, Bagepulver )			
10 ore, Born. Kontor )	1 pane		
(Born. Kontor label with frame, but brown letters, which distinguishes it from the one in the G-J booklet, which has red letters)			

## The Story Behind the Danish West Indies Four-Cent Bisect

by Jan Hansen (519) and J. P. Rux

Much has been written and published in many articles about the use and cancellation period of the 4 cent Bisect postage stamps of the Danish West Indies. To the writer many statements in numerous articles written heretofore are either misleading, evasive or erroneous.

The Danish West Indies of 133 sq. miles, consisting mainly of three islands, St. Thomas, St. John and St. Croix, now a part of the Virgin Islands lie in the Atlantic Ocean to the east of Porto Rico. They were purchased by the United States in 1917 from Denmark for \$25,000,000.

While Denmark's possessions, the islands of St. Thomas, St. Jan (now St. John) and St. Croix, were operated by a local governor located on the island of St. Thomas. Under Danish rule, all postage stamps used on these islands originated in Denmark. The number one stamp, a 3 cent dark carmine, made its appearance in 1855. The monetary unit was the "CENT" or 100 CENTS to the DOLLAR." In 1905 the monetary unit was changed from the "CENT" to the "BIT" or 100 BITS to the "FRANC." From 1855 to 1873 three cent stamps were used continuously. After that to 1902 the following additional values appeared 1, 4, 5, 7, 10, 12, 14 and 15 cents.

A notice from the Minister of Finances at Copenhagen, Denmark of December 12, 1901, announced that on Jan. 12, 1902, a change in postal rates from 3c to 2c for local letters and foreign post cards and 10c to 3c for foreign letters would be effective. This necessitated two new values which did not exist previously. To meet this immediate change, existing stocks of the 3c Scott's Nos. 6 and 17 and 10c Scott's No. 20 values were surcharged to 2 and 8 cents respectively and used as an emergency measure. The then available 3c stamps from 1873 and 1898 were used for the two cent black or green surcharge and the 8 cent black surcharge was applied on the 10 cent value of the 1901 issue. The one cent and other value stamps without overprint were also used in combination to equal the new rates.

The surcharge printing of 700 sheets of the 3c and 500 sheets of the 10c stamps was handled at St. Thomas. The black color three line surcharge, printed in January 1902 consists of the figure "2" on the first line, the word "CENTS" (large letters) on the second line and "1902" on the third line, although a pair of sheets of 100 stamps each were printed in December 1901 and therefore the surcharge shows "1901" instead of "1902." In addition one sheet of 100 stamps was overprinted with green ink in 1902. These, known as the St. Thomas overprints, have wide spacing between each line of printing. At Copenhagen, Denmark, 350 sheets of Scott's #17 and 1100 sheets of Scott's No. 20 were surcharged for shipment and use on the islands. This printing, done by the H. H. Thiele Printing Co. in Copenhagen in July 1902 was also in three lines, in black ink but the spacing between lines is narrower and the word cents has a large "C" but "ents" are smaller letters than in the printing from St. Thomas island. There are no known stamps of the Copenhagen printing with a green surcharge or with the year 1901. The above surcharged stamps appear in Scott's 1950 catalog under numbers 23 (perf. 14x13½) and 24, 25, 26, 27 and 28 (perf. 12½, 13 and compound.)

As the supply of the stamps surcharged with the 2 cent rates did not meet the demand and therefore became depleted before arrival of the new 2 and 8 cent values from Denmark a further shortage developed. To meet the local postal needs of the public for a 2c rate it was necessary to resort to a second emergency measure. The second emergency was met by the use of the diagonal halves of the then available 4 cent stamps of 1873 and 1901 Scott's Nos. 7 and 18 (perf. 14x13½, and 13½) and (perf. 12½, 13 and compound). Thus the Secretary's office issued a published notice dated January 20, 1903, reading as follows:

## PUBLICATION

"For the time being the Post Office will admit the use of 4 Cent postage stamps cut in half diagonally for the prepayment of postage, say in those cases, where the amount of the postage is covered by the payment of two cents or less.

"The correspondence thus prepaid should be handed in over the counter and not dropped into a letterbox.

"The use of postage stamps thus cut will be disallowed as soon as 2 Cent stamps have been received about which publication will be issued.

"Government, St. Thomas the 20th of January 1903."

F. S. Y.  
Helweg-Larsen

A similar publication (notice) from Helweg-Larsen was sent and posted on the island of St. Croix, but because of the availability of surcharged stamps, use of the 4c bisect stamps did not begin until Feb. 10, 1903 or 22 days later than on the islands of St. Thomas and St. John.

As the Governor at St. Thomas failed to notify the General Postal Directorate at Copenhagen, Denmark, concerning authorization and use of the bisect stamps, recipients of mail in Denmark from the Indies were taxed a postage due fee for all mail received. Following numerous complaints regarding the postage due fees and a controversial correspondence between authorities at St. Thomas and Copenhagen an agreement was reached and a bulletin issued to rescind the order and to refund the postage due fees to all who furnished proof of having paid it.

On May 23rd, 1903, the following notice was published and posted at St. Thomas:

"It is hereby brought to public notice that whereas a new supply of 2 cent postage stamps has been received, the permission given under Jan. 20th, 1903 for the use of cut 4 cent postage stamps as prepayment for postage is hereby withdrawn."

Government, Secretary's Office  
St. Thomas the 23rd of May 1903  
Helweg-Larsen

In accordance with the above notice the use of the bisect stamps ended on May 23rd, 1903 at St. Thomas and St. Jan islands, but because of the distance and slow travel between the islands the notice did not reach St. Croix island and its three towns until several days later, therefore the closing date of use of the bisect stamps there became June 4, 1903.

The table below shows the towns and dates of cancellations on mail during the period that the 4 cent bisect stamps were used:

Island	Town Cancellation	Dates of Cancellations	
		Began	Ended
St. Thomas	St. Thomas	Jan. 20, 1903	May 23, 1903
*St. Jan	St. Jan	Jan. 20, 1903	May 23, 1903
St. Croix	Frederiksted	Feb. 10, 1903	June 4, 1903
St. Croix	Kingshill	Feb. 10, 1903	June 4, 1903
St. Croix	Christiansted	Feb. 10, 1903	June 4, 1903

\*The post office on the small island of St. Jan was under the jurisdiction of the postal authority on St. Thomas island. Therefore, all the mail at St. Jan was collected in Cruz-Bay and forwarded to St. Thomas island for forwarding.

Covers in combination with 4c bisect and other values exist although such practice was not authorized by the postal authorities.

Information considered authoritative concerning the approved use of the

4 cent bisect stamps has been obtained from C. A. Hagemann's book entitled "Stamps of Denmark and the Danish West-Indies" printed in the Danish language in 1942. Mr. Hagemann's information resulted from an extensive study of records in the Danish Postal Department with permission from that department.

It has been the writer's aim and pleasure for a long time to gather and put together data of Denmark's and its possession's postage stamp and postal history. In so doing the one phase which needed a shot in the arm is that of the Danish West Indies 4 cent bisects issue.

Preparation and presentation of this article has a two fold purpose. First, to pass on to you the facts (in the English language) as they have been found in our studies and second to obtain additional pertinent data as well as constructive comments.



by Agent No. 42  
Staff of the Old Sleuth

Summer vacations are over and this Wednesday the S. C. C. resumes its usual activities with fish stories, tales of travel and unusual stamp finds \* \* \* at this writing, the Vice Pres., Lauson Stone and family, are on the high seas after having seen all the beauties of Scandinavia—from our underground channels we understand that Uno Soderberg in Stockholm acted as their personal guide—the gory details will follow later \* \* \* others who also ventured abroad were Toini Jarvinen, who spent the summer in Finland, the Buyer's and the Thuesen's, the latter not only did all of Scandinavia but also all of Central and Southern Europe—while in Norway, Hamar, to be exact, he walked into the small shop of a tobacconist who was also a stamp dealer of sorts, and there made quite a haul of the "V" stamps at real bargain prices—Mr. T. thinks he will cover all his travelling expenses with the profits \* \* \* rumors have it that Carl-Emil Buyer has uncovered a real rarity in Denmark, namely, a block of four of the 2rbs on cover—it is said to be coming here \* \* \* the A. P. S. convention in Washington, D. C., was a real success—it was held at the beautiful Shoreham Hotel—the 360 frame exhibit was crammed with fine material which was bound to please the most exacting connoisseur—we feel that the A. P. S. owes the S. C. C. a vote of thanks, because the success of their last two conventions was chiefly due to the hard work of our members—last year in Boston Dr. Grabfield and J. Urban Edgren carried the load and this year, due to a very unusual succession of injuries to the members of the original committee, the majority of the work fell on Svend Yort—well, Svend did a fine job and we can all be proud of him \* \* \* present at the convention were any number of our good members—several much in evidence, as Paul Vignos of Canton, Ohio, Arthur Pierce of Philadelphia, and Erwin Nielsen of Milwaukee, Wisc. \* \* \* Harry Konwiser seemed more interested in the ball games than in stamps \* \* \* Phil Ward bemoaning his fate that he was unable to pick up two missing blocks of early Denmark \* \* \* Harry Lindquist did his usual fine job as toastmaster at the banquet, even tho he demoted an Admiral to Colonel, and managed to get in a plug here and there for his various publications \* \* \* Bob Stone (the weather man) did some entertaining at his home and so did Svend Yort \* \* \*

the good Reverend Roepe formerly of New Orleans was around, but so popular and elusive that this sleuth could not even get near him \* \* \* Saturday, the 9th of September, the last day in Washington, was taken over by the first convention of the National Federation of Stamp Clubs—I think all of you are familiar with this the pet project of our own Harry Lindquist, who is attempting the banding together of all stamp clubs in the United States and Canada into one Federation. Present at the convention were delegates and alternates representing several hundred clubs, of course, the S. C. C. was well represented by the "Gold Dust Twins"—Foulk and Maybury—who, by the way, flew into Washington by private plane and due to the "fog and the grog" almost lost their way—however, they got there in time \* \* \* and just a few words about the Federation—this organization has done a world of good in the past several years of its existence—some of their projects are a weekly broadcast over a national hookup (I guess many of you listen to Harry regularly), now they will be not only on the air but also on TV—the organization of stamp clubs in homes for the aged, in prisons, etc.—directing the P. O. department in an advisory capacity regarding new issues, furnishing able speakers, films and slides to various clubs throughout the country, etc.—in other words as fine a project as any individual could possibly undertake—and I am certain that we, the members of the S. C. C., will back up Harry Lindquist and his able committees to the fullest extent \* \* \* the other day we ran into a part of the "Voice of America," namely, Chris Zoynler—he looks well and happy and in spite of overwork, due to our uncertain political conditions, still finds a little spare time for his number one hobby—stamps \* \* \* and the editor of this paper, Major Pihl, certainly has been a busy boy all summer—in and out of uniform—being in active reserve—yet you may note that the Posthorn is here—he believes in the old motto of the mail carriers of olden times, "that neither rain nor snow—etc." \* \* \* Arthur Heim surely is happy over the fine auction catalogue he mailed you and hopes you will all spend those shekels you saved from your vacation on the fine lots he offers to enrich your collections—we note that Carl Pelander (the auctioneer) is wearing a muffler and gargling regularly 3 times daily to have his voice in good trim for singing the sale—so, save your spare cash—come out to this mammoth sale in October and spend it \* \* \* Capt. Gibson, our program chairman, has of late turned fisherman—well, you've heard those stories before \* \* \* George Wiberg reports that all is well with our good members in Connecticut and Rhode Island, namely the Hendrickson's and the Arvidson's \* \* \* Aune and George Hendrickson had the Pelander's and Wiberg's for a roast beef dinner at their home in Voluntown, Conn., while they were all vacationing nearby—they love the rural life right down to the chickens and their goat, even tho that member of the family ate up some of George's peach trees \* \* \* Ferrars Tows is still up at Norfolk, Conn., summering—probably he intends doing a little skiing on the side \* \* \* and so I am afraid my allotted space has run out, so so-long until we meet again.

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## News of Interest

Carl E. Pelander (H1) announces that he has been commissioned to sell two fine Scandinavian holdings, the first being the famous collection of **Danish West Indies**, formed by our past President Ferrars H. Tows. This collection, which is generally considered the most outstanding in the world, has been awarded numerous international gold medals.

The second important holding is the estate of our late member, **Valdemar Weiergang**, whose Scandinavian collections are outstanding, especially so Iceland, which was generally considered the best in this country and among the finest in the world.

The Tows sales will be conducted in December, 1950, and the Weiergang sales in January, 1951.



George Wiberg (177) has submitted the above illustrated commemorative cancels from Finland. The left commemorates the 400th anniversary of the founding of the city of Helsinki (Helsingfors), and also has the Stadium helicopter cancel. The right cover commemorates the new Post Office in Rovaniemi, known as the Polar-circle Post Office, which was officially opened by Mrs. Eleanor Roosevelt on August 2, 1950.

Lt. Bob Scherer (102) reports that between May 15th, 1943, and May 14th, 1944, 19 different Iceland stamps, with a face value of Kr. 1,057,800.00, were overprinted with "ORLOF" (vacation), which has resulted in a considerable shortage of certain stamps, the effect of which as yet has not been reflected in the various catalogues.

Recently three sheets (150 stamps) of the current 15a geyser stamp, Scott #203, have been sold through various post offices in imperforate condition. We understand that pairs of these stamps have been selling around \$350.00, which seem rather on the high side.

Roland King-Farlow (317) writes: Someone has just pointed out to me a slip of mine in that little article on "Who Printed the First Danish Stamps?" which appeared in the last issue of *The Posthorn* (Vol. 7, No. 3—July 1950). On line 8 of page 40 where the text reads "blocks of four", this should be "blocks of ten." This is, unfortunately, an important error and it should be corrected. The Danish Centenary Stamp Exhibition "CENTIDAN" is now definitely set for May 9 to 20, 1951, at Charlottenborg, Copenhagen. It will be open to international competition, but exhibits are limited to stamps, stationery, pre-stamp material, postmarks and locals of Denmark, Danish West Indies, Iceland, Greenland and Slesvig & Holsten. Entries close November 15, 1950, on special forms obtainable from The Secretary, CENTIDAN, Kristianiagade 12 B, Copenhagen O, Denmark. The following fees will be charged: For each frame (Size A—26 $\frac{3}{4}$ " x 38 $\frac{3}{4}$ "") Kr. 4.50, for each frame (Size B—38" x 41") Kr. 8.00, for each album held for the Jury Kr. 10.00. Three of the five members of the Jury—F. T. K. Caroe, G. A. Hagemann and myself—are members of S. C. C. The other Jury members are Ch. Holm and H. Sofelde. Entries and donations from the U. S. A. will be very welcome.

Einar Ernst (47) reports: that in *The Postmark* for August 1950, issued by the Austin Philatelic Club of Chicago, our member Jan Hansen (519) has written the feature article entitled "Why I Collect the Stamps of Denmark." (Ed. Note: See page 58 of this issue for article co-authored by Mr. Hansen). We agree with his reasons: "The many genuine philatelic varieties among the common stamps due to their long postal use" and "the comparatively few commemorative stamps issued" and those issued are of low face value. The paper also states that Mr. Hansen is scheduled to give a talk on the stamps of Denmark.

## New and Recent Issues

by Carl E. Pelander

## DENMARK:

1950

Engraved

Unwmkd.

Perf. 12¾

Change of Colors

Additional values supplementing the King Frederik IX issue.

40 o. gray

50 o. cobalt blue

## FINLAND:



## Helsinki Issue

Commemorating the 400th anniversary of the founding of the city of Helsinki (Helsingfors). The stamps were designed by Mrs. Signe Hammarsten-Jansson, depicting on the 5m. an old map of Helsinki, the 9m. shows portraits of Councillor of State Johan Ehrenstrom, who was responsible for the transfer of the capital from Abo to Helsingfors in 1812, and Carl Ludwig Engel, famous architect who designed many of the well-known public buildings and cathedrals in that city. The 15m. shows the Parliament House designed by Engel.

Engraved

Unwmkd.

Perf. 14

5m. green

(2,000,000 copies)

9m. sepia

(2,000,000 copies)

15m. ultramarine

(1,000,000 copies)

## GREENLAND:



1950

General Issue

Engraved

Unwmkd.

Perf. 12¾

1 o. olive gray

5 o. rose lake

10 o. bright green

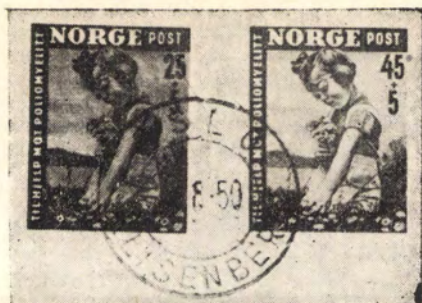
15 o. purple

25 o. red

1 Kr. brown

2 Kr. dull rose

## NORWAY:



August 15th, 1950  
Semi-Postal Stamps

The surtax is for the benefit of the fight against poliomyelitis and for its sufferers.

25 o. + 5 o. rose

45 o. + 5 o. blue

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## New Members

### Non-Resident and Foreign

- 611. Arne J. Hansen, Eiv. Jarlsgt. 11, Kr-sand S. Norway (Europe-part. Br. Col.
- 612. K. G. A. Andersson, 1246 Main St., Holden, Mass. (Iceland-Sweden-Northern Europe)
- 613. Carl A. Nelson, 1647 Dover, Ferndale 20, Mich. (U. S.-Sweden)
- 614. Jerome Mehringer, 4669A N. 125th St., Butler, Wisc. (General)
- 615. Erling Berg, Harbitz Alle 15, Skoyen, Oslo, Norway (Scan.-Br. Col. in Am.
- 616. A. Malinen, C. P. 5613, Sao Paulo, Brazil (Postal Stat. of Finland-Estonia)

### Resignations Accepted

(Effective as of December 31st, 1950)

- 415. Carl Englund, Pleasantville, N. Y.
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Support the S. C. C. by getting your friends to join

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### THE POSTHORN

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All material and communications concerning The Posthorn should be sent to the editor, address above.