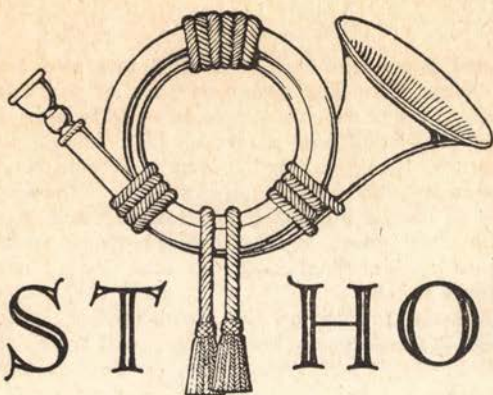


The

# POST HORN



Sponsored by the  
SCANDINAVIAN COLLECTORS CLUB OF NEW YORK

Volume 9

April 1952

Number 2

## Postal Markings and Cancellations of Finland

### PART II — RAILROAD CANCELLATIONS

by George Wiberg (177)

Owing to the peculiar topographical characteristics of Finland with its thousands of lakes and rivers, which have from ancient times served as natural transportation routes, railroad construction in Finland has been comparatively slow. The first railroad, from Helsinki to Hameenlinna, was not opened to traffic until March 17, 1862 and a few weeks later on April 24th mail was, for the first time, forwarded by rail. At first the mail was confined to ordinary letters only, which were carried in the baggage coach. However, on July 15, 1862 the service was extended to handle all classes of mail and whenever necessary a postal employee was authorized to accompany the train to supervise the safe transit of the mail. Apparently no special railroad postmarks were used during this period as none have been reported.

When on Sept. 11, 1870 the second railroad trunkline, from Helsinki to St. Petersburg (Leningrad), was completed a regular mail service was inaugurated on this route with four specially-equipped mail coaches. Probably simultaneously with or shortly after the commencement of this new mail service, the first railroad cancellations were placed in use. The earliest postmark known to the author is dated Oct. 24, 1871. These first railroad postmarks were known by the impressive name of: "FINSKA JERNVAGENS POSTKUPE EXPED." In a variation of this postmark, which appeared a few years later, the "EXPEDITION" is spelled out in full. Usually the inscription, starting from the bottom, reads around the circle, but one also frequently finds that the inscription starts either on the left or right or reads from top down. This is probably due to the removable center section, showing the date and the route number, not being inserted in the intended position. This variation of the script is also noted on some later type cancellations. A number, which in the early types is found directly above the route number, indicates the train number. Sometimes this train number is omitted altogether or is found stamped elsewhere on the cover in 2-3 mm. high numerals, similar to those found on the cancellations.

Finnish railroad postmarks can be divided into two general groups according to their usage. The first group consists of postmarks used on specially-equipped mail coaches which are attached to the long distance "Express Mail Trains." The present official name for these mobile post offices, which originally were called "Postkupe," is Postivaunu-Postvagn. This designation was first used about 1900 on a trilingual postmark. These Railroad Post Offices are equipped to handle all classes of mail and are, as a rule, identified by a number. However, there are several exceptions to this general rule, where the names of the terminal towns or code letters are also shown together with the route numbers.

During the Russian domination the Finnish State Railroad had its terminal station in St. Petersburg and the express mail trains ran directly to the "Finnish Station" in St. Petersburg. When on Jan. 1, 1894, in accordance with the Russification campaign, new Russified postmarks were introduced the Helsinki-St. Petersburg route was assigned cancellers showing the names of the terminal towns both in Latin and Russian script, in addition to the usual route numbers. The second Postkupe canceller showing town names appeared after Finland had won its independence in December of 1917. The St. Petersburg Station and part of the railroad which lay in Russian territory were surrendered to Russia and the terminal point was moved to Rajajoki Station on the Russo-Finnish border. The inscription on the cancellers for this shortened route reads: "P. Vaunu No 1 \* Helsinki-Rajajoki \* P. Vagn No 1" (or for the return trip Rajajoki-Helsinki No. 2). Under the terms of the peace treaty after the Winter War, Finland ceded the Karelia Province to Russia, which necessitated considerable further curtailment of postal routes. The new Russo-Finnish border terminal was relocated at Parikkala Station and the old Helsinki-Rajajoki cancellers, with the town names removed, were retained in use on this route. Also on the 1918 crossed posthorns and 1930 single posthorn types "Helsinki-Turku 31 H:fors-Abo" and "Turku-K.ki 32 Abo-H.fors" respectively, the names of the terminal towns are indicated.

Code letters "H-T" (Helsinki-Tampere) appear on several types of mail coach postmarks: On type A5 (routes 5 and 6) and type A6 (route 5) they are shown in the lower segment of the inner circle. On type A8 (routes 5 and 6) the terminal towns are indicated by the same code letters on the left of the date ribbon with the Russian equivalent appearing on the right. A type A8 (route 6) canceller with these code letters in the upper and lower segment respectively is also known. These code letters are also noted on a couple of recent postmarks "P. vaunu 5 H-T P.vagn" or "P.vaunu 6 T-H P.vagn". In this case they also indicate the direction of the run.

The second group consists of postmarks used on local routes. On these local trains the mail is carried in a special Postilions coach, in the conductor's compartment, or in the baggage coach with a postilion always in charge, who is also authorized to accept mail enroute, somewhat in the same manner as the "Courriers-Convoyeurs" found in France. Cancellers provided for these Postilion routes are not numbered like the express mail coach postmarks but are always distinguished by code letters allotted to them. (Except in two instances where town names are substituted for the code letters: C1 and C2a). These Postilion Coaches are called "Postiljooni-vaunu" for which the Swedish equivalent is Postiljons Kupe.

Prior to the adoption of the "Postiljooni-vaunu" cancellations in 1894, several railroad postmarks were used on which the town names appeared together with various additional text. The use of these postmarks is not quite clear to the author. Probably prior to 1894 no distinctions were made between "Postkupe" or "Postilion" mail services. These terminal town name cancels were used primarily on routes which were more or less local in character or on connecting feeder lines to the main railroad routes. Obviously they were the

forerunners to the later Postilion routes, notwithstanding the fact that the text appearing on some of them: "E" (Expedition) k. p. x. p. (kupe-postexpedition) points to the fact that mail coaches were operated on these routes. On the "Hango-Hyvinge Postkupon" canceller the route numbers 1 and 2 appear. However, the Hango-Hyvinge Railroad was at that time privately owned, and as the regular mail coaches numbered 1 and 2 were assigned to the state-owned railroad on the Helsingfors-St. Petersburg mail run, these numbers appear to be of a somewhat "private" origin. On the Bjeloostrow-St. Petersburg cancellation the text appears only in Russian characters. "Bjeloostrow" is the Russian name for Valkeasaari, a railroad station on the Russo-Finnish border.

The purpose of certain symbols found occasionally on the Railroad cancellations is to distinguish the day and night services where two services in one direction are operated over the same route during a twenty-four hour period. One or more solid circles mark the night runs. "a" and "i" respectively identify the morning and night trains. The meaning of the abbreviation "bis", which is noted on a couple of cancellers, is not definitely established. Probably it is derived from the Swedish word "bistånd" (=assist, auxiliary) and used on extra or auxiliary mail coaches pressed into service in emergencies. At any rate, "bis" cancellations are very scarce.

The author has not been able to find any comprehensive listing of the Finnish Railroad postmarks, therefore for identification purposes, I have arbitrarily numbered the different types. Route numbers observed are also indicated.

The actual dates of usage of the earlier railroad postmarks is difficult to establish and consequently the dates listed are only approximate. In parenthesis is noted the earliest date of usage reported.

As a postscript I wish to mention a couple of interesting groups of cancellations which, although not actual railroad postmarks, are nevertheless related to this group.

In the early days of the Railroad in Finland, the Station Master was also often appointed postmaster of his particular station, and occasionally he got his different stamping devices mixed, using the Station name stamp for a canceller. The Station name stamps were usually a single-line rubber stamp showing the Station name (Fig. 1), somewhat similar to the straight-line

## TURENKI

Fig. 1

second-class post office cancellers introduced in 1893. One occasionally finds these Station names used on the serpentine rouletted and 1875-82-85 issue, stamps (usually in blue ink). However, these should not be confused with the somewhat similar Ship Name cancellers which appeared about 1875, of which however only four: "Leimu," "Aino," "Ilma" and "Nystad" are known used prior to 1889.

In 1889 four towns: Nikolaistad, Tavastehus, Uleaborg and Wiborg adopted on which the inscription "Bangard" was substituted for Finland (Fig. 2). Bangard, literally translated, means Railroad Yard (Station) and by stretching the imagination a little these could be included in this group.

On cancellers used after 1893 one often finds, after the town name "As." or "B", respectively Finnish and Swedish abbreviations for railroad station. These are considered as regular town cancellations and are two numerous to be listed.



Fig. 2

## Postkupe-Postivaunu:

- A1—Finska Jervagens Postkupe Exped.  
1870-93 (10. 24, 1871) Routes #1-7  
a—"Expedition"  
b—Inscription inverted
- A2—Finska Kupe Postexped.  
1878-93 (19. 4, 1878) Route 4 only.
- A3—Finska Post Kupon  
1880-93 (6. 26, 1884 Routes 1-14)
- A4—Post Kupon No. x. Finland Suomi  
1885-93 (5. 10, 1888) Routes 1-8
- A5—Postkupon—Finland. "H-T" in lower inner segment.  
1889-93. Routes 5 and 6.
- A6—Finska Postkupon  
1889-93 (11. 12, 1889) Routes 1-10  
a—"H-T" Route 5 only.
- A7—H:fors-St. P:burg—Russian text  
1894-1918. Routes 1-2  
a—H:fors-P:grad—Russian text  
b—H:fors-P:grad, Russian text removed, 1917.
- A8—K. P. EX. No xx—Russian text  
1894-1917. Routes 1-20, 24  
a—"H-T" in the upper segment, Russian equivalent in the lower. Route 6.  
b—"H-T" on the left in the date ribbon, Russian equivalent on right.  
Routes 5 and 6.  
c—Without vertical lines in segment of inner circle.
- A9—P.vagn \* P.vaunu \* Russian text  
1900-1917 (17. 11, 1903) Routes 5 and 6.  
a—Russian text removed, 1917.
- A10—P.vagn \* P.vaunu \* Russian text  
1900-17. Routes 21-24.  
a—Russian text removed, 1917.
- A11—23 P.vagn \* P.vaunu 23 \* Russian text  
1915-17. Routes 23 and 24.  
a—Russian text removed, 1917.
- A12—P.vaunu \* P.vagn \* Russian text, in upper segment 1 or 2 in lower "bis"
- A13—P.vaunu xx P.vagn. Crossed posthorns  
1918—Highest route number observed 34.  
a—P.vaunu \*\*\* P.vagn, in upper segment "2" in lower segment "bis"  
b—P.vaunu 5 H-T P.vagn or P.vaunu 6 T-H P.vagn.  
c—Helsinki-Turku 31 H:fors-Abo
- A14—P.vaunu xx P.vagn  
1918—Routes 11-12
- A15—P.vaunu 25  
1918—Routes 25 and 26

- A16—P.vaunu No 1 \* Helsinki-Rajajoki \* P.vagn No 1  
1918-40. Route # 2 Rajajoki-Helsinki.  
a—Town names removed, 1940.
- A17—P.vaunu 1 P.vagn—Helsinki-Rajajoki.  
1930-40. Route # 2 Rajajoki-Helsinki.  
a—Town names removed, 1940.
- A18—Postivaunu 8 Postvagn 8  
1930—Route 8 only.
- A19—P.vaunu xx P.vagn. Single posthorn.  
1930-  
a—Turku-H:ki 32 Abo-H:fors
- A20—P.vaunu xx P.vagn. Single line circular.

## Town Names:

- B1—Kupe Expedition Helsingfors Station. Route number 5 which appears on this postmark is always shown in a reverse position.
- B2—Hango-Hyvinge Postkuppen # 1 or # 2.  
(7. 7, 1886)
- B3—Hyvinkaa-Hango—k. p. x. p.
- B4—Hango-Hyvinge-Russian text. Route # 15 in upper segment.
- B5—Abo-Toijala—Finland.
- B6—Toijala-Abo—k. p. x. p.
- B7—Kouvola-Kotka-Finland. "E" in upper segment.  
a—"E" removed.
- B8—N:Stad - O:myra - Finland. (Nikolaistad-Ostermyra)  
"P-K" in upper and "X-P" in lower segment.
- B9—H:fors - T:fors - Finland
- B10—Wiborg-St. Petersburg. Single line circular without date.
- B11—Bjeloostrow-S. Petersburg. Text only in Russian characters.

## Postilions:

- C1—Postilj. k. Wib. - St. P.BURG, Russian text at the bottom.  
1894
- C2—Postilj. v. (code letters) or in Swedish Postilj. k. with the Russian text at the bottom. 1894-1917.  
a—Borgo Postilj. k.  
b—"Boxed" date  
c—With crossed posthorns in lower segment  
d—With Stars in segment of inner circle instead of vertical lines  
e—Russian text removed, 1917.
- C3—Postilj. v. (c. l.) Crossed posthorns  
1917
- C4—Postilj. v. (c. l.) Postilj. kup.  
1917
- C5—PJ. VAUNU (c. l.) PJ. VAGN  
1917-
- C6—Postilj. v. (c. l.) Postilj. k. (c. l.)  
1917-
- C7—Postilj. v. (c. l.) Postilj. kup. Single posthorn  
1930-
- C8—Postilj. v. (c. l.) Postilj. kup.  
1942-
- C9—Postilj. v. (c. l.) Postilj. kup. (c. l.)  
1942



Type A1a



Type A2



Type A3



Type A4



Type A5



Type A6



Type A7



Type A8



Type A9



Type A10



Type A11



Type A12



Type A13



Type A14



Type A15



Type A16



Type A17



Type A18



Type A19



Type A20



Type A 20



Type B1



Type B2



Type B5



Type B7



Type B10



Type C1



Type C2



Type C2a



Type C2b



Type C3



Type C4



Type C5



Type C6



Type C7



Type C8



Type C9

## Danish Pre-Stamp Postal Cancellations

by Eigil Rathje (338)

Translated by Hans Windfeld-Hansen (150)

### PART II

In the following survey of the Copenhagen cancellations before 1851 there is no reference as to which office used them since this problem is solved by the inscriptions themselves (FP—Footpost, JRB.PST.EXP.—Railroad Post Office) or with the help of the above outline. It should be noted that cancellations with the inscription "after Delivery Time," only known during the years 1838-39-40, probably had been used at the "Copenhagen Letter Delivery Office" which existed from January 1, 1838 to January 1, 1841 and which only received letters outside of the delivery times for the "Copenhagen's Danish Letter Post Office" and the "Copenhagen's Elsinor and Lolland Post Office."

In the list of cancellations some information is given with each one.

- 1) A big letter as a progressive number.
- 2) The year dates indicate earliest and latest known existence; the year date 1851 denotes that the cancellation may also exist later.
- 3) A small letter denotes the color of the cancellation (s—black, r—red, bg—bluish green).
- 4) Numbers from 0 to 10 denote the cancellation's relative rarity; i.e. 0 denotes the most frequent occurrence, nearest worthless; 10, the most infrequent occurrence, nearing the unique classification.

I will add here a few remarks about the single cancellations.

A and B are relatively rare, as only letters to foreign countries were cancelled during the period in which these cancellations were used.

C, in red color, is only known in one example; in black and blue-green the cancellation is quite common.

D—See above.

F is the same cancellation as type H, but with damaged lower part of the letter H. The damage took place in 1841 probably a short time after the cancellations were put into use.

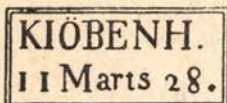
N and O are not really cancellations but are to be regarded as a general post office dispatch cancellation.

P, the red Footpost cancellation, which until a short time ago was only known in two examples, has now been found in seven additional cases. According to the official directions, the cancellation was used in the red color to show that the receiver had paid the postage, and in black color to show that the sender had paid the postage (general post district notice of May 17, 1806). Red cancellations occurring on foreign letters may be explained in the following way; it concerns ship letters which, according to the existing regulations, were delivered to delivery of Footpost. Accordingly, such letters were not paid beforehand, for the benefit of the Footpost in forwarding, therefor the red cancellation.

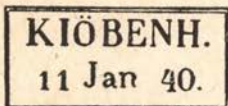
V is only known in one example on a letter in connection with a cancellation of type U in black, from 1820.



COPENHAGEN


 KIÖBENH.  
 11 Marts 28.

A 1820— s 8


 KIÖBENH.  
 11 Jan 40.

B —1841 s 5


 KIÖBENHAVN  
 29  
 6  
 1841

C 1837— r 10  
 1841—46 s 0  
 1846—51 bg 0


 København  
 1838  
 15  
 9  
 31er Indleveringstiden

D 1838—40 s 8


 KIÖBENHAVN  
 11  
 AUG.  
 1838

E 1837—41 s 6


 KIÖBENHAVN  
 3  
 AUG.  
 1839

F 1838—41 s 6


 KIÖBENHAVN  
 23  
 3  
 1851

G —51 s 5  
 —51 bg 5



H                   —41                   s                   5



I                   1841—51                   s                   0  
                      1847—51                   bg                0



J                   1841—51                   s                   0  
                      1847—51                   bg                0



K                   1847—51                   bg                4



L                   1851                   s                   5



M                   1851                   s                   5



N                   c. 1800—                   7  
General Post Office Dispatch Cancellation



O c. 1815 7  
 General Post Office Dispatch Cancellation

COPENHAGEN FOOT POST



P 1806—07 s 6  
 —07 r 9



R 1809—1819 s 5

F.P.

S 1813— r 9

F.P.

T 1811 r 9



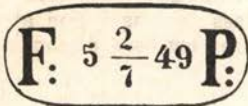
U 1819— r 9  
 1819— s 5



V 1820 s 10



X 1838—49 s 4



Y 1849—51 bg 3

## News of Interest

Wallace M. Gage (496) of New Hyde Park, N. Y., very kindly sent a post card received from a friend in Norway which bore a special cancellation that was used at the temporary post offices established at the hotels where the competitors were quartered during the recent Winter Olympics held in Norway. It is understood that there were three such cancellations.



Rene Van Rompay (640) a new member from Brussels, Belgium, sends a photo of an interesting cancellation on a Norway No. 1, as illustrated below. He has been unable to identify this cancellation (which looks as though it was a part of a Swedish "square type" cancellation) and would like to know if any members can throw any light on this subject. Send your opinion to the editor who will forward the same to M. Rompay.



Thorsten Ingeloff (344-L4) reports; The Swedish Ship Post Offices "Angbåts P.X.P. and "A.B.X.P." have been officially discontinued as of the end of 1951.

Just 100 years ago, the little steamer "Uddevala," running between Uddevalla and Gothenburg, adopted a semi-official rectangular handstamp for cancelling mail that was posted on board the ship. It was not until 1869 that the official ship Post Offices were organized, the first being on the Dalaland Canal steamer "Laxen" (the Salmon). All of these Ship Cancels were of various circular types, the early types showing the routes as well as the Ship Names, e.g. "DALALANDS KANAL," others again only the ship name, as "MOTALA STROM," later however, new cancellers were adopted, reading "Angbåts P.X.P. No 4" or "AB XP 160".

The importance of this postal service may be judged by its rapid increase. In 1869 there was only one post office, in 1870 19 additional ones were created, and at the end of 1872 there were 39. In 1895 it reached its maximum with 160. During the 20th Century this service became less necessary and at the end of 1934 only 74 offices remained, all of which have now been discontinued as of December 31st 1951.

Bert Baker (501) of Minneapolis, Minn., sends a copy of "Techniques in Philately," a very interesting reference booklet full of good ideas, that was produced by a local stamp study group. If any members would like a copy of this booklet, send a 25 cent donation (to cover postage and handling) with your correct mailing address to Bert Baker, 309 Northwestern Building, Minneapolis 1, Minn. This offer is good as long as the supply lasts.

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## Help Wanted

Two members are missing back issues of The Posthorn. Any member wishing to dispose of any extra copies of the issues listed below are invited to communicate with the gentlemen concerned. They are willing to purchase these copies. Bert Baker (501), 309 Northwestern Building, Minneapolis 1, Minn., needs: Vol. 1, No. 4; Vol. 2, Nos. 1, 2 and 3; Vol. 3, No. 1, and Vol. 4, No. 1. George T. Turner (575), 34-52 73rd Street, Jackson Heights 72, N. Y. needs: Vol. 2, No. 2; Vol. 4, No. 1, and Vol. 5, Nos. 2 and 4.

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## Club Auction Sale

The Scandinavian Collectors Club will hold another auction this year at the regular meeting on November 12, 1952. To assure that enough good material is available (and without good material the sale cannot be a success) the Committee desires to encourage owners to include reserve bids. This will prevent lots from going at unreasonably low prices. The same rules as previously will be in effect. The club's commission will be 15%, except that for lots with reserve bids which are not sold, the commission will be 10% on values up to \$20.00, and 5% of any amount over \$20.00. The committee reserves the right to return lots that cannot be expected to realize at least one dollar. All lots donated to the club will be acknowledged in the catalog.

Whether these auctions continue or not depends on how they are supported by the membership. Success can only be achieved by having good material for sale, and then getting fair bids for it. Send material as soon as you want—the earlier the better—to the Chairman of the Auction Committee: Arthur I. Heim, 91 Amherst Road, Albertson, New York. If you want acknowledgement of receipt, please enclose a stamped, self-addressed envelope.

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## Incidental Intelligence

The Horn Blower is missing from this issue, apparently the Old Sleuth is buried too deep in stamp hinges or else he is lolling on the beach in Florida. Philander the Phunny Philatelist has been missing for some time, somebody reported that he was off to Tibet to check personally on that "invisible stamp" but we can hardly believe that. Ye Editor wants to know: Where are those reports from the various chapters? PLEASE COOPERATE. With the July issue of The Posthorn members will receive a revised edition of the Membership Directory. If we do not have your correct address, or if your address changes before June 1st, please notify us promptly. This directory will also include the revised Constitution and By-Laws of the Scandinavian Collectors Club. If you have any comments, gripes or questions write the editor—who would also welcome articles for The Posthorn, any size, any language and any time.

## New and Recent Issues

by Carl E. Pelander



### DENMARK

March 26th 1952

Commemorating the Centenary of the founding of the Sea Rescue Institution. Design by Viggo Bang and engraving by Bernt Jacobsen. Printed at the P. O. Printing Works in Copenhagen.

Engraved

Unwmkd.

Perf. 12¾

25 ø red

### FINLAND

1952

Regular Issue, Type A26

Typographed

Unwmkd.

Perf. 14

10 m yellow green

15 m red

25 m blue

Type A29

Engraved

Unwmkd.

Perf. 14

40 m sepia

### SEMI-POSTAL STAMPS



Febr. 5th 1952

Supplementing the Olympic Games Issue.

Engraved

Unwmkd.

Perf. 14

15m+2m yellow green

25m+4m brown

Support the S. C. C. by getting your friends to join

## Red Cross Issue



Febr. 21st 1952

The 1952 Red Cross Issue was designed by the artist Mrs. Signe Hammarsten-Jansson and depicts the late Field Marshal Baron Mannerheim. Printed by the State Printing works, the low value was printed in 600,000 copies and the other values in 500,000 copies each.

Engraved

Unwmkd.

Perf. 14

10m+2m gray and red

15m+3m rose lilac and red

25m+5m ultramarine and red

## PARCEL POST STAMPS



1952

Issued in booklets consisting of 10 panes of 10 stamps each.

Engraved

Unwmkd.

Perf. 14

5m rose lilac

20m orange

## ICELAND

1952

Supplementing the 1950 issue.

Engraved

Unwmkd.

Perf. 13

75a orange (tractor design)

1.25kr red violet (traweler design)

## NORWAY

1952

Supplementing the new King Haakon VII design.

Photogravure

Unwmkd.

Perf. 13

55 ö blue

## SWEDEN

The 10a King Gustaf VI value has appeared in a deeper and clearer impression, which is due to a re-engraving of the old plate. The difference, however, is so small that it cannot be classified as even a minor variety.

## New Members

### RESIDENT

- 660 H. B. Zeitlin, 1795 Riverside Dr., New York 34, N. Y. (Dealer and Student of Scan.)

### NON-RESIDENT

- 655 John Aasen, Buxton, No. Dak. (N.-U.S.-Can.)  
 656 Miss Bette Lees, 308 South "N" St., Midland, Texas (Scan.)  
 657 Aitken Riddle, P. O. Box 171, Marshall, Mich. (F.-Gen.)  
 658 William L. Sterns, 62 Maple St., Milford, Conn. (Scan.)  
 659 Ross Bourne, 696 E. Calaveras St., Altadena, Calif. (Scan.-U.S.)  
 661 H. J. Schluter, Yeon Bldg., c/o Swett & Crawford, Portland, Ore. (S.N.D.)  
 662 George A. Ruley, 1405 W. Pacific St., Philadelphia, Pa. (Gen.)  
 663 Miss Helen B. Mitchell, 2517 San Jose Ave., Alameda, Calif. (G)  
 664 Jesse Burgess Thomas, 31 North St., Georgetown, Mass. (Sea Post-Mil.-  
 Rev. Canc.-French Col.)  
 665 Miss Barbara Muelier, 1112 Linden Ave., Jefferson, Wis. (D. W. I.)  
 666 Robert S. Wiley, 8708 Hickory Dr., Philadelphia 36, Pa. (Scan.)

### DECEASED

We deeply regret to report the death of three of our members.

- 235 Joseph Melvin, Montreal, Canada.  
 393 George E. Jamison, Bloomfield, N. J.  
 417 Dr. Henry A. Robinson, Hingham, Mass.

### RESIGNATIONS ACCEPTED

- 194 Robert C. Munroe, Long Meadow, Mass.  
 613 Carl A. Nelson, Ferndale, Mich.

### SALES CIRCUIT

You may be missing a bet if you are not taking advantage of the club's sales circuit. Mr. Anker B. Grumsen, Manager, reports that he has some fine material on hand and can fill want lists. This is also a fine way to dispose of surplus Scandinavian stamps. For information or stamps address: Mr. Anker B. Grumsen, P. O. Box 565, San Diego 7, California.

### THE POSTHORN

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