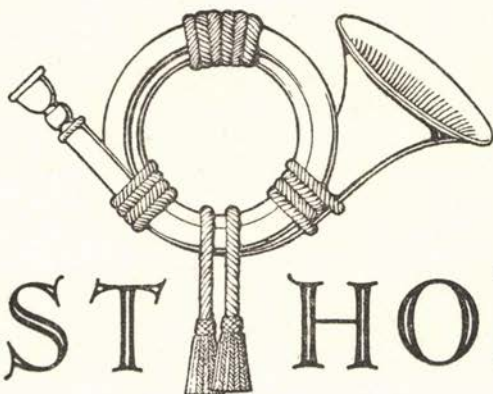


The

# POST HORN



Sponsored by the  
SCANDINAVIAN COLLECTORS CLUB OF NEW YORK

Volume 15

April 1958

Number 2

## Norwegian Railroad and Steamship Stamps

by Frederick A. Brofos (497)

### Part I—Streetcar Parcel Services.

Many railroads and other transportation companies have issued special stamps to pay for shipments sent with them. Those issued in Norway have all been strictly commercial and non-philatelic and are, therefore, relatively few in number. An attractive and interesting collection may be formed of these issues. Most of them are by no means common today, and will require some hunting around to locate.

These parcel stamps have been neglected for a long time. The latest listings I have seen are the nicely illustrated catalog published by the Copenhagen Philatelic Club and the detailed catalog in German, by Dr. Otto Rommel. However, both these works were written in 1909 and are now, of course, outdated. The time has come to review the subject again, and there follows herewith a catalog of the material in my own collection, together with the interesting historical background of the various companies as far as I have been able to ascertain.

In preparing this work I have consulted the above-mentioned catalogs and, for most of the statistics and other historical data, I have relied upon the comprehensive information handbook "Hvem Hva Hvor" published by "Aftenposten," the leading newspaper in Norway. As regards the illustrations, most of them have been enlarged a bit for the sake of a clearer picture, but a few of the larger stamps have been reduced.

The Scandinavian countries acquired their first tramway in 1862, in Copenhagen, Denmark. This was only 12 years after the first city streetcar line in the world had been put into operation in the United States.

In Norway, the first streetcar company "Christiania Sporveisselskab" was formed in 1874, and operations were opened the following year on three lines in the city: Homansbyen-Stortorvet, Stortorvet-Grønland, and Stortorvet-Vestbanen. These lines were all horse-drawn railroads.

Meanwhile, experiments with various kinds of railroads were going on abroad. In Denmark, for instance, experiments were made with cars driven by steam or storage batteries, and in the United States they tried out streetcars with chains between the tracks—similar in principle to cable cars. However, the electric railroad with an aerial wire was the form of operation which won out in the end.

A concession to build and operate an electric streetcar line in Kristiania (now Oslo) was granted in 1892 to a consortium of Norwegian businessmen. Electrical operation was started in 1894 on two lines, namely, Majorstua-Briskeby-Østbanen, and Parkveien-Skillebekk-Nobelsgate. Since 1894 there were, therefore, two streetcar companies in Kristiania, the old "Christiania Sporveisselskab" and the new "Kristiania elektriske Sporveisselskab" nicknamed "Blåtrikken," due to its blue cars. In the latter company there were German capital interests. When the electric streetcar line was opened in Kristiania, there were only 16 streetcar companies in the whole world, and only a few of these were in Europe. In 1899 the "Kommune" (municipality) also started electric streetcar lines in Kristiania, but the municipal operations (on the lines Sagene-St. Hanshaugen-Atheneum, and Nybroen-Rodeløkken) were of a short duration. The municipal lines, locally known as "Bruntrikken," from the brown cars, were taken over in the end by the old "Christiania Sporveisselskab," which by and by went over to electric operation also on its lines, popularly called "Grøntrikken"—from the green colored cars. After running 25 years, the last horse-drawn streetcar line was discontinued in 1900. As time went on, both companies expanded the line network more and more.

The German interests in "Kristiania elektriske Sporveisselskab" were transferred to Norwegian ownership during the first World War, and, in 1924, the two streetcar companies were merged to form the half-municipally-owned company "Oslo Sporveier." The streetcar network was supplemented in 1927 by a bus line between Loelvdalen-Østbanen and Alex. Kiellands plass. A further expansion of the streetcar and bus nets was accomplished during the years up to World War II. Two trolley-bus lines were opened in 1942 and were expanded after the war together with the ordinary bus lines. On the other hand, several lines of the streetcar network were discontinued.

#### Kristiania elektriske Sporveisselskab.

The following two stamps were printed in sheets of 20 stamps (2 rows of 10 stamps). The ornamental border varies, so that there are 10 distinct types. It is comparatively easy to plate these stamps as, although the stamps in the second row have the same types as those above them in the first row, the stamps of the first row are always imperforate along the top edge, while those in the second row are imperforate along the bottom edge. There is a small margin tab on the left and right sides of the sheet. The position of the various types are the same on both values of this issue. The most noticeable variety is probably the inverted square in the upper left corner of the two stamps on the extreme right side of the sheet (positions 10 and 20).

1901. The value is in the center of the design, with the company name above and the word "Ombringelse" (Delivery) below. Around the edge is an ornamental border. Black printing on colored paper. Perforated  $11\frac{1}{2}$  on three sides of the stamp. In use only until 1903.

1. 5 øre black on light blue
  - a) imperforate on two sides
  - b) imperforate on three sides, double perforation at top
  - c) imperforate on all four sides



2. 10 øre black on light carmine
  - a) imperforate on two sides



1901. Large figure of value within an oval band with firm name at top separated from the word "PAKKEFRIMAERKE" (parcel stamp), below, by two diamond-shaped ornaments. A "wheel of transport" with lightning bolts appears in the four corners. Above and below the figure of value in the center are scrolls reading, at the bottom "ØRE", and at the top "ØRE". These stamps were printed in sheets of 100 subjects (10x10), and were perforated 10 with a wide margin between the design and the perforation on all sides. The 5 øre value shows traces of bronze powder in the printing ink.

1. 5 øre light brown
2. 10 øre light green



1901. Similar to the previous design, but new, redrawn, plates. No diamond-shaped ornament before and after "PAKKEFRIMAERKE". There is now a period after "KRA." The perforation is  $11\frac{1}{2}$ , and the margin between the design and the perforation is, usually, much narrower. Seen cancelled by blue and red crayon, black and indelible pencil.

3. 5 øre chocolate brown
  - a) light to dark brown

## A/S Oslo Sporveier



1928. Large size design diagonally divided down the middle. In the top half is an emblem with an "S". In the lower half is the inscription in four lines: "1928 For Pakker inntil 15 kg. vekt. Medtas uten ansvar for A/S-O.S." (for packages up to 15 kilos in weight. Carried without responsibility of A/S Oslo Sporveier). Perf. 12½.

1. No value indicated. Dark blue



April 15, 1941. Large size. Picture of streetcar token in center. Company name at top. The word "GODSPAKKER." (freight packages) at bottom. Perf. 12½. Seen cancelled by blue crayon.

2. 5 øre red and brown
3. 20 øre black, brown and light blue



February, 1943. Value inscribed at top, and "GODSPAKKE" (freight package) at bottom. Control number at left, in red. In the center appears the emblem of the notorious Quisling Party. These stamps are imperforate at the top and bottom, as they were printed in rolls. They are perforated 11 at the sides. Seen cancelled by blue crayon.

4. 5 øre black and red on light paper
5. 20 øre black and red on light blue paper



July, 1945. New design. Company name with "A/S", in two lines. Control number in black. "GODSPAKKE" and the value. "ØRE" is in large capitals. Perforated 11 on the sides. Printed by Fabritius, Oslo, in rolls. Seen cancelled by blue crayon.

6. 20 øre black on light blue paper
7. 50 øre black on light mauve paper



1957(?) New type. Company name with "A.S", in two lines. Control number in black, with letter "A" in front. "GODSPAKKE" and value. "øre" is now in lower case letters. Perforated 11 at the sides. Printed in rolls by Fabritius, Oslo.

8. 50 øre black on yellow paper

### Trondhjems Sporvei

The predecessor of the present company was called "Trondhjems Omnibus Aktieselskab". It was started in 1893 and traversed the route from Lademoen to Ilevolden. The omnibuses were drawn by two horses and could carry about twenty people. In the winter-time, sledges were used under the wagons instead of the regular wheels. This company operated until the year 1901, at which time an electric streetcar line was opened on the same route. The new company, called "Trondhjems Sporvei", was under municipal management. The line ran at first on a single rail, but a double track was laid down already in 1913. That same year the line between the railroad station (Jernbanen) and Øyen was opened to the public. There were only these two lines in Trondhjem until 1927, when a line was inaugurated to Singsaker, a new residential area.

At the present time, Trondhjem Sporvei is the only narrow-gauged line in Norway. It was probably built that way because the Trondhjem-Støren Railroad was still narrow-gauged at the time the streetcar line was constructed. However, in spite of the narrow gauge, the streetcar apparatus of Trondhjem is probably the best in Norway. The speed is very good and cars appear at intervals of six minutes. The following three lines are now in operation: Lademoen-Ila, Lademoen-Øya, and Jernbanen-Singsaker.



Date? The design shows Streetcar no. 10, with all seats filled, heading to the left. The company name appears across the top, and "PAKKEFRIMÆRKE" (parcel stamp) and the value at the bottom. The denomination also appears in circles in the four corners. On each side of the design, within an oval, is the coat of arms of the city of Trondhjem. In small print at the bottom of the design is the name of the printer. This varies from "AKTIETR. LITH. AFD. TRONDHJEM." on the 5 øre value, to "AKTIETRYKKERIETS LITH. AFD. T.HJEM" on the 10 øre.

Date? Lithographed. Perforated 11.

1. 5 øre dark blue
2. 10 øre dull red in shades

Date? Handstamped provisional. "10 øre", in two lines.

3. 10 øre in red on 5 øre dark blue

#### Larsen's Omnibus Service, Drammen.

Sometimes around the turn of the century a certain Otto Larsen operated an omnibus service in Drammen. It was probably horse-drawn, and ran between the district of Bragernaes on the north side of the Drammen river and Tangen on the south side.



Date? Lithographed. Perf. 11. Oval band design with the value in the four corners. Inscribed "PAKKEFRIMÆRKE" at top. Apparently for use on parcels conveyed by the omnibus.

1. 10 øre red

#### A/S Drammens Elektriske Bane.

The trolley-bus line in the city of Drammen dates back to before the first World War. The cars originally had iron wheels and were very primitive. They have since been modernized. The stamps show one of the early electric conveyances attached to an overhead power-line upon which the scantily clad

"goddess of electricity" is balancing rather precariously. The word "ÖRE" in the Swedish spelling form appears above the figures of value. The company name is shown in three lines in the lower half of the stamp in colorless lettering.



Date? Lithographed. Perf. 11.

1. 10 öre dark blue

#### A/S Trikken, Drammen.

The following stamps are of the same design as that of A/S Drammens Elektriske Bane, only the name "A/S TRIKKEN, DRAMMEN." appears instead, in two lines, in the lower part of the stamp.

Date? Lithographed. Perf. 11. Those I have seen are imperf. at top.

1. 10 öre green
2. 15 öre green

#### A/S Bergens Elektriske Sporvei.

In the late Eighties a horse-drawn omnibus line was tried out in Bergen, but without much success. Then, in 1895, a syndicate was granted the concession to build and operate an electric streetcar line. This company has functioned under various managements until the present day. However, I have not seen any parcel stamps from Bergen so far, but I would not be surprised if they do exist. Let's hear from anyone who has one!

#### Other Streetcar and Trolleybus Companies.

There are no streetcar lines in the other Norwegian cities. There is a trolleybus line in Stavanger which was started after World War II. However, I have not heard of any parcel stamps being issued by that company.

(To be continued. Part II—Suburban Railroad Parcel Services.)

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## The Wanderings of a Warlock in Iceland

by A. Cossar



The peculiar little figures which appear in the corners of Iceland's Air Mail issue of 1930 would appear to have been accepted by most as merely a decorative idea of the artist. Recently when passing an Icelandic Consulate, I observed the consular plate at the door and was intrigued to find the same four mysterious figures surrounding the central shield in corresponding corners to the stamps but facing outwards instead of inwards. My curiosity aroused, I looked up the *Heimskringla* or *Olaf Sagas* by Snorre Sturlason and very soon found a quaint tale explaining the origin of the figures.

Apparently, somewhere round about A. D. 994, when dragons, etc., were extremely popular, being no doubt at that time a peculiar type of propaganda, King Harald of Denmark required a general report on Iceland, with a view to invasion, and he ordered a warlock to proceed and make the necessary investigations. As tourists had not yet been invented, the warlock decided that the best disguise was that of a whale. Arriving off the east coast of Iceland, in the region of what is now Vopnafjord, he started to go in towards the land and conduct the first part of his job; but just as he was about to land, having apparently resumed his normal appearance, a great dragon rushed down to meet him, accompanied by a large following of vipers, paddocks and toads, all breathing poison. Naturally, as any sensible person would, he departed post-haste without waiting for an introduction.

He then decided to try his luck further north and went up the Eyafjord, the large fjord in the middle of the north coast. The Eyafjord is hemmed in on either side by high mountains and the top of the fjord is fully a mile in breadth. Here, when he attempted to land, he was assailed by a great bird, which is stated to have been so great that its wings stretched to the mountains on either side of the fjord. It was accompanied by a host of other birds, great and small. Again a hurried departure. The warlock proceeded round to the west coast and entered the wide Breidefjord, but here again he was repulsed, this time by a huge grey bull whose followers consisted of a host of land serpents. By this time I should imagine the warlock must have been getting a bit tired of these reception parties, but he thought he would have another try at Vikarskeid (now Skeid) in the flat country on the south coast. At this spot his departure was hastened by a giant armed with a great iron staff and supported by a number of other giants. This appears to have terminated his attempts to land and he returned to King Harald, who decided that the time for an expedition to Iceland was not propitious.

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(The entertaining tale told above, spun around the airmail stamp designs of Iceland's Parliamentary Millenary Issue, originally appeared in "Gibbons' Stamp Monthly" of December, 1938. Ed.)



## Facsimiles and Forgeries of Norway

by Frederick A. Brofos (497)



Original

Forgery 1

Forgery 3

With the exception of several forgeries of the 1941 "V" stamps, which have been fully described in "Norsk Filatelistisk Tidsskrift," collectors of Norway have been fortunately spared from the dangerous counterfeits that so often plague and trip collectors of many another country. The classic (and later) issues of Norway mercifully escaped the attentions of the master forgers Fournier and Sperati. Those forgeries of early Norwegian stamps that do exist are generally so crude that I am inclined to think that many of them are actually old facsimiles or space-fillers rather than outright forgeries. Whatever their status, it is seldom that one runs into them. However, it is always best to be on one's guard, and the accompanying photos from a friend of mine in Norway will, I hope, help to identify these old products and to distinguish them from any possible new forgeries in the future.

In his well-known book "Album Weeds," written in 1892, R. B. Earée compares the original Norway no. 1 with two forgeries as follows:

**"Genuine.** Typographed in chalky blue, generally rather pale, on rather hard, yellowish-white wove paper, watermarked with a rampant lion, holding an axe. The horizontal lines in the circle round the shield are thin, with wide white spaces between them. Counting them on the left side of the circle, there are thirty-nine of the said lines. The vertical lines in the shield are also thin, with wide white spaces between them; there are twenty-four of these lines, counting at the top of the shield, and not reckoning the outlines. The bottom corner of the blade of the axe comes between the sixth and seventh lines from the left. The lower end of the handle touches the third line from the left, and, in some copies, trespasses very slightly over it. There are four lines visible to the right of the hind leg of the lion. His head is properly shaped, the mouth closed, and the eye placed well to the front. His crown is very small, and perched on the point of the back of the head. There are five horizontal dashes along the base of the large crown, above the shield, and there is a small but distinct pearl above the second dash from the right."

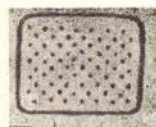
**"First Forgery.** Lithographed in a most blotchy manner on thick, white wove paper, unwatermarked. The color is a peculiar shade of neutral-tint, very like what is commonly called "slate-color." The horizontal lines of the shading in the circle round the shield are very thick, so that the white spaces

between the lines are thinner than the lines themselves. There seem to be only thirty-seven of these lines, but the bottom ones are so blotched that it is not easy to count them. The vertical lines in the shield are also thick and coarse, though the white spaces between them are somewhat wider than those in the circle; they are only twenty-one in number. The bottom corner of the head of the axe touches the sixth line from the left, and the said head is so blotched as to be utterly shapeless. The lower end of the handle comes between the second and third lines from the left. There are only three vertical lines visible to the right of the lion's hind leg. His head is very badly shaped, being like that of a cock, with the mouth wide open, and the tongue sticking out. The eye is abnormally large, and placed quite at the back of the head. The crown looks several sizes too large for him. There are only four horizontal dashes at the base of the large crown, together with three vertical dashes, which do not exist in the genuine. The little pearl above the second dash from the right is not visible. The postmark consists of a few undecipherable blotches."

"Second Forgery. Very nicely lithographed, on thin, yellowish-white wove paper, rather softer than that of the genuine; unwatermarked. I first saw this counterfeit in 1891, but it looks like an old forgery. The blue is not quite the peculiar chalky tint of the genuine, but sufficiently near it to pass muster; and an ordinary collector would probably accept the stamp as genuine, without hesitation. The horizontal lines in the circle are thin, nicely drawn, and even further apart than the genuine. There are thirty-five of them, counting down the left side, as before. They are easy to count, except just where the rounded part of the left bottom corner of the shield approaches the edge of the circle. The shield itself contains twenty-two vertical lines, nicely drawn; but, in my specimen, two of them are broken, just near the end of the handle of the axe, and three more behind the hind leg of the lion. The easiest test for this forgery is the axe itself (or what ought to be the axe, which is represented as a simple stick or pole, without any axe-head at all. The lower end of this stick comes between the first and second of the vertical lines, not counting the outline of the shield. (N.B.—The left-hand, vertical outline of the shield, both in the genuine, and in the forgeries, is exactly the same thickness as the vertical lines in the shield; but the right-hand outline is an extremely thick line. The right-hand top corner of the shield is rounded off in the genuine, and in the first forgery; but it is square in this second counterfeit. There are five vertical lines visible to the right of the lion's hind leg. His head is more lion-like than in the genuine; but his crown is represented by what looks exactly like the comb of a cock. The mouth is open. The ornaments along the base of the crown are as follows: A large half-diamond, a very small diamond, a large diamond, a very small diamond, a large half-diamond. The genuine crown has a distinct white cross on the top of it; but there is no cross in this forgery; nothing but the ball or orb on which the cross ought to rest. The numeral of value is, in the genuine, an open 4; but in this forgery the numeral is closed at the top. A forged numeral postmark was used."



Forgery 2



Forgery 3 postmark

Note that in the forged numeral postmark, pictured above, the rings do not form complete circles. Another fake postmark is 424, both these numbers were never used originally, the 3-ring numeral postmarks going only up to 383. On the illustration of forgery 1 there is a guideline visible at the bottom and on the right, and on forgery 3 at top and bottom. Forgery 3 has 24 vertical lines in the shield, but 56 horizontal lines in the circle. It is lithographed in a greenish-blue, and has an "imaginary" square postmark of dots, in dull blue.

(To be continued)

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## News of Interest

Our fellow member and Vice President of the club, David W. Summerfield, who last summer was decorated by the Icelandic Government with the Order of the Falcon, has recently been invited by the President of New York University to become a member of the Icelandic Committee. This committee was formed to help bring about a cooperative cultural alliance between Iceland and America through the creation of an Icelandic Center at the University.

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Captain Robert W. Scherer (L-17), the well-known philatelist whose superb collections of Icelandic postal stationery, airmail covers, numeral postmarks, etc., have received many awards here and abroad, has completed and published an excellent "Handbook of Icelandic Postal Stationery." Captain Scherer's handbook is the result of years of patient research and intensive study and is indeed a most thorough treatise. Copies may be obtained by communicating with the author: Captain R. W. Scherer, P. O. Box 523, Oklahoma City, Oklahoma.

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In the North Cape article (Oct. '57 issue), the ninth line from the top on page 37 should read: "Type 9. Similar to type 8." The correction made in the Jan. '58 issue was partly incorrect.

The 1-ring postmark "POSTDAMPSKIBET NORDCAP" mentioned in the above article on page 38 as not known cancelling stamps, has now been found thus. Our President, Mr. Black, showed me it in blue on the 4 skilling Oscar "Norsk Filatelistisk Tidsskrift" no. 7/8 1951 p. VI, which was probably just done on the strike on the envelope itself. The picture was part of a preview of the Norwegian Handbook, and it would be well to correct the text in accordance with the above discovery. (F. A. B.)

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## "COMPEX" 1958 Exhibition

May 30-June 1, La Salle Hotel, Chicago

Just in case you haven't yet heard, the Scandinavian Collectors Club, Chicago Chapter, has joined hands with ten other club groups in the Chicagoland

area to present over the next Memorial Day week-end at the La Salle Hotel in Chicago what is probably the largest and most diversified philatelic exhibition to ever have been attempted in the great Midwest. This show will contain 935 frames exhibiting 5,084 pages.

The Post Office Department is honoring "COMPEX-1958" by assigning the commemorative stamp for the "International Geophysical Year" to have its first day of issue at Chicago on May 31, 1958. We also take particular pride in that S. C. C. member Roger A. Swanson (#711) is General Chairman of the exhibition. Also on the Board is C. J. Michelsen (#693), SCC chapter president.

The Chicago Chapter of the Scandinavian Collectors Club will show 57 frames in a non-competitive all-member showing on the 19th century classic issues of Norway, Denmark, Iceland, Sweden and Finland. This will truly be a most complete and comprehensive showing of early Scandinavian material to be assembled in one place in America. This material, gleaned from the fine collections of such S. C. C. members as Ralph Danielson, Jan Hansen, Dr. Earl G. Jacobsen, Paul C. Mead, C. J. Michelsen, Axel Nielsen, Waldemar Nielsen and R. A. Swanson, will be an outstanding co-operative venture of Scandinavian Philately in this country. The monthly chapter meetings this winter have been devoted to viewing and selecting the most desirable material from members collections of the various Scandinavian countries in successive order. Incidentally the Chicago Chapter meets with Henry Kuhlmann's cooperation on the fourth Thursday of each month at his Stamp Auction Service rooms at 30 North Dearborn Street in the heart of Chicago's "Loop"; visitors and out-of-town S. C. C. members are warmly welcomed.

The S. C. C. Chapter will also have a Hospitality Table at "COMPEX-1958," for the expressed purpose of making more friends and collectors of Scandinavia.

Every serious collector of Scandinavian philately is recommended to schedule a visit to Chicago over next Memorial Day week-end in order to see face-to-face this tremendous grouping of 19th century Scandinavian material. We feel sure that you will meet many old friends, make new ones, and have a grand time.

The S. C. C. Chicago Chapter is certainly to be congratulated for their initiative in this praiseworthy undertaking, and your Editor wishes them and "COMPEX-1958" every success.

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#### CLUB AUCTION SALE

The Annual Auction Sale of the Scandinavian Collectors Club will be held on Saturday, November 8th, 1958, at 2:00 o'clock P.M. in Room 807 at 545 Fifth Avenue, New York, N. Y. Rules will be the same as those for previous years. Owners may specify reserve bids if they desire. Lots worth less than one dollar should not be submitted, as no bids less than one dollar will be accepted. The club's commission will be 15%, except on lots with reserve bids which are not sold—where the commission will be 10% (up to \$20) and 5% of any amount over \$20. Only Scandinavian material is desired for this sale. All lots must be sent before September 8th, 1958 to the Auction Chairman: Albert Tate, Elm Park, Irvington, New York.

## People to People Partnership

In connection with P.P.P., which Mr. Lindquist (H-2) has been promoting in "Stamps" magazine, the Bergen Philatelic Club has written in and would like to establish friendship contacts with S. C. C. members. As most Norwegians are more or less acquainted with English, there should be no great language barrier. To reach your contact, address Mr. F. C. Svendsen, President, Bergens Filatelist Klub, 2, N. Korskirkealmenning, Bergen, Norway.

The Bergen club was founded in 1911—46 years ago. Meetings are held every month, from September to June, and are attended by about 40 members. Displays are shown and philatelic papers read, followed by refreshments. There are also weekly meetings where about 20 members chat and swap stamps and stamp news. There is an active junior club, supervised by one or more seniors who help and advise the youngsters. Two annual social meetings, with the ladies present and entertainments, are held at Christmas and Midsummer. Besides the journal "Norsk Filatelistisk Tidsskrift," members also receive the "B. F. K. News," which tells of meetings and internal affairs. The club has a library and 140 good members always ready to help with the various projects. Club member no. 1, Mr. Hroar Grundvig (age 87) attends most of the meetings, still going strong. Another member, Judge Molstad, recently gave a radio talk on stamp collecting, and a tape-recording of the program has been lent around to several other clubs. The Bergen club is the home-town club of our honorary member Abraham Odfjell, to whom I am indebted for the above information. S. C. C. members are always welcome at B. F. K. meetings, he says, so whenever you're in the neighborhood be sure to drop by. In the meantime, why not establish a contact by correspondence with the friendly and active philatelists across the seas in Norway?

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## New and Recent Issues of Scandinavia

### FINLAND

Airmail Issue, January 20, 1958

Similar to the old 300 m. airmail, but now without "mk".

Engraved

Unwmkd.  
300 m. blue

Perf.



World's Ski Championship Issue, February 1, 1958

Designs by A. Karjalainen, engraved by R. Achren and S. Rönneberg.

Engraved

Unwmkd.  
20 m. green      30 m. blue

Perf. 11½



**Björneborg Issue, March 8, 1958**

Commemorating the 400th anniversary of the city of Pori (Björneborg). The design, by A. Karjalainen, shows Albert Edelfelt's picture "March of the Björneborgers." Engraving by S. Rönneborg.

Engraved

Unwmkd.  
30 m. blue

Perf. 11½



**Bus Parcel Post Issue**

A new stamp for packages sent by postal bus was recently issued.

Engraved

Unwmkd.  
30 m. blue

Perf. 14

**NORWAY**

**General Issue, April 1, 1958**

In connection with the increase of postal rates in Norway from April 1, 1958, two new stamps will be issued showing the portrait of King Olav V. Photo by E. Rude. Printed by Emil Moestue A/S, Oslo, in sheets of 100. These are the first values of a set that will gradually replace the definitives showing the late King Haakon VII.



Photogravure

40 øre red

Unwmkd.  
65 øre blue

Perf. 13

## SWEDEN



## Seapost Issue, February 10, 1958

Commemorating the beginnings of North Atlantic sea mail several hundred years ago. The design by T. Hultgren, engraved by Sven Ewert, shows Sweden's new liner "Kungsholm" and the old "Kalmar Nyckel"—the first sailing vessel to carry mail from Sweden to the United States.

Engraved

Coil stamps, perf. 12½ vertically

Unwmkd.

15 öre red brown

40 öre olive green

Booklet panes of 20, perf. 12½ on 3 sides

15 öre red brown



## Helicopter Post Issue, February 10, 1958

Commemorating the 10th anniversary of mail service by helicopter to the islands in the Stockholm archipelago. The design, by Lars Norrman, shows a man with a mail bag waving to a helicopter, and was engraved by Arne Wallhorn.

Engraved

Coil stamps, perf. 12½ vertically

Unwmkd.

30 öre blue

140 öre brown

Booklet panes of 20, perf. 12½ on 3 sides

30 öre blue

## S. C. C. SECRETARY — 1958

At the club meeting of March 12th, Tryggve Larssen (R-25), a well-known figure in Scandinavian circles in New York, was elected Secretary of the Scandinavian Collectors Club for 1958. Mr. Larssen succeeds Frederick A. Brofos who held the office since 1956. The address of the new Secretary is: 111-39 146th Street, Jamaica, N. Y.

## Notes from the Editor

Your Editor feels that his fellow club members would be delighted to know that the recent issues of our "Posthorn" are being very well received abroad. Such distinguished philatelists as Abraham Odfjell, Roland King-Farlow, A. Clement, Dr. Schultz, E. Jagger and many others have expressed their appreciation of the material presented.

Nevertheless, your Editor believes that there is a vast pool of latent writing talent which remains hidden and untapped within our club, and renews his cordial invitation for articles or news items dealing with all phases of Scandinavian philately.

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Starting with the July issue, it is contemplated to devote a space of up to a page to **Member's Adlets**. Three lines including name and address are offered free to all members who write in, until a page is filled or the copy goes to press (early June). Here's your chance to make known your wants and offers. To figure how many words you can use, type out a standard line from "The Posthorn," and you will see that there are 74 letter spaces to a line. Type your ad beneath this, keeping within the same width as the line above. This page will be an experiment, and, if popular, will become a regular feature. So, if interested, write in!

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### WELCOME TO OUR CLUB MEETINGS!

The Scandinavian Collectors Club meets every second Wednesday of the month, except during July and August, from 8-10 P.M. at the Collectors Club, 22 East 35th Street in Manhattan, New York. Bring your friends and enjoy an interesting evening. Visitors are always welcome. Membership application blanks may be had from the Secretary. Dues are still only \$3.00 per year for Resident Members and \$2.00 per year for Non-Resident and Foreign members, plus an initiation fee of \$1.00.

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Send news and articles in to The Posthorn!

#### THE POSTHORN

Editor: Frederick A. Brofos, 137 West 74th St., New York 23, N. Y.

Associate Editors: Carl H. Werenskiold, George Wiberg

Staff Photographer: Arthur I. Heim

Typewritten articles, news, and communications concerning The Posthorn, should be sent to the Editor at the above address.