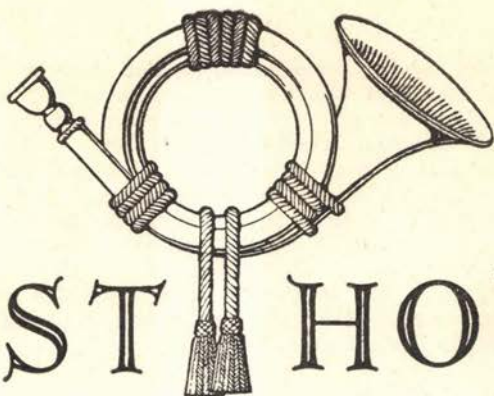


The

POST HORN



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The "Krag" Postmarking Machines

by Frederick A. Brofos



NORGE

Among the great improvements that have aided the post offices in handling the ever increasing volume of mail matter is the rapid cancelling machine. Not only have they brought relief to overworked postal employees, but their advent made possible an era of "business by mail." The facts connected with the postmark industry, which plays such an important part in the history of the postage stamp, should be of particular interest to philatelists.

Postmarking machines have been steadily improved over the years since the first one was invented over a hundred years ago by Pearson Hill, son of Sir Rowland Hill of Penny Postage fame. The experimental machine was brought into use on September 17, 1857 at the London Post Office. However, as ordinary hand stamping turned out to be faster, the machine was withdrawn the following year. After this "fiasco" Hill made several improved versions, and other inventors both in England and abroad produced many more or less successful types of postmarking machines.

The first cancelling machine used in the United States was invented by the Leavitt brothers, and appeared in March 1875 in Boston, Mass. It was used only on postcards.

Turning to our beloved Scandinavia, we find that the first stamp cancelling machine in that area was invented and used in Norway in the early 1900's. The machine was produced after considerable experimentation by a young Norwegian mechanic named Gustav Hansen. It could be run by both hand power or electric power, and postmarked approximately 600 pieces of mail a minute. The invention was given the name of KRAG, after the machine factory of Nils A. Krag in Kristiania, the firm which manufactured and exported the machines. The earliest machine showed a single impression, with a date circle at the left followed by the country name "NORGE" in large letters at the right. In the course of extensive postmark searching I have only seen two examples from this machine, one dated August 26, 1903, and the other dated November 12, 1903.



The postmark on the next machine made a multiple impression which soon became characteristic of the Krag machines. I have examples dated from October 17, 1904, to September 5, 1906. There are three hollow 5-pointed stars at the bottom of the date circle. Another multiple impression machine, without the cancelling lines between the date circles, was used for



backstamping letters in the Arrival Section of the Kristiania Post Office. The horizontal bars parallel with the date very soon wore out, and were not replaced. Seen with dates from November 13, 1904 to June 26, 1911 and with TUR (Trip) 1, 2, 3, and 5. Next comes a machine with a hollow 6-pointed star and two black 5-pointed stars at the bottom of the date circle. This I have seen with dates March 4, 1905 to June 9, 1905. A machine with one hollow 5-pointed star at the bottom and the month in Arabic figures instead of the usual Roman figures, I have noticed with dates from June 19, 1905 to July 21, 1906. There was also a special machine postmark for registered



mail, with "NORGE" and a large "R" in between the cancelling lines. This I have seen dated July 14, 1905. Later on this machine was apparently used in the Parcel Post Section, with the "NORGE" and "R" cut out of the die. Seen dated from January 17, 1913 to December 5, 1914. After these early varieties there followed during the next few years a large number of different machines which space unfortunately does not permit me to list for you at the present time.

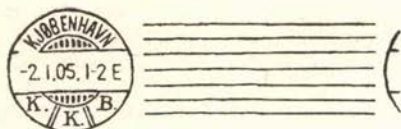
The mechanism of the early Krag machine has been described by the editor E. G. Långe, who saw them in operation at Kristiania in October 1904, as follows: "After letters or cards have been placed upright in a duct, they are moved by a sliding block (or by hand) towards the lower edge of the duct. There they are caught hold of, one by one, by rubber-coated cylinders that lead them between two cylinders rotating very close to each other. On one of these the postmarks are engraved. The postmark cylinder received color from an inking cylinder located behind it. From the postmark cylinder the mail was led through a series of wheels, arranged in a spiral pattern, which brought it to a horizontal duct where a counter-weight held them upright."



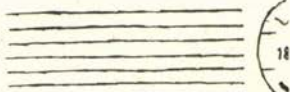
Following successful operation of their machines in Kristiania by the Norwegian Post Office, the Krag firm wrote to the Swedish Postal Administration in November 1904, offering to lend them a machine on trial. The offer was accepted by the Swedish Postal authorities, and from January 1905 two Krag machines, one electrical, the other hand-operated, were used to cancel stamps on letters and postcards at the Outgoing Mail section of the Stockholm Central Post Office. A third machine, which was probably also a Krag, was brought into use on March 22, 1905 at the Receiving section of the Stockholm Central Post Office and used for postmarking incoming letters on the back. The electrically operated machine which had been on trial at the Outgoing section of the Stockholm Central Post Office was purchased by the Swedish Postal authorities in April 1905 for a price of 2,500 kroner. That machine is apparently the one on view in the Swedish Postal Museum today, which is of the same construction as those seen by Långe in Kristiania in 1904. The later Krag machines, from 1906 on, present quite a different appearance, as early in that year they had been improved upon and could now postmark up to 1000 letters a minute.

The manufacturing rights for Sweden for Krag machines was acquired in 1905 by the Swedish company A. B. Öfversommaren of Gothenburg, but by September 1909 the manufacturing rights, or at least the sales rights, for the Krag machines were owned by A. B. Globe, another Gothenburg firm. By that time, Krag cancelling machines were used by Post Offices in many parts of the world. Sweden had eight machines, of which six were in Stockholm and one each in Malmö and Gothenburg. Denmark had eleven machines and Norway nineteen. In Germany, machines of Krag design were manufactured and brought into use from 1907.

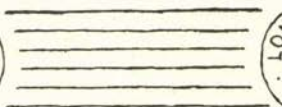
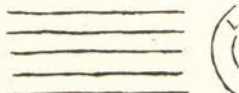
The Krag postmarking machine was first tried out in England in May 1905 at the West Central District Office in London. It was a continuous im-



5)

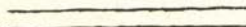


pression machine—the first of this kind to be used in England. Although it was slower in use than the American “Columbia” machines, it proved to have certain advantages over them. In January 1906 a faster Krag machine was given a trial at the East Central Post Office in London, and a number of these Krag machines were purchased by the British Post Office in 1907 and



were used at Chelsea, London F. S. (Foreign Section), as well as in the London E. C. Office, until about 1910. Krag machines came into general use in London and the provinces during the later part of 1908. The straight bars in the impression of the Krag cancellations were gradually changed from the end of 1911 to wavy lines and were reduced to five in number. In 1917, when the London postal districts were subdivided, three offices had their sub-district numbers added in the middle of the bars (E. 17, S.W. 7, and S.W. 10). The

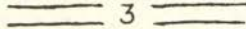
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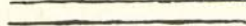
7. 45 PM



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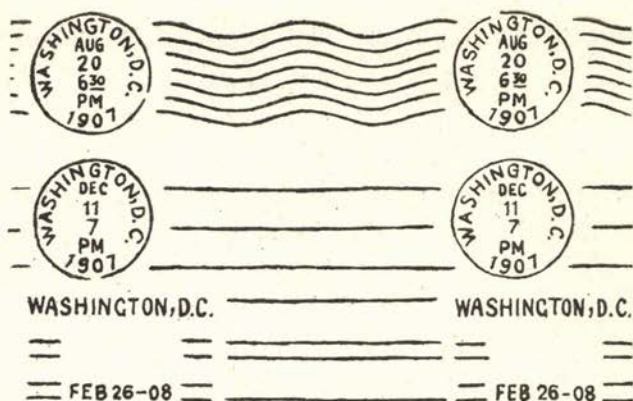
22 JUN 24



continuous impression Krag machines have gradually been replaced by “Universal” and other types of machines, but may still be found used by certain smaller offices. Around 1923, single impression Krag machines were given trials and a few machines purchased and used for about a decade.

In the United States, the Krag cancelling machine was tried out in 1907 at Washington, D. C. However, it seems that the U. S. Post Office officials were unimpressed, as there is no trace of the Krag machine having been used anywhere in the United States, aside from the experimental unit. Even the Washington machine was so little used that it is practically unknown to collectors, and its impressions rank among the rarest of all U. S. machine cancels.

The Krag machine can handle more than 800 letters per minute and was, and still is, one of the fastest cancelling machines ever produced. However, it is a “repeater,” that is to say it runs a continuous series of imprints right across the card or envelope. The U. S. Post Office Department probably



didn't like this excessive needless marking, and besides this, there was much back smudging. In addition to these disadvantages there was no provision for a running count of the mail that was cancelled by the machine. During the attempts to sell the machine to the U. S. Post Office Department several impression-designs were used. The three different types are shown herewith. The illustration of the last type is from a Printed Matter cover and therefore has no time mark. On regular letter mail the full time indication with hour and meridian no doubt appears between the double lines in the center.

Well, this is what I have been able to gather together about the "Krag," the machine invented by the young Norwegian mechanic G. A. Hansen, which rapidly gained recognition and became a leader in its field.

Machines of Krag design are still in use in several countries abroad, I understand, and I am looking further into the matter. At the same time, I would appreciate hearing from any readers with additional information on this interesting subject.

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- "The Krag Machine," XX Killers, July 1949, p. 12; April 1950, p. 16.

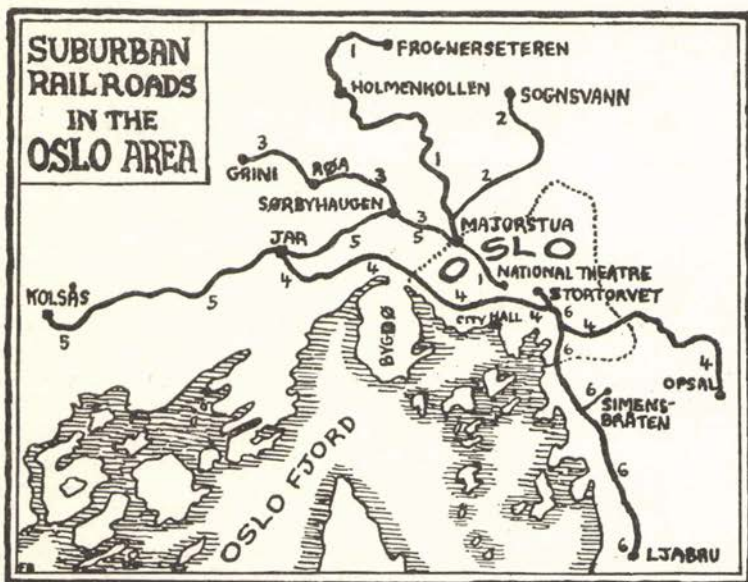
The Krag machine factory also manufactured the world's first franking meter machines, the invention of Karl Uchermann. They were in use between June 15, 1903 and January 2, 1905. Seven machines were used by four Kristiania Post Offices (H, V, G and O), and others were used by the firms Nils A. Krag, P. A. Larsen (3 machines) and Brage Life Insurance Co.

Daffy Definition: A Specialist is a person who knows VERY MUCH about VERY LITTLE and continues to learn MORE and MORE about LESS and LESS until eventually he knows practically EVERYTHING about almost NOTHING!

Norwegian Railroad and Steamship Stamps

by Frederick A. Brofos

Part II—Suburban Railroad Parcel Services



HOLMENKOLBANEN

- 1: Holmenkolbanen
- 2: Sognsvannsbanen
- 3: Grini-Røabanen

BAERUMSBANEN

- 4: Lilleaker-Østensjøbanen
- 5: Kolsåsbanen

EKEBERGBANEN

- 6: Ekebergbanen

For a long time the majority of stamp collectors have limited their interests to postage stamps only. Nowadays, most collectors have given up the voluminous task of a general collection and turned to specialize in their favorite country. It generally is not long before the specialist goes beyond the postage stamps and includes in his specialized collection the postal stationery, examples of the various postmark types, the revenue stamps and railroad and steamship stamps. It is particularly the last group—which covers the stamps issued by government, semi-official or private agencies to pay the transportation costs of freight parcels by railroad, bus or ship—that have been frowned upon by the "puritans" who insist on postage stamps only. However, specialists are realizing that these non-postal stamps can be just as interesting as postage stamps. Unfortunately, since they have been overlooked for so long, many of the older issues are difficult to come by today. As an example, a friend just wrote me that he recalls from his boyhood days a green stamp issued by the Trondheim Streetcar Company in the same design as those described by me in Part I of this article. He thinks it was a 5 øre stamp and seems to remember it from the summer of 1906 and certainly in 1908. He recalls that they were used a lot on parcels and regrets that he no longer has any.

I am full of praise for those old-timers who stuck to what they liked to collect, in spite of criticism for leaving the beaten track. It is through the pioneering efforts of good men like J. E. Thomle, Olaf Røsholm, N. V. B. Holmberg and other collectors of indomitable spirit, that we owe most of our knowledge of the subject and also the vary possibility of acquiring older material of this kind today.

In the previous issue of this magazine we reviewed the activities of the various streetcar lines in Norway's larger cities. This time we shall move farther afield, namely into the suburbs.

The sources of reference mentioned in the introduction to Part I of this article (see April 1958 issue) have again been consulted in preparing this second part. As regards the stamp illustrations, most of them have been enlarged somewhat in order to bring out the details, but a few of the larger stamps have been reduced. The cancellations shown are tracings from original impressions.

A/S Holmenkolbanen

Of the Norwegian suburban lines, the most famous is probably the electric railroad to the hills north of Oslo, a favorite rendezvous of skiers and hikers. A/S Holmenkolbanen was founded on February 17, 1896 as a private stock company with a capital of Kroner 600,000. The main line from Majorstua to Holmenkollen (now Besserud) was opened to traffic on May 31, 1898. The branch line to Smestad was opened on November 7, 1912. An extension (Tryvannsbanen) of the main line to Frognerseteren was opened on May 16, 1916. The old Holmenkollen station was renamed Besserud and the next station up the line was called Holmenkollen. (However, the Post Office did not follow suit, and Holmenkollen post office is today still at Besserud station, while at the Holmenkollen station there is only a platform letter-box). The subway line between Majorstua and the National Theatre was already started in 1912, but was not finished and opened for traffic until June 28, 1928. Following an agreement in 1933 with the municipal government (Aker Kommune), the company agreed to run Sognsvannsbanen, a branch line to the east of the main line, and this was opened on October 10, 1934. At the same time, the municipality took over 52% of the capital stock, which was then 4,15 million kroner, and acquired a corresponding influence upon the management of the company. Traffic on the Røabanen, a branch line to the west, was inaugurated on January 24, 1935. This line was extended to Grini in 1948, and since then towards the Øvrevoll racetrack.

1898. Small size. Oval band inscribed "HOLMENKOLBANEN" at top and "JERNBANEFRIM." at bottom. Wheels in the corners and in the center a wheel emerging from a cloud amid lightning beneath which is the value. Perforated 11½.

1. 10 øre black and pink (with sheet margins)

1898. New, larger, design. Large numeral in center with a wheel and lightning bolts, a small empty scroll and the letters "H.K.B." The company name appears at the top of the oval band and "GODSFRIMAERKE" (freight stamp) at the bottom. Wheels in the four corners. Perf. 11½.

2. 5 øre blue and red

1903. Similar, but new plate with redrawn design. Company name "HOLMENKOLBANEN" at top of oval band, as before. Perf. 11½.

3. 5 øre blue in shades, white paper

a) cream colored paper



No. 1



No. 2



No. 3

Date? Similar, but new plate with a rather cruder redrawn design. The company name at top of oval band now reads "A/S HOLMENKOLBANEN". The 20 øre stamp does not have the little scroll above the central wheel, and this value comes in two sizes—the regular size, as previously, and with the perforation close into the design. Perf. 11½.

4. 5 øre blue
5. 20 øre dark green



No. 4



No. 5



No. 6

Date? Similar design. New values. Perf. 11½.

6. 10 øre dull carmine
7. 15 øre dark green on white paper
 - a) green on yellowish paper
8. 50 øre black on pale reddish-mauve paper
 - a) "abklatsch"—reversed print—on the back

On the above issue the "F" of "GODSFRIMÆRKE" has a foot, making it almost like an "E." On the 50 øre value the first "R" in the above word is sometimes partly missing, as is also the first "L" of "HOLMENKOLBANEN."

Date? Similar, but new redrawn designs. The 20 øre value has a spur pointing up on the end of the foot of the large "2". Perf. 11½.

9. 5 øre blue (with sheet margins)
10. 20 øre dark green



No. 9

Date? Similar, but new redrawn designs. Notice particularly how the K's are formed differently from the previous issue. The "K" in "H.K.B." is here directly below the "K" of "KOL". The 20 øre value no longer has a spur on the foot of the large "2". Perf. $11\frac{1}{2}$.

11. 5 øre indigo
12. 20 øre sea green
 - a) 20 øre green



No. 12a



No. 13



No. 14

Date? Same plates as previous issue and an additional value. Perf. $10\frac{1}{2}$.

13. 5 øre indigo (without sheet margins)
14. 10 øre red (without sheet margins)
15. 20 øre dark green
 - a) 20 øre green (without sheet margins)
 - b) 20 øre olive green (without sheet margins)

Date? (current in 1957). Similar, but redrawn designs. Modernized spelling "GODSFRIMERKE". Perf. $10\frac{1}{2}$.



No. 15b

16. 50 øre indigo on buff (with sheet margins)
 - a) 50 øre dark blue on buff (with sheet margins)
17. 75 øre red on buff (with sheet margins)

Most of the stamps listed so far have margins around the edges of the sheet, but certain issues are without this margin and the marginal stamps are therefore imperforate at the sheet edge, corner stamps being imperforate on two sides. In the list above I have noted in parenthesis those stamps which I have seen either with margins or partly imperforate.

Booklet Stamps. Besides the regular sheet stamps there also exists a special large size stamp. This is sold only by the conductors on the trains and is made up in booklets of twenty separate stamps. Each stamp is overprinted with a consecutive number in black and is perforated $10\frac{1}{2}$ ' at the top, the other three sides remaining imperforate.



Date?

1. 40 øre dark red and black
- Date? (current in 1957)
2. 75 øre red and black



The Holmenkollen railroad stamps have generally been cancelled by colored crayon, pencil or pen, but I have also seen (on no's. 3 and 6) a 1-ring cancellation in black reading "SLEMDAL STATION +".

Lilleakerbanen

Various alternatives for a line from Skøyen to Bestum or Øraker had been under study at A/S Kristiania elektriske Sporvei since as far back as the summer of 1912. A concession on a line from Skøyen to Lilleaker was applied for in 1913 and was granted by the Storting (the Norwegian Parliament) in July 1915. Following formal acceptance of the concession by the streetcar line's board of directors, work was started immediately on the laying of double tracks. The new line was given a trial run on May 8, 1919 and was opened to the general public the following day.

The Lilleaker line originally started at the streetcar terminal of Skøyen, passed through the Abbediengen villa quarter and on to Ørakerbråten on the west side of the Lilleaker road.



Date? Oval band with company name at top and "PAKKEFRIMAERKE" at bottom. Numeral in center, above and below which are bands each inscribed "ØRE". Wheel and lightning bolts in the four corners. Perf. 9. Seen cancelled by pencil or colored crayon.

1. 20 øre blue
2. 25 øre red

Lilleakerbanen becomes Baerumsbanen

A concession to extend the Lilleaker line to Presterud in Baerum (Bekkestua) was granted to A/S Kristiania elektriske Sporvei in 1922. Further concessions brought the line in 1923 up to Tvetter and, in 1925, to Løken in West Baerum (the present terminal Kolsås). All this time construction was kept up on the expanding line network and traffic was opened to Bekkestua on July 1, 1924 and to Avløs on November 2, 1924. The construction work towards Kolsås was continually going on and traffic to that point was opened on January 1, 1930. The double track to Kolsås was completed and opened on December 23, 1942.

On May 1, 1924 the concession of A/S Kristiania elektriske Sporvei for operating a streetcar line in the city expired, and the city streetcar line was taken over on June 1 the same year by the Oslo Municipality and given the name "Oslo Sporveier." However, the Lilleaker line was kept by Kristiania elektriske Sporvei and now became an individual company called "Baerumsbanen (Kristiania elektriske Sporvei)". This name was changed again when A/S Oslo Sporveier and Baerumsbanen made new arrangements with each other, and, since October 1, 1934, the line has been called simply "A/S Baerumsbanen."

On January 4, 1936, following preliminary negotiations, A/S Baerumsbanen rented A/S Akersbanene's line Østensjøbanen. Thereafter cars ran all the way through from Kolsås to Opsal, the terminal of Østensjøbanen. When A/S Akersbanene liquidated its assets, Østensjøbanen was, on July 1,

1948, taken over by the Oslo Municipality. Whether Akersbanene ever used special freight stamps is unknown to me, but the possibility exists.

The idea of a connecting line from Lilleaker to Majorstua was investigated together with various alternatives for some time. Finally, on September 10, 1938, a concession was granted to A/S Baerumsbanen for a connecting line between Jar and Sørbyhaugen. The routing onto the line of Holmenkolbanen led incidentally to a rebuilding to double tracks of the section between Sørbyhaugen and Majorstua. The undertaking was somewhat delayed by the war situation but was at last opened on July 15, 1942, and thereafter the traffic of A/S Baerumsbanen was divided into two separate branches namely, "Lilleaker/Østensjøbanen" which runs from Jar past Skøyen and Etterstad to Opsal with light blue cars, and "Kolsåsbanen" which runs with dark blue cars from the National Theatre past Sørbyhaugen and Jar to Kolsås.

Date? Oval band with company name at top and "PAKKEFRIMERKE" at bottom. Numeral in center, above and below which are bands each inscribed "ØRE". Wheel and lightning bolts in the four corners. Perf. 11. Seen cancelled by pencil or colored crayon.

1. 20 øre blue
2. 30 øre yellow orange



Date? (current in 1957). "A/S BÆRUMSBANEN" across top. Control number in black. "Gods 50 øre" in center. Printers name at bottom. Printed in rolls by Fabritius, Oslo. The stamps are imperforate along the top and bottom and perforated 11 on the sides.

3. 50 øre green and black

Ekebergbanen

A plan appeared already in 1897 to organize a suburban railroad which would connect Oslo and Ljan by way of the Ekeberg heights, and in 1899 an application was made for a concession to build and operate an electric line between these points. However, after many delays and repeated reviews by the municipal authorities in Kristiania and Aker, it was not until 1913, by the Royal Resolutions of October 7 and December 11, that the concession was finally granted. The concession was granted for a period of thirty years from the date that traffic commenced on the line. On March 27, 1914, a company was founded and given the name A/S Ekebergbanen. In 1914 construction work on the line was begun and, on July 1, 1917, the line was officially opened for traffic. The line, which ran from Stortorvet in Oslo to Saeter, had a length of 8 kilometers. A side line to Simensbråten was added in 1931 expanding the line another 1,5 kilometers. Ten years later, in 1941, an extension was made from Saeter, at that time the end terminus, of one kilometer in a southerly direction to Ljabru, making the total traffic length of the line 10,5 kilometers.

In addition to this, the line operates an automobile route, called Østmarkruten, which runs from Oslo via Abildsø to Svaersvarn. It was apparently on this route that the large-size express-goods stamps were used.

Ekebergbanen's concession expired on July 1, 1947, but, while negotiations were going on regarding the turning over of the line to the Oslo Municipality, an extension was granted until July 1, 1949. Finally an agreement was reached with the private stockholders of the company whereby the majority share of stock in the Ekeberg Railroad was taken over, as of January 1, 1949, by the Municipality of Oslo.



1917? Company name across the top above the company monogram or trade mark "EB". Large numeral in center. Electric train heading left at bottom of design. Dotted background. Perf. 11. This issue was usually cancelled by a 2-ring cancellation, in violet, red-violet or blue, reading "GODS-EKEBERGBANEN" around the edge and with the "EB" monogram in the center. A cancellation showing the company name in one line of slanting letters appears once in a while, in mauve or blue. Red, blue or yellow crayon was frequently used also.

1. 10 øre black and light green
2. 15 øre black and light red
3. 20 øre black and light blue



Date? (Seen with dates 1923-28). Similar to the previous issue, but now with background of wavy lines. The wavy line pattern occurs in two main types on the sheet. Looking at the top left corner of a stamp, the waves at the edge of the design appear in a rising curve on type 1, while on type 2 the wave lines start in a descending curve. Perf. 11.

A new cancellation appears on this second issue, usually in violet, but occasionally in black or blue. The design is in the Swiss type, with vertical bars in the bridges. At the top it reads "GODS FRA", and "TORVET" is at the bottom. This means "Goods from the Market Square" and apparently refers to Stortorvet, the line's terminal in Oslo. The date runs in one line across the center of the cancellation. Red, blue and yellow crayon was also used to deface the stamps.

4. 10 øre black and light green
5. 15 øre black and light red
6. 20 øre black and light blue

Date? Small size stamp. Printed in coils, imperforate at the sides and perforated $9\frac{1}{2}$ at top and bottom. Inscribed "EKEBERGBANENS GODSBEFORDRING" at top. Value in center amid electric antennas. Control letters and numbers underneath. Wavy "safety" background in separate color.



7. 10 øre black and green (red control no's.)
8. 20 øre black and ultramarine (red control no's.)
9. 50 øre black and mauve (red control no's.)
10. 100 øre black and red (black control no's.)

Date? New values. Design as previously but without the wavy background.

11. 70 øre black on yellow (red control no's.)
12. 80 øre black on blue (red control no's.)
13. 130 øre olive-green on pink (black control no's.)
14. 170 øre black on green (red control no's.)
15. 210 øre black on white (red control no's.)

(To be continued)



The Four Musketeers. Left to right, Axel Nielsen, C. J. Michelsen, Roger Swanson and Dr. Earl Jacobsen, viewing the S. C. C. exhibit at "COMPEX."

Report on "COMPEX" 1958

The President of the S. C. C. Chicago Chapter, C. J. Michelsen, wrote me as follows about the great "COMPEX" exhibition held May 30-June 1 this year in Chicago's LaSalle Hotel:

"First, let it be said that "COMPEX" was the greatest show ever held in the U. S., with the possible exception of international exhibitions. To say that "COMPEX" was successful is a gross understatement. The show was actually eleven shows in one, as eleven groups were banded together in a complete cooperative effort to put on this spectacular show. There were 935 frames, exhibited by all groups, consisting of over one-quarter million dollars worth of stamps. The attendance count for the 3 days was in excess of 16,000 people. Over 137,000 Geophysical Year commemorative stamps were sold at the show alone and many first day covers were serviced.

"At the reception and banquet held on Saturday evening, May 31, there were 210 persons in attendance. The S. C. C. had a greater attendance than any other club—two full tables—and included Dr. and Mrs. Earl G. Jacobsen, Mr. and Mrs. C. J. Michelsen, Mr. and Mrs. Roger A. Swanson, Mr. and Mrs. Ralph E. Danielson, Emil Johnson, Henry Kuhlmann, Mr. and Mrs. Axel Nielsen, Waldemar Nielsen, J. W. Nyboe, Mr. and Mrs. Olaf A. Olson, Nils Pontenstein, Mr. and Mrs. Robert P. Stevens and J. Unseitig. At the banquet, Messrs. Swanson and Michelsen sat at the speakers table and received presentation folders in recognition of the part they played in "COMPEX."

"Dr. C. D. Sneller displayed his collection of photographs of 'Philatelic Personalities' in the foyer and received a silver bowl at the banquet for his magnificent exhibit. Dr. Sneller also brought his camera with him and took the accompanying photo at the show.

"The S. C. C. table in the foyer was manned by our members and copies of 'The Posthorn' were given to interested parties, gaining us a number of new member prospects for next year. The table was decorated with the flags of Scandinavia as were the frames in the exhibit. The S. C. C. exhibit was not for competition of course, so no prizes were awarded. However, certificates of participation may be issued this fall.

"We have tried as best we can to give you a complete report on the S. C. C. activities at 'COMPEX' and hope this information will help in producing another fine issue of 'The Posthorn.'

"In closing, not only was 'COMPEX' a great show from a philatelic standpoint, but it was conducted in a manner that pleased all who attended, to say nothing of the fact that it was quite profitable from a financial standpoint. Each group shared in the profits according to the number of frames they showed."

Dr. Earl G. Jacobsen of Oak Park, Illinois, has been good enough to send me this additional detailed report on "COMPEX":

"For ten years or more, I have faithfully visited the stamp shows in and around Chicago. In all that time I doubt that more than two collections of worthwhile material have been shown. But 'COMPEX' sure was different! For once, the collector of Scandinavian stamps could really enjoy himself, for here every one of his countries was represented by a well planned exhibit.

"From the standpoint of the members of the S. C. C. Chicago Chapter, "COMPEX" was primarily a propaganda effort—an attempt to sell Scandinavian philately to other collectors—and, incidentally, to attract new members to our club. We exhibited "not for competition," and our exhibits were carefully planned during last winter's meetings to present as many facets of Scandinavian philately as possible. Since we only had 57 frames (360 pages), we showed primarily 19th Century stamps, with emphasis on the classics. In addition, a few frames showed some of the 20th Century rarities. To be specific, we showed 3 frames of Danish West Indies, 12 frames of Denmark with Faroe Islands, 7 frames of Finland, 5 frames of Greenland, 7 frames of Iceland and 11 frames each of Norway and Sweden. The first frame of our section contained a beautiful map of our collecting area with the flags of the respective countries.

"Axel Nielsen's D. W. I. was, of course, complete in every respect, with blocks, errors and covers. To show what a specialist might play with, he exhibited #5, 7, 8, 9, 10, 11 and 13 separated into their many printings. There were mint and used #12 and #26 (the green overprint) mint.

"The Danish stamps belonged to C. J. Michelsen, and a lovely showing it was! #1, mint and used in both printings and on cover; #2 in all printings, mint and used. In addition, the classic squares were represented by many strips and blocks, recuts, covers and scarce cancellations. The 1864-68 issue was shown in mint blocks, including most of the rare 12½ perf. The bi-color skillings were also complete in mint blocks, including #21, 22 and 24!

"The Faroe Islands were complete from the wrapper bisect to mint and used blocks of the war issues of 1940.

"Finland was the property of P. Mead and V. Nielsen. They showed a comprehensive used collection of early Finland with all the imperfs and all the serpentine roulettes with a variety of cancellations. A mint collection of these stamps was sacrificed for the beautiful semipostals, with the thought that these stamps would attract topical collectors.

"J. Michelsen's Greenland showed the early parcel post stamps in mint blocks, singles and on cover. #1, 2 and 3 were shown in full sheets!

"Roger Swanson's fine Iceland opened with the unique stampless cover, and continues with early Iceland in singles and blocks, interspersed with essays and proofs. The rare "prir" overprints have come in for his special attention, and were found in mint blocks, large and small "prir" in se-tenant pairs, inverted overprints, perforation varieties and on cover. The rare "gildi" overprints #56, 57, 62 and 64 with the double overprints on #48c and 212a closed this part of the exhibit.

"Dr. E. Jacobsen's Norway featured #1 mint and used, cancellations, covers, a plating, the usual varieties "cracked plate," "double foot," and many multiples, including a block of four and a six-strip on cover. #2-5 were shown in mint and used blocks (no mint block #5) and with many varieties of cancellations. There were platings of #4 and #5. The 3rd issue was shown in used multiples, mostly blocks. An interesting study of the 16 skilling rate to France, 1863-68, filled one frame. Among the rarities of Norway were represented #38ac and #39ag, the scarce 3 and 5 øre perf. 13½x12½, the imperforate #40a and #44, mint and on covers, inverted "V" on 20 øre in mint block and used pair on cover, and finally #77 (used pair) and imperforate mint block of #167, both supposedly unique.

"The stamps of Sweden were shown by Messrs. Pontenstein and Daniel-

son. Color studies of the Skilling issues—four lovely #1's!—were followed by color and cancellation studies of the 1858-61 and 1872-77 issues. Covers, essays and proofs were shown, as well as a study of the Stockholm locals. Among the highlights of this comprehensive showing of classical Sweden were the rare #13a—3 öre printed on both sides—and the "Tretio" error (#33a). The rare airmails—the crown watermarks—and inverts—finished the show.

"As you can see, it was quite an exhibit—it contained \$50,000 worth of insurance. It contained a little for every taste, from the topical collector to the specialist. And people seemed to like our show too, judging from the many persons who asked questions about the stamps. Whether our hoped for increase in S. C. C. membership will materialize is yet to be seen, but the club as a whole had a lot of satisfaction in finally realizing a hope it couldn't have fulfilled alone: the staging of a stamp exhibition. Mr. Michelsen and Mr. Swansen and all our members really did themselves proud."

News of Interest

Captain Fredrik G. Olausen has sent in the following:

I have found an unplaced variety of Norway no. 1, which, as far as I know, has not previously been described. I have studied 5 copies of this type. They all showed the same flaw on E in FRIMAERKE and the color spot on SW 3. As regards the color spot, it was plain on four of the copies, but on the fifth was only visible under the lupe.

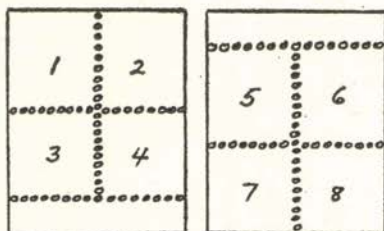


Many of the plate varieties developed gradually during the printing process due to coarse fibres in the paper, etc. Below is shown the gradual flaw development of type B-29. Jellestad's description of this type is from a late printing period. The flaw starts as a white dot above NW 6 (see the famous 39 block). This develops into a white line, and a white dot begins to form on top of NW 10. Later a second white line starts to form to the right of the first one and from the top lengthening gradually downwards, while the white flaw on top of NW 10 increases in size. The upper edge becomes rough.



Our new member, Henry L. Jespersen, III, has sent in the following information: To meet the needs of the new automatic vending machines, Sweden in 1954 issued the first of a new type of stamp booklet. The booklet, which sells for 1 Krona, contains four stamps in a block of four. Not only has the issuance of the booklet added to the booklet collector's needs, but a new per-

foration type is added. As in United States booklets, the bottom stamps of each pane have two unperforated edges. The new perforation is known as "Winkel" perforation. For booklet collectors, it will be necessary for completion to have a booklet in which the bottom stamps of the block have two straight edges, and a booklet in which the two Winkel perforations appear upon the top of the stamp. The booklet panes appear as below:



For collectors of single perforation types, four new varieties appear—stamps 1, 2, 7 and 8 in sketch. For collectors of pair combinations, six new varieties appear—horizontal pairs 1 and 2, 7 and 8; vertical left pairs 1 and 3, 5 and 7; and vertical right pairs 2 and 4, 6 and 8.

The following stamps may be found in booklets with Winkel perforations:

Booklet	Value	Date of Issue	Remarks
Scott #461a	25 öre blue	April 12, 1954	Booklet of four
Scott #476a	25 öre blue	May 16, 1955	Booklet of four
Scott #511a	30 öre blue	June 1, 1957	Booklet of four (3-30 öre, Scott #513 & 1-10 öre, Scott #511)

Aside from the well-known philatelic journals of Scandinavia, there are two relatively new publications that are also very worth while indeed. One is "FRIMERKE KONTAKT," sponsored by the Horten Filatelistklub. The energetic editor is Arne Bye of Skoppum, Norway (cost, \$1 a year). The other is the "SCANDINAVIAN CONTACT" sponsored by the Scandinavian Collectors Group, London, and energetically edited by H. T. Pritchett, 66 Borthwick Rd., Leytonstone Rd., London, E. 15 (cost, \$1.50 a year). This is the kind of literature which, with small editions and each issue loaded with important information, soon become prized collectors items.

September 27, 1958, will be the opening day for "FRIMEX"—the first stamp show to be held in Iceland. The philatelic exhibition will take place in Reykjavik and attractive blue triangular seals have been issued to publicize the event. Further information may be had from the Chairman of the Exhibition Committee, Jonas Hallgrímsson, P. O. Box 1116, Reykjavik, Iceland. We take this opportunity of wishing every success to the exhibition and hope that some of our members will be able to attend this fine show.

Twice happy is the man who has a HOBBY—he has TWO worlds to live in.

Recent and Prospective Issues of Scandinavia

On May 22, 1958, GREENLAND issued a TB semipostal stamp by overprinting in red the current 50 øre blue stamp, picturing the polar ship "Gustav Holm", with a Lorraine cross and the new value "30" plus "10". A 5 kroner grey in the "Gustav Holm" type will be on sale August 14, 1958.

FINLAND plans to issue a 30 markka stamp on October 1, 1958 for the centenary of "Finska Läroverket."

On July 8, 1958, ICELAND issued two stamps with flower designs by Stefan Jonsson. The multicolor offset lithography was done by De la Rue & Co. Ltd., London. The 1 kr. value shows the willow-herb (*Epilopium latifolium*) and the 2.50 kr. shows a violet (*Viola tricolor*). The quantities printed will be 1½ million and three-quarter million, respectively.

On May 13, NORWAY issued stamps and lettercards in the King Olav V design both with a value of 25 øre and printed in light green. Also issued was a new official stamp, 80 øre brown, in the "Off. Sak." type.

Special SWEDISH stamps were issued May 8, 1958, for the 6th World Football Championship competition in Stockholm. The design, showing a football player in action, is the work of Tom Hultgren. The denominations are 15 öre brick-red, 20 öre green and 1.20 kr. blue. Only the 15 and 20 öre values will be issued in booklets as well as in the usual coils. Sweden has also issued, on July 18th, a 30 öre blue and 170 öre brown stamp, showing a Bessemer converter, for the centenary of ingot steel.



Some recent issues from Scandinavia

MEMBERS ADLETS

WANTED: "The Posthorn"—Vol. 1, No. 4; Vol. 3, No. 1; and Vol. 3, No. 2. T. J. Hellstein, 1500 S. Johnson Ferry Road, Atlanta 5, Georgia. Will gladly pay any reasonable price for any or all of these.

TRADE: Have Japanese postage, revenues, catalogs. Want Finnish revenues, locals, new issues, plate blox of 6. Corr. in Engl., Finnish, German, Jap. Matt Parkkinen (L#18); MSTSWESTPACAREA, ATA-240, c/o FPO, San Francisco, Calif.

WANTED: Will buy or exchange Norwegian postal stationery, locals, perf-in, interesting postmarks, covers, revenues, RR stamps. Write before sending. Frederick A. Brofos, 137 West 74th St., New York 23, N. Y., U. S. A.

WANTED: Denmark #79A, unused or used, well centered. R. Bartleson, 1022 B. Street, Edmonds, Wash.

Notes From the Editor

You will no doubt be pleased to know that I have received many complimentary letters from readers of my various articles on Norway. However, unless we reorganize the club as the "Norwegian" Collectors Club, I would like to have some of you send in articles on the other Scandinavian countries. We have about 400 members, and it wouldn't be fair to single out anyone in particular nor do I have the time to write personally to all of you. I am therefore publishing this **General Appeal** for articles long or short. If you are shy, you can write under an "alias" or "nom de plume." As the cupboard is bare, "anything fit to print" will be used in the October issue. By the way, if anyone feels he can do a better job than yours truly, I'll be willing to vacate the Editorial Chair to him. I might add, incidentally, that the position involves no salary, so you won't have to pay more income tax, it is entirely a "labor of love" . . .

Remember the S. C. C. AUCTION, Nov. 8, 1958, 2 p.m. in Room 807, 545 Fifth Ave., New York City. All lots must be sent by Sept. 8 to Albert Tate, Elm Park, Irvington, New York.

It is with profound sorrow that we record the recent passing away of two of our most distinguished members:

#37 Ferrars H. Tows

#387 Jarle O. Stensdal

Without psychoanalysis we should never know that when we think a thing the thing we think is not the thing we think we think but only the thing that makes us think we think the thing we think we think.

(Punch, 1934)

THE POSTHORN

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