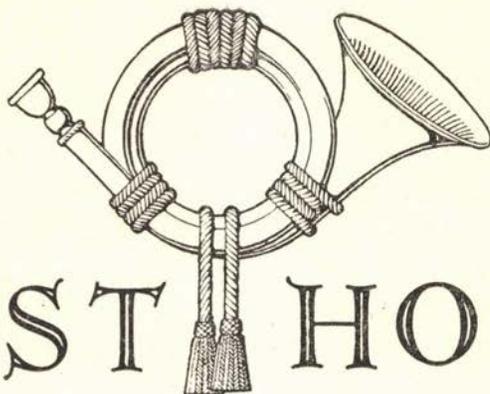


The

POSTHORN



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Number 1

Notes on Some Steamship Markings on Danish West Indies Stamps

1865-1920

By Robert G. Stone

The writer has sketched the broad aspects of this subject in his articles on "St. Thomas from Cover to Cover" in *American Philatelist*, April-Sept. 1945, and in more detail certain aspects such as the use of U. S. stamps from St. Thomas (*Posthorn*, v. 4, no. 2, May 1947) and the markings of HAPAG ships (*Collectors Club Philatelist*, Jan. 1953 and July 1955). There is considerable more to be said on the subject. Among the rarer and least known of ship markings on DWI stamps are the purser's handstamps from certain merchant vessels of lines that regularly served St. Thomas between 1865 and 1920; practically all of this type that I have seen in more than one example are from American, British and Canadian lines that ran between the Windward islands or east coast of South America and New York, Halifax, St. John or Montreal, stopping regularly at St. Thomas for fuel, water, telegraphic orders, passengers and freight. I shall now list the lines, the period of operation, the names of their boats (so far as I could determine from covers seen or from shipping literature), and the style of markings they used. The rarity of these marks on DWI stamps is appreciated by some DWI specialists because I have seen them bid high for them in auction; they are indeed much rarer than the HAPAG and New York "Steamship" or "Paquebot" marks.

1. Quebec and Gulf Ports S. S. Co. (1877-1885); Quebec S. S. Co. (1885-1917)
Boats: Bermuda, Caribbee, Fountabelle, Madiana, Muriel, Orinocco, Trinidad, Campana, Roraima, Pretoria, Miramichi, Guiana, Korona, Parima, Alhambra, Cascapedi, Flamborough, Hadji, Canima, Bahama, Sutherland.

Markings: Straightline purser's handstamps in serified capitals 3-8 mm high, in red, violet, maroon, or magenta. The marks of Caribbee and Fountabelle are commonest.

2. **Royal Mail Steam Packet Co. Ltd. (1841-)**

Shipboard marking of mail was apparently not done by this line prior to about 1906, when a series of special handstamps was issued to the pursers inscribed "Posted on the High Seas" (in most cases) and "R. M. S. P. (name of ship)", and the date. They are mostly oval cachets of large size, some fancy, but vary considerably. The types for each boat and dates of use are given in articles by Brig. Studd in *Seaposter*, vol. 10, nos. 1 and 3 (Jan.-Feb. May-June, 1948). They are very unusual on DWI stamps as the line was not calling frequently at St. Thomas after 1900.

3. **Atlas S. S. Co., Ltd. (1885-1901)**

This company was bought out by HAPAG in July 1901. Its pursers started using handstamps on loose letters as early as 1890 but only very sparingly until HAPAG took over, when they become quite common. The marks are catalogued in article by Stone on HAPAG, *Collectors Club Philatelist*, Jan. 1953 and July 1955. They are straightlines in various styles of type, some block letters, some serified capitals, some italic, usually enclosed in quotation marks, sometimes with a date separately struck; in red, violet, blue, maroon. Before 1901 known for only a few of the following boats: Ailsa, Andes, Alps, Altai, Adirondack, Athos, Atlas, Arran, Alpin, Allegheny, Alene, Alva, Albano, Alvena, Adula, Etna, Avila, Claribel, and Houssa.

4. **Trinidad Shipping and Trading Co. (G. Christall, Ltd.) (1890-1912)**

Boats: Maraval, Maracas, Matura, Grenada.

Markings: straightline handstamps in capitals (S. S. MARACAS), in blue, black, or red.

5. **U. S. and Brazils Mail S. S. Co. (May 1878-1893)**

Boats: City of Para (1878-82), City of Rio de Janeiro (1878-82), Advance (1883-93), Reliance (1883-84), Alliance (1886-93), Finance (1883-93) Seguranca (1890-93), Vigilancia (1890-93).

Markings: Straightline handstamps in various styles of type and size, mostly violet or black, extremely rare on stamps.

6. **Atlantic and Caribbean S. S. Co. (Red "D" Line) (1880-1917)**

Boats: Caracas (1881-), Merida (1880-), Philadelphia (1885-), Valencia (1885-), Venezuela (1885-), Maracaibo (1899-), Zulia (1900-), Curacao (1895-).

Markings: Handstamps in straightline styles, red or violet, extremely rare before 1900, some fairly frequent later on but not common on DWI stamps; pursers also had fancy flag or circular cachets with Red "D" device, seen on covers but not on stamps.

7. **French Line (Compagnie Générale Transatlantique) (1865-)**

See article in *Posthorn* by Stone, vol. 3, no. 2, April 1946. These are sea-post rather than purser marks.

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

A Postal History of Finland

Part II

by Eivind Eversen

Member of Bergens Filatelist Klub

Translated by Abr. Odjell

The Karta-Sigillatakontor, which had printed all the Finnish stamps since 1881, was completely reorganized in 1894 and its name changed to Finlands Stämpelkontor and the control of all official business was sharpened. The paper for postage stamps was now delivered by the Tervakoski paperworks and has the watermark in the sheet margin. Finlands Stämpelkontor received a new printing machine, for two colors and a new perforation machine, comb perforation 14x13.

Some of the postage stamps of 1889—5, 10, 20 and 25 penni—were reissued on a new paper, perforated 14x13. These stamps were used simultaneously with the 1889's and the Russian ring surcharged stamps. A new regulation of August 14th, 1900, prohibited the Finnish Arms postage stamps from being used for foreign mail. This order was repeated January 14th, 1901, for the inland mail. The Finnish Arms would now disappear from the postage stamps and outwardly Finland should cease to exist. This was in the time of Bobrikoff, the notorious Russian Governor General.

New postmarks came in 1894. We have barely mentioned that one circle postmarks was taken in use in 1856. They were 28 mm. More circle postmarks came later to succeed the worn out "boxmarks." In 1860 the size became something between 19 and 22 mm in diameter, all with the name in Swedish. Around 1870 came the two-circle postmark, size 19 to 29½ mm. In 1889 the postoffices of Tavastehus and Åbo used one-circle dotted postmarks. Åbo had a postmark which also had the name of the country "Åbo-Finland" in it. All postmarks up to 1889 had been without the cross-beam, but in 1894 new two-ring postmarks came with cross-beams and short vertical strokes (bars) and the postoffice name appeared in Swedish, Finnish and Russian. These postmarks were in use up to the Liberation in 1917, when they were replaced by Finnish postmarks. Cork cancellations of various kinds were also used, mostly on ships, and numeral postmarks were used by the letter-carriers. There is particularly one postmark that I would like to call your attention to, it is the two-circle marking reading "Poststyrelsens Räkenskapsafdelning". This is not a regular postal cancellation, it was used by the postal administration for accounting purposes. The prices for the mark and ruble values are reduced to half or a third when the stamps have this cancellation.

We mentioned that Finnish resistance against Russian power increased from the middle of the nineties during the governorship of Bobrikoff. The use of Russian postage stamps was sabotaged, but resistance was, of course, shown in many other ways. In 1899, for instance, Sibelius composed "Finlandia" (original name "Suomi") and as "Suomi" it appeared in Helsingfors. It was rewritten by Sibelius in 1900 and given its present name. The composition became a symbol for the Finnish resistance movement and the Russians hastily prohibited the playing of it. When the stamps with the Finnish arms became void on January 14, 1901 for interior postage, a black mourning stamp was printed privately. It had the Finnish arms and was inscribed Suomi (Finland). The stamp expressed the people's grief and pro-

test against the Russian encroachment on the Finnish Postal Administration. In reality it was a protest against the Russian rule as a whole. The mourning stamp was without postal value, the "1 penni" on the back was the price you paid and its income was for the national movement. As a matter of course it was prohibited by the Russians, but it saw considerable use. The public placed it on the front of their envelopes and the Russian postage stamps on the back side. This mourning stamp unused is of little value, most likely they are reprints. Used on corner or cancelled it may be different.

We are now at the 3rd or last period of the Finnish postage stamps while a Duchy. Outwardly Finland had ceased to exist as a country with postage stamps. As mentioned, all foreign mail had to use Russian stamps. For the inland mail it was decided that all postage stamps should have Finnish currency but the design should be the Russian one, also as to colors. The Postal administration became a subdivision of the Russian. Everything had to be approved by St. Petersburg. It is typical that the manager of Finland's Stämpelkontor and a representative of the house of Tilgman & Co., Helsingfors, were called to St. Petersburg in 1900 to discuss the production of the new Finnish-Russian double-eagle stamps. They were presented with proof prints to show what they should look like. The Finland's Stämpelkontor had in 1894 decided that from now on all clichés should be made within the country and it was Tilgman & Co. which received the commission this time. It was further decided that single clichés should not be made but blocks of 5x5 stamps. Tilgman & Co. delivered the order block matrix in 1900 and proofs were made of 5 penni—even with an issue of 200,000 stamps. However, the matrixes were so poorly made that all, except the 10 mark one, were rejected and new block matrixes were ordered from the firm of H. Berthold, Berlin. It was intended that the new double eagles should be issued on January 14th, 1901, when the Finnish Arms stamps should be withdrawn but the matrixes from Berlin could not be counted on to be on time. Then it was decided that a provisional issue should be made by Tilgman. He made them in lithography on chalked paper, as the quickest way of production. The 10 mark was made from the first matrix and surface printed also on chalked paper.

Now we have the following dates:

1. January 14th 1901, a surface printed proof issue of the 5 penni made from Tilgman's rejected matrix.
2. Medio January the lithographic stamps were ready also, the 10 mark in bookprint, all on chalked paper. It may be mentioned that the 1 mark value has the frame lithographed and the eagles in bookprint. (The lithographed issue.)
3. In the fall of 1901 the new block matrixes from Berthold, Berlin, arrived. Then the Finland's Stämpelkontor could go on with the printing and the stamps were issued between 1901 and 1903 (The Berlin print).
4. The plates of the 10 and 20 penni became worn out and new plates were ordered from Lilius & Hertzberg, Helsingfors. This, because the administration wanted to make another trial with inland production. It is the Helsingfors printing with the small arrow prints.

To begin with, these stamps were perforated with the 1894 machine but it adapted poorly to the size of the postage stamp. New perforation combs were then fixed whereby it could be used for the penni and 1 mark values. A new machine, 13½, was used for the 10 mark. In 1906 a new comb perforation machine, 14, was bought. All lithographed stamps are perforated 14x14½. The surface printed stamps from the Berlin and Helsingfors prints

are all perforated $14 \times 14\frac{1}{2}$ and 14, but the 2 penni only $14 \times 14\frac{1}{2}$.

In 1909 the design on the Russian stamps was altered for the lower values and the Finlanders had to follow with new eagle stamps in 1911. Beside the former values came a new 40 penni stamp for registered mail. The matrixes were made by Lilius & Hertzberg in blocks 5×5 . It proved after some use that the frameline of the 10 penni-stamps were joined too close so they ran into each other. The engraver was commissioned to straighten this out. It was done, but by some mistake the engraved lines were altered on the stamp. Stamps from this plate were placed in use in 1913. Again the engraver had to correct the mistake after which we have the perfect stamps with good space between the frameline and the shading in order. It will be correct to say that the 10 penni stamp has three issues, not types, as there were three different printings. The difference is easy to see. Both perforation machines were used. The $14 \times 14\frac{1}{2}$ is rare for the 5 and 40 penni. In 1915 a new 10 mark stamp was issued. It is surface printed with the Berthold plates, the color is now black/greenish-grey. The $13 \times 13\frac{1}{2}$ machine was by now worn out. It was during the war, and reserve parts from Germany were not to be had. Instead a line perforating stanza $14\frac{1}{4}$ was obtained and used for this stamp.

Let me finally point out two things of interest: The combination of Russian and Finnish stamps for the cover collector and Finnish postmarks on Russian stamps.

This is the end of the stamps of the duchy of Finland. The Russian revolution was followed by the freedom of Finland and the familiar Finnish Republican stamps.

List of literature:

- L. Linder, Finlands ovalmärkar.
- Kohl—Briefmarken Handbuch.
- Helsingfors Frimärka Förening—1943 and 1953.

"FROM GREENLAND"—

In his article in the October, 1958, issue of THE POSTHORN, Mr. John Romer states that the Royal Greenland Trading Company "carries outgoing letter mail from Greenland to Copenhagen—all completely free of charge." Very few things in this world are free of charge these days, and letters from Greenland to Copenhagen are not among them, for this free carriage was abolished twenty years ago. Indeed, the specific purpose of the Greenland postage stamps introduced towards the close of 1938 was to pay the postage on letters and other mail from Greenland to Denmark and other points overseas.

The special concessions allowing demonetized stamps to be used on mail from Greenland in 1927 and again in 1929 can hardly have been due to the Greenland Authority not having been "notified" of the demonetization, for the proposals received the fullest publicity in the Danish press well in advance. A more likely explanation is that there were at that time no post offices in Greenland at which obsolete stamps could be exchanged for current ones. In Denmark, holders of old stamps were given plenty of warning to

exchange them at any post office, free of charge. The Greenlanders had no such opportunity, and were therefore allowed to continue to use the obsolete stamps.

Danish can be a frightening language to non-Scandinavian eyes. However, it is not quite so bad as the printers of *The Posthorn* seem to indicate. Luckily, the true spelling of the text of the special "Stamps are valid" marking showed quite clearly on the illustration in the article.

—R. King-Farlow (H-7)

(Editor's Note: In order to cut costs, we have for some years had the printer do his own proof-reading. It is certainly unfortunate when errors do occur, however, I think we have been quite fortunate in that respect when I consider the ghastly mistakes that have appeared in other publications.)

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.

Norwegian Railroad and Steamship Stamps

by Frederick A. Brofos

Part IV

Having already covered the issues of the streetcar lines and suburban railroads of Norway, we will now move farther afield and examine the interesting railroad stamps produced by the various small, often privately financed, railroads which were built in many parts of the country.

Should you have any stamps or cancellations which are not mentioned, it would be of interest for us to receive a description for future publication.

I have thought it worthwhile to note the special Train Post Offices which were in operation on the lines we are covering and I have listed the various postmarks used to cancel the postage stamps on the mail. It should be noted, however, that I have heard of no case of a postmark appearing on any of the special railroad stamps. Special cancellations or manuscript markings were used at the stations of the various lines to cancel the railroad stamps, and I have listed whatever I have run into. Both the railroad stamps and cancellations were used only on parcels and other freight, **never on letters**. All mail had to carry the regular Government postage stamps at the usual rates and, when mailed on a train carrying a Train Post Office, it was cancelled by the regular Government T. P. O. postmarks.

The Trondhjem-Støren Railroad

A 53-kilometer long railroad was opened between Trondhjem and Støren on August 5, 1864. It was originally a narrow gauge line, but was rebuilt to wide gauge in connection with the new 158 kilometer long railroad between Dombås and Støren (built 1910-21 and opened in the latter year) and together they made up the important section of the Norwegian State Railway system called Dovrebanen. The original, private, company issued the first railroad stamps of Norway.



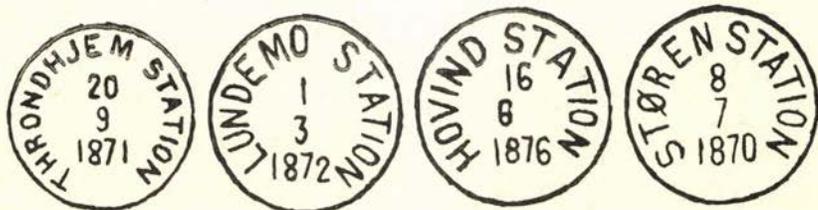
1870. The center of the design shows a locomotive of the period, facing left, above which is a band inscribed "PAKKE-FRIMAERKE." Another band, beneath the locomotive, read "TRONDHJEM-STØREN JERNBANE". In the four corners are squares showing the figure of value. Perforated 12½.

1. 2 skilling blue
 - a. Pair, imperforate vertically in middle
2. 4 skilling red

These stamps are much scarcer used than unused. Pairs and other multiples, used or unused, are seldom seen.

I have noticed five stamp types of both values. On the 2 skilling it is just a matter of certain dots here and there, but on the 4 skilling the corner squares with the figures of value vary in their alignment with the rest of the design and often cut into the arabesques. I don't know exactly how many stamps there were in a sheet, but it seems to me that there were at least ten. A horizontal pair I have of the 2 skilling shows two different stamp types, while a vertical pair shows two stamps of the same type.

These stamps were sold at the following stations along the line: Trondhjem, Selsøak, Heimdal, Melhuus, Kvaal, Ler, Lundemo, Hovind and Størea. The stamps were cancelled by special circular date stamps. I have so far seen those used at the stations of Trondhjem, Melhuus, Lundemo, Hovind and Støren. Black and sometimes greyish blue color was used. Manuscript cancellations also occur. I have seen "Støren 4/5 75" and "Lundemo 15/4 71".



The earliest circular cancellation I have is 8/7 1870, from Støren, and the latest is 16/6, 1876, from Hovind. The metal handstamp of Melhuus Station is, by the way, preserved today in the wonderful collections of the Norwegian Postal Museum in Oslo.

The Smaalens Railroad (Smaalensbanen)

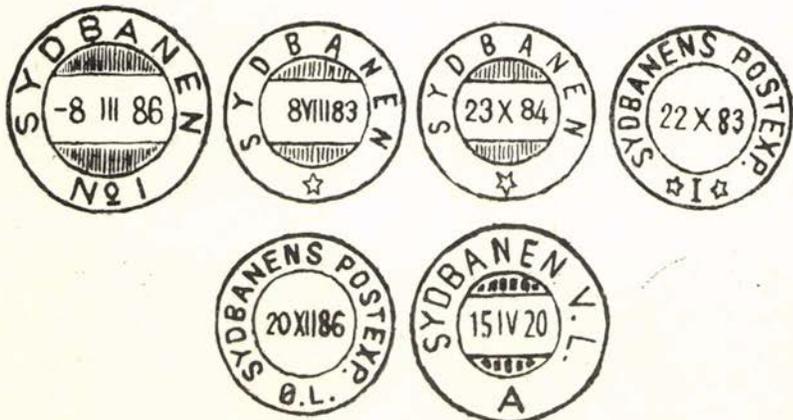
Smaalensbanen, also known as Sydbanen (Southern Railroad), was opened on January 2, 1879, between Christiania and Fredrikshald. On July 25, 1879, the line was extended to Graensen (Kornsjø) at the Swedish border.



1881. The design shows an old-fashioned locomotive within an oval on each side of which is "ØRE". Above the oval is the name "SMAALENS-" and below is "JERNBANEN". A large numeral "5" appears in the four corners. There is a remarkable variation in the perforation of these stamps, the range being 7, 8½, 9, 9½, 10, 10½, 11 and 12. Generally two and often three sides of a stamp have varying perforation. There were probably ten or twelve stamps in a sheet, arranged in two vertical rows of five or six stamps each. As the sheets have no separate margins, all the stamps in a sheet have one imperforate side, the four corner stamps each having two of these "straight edges". With the help of the imperforate edges and small variations in the design (plate flaws) the position of the various stamps in the sheet may be reconstructed. Typographed. I have seen the stamps cancelled by a pen cross and in one case by red pencil.

1. 5 øre black on white (wove paper)

Sydbanen Train Post Office was established at the time the line was opened in 1879. Quite a number of different postmarks have been used, so



I am just illustrating a few examples. After the opening of the eastern branch line Ski-Mysen-Sarpsborg, Sydbanen T. P. O. operated on both lines, and new postmarks were introduced with the identifying letters "Ø.L." (Eastern line) and "V.L." (Western line). From October 1, 1932, "Sydbanens" T.P.O. changed its name to "Østfoldbanens" T.P.O.

The Urskog-Hølands Railroad (Urskog-Hølandsbanen)

This railroad was opened to the public on October 19, 1896, and ran between the stations of Kjevli and Bjørkelangen. A couple of years later an extension was made from Bjørkelangen to Skulerud and that section was opened on December 15, 1898. A side-line from Kjevli to Sørumsand was opened on December 7, 1903. Towards the end of World War II (since January 1, 1945, to be exact) the railroad was taken over by the Government and incorporated into the Norwegian State Railway system. However, the Aurskog-Høland branch line, as it is now called, appears to be an unprofitable acquisition and the N. S. R. budget proposal for 1959-60 suggests that it be discontinued.

1896 (?) The stamp design shows the front view of an old locomotive and the figure of value in a circle in the center. Printed in sheets with margin tabs around the edges. Perforated 11.

1. 5 øre black and light blue
2. 10 øre black and yellow



Date ? Similar, but redrawn design. Smaller lettering in band. The "Ø" of "ØRE" has the cross-stroke pointing the wrong way. The letters "H B" in the four corners are now in solid black letters. Perf. 11.

3. 1 øre black

Date ? Provisionals. Red overprint.

4. 25 øre/1 øre black and red (3 overprint types)
5. 40 øre/5 øre black, light blue and red

The first issue has been seen cancelled in violet with a 1-line mark in lapidary letters reading "Urskog Hølandsbanen". Red pencil was also used for cancelling purposes. These stamps were later on replaced by the regular issues of the Norwegian State Railways.

A Train Post Office was established on December 15, 1898, and mail was postmarked with a Government postmark of the usual Swiss type (2 rings with date bridge and bars in the arches) reading "HØLANDSBANENS



POSTEXP." Later on a similar postmark was used, but reading "HØLANDS-BANENS POSTEKSP."

The Tønsberg-Eidsfos Railroad (Tønsberg-Eidsfosbanen)

On October 2, 1901, a 48-kilometer long railroad was opened from Tønsberg (on the Oslofjord) past Hillestad and on to Eidsfos at the southern end of Lake Ekern. The name of the line was changed on July 1, 1922, from "Tønsberg-Eidsfosbanen" to simply "Eidsfosbanen."



Date ? The design, similar to that used by Rjukanbanen, shows the numeral of value in the center, around which is a band inscribed "Tønsberg-Eidsfosbanen". Above this is a winged "wheel of transport" and below is the inscription "Jernbane-Frimærke" (i.e. Railroad Stamp). Numerals of value appear in the four corners within circles, connected by a border design of a railroad track. "Öre" is in the Swedish spelling. Perforated 11½. Lithographed in sheets with margin tabs around the sides.

1. 5 öre black and pale green
2. 10 öre black and pink
 - a) imperforated at top between stamp and margin tab
3. 50 öre black and pale ochre

I have not seen any used copies of the railroad stamps of this line, aside from those cancelled "Lierbanen" (where I have described and illustrated the marking).

Mail was at first taken care of by the train conductor. Later on, (in 1916?) a special Train Post Office was established and was in operation until June 13, 1939. In the course of that time, two different postmarks were used to cancel postage stamps. At first there was one reading "TØNSBERG-EIDSFOSBANEN" and later one reading "EIDSFOSBANEN". Both were in the usual Swiss type (2 rings with date bridge and bars in the arches).

The Rjukan Railroad (Rjukanbanen)

Railroad lines were opened on August 9, 1909 between Notodden-Tinnoset and between Mael-Rjukan. Since the end of 1911 the line has been run by electricity. On July 1, 1920, the section between Notodden and Tinnoset was incorporated into the Bratsberg line of the Norwegian State Railway system.



Date ? The design, similar to that used by Tønsberg-Eidsfosbanen, shows the numeral of value in the center, around which is a band with the company name. Above this is a winged "wheel of transport" and below is the inscription "Jernbane-Frimarke" (i.e. Railroad Stamp). Numerals of value appear in circles in the four corners, connected by a railroad track design. "Öre" is in the Swedish spelling. Perforated 11. Lithographed in sheets with margin tabs around the sides.

1. 5 öre black and pale green
2. 10 öre black and pink
3. 20 öre black and yellow ochre

As regards the size of the sheets, I have seen a horizontal strip of three stamps and a vertical strip of four—which indicates a sheet of at least twelve stamps.

I have seen these railroad stamps cancelled in violet with a marking reading "KASSERET" (i.e. Cancelled) in lapidar letters, above and below which are a row of seven X's.

X X X X X X X
 KASSERET
 X X X X X X X

A Train Post Office with a postal agent was established on the line from



October 10, 1909, and the postage stamps on mail were cancelled with a postmark in the Swiss type reading "RJUKANBANERNE". Later on, two other postmarks, also in the Swiss type, were used reading "RJUKANBANEN" and the letters A or B underneath. I have also seen a postmark in the Swiss type, but without the bars in the arches, reading "RJUKANBANEN" and the index letter A underneath.

The Lier Railroad (Lierbanen)

On September 1, 1904, a 21 kilometer long railroad was opened between Lier (in the drammen area) on past Muggerud and Sylling to Svangstrand on the Hølsfjord, the S. W. arm of the Tyrifjord.

I have not seen any used copies of the special railroad stamps of this line. However, I do have a couple of railroad stamps from Tønsberg-Eidsfosbanen which bear a violet one-line cancel reading "Lierbanen" in seriphed letters. How this occurred I don't know. Perhaps a mistake was made, as the stamps of the two lines did look much alike.

Lierbanen



Date ? The design of the stamps is curious in that, although the main part is similar to the stamps of Rjukanbanen and Tønsberg-Eidsfosbanen, the center part has been copied from the Norwegian State Railway stamps, type of 1897-1914. Perforated $11\frac{1}{2}$. Lithographed. "Øre" now in the Norwegian spelling. The number of background "rays" varies a bit.

1. 5 øre black and pale green
2. 10 øre black and pink
3. 50 øre black and pale ochre

As regards the size of the sheets, I have seen a vertical pair and a horizontal strip of five stamps—which indicates a sheet of at least ten stamps.

A Train Post Office on the Lier Railroad was established on August 1, 1919, but was closed down on September 1, 1924, the mail thereafter being taken care of by the train conductor. A postmark of the usual Swiss type (2 rings with date bridge and bars in the arches) reading "LIERBANEN" was used to cancel the postage stamps on the mail.

The Holmestrand-Vittingfos Railroad (Holmestrand-Vittingfosbanen)

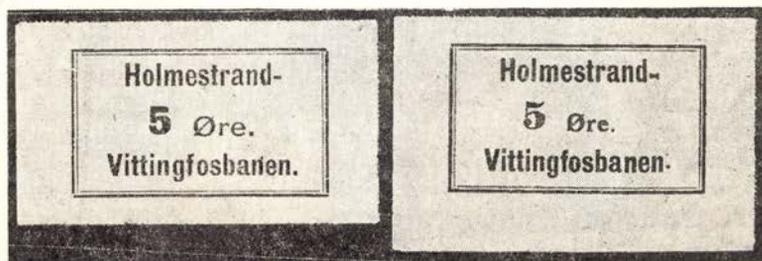
The 30-kilometer long railroad running from the quaint old town of Holmestrand, on the Oslofjord, past Hillestad and on to Vittingfos, was opened for traffic on October 1, 1902.



Date ? The simple design has the denomination in the center within a frame. Above and below this is the name of the company, which is also repeated on the sides but in abbreviated form. All this is surrounded by an outer, single line, frame. Typographed. Finely rouletted. The sheets are without separate margin and are imperforate along the edges. The stamps in the four corners each having two imperforate edges. Issued with glue on the back.

1. 5 øre black on green paper
2. 10 øre black on orange paper

1912? The denomination is in the center, above which is "Holmestrand-" and below "Vittingfosbanen." Around the edge is a double line frame. Typographed. Finely rouletted. The sheets are without separate margin tabs and marginal stamps are therefore imperforate on one side. Corner stamps have two imperforate edges of course. There is enough variation in the stamps to make it possible to reconstruct the sheets. There seem to have been forty stamps in a sheet, arranged four across and ten down. A group of twenty clichés was repeated twice in producing the sheet, so the two vertical columns of stamps at the left are the same as the two vertical columns on the right. However, the stamps can be distinguished from each other by the position of the imperforate edge or lack thereof. The arrangement of the various types in the sheet is the same for both the 5 and 10 øre values. Some of the prominent varieties are as follows: Position 1—spelling mistake "Vittingfosbanen." ("i" instead of "i"). Positions 9, 11, 17, 19—Bodoni "5". Position 19 also has "Øre" in a different, smaller, type face. Position 16 has just the "Ø" in the smaller type face. Position 4 has the top broken off the letter "b". These varieties all occur twice in a sheet apparently. I have not seen a complete sheet myself, however, so other differences may exist. Issued without glue on the back.



3. 5 øre black on thin blue paper
4. 10 øre black on thin yellow paper

Holmestrand - Vittingfos - banen.

Of cancellations on this 2nd issue, I have seen the one illustrated, in violet, as well as another marking, also in violet, reading "—nd V.B." in slanting seriphed letters and underneath "— FEB 1912". The first line is, of course, an abbreviation of the name of the railroad.

At first the mail, in sealed bags, was taken care of by the train conductor, and no postmark was used. On April 1, 1919, a Train Post Office with special postal agent (Pakmester) was established, but was discontinued some years later. From July 1, 1922, the name of the line was abbreviated to "Hvittingfossbanen". The two postmarks that were used read "VITTINGFOSSBANEN" and "HVITTINGFOSSBANEN". Both are of the usual Swiss type (2 rings with date-bridge and bars in the arches).

The Thamshavn Railroad (Thamshavnbanen)

On July 10, 1908, this little railroad, up in the Trondheim area, was opened between Thamshavn and Svorkmo. On August 15, 1910, the line was extended from Svorkmo to Løkken. The line, sometimes called "Orkedalsbanen" after the name of the valley, is only about 5 kilometers long. The trains are electrically operated.



Date ? Inscribed with company name, value and "FRIMERKE GODS". Inscriptions in black together with a control number in red and a fancy ornament underprint in pale blue. Printed in coils by Fabritius, Oslo. Perforated 11 at top and bottom, imperforate along the sides.

1. 25 øre black, red and pale blue

There was no Train Post Office, and any mail was taken care of by the train conductor.

(to be continued)

A correction should be made on page 46 of the July 1958 issue. The list

of the Ekeberg Railroad stamps should be changed as follows: Strike out the stamps listed as nos. 9 and 10, and add:

9. 50 øre black and yellow (red control numbers)
10. 100 øre black and mauve (red control numbers)
11. 200 øre black and red (black control numbers)

The stamps previously listed as nos. 11 to 25 should now be renumbered 12 to 26.

For Your Information

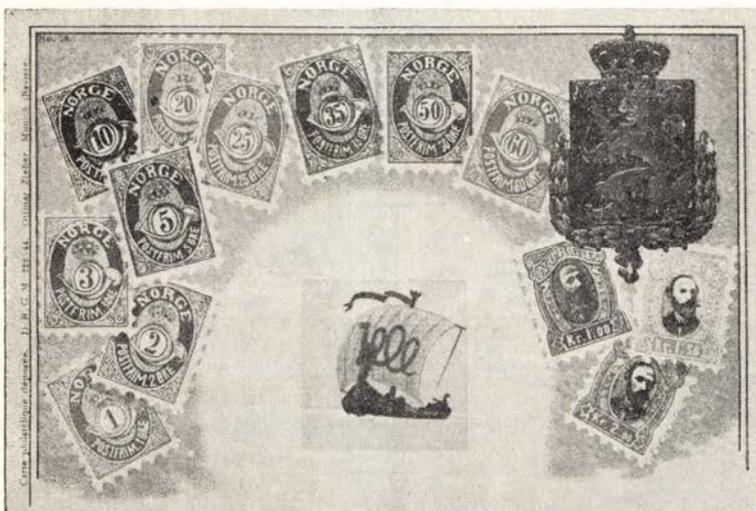
In the July, 1958, issue we wrote about the Bergen Filatelist Klub and P. P. P. (People to People Partnership). Now we have heard from a Swedish stamp club who would also like to participate, so those of you who would like to make some new friends overseas should get in touch with Mr. Henning Håkansson, Frimärksforeningen Vattenmärket, Disponentgatan 14 b, Malmö C, Sweden.

Tryggve Larssen is collecting stamps to be sold in bulk for the benefit of tubercular children in Norway. Contributions will be welcome. Address: T. Larssen, 111-39 146th Street, Jamaica 35, N. Y.

"Postal History of Iceland" is an interesting little booklet compiled by M. Steffanson of Reykjavik. It is available at \$1 from Van Dahl Publications, Inc., Box 493, Albany, Oregon. Also with special first day cancel tied to two beautiful 1951 commemoratives inside cover page at \$2.00.

The first national exhibition and convention of the American Society of Polar Philatelists will take place at the Park Sheraton Hotel, New York City, February 27-March 1, 1959. This should be of particular interest to those of you who collect Polar flights, Greenland, Spitzbergen and Scandinavian Arctic postoffices. Entry forms available from Exhib. Chrm. N. D. Josephson, 83 Forest St., New Britain, Conn.





These attractive postcards are from a set of about 45 cards showing the Coat of Arms and stamps of various countries. They are embossed and really very colorful. I am told that they used to be quite common, but one doesn't see them around often nowadays anymore. The postcards were produced by Ottmar Zieher of Munich, Bavaria, under German copyright no. 222,744. Similar colorful cards, showing the Coat of Arms and stamps of various countries together with children in national costume, had previously (ca. 1880) been published by D. Hutinet, Paris. However they were not embossed and were meant for mounting in albums rather than to be used as postcards. Zieher's products had a blank space for messages in the center of the cards, but this was sometimes filled in with pictures elsewhere along the line (like those illustrated here). The card with the Swedish stamps shows the Arms of the dual monarchy of Sweden-Norway, so the cards appear to have been made at least before 1905. There were probably also cards for Denmark, Finland and Iceland, and if any of you have them, I think it would be nice to illustrate them too, so please get in touch with me. (Editor)

Recent and Prospective Issues of Scandinavia



FINLAND issued on October 31, 1958 a new 34 mark airmail stamp in blue, showing an airplane above a lake landscape. It was designed by Olavi Vepsäläinen and engraved by R. Achrén.

Three Red Cross semi-postal stamps were issued on November 20, 1958, with berry designs by S. Hammarsten-Jansson.

10+2 Mk. Cloudberry (500,000 printed). Engraved by S. Rönnberg.

20+3 Mk. Cowberry (400,000 printed). Engraved by R. Achren.

30+5 Mk. Blueberry (400,000 printed). Engraved by E. Paakari.

On January 2, 1959, the 25 marks stamp of the current series was issued in violet. Previously it had been blue.

A stamp will be issued on January 19, 1959, to commemorate the centenary of the Finnish Missionary Society. The 30 Mk. stamp will have an issue of 2 million and will show a Christ monogram and a globe upon which is marked off the most important areas of Finnish missionary activity. The stamp was designed by O. Vepsäläinen and engraved by R. Achren.



ICELAND issued on December 1, 1958, two stamps to commemorate the 40th anniversary of the Icelandic flag. The values are 3.50 kr. and 50 kr. Both will be printed in red and blue color in sheets of 50 stamps. The low value will be issued in a quantity of 1 million stamps, the high value with only 250,000. A. Sveinbjörnsson, Reykjavik, designed the stamps and de la Rue & Co., of London, printed them.

Two new stamps, showing the old Icelandic Government Building, were issued on December 9, 1958. The Swiss firm of Courvoisier S. A., La Chaux de Fonds, printed the stamps—2 kr. in green and 4 kr. in reddish brown.

As of January 1, 1959, the following postage stamps became obsolete:

- 1931-37 "Gullfoss." 5, 20, 35, 60, 65 and 75 aurar.
- 1933 Charity stamps. 10+10, 20+20, 35+25 and 50+25 aurar.
- 1938-48 "Geysir." 15, 20, 35, 40, 45, 50, 60 aurar and 1 krona.
- 1939-50 "Cod and Hering." 1, 3, 5, 7, 10, 12, 25, 35 and 50 aurar.
- 1939-48 "Porfinnur Karlsefni." 2, 5 and 10 kronur.
- 1947 Airmail stamps. 15, 30, 75 aurar, 1, 2, and 3 kronur.
- 1948 "Hekla." 12, 25, 35, 50, 60 aurar, 1 and 10 kronur.
- 1949 "UPU." 25, 35, 60 aurar and 2 kronur.
- 1954 "Hannes Hafstein." 1.25, 2.45, and 5 kronur.
- 1954 5 aur. overprinted on 35 aurar "Hekla."

These stamps can be exchanged at all Icelandic postoffices for valid stamps according to face value.

NORWAY will issue on January 12, 1959, a new set of Kroner values. The design, by Johs. Haukland, shows King Olav V. The values and colors are kr. 1.00 green, kr. 1.50 blue, kr. 2.00 red, kr. 5.00 violet and kr. 10.00 yellow. This is the first time that Norway has issued a stamp over kr. 5.00 in value. Perforated 13 and printed by Emil Moestua A/S, Oslo, in sheets of 100



stamps on unwatermarked paper from Alvøen Paper factory.

In September, 1958, the remainders of the 35 øre lettercard were revalued to 45 øre by printing an additional 10 øre stamp (Posthorn type).



SWEDEN issued on January 1, 1959, two stamps for the 50th anniversary of the Swedish State Power Board. L. Gram designed the 30 öre, red, stamp, which shows a power line for 380,000 volts, symbolizing the distribution of hydro-electric power, and A. Wallhorn engraved it. The 90 öre, blue, stamp shows a hydro-electric plant with more water than the turbines can use and consequently letting out the excess water through the water gates of the dam. It was designed by T. Hörlin and engraved by S. Ewert. Both stamps are furnished in coils of 100 stamps (perf. on two sides). The 30 öre value is also sold in booklets of 20 stamps (perf. on three sides).

Three new stamps were issued for the centenary of the birth of the writer Selma Lagerlöf, November 20, 1958, a 20 öre red, 30 öre blue, and 80 öre olive-green. The design, by S. Åsberg, shows the writer, and was based on a bust made by the sculptor G. Malmquist. The engraving was done by Sven Ewert. The stamps were made into coils of 100 (perf. on two sides). The two low values also in booklets (3 sides perf.).

1959 CLUB DUES

Dues are still only \$3.00 per year for Resident Members and \$2.00 per year for Non-resident and Foreign Members. Please remit to our Treasurer, Tryggve Larssen, 111-39 146th St., Jamaica 35, N. Y.

**TENTATIVE PROGRAM SCHEDULE
FOR THE 1959 S. C. C. MEETINGS IN NEW YORK**

- Jan. 22(?). Members competition.
Feb. 11. Eric Kindquist: Printing Papers of Sweden.
Mar. 11. A. L. Rydquist: Sweden.
Apr. 8. R. W. Scherer: Iceland. (Joint meeting with Masonic Stamp Club).
May 13. R. E. Anderson.
June 10. (Open)
Picnic (probable date 3rd Saturday in June)
Sept. 9. Swap Night & Members Dinner.
Oct. 14. Dr. and Mrs. Stericker: D. W. I. and Finland.
Nov. 11. Denmark Night—Messrs. Windfeld-Hansen and C. E. Buyer.
Nov. Auction Sale.
Dec. 9. Election and Committee Reports.

This schedule is subject to change, the Program Chairman says.

Notes from the Editor

Well, here we are in 1959! I trust that this new year will bring forth many interesting articles for "The Posthorn." The more of you who write in, the more varied the contents of the magazine is liable to be, of course. In the meantime I am keeping the ship afloat single-handed. The four "Associate Editor" positions are vacant, and I will be glad to hear from anyone interested in active participation.

I would like to have a complete set of the magazine which I edit, and I find that I lack just two issues, namely Vol. 2 no. 1, and Vol. 3 no. 3. Can anyone oblige?

OFFICERS FOR 1959

The following club officers for 1959 were elected at the meeting of December 10, 1958:

President: I. E. Black
Vice President: C. Werenskold
Secretary: R. A. Helm
Treasurer: T. Larssen
Librarian: T. Larssen
To serve on the Board of Governors: D. Summerfield

NEW MEMBERS

- 826 Erik Hemmingsen, 510 Clarendon St., Syracuse 10, N. Y.
 827 Robert C. Gross, 1452 Marcia Road, Memphis 17, Tenn.
 828 K. E. Farb, 611 Fillmore St., Gary, Indiana.
 829 Harold C. Brown, 1210 Talley Road, Wilmington 3, Del. (Scand.)
 830 Karl E. Atterling, 2916 Bergenline Ave., Union City, N. J.
 831 B. E. Saarinen, Siltak 10, Joensuu, Finland. ((Finland, Scandinavian Revenues, Railroad and Ship stamps)
 832 Henrik Pollak, 37-20 27th Street, Jackson Heights 72, N. Y. (Scand.)
 833 Floyd Wiklund, 909 13th St. South, Virginia, Minn. (Scand.)
 834 H. H. Bookhout, 25 Burhans Place, Delmar, N. Y. (Denmark)
 835 E. R. Gunter, 8865 Syble Dr., Baton Rouge, La. (Scand., USA)
 837 Axel Heilborn, 1020 Creekside Drive, Niagara Falls, N. Y.
 R-839 Max H. Bass, 10 Devonshire Lane, Great Neck, L. I., N. Y.

REINSTATEMENTS

- R-745 Frank O. Hansen, 85-35 67th Road, Forest Hills, L. I., N. Y.
 193 Leon N. Webster, 74 Talcott Ave., West Springfield, Mass.
 539 Arthur M. Sheldon, 86 Woodmont St., West Springfield, Mass.
 623 A. Tholl, Hervigsgade 13, Kalundborg, Denmark.
 687 Johan Lyder von Tangen, Postboks 1099, Bergen, Norway.

NEW ADDRESSES

- W. T. Shin, Jr., 217 Kelton St., Apt. 14, Allston 34, Boston, Mass.
 Peter Olsen, 1310 B. Street, Lincoln, Nebr.
 Erik Arctander, 441 Linden Ave., Apt. 4, Long Beach 12, Calif.
 Willard S. Johnson, 16616 Elm Drive, Hopkins, Minn.
 E. O. Boyer, 1807 Kenwood Parkway, Minneapolis, Minn.
 Capt. F. G. Olausen, 312 Aster St., Upland, Calif.
 Robert G. Stone, Box 384, Route #3, Belleville, Ill.

Send news and articles in to The Posthorn!

THE POSTHORN

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

Staff Photographer: Arthur I. Heim

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