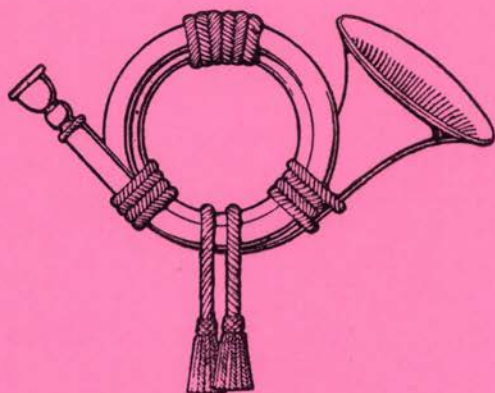


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The
POSTHORN

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THE POSTHORN

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Editor: Robert A. Helm, 349 Sound Beach Ave., Old Greenwich, CT 06870
to whom all material and communications concerning *The Posthorn*,
except advertising, should be sent.

Associate Editors: Carl H. Werenskiold, Harlan W. Miller (Layout),
Helen A. Helm (Copy and Galley)

Photographic Consultant: Larry McBrearty, 296 Park Ave., Yonkers, N. Y.

Business Manager: Don Halpern, P. O. Box 26, Murray Hill, NJ 07974

OFFICERS

President—Robert Frigstad, 2131 Lakeaires Blvd., White Bear, MN 55110

Vice President — Donald Halpern, P. O. Box 26, Murray Hill, NJ 07974

Secretary — Fred Bloedow, 5065 North Wolcott Street, Chicago, IL 60640

Treasurer — William Pieper, 22 Rice Creek Way, Minneapolis, MN 55432

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Posthorn I Watermarks In Norwegian Stamps

By Carl H. Werenskiold (H-10)

The Norwegian stamps of the period 1872-1938, with a few exceptions, were provided with posthorn watermarks. The watermark, in most cases, is of the open form indicated as Posthorn I in *Norgeskatalogen* (The Norwegian Catalog). In a lesser number of cases (in 1882-1886) we find the massive watermarks, II, III and IV, likewise shown in the catalog. Of these, Posthorn I is a so-called genuine watermark,¹ produced in the wet paper pulp on the paper machine with the aid of a so-called dandy-roll or egoutteur, as explained below. Posthorns II, III and IV, on the other hand, are so-called impressed imitation watermarks,¹ produced by impression in the more or less dry paper. We shall, in this article, be concerned with Posthorn I watermark only.

In the Fourdrinier paper machine, the wet paper pulp is conveyed forward on an endless belt of tightly woven metal cloth. At a point where the pulp is still quite wet, it is pressed from above by a rotating dandy-roll, or egoutteur. A design made of wire "bits" may be soldered onto the dandy-roll, and the paper will then show corresponding watermarks by sideways displacement of the paper fibers in the wet pulp. The roll must be adjusted for accurate pressure to produce satisfactory watermarks. The paper is then gradually dried on the machine, and retains the watermark as translucent thinnings in the paper.

The Handbook² mentions the existence of two dandy-rolls at the Postmuseum in Oslo, Norway, and illustrates part of one of these.

In August 1964, when my good friend J. Richter Salvesen was on vacation in Norway, I asked him to visit the Postmuseum in Oslo to study certain objects exhibited there, among them the two dandy-rolls referred to in the Handbook,² in order to learn about them in greater detail.

On examining the dandy-rolls, Salvesen made the entirely unexpected, but most interesting discovery, that the wire "bits" for the watermark designs on the two rolls differed considerably, although they were both clearly related to the open Posthorn I watermark illustrated in *Norgeskatalogen*. Salvesen recorded various measurements and markings on the dandy-rolls, photographed the posthorn parts, and took rubbings of them, using white paper with carbon paper. He has since that time endeavored, through extensive correspondence and personal contacts, to develop additional information of interest, and has generously shared his findings with me.

Fig. 1 shows the relationship between the watermark design shown in *Norgeskatalogen* and the designs on the two dandy-rolls in the Postmuseum. This relationship will be discussed later in this article.

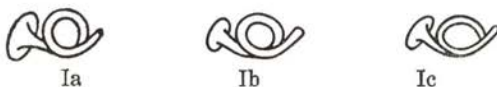


Fig. 1. The watermark designs.

Ia is the form shown as I in *Norgeskatalogen*

Ib is the form shown on one Postmuseum dandy-roll

Ic is the form shown on the other Postmuseum dandy-roll, and illustrated in the Handbook.

The dandy-rolls in the Postmuseum will be referred to here as Ib and Ic in conformity with the designs of their watermark wire "bits."

Dandy-Roll Ib

Diameter: 15 cm.

Length, excluding shaft ends: 174.9 cm.

Length, covered by metal cloth: 173.5 cm.

Length, part of cloth covered with watermark bits: 163.8 cm.

Markings: A. Kufferath, Mariaweiler.

N. 12724

Manufacturer: A. Kufferath, Mariaweiler (near Düren), Rheinland, W. Germ.

Shipped to: Alvöens Papirfabrik A/S, Bergen, Norway.

Shipping date: May 21, 1937.

Number of watermark bits: Lengthwise 83, Circumferentially 20, Total 1660.

Dimensions and spacing of watermark bits, average:

Lengthwise 1 bit 13.1 mm

Lengthwise 1 space 6.7 mm.

Lengthwise 1 bit and 1 space 19.8 mm.

Circumferentially 1 bit 6.0 mm.

Circumferentially 1 space 17.7 mm.

Circumferentially 1 bit and 1 space 23.7 mm.

Dandy-Roll Ic

Diameter: 10 cm.

Length, excluding shaft ends: 174.2 cm.

Length, covered by metal cloth: 173.6 cm.

Length, part of cloth covered with watermark bits: 148.7 cm.

Markings: B4215

A3

B1893

Manufacturer: Not known, probably Marshall Egoutteur Co., London.

Shipped to: Not known, probably Alvöens Papirfabrik A/S, Bergen, Norway.

Shipping date: Not known.

Number of watermark bits: Lengthwise 75, Circumferentially 14, Total 1050.

Dimensions and spacing of watermark bits, average:

Lengthwise 1 bit 13.1 mm.

Lengthwise 1 space 6.8 mm.

Lengthwise 1 bit and 1 space 19.9 mm.

Circumferentially 1 bit 5.7 mm.

Circumferentially 1 space 16.9 mm.

Circumferentially 1 bit and 1 space 22.6 mm.

Paper for Norwegian stamps, with variations of Posthorn I watermark, was delivered by the following concerns during approximately the periods of time indicated:

1871-1878 and 1887-1890 Bentse Brug, Christiania (now Oslo)

1890-1897 Alvöens Papirfabrik A/S, Bergen, Norway

1898-1905 (Helbut & Co., Hamburg, see below)

1905-1938 Alvöens Papirfabrik A/S, Bergen, Norway

1922-1938 Hamang Papirfabrik A/S, Sandvika near Oslo, Norway.

Hellbuth & Co. was originally mentioned briefly in "Norges Frimerker 1855-1914," p. 56, as the agent for the stamp paper of 1898-1905. Very thorough investigations by several competent Norwegian philatelists have failed, however, to provide any support for that statement, which thus appears to be due to some misunderstanding. It would appear more reasonable to assume that the paper was purchased on the home market, since "wood-free" printing paper was subject at that time to an import tax of kr. 30.— per 1000 kg.³ I have been advised by D. G. Thuesen, Oslo, that Helbut & Co., Hamburg, is listed as 'Papiergrosshandlung' (paper wholesaler) in C. Regenhardt: Fabrik-

anten und Exportwaren Lexikon, 1885. The spelling "Hellbuth" thus appears to be erroneous.

The use of watermarks on Norwegian stamps was discontinued after 1938.

The efforts to secure further information on the history of these two dandy-rolls, through correspondence and personal contacts, have unfortunately resulted mostly in disappointments. It has become increasingly evident that it will not likely be possible to develop much further factual knowledge. This is in part due to the circumstance that the files of the dandy-roll manufacturers and the paper manufacturers for the period before 1938 are either incomplete or no longer available, some even having been lost by fire. Furthermore, the operators involved in the manufacture of the watermarked stamp paper in those "old" days are no longer available, or do not recall the details now desired. The various contacts for information have thus resulted largely in opinions about possibilities rather than in facts useful in reconstructing the history of the two dandy-rolls.

It is of importance, in connection with the discussion later on in this article, to keep in mind the paper widths of the Fourdrinier paper machines of the above paper manufacturers. A short resumé is therefore presented here:

Bentse⁴ a. 152 cm (60") machine installed 1838, improved 1856, was still working in late 1830's, sold 1890 to Böhnsdalen Fabrikker.

b. 244 cm. (96") machine installed 1865 (English manuf.)

c. 244 cm (96") machine installed about 1875 (Norwegian manuf.)

d. 254 cm. (100") machine installed 1889. Name changed 1891 to A/S Akersevelen Papirfabrik. Operations discontinued 1893.

Alvöen⁵ 150 cm. (59") machine installed 1864.

Helbut No information.

Hamang⁵ a. 216 cm. (85")

b. 228 cm. (90")

The length of the dandy-roll depends on the width of the paper machine, i.e. the width of the metal cloth on the machine. The dandy-roll should extend 50-100 mm. beyond the edges of the metal cloth.⁶ A dandy-roll shorter than the width of the metal cloth should not be used, since it will damage the cloth during operation of the paper machine.⁶

The author has made a reasonably thorough investigation of the Posthorn I watermarks in Norwegian stamps of the periods 1872-1878 and 1887-1938. (We are not concerned, in this article, with the impressed imitation watermarks Posthorn II, III and IV of the period 1882-1886).

The results of this investigation are described below. Some of the explanatory notes represent the personal views of the author in the absence of factual proof.

Ia Watermark (Ia in above Fig. 1, and I in Norgeskatalogen).

This watermark, in minor variations, is found in stamps of the periods 1872-1878 and 1887-1936. The watermark is usually horizontal, but occasionally vertical, depending on how the paper was cut into sheets in relation to the long direction of the stamp. The eight possible positions or orientations shown in Norgeskatalogen depend on how the sheets were fed to the press.

The original dandy-roll is mentioned by Anderssen⁷ as follows (in translation):

"This watermark has been produced in the paper, during its manufacture, by means of the 'dandy-roll,' for the purchase of which the Department paid in 1871, and which later, with some exceptions, was transferred to the paper manufacturers receiving contracts for delivery of the paper."

In the absence of actual proof, it is reasonable to assume that this original dandy-roll was used on the Bentse 152 cm. (60") machine, inasmuch as the paper delivery was taken over by Alvöen in 1890, the year the Bentse 152 cm. (60") machine was sold. It also appears reasonable to assume that the dandy-roll, being of no further use at Bentse, was then transferred to Alvöen and used there on the 150 cm. (59") machine. It should be noted that a dandy-roll of about 175 cm. length would be quite suitable for use on paper machines of 150-152 cm. (59-60") width, since the dandy-roll would extend for a proper distance beyond both sides of the metal cloth of such machines.

It is known that some of the watermark "bits" soldered onto the dandy-roll cloth were gradually getting loose and dropping off, as noted by the strange watermark positions on some Nk 77II and Nk 79 stamps,⁸ cancelled 1907-1909. It is therefore obvious that the dandy-roll would have to be repaired from time to time, involving "reclotting," renewal of the metal cloth and the watermark "bits," but not the frame. Such a repair in 1910 by Marshall Egoutteur Co., London, is actually mentioned in the Alvöen files, and it may be assumed that one or more such repairs may have been made at other times. The B4215 and B1893 markings on the Ic dandy-roll at the Postmuseum may very well refer to the original Bentse roll and a renewal thereof.

Both Alvöen and Hamang delivered massive quantities of stamp paper with watermark Ia, more or less simultaneously in the period 1922-1936. It therefore appears that both Alvöen and Hamang may have had their own separate dandy-rolls of proper lengths, with watermark Ia designs during that period.

The Ia watermarks in the stamps of the period 1872-1936 are somewhat lacking in uniformity, but are, on an average, well represented by the illustration in Norgeskatalogen. These watermarks are also frequently on a decided slant against the horizontal and vertical of the stamps, particularly in the Bentse periods, which supports the assumption of several repairs of the dandy-roll.

Ib Watermark (as in Fig. 1).

The Ib watermark is easily distinguished from the Ia form by the distinctly greater distance between the two curved outlines of the posthorn loop and the resulting small, almost circular space within the loop. The end of the mouthpiece is also usually wide and squarish. These watermarks are very uniform, arranged neatly in line, and not on a slant.

The Ib watermark is found consistently in the stamps of 1937-1938, on both Alvöen and Hamang paper. The issues involved are:

Hamang paper: Nk 197-211 (Posthorn and Lion)

Nk 212 (Air Mail II)

Nk 213-216 (Haakon VII, krone values)

Nk 217-219 (Tourist)

Alvöen paper: Nk 223-224 (North Cape II)

Nk Official 29-39

The Ib dandy-roll was shipped by Kufferath to Alvöen May 21, 1937, and there can be little doubt that this dandy-roll was used at Alvöen for the 1937-1938 paper deliveries.

The situation with regard to Hamang is less clear. However, since the Hamang paper carries watermarks of the same form, and the paper deliveries were more or less simultaneous with those from Alvöen, it seems reasonable to assume, in the absence of factual proof, that Hamang must have had a corresponding dandy-roll of length suitable for one of their paper machines

It has been said that Hamang usually order their dandy-rolls from Kufferath.

The occurrence of the Ib watermark in Norwegian stamps of 1937-1938 has been checked carefully by the author, both as to appearance and measurements of size and spacings horizontally and vertically. It must be realized, however, that small allowances must be made for dimensional changes in the paper from the wet to the dry condition. This means that there will be corresponding **very small differences** between the measurements on the dandy-roll (as shown in the rubbings) and on the stamps. Horizontally, a shrinkage was found of about 4%. Vertically, a variable stretch was found, up to about 7% in accordance with the "draw" on the paper in the machine on one hand, and a counteracting shrinkage to the dry state on the other. These small changes are quite in harmony with the examples reported in the literature.³

Ic Watermark (Ic in Fig. 1, and illustrated in the Handbook²).

The watermark bits of the Ic dandy-roll are very uniform, arranged neatly in line, and not on a slant. The space inside the posthorn loop is elliptical, almost lenticular. The bell of the horn is usually inclined more than in Ia, and the outer part of the oval meets the mouthpiece part at almost a right angle, with little or no inward curvature.

A very careful search by the author has failed to show this watermark in the stamps. The reason for the apparent non-use of the Ic dandy-roll may be that the use of the Ib dandy-roll was preferred due to its greater diameter, which would permit the paper machine to run at a greater, more efficient speed.

Recommendation

In view of the considerable difference in form of watermarks Posthorn Ia and Ib, it is recommended that future editions of Norgeskatalogen list and illustrate these two forms **separately** in place of only the present Posthorn I.

This recommendation does **not include Ic**, since that form has not been shown to have been used as watermark in Norwegian stamps.

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2. Håndbok over Norges Frimerker, I, p. 20.
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4. Papir-Journalen 1938, nr. 12, p. 148, and nr. 14, p. 171-173.
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6. W. Kufferath, Wochenblatt für Papierfabrikation 1970, p. 330.
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8. Frimerke-Kontakt 1956, nr. 2, p. 3 and 11.
9. W. Kufferath, Wochenblatt für Papierfabrikation 1970, p. 400.

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The Landing On Jan Mayen Island

SCC'er Solves 60 Year Old Riddle

By Sven Åhman (#936)

Postal mysteries sometimes take long to be resolved. One SCC member who can testify to this is Per Houeland (SCC #924), a Norwegian ship radio operator who is well known to many members of Chapters 7 and 9 from the years when his ships called at New York and other Atlantic Coast ports. I met him recently in my own home town, Gothenburg, when he was on his way from a vacation in Haugesund to the Far East, and he told me a story of how the purest fluke led him to the solution of an Icelandic philatelic riddle which had remained unsolved for well over sixty years, and not for lack of effort.

In the mid-sixties the late Dave Summerfield, whom many SCC members still remember as the enthusiast of enthusiasts about anything connected with Iceland, came to Houeland with two photos. They showed the front and the back of a cover franked with Icelandic stamps of the 1902 Christian IX and the 1907 "Double Head" issues, all cancelled with a boxed cachet bearing the two-line text "JAN MAYEN EXPEDITION." Could Per help Dave find out what this was?

Summerfield had apparently obtained the photos from Angus Parker, the British Icelandic expert, who in 1964 described this letter and one other with the same marking in a talk to the J. P. S., later reprinted in *The Stamp Lover of May*, 1965 (Vol. 57, No. 3).

Parker himself had not been able to find out much about these covers or the expedition from which they stemmed. "This," he said, "appears to have been a joint private British and Swedish Expedition, organized to the Norwegian Arctic Island of Jan Mayen in 1911, but little is known about it. . . It is believed that the expedition was not strongly financed nor equipped."

Parker believed that very little was accomplished and said that the two covers he described were the only ones known to him, "though surely others must exist." A pair of loose adhesives had passed through his hands some years before, but otherwise the two covers he described were the only ones discovered until that time.

They were:

- (1) Cover to Mrs. F. Lisle Bentham in Yorkshire, England, bearing 5 pairs and 6 singles of the 1907-08 issue all with boxed cachet "JAN MAYEN / EXPEDITION" in violet and cancelled at Seydisfjörður on 13 August 1911.
- (2) Cover to Denton Hepworth in London, England, bearing a block of nine and three singles of the 1902-04 issue, and nine singles of the 1907-08 issue with the same cachets (also in violet) and cancelled at Seydisfjörður on 8 August 1911.

"From the descriptions they sound philatelic," Parker remarks, "but such frankings are typical of tourist or souvenir covers of their day." He notes that the cover to Mrs. Bentham was opened very roughly—not exactly indicative of philatelic interest on the part of the receiver—and he had found out that Bentham and Hepworth were the names of two of the British members of the expedition (actually there were two Benthams, as Houeland can now document).

For several years, Houeland carried Summerfield's photos of the second of the letters listed by Parker on voyages that took him to many European ports where he knows both dealers and collectors. He made enquiries in Ant-

werp, Rotterdam, Hamburg, Bremen, and other ports where his ships called, but nowhere could anyone answer his questions. Some people were familiar with what Parker had published, but beyond that—nothing. Houeland even spent some time at the Norwegian Polar Institute in Oslo, but after searching its files their librarian also reported a blank.

A Red Light Turned to Green

"And then one day walking along a street in Oslo I was stopped by a red light at an intersection," Houeland told me last Sunday (22 June 1975). "On that very corner one of the best second-hand book-stores in Oslo, Cappelen's, is situated. In a box placed on the sidewalk there were lots of old books displayed. I looked idly at the titles—but even before the light changed to green I was not idle any more."

"A thin, paperbound volume in Swedish caught my eye. Its title, translated, read: 'With Germans and Englishmen to JAN MAYEN—diary notes from a polar expedition that failed.'"

"The cover carried a full-length photo of the author, a man with a long beard, in top boots and a fur hat, standing on a ship's deck, with a young boy in a cloth cap and high boots beside him (his son, as it turned out)."

"The name of the author was Axel Klinckowström—a naturalist, globe-trotter, author, playwright and well-known wit in his day, as I later found out. His jovial personality had endeared him to thousands of friends, who never called him anything but 'Klinkan' (The Clink)."

(With a gigantic high-ball in one hand he is the subject of one of the best-known oil-paintings by the great Swedish artist Anders Zorn, who on visits to America painted two United States presidents, Grover Cleveland and William Howard Taft. Zorn's portrait of "The Clink" now hangs in the National Museum in Stockholm.)

"Leafing through the book while standing on the sidewalk, I found on the very first page an account of how 'The Clink' had received, at New Year's in 1911, a letter from J. Foster Stackhouse, an English friend he had met earlier while roaming through Iceland. The letter invited 'The Clink' and his young son, Harald, to join an expedition in the coming summer to Jan Mayen and to Mewenklint, an uninhabited rock just north of the island."

"It took 'The Clink' just about ten minutes to accept the invitation, he relates, and, as I turned the leaf to page 2, I found him saying that, in the ensuing correspondence, Stackhouse began using paper with the stamped letter-head "Jan Mayen Expedition 1911" as early as March. Needless to say, Cappelen's made a sale almost before the traffic light had had time to change."

"No Church, No Ship"

The book made interesting reading, as Houeland settled down with it. "The Clink" was listed as the zoologist of the expedition. (He had been an assistant professor of zoology at the University of Stockholm in his younger days.) There was also a German amateur ornithologist named Walter Friedeberg and a color photographer from Germany, plus an American geologist, Waterman S. G. Russell, and a Canadian mountaineer, H. Campbell. The rest of the group joining the expedition were British with Stackhouse, a geographer, as its leader.

The amateurism Angus Parker sensed was amply documented in the account by "The Clink." The first ship they wanted to charter slid out of their hands when her owner, a deeply religious man, learnt that Jan Mayen was uninhabited and there was no opportunity for the crew to go to church on Sundays. No church, no ship, he decreed.

The vessel they found as a substitute was a yacht with the imposing name *Matador*, anything but suitable for a trip of this kind. The information they got from the renting agent about the amount of coal the *Matador* could carry turned out to be vastly exaggerated! His information about her hourly fuel consumption under steam was much too low! After the trip started, they discovered that they had no chronometer on board, so their daily determination of their position became somewhat approximate.

In the end they were never able to land on Jan Mayen. At first, "The Clink" and Friedeberg were strongly in favor of abandoning the whole expedition, but they finally agreed to go along on a trip sailing around the island from Seydisfjörður and returning immediately, a venture for which their fuel supply was barely sufficient.

To his delight, Houeland found that "The Clink's" diary information fitted exactly with Angus Parker's cover and Dave Summerfield's photographs. August 8, the date of the Seydisfjörður marking on Dave's photos, was the day when the *Matador* left Seydisfjörður on its circumnavigation of Jan Mayen. August 13, the date of the postmarks on the other cover, was the very day when the fearless travelers returned to the same safe haven.

There is a priceless sequel to the failure of the expedition, told in true gascognard spirit by "The Clink" in his book. Although it has little to do with philately, it bears recounting, now that the sixty-year old mystery has been solved.

Among the British members of the expedition was a "cinematographer," as film cameramen were called in those days. He was an Irishman named A. Swan, apparently an engaging as well as an enterprising type. On the day after the return to Seydisfjörður he sought out "The Clink" and asked for his help in filming the landing on Jan Mayen.

"The Clink" remonstrated, but only feebly. It would seem difficult, he said, since they never went ashore. The cinematographer's reply was, to say the least, Irish:

"Such details must not deter a modern-day film man," he said, according to the printed testimony of "The Clink." "We have a splendid shore across the bay, with genuine lava cliffs and everything.. ."

"High Level Humbug"

So "The Clink" was engaged as director of the film. "I have always had a secret weakness for high-level humbug," he writes.

A half hour's rowing brought the company across the water in the biggest of the *Matador's* life-boats, loaded down to the gunwales with tents, sleeping bags, fire-arms, provisions and boxes of instruments. One member had shot three very big sea-gulls earlier, and just as they were about to land "The Clink's" young son brought down a raven.

"Splendid," the cinematographer applauded. "That one and Mr. Parson's three gulls will be the bag of the hunters."

"Oh yes," agreed 'The Clink,' the former zoology professor, "and since none of these species have so far been found on Jan Mayen, this will explain the enthusiasm of the scientists."

After removing such disturbing items as old sardine cans and wine-bottle straw packings from the shore, the virgin barrenness of the polar landscape, "where the disfiguring hand of man had never succeeded in setting foot," was restored to the satisfaction of cameraman and director, and the filming was

carried out according to the lightning scenario reproduced in extenso by "The Clink" in his unscrupulous book:

1. The boat approaches from the sea.
2. Landing on the uninhabited island.
3. Raising of the Union Jack. All bare their heads in respect.

4. Stackhouse determines the position with his sextant, and on hearing that the land is really Jan Mayen, the intrepid explorers fall into each others' arms.

"Excuse me," the cinematographer interrupted, "don't you think this last is a bit too theatrical?"

"Perhaps," 'The Clink' admitted, "I am not quite sure how far we dare go, we might settle for letting them cheer, enraptured."

"Enraptured cheers, splendid," Swan echoed. And "The Clink" continued with two more scenes.

5. The tent is pitched, a fire built and the simple repast cooked.

6. The hunters, who have previously disappeared, come climbing down from the dizzying height, loaded with their precious bag, which is immediately taken over by the scientists and examined on the spot . . .

"Well, how does that strike you?" "The Clink" asked. The cinematographer agreed it would be just splendid.

One hour was enough for the filming of this charade. The small cliff at the shore had to represent the foot of the unclimbed peak of Beerenberg, which rises well over 7,500 feet above sea level on Jan Mayen. And Stackhouse was given the opportunity of displaying his boldly chiseled Norman profile as he unfurled the Union Jack and let it flutter in the polar breeze.

"We returned from the adventure to the **Matador** for dinner on the eternal Yorkshire ham most of us had learned to hate by now," "The Clink," ever factual, concludes the description of his pioneer filming.

It is fun even today to read his book. But Houeland had more fun than most. The filming of "The landing on Jan Mayen" took place on August 14, the day after the letter with the expedition's cachet (which he had studied in Parker's photos) received its Seydisfjördur departure cancel, August 13, 1911.

So, on his way to another assignment in the Far East, Per Houeland, of Haugesund and SCC, can enjoy the knowledge that he has clarified a problem that stumped the Norwegian Polar Institute and an untold number of Iceland philatelists . . .

* S * C * C *

1976 National Convention Of SCC At Interphil '76

The 1976 annual national convention of the Scandinavian Collectors Club will be held in conjunction with INTERPHIL '76, the US Bicentennial Year International Stamp Show. INTERPHIL '76 will be held in Philadelphia, from May 29 thru 6 June 1976. More details on SCC activities during INTERPHIL '76 will be forthcoming in the philatelic press and the next issues of THE POSTHORN.

The Ben Franklin Hotel, 9th and Chestnut Sts., Philadelphia, Pa. 19105, is holding a number of rooms for SCC. Alan Warren, SCC Director and local co-ordinator, suggests that you make your reservations early and adds that including a deposit of \$30-\$40 should insure that you have a room. **SEE YOU AT INTERPHIL '76.**

Postmarks Of Iceland

By Tore Runeborg

(Translated by A. Pinnell)

(Reprinted from the June 1974 "Scandinavian Contact", first appearing in "FH-nyett" for September 1973 with permission from the Author and the publishers—Messrs. Frimarkshuset AB.)

Collecting Icelandic postmarks has been popular for quite a long time. Particularly crown and number postmarks. It is now obvious that even other Icelandic postmarks are beginning to arouse great interest.

I have not discovered any system of classifying the different types. The Facit catalogue has capital letter classification for part of them, but not all. AFA refers to Antique and Grotesque postmarks with the name and reproduction of some newer first day and special postmarks. Number, crown and bridge postmarks are in general not mentioned. The Islenszk Frimerki Catalogue has the most references but has completely omitted the large group of bridge postmarks (Swiss postmarks).

A system should be as simple as possible, easy to understand and to the greatest possible degree in chronological order. After a great deal of thought I have produced a system which is explained below.

I am only describing the postmarks in Group A in this article and I hope that I or some of my collector friends who are better masters of the remaining groups will be able to continue with a description of these.

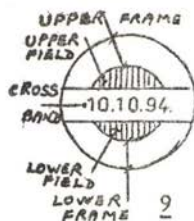
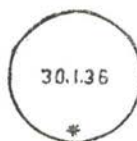
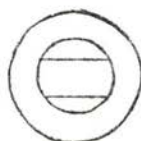
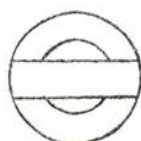
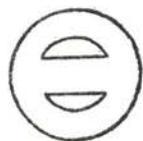
Postmarks are divided into groups according to the following arrangement:

- A. Place postmarks
- B. Number postmarks
- C. Machine postmarks (including roll postmarks, which properly are a type of hand postmark)
- D. Postmarks used occasionally
- E. Ships-post postmarks
- F. Airmail postmarks
- G. Other postmarks (R, Rebuts, Fra Island, Tollur, etc.)
- H. Pen cancellations
- I. Philatelic postmarks

(Both pen cancellations of Iceland stamps and philatelic cancellations belong chronologically to the period before or in the beginning of Icelandic philately. Because collecting material from this group is impossible for most collectors, I have placed it last in group divisions.)

Group A. Place Postmarks

Type	Description	Places	In use
A1	Single-ring circular postmark Place-name in Grotesque Date without year in Antique Diam. 22-23mm	Berufjord= (Djupivogur) Reykjavik	1872 1870-
A2	Single-ring circular postmark Place-name and date without year in Antique Diam. 23mm	Reykjavik + 20 other places	1873-
A3a	Single-ring circular postmark Place-name and date without year in Grotesque Diam. 22mm (a)	Reykjavik	1882

A 1A 2A 3 aA 3 bA 4A 5 aA 5 bA 6 aA 6 bA 710111213141516A 8 aA 9 aA 9 bA 9 cA 9 dA 9 eA 10 a 1A 10 a 2A 10 bA 10 c 1

A3b		Dyrafjörða Reykjavík Saudarkrokur Vopnafjörður Píngeyjarsýsla Skagafjarðar office	1892- 1882- 1890- 1888- 1896
A4	Diam. 23mm (b) Single-ring circular postmark Place-name and date with year in Grotesque Diam. 25mm		1896
A5a	Single-ring circular postmark Crown in centre with posthorn under (a) Place-name in Antique	About 35 places	1893(4)
A5b	(b) Place-name in Egyptian (Fagurholmsmyri and Skinnastadur each have 2 postmarks, 24 and 29mm diam.)	About 70 places	1893(4)
A6a	Circular postmark with 3-ring frame, the outer double. The rest similar to above (5a) (a) Grotesque	About 30 places	1893(4)
A6b	(b) Egyptian (Mjoifjörður has 2 postmarks, 24 and 30mm diam.)	About 7 places	1893(4)
A7	Circular postmark with 3-ring frame, the outer in cog-wheel form. The rest as above Egyptian, small letters	Storinupur	1893(4)
A8a	Circular postmark with 2-ring outer frame The rest similar to A5 (a) Antique	Stadur	1893(4)
A8b	(b) Egyptian	Botn Bru Höfn	1893(4)

With regard to the column "in use," the information for the first eight types has been taken from articles by Nörgaard and R. Booman. For the others, the information has been taken from my own collection or is based on information I received from Östergaard, Svinth, Thor Thorsteins and others. They are in many instances somewhat unsure and I shall be very thankful to anyone who may read this article and can give me completing information.

Before I continue with a description of the following postmarks, the so-called "Bridge" or "Swiss" postmarks, I would ask you to study the description below (and the illustrations shown).

	Type of dating	Type of postmark							
a.	10.10.94	9	10	11	12				16
b.	10.10.1899	9	10						16
c.	10.X.09	9	10	11	12	13	14	15	
d.	10.X.1957	9		11			14	15	16
e.	10.X.30.16	9	10	11					
f.	10.10.56.000								15
	Older designation	SI	SII	SIV	SIII	SV	SII	SI	SIV
							new	new	new

It is shown that one needs to think of the postmark diameter or number of vertical lines in very few cases. If I have the general appearance of the postmark clear and sufficient of the date to know where it appears in the groups "a" to "f" and, naturally, sufficient of the place-name for it to be read, there is no difficulty in determining the place of the postmark in the system.

With reference to the type-faces, all the postmarks between 9-16 have Grotesque, so I have omitted them from the description. Types which have * are illustrated.

(Note—the illustrations in this article are not necessarily all to the same scale.)

Type	Description	Places	In use
A9	Circular postmark with double complete frame. Horizontal cross-band across whole postmark. Vertical stroke filled in both fields.	About 138 places	1894-
*A9a	(a) Date in Arabic numbers, shortened year (10.10.94). Lower frame with 3 6-pt. stars. Diam. 26.5-27.5mm		
*A9b	(b) Date in Arabic numbers, complete year (10.10.1899). Lower frame with 3 6-pt. stars. Diam. 26.0-29.0mm	Blönduós Faskrudsfjörður Keflavík Patreksfjörður	1904-60 1919-65 1906- 1907-60
*A9c	(c) Date in Arabic numbers with month in Roman, shortened year (10.X.09). c1-6 lower frame with ornaments of different shapes, in one case stars. Diam. 25.5-32.0mm	Reykjavík Flatey Keflavík Reykjavík Vík	1899-06 1920-65 109- 1926- (3 different) 1915-65
*A9d	(d) Date in Arabic numbers with month in Roman, complete year (10.X.1955). Lower frame with ornaments. Lower frame with Tollpoststofa. Diam. 28.5mm	Reykjavík Reykjavík	1957- 1955-
*A9e	(e) Date in Arabic numbers with month in Roman, shortened year, time information (10.X.10.10). e1-7—lower frame with ornaments or stars. Diam. 28.5-31.0mm e8—lower frame with text.	Keflavík Reykjavík Keflavík Flugvöllur	1956- 1910- (6 diff.) 1950-
A10	Circular postmark with double frame Horizontal cross-band across inner circle, ends closed. Vertical strokes in both fields.	92 places	1930-
*A10a1	(a) Date in Arabic numbers, shortened year (10.10.30). a1—Lower frame with 3 6-pointed stars. Diam. 26.5-27.5mm.		
*A10a2	a2—Lower frame with text. Diam. 25.5mm.	Keflavík Flugvöllur	1947-
*A10b	(b) Date in Arabic numbers, complete year (10.10.1928). Lower frame with 3 6-pointed stars. Diam. 29-29.5mm.	Finnbogastadir Flateyri Fosshöll Grundarfjörður Laugar Reydarfjörður Skogar Stadarhöll Undhöll	1965 1955 1965 1928-42 1965 1965 1965 1959 1965

*A10c1	(c) Date in Arabic numbers with month in Roman, shortened year (10.X.09). c1—Lower frame with 3 6-pointed stars. Diam. 27.0-29.0mm.		
*A10c2	c2-41—Lower frame with ornaments, dots, etc. (all the 40 postmarks more or less alike).	38 places	1912-
*A10d	(d) Date in Arabic numbers with month in Roman, shortened year, time information (10.X.30.10)	31 places	1909-
A11	Circular postmark with double frame. Horizontal cross-band across inner circle, ends open Vertical strokes in both fields	Pingvellir	1930-
*A11a	(a) Date in Arabic, shortened year (10.10.55) Lower frame with 3 6-pointed stars Diam. 26.5mm.		
*A11c	(c) Date in Arabic, month in Roman, shortened year (10.X.27) c1-11—Lower frame with ornaments, dots or stars. Diam. 27.0-27.8mm.	Hvolsvöllur	1955-
	c12—Lower frame with text. Diam. 27.8mm.	11 places	1927-
A11d	(d) Date in Arabic, month in Roman, whole year (10.X.1953)	Reykjavik Skip Nr. 1	1927
*A11d1	d1—Lower frame with 3 5-pointed stars. Very thin stroke filling in fields. Diam. 27-28.5mm.		
*A11d2	d2—Lower frame letter F flanked by 2 5-pointed stars.	37 places	1957-
*A11e	(e) Date in Arabic, month in Roman, shortened year, time infirmation (10.X.30.10) Ornaments in lower frame.	Reykjavik	1953 ?
A12	Circular postmark with double frame. Horizontal cross-bands, the upper bounded by inner circle only, the lower bounded by outer circle. Vertical strokes in both fields. Lower frame with 3 6-pointed stars.	Pingvellir	1930
*A12a	(a) Date in Arabic, shortened year (10.10.37) Diam. 27.0-28.0mm.		
A12c	(c) Date in Arabic, month in Roman, shortened year (10.X.51).	14 places	1937-
*A12c1	c1-2—Diam. 27.5mm. Higher downstroke in R in c1, above upper field base line.		
*A12c2	c2—On a level with upper field base line.		
A13	Circular postmark with single frame. Inside the bottom of the frame a 6-pt. star. Diam. 28.0mm.	Reykjavik (2 diff.)	1951-
*A13c	(c) Date in Arabic with month in Roman, shortened year (10.X.36).		
A14	Circular postmark with double frame. Horizontal cross-band only across inner frame. Ends closed.	Vopnafjörður	1936-



A 10 c 2



A 10 d



A 11 a



A 11 c



A 11 d 1



A 11 e



A 12 a



A 12 c 1



A 12 c 2



A 13 c



A 14 c 1



A 14 c 2



A 14 d 1



A 14 d 3



A 15 c 1



A 15 d



A 15 f



A 16 b 1



A 16 b 4



A 16 b 5



A 16 d 1



A 16 d 7



A 17 d

*A14c	(c) Date in Arabic, month in Roman, shortened year (10.X.49).		
*A14c1	c1—Field empty. Diam. 31.5mm.	Keflavik Flugvöllur	1955-
*A14c2	c2—In the field First Day Issue. Diam. 29.5-31.5mm.	Reykjavik (6 diff.)	1949-
A14d	(d) Date in Arabic, month in Roman, whole year (10.X.1965).		
*A14d1	d1—3 5-pointed stars in lower frame.	Drangsnæs	1972
A14d2	d2—Text in lower frame. Diam. 32.0mm. Crossbands 9.5mm.	Keflavik Flugvöllur	1965-
*A14d3	d3—Diam. 31.5mm. Crossbands 10.5mm.	Keflavik Flugvöllur	1969-
A15	Circular postmarks with double frame. Horizontal crossbands across the whole postmk. Field empty.		
A15c	(c) Date in Arabic, month in Roman, shortened year (10.X.63).		
*A15c1	c1—Diam. 32.2mm.	Reykjavik	1963-
	c2—Diam. 31.5mm.	Reykjavik	1970-
*A15d	(d) Date in Arabic, month in Roman, whole year (10.X.1960).	Reykjavik (4 diff.)	1959-
*A15f	(f) Date in Arabic, shortened year, time information (10.10.56.0.00). Lower frame with 3 6-pointed stars.	Akureyri	1956-
A16	Circular postmark with double frame. Horizontal crossbands across inner circle only. Ends open. Field empty or with figures in the lower field, in one instance a letter.		
A16b	(b) Date in Arabic, whole year (10.10.1967).		
*A16b1	b1—Lower frame with 3 5-pointed stars. Diam. 27-28.5mm.	To date 14 places	1971-
*A16b4	b2-5—Bottom frame empty.	Reykjavik	1 1967-
*A16b5	Diam. 27.0-28.5mm.	Reykjavik	7 1967-
		Reykjavik	9 1972-
		Reykjavik	F 1971-
A16d	(d) Date in Arabic, month in Roman, whole year (10.X.1958).		
*A16d1	d1—3 5-pointed stars in lower frame. Diam. 27-28.5mm.	131 places	1958-
*A16d7	6 2-8—Lower field with numbers and empty frame or lower frame with text. Diam. 27.0-28.5mm.	Reykjavik Reykjavik Reykjavik Reykjavik Reykjavik Reykjavik Böggla-post Reykjavik Tollpost	1 1957- 1 1967- 4 1965- 5 1965- 6 1972- 1964- 1966-
A17	Circular postmark with single frame. Place-name in Antique in lower frame.		
*A17d	(d) Date in Arabic, month in Roman, whole year (1.XI.1972). Diam. 32.0mm.	Grimsey	1972-

Postmarks Of Iceland

By Sir Athelstan Caroe

(Reprinted from Scandinavian Contact, December 1974)

I have been asked to comment on Mr. Tor Runeborg's article in the June number of "Contact," entitled "Postmarks of Iceland."

First it must be said that Mr. Runeborg has shown immense diligence and collected a formidable mass of information. In particular, details of many varieties, often trifling in themselves, of post-war cancellations (1945-1974) are very clearly described.

Mr. Runeborg's judgement in making his classifications is less sure. He begins with the startling statement "I have not discovered any system of classifying the different types," yet he is apparently familiar with the work of Max Nørgaard and of R. Booman, and of the compilers of Facit. Nørgaard in particular, for all his faults—he was appallingly inaccurate—in 1947, after consulting Hans Hals, Nils Strandell and myself, produced a well-reasoned classification of all Icelandic postmarks to that date.

Mr. Runeborg in fact refers to this—as far as the "bridge" type is concerned—as the "older designation." Where he strays is in multiplying "types" through elevating minor varieties to the status of types of their own. (He is not alone in this.)

Examine for instance, his first eight types (A1 to A8), or 12 if you include a's and b's. How many "types," as opposed to varieties, are really worthy of the name?

A1, the old "Danish" type of 1870—for Reykjavik and Berufjord—must be allowed separate status, if only because it is not truly Icelandic, though A3 is so very like it, except for the all important date figures.

A2 is totally different.

A3 is properly grouped as "a" or "b" for the two sizes but DYRAFJÖRDUR is so spelled. A4 is nothing more than a third variety of A3, rather larger and with the distinctive (unique) year date. The legend, by the way, is SKAGAFJARDARSYSLA (Sysla=county).

A5 covers the Crown & Posthorn cancellations of the collecting offices (Brjefhirdingar) with single outer ring, subdivided into 'a' and 'b' according to the character of the lettering.

A6 covers the Crown & Posthorn type with double outer ring, again subdivided for lettering. Mr. Runeborg's A7 (STORI-NUPUR) is no more than a sub-variety of A6 with two important differences, (i) the letters are in lower case type and (ii) a unique cog-wheel pattern outside the outer circle. Incidentally, he overlooks two other postmarks showing the characteristics of (i) but not of (ii), viz. Hals and Vedrara.

A8. This is where controversy really begins. I preface my comments by referring to the difficulty of reaching finality caused by imperfect writing or inadequate pressure, so that the postmark is not always fully reproduced. Yet, in contrast, careless "sliding" application can give a (false) appearance of duplication.

Having said this, I can declare categorically that A8a STADUR, with double outer circle and no inner circle, is NOT a postmark in the accepted sense. I have an official letter, the stamps on the front postmarked STRANDASYSLA (type A2) in black, while STADUR ('A8a') in red is on the back as an identification ("signet") mark, coupled with ms words "Postafgr. Stadur"

The fact that Hans Hals had a pair of 3 aur yellow "postmarked" STADUR means little; he recognized himself that there were quite a number of "favour"

cancellations in his great collection, especially on the light colored 3 aur.

The three items listed by Mr. Runeborg as 'A8b' are more debatable. In my considered opinion they are at best minor varieties of A6. HÖFN is, in fact, definitely A6; the original die and a pull from it were exhibited by the Post Office at Islandia 73 and clearly showed the inner circle, as did Østergaard's copy in the same exhibition.

Incidentally, Hans Hals sent me rubbings of his copies of A6 ARNARHOLT, HOLL and MJOIFJÖRDUR, all without inner circle, yet Nørgaard, followed by others, ignores this.

There remain BOTN and BRU. I have seen BOTN with outer circles and have no hesitation in classifying it as a double strike of A5b. I have not seen BRU, but I suspect it is in the same category.

To sum up—Mr. Runeborg's A1-8 are a repetition of old Scandinavian articles, errors and all; A9-13 are an elaboration of Nørgaard's story of the "bridge" type (SI-SV) down to 1947; A14-17 bring us lavish details of later developments of the "bridge" type to date and are extremely welcome, as the information is substantially new and is well set out and illustrated

POSTMARKS OF ICELAND . . . A COMMENTARY

By Robert A. Helm, Editor, *The POSTHORN*

Old Greenwich, Ct., Sunday, 2 Feb. 75

Last Summer, I read Mr. Pinnell's translation of Mr. Runeborg's above-titled article and was somewhat upset because Mr. Runeborg seemed to ignore several Icelandic Cancellation classifiers of note (i.e. Caroe, Summerfield, Booman, Facit, Thorsteinsson, and Norgaard, in order of credibility) and go on his merry way.

Friday, I received the Dec. 74 CONTACT, and lo, Mentor #1 (copy #85 of whose Bible—Icelandic Posts 1776-1919--has reposed on a pedestal under the Icelandic flag in my study for the past 14 years), has descended from Olympus and written a commentary.

I am in general agreement with Sir Athelstan's remarks. However, I must take issue with the last paragraph on p. 45.

My copy of Hofn is clear and distinct, showing all of the letters, most of the crown, and nearly all of the posthorn. There are 2 clear and distinct outer circles but there is definitely no trace whatsoever of any inner circle.

Similarly, I have a copy of Hals showing 2 clear and distinct outer circles in heavy black with, again, absolutely no trace of any inner ring.

At the top of p. 46, Sir Athelstan mentions Arnarholt, Holl, and Mjoifjordur as being Type A6 without inner circle, but he neglects to mention Melgraseyri (which notation appears on p. 83 of Icelandic Posts 1776-1919). Again, Sir Athelstan fails to correct Mr. Runeborg in his listing of Type A5b, wherein Mr. Runeborg mentions only Skinnastadur and Fagurholsmyri as having 2 sizes of cancellation devices. On p. 67 of Icelandic Posts, Sir Athelstan mentions the large size (approx. 30mm.) Reykir.

I have Skinnastadur and Fagurholsmyri. I have not seen Reykir but I'll take Sir Athelstan's word for it. Both gentlemen, however, overlook the mention in *Islensk Frimerki* of 2 sizes of Patreksfjordur (both of which I have). There are, in addition, 3 more pairs of small and large cancels of the same towns (Arnholsstaðir, Stakkahlíð, and Valþjófstadur) which can be proved by the comparison photographs which I have had made. There are possibly 3 more pairs which need further study (a full copy of the normal—small—cancellation) before a final determination can be made. We have not reached the

end of the Crown and Posthorn cancellations story—as we have not reached the end of many of the other cancellation stories. There is an article on the “crowns” in preparation for the POSTHORN and SCC has set up an Icelandic Cancellation Handbook Committee which has had several preliminary meetings. Mr. Runeborg is attempting to gather material for a cancellation handbook, so one can see that much work remains to be done, not only in original research but also in dissipating the half-truths and misinformation of the past.

I, for one, hope that Sir Athelstan is correct when he surmises that Botr, Bru, Hofn, Stadur, and Hals are not Type III Crown cancellations but are subtypes of Type II (Runeborg's types A4, A5a, A5b, A6a, and A6b). If we could definitely do away with Type III (2 circles), then perhaps we can rearrange the classifications within Types I and II (1 and 3 circles, respectively) and then, hopefully, we could persuade Bernhard Beskow to rearrange the format of the Crown and Posthorn listings in Facit to do away with those ridiculous 1, 1A, etc. listings!

* S * C * C *

LETTER TO THE EDITOR

26 July 1975

Dear Bob:

I don't think I ever got around to writing you about the Posthorn supplement for May 1975. I've tried to make it a point to write to editors and authors when I LIKE something exceptionally well (letters of complaint are frequent enough anyhow). So please excuse the long delay and accept my heartiest thanks and congratulations for Mr. H. E. Tester's "Danish Postal Rates 1624-1965." Since I don't know Mr. Tester nor have his address, please be good enough to tell him how much I appreciate his carrying out that tremendous task. Can the booklet be bought separately by non-members? I'm thinking of submitting a review to the Postal History Journal and perhaps to the Phil. Lit. Review as well, both of which should carry information about price (postpaid) and where to order.

All the best, Yours,

Ernst M. Cohn

(Ed. note: Price is \$5.00 postpaid—send request to Mr. Fred Bloedow, Sec. of SCC, 5065 N. Wolcott Ave., Chicago, IL 60640.)

* S * C * C *

GOLDEN GATE CHAPTER #21

The 24th meeting of the Chapter was held Thursday, June 12th, 1975 at 8 p.m. at the Salvation Army Building, 601 Webster Street, Oakland, Calif. The program for the evening was a "clothes line" exhibit by the members. All those who missed the May meeting missed some breath-taking slides of Iceland taken by our President Bryan Whipple.

FUTURE MEETINGS—Because of the success of our meetings held in conjunction with stamp shows (Filatelic Fiesta, Westpex) we have tentatively scheduled two such meetings this fall:

August 2nd, 1975 at 2:00 p.m. at EASTBAYPEX, East Bay Collectors Club Stamp Show at Lake Merritt in Oakland. We will have a slide program on "Finland stamps, including the rouletted issues."

October 11th or 12th (time?) at NORBAYPEX at the El Rancho Motel in Santa Rosa. The program has not been set as yet.

Aerograms Of Finland

By Kauko Aro

(Part II)

(This is the conclusion of a two-part article on the aerograms of Finland. The first half was published in November 1974 issue of POSTHORN, pp 85-88)

Before we proceed to the aerograms issued after the currency change of 1963, I like to point out that the size of the sheet is shown incorrectly in the first part of this series. The correct dimensions can be seen from Diagram 1.



Aerogram—5

0,40 blue aerogram

Sales Price: 0.45 mk

Size of sheet: 19x28 cm.

August 1963

Issued to meet the currency change which took place on January 1, 1963. First day of issue was probably August 3, 1963. Printing was identical to the previous aerogram, form and color remained the same (probably same stock of paper). Spacing of instructions on reverse is identical to Type II of Aerogram-4.

Aerogram—6

0,40 blue aerogram

a) varying shades of blue in the sky of the value

b) even-colored background

March 1965

Entirely new printing:

- 1) "... SUOMIFINLANDSUOMI ..." security printing eliminated from both sides;
- 2) Frame around value left out and value redrawn;
- 3) FLYGPOST replaces LUFTPOST at lower left; and
- 4) Dark blue paper.

This airletter has a neater appearance and requires only one run through the press instead of the earlier two. (The instructions in black ink were still added later.)

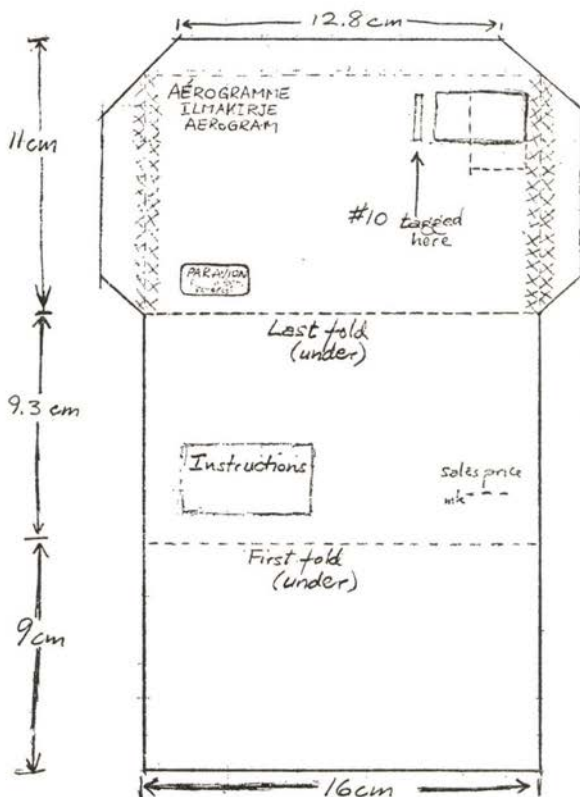
Type b represents the redrawing of the sky in the value which seemed to be on a logarithmic scale in Type a.

Aerogram—7

0,50 blue aerogram

February 1, 1970

New aerogram was necessitated by an increase in postal rates on Jan. 1, 1970. Printing followed Type b of the previous aerogram. Three radical differences exist between numbers 6 and 7: value increased—of course; French added above Finnish and English texts; and instructions are now printed in same color as the rest of the text instead of the earlier black. This is the last aerogram which folds across.



Aerogram—8

0,50 blue aerogram

July 1, 1971

a) dark blue text

b) blue

Size of Sheet: See Diagram 2

New issue to conform with the aerogram format adopted by UPU Conference held in Tokyo. In all other aspects it is similar to the previous one.

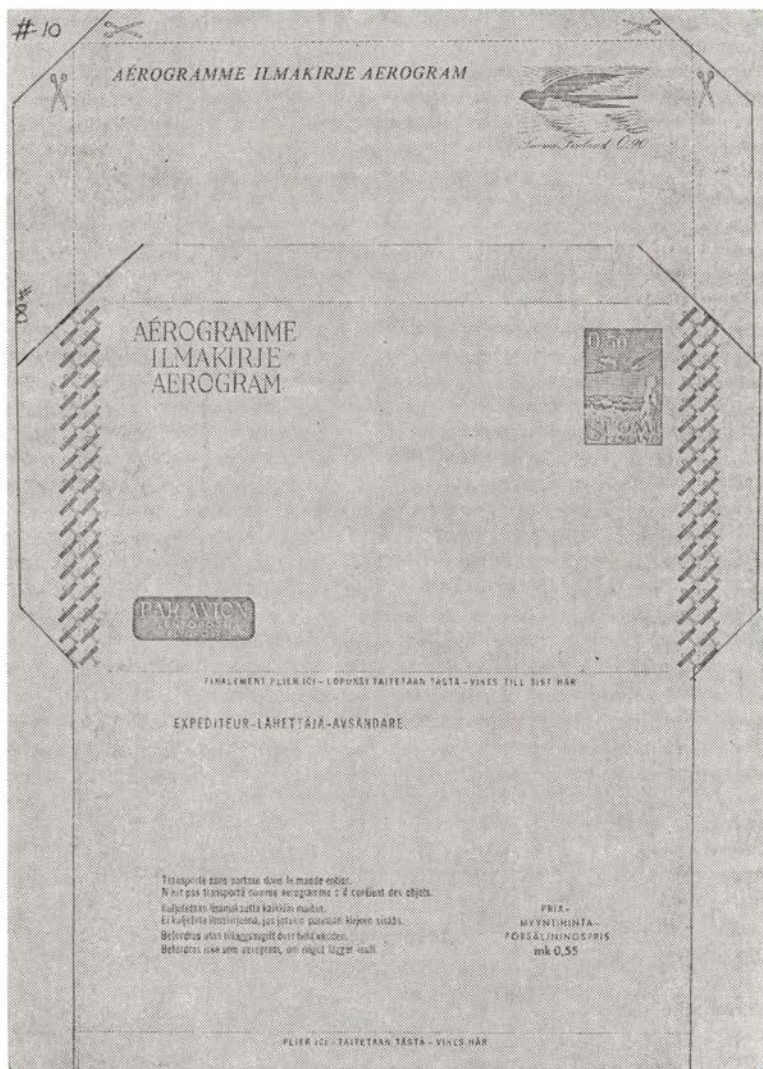
The two different colors are pretty difficult to distinguish unless you have one of each. Type A seems to have more black in the ink and no sheen. Probably they are two separate printings which still requires proving. I have an unaddressed aerogram cancelled July 1, 1971 which is Type A—thus I would have to reason that this came before Type B.

Aerogram--9

0,70 blue aerogram

January 1973

A new aerogram required with increased postal rates. Slightly new in design: pairs of scissors replaced earlier silhouettes of airplanes which with proper folding will end up on the outside and back of the aerogram.



Aerogram--10

0,90 blue aerogram

January 2, 1975

Sales Price: 1.00 mk.

New aerogram required for the increased postal rates in effect from January 1, 1975.

Two very radical changes from all prior aerograms:

- 1) An entirely new design—See Diagram 3;
- 2) Phosphorescent tag added to the left of the design. The "tag" is very similar to the Mark appearing on the US postcard commemorating the Hundredth Anniversary of US postal cards.

BIBLIOGRAPHY:

- 1) Various Circular letters of the Finnish Post and Telegraph Administration, years 1949-1973;
- 2) Various issues of Suomen Postimerkkilehti and Philatelia Fennica, years 1949-1975.
- 3) The Manual of Finnish Stamps, Vol. 5, p. 142.

COMMENTS: I am not following any numbering system—the closest is probably Norma, a Finnish catalog. The logic in numbers comes from the theory that the P. O. Administration usually had an excess supply of forms available for the printers whenever a new order was required. Thus a new supply was printed only when the old ones were used up.

As you have surely noticed the two articles contain many words of the caliber such as "probably," "assume," etc. and others in the same group making them the most common words after "aerogram" and "blue." They simply show that these articles are based only on personal observations—and on facts only to a limited extent.

This is an inexpensive field of philately, but still surprisingly challenging as the used copies of these aerograms are quite hard to come by. Whenever one finds them the reaction can be the same as when finding a rare cover of any kind. One great difference though: each and any one of the aerograms is probably priced at about \$5.00 rather than over \$50.00 which seems to be the norm for classic Finnish covers.

* S * C * C *

Notice Of Board Of Directors Meeting

President Robert A. Frigstad has called a meeting of the SCC Board of Directors for 1 p.m. Saturday 25 October 1975 in his room at the Coachman Inn, Cranford, N. J. All SCC officers and Regional Directors are urged to attend. As this meeting is not open to the general SCC membership, any members wishing to bring something to the notice of the Board are urged to submit same to the SCC Secretary prior to the meeting.

* S * C * C *

SCC Trip To Hafnia '76

In addition to act as one of the guarantors of INTERPHIL, the S. C. C. board acted to support the HAFNIA exhibition in Copenhagen August 21-29, 1976 in the same fashion S. C. C. supported STOCKHOLMIA. Those even only 20% interested in attending HAFNIA are urged to contact Don Halpern as soon as possible so that S. C. C. can offer its members the opportunity to travel to the exhibition at the lowest possible air fares. Include with your name, address and telephone number, how long you would like the trip to be and whether you would like to arrive just before the exhibition starts or to leave just when the exhibition closes. Address replies to: Don Halpern, 709 Forest Ave., Westfield, NJ 07090 as soon as possible.

A Dissertation On the Town Cancellations Of Sweden

Richard S. Wahlberg (SCC 694)

Swedish towns are in a world of their own! Most of the town names sound Swedish. Naturally. When you hear mention of Stockholm, Göteborg, Uppsala and Malmö, you can almost see the east, west, north and south of Sweden. But elsewhere in Sweden, you can look at a town name and picture it in Italy, Spain, Russia or China! Of course, to do this trick you must forget about umlauts and one-dot a's. You must also apply a flagrant Americanization and use an ample imagination.

Prove it, you say. Alright, with apologies to our Swedish-speaking friends let's "travel" the foreign towns of Sweden . . . first, a day or so in ROMA, then on to TORO (Spain), across the NEVA river in Russia to SARNA in India. If you are interested in studying languages, you might pick up a little Chinese in FU or WANGA. Or, learn to dance the KONGA with a Spanish miss, JULITA. When in Sweden you may also recall at least five widely advertised American trade names: MOLLE (shaving cream), GALLO (wine), BORON (gasoline), LANE (cedar chests) and WARING (blenders). The correct spellings are Mölle, Gällö, Börön, Lane and Wäring, now Väring.

Perhaps you have something literary in mind so you search for a story among the town names of Sweden. Yes, there is one—even though very corny. The words in capital letters are town names and, again, umlauts and one-dot a's are totally disregarded:

With a SLAP, ED TORE her FOTO. At that moment, ANN's TABY went FLYINGE into its KAGE. The cat HID there eating TUNA. Then, ED blew his HORN and with a BELLO, yelled "LODERUP, we GOTTA get RYD of this HILLSAND."

NORA ASKA, "ARE you going VIA LIMA, Peru?"

When he didn't answer, she called him a BORN BASTAD and said she wished she could TRANE a GERILLA to KIL him!" (Wheh!)

There's more, but the subject of Swedish town cancellations should be fun—not comedy.

Whether you are a casual collector or a specialist, you will be amazed to see the abundance of "socked-on-the-nose" town cancels on the early issues and even today's. Take the 1872-1889 Ringtype issues and the Oscar's of 1890-1910, for instance. By the score they carry town cancels better centered than the stamps themselves! In those days, notwithstanding the awesome number of letters written by their countrymen, the Postmasters of Sweden had lots of time and apparently enough "town pride" to carefully apply postmarks so the recipient would immediately see the originating town name.

The first tool needed by the serious cancellation collector is a copy of the 219-page book: "Sveriges Fasta Postanstaler Genom Tiderna." (Rough translation: "Swedish Postoffices Down Through the Ages.") My copy of "Fasta" was printed in 1963; a previous issue is dated 1949. It was edited by Yngve Nylander for Kungl. Generalpoststyrelsens Uppdrag. (Royal General Post Office Commission).

"Fasta" lists the 3,753 post offices that were in operation during 1962 plus others which had been open in previous years. Each town is listed alphabetically, identified by municipality and provincial district. Also noted is the "size" or type of postal service and the dates. Fig. 1 shows a portion of a typical page.

Böketofta.....	Kågeröd	M	»	$\frac{15}{2}$ 1861—
Bökö.....	Lidhult	G	»	$\frac{18}{9}$ 1886— $\frac{31}{12}$ 1948
Bölaryd.....	Villstad	F	»	$\frac{4}{11}$ 1889— $\frac{30}{9}$ 1953
Bölebyn.....	Piteå lk	BD	»	$\frac{1}{1}$ 1874— $\frac{31}{12}$ 1874
Bölemåla: se Skoghult				$\frac{1}{10}$ 1915—
Bölestrand.....	Ragunda	Z	»	$\frac{1}{6}$ 1927—
Bön.....	Brålanda	P	»	$\frac{1}{1}$ 1875— $\frac{31}{12}$ 1905*
Bönan.....	Gävle st.	X	»	$\frac{1}{7}$ 1899—
Börringe.....	Anderslöv	M	»	$\frac{15}{12}$ 1874—

Fig. 1

pk = postkontor = a main post office
 pst = poststation = rural, substation
 pupl = postuppsyningsmansplats = district office
 pxp = postexpedition = branch post office.

Each provincial district or län is identified (Fig. 1 middle column) by a letter: A, B, C, etc.—all the letters of the English alphabet except J, Q and V; plus two double letters, AC and BD. The 1963 issue of "Fasta" does not explain the "meaning" of each letter. They match up like this:

A Stockholm	F Jönköping	N Halland	U Västmanland
(stad=town)	G Kronoberg	O Göteborg och	W Kopparberg
B Stockholm	H Kalmar	Bohusland	X Gävleborg
(district)	I Gotland	P Alvsborg	Y Västernorrland
C Uppsala	K Blekinge	R Skaraborg	Z Jamtland
D Södermanland	L Kristianstad	S Värmland	AC Västerbottland
E Östergötland	M Malmöhus	T Örebro	BD Norrbotten

If you examine a map of Sweden, you'll quickly note the pattern of the assigned letters—they simply start at Stockholm, run in alphabetical order down the east coast to M for Malmöhus, then up the west coast to the western provinces which border on Norway to Jamtland which is Z. The two most northern districts are identified with double letters: Västerbottland (AC) and Norrbotten (BD).

After working out this "system" of lettering each provincial district, I came across an Esso road map of Sweden, vintage 1955. There, reproduced in miniature, was a map of the Swedish "Länsindelning"—each district lettered as in the chart above. Yes, the same letters appear on Swedish car licenses!

For technical information about the many types of cancellations, you should refer to the "Handbok över Svenska Post—och Makeleringsstämplar, 1685-1951." This voluminous work even notes how TUNA was once spelled with the N backwards. (But I can't find mention that BURTRASK in Västerbottland ran its R's backwards in 1889!) Without a knowledge of Swedish, you can learn how "1 TUR" and "5 TUR," etc. represented scheduled city deliveries in the late 1800's and into the 1900's. In the larger cities, for instance Stockholm, there were as many as 6 "tours" or delivery trips every week day!

The "Handbok" attempts to show relative values of the very old cancellations. There are no guidelines to determine the value of various town cancels on the more common issues—for instance, the Oscar II set (Scott A10). I submit that it would be helpful to have a guide to determining rarities among these inexpensive stamps!

Without such a guide, let's develop one from these facts:

SVERIGE
1899 POPULATION



Fig. 2

The population of Sweden in 1900, according to encyclopedias, was 5,136,441.

It would seem that every Swede wrote a letter or a postcard to **every other Swede** once or twice a year from, say, 1890 to 1910. Well, not quite. But, they certainly showed that they were most prolific letter writers and a nation having one of the world's highest literacy rates. These statements are proved by Facit and SFF catalogs which record the total printings of the Oscar's: 5 öre (blue green)=53,415,500 impressions; 5 öre (light green)=669,744,140 and over 1.1 billion for the 10 öre.

Without doing any arithmetic, those figures show that a socked-on-the-nose cancel from a medium or large town around 1900 certainly won't be a scarce item. But, let's take a closer look into the hinterland provincial districts.

I was lucky enough to obtain a copy of a book entitled "Sveriges Land och Folk," printed in Sweden in 1900. It shows Sweden's 1899 population as 5,097,402. And, it shows the population of each provincial district! Add to that—the total land area of each province! Put these two factors together and we determine the number of inhabitants per Kvkm (square kilometer).

Fig. 2 shows a map of 1899 Sweden with population for each "lan." In parentheses, you'll see the number of people per square kilometer of that provincial district. Fig. 3 shows the same data in table form.

	Population	Kvkm	Inhabitants per Kvkm
Stockholms stad	302,462	33	—
Stockholms län	167,053	7,812	21
Uppsala	123,774	5,313	23
Södermanlands	166,363	6,816	24
Östergötlands	277,553	11,047	25
Jönköpings	201,572	11,521	17
Kronobergs	158,938	9,910	16
Kalmar	227,730	11,543	20
Gottlands	52,586	3,158	17
Blekinge	145,563	3,015	48
Kristianstads	219,407	6,445	34
Malmöhus	404,306	4,829	84
Hallands	141,954	4,921	29
Göteborg och Bohus	331,841	5,047	66
Alfsborgs	278,589	12,725	22
Skaraborgs	241,922	8,480	29
Värmlands	254,175	19,323	13
Örebro	193,993	9,095	21
Västmanlands	147,227	6,768	22
Kopparbergs	214,861	29,849	7
Gäflborgs	234,348	19,724	12
Västernorrlands	229,011	25,532	9
Jämtlands	110,492	50,972	2
Västerbottens	141,830	58,993	2
Norrbottens	129,852	105,882	1
(Lake areas)		9,109	—
	5,097,402	447,862	11

Fig. 3

Stockholm "proper" is obviously the heaviest populated area. The most populated provincial districts are Malmöhus and Göteborg. But, where will the rare cancels come from? To over-simplify my theory of determining the relative scarcity of a given town cancel, let's examine Norrbotten. This northern-most province had a population ratio of 1 person per Kvkm in 1899. Golly, it might turn out that the people were rarer than the stamps! The next step is to study a map, even a current one. We quickly see the "larger" towns: Boden, Lulea, Kiruna and Piteå. Along the coast and at railroad junctions, their town names appear in bold, large letters on the map. They were relatively well populated in 1899, too: even a new collection of town cancels contain such names. Now we look at the next group of towns: Haparanda, Paala, Galivare and Älvsbyn. These are smaller if only because their names are printed in smaller type! But these too can be eliminated from our scarcity list.

On to the next smaller type face . . . here are the little towns in the true sense of the word—just a few souls huddled together to keep warm with very little time to write letters!

I looked over my collection of town cancels to correlate my scarcity guideline with album reality. Having watched for an accumulated town cancels for three or four years, I had Boden and the others socked-on-the-nose and Haparanda and those other three. And, I had one from a really little town. This poststation wasn't opened until 1895. It's a town right on the Arctic Circle. You'd think it was too cold there to walk to the mailbox! But no, the town is Polcirkeln, and everybody wants a postmark from the North Pole. So, this too isn't a rare town cancel. I wonder what ones are! Maybe, someday I can find a 1900 map that shows the specific population of each of the 2,688 towns or postal stations which existed then.

That would be a believable guideline.

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Bermuda Prize Court Mail

During World War II, Bermuda was made the focal point for contraband control of ships and cargoes attempting to run the allied blockade of Europe and to reach the neutral countries of the American continent, including the United States and Pearl Harbor. Coupled with this operation was a large censorship organization, which operated in the Princess Hotel.

When ships suspected of carrying cargoes or mails from Germany or German occupied countries were captured by the British Navy, they were usually sent to Bermuda for examination and possible confiscation. Any mails were turned over to the censors for scrutiny by trained experts looking for secret messages for covert agents and similar information. When found, these letters were then examined by the cryptographic experts.

There was a lot of mail which was of no interest to allied intelligence and was just put to one side until the war was over. A Prize Court was set up in Bermuda to adjudicate the claims of the original owners of the captured cargoes or their agents for their return. If the ruling was made in the claimants favor, the goods would be "Released." After the end of the War, the accumulated mail was released in the same way, as time permitted. After release, it would have been stamped: "Released by Prize Court" and then posted like any other mail, receiving a regular datestamp and nothing else. This mail did not receive any special treatment and therefore passed through the G. P. O. unnoticed except for a datestamp to record its date of mailing.

It would appear that the "Released by Prize Court" stamp is a judicial mark and has nothing to do with the postal service, but is, nevertheless, an interesting marking to have in a collection.

Mail to and from Greenland should have been detained at Bermuda by the Prize Court. One cover posted at Godthaab on 19-6-1941, addressed to Denmark, bears a two line stamp "Released by - Prize Court" and is back stamped with an oval "New York, N. Y. Reg'y Div., 7-28-1941" with number 29502. No date stamp indicates the time of arrival in Denmark.

Another cover addressed to an address on Dalgas Blvd. 89, Copenhagen, Denmark, and posted at Kuitligssat 29-4-1941 bears only the two line stamp "Released by Prize Court" without other stamps indicating time of arrival at Copenhagen.

These two covers were from Greenland addressed to Denmark. It would seem that covers addressed to Greenland from Denmark bearing route directions "Greenland" and "Greenland" should exist but are not on the market.

—George D. Stribley, #507

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NEW MEMBERS

- 1907 CASS, Gene G., 63 Lumb Lane, Bramhall, Stockport, Cheshire, England
SK7 2BA — Iceland, Greenland, Faroes by F. H. Bloedow L-24
- 1908 JORDAN, James, P. O. Box 5340, Los Angeles, CA 90055
Scandinavia, Swedish booklets, Danish margin blocks
by J. V. V. Kasper #1660
- 1909 NORMAN, Hugo R., 324 9th Ave., Haddon Heights, NJ 08035
Norway, Sweden, Denmark, Finland by R. D. Lipscomb #1816
- 1910 OLSON, Erik G., 2054 Flag Ave., S., St. Louis Park, MN 55426
Scandinavia by R. A. Frigstad L-25
- 1911 PALMIERI, Ernest C., 24 Newport Drive, Port Jefferson Station, NY
11776 — Norway, U.S., New Zealand, Canada by F. H. Bloedow L-24
- 1912 BOEH, Mrs. Robert E., 323 Circlewood Ln., Wyoming, OH 45215
Used Scandinavia, used worldwide (pre-1950) by F. H. Bloedow L-24
- 1913 JOSEFSKI, Virginia, 2 S 308 Glen Ave., Lombard, IL 60148
Scandinavia, Finland, Switzerland, France by F. H. Bloedow L-24
- 1914 RIDDELL, Andrew J. S., #c, 2 Aberdeen Road, London N5 2UH, Great
Britain — Sweden, Scandinavia by F. H. Bloedow L-24
- 1915 ADAMS, John B., P. O. Box 2914, Sacramento, CA 95812
Scouts on Stamps by W. R. Pieper #1141
- 1916 CAUBLE, Murray D., 714 Morrison Ave., Salisbury, NC 28144
Iceland, Greenland, Scandinavia by F. H. Bloedow L-24
- 1917 MATHIESEN, Henning, Tjornevonget 6, DK-6400 Sonderborg, Denmark
Danish West Indies by E. Hvidberg-Hansen #1610
- 1918 NICHOLSON, C. M., 2417 Sherman, Apt. C, North Chicago, IL 60064
Scandinavia by F. H. Bloedow L-24
- 1919 OSUGI, Yubun, Nisseki 14, Nishiyama-Hondori 3-22, 465 Meito, Nagoya
Japan — Norway, Finland by F. H. Bloedow L-24

DECEASED

- 139 NIELSEN, Erwin C., 1956 N. 40th St., Milwaukee, WI 53208
914 OLANDER, William, St. Joseph Ave., Middlebury, CT 06762

RESIGNED

- 125 BIRKELAND, Dr. Ivar W., P. O. Box 844, Bellevue, WA 98009
 299 STALHANDSKE, Nils, P. O. Box 87, S-183 21, Taby, Sweden
 327 ZIMMER, E. W., Sherry Lane, 620, Deerfield, IL 60015
 348 DANIELSON, Ralph E., 1030 S. Lyman Ave., Oak Park, IL 60304
 457 FRENCH, David, 3410 S. E. Woodstock Blvd., Portland, OR 97202
 498 OLSSON, H., Lillgatan 28, Jonkoping, Sweden
 1477 SAGE, Charles G., 605 Grove St., Clifton, NJ 07013
 1534 CALHOUN, Paul J., 3454 Fenton Ave., Apt. 2-C, Bronx, NY 10469
 1549 WESTERBERG, Frank E., 68 Glenwood Road, Clinton, CT 06413
 1625 ERNST, Adolph, P. O. Box 1118, Palos Verdes Estates, CA 90274
 1758 MEYERS, Russell H., 23841 Condon, Oak Park, MI 48237
 1763 BOIG, Fletcher S., 127 Tiffany Rd., Norwell, MA 02061
 1792 HANSSON, Hans I., P. O. Box 1882, Alturas, CA 96101
 1821 KABELL, Prof. Aage, Marselisboulevard 21, DK-8000 Aarhus C, Denm.
 1859 DOANE, Edith R., 279 Fourth Ave., East Orange, NJ 07017

ADDRESS CHANGES

- 1598 JOHANSEN, Harold E., 142 Parkview Place, Mt. Kisco, NY 10549
 1593 EICHNER-LARSEN, Ib, 34 Pilestraede, DK-1147, Copenhagen K, Denm.
 1616 HOEL, David G., 324 Glendale Drive, Chapel Hill, NC 27514
 1691 ESKILDSEN, Carl, 41 Talavera Cr., London, Ont., N5V 1K7, Canada
 1813 BLYTMANN, Tage W., P. O. Box 10700, Bainbridge Island, WA 98110
 1610 HVIDBERG-HANSEN, Edik, Havremarksvej 15, Skrydstrup DK-6500, Denmark
 769 BRIGHTSEN, R. A., Box 12861, Pittsburgh, PA 15241
 938 SORENSEN, Arnold, 334 Bellestri, Manchester, MO 63011
 963 NIELSEN, Gordon, 127 Stoney Ridge Dr., E, Apt. 114, Sandusky, OH 44870
 1043 NIEUWLAND, C., P. O. Box 8042, Rotterdam 14, Netherlands
 1292 VEITH, Gordon S., P. O. Box 51011, New Orleans, LA 70151
 1319 SPENCER, Eugene, P. O. Box 465, Mendota, IL 61342
 1341 BURGESSON, James, P. O. Box 75172, Los Angeles, CA 90075
 1377 NOLTE, Myron C., 15233 Ventura Blvd., #712, Sherman Oaks, CA 91403
 1405 PRESTRUD, Stuart H., 1001 2nd Ave., W., Apt. 304, Seattle, WA 98119
 1132 COLLIN, Ronald B., P. O. Box 63, River Grove, IL 60171
 1783 LAFOUNTAIN, Edward C., 11124 Wickes St., Sun Valley, CA 91352
 1671 RASMUS, Alfred A., P. O. Box 06398, Portland, OR 97206
 1502 SILBERMAN, Gerald S., P. O. Box 19454, Sacramento, CA 95819
 383 BROWNYER, Burt W., c/o John Stanley, P. O. Box 423, Gainesville, GA 30501
 1254 HAMERSCHLAG, Robert, U. S. Mission Geneva, c/o State Department, Washington, DC 20520

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The new Swedish king, Carl XVI Gustaf, is the youngest reigning monarch in the world. The first two stamps with his portrait were issued 29 April 1974, the day before his 28th birthday.

Världens yngste regerande monark är den nye, svenske kungen, Carl XVI Gustaf. De första två frimärkena med hans bild gavs ut den 29 april 1974, dagen innan han fyllde 28 år.

Start now with the new king

Starta nu med den nye kungen

The new royal era that has just begun in our country is a natural starting point for collecting Swedish stamps. By and by you will have an interesting, ever growing and more detailed picture of Sweden that your children and grandchildren may also enjoy some day.

Nu när en ny kungaepok just börjat i vårt land är det ett bra tillfälle att börja samla svenska frimärken. Er samling får en naturlig startpunkt och efterhand kommer ni att få ett intressant och ständigt växande Sverige-minne, som kanske också barn och barnbarn en gång kommer att ha glädje av.

The motifs reflect Sweden

Today Sweden is considered to be one of the most interesting stamp countries in Europe. Our stamps have typically Swedish motifs reflecting the history, culture and landscape of our country. Prominent artists are responsible for the designs, and most of the stamps are printed in steel engraving. The issues are comparatively limited. Significant for Swedish stamps is also that they always retain their collector's value.

Motiven speglar Sverige

Sverige anses idag vara ett av de mest intressanta frimärksländerna i Europa. Våra märken har typiskt svenska motiv, som speglar vårt lands historia, kultur och natur. För den konstnärliga utformningen svarar framstående konstnärer och grafiker. De flesta märken trycks i stålgravyr. Upplagorna är relativt små. Svenska märken utmärks också av att de alltid behåller sitt samlarvärde.

It is easy to collect new Swedish stamps

Lätt att samla nya svenska frimärken

A good way of obtaining Swedish stamps is to buy them from stamp dealers. If you cannot find them there, write for details about subscriptions to The Post Office Section for Philately PFA, Fack, S-10110 STOCKHOLM, Sweden.

Ett bra sätt att skaffa svenska frimärken är att vända sig till en frimärkshandlare. Har ni svårt att få tag på dem, så kan ni skriva efter upplysningar och anmälningsformulär till Postens Filateliavdelning PFA, Fack, S-10110 STOCKHOLM, Sweden.

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