

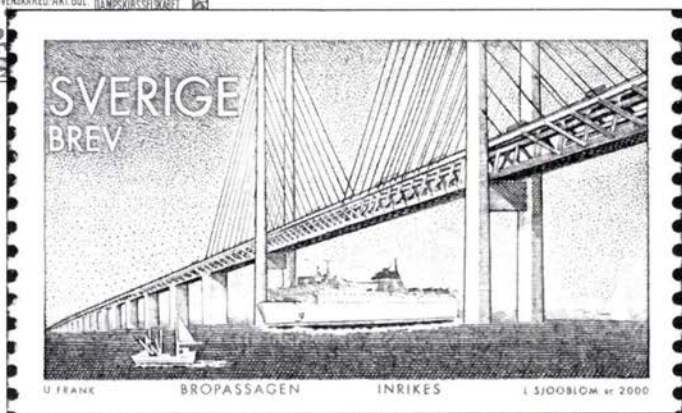


The

# POSTHORN

November 2000<sup>1</sup>

## Bridging the Sound





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# Bridging the Sound

## The Postal History of the Copenhagen–Malmö Crossing

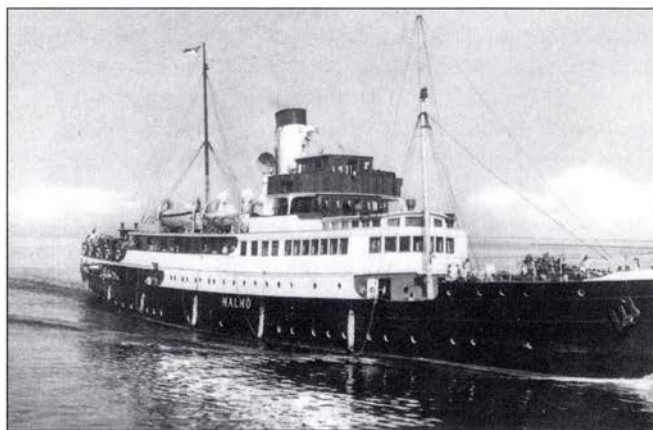
By Stefan Danielski

On July 1 this year, the first fixed connection between Denmark and Sweden was officially opened. The 16-km bridge-tunnel combination crosses the Øresund waterway (the Sound – in English), closing the gap between these two neighbors. The link runs from Copenhagen's Kastrup airport through a submerged tunnel beneath the Øresund (Sund) to a man-made island of Peberholm, then by the bridge crossing over the navigation channel to Malmö, Sweden. With its dual-track railway and a four-lane highway, it can handle 10,000 cars and 18,000 passengers per day.

The Copenhagen-Malmö crossing cannot be regarded as an isolated route. It has to be regarded as a link in a larger passenger, freight, and mail transportation grid between Scandinavia and the rest of Europe. This article presents the crossing history from the postal historian's perspective.

### The Early Period

The Copenhagen-Malmö sea post was established by Danish King Christian IV on June 1, 1615 as part of the local postal route connecting Copenhagen with Skåne and



*One of the ferries between Copenhagen and Malmö. The reverse of the picture post card reads "Travel with the Øresund boats."*

Blekinge provinces located on the east side of Sund.<sup>1</sup> The Blekinge route started from Copenhagen via Malmö, Lund, Kristianstad (Christianstad), Sølverborg (Sølfuidsborg), Rönneby (Rundebye) to Kristianopel (Christianopel). It was listed in the first Postal Ordinance of December 24, 1624 setting up the first Danish national

postal service.<sup>2</sup> The route was in service until 1645. Following a lost war in 1658, Denmark ceded the provinces east of the Sound<sup>3</sup> to Sweden.

Loss of Skåne and Blekinge to Sweden created a difficult situation for the provincial population who had close ties with Danes on the other side of the Sund. The main Swedish weekly postal service with Hamburg, operated since 1620, did not use the Malmö-Copenhagen crossing; instead, the route used the Helsingborg-Helsingør link to cross the Sund at the narrowest point.

The postmaster in Malmö, Hans Kaspar Heublein, arranged a special postal connection between Sweden and Denmark in 1668. An announcement by the governor of Skåne, Gustaf Baner, on April 30, 1668 proclaimed re-establishment of passenger and mail service between Malmö and Copenhagen, operating twice weekly by a Swedish mail yacht (Figure 1). ►

# Kongl. Maj: och Sweriges Rikes Rådhs/ Heltmarstalc

och General Gouverneur öfwer Skåne/ Hollandh och Wiclingh/ samt  
Lagman öfwer Södermanlandh.

## GUSTAF BANER,

Griffherre til Gamble Carleby/ Herr til Luna och Börnö /r.

**B**ör rötterligt/ at efterform gåde funnet åhr/ för den stultet at hålla en Påstjagt emellan Kiöpenhamen och här/ som och  
werod de öfrige Ortherne stec skal ywar Kärleksliden eller öfwerfarten åhr/ at alle så Publick, som Privat Brev til Öfver-  
stes Orther/ som fram och tillbaka gå/ tree å sira Dagur förr kunna til Orth och Ställe framkomma/ än Pantbydgen på  
Hälsingöhr/ hålft emedhan den twenne gångor i Weelan nembligen om Måndagen och Fredagen/ uthan försuimst öf-  
wergå skal/ så frampt wäderlecken icke åbe alt för Contrair och moostfrånwande: Sjuwarföre och såsom jagh åhr försä-  
kradt/ detta at twara alle/ som rät betänkte åhr/ aggrabelt och angenemt: Allså wäl jagh icke allenaft hafwa sådant förmedel till detta  
mit öyne Brevh Publiceraz och handgjordt/ uthan och aff alle och ywar och en i sjuwarherbet begierdt/ at de slag här efter rätt/ och alle  
affgående Brev/ aningen til Kiöpenhamen/ andre Orther i Danmark/ Holsten eller i sjuwarheret Hamburg/ utse Påst Contoiret  
här i Malmö miltwerra/ ywar de af Påstförtwaltern för Betalningh efter Ordinnanen emoottagas och medh mycken bättre sligt och  
Lropect befällass stoc/ än medh Färgemän och Passagiers som här til stect åhr/ och här efter lærer undwistaz/ emedhan ingen Fär-  
gemän skal twara tilfådt något Brevh medh slag at taga tweddh Oldarnbet och Straff tilgärandens/ där han of Wachten på Bronn/  
som der efter inquirera och ranssafta skal erstoppes och beträdes: Och såsom Brevhforanden allena rfsan löna mödan at hålla Jag-  
ten tweddh Mache och betala Jolset på den samne: Så efterlåtes Färgemännen/ som på den slihwet antagen/ icke allenaft at på de  
twenne Påstdagarne medh taga och öfwerföra den ena och andre Kexfende/ medh hoos slag hawwande Kexfetsgh uthan flere gångor  
i Becken/ och så åstia som begeres/ och det uthan sinder och mtrångh i alla måttor/ efterform den samne medh sijn Wägmän och för  
de öfrige utsi Konal. Majs. herredes. Ådan och bethdyg tages och anamnes för all molek., sjuwadh Kampen den och hafwa fan/ så  
länar han och de slag rätt och tillbörligen förhåla/ så och de twälör tillåses at nutha och behåla/ som Färgemännen i Hälsingö-  
borah/ som Påsten öfwerföra/ förumbet och bewillhadde åhr. Här alle och ywar och en/ som detta angår twet sig at effia i detta.  
Til wiffjo wnder min egen Handh och Betret. Danum Malmö den 30. Aprilis Anno 1668.

*Copenhagen mail service announcement of 1668.*

Figure 1

Since the service was a local initiative not arranged by the Post Office in Stockholm, the service had to be self-sufficient. The mail boat had the right to carry travelers not only on the normal days but also outside the schedule because the revenue from carrying letters alone could not cover crew expenses. The public was encouraged to send letters to Denmark and Hamburg using the new service. The Swedish government approved the service on August 12 of the same year with a condition that as long as Heublein kept up the service and paid the crew no one else could put another mail yacht in service or by any means harm the approved sea post connection. Nevertheless, this sea post apparently was short lived.

In the 16th and 17th centuries, Sweden and Denmark warred against each other for Baltic domination. Since 1620, the Swedish postal service used the route to Hamburg, the principal transfer point for mail communication with central Europe, through Denmark. To avoid frequent interruption, Sweden established an alternative postal route to Hamburg in 1683 with a sea post connection between Ystad in Sweden and Stralsund in Swedish Pomerania (today's Germany) without passing through Denmark. The new route became important for mail and passenger communication from Sweden, Norway, and Finland to central Europe.<sup>4</sup> Over the years and after many transformations, it exists nowadays as Trelleborg-Sassnitz ferry crossing. The rivalry between Sweden and Denmark formally ended at Kiel in January 1814 after signing a treaty in which Denmark relinquished its rights over Norway to Sweden.

At the beginning of the 19th century Sweden still maintained two major postal routes to Hamburg: one passing through Denmark with Helsingborg-Helsingør crossing over the Sund and another with a Baltic Sea crossing from Ystad to Stralsund/Greifswald in Prussia.

In 1830, new scheduled mail and passenger service was established between Malmö and Copenhagen operated by the sailing packet ships. The first steamship was introduced eight years later. The same year the Swedish Post Office decided to send mail over the Sound only on steamships, finding them more reliable than sailing ships. In the 1850s ►

steamship connections were arranged daily between these two cities. Occasionally mailbags were carried by sailing ferries mostly in winter when steamships could not be used due to weather.

Copenhagen established direct steamship postal routes to Kiel, Lübeck/Travemünde (1824) for mail heading to Hamburg and with Stettin for mail to Prussia. In 1848, the Danish mail routes to Hamburg through the duchies and Kiel were closed because of the Schlesvig-Holstein rebellion. As a replacement on April 19, 1848, the Swedish steamship "Malmö" began regular weekly service between Malmö and Travemünde via Copenhagen carrying bags with Swedish and Danish mail.

In order to speed up delivery, a proposal was submitted to open Swedish sorting post offices on Danish steamship ferries crossing the Sund between Copenhagen and Malmö. The permission to open post office compartments was granted by the King of Sweden on March 24, 1882. Starting in 1906 similar postal compartments were established on ferries serving the Helsingør-Helsingborg route.

### Railway Revolution

The railway revolution swept through Europe in the 19th century. It was a massive shift in transportation technology and infrastructure where none existed before.

The first railway in the kingdom of Denmark (completed in September 1844) went from Kiel to Altona,<sup>5</sup> at that time both Danish towns. The opening of the railway between Copenhagen and Korsør in 1856 allowed Danish mail steamers to move from Copenhagen to Korsør to serve Kiel, Lübeck, Nyborg, and Aarhus, cutting travelling time significantly.

Railways on the German side were constructed faster than in Denmark, covering German states with a network of tracks. The Berlin-Hamburg railway was completed in 1847; a branch connection to Lübeck was opened on October 15, 1851; the Stettin-Berlin railway in 1843; and a branch from Berlin to Wismar was extended in 1850.

Sweden railway development was much slower. It was 1865 before the railway to Malmö was completed, allowing transport of passengers, goods, and mail directly from Stockholm.

The Copenhagen-Malmö crossing, with its daily service and convenient railway/steamship routes to Hamburg and Berlin, offered better and faster service than the Baltic crossing between Ystad and Stralsund. The railway branch line to Stralsund on the Prussian side was completed in November 1863 and three years later the Swedish railway was extended to Ystad. ►



*A picture post card of a poster promoting the Copenhagen-Malmö postal route. The reverse of the card reads: "MALMÖ, one of Öresundsbolaget's first posters, (produced) just before the union (between Sweden and Norway) was dissolved in*

## Copenhagen-Malmö Crossing Postmarks: Examples

There were a number of postal markings applied on mail sent through the Copenhagen-Malmö route. They can be divided into four groups: 1, postmarks used on board the ships by post office crew; 2, special cancellers used in a shore post office for mail posted on board the ferries; 3, transit markings applied by shore post offices; and

4, markings used by Railway TPO to indicate country of origin.

The only known Swedish date stamp applied on board ferries was used from 1901 to 1904. It could be applied on mail posted on board or taken from boxes hanging at the ship berth in Copenhagen and Malmö.

Later, two date stamps were used in the Malmö post office for mail

collected from the Sund ferries. The first one is recorded on mail from 1947 and 1948. It seems to be a modified postmark produced for the experimental air mail flight between the two cities in 1930. The second date stamp was a standard POSTAD OMBORD canceller. (Similar date stamps were used on other ferry routes.)

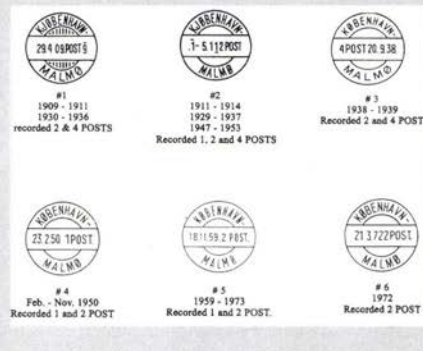
The Danish Post Office issued its first ferry date stamp in 1909 and they ➤



Swedish Ferry Postmark  
1901 - 1904



1930  
1947 - 1948      June 16, 1956 - 1974 ?



In order to speed delivery and provide faster mail exchange, Prussia in May 1849 established eight traveling railway post offices as independent of the regular post offices. This innovation was adopted soon by the Danish Post Office (1850) and later by Swedish Postal administration (1868). A postal treaty concluded in July 1869 between Sweden and Prussia required Denmark, Prussia, and Sweden to convey mail primarily by trains on the main routes.

As passenger traffic grew in volume, bigger ships called ferries, more suitable to carry increasing numbers of passengers on short routes, had to be built to address the growing demand. With a rapid development of rail, it was a matter of time before special ferries were built to convey railway cars across the sea.

Although Denmark cannot claim the invention, it became a world pioneer in successful train ferries — introduced in 1872 for the first time between Fredericia, Jutland, and Strib on the island of Funen and 11 years later on the route across the Great Belt between Korsør and Nyborg.

In 1895, the Danske Statsbaner (Danish State Railway) "DSB" introduced the first train ferry "Kjøbenhavn" between Copenhagen and Malmö offering direct railway connection between Stockholm and Copenhagen. Using the train ferry crossing between Korsør-Kiel (operating since 1881), passengers and mail could be transported without leaving a railway wagon directly from Stockholm via Copenhagen to Berlin. Later, "Kjøbenhavn" was augmented by the Swedish train ferry "Malmö" owned by the Svenska Staten Järnvägar (Swedish State Railway).

Sweden and Germany jointly continued to develop an alternative passenger and mail route to Berlin. The Ystad-Stralsund route become obsolete with their shallow harbors and it was decided to move ferry terminals to Trelleborg on the Swedish side and Sassnitz on the German island of ➤



Rügen. On May 1, 1897 the new train ferry crossing was officially inaugurated between Trelleborg and Sassnitz offering direct passenger and mail connection to Berlin from Stockholm and Norway. The Trelleborg-Sassnitz crossing became popular and most Swedish foreign mail was sent this route.

In response, Denmark and Germany developed a shorter sea crossing to Germany between Gedser in Denmark and Warnemünde on the German side that had been operating since 1849. On October 2, 1903, four train ferries were put in service by Danske Statsbaner "DSB" and Deutsch Nordischen Lloyd. The new route saved significant time between Copenhagen and Berlin over the Korsør-Kiel crossing. After World War I, this became the most important sea crossing between Denmark and Germany.

Despite the popularity of the Trelleborg-Sassnitz crossing, a significant amount of Swedish mail to Europe was conveyed through Denmark via the Malmö-Copenhagen sea link.

### Golden Era of Sea Service

The Copenhagen-Malmö sea link entered the 20th century with fully developed passenger, train, and mail service. Passenger ferries operated by Danske Dampskibsselskabet Øresund of Copenhagen and Svenska Rederiaktiebolaget Øresund of Malmö catered to growing numbers of passengers crossing the Sund. All ships were equipped with post offices on board the ships (postkupéexpeditioner) to sort and process mail posted on board. The service became popular among the local population particularly on the Swedish side because the crossing time was only 95 minutes and attractive prices for food and alcohol were available on the Danish side. Parallel train ferry service also allowed passengers to travel without leaving a railway wagon from Stockholm to Copenhagen and via Copenhagen to Berlin. ➤

were in use until 1973. Six types can be distinguished. It is believed they were assigned to post office crews rather than a particular ship. Additional FRA SVERIGE (From Sweden) markings were issued for mail franked with Swedish postage.

In both cities, post offices were equipped with transit Fra/Från markings to apply on mail delivered from ferries.



Kjobenhavn - Korsør  
35x10 mm  
1897 - 1907

Kjobenhavn - Gedser  
34.5x10 mm  
1910 - 1912

Because some of the Swedish mail sent to Germany via Copenhagen and the Korsør-Kiel route slipped through unmarked between 1897 and 1907, a special Fra Sverige marking was issued for the Copenhagen-Korsør TPO. Later, a similar marking was issued for the Copenhagen-Gedser route. Both markings are rather scarce.



Sodra Stambanan  
49x8 mm  
1866-1867



PKXP 2  
49x8 mm  
1883 - 1936



PKXP 62  
50x9 mm  
1897 - 1923



PKXP 62  
51x9 mm  
1897 - 1923

Shown above are a separate group of markings used by the Swedish Railway TPO that sometimes runs to Copenhagen.

These Fra Sverige and Från Danmark transit marks below indicate country of origin. ■



1858 - 1878  
Copenhagen I

Fra Sverige

1878 - 1885  
Copenhagen K

Fra Sverige  
M

1885 - 1910  
Copenhagen K

Fra Sverige

1902 - 1904  
Copenhagen O

Fra Sverige

1911 - 1913  
Copenhagen B

Fra Sverige

36x11 mm  
Copenhagen B (1912-1917)  
Copenhagen Omk (1918-1923)  
Copenhagen K (1926-1933)



#1 50x9 mm  
1876 - 1971



#4 56x12 mm  
1936

During World War I both countries were neutral and probably the mail and passenger service was maintained but on a smaller scale. Nazi occupation of Denmark in World War II affected passenger traffic between Copenhagen and Malmö. Sweden maintained its official neutrality but because of economic reasons cooperated with Germany, allowing even German soldiers transit through Sweden. In 1945 Swedish diplomat Count Folke Bernadotte, after negotiation with Himmler and Ribbentrop, arranged release of a couple thousand women and children from German concentration camps. Most of them were transported from Copenhagen by Swedish ferries to Malmö.

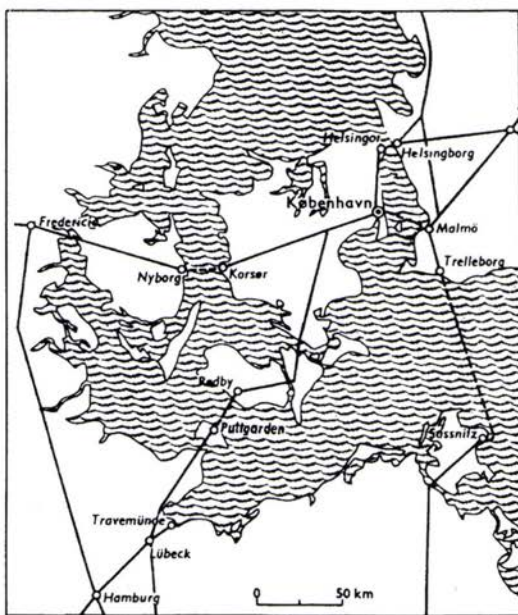
After WWII, the division of Germany into two separate countries changed the geopolitics of the region. Sassnitz and Warnemünde became a part of East Germany and Berlin became a free city inside East Germany. Both sea links across the Baltic (Gedser-Warnemünde and Trelleborg-Sassnitz) were activated after the war but traffic was a trickle due to travel and trade restrictions imposed by the Communist regime in East Germany.

There was a need for a new direct connection between West Germany and Denmark. A new sea crossing was inaugurated by passenger-train ferry between Gedser and Grossenbrode on the West German side on July 14, 1951. The distance between two terminals was 67 km and was jointly operated by passenger-train ferries operated by Danske Statsbaner (Danish State Railway) and Deutsche Bundesbahn (West German State Railway). Italy-Scandinavian Express E-146 and later Swiss Express E-144 used the ferry crossing. A shorter sea link was opened June 14, 1963 between Rødby located in the southernmost Danish island of Lolland and Puttgarden in West Germany. The new route reduced the sea crossing to 19 km and was called "Fuglefluglinie" (Bird Flight Line) because it follows a bird migration route. It allows travelers from Scandinavia to travel via Malmö-Copenhagen and Helsingborg-Helsingör crossings directly to Western Europe by train and later by car (see Figure 2).

To meet the demand, Danish operator Danske Dampskibsselskabet Øresund brought the first passenger-car ferries into service between Copenhagen and Malmö in 1956. It addressed the growing popularity of cars as a means of transportation among European population. Svenska Rederiaktiebolaget Öresund of Malmö cut the crossing time to 35 minutes after express hydrofoil passenger service was put in service in 1962. The same year, a Swedish operator inaugurated a shorter Sund route between Limhamn, Sweden and Dragør, south of Copenhagen. The new 50-minute route was designated especially for cars and trucks.

### Bridging to a New Era

The new era began in 1935 when the bridge was constructed over the Little Belt connecting the island of Funen with Jylland (Jutland). At the same time, the automobile ➤



Major Scandinavian transportation routes after WWII.

Figure 2

revolution was taking place. With growing prosperity, personal cars became affordable to everyone. The Mediterranean became a favorite tourist destination for Scandinavians. More people used cars instead of trains. Freight trailers and trucks became serious competitors to railways in Europe after the 1960s. Europe was covered with a web of international highways. The number of cars using the ferry ships between Germany and Denmark doubled in the last 10 years. The ferry crossing became a major cause of traffic delays.

To address the growing demand, serious consideration was given to replacing the ferry crossing with tunnels and bridges. In 1997, a tunnel was opened under the Great Belt and a year later a bridge over the Great Belt eliminated ferry service between Korsør and Nyborg.

The idea to build a tunnel connecting Copenhagen and Malmö first originated in 1872. More than 100 years later and following lengthy discussions and preparation, the governments of Denmark

and Sweden formed the Øresundskonsortiet in 1991 to design and construct the fixed connection between Copenhagen and Malmö. Construction on one of the largest civil engineering projects in northern Europe started in 1995 and was successfully completed in 2000.

The prospect of building a fixed link across the Sund affected Copenhagen-Malmö ferry operators. The last train ferry, "MS Malmöhus," operated by the Svenska Staten ➤

### Railway TPOs collecting mail bags from the Copenhagen-Malmö ferries or running to Copenhagen<sup>1</sup>

PKXP - Postkupéexpedition (Post Office in mail compartment); number denotes a particular route.  
PKP - Postkupé (P.O. in mail compartment).

PKXP 2	
Falköping - Malmö	1868 - 1874
Nässjö - Malmö	1874 - 1877
Falköping Ranten - Nässjö - Malmö	1877 - 1879
Nässjö - Malmö	1879 - 1903
Nässjö - Malmö - Copenhagen	1903 - 1934
Nässjö - Malmö	1934 - 1968
PKXP 10	
Jönköping - Malmö	1868 - 1873
Falköping - Malmö	1873 - 1874
Nässjö - Malmö	1874 - 1877
Falköping Ranten - Nässjö - Malmö	1877 - 1879
Nässjö - Malmö	1879 - 1905
Almult - Malmö	1906
Hässleholm - Malmö	1906 - 1907
Nässjö - Malmö	1908
Malmö - Copenhagen	1911 - 1912
PKXP 62	
Nässjö - Malmö	1886 - 1898
Nässjö - Malmö - Trelleborg	1898
Nässjö - Malmö	1898 - 1901
Nässjö - Malmö - Trelleborg	1901 - 1919
Nässjö - Malmö	1919 - 1920
Nässjö - Malmö - Copenhagen	1920 - 1940
Nässjö - Malmö	1940 - 1947
Nässjö - Malmö - Copenhagen	1947 - 1955
Nässjö - Malmö	1955 - 1968
PKXP 83	
Nässjö - Malmö	1897 - 1903
Nässjö - Malmö - Copenhagen	1903 - 1921
Nässjö - Malmö	1921 - 1934
Nässjö - Malmö - Copenhagen	1934 - 1940
Nässjö - Malmö	1940 - 1968
PKP 141	
Mjölby - Malmö - Copenhagen	1950 - 1951
Stockholm - Mjölby - Malmö - Copenhagen	1950 - 1951
Mjölby - Malmö - Copenhagen	1953 - 1963
Mjölby - Malmö/Helsingborg - Copenhagen	1963 - 1963
Malmö - Copenhagen	1966 - 1968
PKP 142	
Malmö - Copenhagen	1950 - 1963

<sup>1</sup> Source: Hjerberg, Per, *Postkupéexpeditioner postiljons-och postkupéer* 1868-1968. Göteborg.

## Known Ships<sup>1</sup>

<i>Freya</i>	1800
<i>Öresund</i> , steamship	1849
<i>Malmö</i> , Swedish mail steamship	April 19, 1848- 1859 weekly service between Malmö, Copenhagen, and Travemunde
<i>Ophelia</i> , Helsingørske Dampskibsinteressentskab	1852-1855 Danish private mail steamship also sailed between Copenhagen and Helsingborg 1855
<i>Horatio</i> , private mail steamer	
<i>Hälsingborg</i>	
<i>Engelholm</i>	
<i>Halland</i> , Swedish private mail ship	1860 – 1864 ?
<b>Svenska Staten Järnvägar, Malmö</b>	
SS <i>Malmö</i> , train ferry	1900-1945
MS <i>Malmöhus</i> , train ferry	1945-1974
SS <i>Drottning Victoria</i> , train ferry	1952-1968, used only as a replacement ship
<b>Danske Statsbaner, Copenhagen</b>	
<i>Kjøbenhavn</i> , train ferry	1895-1923
SS <i>Prins Christian</i> , train ferry	1923-1945
<b>Svenska Rederiaktiebolaget Öresund, Malmö</b>	
SS <i>Gylfee</i>	1905 (?)
SS <i>Malmö</i>	1914-
MS <i>Malmö</i> (II), passenger ferry	1964-1969
MS <i>Malmö</i> (III), passenger ferry	1969-1976
SS <i>Öresund</i>	1905-
SS <i>Örnen</i>	1909
SS <i>Hälsingborg</i>	1912-
MS <i>Opal</i> , Polish vessel	1986 (charter)
<i>Tunen</i> , passenger hydrofoil	1962
<i>Tranen</i> , passenger hydrofoil	1962
<i>Tumleren</i> , passenger hydrofoil	1962
<b><u>Danske Dampskibsselskabet Öresund, Copenhagen</u></b>	
SS <i>Gefion</i>	1905
MS <i>Absalon</i> , passenger-car ferry	1956-1974 (?)
MS <i>St. Ibb</i>	1958
MS <i>Örnen</i>	1958
MS <i>Gripen</i> , passenger-car ferry	1956-1976
MS <i>Öresund</i> , passenger-car ferry	1960-1981
MS <i>Örnen</i> (II), passenger ferry	1962-1982
<b><u>Euroway (Malmö-Copenhagen-Lübeck), service discontinued in 1994</u></b>	
MS <i>Silja Festival</i>	
MS <i>Frans Svell</i>	

<sup>1</sup> The list is incomplete, and any corrections are welcome.

Järnvägar. was removed from service in 1973. All trains from Stockholm to Copenhagen and to Central Europe via Copenhagen were directed to the Helsingborg-Helsingør crossing. The last Danish passenger-car ferry was removed from service in 1982, leaving only hovercraft and hydrofoil express service between the two cities.

There was an attempt by another ferry operator to capture the market by offering service between Malmö, Copenhagen, and Lübeck in West Germany. Ferry service offered by Euroway, however, was discontinued in 1994.

One of the world's busiest ferry routes – between Helsingborg and Helsingør – started to feel capacity problems in the 1980s. A new sea link was opened in 1985 between Helsingborg and Copenhagen for ferries carrying only freight trains. Two ferries owned by Svenska Staten Järnvägar and Danske Statsbaner serviced the route. ►

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The new fixed link over the Sound will have a tremendous economic impact on the region and it will change the transportation system not only between Sweden and Denmark but also on the Baltic Sea, which took almost 400 years to develop. The full extent of the impact will be seen in the future. ■

*Stefan Danielski is a marine engineer employed on the Great Lakes ships. He is a new member of SCC. His interest is the Baltic mail. He has published books and articles in the U.S., the UK, West Germany, Austria, and Poland.*

#### Footnotes

- <sup>1</sup> Then Danish territories.
- <sup>2</sup> At that time Copenhagen's mayor, council, and four guilds operated the postal service.
- <sup>3</sup> Halland, Skåne, and Blekinge.
- <sup>4</sup> By 1827, 70 percent of the Swedish and Norwegian mail was sent via Ystad and Greifswald, Prussia.
- <sup>5</sup> Part of Hamburg today.

#### Acknowledgements

I am grateful to Gary Coates of Canada for providing translation from Swedish. Jay Smith assisted with the cover illustration.

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#### Danish West Indies

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# Local Icelandic Sea Mail

By Þór Þorsteins

Increased sailings late in the 19th century also increased the possibilities of sending mail by sea. This article deals with mail transported on steamers between inland harbors and mail arriving in Iceland from abroad when this mail was placed in boxes or handed on to a steamer before sailing. Mail and cancels from smaller infjord boats, which carried freight, passengers and mail on inland waterways, are excluded here as little is known about cancellations of mail in remote areas between post offices.

Since passing of the Postal Law of February, 26, 1872 every ship captain was obliged to carry loose letters from his sailing harbor to the intended one in Iceland or abroad, according to the sailing schedule. A paragraph was added in 1901 permitting the Post to put up locked mail boxes for letters on steamers sailing between harbors in Iceland if convenient. The boxes were to be exchanged in harbors on arrival. In addition, every infjord boat receiving a grant from the government was obliged to carry mail. Similar obligations are found in all postal laws until after World War II.

An announcement on September 26, 1872 instructed that letters put in mail boxes on postal steamers with Icelandic or Danish postage stamps were to be cancelled in post offices at the steamer's port of arrival.

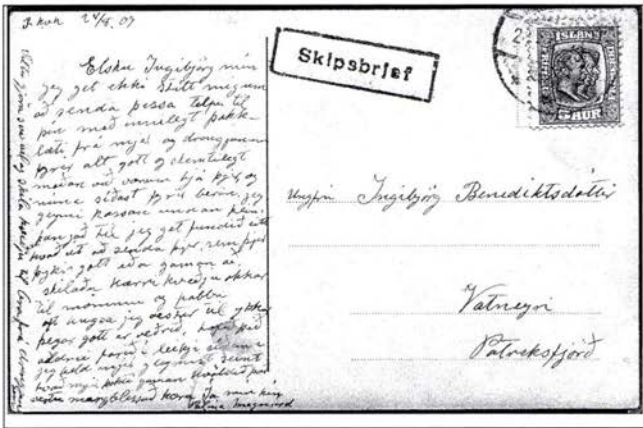
The first known reference to mail boxes is found in a letter from the Governor to the Postmaster dated May 9, 1896 where he says that "SS Vesta," operated then by the Icelandic Treasury, had obtained a mail box with a key. It also is known that two boxes were bought in Denmark February 8, 1899 and delivered to Iceland May 20. These boxes were intended for the coastal traffic steamers "SS Hólar" and "SS Skálholt," which were sailing regular trips around Iceland from April into October according to an agreement made with the United Steamship Company (DFDS) in 1897. Such boxes were without doubt put up in most, if not all, coastal steamers, although sources are missing. Also, it was permitted to transport ordinary mail around the coast with other ships.

A rule was established at the beginning of postal traffic that if a collecting office without any handstamp received mail with uncanceled stamps it was to pass it on to the next post office for cancellation. Additional cancels were introduced as offices were established at calling places. All mail, whether from the landpost or from steamers, inland

or foreign, was to be cancelled. Usually it is impossible to distinguish whether it is a ship letter or from inland mail except by the written content. Few date, crown and posthorn, or numeral cancels are known on ship letters from the 19th or early 20th centuries. It is known that the "SS Skálholt," and probably the "SS ▶



Card with numeral "200" used on "SS Skálholt."



Small Skipsbrjef from Reykjavik, 1909.

Hólar,” used a numeral cancel. Cancellations are known with names of the steamers, but this was done without permission of the Postmaster.

### Posting at Dockside

A letter could be posted in a mail box while the steamer was at anchor. At sailing time, the box was put aboard and no post office handled the mail; stamps, therefore, were

uncancelled. The problem of uncancelled stamps was discussed in a letter from the post office in Vopnafjörður to the Postmaster in Reykjavik on June 20, 1897 saying: “The letters from Bremnæs are delivered in ports of call uncancelled and therefore the danger exists the stamps will be used again and again. The only way to prevent this is to hand Bremnæs a postal cancel (destruction handstamp) and instruct captain Hansen to cancel the mail before delivery.” On the letter is written with ink in Reykjavik “afgr” (executed) but it is not known what was done. A possibility exists that there is an additional unknown use of the crown and posthorn cancel “Bréfhirðing” (collecting office), a general name for the smallest type of post offices in Iceland.

In the agreement with DFDS, and also with other shipping lines that sailed the coast, a paragraph stated that if the post quantity is so high that the Postmaster deems it necessary to send a postman to handle the mail and put up a temporary office on the steamer, then he shall receive free passage on the steamer. This raises the question whether some postal steamers had a numeral or other cancels from the post office for its use, or if the postman, sailing occasionally, brought the cancel and used it during his sailing.

As part of the Danish kingdom, Iceland became a member of UPU on October 9,

1874 and so UPU rules should also be in force in Iceland. A resolution at the postal congress in Vienna in 1891 concerning a cancel with the name “Paquebot” or similar text for cancellation of ship mail became effective in 1894. In Iceland, nothing happened until 1902 when a special cancel was received at the post office in Reykjavik ➤



Postage due card with Skipsbréf from Ísafjörður, 1919 (Only known use).



Numeral "215" used on "Esja," 1925-26.

with the wording  
"Skipsbrjef."

On January 9, 1914  
Kjöbenhavns  
Stempelfabrik delivered  
two cancels to Reykjavík  
with the names  
"Skipsbrjef" and  
"Paquebot." Both are  
metal with a frame around  
the names. In the country  
the only post office to  
receive one was Ísafjörður,  
which bought a rubber  
Skipsbréf cancel on  
September 21, 1913. It is  
only known used until

1919 and it is not known if it was used both on local and foreign mail.

Cancellation on foreign ship letters in later years usually was in accord with UPU rules from the London congress in 1929 where it was decided that mail placed in mail boxes on the high seas or accepted by postmen on steamers could be franked with stamps from the steamer's registration country. This resolution is still valid today. If letters are mailed outside territorial waters or harbors they are to be stamped with the local date cancel and carry "Paquebot" in writing or by stamping.

After 1914, coastal steamers have not used postal cancels (except "Esja," which received a numeral in 1925 and a date stamp 1926). This probably is because it was easier to hand mail to post offices in the next port of arrival. It is known, however, that some boats in infjord sailings received numerals for canceling stamps as they had several ports of call between post offices.

Working rules for postal transport among the Scandinavian countries from 1935 states that stamps of both countries are valid for sea mail moving from one country to the next. They are to be stamped with a special handstamp showing the mailing country. Despite this, several letters with Danish stamps, especially from 1936-38, are known cancelled only with an ordinary Reykjavík date stamp. The establishment of the Scandinavian Postal Union in 1946 probably affected the buying of four rubber cancels with the text: Frá Danmörku, Noregi, Svíþjóð, and Finnland (From Denmark, Norway, Sweden, Finland). None found much use except as CTO.

### Suspension During Wartime

Two similar metal cancels with the wording "Aðkomið" (Arrived) were used in Reykjavík, first during 1936-1938 and again in 1948-1952. A great increase in mail transport via buses started after 1930 and it was common to hand the drivers stamped letters for delivery at the Reykjavík post office. The Aðkomið cancels were used on mail that arrived uncanceled in Reykjavík.

At the beginning of World War II, a temporary law was passed on October 20, 1939 prohibiting giving out information on sailings or arrival of steamers between Iceland and foreign countries. This resulted in no sea post mail stamped with special cancels during the war.

After military occupation of Iceland in May 1940, the use of mail boxes on ►



steamers was discontinued because soldiers had sent uncensored mail on ships sailing between countries. On January 15, 1941 the postal authorities warned sailors and passengers sailing between Iceland and England or the Commonwealth that it was not permitted to carry any mail to or from British soldiers but all should go through censorship of the army. This warning was repeated in March 1943. Special ship letter cancellation started again in 1944. From 1948-52 the use of the "Aðkomið" cancel replaced "Skiptbrjef" on sea mail as well as mail from the buses.

Since 1983, a cancel is known in use in Reykjavík with the words "Kom með sjópósti" (Arrived in sea mail), but it is not known when it started or ended. It was used on air mail letters arriving incorrectly in sea mail.

On February 14, 2000 the Postphil in Reykjavík received a new cancel with the word "PAQUEBOT." It is used to cancel mail from tourist liners calling at Reykjavík. This applies to mail from foreign steamers even though it is carrying Icelandic stamps.

In foreign literature on Icelandic ship letters, a framed "Paquebot" cancel is said to have been in use in Hafnarfjörður. No record has been found of its existence or its use. It is the opinion of the author that it is incorrectly recorded as Icelandic.

A fixed custom does not seem to have existed concerning the placement of sea mail cancels. To begin with only a sea mail cancel was used and always on the stamp. Later, it was put on the stamp and a date stamp added to the side. Subsequently, the date stamp was used on the stamp with the sea mail cancel to the side. Still, this is not constant. According to current rules, the date stamp should cancel the stamp and the other one placed to the side. ■



*Danish sea mail with Frá Danmörku used in Reykjavík, 1936.*



*Inland cover with Aðkomið from 1945.*

*The author has been collecting Iceland for 40 years and has published numerous articles and books on postal history of Iceland. This article was translated by the author from the Icelandic and adapted from his article in Frímerkjablaðið, Vol.1, No. 3, February 2000.*

#### **Acknowledgements**

Many collectors, foreign and local, assisted in compiling this article and loaned material from their collections. It is with gratitude that this is acknowledged.

## Lively Naval Visitors to Norway

By Frederick A. Brofos

Over the years, it has become traditional for friendly naval visits from various nations to call at the ports of Norway and elsewhere. After being cooped up on board for months, the young seamen undoubtedly are eager to let off steam and celebrate ashore.

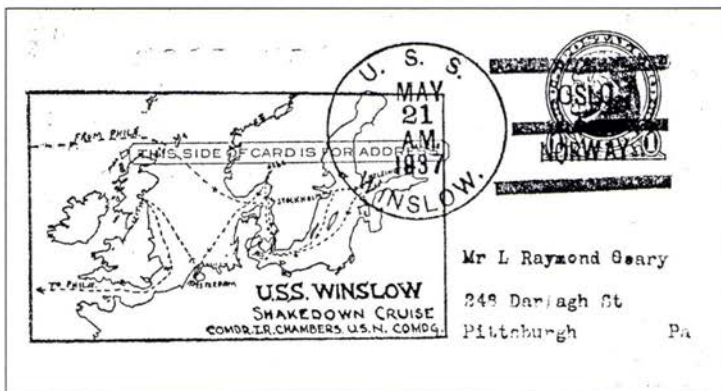


Figure 1

Numerous philatelic covers with assorted postmarks and cachets were produced as souvenirs of these lively and festive occasions when sailors of different countries arrived and turned the town upside down.

I described a card from the 1898 visit to Kristiania by the German naval training ship SMS Charlotte in *Luren* several years ago.

I have also seen cacheted covers from a "Midshipmen's Cruise" by the ►

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USS Arkansas and USS Wyoming in July 1935. Oslo and Copenhagen were among their ports of call. No doubt, an exciting time was had by all.

Figure 1 is a card from the Oslo visit of the USS Winslow in May 1937. Their so-called "Shakedown Cruise" also included stops at Stockholm, Helsinki, Amsterdam, and Leith (Scotland) before returning to Philadelphia. A map cachet on the one-cent postal card shows their route. Apparently, Copenhagen was passed by twice, it perhaps being considered too lively there. The ship's postmark shows "OSLO NORWAY" inserted between the killer bars and probably name changes were made at other ports of call. Covers undoubtedly also exist from a U.S. naval visit to Oslo in 1923.

I have two rather amusing newspaper clippings that vividly recall the excitement created at the time. The local press reported and commented on events as follows:

"An American squadron of five warships and a large coaling vessel anchored yesterday in the bay of Piperviken (in Oslo harbor). The 6000 Americans, with their funny white caps, quickly made an impression on the street scene."

A later report had a different tone, though:

"The large naval visits we had in Kristiania this Summer and Autumn has given a scandalous and frightening picture of our young girls morality. Yes, not only the young girls, but also grown-up women of an age when one would imagine they no longer exerted any particular attraction to the opposite sex. They have shown a lack of decency that has aroused general consternation. The worst was undoubtedly the American visit with the many colored naval seamen. Racial pronouncements are not nice, but one does not wish an active effort by Norwegian women to erase the race and color difference."

A cartoon (Figure 2) entitled, "After the Naval Visit," referred to a trysting place at a park on the outskirts of Oslo. The cartoon in the satirical newspaper *Hvepsen* (The Wasp) was captioned:

"The Royal Woods at Bygdøy looked like a battlefield following the naval visit. Should their be raised a monument to the fallen?" ■



Figure 2

# What's that Stamp Worth?

by Roger Fontaine\*

This is an often-asked question at our stamp club and, indeed, at stamp clubs the world over. The answer is so much more than an intrinsic catalogue value.

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It is the unravelling of a mystery. It is being part of a group that, collectively, carries forward an incredible amount of knowledge and expertise there for the taking.

It's the sharing of a cup of coffee or a beer while comparing ideas and information. It's a warm smile and the cracking of a joke. It's the handshake at the closing of a deal.

This is part of the true value of a stamp. ■



\* The author is secretary-treasurer of SCC Chapter 24 in Manitoba, Canada



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# Commemorating 125 Years of Icelandic Settlement in the West

by Don Brandt

The volcano Askja in the central highlands of Iceland blew its top on March 29, 1875, the largest pyroclastic eruption in the country's recorded history. Volcanic ash blanketed the East Fjords from Bakkagerdi to Djúpvogur and reached Stockholm, Sweden within 38 hours. With catastrophic consequences, not only in the East Fjords but throughout the north and northeast, farms and pastureland were devastated, humans and livestock died of starvation and, in a country already in the throes of economic hardship, the displaced and disillusioned began to emigrate west.

Less than 1,000 Icelanders had emigrated westward before Askja, beginning with a few Mormon converts to Utah in 1855. Canada, seeking immigrants to settle the vast wilderness of Western Canada, sent agents to Iceland and the other Nordic countries. Icelanders, however, were the only group to be promised an area of their own to colonize in the Canadian northwest, enhanced by an offer of inexpensive sea fare, free transportation across Canada to Winnipeg, Manitoba and a homestead upon arrival.

In 1983, the Institute of History at the University of Iceland published *Vesturfaraskrá 1870-1914*, the monumental research of Jónius H. Kristinsson that lists the name, age, occupation, last domicile and year of departure for almost every westward emigrant, as well as the port of departure and, if known, name of ship and intended destination. In 1873, for example, about one-half of 323 recorded emigrants sailed on "Queen" out of Akureyri, while the remainder sailed on "Emma" (Akureyri), "Björg" (Vopnafjörður) or "Pera" (Reykjavík). In 1874, most of some 400 emigrants were picked up at Saudárkrókur and Akureyri by "St. Patrick," an Allan Line vessel that sailed directly to Quebec (perhaps the only time Icelanders did not have to sail to either Scotland or England first).

Mormon converts, mostly from Vestmannaeyjar and all headed for Utah, sailed sporadically from Reykjavík during 1870-1900. More interesting were some 30 emigrants, destined for Brazil, who sailed from Akureyri to Scotland and made their way to Spain for the voyage to South America. They came from the Ljósavatn and Laxárdalur areas northwest of Lake Mývatn. Until a few years ago, the fate of their descendants was unknown, but some were located and interviewed for local television. Lack of any contact with their mother country for more than 100 years, however, more or less disqualifies the Brazilian contingent as being considered westernized Icelanders.

## Settlement Sheet Issued

Gimli (Manitoba), the first permanent Icelandic settlement in Canada, was founded in September 1875. This year on October 9 - the Day of the Postage Stamp - the Icelandic Postal Administration issued a miniature sheet to commemorate 125 years of settlement in the New World (Figure 1). The illustration is from the painting *Landing at Willow Point* by Árni Sigurdsson, which is owned by the New Iceland Heritage Museum in Gimli. It was designed by Icelander Thröstur Magnússon and engraved by Martin Mörck, and printed intaglio in size 87x73mm by Canadian Banknote Company, Ltd.

The first pioneers encountered much difficulty, beginning with a six-week delay in sailing from England. Sickness and some loss of life at sea and a late arrival in Canada forced them to live in Ontario for a time, seeking temporary work and trying to learn Canadian customs and a new language. Finally a delegation of Icelanders, accompanied by missionary John Taylor, journeyed to Manitoba to search for a suitable site to establish ►

a "New Iceland." Along the southwest shore of 300-mile-long Lake Winnipeg they found what they wanted: a lake bountiful with fish, a natural harbor, rich black soil, good pastureland, and abundant timber for construction and fuel. This area was promptly reserved for them by the Canadian government and the initial group of 268 Icelanders was transported from Muskoka, Ontario to incipient Gimli.

The first winter probably was no worse than what they were familiar with in Iceland, except they were not established. Facing starvation, they had to accept a loan of wheat and some other staples. A smallpox epidemic and quarantine followed and a little later Lake Winnipeg flooded much of their area. After five extremely wet seasons, accompanied by more flooding, over one-half of the settlers departed for Dakota Territory.

Askja emigrants began arriving in 1876, some 1,200 or so, mostly from the area north and east of the volcano that bore the brunt of ash, with lesser numbers from the area roughly between Blönduós and Akureyri. The year 1877 witnessed almost no emigration, but then the westward exodus began from all areas of Iceland, not to drop off until 1894.

Two new factors contributed to this: pack ice across the north in 1878 and a string of severe extra-long winters during 1882-87. Perhaps

some encouraging letters from the new Icelandic colony changed a few minds, too. The 1880 census of Iceland totalled just over 72,000 - by 1894 some 10,000 emigrants had gone west!

To counter dwindling numbers, Canada renewed efforts to seek Icelanders, offering a rock-bottom fare from Iceland to Winnipeg (equal to the price of two good overcoats at the

time), and not without good reason, according to Professor Norman McDonald in his book *Canada-Immigration and Colonization 1841-1903* (Aberdeen University Press, 1966). The Canadian government regarded Icelanders as ideal settlers in the west - honest, industrious, frugal, simple in their habits and requirements, physically strong and well educated. McDonald also remarked that no other group of immigrants showed a greater desire to become Canadian citizens.

The miniature sheet issued in October continues the annual Day of the Postage Stamp tradition in Iceland which began in 1986 and has witnessed 12 miniature sheets and three sets with a postal transportation theme. Finland and a few other European countries share this tradition. The sheet bears a 200 krónur denomination plus 50 krónur charity amount, thus selling for 250 krónur. First-day cancellations show the date encircling a Canadian maple leaf.

Askja epilogue: If you visit Iceland and seek some real adventure, then make a visit to the Askja caldera (actually three, totalling 55 square kilometers). In addition to Öskjuvatn, the deepest lake in Iceland, you can bathe in the crater lake Víti ("Hell"), which is warm on the surface but cold beneath. Askja has been asleep since 1961. ■



Figure 1

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## Rare Danish Block Auctioned

The only known used block of four of Denmark's 2 RBS was sold for Euro 250,000 (\$220,000 plus Euro 50,000 commissions and taxes) at Postiljonen's September auction in Malmö. The block was the highlight piece in the third and final auction of the Gene Scott collection. Postiljonen reported the purchaser wished to remain anonymous. The block of four was in a childhood collection in Denmark before it came on the auction block in 1985. The block is considered the rarest multiple in Danish philately, according to Postiljonen. ■



## Norway Letter Rates Abroad: A Review

*Norwegian Letter Rates to Foreign Destinations 1743 to 1855*, by Harry Snarvold, hardbound, 55 pages, illustrated. NOK 350 (valid through 2000) plus postage (NOK 120 by air and NOK 70 by surface to U.S.) from Oslo Philatelic Society, P. O. Box 298 Sentrum, NO-0103 OSLO, Norway.

The missing link in the study of Norwegian letters to foreign destinations has been amply described by the well-known postal historian Harry Snarvold. He has now at last published what he knows about Norwegian mail going abroad – and that is quite a lot.

The great problem with this period is that all letters going abroad had to be prepaid by the sender to the nearest destination abroad – usually Gothenburg, Copenhagen, or Hamburg. The postage to be paid by the sender is rarely noted on the letter, but it can be reconstructed by using the information now made available by Snarvold.

In 55 interesting pages, an excellent survey of this interesting and previously only fragmentarily researched period is given. The book is divided into two main chapters; the first covering mail sent through Sweden and the second part mail through Denmark. In this period, Norway had no postal exchange with other countries, even if some mail could be sent occasionally by ship either to the United Kingdom or the Netherlands.

The various letter rates to foreign destinations are clearly explained mostly in tabular form. One should note, however, that inland distance postage to the border post office (Frederikshald, Kongsvinger, Laurvig [Frederiksværn], Værdalen and Alten) would have to be paid in addition. A uniform rate of 6 skilling to the border exchange post offices was introduced in 1849. Also, until January 1, 1846, there was a receipt charge at the post office of 1-2 skillings for prepaid letters.

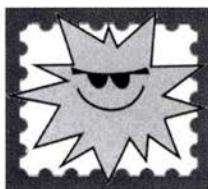
The book is excellent and a must for those interested in pre-adhesive letters from Norway. The book is written in Norwegian, but should be easily understandable from the illustrations and tables. ■

–Paul H. Jensen



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## NORDIA 2001 Update



Detailed final plans are being completed for the first major exhibition of the millennium in the United States. The combined NORDIA/ARIPEX/APS show in Tucson, AZ January 19-21, 2001 will be a blockbuster affair that no philatelist, especially Nordic area collectors, should miss. **If you haven't made your reservations for the tour packages and postal history symposium, do so immediately by using the registration form enclosed with this issue of *The Posthorn*, or print it from**

**[www.nordia2001.org](http://www.nordia2001.org). The Kartchner Caverns tour is full but NORDIA officials are trying to schedule another that day, so sign up and you will be advised.** Some of the highlights you can expect:

- The famous 3 skilling yellow error of Sweden, only known copy, world's most valuable stamp (over \$2 million).
- Bureau of Engraving and Printing's Billion-Dollar Collection of uncut currency sheets, treasury notes, and uncut sheets of stamps issued for the Nordic countries.
- United States National Postal Museum Jenny airmail inverts and the infamous CIA error inverted one dollar stamp.
- American Philatelic Society's frame telling the story of the Dag Hammarskjold error issue.
- George Kramer's Pony Express Mail exhibit.
- National Postal Museum and University of Arizona documents and artifacts (including Geronimo's rifle) pertaining to Postal Inspector John Clum who served in the Arizona Territory and Alaska.
- John Birkinbine's collections of 19th century mailbags, a genuine Wells Fargo stage coach, and pioneer Arizona classic covers.
- The Nordic country postal museums and postal administrations will have a variety of non-competitive exhibits, sharing many of their treasures.
- Special Court of Honor non-competitive exhibits of classic Denmark, Greenland, Faroes, Finland, Iceland, and Norway.
- Nearly 500 frames of competitive NORDIA exhibits, 100 frames of APS single frame exhibits, and 250 frames of ARIPEX World Series of Philately exhibits.
- The famous engraver of the Royal Court of Sweden, Czeslaw Slania, will be at the show each day to autograph stamps and souvenir engravings that will be on sale.

In addition, there will be a bourse of 75 dealers, including a number from abroad with Scandinavian area materials. The Scandinavian Collectors Club will hold its annual meeting at the show, as will the United States Stamp Society (formerly BIA).

Several social events are scheduled, including a reception at the Postal History Foundation, an evening of food and fun in Old Tucson, and Grand Prix awards dinner, and the show awards breakfast when all competitive results will be announced.

So, sign up for the show, book your flight and hotel, and bring the family for some fun in the sun in Tucson in January.

**Make your hotel and flight reservations immediately.  
January is a popular tourist month in Tucson.**

—Alan Warren

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## Scandinavian Area Awards

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A number of Scandinavia related literature items were entered in Canada's Fifth National Philatelic Literature Exhibition held in Ottawa. A vermeil went to *Finland and Åland Revenue Stamp and Revenue Stamped Paper Catalog* by E. B. Saarinen. Silver awards went to Claus Rafner's *Handbook and Catalog of Danish Tobacco and Alcohol Tax Stamps*, Sweden Postmuseum's *Pöstryttaren 1999*, Ingemar Wagerman's *Svensk Postcensur under andra världskriget*, Eliz Lundin's *Postvagar: postkontor och postgardar i 1750-talets Sverige*, Don Brandt's *Stamps and Story of the Faroe Islands* and the Scandinavian Philatelic Foundation's *AFA Iceland Specialized Catalog 1997*, translated by Jay Smith.

Henrik Mouritsen took a gold, the grand award, the APS pre-1900 medal of excellence, the APS research award, and the Postal History Society medal with his "Danish Postal Rates 1875-1906" at INDYPEX. At MILCOPEX, Charles Shoemaker received a gold for his "Greenland: The American Issue," and a vermeil and AAPE award of honor for "Greenland: Military/Censored Mail."

At the Greater Houston Stamp Show, Alan Warren received a gold and the AFDCS award for "Denmark: The Christian X Issues on FDCs," and Arthur Zeitler won a vermeil in the single frame category for "Kobenhavns Fodpost."

At the APS show in Providence, RI, William Benfield's "Denmark: Essays and Proofs—the First Seventy-Five Years" was shown in the champion-of-champions class, all of which received a *prix d'honneur*. In the open competition, Ross Olson received a gold and the American Philatelic Congress award for "The Definitive Postage Stamps of Sweden 1920-1938," and James Gaudet also won a gold along with the APS research award for "Advertising Panes of Denmark."

The National Finnish exhibition ÅLEX was held in Mariehamn, Åland in August. SCC President Roger Quinby received a large vermeil for his "Finland's Vaasa Temporary Wartime Issue."

A vermeil was awarded to *The Posthorn* in the literature section at SESCAL in October.

### Internet Awards

The results of the 2000 FIP Philatelic Web Site Evaluation were reported recently. Three stars went to Icelandic Stamps ([www.frimerki.is/vipenglish](http://www.frimerki.is/vipenglish)), featuring the stamps, cancellations, and postal history of Iceland. Two entries achieved the two-star level. Jeffrey Crown's Faroe Stamp Site ([www.faroestampsite.com](http://www.faroestampsite.com)) provides information on postal history of the Faroes with emphasis on his award winning collection. Another two-star site was Swedish dealer Sören Andersson ([www.sastamps.se](http://www.sastamps.se)). In addition to his Web award, Crown took a gold, the reserve grand award, and the Postal History Society medal at the AIRPEX show in Dayton, OH, for "The Faroe Islands Post 1839-1962."

—Alan Warren

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# Scandinavian Literature Notes

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By Alan Warren



In his Scandinavian column in the June issue of *Global Stamp News*, Alan Randall Jones writes about the career of the famous stamp engraver Czeslaw Slania, and illustrates a number of Swedish stamps prepared by him. In the July issue, Jones writes about a less famous Swedish engraver, Arne Wallhorn.

The Association Internationale en Philatélie publishes an occasional journal, *Fakes Forgeries Experts*, with articles by the member experts of the organization. Issue number 3 (May 2000) contains one article of Scandinavian interest. Jean-François Brun writes about the postal service established by Norwegian missionaries in Madagascar in 1892. A little later stamps were issued for local use, and covers franked with them are quite rare.

## Dutch Index Their Journal

The Netherlands journal *Het Noorderlicht* provides an index to the periodical, issues 1 to 140, either in hard copy format of 100 pages, or on a disk. Pricing and other details can be obtained from the secretary F.C.J.K. Hertel, Urkwal 74, 1324 HR Almere Stad, Netherlands (or by e-mail to f.hertel@ajaxfire.nl).

In the Dutch journal, Ton Steenbakkers presents two installments (June and September) on Norwegian postal stationery issued since 1997. Also in September, J. M. Vroom writes about the development of mail transportation in Denmark from 1848-1864.

The August issue of Denmark's *Skilling* continues several series, such as Bruno Nørdam's on Danish essays, and E. Menne Larsen's chronicle of the first 100 days of the German occupation of the country in WWII. For a number of years, this magazine has had a long running series by Vagn Jensen on the town cancellations of Denmark with illustrations. The series is now up to towns beginning with the letter "K" in this issue. In the September issue, Ib Eichner-Larsen gives an overview of 2,000 years of sending messages in sealed bottles!

Geir Sør-Reime of Norway writes an occasional column in *Mekeel's and Stamps Magazine*. In the September 1 issue his topic is Svalbard, which has been under Norwegian sovereignty for 75 years. His October 13 topic is the Sverdrup Islands discovered by the explorer Otto Sverdrup off the northern coast of Canada. In 1930, Norway agreed to turn the claim for these islands over to Canada. Swedish author Christer Brunström describes the Balbo flight covers of Iceland in the September issue of *Global Stamp News*.

In his series of articles titled "Fabulous Firsts" in *Mekeel's and Stamps Magazine*, Paul Jackson writes about Finland No. 1 in the September 1 issue. In the September issue of *Scandinavian Contact*, Bill Ross continues his series on Åland postal history with a chapter on shipping and the car ferries. In the same issue David Kindley writes about the Royal Navy privilege envelope of Iceland.

The Copenhagen Philatelic Club (KPK) is enhancing some of its printed articles with additional graphics to be found on their website, [www.kpk.dk](http://www.kpk.dk). In the September issue of their journal *Nordisk Filatelistisk Tidsskrift*, Henrik Mouritsen describes an unusual express letter of 1898 bearing 118-øre franking. The express fee reflects the distance that the service was required, and in this case the letter went from Arden to Buderupholm.

Writing in the Danish journal *Posthistorisk Tidsskrift*, Otto Kjærgard shows some examples of censorship in Greenland before April 9, 1940. In the same issue, postal historian E. Menne Larsen discusses postal services in Schleswig during the period 1848-1851. ►

Wilfred Wasenden tells about the certificate of receipt, which has been in use for nearly 150 years in Norway, in Issue No. 3/2000 of Oslo Philatelic Club's bulletin *Info*. The Canadian Society of Russian Philately publishes the journal *Post-Rider*, and the June issue carries two articles by Erling Berger. In one he describes the rates from Sweden to Russia during the 19th century and shows a cover from Upsala to Moscow via Åland mailed in 1871. In his second article, the author presents rate tables for mail from Finland to Germany via Sweden from 1814-1848.



In the August and September issues of *Dansk Filatelistisk Tidsskrift*, SCC's Dan Laursen continues to drum up enthusiasm for NORDIA 2001 with his series on the westerners celebrated in the Legends of the West stamps sheet. In the 2/2000 issue of Norway's *Frimerke Forum*, Knut Arveng describes the wonderful exhibit about explorer Roald Amundsen that is on display at the Fram Museum in Oslo, courtesy of polar collector Fred Goldberg of Sweden. Goldberg has been collecting postal material and other documents about Amundsen for 40 years.

In the July/August issue of *filatelisten* from Sweden, Erik Sjögren presents the 16th part in his series on railway postal markings, and Karl Wändahl discusses the special railway marking "KSJ" for the Karlsborg-Sköfde line in the period 1877-1883. In the September issue, Jón Adalsteinn Jónsson discusses extensively the 1897 rír overprints of Iceland.

In Germany, the Nordic country collectors study group is the FG Nordische Staaten and their quarterly journal is *Philatelistische Nachrichten* ("Philatelic Reports"). In the May issue, Rolf Dörbach writes about the Danish East Indies and the colony of Serampore. Dörbach also writes about North Ingermanland in 1920 in the same issue, and Günter Wahl discusses the 22-mm Antiqua cancellation of 1873 of Iceland. Jürgen Tiemer continues his series on fieldpost offices in Norway with No. II, which was most often at Helgelandsmoen. His installment in the August issue focuses on Fieldpost No. III. In that issue Roland Daebel also describes the first cancels of Iceland in the Antiqua and Grotesque types.

In the July issue of *Greenland Collector*, published by Post Greenland, John Andersen presents the first part in a series on handling the mails during polar expeditions. The post office at Vestmanna is the focus of issue No. 3 of *News from the Faroes*. ■

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# Transfers and Re-Entries

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Alan Warren

The Association Internationale en Philatélie (AIEP) is a group of experts, many of whom are called on to form the expert teams that serve as watchdogs at FIP exhibitions, looking for questionable material and verifying that appropriate certificates are on hand for important material that has been expertised. The AIEP has just published the third number of its occasional journal *Fakes Forgeries Experts* in which members write about particular items that they have had experience with. This issue also begins a listing of the members of AIEP; several of them are from the Nordic countries. Those members and their fields of expertise are: Finn Aune - Norway; Helena Obermüller Wilén - Sweden 1855-1919; Juhani V. Olamo - Finland and Ecuador.

In May, the organizing committee of COMPEX, which is the annual Combined Philatelic Exhibition of Chicagoland, presented its James J. Matejka, Jr. Memorial Award to SCC member Robert Faschingbauer for his time and effort spent on behalf of the show. He represents SCC Chapter 4 at the COMPEX planning sessions.

In October, Gordon C. Morison was presented with the national merit award of the Philadelphia National Stamp Exhibition for contributions to philately. Morison was honored for his past contributions as well as his current leadership activity as president of NORDIA 2001, vice president of operations for Washington 2006, and chairman of the board of vice presidents of the American Philatelic Society. The Philadelphia show merit awards have been presented to many distinguished philatelists for more than 50 years.

Lars Boes, editor of the AFA catalogs, was named president of the International Federation of Stamp Dealers (IFSDA). He will have a challenge since the American Stamp Dealers Association has dropped out of the organization, as have the trade societies of Canada and Great Britain. During the annual congress of the Federation of European Philatelic Associations (FEPA) last summer in Vienna, 29 of the 38 member organizations were represented. Ingolf Kapelrud of Norway is president of FEPA. During the meeting, it was announced that FIP is introducing a series of competitions similar to the Champion of Champions run by the APS. The new series will be called the Nation's Cup, the Continental Cup, and the World Cup.

## HAFNIA 01 Planning



Although the focus currently is on January's NORDIA exhibition, planning continues for another international Nordic show later in 2001. HAFNIA 01, set for October 16-21 in Copenhagen, has attracted interest from 55 of the 83 eligible countries, reports Commissioner General Toke Nørby of Denmark. "We already have received more than 675 entry forms (including literature) asking for a few more than 3,000 frames," said Nørby. "Unfortunately, we only have space for about 2,200 frames so we know that we have to disappoint many exhibitors."

Exhibitors should begin receiving notices in mid-November concerning their entries. At last count, Denmark (naturally) led the entry count with 88 exhibits followed by 54 from Germany, Argentina with 39, and the U.S. at 38.

You can keep up with HAFNIA planning at <http://www.hafnia01.dk/> ►

### Noted Briefly

PhilaNippon 01 will take place in Tokyo August 1-7, 2001. National commissioners include Erik Hvidberg Hansen of Denmark, Heikki Pahlman of Finland, Ivar Sundsbø of Norway, and Hasse Brockenhuus von Löwenhielm of Sweden.

The Scandinavia Philatelic Society of Great Britain reports the recent death of their former editor Philip Marsden, who was a fellow of the Royal Philatelic Society London. He established much of the format that the SPS journal, *Scandinavian Contact*, retains to this day.

Knud Mohr, president of FIP and long-time leader of KPK and the Danish Philatelic Federation, has received one more honor in his illustrious philatelic career. Sweden recently bestowed on Mohr the prestigious Strandell Medal for his many years of service to Nordic philately.

The recently formed U.S. Stamp Collectors Club of Denmark has officially joined the Danish Philatelic Federation. The group, founded by Arne Rasmussen, now has members in France and Switzerland as well as Denmark. Information is available from Rasmussen at Pilevej 9, 2740 Skovlunde, Denmark. ■

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## President's Letter

Roger Quinby



The long awaited NORDIA 2001 is nearly here. This will be an outstanding philatelic event featuring some of the best Nordic area exhibits, an excellent international bourse, the Nordic Postal Administrations, world-renowned stamp engraver Czeslaw Slania, and special displays from the Smithsonian Institution.

The SCC is especially honored to host postal historian Paul Jensen of Norway as guest speaker at the annual meeting on January 20.

Once again, I urge all of you to plan a vacation to Arizona in mid-January for a tour of the incredibly beautiful desert scenery, the old mining towns, Kartchner Caverns, historic sites, and, of course, the first-ever North American NORDIA show. A number of meetings and social events are planned to please every SCC member's collecting interest. We expect a large turnout, and we look forward to seeing you in Tucson.

The Posthorn Committee has been weighing and analyzing the results of the recently completed mail survey. Changes will be introduced during the next year. It is the Board's first priority to issue an interesting, informative, quality journal offering well researched, scholarly feature articles (either an original or translation from one of the Nordic journals), together with the news columns and shorter articles covering a broad range of Nordic philatelic subjects.

In recognition of the needs of our advertisers, the Board and *The Posthorn* staff are committed to publishing the journal at regular quarterly intervals so that notices about upcoming auctions and shows will reach you well in advance of the announced event.

I am pleased to announce that Lisa Beytien-Carlson of Hastings, Minnesota has been appointed Production Editor. She will be responsible for implementing a new *Posthorn* look in a recently approved 7x10-inch page layout. The somewhat larger page size will allow for larger reproduction of illustrations and increased formatting flexibility.

Sandra Downs, who in recent years has served as both Editor and Managing Editor, is moving on to other pursuits, including writing articles and books. We are deeply indebted for her service to the SCC. Sandy helped when we faced a crisis, not knowing if we had the resources and content to publish *The Posthorn* on a regular schedule. We wish her our best and hope she will again have time for active participation in the SCC in the near future.

2000 is a SCC election year. This year, the Nominating Committee selected a list of candidates who were unopposed. No one came forward to request a place on the ballot and no one submitted nominating petitions to run for any office pursuant to the Bylaws. In fact, a complete slate was not finalized until the last minute when Walter Jellum of California agreed to serve as Vice President, Chapters. Because the nominations were unopposed, the Secretary cast a single vote for the entire slate; consequently, you did not receive a ballot in this year's dues renewal notice. A news note on the new officers is found elsewhere in this issue.

**Michael Falls** of Virginia, **Dave Andersen** of Minnesota, and SCC Librarian **Stuart Silverberg** retired from the board in keeping with a SCC tradition of rotating directors. Michael has been a leader in SCC's Tidewater Chapter 26 and in the area's VAPEX show for a number of years. Dave has made several trips to NORDIA shows in Scandinavia, serving as an unofficial ambassador, staffing the SCC table, answering questions, and soliciting new memberships. Stuart has performed invaluable service overseeing the ►

installation of the SCC library at the Rocky Mountain Philatelic Library in Denver.

**Bob Lang** decided to retire from the board as Vice President, Chapters to spend more time with his grandchildren and other hobbies. Bob served for a number of years as



*At the postal museum in Storby, SCC President Roger Quinby discusses the mail route across the Ålands organized by Bernhard Steen von Steenhausen in 1638.*

Executive Secretary and has been active in the Delaware Chapter for decades. From the membership, "Thank you, Dave, Michael, Stuart, and Bob for your dedicated service to the SCC."

The American and French branches of our extended family met in Mariehamn for ALEX 2000 in August. We toured the islands, and I partially retraced the old postal route from Grisslehamn (Sweden) by ferry to Storby in Ekerö, then eastward to Marby, past old farms, churches, and small villages, beyond Kastelholm to Bomarsund, and then across the

archipelago to Åbo. In some places, the old postal route has been paved over, but the original mail road runs parallel to the new asphalt motorway in a few places. Mariehamn is a thriving and charming town of about 13,000 that doubles or triples in population during the peak summer tourist season. A fascinating nautical museum is just one of a number of places of interest to visit.

The local organizing committee under the direction of SCC member Mikael Erickson and Åland Post Chairperson Anita Häggblom are to be congratulated on Finland's outstanding and delightful national show for 2000. ■

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# News From the Home Office

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*Don Brent*



It has been a slow time of the year for stamp collecting with more time spent outside on other activities. As the weather cools, it seems that stamps are getting more play.

It is time for the annual renewal of dues. Very soon - perhaps before you receive this issue of *The Posthorn* - you will receive your dues renewal notice. Please return dues promptly to save the SCC the time and expense of sending a reminder.

As is mentioned elsewhere in this issue, Jed Richter, a highly regarded philatelist and friend, passed away recently. Jed and I had been planning to drive to Tucson together from California. We talked on the telephone only a couple of days before his unexpected death. Jed was a long-time member who had been very active in SCC over the years. We extend our sympathies to the family and friends.

Our membership gained some ground this quarter with the addition of seven new members. We extend our welcome and remind new members that we are here to help with any SCC-related matters. If you have questions or suggestions just let us know.

I hope that you have a wonderful holiday season and that we will meet at NORDIA 2001 in Tucson. ■

## Membership Statistics for the Quarter Ending 9/30/00

### New Members

- 3799 Antoine, George X., 321 Ocelot Dr., Arabc, Louisiana 70032
- 3800 Regeling, Henry, Bartoklaan 106, Heemstede 2102 ZH, Netherlands
- 3801 Lemmo, Peter S., DNP
- 3802 Cokelet, Giles, 3 Hodgman Canyon Rd., Bozeman, MT 59718
- 3803 Felt, Jeremy, 125 Northshore Dr., Burlington, VT 05401
- 3804 Sellner, William F., 15 Lexington Court, Clifton Park, NY 12065
- 3805 Baadke, Michael, 1508 Marilyn Dr., Sidney, OH 45365-1023

### Reinstated

- 1682 Jellum, Walt, 26854 Tropicana Dr., Sun City, CA 92585

### Deceased

- L-13/0720 Richter, Jared H.
- 1657 Debo, Arno

### Donations

- 2359 Meyer, Ronald

### Change of Address

- 3294 Hendrickson, Dr. Frank S., 3427 Gillham, Alton, IL 62002
- 3683 Savage, Dan, 19162 Vernon St., Loch Garry, R.R.1, Apple Hill, ON, CANADA K0C 1B0
- 2479 Thurman, Carl L., Dept Biology, Univ. Northern Iowa, Cedar Falls, IA 50614-0421
- 923 Hawkinson, James F., 305 Gillman Ave., Washington, Il 61571-1133
- L-20 Helm, Robert Arthur, 13 Burwell St., Norwalk, CT 06854-4703
- 3766 Matson, George G., 6350 Umber Cir., Golden, CO 80403-7407
- 1354 Whipple, Bryan R., 404 Mendocino Ave. #200, Santa Rosa, CA 95401-6377

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## Editor's Notes

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Paul Albright



First, a welcome and a farewell. The welcome is for Lisa Beytien-Carlson of Hastings, MN who is taking over as Production Editor of *The Posthorn*. She will work with our printer and me to design and format each issue and produce the final mechanical layout.

Lisa brings a strong background to her SCC position. After attending Gustavus Adolphus College, she received her bachelor's in fine arts from the Minneapolis College of Art where she served as a teaching assistant and provided continuing education for artists and design professionals. She has designed teaching aids and educational toys and worked as graphics supervisor and document production coordinator.

In 1990, she established her own firm, BC Marketing & Design, and her clients include several area banks and law firms, the American Swedish Institute, and the Minnesota Zoo. Lisa's first project for SCC was to design a handsome new membership brochure to attract new members. (If you would like a supply of these new brochures, contact Executive Secretary Don Brent.)

Lisa is welcomed to the staff of *The Posthorn*, and I look forward to her enthusiastic and creative help in carrying out further improvements to our journal.

The farewell is to Sandra Downs, who is stepping down as Managing Editor of *The Posthorn* and as SCC's Webmaster to pursue other interests, including writing books and articles. Sandy contributed years of dedicated service as both Editor and Managing Editor and developed SCC's first presence on the Internet. This came at great sacrifice as she underwent transitions in her personal and professional life. Although Sandy and I have never met in person, she nevertheless provided me valued support and counsel as I made my first cautious steps as your Editor. I join the Posthorn Committee and the SCC Board in gratefully thanking her for her vital contributions to fulfilling SCC's mission.

✓ The Posthorn Committee held a productive meeting in October concerning the journal and the Website. This was a further step in the budget-conscious process of change and improvement. We improved the paper quality this year. The next step will be to enlarge *The Posthorn* from a 6x9-inch size to 7x10-inch document. The larger page size will allow more flexibility and better display of text, illustrations, and advertising. I know that not all members are eager for this change - at least initially. I solicit their views now.

✓ Uff Da! That Scandinavian exclamation seems to sum up what occurred with a few of the August issues of *The Posthorn*. Through a printer's error, a handful of defective copies were mailed. These copies have some pages missing while other pages are duplicated. If you have one of the defective copies, a replacement will be provided. My contact information is on Page 2. ■

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## Chapter News

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### SCC Leaders Selected for Next Two Years

A slate of Officers and Directors to guide SCC for the next two years was selected without opposition this Fall. There was only one nominee for each position and no contested races. Nominating Committee Chair Warren Pearse explained that under SCC's Bylaws if all nominees are unopposed, no ballot needs to be sent to the membership. In that case, the SCC Secretary casts one vote to elect the entire slate.

Re-elected for his third, two-year term as SCC President was **Roger Quinby** of New York State. **John DuBois** of Massachusetts and **Warren Pearse** of Maryland will switch positions—DuBois becoming Vice President and Pearse becoming a Board Director. **Donald Halpern** of New Jersey and **Howard Schloss** of Maryland will remain as Secretary and Treasurer, respectively, and **Paul Nelson** of California continues on the Board as Immediate Past President.

**Walter Jellum** of California is the new Vice President, Chapters, succeeding **Robert Lang** of Delaware.

Directors, in addition to Pearse, will be **Jerry Moore** of California, **Roger Fontaine** of Manitoba, **Viggo Warmboe** of Minnesota, **John Knutsen** of Washington State, and **Greg Frantz** of Colorado. Leaving the Board are **Dave Anderson** of Minnesota, **Michael Falls** of Virginia, and **Stuart Silverberg** of Colorado. SCC appreciates their service. ■

### Chapter News

As of the first of year, the new SCC VP for Chapters will be Walt Jellum, a long-time member of Chapter 17 (So. Cal). He is hoping that each SCC Chapter will designate someone to email him with regular updates on Chapter program ideas, vital happenings, and so forth. Chapters can contact Walt at [wajel@inland.net](mailto:wajel@inland.net).

As I step down from the SCC Board, I want to thank all members who supported my efforts on behalf of SCC while serving as your Executive Secretary and Vice President, Chapters. It has been a rewarding 9+ years. Happy and safe holidays to all!

*—Robert Lang*

Here is the SCC meeting schedule at NORDIA 2001 in the Tucson Convention Center (TCC). Check at the SCC/NORDIA table for exact room locations and other meetings.

- |            |   |
|------------|---|
| January 19 | • Posthorn Committee, 11 a.m.-noon, Agate Suite |
|            | • Cyber Chapter, 3-4 p.m., Mojave Room.         |
| January 20 | • Golden Gate Chapter 21, 11 a.m.-noon, TCC     |
|            | • SCC General Meeting, 1-2 p.m., TCC.           |

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## Stamp Mart

### New Mart Book

The Type G "pocket Mart book" experiment has proven unsuccessful. These were books where photocopies of stamps and covers were circulated primarily for our overseas members. The remaining "pocket" pages from these books have been assembled into a new green, Type H cover book. The rules for these books will be similar to the blue book. The books will consist of 16 pages, each with a 4 1/2" by 5" pocket, that can hold single stamps, sets, booklets and will be ideal for small covers. There are four lines below the pocket for a full description plus areas for catalog value and price. The Type H books will be priced the same as the blue, Type F books, that is 75 cents each with a minimum order of four books.

### Millenium Special

Fifteen books for the price of 10! Until the end of 2001, the Mart will offer five free green, Type H books with each order of 10 blank Mart books. This special applies to orders of either blue or green Mart books. Only green Mart books will be provided free.

### New Material Needed

The Mart needs all types of material. We still have active buyers for nice material but few members willing to take the time to enter Mart books. Many collectors are hesitant to purchase material from auctions or the Internet. They prefer to see the items "in front of them." This especially holds true for 19th century "flyspeckers." Please consider turning your duplicates into cash for new purchases.

Mart books containing unusual items are always welcome and sought after. This includes books with railroads, revenues, locals, and perfins. It is best to fill books with one category or country. The May 2000 *Posthorn* (page 41) lists the categories presently in circulation.

**Mart address is Eric Roberts, P.O. Box 460201, Houston, TX 77056.**

**Telephone 713-963-0485 (you may leave a message). E-mail: [eric.roberts@halliburton.com](mailto:eric.roberts@halliburton.com).**

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# Member Forum

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## Are There More? A Look at Swedish Ring Varieties

By George Kuhhorn

SCC's Sweden Ring Study Group has been recording varieties with "color lines in margins."

The Facit catalog lists 20v3, 21v3, 22v3, 23v5, 34v3, 38v4, and 51v3.

In addition to these, our study group has found margin color varieties on Sweden Facit numbers 17, 28, 29, 32, 35, 49, and 50.

So far, margin color markings have been found in the top (T) margins of 17, 20, 21, 28, 29, 31, 32, 34, 35, and 51; in the bottom (B) margins of 21, 29, 35, and 49; in the left side (L/S) margins of 21, 28, 34, 50, and 51; and in the right side (R/S) margins of 21, 29, 32, and 38.

Should anyone have other varieties or additional positions, please advise George Kuhhorn, the Sweden Ring Study Group coordinator, at PO Box 4486, Emerald Isle, NC 28594, or email geokuhh@starfishnet.com. ■

## In Search of the "Yankee Clipper"



SCC member Paul Carlton would like some help identifying this "Yankee Clipper" transatlantic cover. The cover from a Goodrich office in Sweden to the Goodrich Company's International Division office in Ohio was postmarked in a Stockholm substation on 7-12-1939. Asks Carlton: "Was it a private plane? An original Goodrich blimp that was before Goodyear? Any help would be appreciated." Carlton can be reached at PO Box 2627, Seabrook, NH 03874-2627. ■

### Swedish Cancels - Can You Collect Them All?

Here is a recent dialogue with an eBay competitor. We wrote each other because usually it's fun and sometimes it's mutually beneficial. In this instance, it was instructive. Yngve gave me an abrupt reality check as he told me how he conducts his own collecting of cancels:

7-22-00 - Hello. You are obviously a serious collector because I see your name often. Tell me about your collection of Swedish stamps.

7-23 — Hi. I'm a collector of Swedish cancels, and the lot that we both bid on included one that I need. The cancel is from my part of the country, which is Jämtland. It's cheap and the stamps are cheap, but I need it. But the good cancel in the lot is Muonioniska, which is scarcer and useful for trading.

7-24 — Dear Yngve: I also wanted those cancels for my pre-Gustav V collection. I have many of the easy cancels, but I still need the other 90%+. (Does anyone have all of them?) You are smart to collect only those from your province.

7-25 — Herb: Here's an answer to your question: I don't think so! When collecting Swedish cancels, one usually chooses a time period or a stamp issue. Or, one might collect examples of all of the cancel types over time from a single post office during the length of time that it has been in existence, or from a group of post offices from an area in, say, the 19th century.

Take my county and municipality as an example. There is greater Strömsund and 55 or so villages, all of which have or had their own cancels. Strömsund, where I live, was named Ström before 1900, and it has had a post office since 1864. It changed name to Strömsund in 1900, and so there are six different cancel types on Oscars alone for the two different names. Move forward and backward in time, and you have perhaps 20 cancel-types for just one place. Add to that the different cancels for Strömsund-Hillsand, Strömsund-Lövberga and Strömsund-Svaningen (Ångbots PXP 173, 174 & 175) and we get up to about 40 cancels for just one place. Add to that the variations for the other 55 villages and there are hundreds of cancels just for one sparsely populated area in the Midwest of Sweden. So, it will be hard to get them all.

— Herb Volin

**For sale:** Specialties and exhibition level items, Denmark 1851-1930 (used stamps and postal history). Much specialized, bi-colored material. Contact SCC-member Henrik Mouritsen: mou@psyc.queensu.ca or +1 613 549 1862 (evening).

**For sale:** A complete run of *The Posthorn* — Vol.1, No. 1 to the current issue. \$150 or best offer, and Alan Anderson will pay postage and handling. "I no longer have need of the older issues and it is time to pass it on," writes Anderson, who can be contacted at PO Box 3498, Incline Village, NV 89450.

# Welcome to the Leading Norwegian Stamp Auctions!



Twice a year we arrange a public auction in Oslo as we have been doing for some 15 years. The total turnover has been some NOK 10 millions a year. Each auction contains approximately 1100 lots with starting prices from NOK 100.

Our most expensive item was sold for \$125,000 in 1987; Norway No. 1 in a block of nine from the world famous "Vi King" collection formed by Mr. Jared H. Richter. This is a Norwegian all time high.

The auctions also include top quality objects from many other countries. The market for stamps in Norway is one of the strongest in the world, and this is reflected in the prices realized not only for Scandinavian items. Our computer systems includes some 18,000 customers worldwide and we believe our selling potential would be most interesting also for vendors abroad.



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## Captain's Mail from Danish War Ship



Figure 2

This ship-mail cover is a major historical item from the Danish war ship, "Islands Falk," that operated between the Faroe Islands, Norway, and Denmark before Germany's occupation of Denmark in World War II. Mailed from Koppervik, Norway, 12-2-1940 to Denmark, this is the only recorded cover from the ship during the Faroe Island mail transport period November 1939-March 1940. The warship carried official courier mail

to/from Denmark and the Faroes.

The cover (Figure 1) was sent from the commanding officer, Hauptmann-Andersen, to his wife during port call in Norway, two days before the ship arrived in Esbjerg, Denmark to complete its second trip from the Faroes to Denmark. A red "special delivery" mark is on the front of the cover and a 14-2-1940 Copenhagen arrival cancel is on the back, along with a violet hand stamp "Islands Falk." (See Figure 2.)

Government mail canceled "Stats Ministeriet" or "Faroe AMT" was sent in the "pouch" to avoid censorship. This traffic ended in April 1940 when German forces occupied Denmark.

This cover and the companion picture post card (Figure 3) of the Islands Falk were purchased in an eBay Internet auction about a year ago. -Jeff Crown



Figure 1

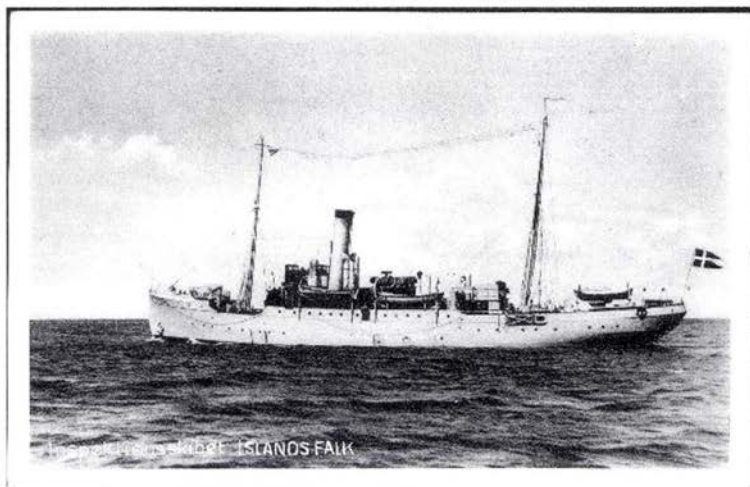


Figure 3

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## CANADIAN STAMP MART

*By Roger Fontaine*



Canadian SCC members have an invaluable resource at their disposal. That is the Canadian Stamp Mart.

The mart was started more than four years ago by Roger Fontaine and the late Glenn Hansen with the help and support of SCC Chapter 24 (Winnipeg, Manitoba). The mart was created in response to the introduction of the GST (Goods and Services Tax) and the \$5.00 postal handling fee that made receiving circuit books from across the border expensive and impossible to deal with.

The Canadian system is for use in Canada only but U.S. SCC members can arrange to see and purchase from the books. A few have done so while travelling in Canada. With the U.S. dollar buying \$1.50 Canadian, it is a cheap way to acquire stamps. Contact me for details.

Canadians wanting to buy or sell Scandinavian stamps can contact me for books. Blank books for mounting cost \$1.00 each. The circuit keeps 20 percent of the gross sales. I also offer a small amount of insurance should a loss ever occur. I presently manage 55 member-owned books. Some 159 books have been submitted since we started.

Sales have grown every year. Last year's gross sales were more than \$3,100. Not bad for 50+ members.

Buyers receiving books are responsible for all postage fees, but if purchases exceed \$100, the Mart pays the postage.

I commonly use the Express Post System by Canada Post, as it is fast, traceable, and affordable. For those west of Manitoba, mailing costs are \$4.27 one way, and for those living east of Manitoba, \$6.41. All Scandinavian countries and areas are on hand, including DWI and Åland. Lots to pick from. I will provide a book list for anyone who asks. Above all else, get involved. It's your club.

**For more details, please phone, write, or email Roger Fontaine, 177 Crestwood Cres., Winnipeg, Manitoba. R2J 1H9, Canada. Phone: 204-254-4900; email rfontain@ilos.net.**

For More on the Canadian Mart: See *The Posthorn*, May 1999 (page 30), and August 1999 (page 21).

**Visit our website!**

**[www.scc-online.org](http://www.scc-online.org)**

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## Roald Amundsen's Expedition Mail: A Review

*Roald Amundsen: Expedition Mail, Letters, Postcards & Stamps* by Fred Goldberg, 64 pages, soft covers, saddle-stitched, 8 1/4 by 12 inches, Lidingö, Sweden, ISBN 91 630 9600 5. \$15 from the author, Box 1210, 18124 Lidingö, Sweden.

Fred Goldberg has long been an avid student and collector of polar material and has been very considerate by sharing his collections and information with others through booklets such as this. He has previously written about Spitzbergen in a similar booklet. Goldberg's exhibit on the Norwegian explorer Roald Amundsen received a vermeil with special prize at NORDIA 2000 in Sollentuna, Sweden where it was entered in the "open class," akin to our display class.

This booklet, which was arranged chronologically by the various Amundsen expeditions, was published to coincide with the opening in May of Goldberg's exhibit on Amundsen, which he has graciously donated to the Fram Museum in Oslo.

Scarce expedition mail is illustrated, mostly in color, and special handstamps or cancels are shown in black and white. In addition to mail related to these expeditions, Goldberg illustrates souvenir post cards and commemorative stamps that were issued later. The inside back cover shows many examples of Amundsen's personal stationery.

The booklet concludes with more than two dozen references. Aside from some non-conformance to bibliographic citations and some typographical errors in the text, this book is a wonderful opportunity to see some rare pieces related to one of the 20th century's great explorers.

—Alan Warren

## Click On the "New, Improved" SCC Website!

Have you checked the SCC Website (<http://www.scc-online.org>) lately? There is a new look with a new Webmaster in charge!

Assuming Home Page duties from Sandra Downs is Father John Tollan, a SCC member from Chelsea, Victoria, New South Wales in Australia. Father Tollan has been active for many years in the Australian Philatelic Society where he created and has managed the society's Web pages since 1997. He collects Finnish Lapland postal history when he is not busy with an 8,000-member parish in Chelsea. His email is [tassieal@heypete.com](mailto:tassieal@heypete.com) (use numeral "1" in email address).

The redesigned site includes:

- A library index, making it much easier to order materials from the SCC Library.
- A list of study groups and chapters, along with their contacts.
- A list of members who have provided their electronic addresses.
- Feature articles from recent issues of *The Posthorn*.
- The SCC Bylaws and lists of officers and directors.
- Those who have won various awards over the years.
- A membership application form to help your collector friends join SCC.
- And, importantly, a response form we make the Website even more useful.

Stop by anytime. SCC is "Home" 24-7-365.

—John DuBois & Alan Warren

## Denmark Cancellations: A Review

*Danmarks Poststempler: Annulleringstempempler* by Vagn Jensen and Jan Holding, approx. 7 x 10 inches, hardbound, 160 pages, in Danish, illustrated, published by Jan Holding, Frederiksberg, Denmark 1999, ISBN 87-987396-0-3.

The focus of this book is on the cancellations used on Danish stamps during the early stamp period. Hence, it is limited to the 19th century. Values are shown for each cancel, making this an important reference for collectors and dealers.

Three basic types of cancels are examined. The first is the so-called mute cancel, which consists of four concentric circles with a dot in the middle. The second type is similar but the dot has been replaced by a numeral that identifies the town where the cancel was applied. The third type is a combination of the numeral type with a CDS of the town, or possibly a railway mark.

The cancels are listed in numerical order with the mute cancels indicated for those towns that had them, and each type or subtype is well illustrated as an aid to identification. Each cancellation entry includes the earliest and latest known uses where known. Some of the numerals were inscribed by hand and there is a separate list of those. There is a handy alphabetical list of the towns and cities with the numerals associated with them.

The list of values shows prices for dark or light cancels. In many cases there are different values depending on the year, if this can be determined by other information on the cover. Scattered photos show many examples of cancellations on stamps and on cover.

This book updates the work of earlier catalogers of these cancels, who are briefly acknowledged, and it is well printed and illustrated. However, a bibliography would have added value to the work. The listings are self-explanatory and the use of Danish text in this book is minimal.

This book is not readily available through either literature dealers or co-author Jan Holding. Those interested could try contacting Holding at G1.Kongevej 74 D th, 1850 Frederiksberg C, Denmark. The most recent advertised price is 275 Danish kroner.

—Alan Warren

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## Two Ship Letter Cards of Norway

By Frederick A. Brofos

It does not seem to me that either the officially issued or the private letter cards have been very popular in Norway. For a number of years postal stationery of this kind was issued by the Post Office, but eventually ceased. They were rather cumbersome anyway, with three sides having to be moistened to close. Later, these edges had to be carefully torn off along their rouletted sides in order to open the wretched things.

They were certainly a big nuisance to World War II censors, who first had to tear off the edges and then reseal all around with their censor labels.

However, here we are going to examine two unusual letter cards used aboard certain Norwegian ships. Although made for use in Norway, they were produced by the Photocrom Co., Ltd., of London and Tunbridge Wells, England. They were copyrighted and marketed under the name of "The Vignette Letter Card."

After being on the lookout for many years, I have still only seen two of these interesting sepia-colored cards. They were both made for the Bergen Steamship Co. – a line crossing the North Sea between Bergen and Newcastle on Tyne – and often called the B&N Line.

It is not known whether the cards were sold or given away aboard ship or at the Norwegian Travel Bureau at 21 Charing Cross Road, Whitehall, London S.W. 1.

Figure 1 is for the Royal Mail Steam Ship "Jupiter" (which I traveled on several times in the late 1930s but without seeing the cards).

The reverse side shows the vessel and its sister ship "S/S Leda" in Bergen harbor. The card was actually posted on board and the 40-øre blue stamp is cancelled with the ship postmark reading "BERGEN-NEWCASTLE POSTEXP.D" and dated 20-7-26.

One would naturally conclude that the "D" postmark was used at that time on the "Jupiter." However, the message inside shows it was used instead on the sister ship. A partial quote reads: "Steamer 'Leda' on way to Bergen, Norway. Dear M. We are having a fine trip on this boat. Built 1920, seems small after the "Leviathan" (trans-Atlantic liner) but very complete. The daintiest little rooms, twin beds. The meals are excellent and the weather made to order. I wonder if Herbert would like a few small coins. Yours Diana."

Figure 2, also printed in sepia brown by the same company, is for the steam yacht "Prince Olav" (2,500 tons), which was then used on pleasure cruises in June-August on the Norwegian fjords and to the North Cape to see the Midnight Sun. ►

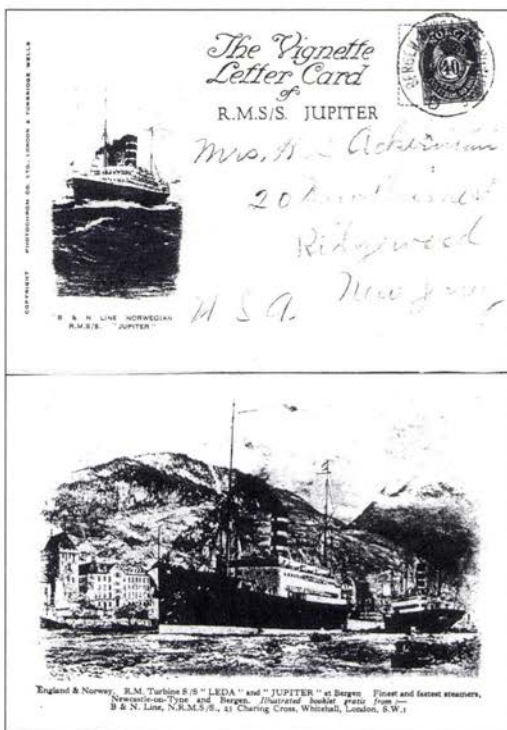


Figure 1

Picturing the trim vessel on the front, the reverse side shows a stateroom with twin beds and "communicating bathroom." The letter was mailed from Molde, Norway, on July 18, 1927 and reads: "Dearest Robert. The wonders grand! We are sailing on a floating palace between great mountain peaks and lesser ones. Snow capped or with flashing waterfalls flowing down the sides. Such outlines are never dreamed – a perfect boat – such comforts and luxuries! Their Majesties never enjoyed it more. Yesterday it was 76° – today it is 58° – but we have electric heating and large wood fires – Such a joy. With love Aunt Vela."

This delightful card has a 30-øre blue stamp, so postage rates must have been reduced since the previous year. Both of these cards were sent to addresses in the U.S. The reference to "their Majesties" refers to the use of the boat formerly by British royalty, I believe.

Similar cards may possibly exist from other vessels or places. They are not easily come by because, unlike envelopes, the personal messages cannot be separated and so are either interminably saved or destroyed. ■

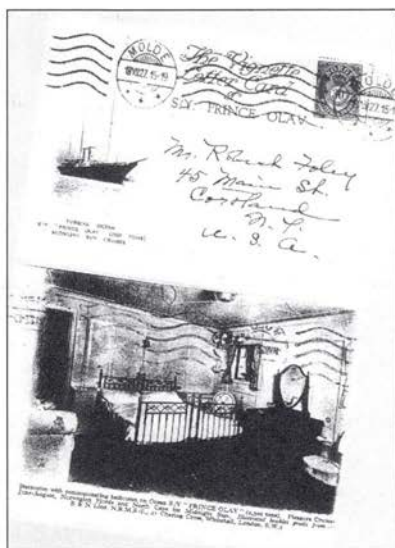


Figure 2

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# THE SCANDINAVIAN COLLECTORS CLUB

Founded November 25, 1935

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TREASURER: Howard Schloss, 261 Congressional Ln #705, Rockville MD 20852  
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DIRECTORS: David A. Anderson, 33780 Feldspar St NW, Princeton MN 55371  
John DuBois, c/o Thermalogic Corp., 22 Kane Industrial Dr,  
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Michael E. Falls, 575 Virginian Dr, Norfolk VA 23505-4242  
Gregory Frantz, 18314 E Geddes Pl, Aurora CO 80016-1608  
Jerry D. Moore, 615 Woodbine Dr, San Rafael CA 94903  
Stuart Silverberg, 701 Elm Circle, Golden, CO 80401-5819

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LIBRARIAN: Stuart Silverberg, 701 Elm Circle, Golden, CO 80401-5819  
STAMP MART MGR: Eric Roberts, PO Box 460201 Galleria Sta, Houston TX 77056  
CANADIAN MART MGR: Roger Fontaine, 177 Crestwood Cr, Winnipeg MB Canada R2J 1H9  
APS REPRESENTATIVE: Donald B. Brent, PO Box 13196, El Cajon, CA 92020  
PUBLICITY CHAIRMAN: John Knutsen, 11402 58th Ave SW, Tacoma, WA 98499  
LITERATURE PROMOTION: Alan Warren, PO Box 39, Exton PA 19341-0039  
WEBMASTER: John R. Tollan, St Joseph's Parish, 362 Station St., Chelsea, Vic 3196 Australia

## MEMBER SERVICES COORDINATORS

EXHIBITION COORD: Dr. Warren Pearse, 350 S. River Landing Rd, Edgewater MD 21037  
COMPUTER COORD: Paul Helgesen, 34 Plymouth Rd, White Plains NY 10603-1129

## SCC STUDY GROUPS

DWI: John L. DuBois, c/o Thermalogic Corp., 22 Kane Industrial Dr, Hudson MA 01749  
SWEDEN RING: George A. Kuhhorn, PO Box 4486, Emerald Isle NC 28594  
FINNISH STUDY GROUP: Roger Quinby, PO Box 738, Clifton Park NY 12065  
DANISH WAVY LINE: Donald B. Brent, PO Box 13196, El Cajon, CA 92020  
SCANDINAVIAN REVENUES: Paul Nelson, 620 Wellesley, Claremont CA 91711-3427

**For a report on SCC's 2000 election see page 34.**



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# SCC CHAPTER MEETING & CONTACTS

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1. SEATTLE/NW: 2nd Mon. at University Christian Church. CONTACT: Ken Elliott, P.O. Box 22808, Seattle, WA 98122-0808, email: ScandiaW@aol.com.
  4. CHICAGO: 4th Thu. (except Jul. & Aug.) at Golden Flame, 6417 W. Hiaggins. CONTACT: Fred Bloedow, 810 Dobson St. #1A, Evanston, IL 60202-3969.
  5. NEW ENGLAND: 1st Wed. at The Swedish Home, 206 Waltham St., W. Newton, MA at 7:30 in the Board Room. <http://scc5.thlogic.com> CONTACT: John L. DuBois, c/o Thermalogic Corp. 22 Kane Industrial Dr., Hudson, MA 01749, email: jld@thlogic.com.
  7. NEW YORK: 2nd Wed. (except Jul. & Aug.) at The Collectors Club, 26 E. 35th St. CONTACT: Carl Probst, 71 Willoughby Ave., Hicksville, NY 11801.
  9. N. NEW JERSEY: 3rd Wed. at members' homes. CONTACT: Warren J. Grosjean, 32 Juniper Rd., Wayne, NJ 07470-6156.
  11. REYKJAVIK: 2nd Mon., 19:00, program 20:00, at Siðúmúli 11, The Center of the Icelandic Philatelic Federation. Junior meeting every Tue., 17:00 in The Seljakirkja in Breiðholt, Reykjavik. CONTACT: Sigurður H. Þorsteinsson, Postbox 26, IS-222, Hafnarfjörður, Iceland, email: sholm@tv.is.
  12. WASHINGTON DC: 3rd Thu. at the McLean Community Center, 7:30, unless there is a major show or it is summer. CONTACT: Peter Alten, 9300 Main St., Manassas, VA 22110.
  13. DELAWARE: Last Tue. at members' homes. CONTACT: Ian Wellings, 1407 Ivy Dr., Webster Farms, Wilmington, DE 19803.
  14. TWIN CITIES: 2nd Thu. (except Jul. & Aug.) at Lynnhurst Community Center, 50th St., & West Minnehaha Parkway, Minneapolis, MN. CONTACT: Rossmer V. Olson, P. O. Box 23377, Richfield, MN 55423, email: RossVOle@aol.com.
  15. ROCHESTER: 1st Mon. at Robert Gustafson's home. CONTACT: Robert Gustafson, 877 Helendale Rd., Rochester, NY 14609-2908.
  17. SOUTHERN CALIFORNIA: 1st Wed at members' homes. CONTACT: Paul Nelson, P. O. Box 310, Claremont, CA 91711, email: pnels@worldnet.att.net phone: (909) 626-1764 or (818) 784-7277.
  21. GOLDEN GATE: Meets at major stamp shows throughout year. CONTACT: Jerry Moore, email: perfin@usa.com.
  22. HOUSTON: Periodically at stamp shop of Mary Jane Menzel, 2015 W. 34th St., Houston, TX (selected Sun. afternoons). CONTACT: Eric Roberts, P. O. Box 460201, Houston, TX 77056-8201, email: eric.roberts@halliburton.com.
  23. BOB PAULSON: 1st Mon., 1:00 PM, at Cuzzin's Restaurant, 28910 U.S. Rt. 19, Clearwater, FL. CONTACT: Doris Wending, 4673 Devonshire Blvd., Palm Harbor, FL 34685, or email Judy Nelson: island1@gte.net.
  24. MANITOBA: 2nd & 4th Wed. at Scandinavian Cultural Centre, 764 Erin St. CONTACT: Robert Zacharias, 808 Polson Ave., Winnipeg, MB R2X 1M5, Canada, email: zachar@escape.ca.
  25. TUCSON: 4th Tue. (except Jul. & Aug.) at members' homes. CONTACT: Jack F. Schmidt, 805 W. Hermosa Pl., Green Valley, AZ 85614-2014, email: schmidt@azstarnet.com.
  26. TIDEWATER: Meets at shows & members' homes throughout the year. CONTACT: Michael Falls, 575 Virginian Dr., Norfolk, VA 23505-4242, email: Mfallsice@aol.com.
  27. COLORADO: 1st Sat. from Sep-Jun, 10 AM at the Rocky Mt. Philatelic Library, 2038 S. Pontiac Way, Denver. CONTACT: Dr. Stuart O. Silverberg, 701 Elm Circle, Golden, CO 80401-5819, email: Stustork@aol.com.
- CYBER CHAPTER: Members connected by email to exchange ideas & scans, plus an electronic Newsletter. CONTACT: Edward L. Bode, email: edbode@juno.com.

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## Album Closed

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### SCC Leader Jed Richter Closes Album at 75



Jared (Jed) Richter passed away in September at the age of 75. He served in many elective and appointive offices in the Scandinavian Collectors Club, including President and Treasurer.

Jed Richter was a generous supporter of Scandinavian philately in a quiet and unassuming manner. He founded the Scandinavian Philatelic Foundation in 1978 and provided a generous grant to the organization for the purpose of translating and publishing catalogs and monographs on Nordic philately in the English language. He served as Trustee and then Trustee Emeritus since the beginning and was responsible for four of the Foundation's publications on Norway.

In 1978, he also made a grant to the American Philatelic Research Library to establish a Scandinavian Translation/Republication Fund. Jed and his wife, Barbara, were founding members of the APRL, and he served on its board of trustees from 1989 to 1995. In 1989, he donated to the APS for an addition to house the ever-growing library.

Jed provided a generous grant to the Scandinavian Philatelic Library of Southern California. He was a frequent underwriter of philatelic exhibitions, both in the United States and abroad, and his award-winning exhibits of Norwegian and Danish philately have been described in several publications.

His classic exhibit of "Norway 1855-1875" won the grand award and the SCC bowl at WESTPEX 85, a large gold at AMERIPEX 86, and a small gold at STOCKHOLMIA 86.

After auctioning his exhibition material in 1987, Jed donated NOK 100,000 to benefit Norwegian philately through Norsk Filatelistforbund. Auctioneer Kjell Germeten praised Richter as a "gentleman of fair play. His main concern when selling his collection was not to get as much as possible for it but to give all collectors interested equal opportunity to buy items from it regardless if they were situated in LA, London, Zürich, Oslo, or Tokyo."

In 1991, Jed received the Sølvløven (silver lion) Award of the Norsk Filatelistforbund for service to Norwegian philately. He also established the Richter Award, administered by the Norwegian Philatelic Federation, and presented each year to an author for contributions to Norwegian philatelic literature. Jed contributed articles on Norwegian philately in *The Posthorn* over the years. His wife, two sons, and a daughter survive. He will be missed.

*Paul Nelson & Alan Warren*

### Arno Debo, Danish Expert and Author

Arno Debo, an expert and author in Danish area philately, passed away March 17, 2000. Dr. Debo was a chemist and worked for the German Patent Office and subsequently the European Patent Office. He was a member of the APS and SCC (since 1972). From 1963 to 1990, he was president of the society of Philatelic Experts in Germany, after which he was honorary president. Debo also served as vice president of the Society of German Philatelists (Bundes Deutscher Philatelisten e.V.) from 1973 to 1987.

He was a widely known expert and examiner for Denmark, Iceland, Greenland, Faroes, DWI, and the markings of the Hapag steamship lines. His expertise and leadership qualities were highly regarded and frequently used in the ongoing battle against counterfeits and forgeries. Debo was a prolific writer and a few of his articles appeared in *The Posthorn*. In 1978, he received the gold medal of merit of the BDPH in recognition of his accomplishments.

*—Alan Warren*

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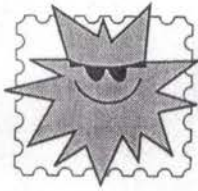
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Fun in the Sun in Tucson at ARIPEX  
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RETURN FORM EVEN IF NOT ORDERING TICKETS

SO THAT YOUR BADGE WILL BE READY AT SHOW

PLEASE PRINT:

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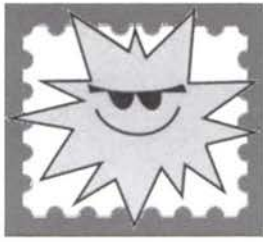
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Save! Order Your Special Event Package Now; Discount Tickets Available Only to Dec. 15	Number Tickets	US\$ Each Ticket (Before Dec.15)	Total Cost
<b>Pre-Exhibition Tour Package—Package #1</b>			
<input type="checkbox"/> Sign me up for three days of tours (Jan.16-18) at special price		85	
<input type="checkbox"/> I prefer to take only the following tours from this package:			
<input type="checkbox"/> Tombstone and Kartchner Caverns (Tuesday, Jan. 16) \$50 at show		45	
<input type="checkbox"/> Arizona-Sonora Desert Museum (Wednesday, Jan. 17) \$35 at show		32	
<input type="checkbox"/> Mission San Xavier del Bac (Thursday, Jan.18) \$20 at show		18	
<b>Postal History Symposium—Package #2</b>			
<input type="checkbox"/> I want to register and plan to attend (mornings Jan.17-18) Advance only		30	
<b>Special Dinner, Breakfast Events—Package #3</b>			
<input type="checkbox"/> Sign me up for three events (Jan.19-21) at special price		98	
<input type="checkbox"/> I plan to attend just the events checked:			
<input type="checkbox"/> Dinner and Entertainment at Old Tucson (Fri., Jan. 19) \$50 at show		42	
<input type="checkbox"/> Banquet, Grand Prix, Entertainment (Sat., Jan. 20) \$55 at show		48	
<input type="checkbox"/> ARIPEX & Other Awards Breakfast (Sun., Jan. 21) \$16 at show		16	
<b>“Amazing Arizona” Photo Tour—Package #4</b>			
<input type="checkbox"/> Sign me up for this post-show photo tour (Jan. 22-27) NA at show		1,725	
<b>Total Amount Due in U.S. Dollars</b> (send with this registration form)			
<i>Note: Dinner and tour attendance is limited. If tickets are still available, they will be priced higher at the show.</i>			
Send to: Registration for NORDIA 2001, SCC, APS, BIA at ARIPEX PO Box 8068 State College, PA 16803 USA	Payment by Check <input type="checkbox"/> Visa <input type="checkbox"/> MasterCard <input type="checkbox"/>		
Visit us and register on the web: <www.nordia2001.org>	Acct # _____ Exp. _____ Checks should be made payable to NORDIA 2001		
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