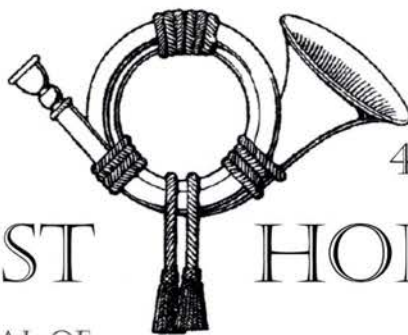


**Danish West Indies**  
Printed Matter Mail  
to New York  
1865–1875

THE  
POST HORN

4/2017

JOURNAL OF  
THE SCANDINAVIAN COLLECTORS CLUB



### Where did your family come from?

Most Americans know without hesitation from which European countries their ancestors came from. Fewer know details about their voyages to the New World. Migration to the United States and Canada can today easily be followed in the internet. Why not combine genealogy and a philatelic (or non-philatelic) exhibit?



*In Display Class – Open Philately – you are encouraged to show philatelic as well as non-philatelic items in your exhibit. Baggage tags, tickets, etc. can help you to tell interesting stories about migration.*

### Tuberculosis

*was a frightening disease not so many decades ago. Fight against tuberculosis was sponsored by, among other things, selling stamps, Christmas seals, and picture postcards to general public. More about Christmas seals on pages 6–7 and 36–40.*

*To the left is a Christmas postcard from the 1940s by Finnish artist Martta Wendelin, published by the Anti-Tuberculosis Society of Finland. (cropped)*



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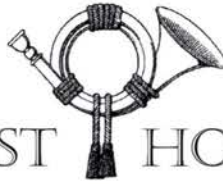
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THE  
POST HORN

JOURNAL OF SCANDINAVIAN PHILATELY

by the Scandinavian Collectors Club

Published quarterly since 1943.

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## In the End of the Year

**I**N the end of the year, we usually look back to learn what this specific year has given to us. And we also wonder what to expect from the coming year, which is still “mint never hinged” but will find its place in our album in due course, used but hopefully nicely canceled.

Looking at our life’s album when there are not so many empty pages left as there are used ones may wake up many kinds of emotions. Some stamps look more valuable than the others. They are bright, well centralized, and the cancellation is superb quality. These parts of the album we are naturally most proud of, and we like to show them to other people.

The images of the stamps commemorate the most important events of the year, and the cancellations tell about different places where we have been. Some people stay in their home town with only a few exceptions in the whole album – they could be called *hembygdssamlare* (home town collectors). Some others seem to collect the whole world.

But there are also lesser-graded stamps in our albums. They have missing teeth, or poor cancella-

tions. They may have lost their brightness, or they have had dull color from the beginning.

If our life turns upside down for some reason – because of death of a beloved person, divorce, unemployment, or something else that we do not wish to happen – we may find that our that-year’s stamp also has an inverted image in our life’s album. When the years go by, this stamp can turn out to be the most valuable one. It has a different story to tell, and there is much more to study and learn than in a normal stamp.

For myself, this year has been a bright-stamp year with a nice whole-world cancellation. Having seen so many varieties in earlier years, I am happy to add this stamp in my album.

I wish you all a happy New Year 2018, and good luck to your collecting!

*Seija-Riitta Laakso, Editor  
at: seijulaakso@gmail.com*

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<b>No. 2/2018</b>	1 May	11 June
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## *A look at Nordia 2017 in Vejle, Denmark*



*The show was well visited, especially on Saturday, when there were groups of people around the frames through the day.*

*This year's Nordic exhibition Nordia 2017 took place in Vejle, Denmark, on 27–29 October. Together with the Polar exhibition, the geographic range of exhibits varied widely between Arctic and Antarctic, both included. Even the exhibitors were from nearly 20 different countries.*

**T**he best exhibits were, however, Danish. SCC member Lars Engelbrecht won the Champion-

ship Class with his “The Bicoloured Postal Stationery of Denmark 1871–1905”. The best exhibit in the show and only Large Gold winner was Torben Malm with “Service Stamps of Denmark 1871–1924”.

Another SCCer in the Championship Class was Norwegian Gunnar M. Loshamm with his “Danish West Indians Mail 1754 – April 1st 1879”. In other competitive classes, SCC members were strongest



*The Finnish systeemi.net, owned by SCC member Vesa Järvisjö (in blue t-shirt behind the counter), was one of the most visited dealers during the show.*



*Nordia 2017 drew especially Swedes and Norwegians to Vejle, among them was also Hans H. Blom from Norway (above).*

in postal stationery class, with Jonas Hällström from Sweden receiving Gold with 92 points for his “Denmark 1927–1952 The Caravel Postal Stationery” and Roger Quinby from the United States receiving Gold with 90 points for his “Classic Postal Cards of Finland 1871–1884”.

In traditional philately, Paul Clemmensen from the United States got a Large Vermeil with 86

points with his “Holbøll’s Danish Christmas Seals 1904–1927”, which had received Large Gold in Westpex 2017 in San Francisco, when judged in Cinderella class. As there is no Cinderella class in the international or Nordic exhibitions, the exhibit had been registered into open class, which corresponds with the American display class. However, according to the rules of both last-mentioned classes, there should be more philatelic



*Two experts of DWI mail met in Vejle, Mark Lorentzen from the USA (to the left) and dealer Frank Banke, who lives now in Poland.*



than non-philatelic material in the display. Christmas seals are not philatelic material, and therefore the exhibit could not be evaluated in open class in Vejle. Thanks to the change in the FIP regulations of traditional philately a few years ago, it is possible to show also other material than postage stamps in this class. Therefore, also Christmas seals can be evaluated according to these rules. Paul Clemmensen received 86 points and a Large Vermeil, equal to Gold on national level.

### **Regulations are on the FIP web site**

For anyone who wants to exhibit internationally, including Nordias, it is warmly recommended to check the regulations for the different classes on the FIP web site at <http://www.f-i-p.ch/regulations/>.

Another SCC member in traditional philately was H. P. Burgman from the Netherlands. He showed "The Gullfoss postal stamps" and received Vermeil with 80 points.

In postal history, the American Arnold Sorensen's "Danish West Indies Printed Matter – Dansk Vestindien Tryksager" got Large Vermeil with 86

points. You can read about his Danish printed matter mail to New York 1865–1875 in this journal on pages 10–17.

Steve Lund's "Lund, Postal History to 1935" received Large Vermeil with 85 points, Dieter Fullrich's "Das Schwedische Postamt im Hamburg 1823–1869" Vermeil with 80 points, and Peter Sondhelm's "Faroe Islands – Stamps for inland letters during World War II" Large Silver with 75 points. Dieter Fullrich is from Germany and Peter Sondhelm lives in the UK.

SCC member Arni Gustafsson from Iceland received a Large Vermeil with 85 points in airmail class, and last but not least, Gunnar Lithén from Sweden received Gold with 90 points in the literature class for *Facit Special Classic 2018*, and Large Vermeil with 87 points for *Facit Norden 2018*. You can find the book reviews of them both in this journal on pages 46–47.

There were several SCC members also in the Jury: Ebbe Eldrup from Denmark, Erik Hamberg from Sweden, Chris King from the UK, Seija-Riitta Laakso from Finland, and Ivar Sundsbø from Norway.

**SRL**



*The well-known stamp designer and artist Martin Mörck (in the middle) signed his art work at the stand of Post Greenland. To the left is Allan Pertti Frandsen of Post Greenland.*





*A huge stuffed ice bear welcomed the visitors at the entrance hall.*

## ***SCC and the 4th International Polar Exhibition***

**A**t the Nordia 2017 show in Vejle, the Philatelic community was invited to participate with their own section of exhibits and their own jury. There were 26 competitive displays – 93 frames in total – and several invited ones, reflecting mail associated with the Arctic and Antarctic regions.

Cheryl Ganz from the United States received a Silver for her “Airships over the Arctic”. Another American, Dickson Preston won a Large Vermeil with his “Greenland Postal History 1938–1985”, and took a Gold for “US Army Post Offices in Greenland”.

Three SCC members served on the jury: Serge Kahn from France, Hal Vogel, and Alan Warren. In the invited class Vogel showed “Pioneer Period Expeditions to Greenland”. Kahn had two invited displays: “French Activities in the Arctic 1828–1939”, and “Dumont D’Urville Helps Reveal Antarctica”.

Previous Polar salons have been held in France, Germany, and Monaco.

*Alan Warren*



*Coming to Denmark from the other side of the Atlantic: Polar judges Alan Warren (second from the left) and Hal Vogel with wife as well as Roger Quinby (utmost to the right).*

## UPCOMING AUCTIONS

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June 5 - 6, 2018 / banknotes & coins  
June 12 - 15, 2018 / philately & picture postcards  
Closing date for consignments: April 15, 2018

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# Danish West Indies Printed Matter Mail to New York 1865–1875

by Arnold Sorensen

*As regular letters from the Danish West Indies usually have more postal cancels than printed matter mail, it has been suggested that printed matter was mailed from the US after being smuggled there to save money. This article will prove that this was not the case: they were bulk mailed from St. Thomas to New York, where they entered the US mail.*

The DWI had a fascinating postal history before becoming a Universal Postal Union (UPU) member in 1877. Denmark had insignificant naval and commercial fleets, so it entered into mail contracts with Great Britain, France, the United States and Germany. These contracts are not fully known today, and this has resulted in speculation about the mail practices for printed matter mailed to the USA between 1865 and 1875. Specifically, regular letters have more postal cancels than printed matter mail, so it has been suggested that perhaps printed matter was mailed from the US after being smuggled there to save money.

However, the mail to the US was not smuggled to save money. The printed matter weighed 5 gram each, and the mailing cost from the colony to New York was 2 cents (DWI) per 40 g. Bulk mailing reduced this cost to 0.25 cents per printed matter item. They entered the US mails as individual mail and the US mailing cost, including delivery to the delivery address, was 2 cents each. The total cost per item was therefore 2.25 cents.

It would not have been possible to save money by smuggling them into the US.

## USBMSC mail contract

In 1865 the United States & Brazil Mail Steamship Company (USBMSC) started a monthly route between New York and Brazil, and St. Thomas was a stop-over in each direction. The colony (DWI) had significant trade and mail exchange with the US, and the scheduled 6–7 day delivery time to New York on the return voyage attracted a lot of mail, much of it forwarded from other Caribbean colonies. There are more than 200 recorded letters

from the return trips from this contract, but only five are printed matter letters.

The actual contract is lost, but much has been deduced based upon the newspaper announcement and the recorded letters:

1. The US was not allowed to operate a post office within the colony.
2. The ships could only carry mail that had been turned in to the St. Thomas Post Office.
3. The letter postage rate for departing mail was 13 cents. The US Post Office received 10 cents, and the DWI Post Office kept 3 cents. Printed matter mail cost 4 cents, and the US and the DWI Post Office each got 2 cents. Delivery within the US was included.
4. All letters leaving the colony had to have the 3 cents DWI portion prepaid to its Post Office. The US 10 cent portion could either be prepaid with a 10 cent US stamp, or the letter could be mailed collect without a US postage due penalty. The weight limit for letters was 15 g equal to ½ ounce. *Figure 1* shows a letter that was mailed collect. It has the St. Thomas Post Office cancel that was applied when the three cents local postage was paid in cash. A DWI stamp could also be used as payment, but most often was not.
5. Printed matter mail had to be prepaid from St. Thomas to US delivery. The DWI Post Office would not deliver it to a departing ship without collecting 2 cents per item, and the US Post Office would not deliver unpaid printed matter since a recipient could refuse to accept it. The weight limit was 40 g.
6. The St. Thomas Post Office was not allowed to cancel foreign stamps. The US stamps were canceled at arrival in New York with a spilt cork canceler that does not show.

The DWI 3 cent stamps were sold at an 8.33% discount when twenty or more were purchased (\$2.75 per 100 stamps), so some mailers preferred using stamps to pay the DWI postage. US stamps were available in St. Thomas, and it has been an on-going discussion if they were sold at the St. Thomas Post Office or not. Individual merchants and forwarding agents may also have stocked them.





Figure 1. Letter from R. POUY CIA / NOV 11 1868 / HUMACAO-PUERTO RICO to New York. The British packet ship "Tamar" sailed from Puerto Rico on 10 November, so this letter was sent via another ship to St. Thomas where a 3 cent cash fee was paid at the Post Office. It has a N.Y. STEAMSHIP dated NOV 20. It shows 10 cents postage due. All USBMSC ship departures and arrivals are known by departure date, so the St. Thomas date cancel determines that it was sent on the NYBMSC "Mississippi".

### USBMSC mail characteristics

More than 200 letters are known, but only six are printed matter. A few more may exist, but they are rare. The 2001 reference states that two wrappers having the "black jack" 2 cents President Jackson stamps were known, and lacking additional information it implies that was the total number of recorded printed matter items in 2001.

The significant difference between printed matter and letters that is the cause for the speculation is that all printed matter show 2 cent US postage was paid, but none have a St. Thomas date cancel. Two reasons have been proposed. The first is that they could have been mailed in packages (Bulk mailing). The second suggests a conspiracy to bypass the St. Thomas Post Office to save 2 cents per item. Either reason could only have been significant to the few collectors who owned and exhibited both a letter and one of the rare printed matter letters, but the smuggling suggestion has been part of the philatelic printed history.

The outside of the US bound printed matter mail is plain, and other than one that has a St. Thomas merchant's cachet, they do not have any external indications of a St. Thomas origin. Also, the split

cork cancels used at the New York Foreign Letter Office do not show a date. All this is revealed within the content of each. It prominently displays St. Thomas merchant's name, the print date and the name of the USBMSC ship and departure date. Each one is a printed circular, and each was printed especially for each ship's departure.

The second edition of *The Danish West Indies Mails 1754-1917, Volume 1, Postal History*, is the most authoritative DWI postal history reference. It was published in 2001. At that time very little research had been done for DWI printed matter, and it has the following statement regarding the printed matter mailed to the USA:

"These circulars could have been addressed and stamped in St. Thomas or, possibly, smuggled in a bundle to New York and stamped and mailed there".

It also lists all ship departures with both St. Thomas and New York arrival/departure dates.

Once something is printed, it, correct or erroneous, stays in print forever, and this article will fully explain why the printed matter did not get St. Thomas date cancels. My interest in accomplishing this is ownership of two circulars that I exhibit, and ex-



Figure 2. Circular sent to Charleston, SC recipient. It was sent on the USBMSC "South America" that departed St. Thomas on 14 March 1864. The stamp is the brown President Jackson 2 cent from the 1870 issue. This wrapper was sent in a bundle to the New York Foreign Letter Post Office. All other stamped wrappers recorded to date have the black 2 cent President Andrew Jackson stamp.

hibitors are responsible for verifying that the letters have correct captions.

### **Description of the circulars**

St. Thomas was a duty-free port and the most important Caribbean harbor where ships from Europe, North America, Central and South America and the Caribbean colonies gathered to exchange passengers, mail and commercial goods. Numerous St. Thomas merchant's imported, advertised and exported goods. They had routine mailings of printed circulars, a large advertising sheet that listed goods available for export directly from St. Thomas. The *St. Thomas Tidende* newspaper printed circulars for many different merchants. The five recorded circulars mailed to the US were all mailed by James T. Abbott & Co. on the monthly USBMSC ships. The earliest is dated November 1865 (the first return voyage), and last one was March 1875. This suggests the company prepared circulars for each of the 121 ship departures until it ceased operating in August 1875. It is amazing that any survived since each became obsolete and could be discarded after one month.

The six circulars known to me are indexed at the end.

Figures 2 and 3 illustrate my circulars. The other three circulars all have a 2 cents President Andrew

Jackson "Blackjack" stamp, and one also has a circular James T. Abbott Company merchant cachet. Figure 3 does not have a stamp, but the bold "2" mark shows two cent US postage had been paid.

The circulars were printed on thin paper, folded several times and closed without being sealed, and then addressed. They are therefore frequently described as "wrappers". My two circulars weighed at a local compounding pharmacy, and their total weight was 9.77 g. That establishes that eight circulars added up to slightly less than the 40 g weight limit for the USBMSC contract printed matter postage rate. The published postal rate was 4 cents for printed matter, and the DWI post office was due 2 cents. But, it was not 2 cents per circular: It was 2 cents per item, and a package was an "item", and the cost was 2 cents for each 40 g or fraction thereof.

Each circular includes a "Marine Register", a list of ships that had entered and departed the St. Thomas harbor since the previous circular mailing. It has been believed and stated that the Ship register printed in the circulars were lifted verbatim out of typesetting from the regular newspaper issue. That is incorrect. The local newspaper listing was printed several times monthly and included ships arriving from and departing to St. Croix. The commercial circulars only listed international





Figure 3. This circular was sent via the USBMSC "Merrimac" that departed St. Thomas on 13 March 1875. It does not have a US stamp but a bold "2" for 2 cents paid. The text explains in detail where and why it was used in place of a stamp.

ship traffic, and the start and end dates correspond to the circular printing dates.

The US post office also collected two cents per circular, and that included both the ship fee and delivery within the US.

We don't know if each mailing was more or less than 100 circulars, but one or more packages having a total of 100 circulars would have required total DWI postage of 30 cents or less. By comparison, in a typical year four different ships returned to New York via St. Thomas, and if the circulars were smuggled to New York each ship would have had to have a participating crew member.

### **Mail bundling in the 1860's**

The UPU precursor was founded in 1875, but it did not invent new post office procedures or mailing practices. The UPU was the result of a need to formalize practices that different countries had used for years, and to establish uniform postal rates based upon weight rather than distance.

Mail bundling and mail packaging were long time practices that need further explaining. The term "bundle or bundling" is readily visualized, but the actual postal practices have been overlooked.

The only examples of packaged mail available to philatelists are newspaper wrappers, and they were for relatively small and light weight mailings. They were used to securely contain the con-

tent as well as preventing damage. Their design had the newspapers protruding out on each end for visible verification the content was qualified printed matter. The surviving wrappers were also smaller or the same size as envelopes, and can be fitted onto album pages. The wrappers from large bundles do not fit that description. There are a few DWI partials from package wrappers that were used to mail "Samples of no value" packages. The partials have canceled stamps, an address, and the inscription "Sample of no value".

In the 1970's Victor Engstrom organized a DWI study group that resulted in three volumes of *The Danish West Indies Mails 1754-1917*. The DWI philatelic community is fortunate that it included the 1855 DWI postal regulations as well as the UPU rules that were supposed to be observed by the colony. They are in *Volume 3*, chapter 17.

The DWI Postal Ordinance of 10 July 1855 includes printed matter mailed in packages as follows:

"Prepaid packets not exceeding 8 Lod (4 oz. or 60 g equivalent) sent in cross bands (the Danish term for newspaper wrappers) or single bands not containing anything written but the address, the name of the sender, the place from which the packet is sent and the date ..."

The 1866 USBMSC mail contract had 40 g printed matter weight increments, with an unknown



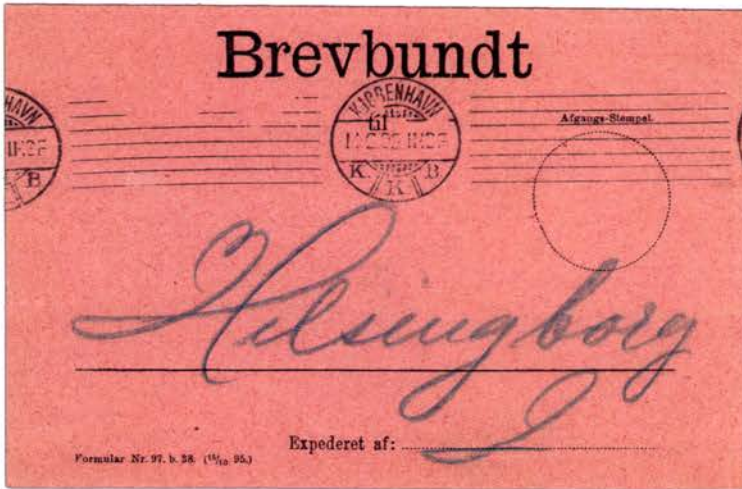


Figure 4. The Danish Post Office official form used as a package address label. It is canceled in Copenhagen on 12 February 1904 and addressed to the Helsingborg post office in Sweden. The word "Brevbundet" translates as "Letter-Bundle" or "Letter-package". Letters were presorted and sent as a bundle, and they entered the Swedish mail at the Helsingborg post office when the bundle was opened. The label has a machine cancel, so it was canceled before being added to the mail bundle. It shows how Danish post offices could direct Swedish mail to an appropriate Swedish post office.

weight limit. The UPU changed the limit to 2 lbs. (1 kg) in 1878, and again in 1902 to 4 lbs. Packaged or bundled mail volume increased significantly with time.

Newspapers were also classified as printed matter, and in the US their increased volumes and weights resulted in the issuing of newspaper stamps in 1860. In the DWI, newspapers were sold by subscription only and the post office charge was a percentage of the newspaper cost. The rules do not say so, but it may have been for the ship mail between the islands. That is why there are no surviving newspaper wrappers from local mailings. (The *St. Thomas Tidende* newspaper was printed three times weekly, and had annual \$8.00 subscription. Mailing a single newspaper would have cost 3 cents, the same as mailing a letter).

The DWI rules do not specify how packages or bundles were to be prepared and sent, but *Figure 4* has an important clue. It is a Danish Post Office form "Formular NR. 97. B. 58 (15/10 95.)" labeled "Brevbundet", and a direct translation is "letter" (*brev*) "bundle" (*bundt*). It is canceled in Copenhagen, Denmark, on 12 February 1904 and addressed to Helsingborg, Sweden. I have a similar form labeled "Avisseg" "M. Form. Nr. 37 B. (1/12 10)" for newspapers and periodicals. It was used on a mail bundle mail addressed "Malmö" in Sweden and is canceled KJØBENHAVN 19.8.16.

Note that they have no street or company address. They were addressed for delivery to that recipi-

ent city's post office. The DWI post offices and mailing practices were an extension of the Danish post offices, so procedures would have been similar even if official address label were not used in the 1860's.

There is no evidence that such forms were used in St. Thomas, but the "Brevbundet" form demonstrates the simplicity of the bundled mail practice. The Copenhagen cancel shows city origin, and the address is simply the destination city's post office. Bundled or packaged mail from St. Thomas would have been simply addressed "New York" meaning New York Foreign Mail Office. That was the end point for a bundle, and the content entered the US mail when post office staff opened it, and the content spilled out. The Abbott Company would bring a wrapped package of circulars, addressed and having US stamps to the St. Thomas Post Office. The "New York" address would have been written on the bundle wrapper. The wrapper would also have been canceled with the St. Thomas date canceler.

The St. Thomas Post Office was responsible for verifying the content was printed matter, and it would have been impossible to cancel anything but the bundle or package wrapper. The DWI postage was collected as a cash fee, and DWI stamps were not used. In New York the wrapping became trash, so the post office-to-post office mailing process can only be reconstructed by the Danish address forms. Post office address forms shown in *Figure 4* were rarely saved, and their uses have



been almost totally unknown to most philatelists.

The stampless circular illustrated in *Figure 3* was obviously sent from St. Thomas to the US without a 2 cent stamp, and it is easy to assume that a US forwarding agent was involved. This is not necessarily so, because a forwarding agent would have used 2 cent stamps. I have been guilty of delayed research for this cancel, and have described this cover as having been forwarded when I exhibited this it. That was incorrect, but so little has been known about mail forwarding practices that no one has questioned my opinion. The “2” cancel must have been used at the New York Foreign Mail Office, a busy post office that probably received thousands of foreign letters every day. It had numerous cancels for every conceivable situation.

The actual details can only be assumed, but my reconstruction is as follows: 1) It was mailed via the St. Thomas Post Office to the New York Foreign Post Office in a bundle to reduce the mailing cost, and 2) cash payment must have been somehow included. However, 3) post office staff was not supposed to affix stamps, so a “2” cents cancel was used instead.

The “2” cancel was researched by the AP Research Library, and they could not locate any record of this cancel’s dimension and font type. The exact procedure for providing cash payment to the US post office is also unknown, but the US postage was paid, and it was delivered.

Mail forwarding was very common in St. Thomas, but our knowledge and philatelic interest have been the many company cachets. There were sixty confirmed forwarding agents in 1820–1880, and over 200 probable mail forwarders. Many merchants like The James Abbott Company also engaged in mail forwarding, showing that merchants in many countries and colonies worked in unison. The forwarding agents are published and many of their cachets are illustrated in *DWI Mails Volume 1*.

### ***Mail from the USA to the Caribbean***

There are very few USBMSC letters originating in the US and mailed to or via St. Thomas on the outward voyage. I have one circular, dated in Philadelphia 13 February 1867, that was mailed to Trinidad. It announces the addition of a new partner. It has a British 1d stamp, St. Thomas 3 March

1867 on the reverse, and a Trinidad arrival cancel. The US to DWI mail contract also had the 4 cents printed matter postage rate, but the weight limit was 1.5 ounces equal to 42 g. My (2017) exhibit caption is based upon the following: 1) the 1d British stamps were affixed in Philadelphia, 2) it was bundled and the address on the wrapper was the British St. Thomas Post Office, and 3) the stamp was canceled there and the circular was forwarded to Trinidad. Its mailing cost to St. Thomas was 4 cents per eight circulars (0.5 cent per item) plus 2 cents (1d) to Trinidad for a total 2.5 cents cost per circular. The USBMSC postage cost in this case was higher, because the DWI post office collected 2 cents for its delivery to the British Post Office a few blocks away. If it had been addressed to a St. Thomas forwarding agent, the 4 cent cost would have been the same.

It has no evidence of having been handled by either a US or a DWI post office, and instead of researching it at acquisition I exhibited the letter several times claiming it was forwarded privately from the US to St. Thomas. No one has questioned that caption.

The DWI practice of accepting cash payment in lieu of stamps deserves an explanation. The DWI post offices engaged in a perfectly legitimate “fiscal accounting” to balance their revenue vs. stamps sold. If the St. Thomas Post Office collected 3 cents cash for each of 100 mailed letters, it removed 100 stamps from its stock and canceled them. This is referred to as “fiscal canceling”, and whole sheets of stamps were treated in this manner. At least some of them became available to collectors when a poorly paid postal employee was allowed to sell at least some of them. This is not widely known. Knowledgeable DWI collectors can readily distinguish between postally used and fiscally canceled stamps.

This accounting practice was not limited to the DWI. In the US the newspaper stamps were used solely for accounting purposes.

### ***Smuggled vs. forwarded mail***

The introduction includes the word “smuggled”, and it was lifted from a prominent DWI reference, plus it has been used as a descriptive term in DWI postal history exhibits. Its use in exhibiting large collections in both the US and internationally has



provided legitimacy to covers by the combination of prior prominent ownership and acceptance by numerous philatelic judging, and their captions have accompanied covers when they transferred ownership.

A cover cannot necessarily be judged by its appearance, so when can a letter be described as forwarded, and when is smuggled an appropriate term? St. Thomas had many scheduled international packet ship departures, so a large volume of mail was sent to St. Thomas mail forwarding agents primarily for expedited delivery. Some were also forwarded because postage prepayment was not possible when multiple transit postal agencies all required prepayment of postage.

The dictionary defines “smuggled” as “to import or export secretly and contrary to the law...”, and the gain would have been monetary. The French, British and German authorities had for many years promoted international packet ships involving the Caribbean islands, but the US was noticeably absent until 1865. Mail services to the US had for many years been provided by any available merchant ship, and loose ship letters were no different than any other commercially profitable cargo.

A loose ship letter should not be considered smuggled. A letter should only be considered smuggled if 1) it was carried on a ship that was part of an international postal contract, and if 2) the contract specified that only qualified mail could be carried to the destination port.

For the purpose of this article, that means that all mail addressed to the US should have been carried on a USBMSC ship as long as a once monthly ship departure was acceptable. This opinion implies that any US bound mail sent before or after the 1865–1875 USBMSC departures, unless it was sent on one of the infrequent British packet ships that carried contact mail in the 1850–1860’s, could not be considered smuggled.

Mail that was sent to the US outside the mails on non-packet ships should therefore not be considered smuggled.

For exhibit purposes, a letter described as “smuggled” should have supportive proof that it was carried illegally in violation of an international mail contract, and documentation would require mail dates that closely parallels a named and scheduled packet ship departure.

## Conclusions

The above conclusions are based upon a specialized interest in DWI printed matter mail. It has been exhibited several times, and I have depended upon printed references rather than original research in describing some of my covers. The principal references used here are the DWI Mails *Volume 3* (1983) and *Volume 1* (2001), but I did not make full use of them until 2016 when I acquired the Danish official post office mailing labels. That missing link allowed me to finally formulate the conclusions presented. It also shows that it is possible to research 150 year old postal history.

The corrections explained here may only be of interest to a few DWI specialists, but exhibits are educational and should have captions that are as accurate as possible. Specialists are responsible for independently verifying that newly acquired material is correctly identified.

## Index of known USBMSC printed circulars

The 2nd edition of the DWI Mails *Volume 1*, issued in 2001, is likely the most comprehensive reference for a DWI postal history collector, and it suggests that only two USBMSC printed matter items are known. Collectors deserve frequent updates about the availability of rare material, and this is the record as of January 2017. A few more may yet be discovered.

- 21st November 1865 / James T. Abbott circular sent per *Havana* to Baltimore MD; black 2 cent President Jackson stamp, Scott No. 73.
- 21st April 1866 / James T. Abbott circular sent per *South America* to Portland, Maine; black 2 cent President Jackson stamp and blue-green “JAS. T. Abbott” circular cachet.
- 21 June, 1866 / James T. Abbott circular sent per *North America* to Portland Maine; black 2 cent President Jackson stamp.
- Matthew Bennett Auction, September 2011, Lot No. 1469.
- 14th July 1874 / James T. Abbott circular sent per *South America* to Charleston, SC; brown 2 cent stamp from the 1870 issue. Scott No. 146.
- 13th March, 1875 / James T. Abbott circular sent per *Merrimac* to Charleston, SC. It has a bold 0.9 inch high “2” indicating 2 cents postage paid.



## References

DuBois, John L.: "The United States and Brazil Mail Steamship Companies 1865–1893". *The Congress Book 1998*. American Philatelic Congress, 1998.

DuBois, John L: *Danish West Indies Mails 1754–1917. Postal History, Volume 1*, 2001. The Press for Philately TM. Snow Camp, NC 27346, 2000.

Engström, Victor: *Danish West Indies Mails 1754–1917. Postal Services and Special Stamps, Volume 3*, 1983. Scandinavian Philatelic Printing and Publishing Company. Washington DC 20044.

## Acknowledgments

The AP Research library was a great help in researching the bold "2" cancel shown in *Figure 3*. The conclusions in describing its use are the author's own.

My first DWI printed matter letter was acquired in 2001, the same year when the 2nd edition of *DWI Mails, Volume 1* was issued. John DuBois was responsible for that revision, and he suggested I should research DWI printed matter since it was poorly understood and documented. I have now about 100 DWI printed matter items, and this is the fourth DWI printed matter publication.

## Remember the SCC Library Auctions

SCC Library auctions are posted on the SCC website at [www.scc-online.org](http://www.scc-online.org). If you wish to be on the mailing list and receive the information by email, please send your request to [reichorz@comcast.net](mailto:reichorz@comcast.net).

## The French Southern and Antarctic Territories – joint issue

The French Southern and Antarctic Territories (abbreviated to TAAF in French) consist of a number of volcanic islands in the southern Indian Ocean and are roughly equidistant from Africa, the Antarctic and Australia. Since 1955, TAAF has had the status of a French overseas territory.

### Joint issue

The southernmost TAAF islands have a biodiversity and geography which in many ways resemble that of Greenland and the Arctic. We at POST Greenland would very much like to celebrate these similarities in a joint issue prepared by our two minor postal administrations.

Birdlife in the Arctic and the Antarctic is the theme of the joint issue. The Emperor Penguin and South Polar Skua are depicted on the two stamps issued by TAAF, while the Arctic Tern and Sea Eagle are represented on the two stamps by POST Greenland.

Read more about TAAF's stamps at: [www.taaf.fr](http://www.taaf.fr)

The stamps in this joint issue were all drawn and etched by legendary Norwegian illustrator and engraver, Martin Mörck. To this date he has created more than one hundred stamps for Greenland and a total exceeding six hundred stamps for postal admins across the world. Read more about him at: <http://www.martinmorck.se/>



01100614  
Joint issue - TAAF 1/2  
Denomination: DKK 10.50  
Date of issue: 27th October 2017  
40 stamps per sheet  
Exterior dimensions: 44.30 x 32.00 mm  
Format: G - horizontal  
Artist and typography: Martin Mörck  
Printing method: Combined lasergravure and offset  
Paper: Swiss Stamp Paper

01100615  
Joint issue - TAAF 2/2  
Denomination: DKK 27.00

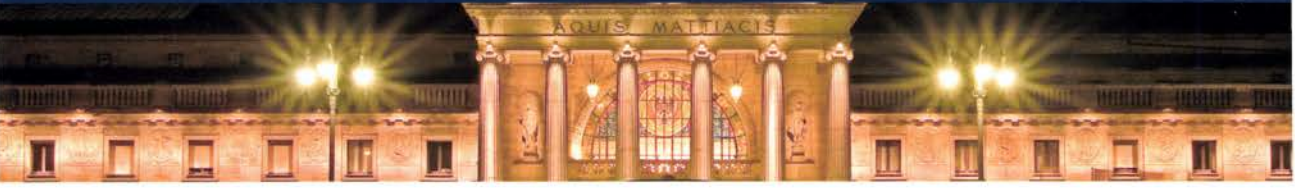


01106614. Souvenir sheet  
Joint issue - TAAF  
Price: DKK 37.50



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Faroe Islands, 1919, registered rate cover with six 2/5 ore provisional stamps

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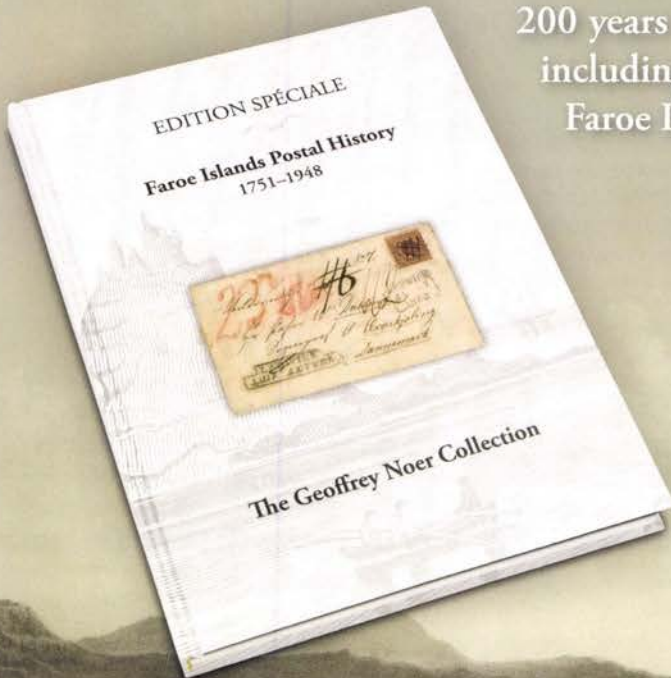
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**STOCKHOLMIA 2019**

29 MAY - 2 JUNE





"Hands Across the Sea" postcards were a popular choice when immigrants sent greetings to their family members in the old home country. The postcard above was meant for Swedes, with the Swedish flag and the patriotic poem in Swedish language. Published by Frederik Peterson, Boston Mass., in 1906. Undivided back. For the Finnish version of the same postcard, see p. 32.

## Migration – Scandinavians on the move

by Seija-Riitta Laakso

*Many stamp collectors are interested in genealogy as well. One of the most important reasons for collecting Scandinavian philately in America is probably that one's own family has roots in the Nordic countries. There are also Scandinavian collectors who collect e.g. philately of the American places with Scandinavian names. Additionally, there is an interesting topic that lies in between: the Atlantic Ocean.*

Statistics about the number of immigrants arriving in the United States and Canada from various European countries vary a lot in different sources. However, the figures are impressive: between 1820 and 1930, nearly six million Germans, 4.6 million Irish, 4.6 million Italians, 4.1 million Austrian-Hungarians, 3.3 million British and 3.3 million Russians moved to North America. The total number of Swedes, Norwegians, Danish, and Finns was at least 2.7 million.

They all arrived by ships – first by sailing vessels, and from the 1840s more and more often by steamers. By the end of the century, “the third class business” had become a huge system, where major

shipping companies organized also the access traffic from distant regions, railway trips in America, and pre-paid voyages for family members.

The Scandinavians usually took the route via England or Germany, at least before there were separate “America lines” established in these countries.

Cunard Line’s and White Star Line’s steamers departed from Liverpool, American Line’s (from 1907 also White Star Line’s) from Southampton, Wilson Line’s from Hull, Allan Line’s from Glasgow, Hamburg-Amerika Linie’s from Hamburg, Norddeutscher Lloyd’s from Bremen, French Line’s from Havre, Red Star Line’s from Antwerp, Holland-America Line’s from Rotterdam and Am-



Swedish and Finnish settlement in America (1638) was celebrated in 1938 and 1988 by publishing joint issues of postage stamps in all three countries. To the right, stamps from 1988. The cancellation of Vaasa (in Ostrobothnia, from where the majority of Finnish emigrants were from) shows a typical trunk of the period.



sterdam... The emigrants had many choices! The port of arrival was usually New York.

Scandinavian countries started their own passenger services to get their part of the growing emigrant business. The Danish Thingvalla Line was the first of them, starting in 1880 with small second-hand steamers and chartered vessels. After three of their vessels had sunk in the Atlantic, the four remaining ships were taken over by Det Forenede Damskibs-Selskap of Copenhagen (DFDS), and together they formed the Scandinavian American Line (see pages 25–27).

In Finland, neither the geographic location of the country nor the financial possibilities were favorable for establishing a steamship company for transatlantic service. However, some businessmen of southern Finland had established in 1883 Finska Ångfartygs Aktiebolaget (FÅA) for butter transport to England, with service from Hanko (the most southern port in Finland) via Copenhagen to Hull. By the end of the century, FÅA had become a major emigrant transporter from Finland to England, from where the passengers – after a railway trip from Hull to Liverpool – continued by ocean liners to North America (see pages 22–24).

Norway and Sweden started their own American lines in 1910 and 1915 respectively. The Norwegian American Line service was from Kristiania (Oslo) and Bergen to New York, while the Swedish American Line ships served between Gothenburg and New York. The route from Gothenburg to America was popular also among Finns, who could arrive from Turku (Åbo) to Stockholm by boat and take a train to Gothenburg, thus saving some

money as well as the uncomfortable sea voyage across the North Sea on the way to England.

Maritime mail – letters sent by Atlantic steamers – picture postcards, postage stamps depicting the ships, their sea post office and paquebot cancellations, etc. are a great collecting area. Whether you want to make it a postal history exhibit and concentrate on maritime mail, routes, rates, and sea post cancellations, or you want to make it a story about transatlantic traveling – it is all there!

Most good books about maritime mail are from the period before the UPU (1875). Those who want to concentrate on the period of mass migration (which is definitely not a philatelic term) must be happy with less accurate knowledge. For example, there are no such sailing lists available as Richard Winter's excellent *North American Mail Sailings 1840–1875*. Or his rate book.

*Morton Allan Directory 1890–1930* is a very useful book to have. It includes all steamship arrivals in New York during that period. Should you have access to a library with microfilmed newspapers, you could easily check also the departure dates. Some Cockrill Series booklets are useful for identifying sea post cancellations.

*Collect Ships on Stamps* by Stanley Gibbons is the book where you can find all stamps depicting ships – a good start to your philatelic transatlantic voyage. Countrywise you can also find plenty of interesting material. Especially the non-philatelic material gives you endless possibilities to enrich your story in an exclusive way – but remember that in an exhibit more than 50 % must be philately!





Above is a share certificate of the Finland Steamship Company FÅA (Finska Ångfartygs Aktiebolaget) from 1898. The company carried emigrants from Hanko (in South Finland) via Copenhagen to Hull, from where the passengers took a train to Liverpool. This route served also Swedish and Danish passengers.

To the right is an advertising cover of Karl Boström, Expediter in Hanko (in Swedish: Hangö), informing about the FÅA ship departures. Sent on 19 Jan 1905.

**'intertrafiken öfver Hangö.**  
**Karl Boström**  
 Etablerad 1874.  
**Hangö.**  
 Ångbåtsexpedition & Speditionsaffär  
 expedierar följande reguliera ångare

**Hangö—Köpenhamn—Hull och vice versa**  
 Ångf. ARCTURUS och/eller POLARIS  
 hvarje onsdag kl. 4 e. m., — retur från Hull hvarje onsdag e. m.,  
 från Köpenhamn (Frihamnen) lördag kl. 11 f. m.

Ångf. ASTRAEA  
 hvarannan lördag kl. 4 e. m., — retur från Hull hvarannan lördag e. m.,  
 från Köpenhamn hvarannan tisdag kl. 11 f. m.

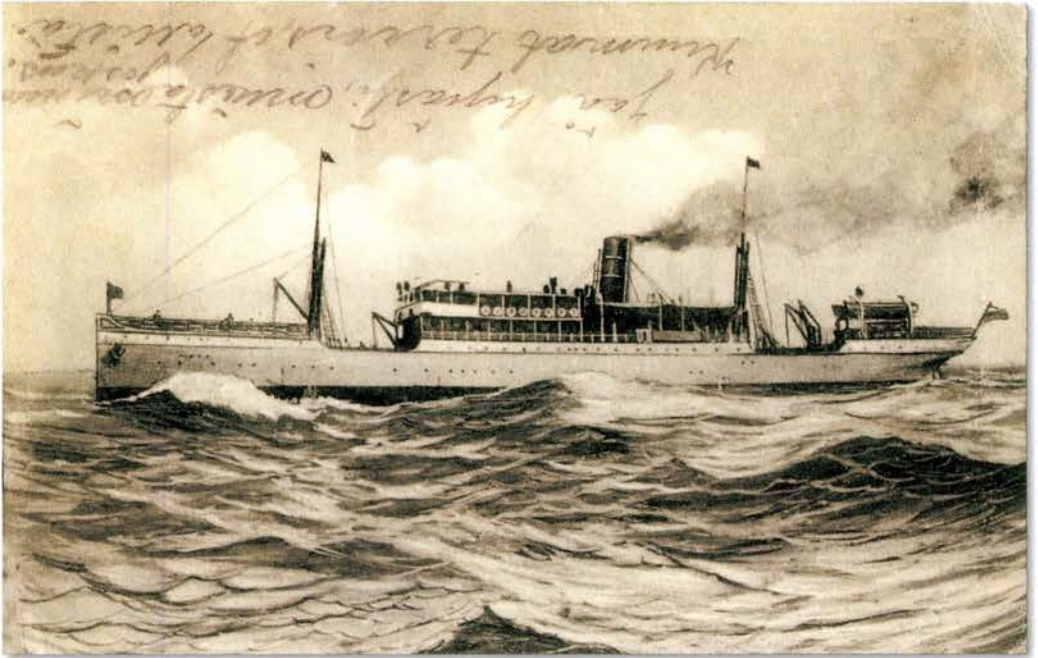
**Hangö—Stockholm och vice versa**  
 ångf. WELLAMO hvarje tisdag kl. 10 e. m.  
 „ OIHONNA „ lördag „ 10 „  
 retur från Stockholm „WELLAMO“ hvarje lördag kl. 11 e. m.  
 „ OIHONNA“ „ tisdag „ 11 „

**Hangö—Stettin och vice versa**  
 Ångf. VIRGO  
 afgång från ändstationerna hvar 14:de dag.

**Hangö—Antwerpen och vice versa**  
 Ångf. CAPELLA  
 en gång i månaden.  
 Dessutom rekommenderas ångare på Lübeck (med afgång hvarje lör-  
 dag från ändstationerna) London etc.  
 OBS! Billiga genomgångsfrakter. Reducerade omlastningskostnader.  
 Lloyds Agent.

På anmodan ombesörjes sjöassurans till billigaste priser.





Above, the F&A steamer "Polaris" at sea. The postcard was written on 21 Sep 1912 at Hanko port, from where most Finnish emigrants departed to America. The text reads: "Hanko Sept. 21. Everything has gone well so far. The ship will soon depart, and the Finnish shores will be behind. The old master came this far to accompany Elli. We spent overnight at the guest house. Elli and I took 2nd class tickets up to England. We will soon leave. Goodbye, Edla". On the picture side, Elli has written: "Goodbye. Remember me sometimes. Warm greetings. Elli" – The "Polaris" also took to England most of the Finnish passengers who drowned with the "Titanic" in April 1912.



The Atlantic crossing started usually from Liverpool. Above, White Star Line's SS "Celtic" at the Landing Stage, early 1900s. The "Celtic", built in 1901, had capacity for 347 first class, 250 second class, and 1,000 third class passengers.





FINSKA PASSAGERARE OMBORD Å CUNARD ÅNGARE.

Finnish emigrants onboard a Cunard liner! From a ship brochure.

# INMAN LINE.

OCEAN STEAMSHIPS.



Carrying the British and United States Mails between  
**NEW YORK AND LIVERPOOL**  
(VIA QUEENSTOWN.)

NOTICE.—The steamers by this line take Lieut. Maury's lane routes at all seasons of the year.  
Tickets to and from the principal  
English, Scotch, Irish, French, German, Italian,  
and Scandinavian Ports.

These steamers carry no live stock of any kind.  
DRAFTS on Great Britain, Ireland, and the Continent for sale.

**FRANCIS C. BROWN,**  
Gen. Western Agent,  
33 South Clark St., CHICAGO.

Local agents in all the principal towns in U. S.

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## State Line.

New York to Glasgow, Belfast,  
Liverpool, Queenstown, and the Continent of  
EUROPE.

Sail every Thursday. New Steamers! Elegant Accommodations! Lowest prices! First Cabin Saloon, \$65. Round trip tickets, \$119. Second Cabin, \$40. Return, \$75. Steerage, \$26.

# WHITE STAR LINE.



—OF—  
United States and Royal Mail Steamers.  
**QUEENSTOWN, LIVERPOOL, NEW YORK,**  
UNSURPASSED FOR  
**Safety, Comfort and Speed.**

The superiority of their accommodations for Cabin and Steerage Passengers, combined with the regularity of their rapid passages in all weather, have earned for these splendid Steamers a world-wide reputation. For rates of passage, Cabin and Steerage, apply to the General Western Agent,

**ALFRED LAGERGREN,**  
43 South Clark St. - CHICAGO, ILL.

"Safety, Comfort and Speed." The White Star Line's advertisement in "The Prairie Farmer" on 1 May 1880 expressed more wishful thinking than reality. Only seven years earlier one of their ships had wrecked on the way to New York with 585 lives lost.

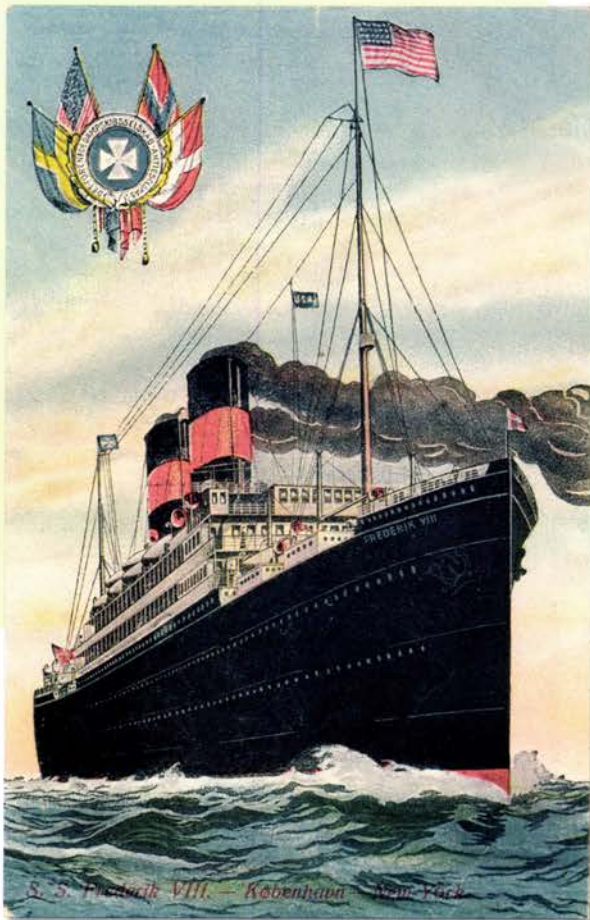
"These steamers carry no live stock of any kind," tells the Inman Line advertisement in the same newspaper. This was luxury for emigrant passengers at that time!



**Til Amerika**

befordrer **Anchor-Linien** Passagerer fra **Kjøbenhavn** og **Esbjerg** flere Gange ugentlig. **3de Klasse** er indrettet med **separate Kabinetter** for Familier og for 2 og 4 Personer. **Billige Billetpriser**. **Gød og rigelig Kost**. **Hellig Betjening**. **Køjeplæder etc. gratis**. Jernbanobilletter udgives på alle Stationer **via New York**. Nærmere Underretning meddeles **General-Agent Theodor Olsen, Nyhavn 34, Kjøbenhavn, K.**

**“To America**  
by *Anchor Line* from Copenhagen and Esbjerg several times a week. 3rd class is divided into separate cabins for families, and for 2 and 4 persons. Cheap ticket prices. Good meals, and enough to eat. Good service. Bedclothes included in price. Railway tickets organized to every station from New York. More information from General Agent Theodor Olsen, Nyhavn 34, Copenhagen.”



The Posthorn 4/2017

**18tenposten.**

Nr. 9333. Fredag den 26. Juli. 1901.

**Gudstjeneste.**

**Det nye Vindmølle.**

**Chr. Morrens Konditorier**

**Løse Hjulring strammes. 2 Kr. Stk.**

**Skis-Explosioner ved Steckseln.**

**Program**

**Skis-Explosioner ved Steckseln.**

**Sten Indlandet.**

**Program**

**TH America**

**Margarine**

**Helfo**

Above, Danish postal stationery card published in the "Millenium Series, 1900-tallet", No 1, on 12 Jan 2000.



The Danish Thingvalla Line was established in Copenhagen in 1880 for Copenhagen–Newcastle–New York sailings, calling later also at Christiania (Oslo) and Christiansand. In 1898 the company was merged with Det Forenede Damskibs-Selskap of Copenhagen, and the ships continued North Atlantic service by the name Scandinavian-American Line.

On the postcard to the left and on the stamp above, "Frederik VIII", the last emigrant steamer of the Scandinavian-American Line, built in 1914.



## Did you know?

### The worst emigrant ship disasters on the North Atlantic route, 1880–1914

Year	Ship name	Line	Flag	From	To	How lost	Where	Lives lost
1912	<i>Titanic</i>	White Star	Brit.	Southampton	NY	Iceberg	Atlantic	1,503
1914	<i>Empress of Ireland</i>	Can. Pac.	Brit.	Quebec	Liverpool	Collision	St. Lawrence	1,014
1904	<i>Norge</i>	Scan. Am.	Dan.	Copenhagen	NY	Wrecked	Rockall	620
1891	<i>Utopia</i>	Anchor	Brit.	Trieste	NY	Collision	Gibraltar	562
1898	<i>La Bourgogne</i>	French	Fr.	NY	Havre	Collision	Atlantic	549
1883	<i>Cimbria</i>	Hapag	Ger.	Hamburg	NY	Collision	Borkum	389
1895	<i>Elbe</i>	NDL	Ger.	Bremen	NY	Collision	North Sea	332
1913	<i>Volturmo</i>	Uranium	Brit.	Rotterdam	NY	Fire	Atlantic	136
1887	<i>W.A. Scholten</i>	Holl. Am.	Dut.	Rotterdam	NY	Collision	En. Channel	132
1884	<i>Daniel Steinmann</i>	White X	Bel.	Antwerp	NY	Foundered	Sambro Isl.	123
1884	<i>State of Florida</i>	State	Brit.	NY	Glasgow	Collision	Atlantic	123
1898	<i>Mohegan</i>	ATL	Brit.	London	NY	Wrecked	Manacles	106
1888	<i>Geiser</i>	Thingvalla	Dan.	Copenhagen	NY	Collision	Atlantic	105

No less than **132 passenger steamers** were lost on the North Atlantic route in 1880–1914. The table above shows the disasters at sea with more than 100 lives lost. The total number of perished in these 132 disasters was nearly 6,800. – The table and figures are based on statistics by N. R. P. Bonsor in "North Atlantic Seaway, Volume 5", p. 1890–1895.



SS *Thingvalla* on a Danish postage stamp, 1976.

As can be noticed from the table above, two of the worst North Atlantic disasters at sea in 1880–1914, the busiest period of migration, hit severely Scandinavian-American Line or its predecessor, Thingvalla Line.

SS *Geiser* of Thingvalla Line sunk in 1888 after a collision with the same company's SS *Thingvalla*, with a loss of 105 lives. In fact, also two other ships of Thingvalla Line were wrecked in the North Atlantic before the company was merged and became Scandinavian-American Line. These ships were the *Hekla* (I) in 1883, and the *Danmark* in 1889. No lives were lost in these two disasters.

Thingvalla Line's SS *Norge* collided in a fog with French fishing brigantine *La Coquette* in August 1898. *La Coquette* broke in two and sank. Sixteen of the 25 crew aboard drowned. Following financial difficulties caused Thingvalla Line's merger with Det Forenede Dampskibs-Selskab to become Scandinavian-American Line. Four of Thingvalla Line's ships were taken over by the new company: the *Hekla* (II), *Thingvalla*, *Norge* and *Island*.

In June 1904, SS *Norge* was on the way from Copenhagen to New York with a crew of 71, nine 2nd class passengers, and 694 steerage (3rd class) passengers. Among the steerage passengers were 296

Norwegians, 236 Russians, 79 Danes, 68 Swedes, and 15 Finns. Half of them had prepaid tickets, paid for by relatives living in the United States.

On 28 June, the *Norge* ran aground in a foggy weather close to Rockall, a place in the middle of the seaway between Ireland and Iceland. She was reversed off the rock after a few minutes, but the collision had ripped holes in the ship's hull, and water began pouring into the hold. Only three lifeboats could be successfully launched out of the eight on board. The *Norge* sank twelve minutes after the collision. The ship's Captain stayed with the ship as it sank, but managed to swim to one



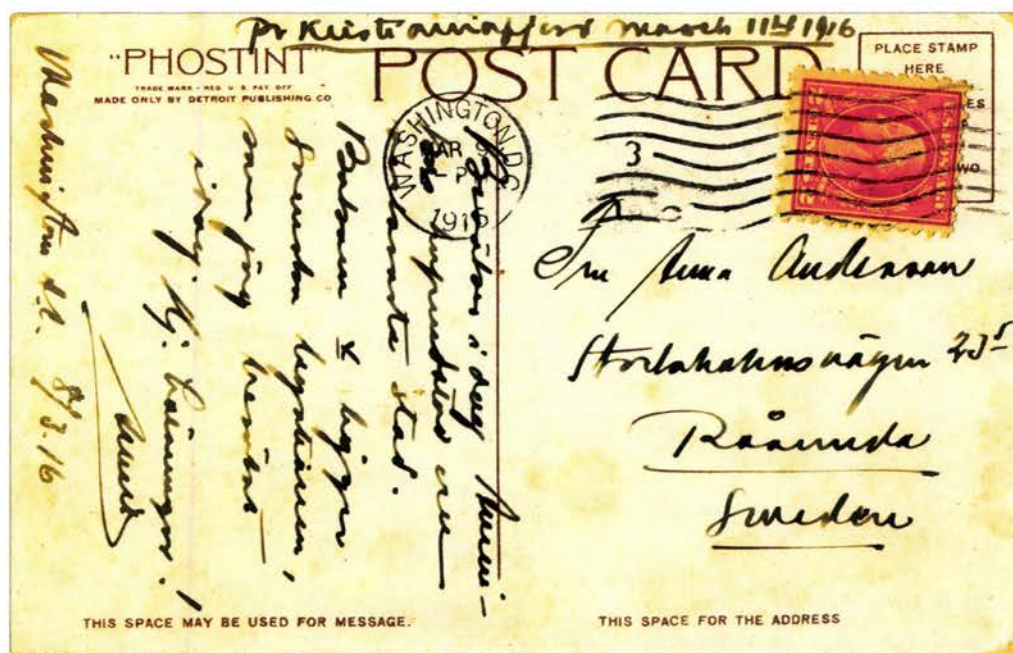
of the lifeboats. The number of lost lives was over 600, of which some 225 were Norwegians. About 160 survivors were rescued by passing steamers and a trawler during the next eight days. The wreck of *Norge* was located off Rockall in July 2003.

In 1912, 231 Scandinavians drowned when the *Titanic* sank after hitting an iceberg with over 1,500 casualties. 123 of them were Swedish, 63 Finnish, 31 Norwegian, and 14 Danish of origin.

The sources available do not report how many of the people on board the *Empress of Ireland* (which sank in the St. Lawrence River, Canada, after a collision with the Norwegian collier *Storstad* in May 1914) were Scandinavians. The ship, owned by Canadian Pacific Line, was on the way from Quebec to Liverpool with nearly 1,500 passengers and crew members, of which 1,012 perished.

Many passengers were Canadian immigrants on the way to their former home countries to see their family members for the first time in many years. According to the Finnish Migration Institute, 70 of the perished were Finns, while only 21 were rescued. At least eleven Swedes and five Norwegians survived, as well.

There is very little wreck mail known from all these disasters. The *Empress of Ireland* is an exception. In the salvage operation organized by the Underwriters, divers were able to recover the silver bullion, some registered and other mail, and the steamer's safe containing passengers' valuables. The salvaged mail was forwarded to the recipients by the Branch Letter Office Ottawa, Ont. with a cachet "Recovered by divers from wreck of S.S. Empress of Ireland".

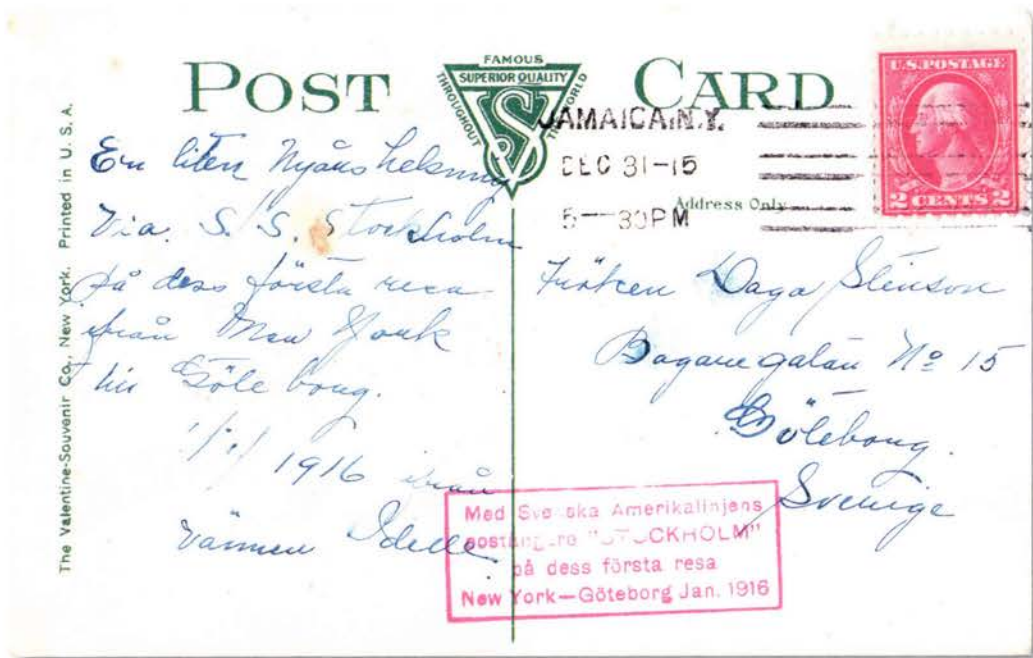


The postcard above was sent from Washington DC to Sweden on 9 Mar 1916. The writer has addressed it to be sent by Norwegian-America Line's "SS Kristianiafjord" on 11 Mar 1916. In the following year (on 15 Jul 1917) the ship was wrecked at Cape Race on the way from New York to Bergen, with no loss of lives.

### Norwegians started their own transatlantic passenger service

Norwegian-America Line was established in 1910 to operate passenger and cargo services between Norway and the USA. Passenger transport to New York started in June 1913 by two bright new vessels: the *Kristianiafjord* and the *Bergensfjord*. The service ceased in 1917 due to the war situa-

tion and the sinking of the *Kristianiafjord*, to start again in 1919 with two ships, the *Bergensfjord* and the *Stavangerfjord*, which was built in 1917. The service was from Kristiania (Oslo) and Bergen to New York. Both vessels served on the route until WW2.



"A New Year's greeting via SS "Stockholm" on her first trip from New York to Gothenburg 1/1/1916" says the text on the left side. The postcard, sent from New York on 31 Dec 1915, has the ship's cachet "Med Svenska Amerikalinjens postångare STOCKHOLM på dess första resa New York-Göteborg, Jan. 1916" (By Swedish American Line's mail steamer STOCKHOLM on her first voyage New York - Gothenburg Jan 1916). SS "Stockholm", built in 1899, was the first ship of the company.

**Svenska Amerikalinjen started in the midst of WW1**



M/F Gripsholm: Tredje klass hytt för fyra.



M/F Gripsholm: Tredje Klass Sällskapsrum.

The "Gripsholm" was famous for having convenient accommodation even for the third class passengers.





*M/F Gripsholm: Tredje Klass Matsal.*

MS *Gripsholm* of Swedish American Line, built in 1924, was the first transatlantic liner with diesel-powered motor engine. She had capacity for 127 first class, 482 second class, and 948 third class passengers. The *Gripsholm* was one of the first ships to call at the Canadian Pier 21 immigration terminal in Halifax, Nova Scotia, and made 101 trips with immigrants to Pier 21.



*Svenska Amerika Linjen M/S Gripsholm*



*The "Gripsholm" heading towards the Atlantic.*



Finally – the end of the sea voyage. The Statue of Liberty has been welcoming the arriving passengers at the port of New York since 1886. The postcard is from a series published by Cunard Line, before 1902.



A family arriving at Ellis Island. From the American Millennium Series. The text on the back side of the stamp informs: "Ellis Island was the nation's principal immigration station between 1892 and 1954. During the peak decade of 1900–1909, immigrants arrived on an average of 100 an hour." Not everybody was able to go to land: if they carried a disease, they had to return to Europe by the next ship.

On arrival in New York the immigrants were registered in Castle Garden at the Battery (1820–1892) or at Ellis Island after it had been opened in 1892. Both hubs have excellent web sites where one can find the name, marital status and age of each incomer, often together with some additional information of interest. For example, where they were going to in the United States, who had paid for their tickets, what was their home place, sometimes even the language. From the registration list one can also learn with whom they were traveling, as they normally registered together and their names are followig each other on the list.

A great portal for finding anyone who arrived in New York during the years of mass immigration is: <https://www.archives.gov/nyc/finding-aids/passenger-lists.html#online>

Additionally, many countries have their own migration institutes with search systems for given passports, passenger lists, etc. Combining all the data you may already have a good start for a story about the voyage and the people who left everything behind them to start a new life far away from the old home.

Internet has definitely made research work easier and far more interesting than it was ever before. Even if you are not living in America and have no ancestors to find, you may find a brother or sister of your great-great-grandfather, who left while your ancestors stayed at home. That is how I recently found a number of new cousins, all living in America.





*Emigrants sent their photographs to family and friends in the home country to show that they were living a prosperous life in America. The hats and furs of the women were often borrowed from the photographer. The photograph to the left has address lines on the back side but it has not been sent. The photo postcard to the right was obviously sent in a letter, "Till Anna från vännen Ruth. Amerika 1914".*

There is plenty of material, both philatelic and non-philatelic, telling about immigration in the United States, and the life of the immigrants. For example, many American cities and villages have names of European origin. Hallvard Slettebø from Norway has a very interesting philatelic exhibit in 80 pages telling about "Norway in America", where he displays the story of Norwegian immigration with postal cancellations of places with a Norwegian name in America. The exhibit can be found in the internet at: <http://www.slettebo.no/graphics/Norway-in-America.pdf>

The list of contents tells a lot about the Norwegian immigration in the United States:

**"1. Early influence and early immigration**

There was Norwegian emigration to the USA already in the 1600's. Many sailors on Dutch vessels came from Norway, and Norwegians took part in the Dutch colonization of New Amsterdam, later re-named New York. (...)

**2. Organized immigration commences: Illinois, Wisconsin and Iowa**

Organized emigration from Norway started in 1825 with 52 Quakers and dissidents. They, and others who followed, were first established in western New York. Many travelled onwards to Illinois, Iowa, or to Wisconsin, which was a center for Norwegian-Americans up to Civil War 1861–1865.

**3. Minnesota opens up**

Norwegian settlers ventured further westwards from the mid-1850's to Iowa and in particular to Minnesota.

**4. Homesteading in the Dakotas**

Dakota was opened to settlers from 1863, and many Norwegians were established here from the 1870's onwards.

**5. Exploring higher and wider horizons**

Norwegian settlements also developed in Michigan, Montana, Washington, Alaska and Texas, and to a smaller degree also scattered over most of the United States."





"Hands Across the Sea" postcard for Finnish immigrants, with the Finnish flag and the patriotic poem in Finnish language. Published by Frederik Peterson, Boston Mass., in 1906. Undivided back. For the Swedish version of the same postcard, see p. 20.



Immigrants could also have official things to take care of in the old home country. This letter was obviously sent from the NY office of the "Leading Finnish Newspaper" "Siirtolainen" (Immigrant) to a Finnish Bank, Kansallis-Osake-Pankki in Helsinki, on 2 Nov 1896. Arrival handstamp on the back-side, Helsinki 15 Nov 1896. It can be noticed from the cover that the "Siirtolainen" also had an office in Ishpeming, Michigan, which was one of the strongest regions of Finnish immigration. Ishpeming had about 13,000 inhabitants at that time – about double the current population. Even today, 25.5 % of the residents are of Finnish origin, according to 2000 census.



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Mr. Kaarlo Lahti

~~Box 134 Kaleva~~

Robbins Camp #5  
Rhineland, Wis.



U.S. of America  
Wis

A postcard sent from Forssa, Finland, to Kaleva (a Finnish place name in Michigan) on 15 Nov 1904. American 1 cent stamp added, and forwarded to Robbins Camp 5, Rhineland, WI.



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AKTIESELSKAB  
SKANDINAVIEN-AMERIKA LINIEN



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s/s Hellig Olav  
Middle of the Atlantic  
July 23, 1927  
I'll write a line or so  
and then more just before  
letter. We just got acquainted  
today.  
out Sunday, July 24  
just loafed today as it  
day. many were seasick  
as yet.  
out Monday, July 25  
started organizing things

A letter from a boy traveling to his mother's home country in Scandinavia by SS "Hellig Olav" in July 1927.

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Steve Lund, President & Executive Secretary of the SCC

## Meanwhile in Minnesota...

The past year has been exciting for me with SCC participation at Sarasota National Stamp Exhibition, Westpex, Finlandia 2017, Wiscopex, Minnesota Stamp Expo, APS StampShow Richmond, Nordia 2017 and Chicagopex. I have enjoyed meeting many new and old SCC friends. Memories will warm an otherwise chilly Minnesota winter.

*The Posthorn* received 89 points and Gold in the Literature Class at Chicagopex, 17–19 November 2017, Itasca, Illinois. Congratulations to Editor Seija-Riitta Laakso! With only one point away from Large Gold expectations are high for 2018.

Membership renewal is now underway. Members whose memberships expire in 2017 will receive renewal notices via email or snail mail. New rates are effective for 2018 and are as follows:

\$25 Digital only delivery of *The Posthorn*

\$35 US addresses: *The Posthorn* postal delivery

\$45 Canadian addresses: *The Posthorn* postal delivery

\$55 Overseas addresses: *The Posthorn* postal delivery

Members receiving postal delivery may also receive digital delivery. Memberships and renewals previously pre-paid into 2018 and beyond will be valid.

Sarasota National Stamp Exhibition on 2–4 February 2018 will be host to the 2018 SCC Annual Meeting. Gisli Geir Harðarson, President of the Icelandic Philatelic Federation, will serve as SCC sponsored Visiting Scandinavian Judge. Mike Schumacher will serve as SCC host. SCC events are as follows:

Friday 2 Feb, 3:00 pm – Board of Directors Meeting

6:30 pm – SCC Dinner at Barnacle Bill's Restaurant

Saturday 3 Feb, 9:00 am – SCC Coffee Hour – Bayfront Room

9:30 am – Annual Membership Meeting/Awards – Bayfront Room

10:00 am – Presentation – Gisli Geir Harðarson – Bayfront Room

Six SCC members will exhibit. An SCC society table will offer new and renewing memberships with a variety of *FACIT*, *LAPE*, *Norgeskatalogen* and *AFA* catalogs available. Jay Smith will attend as SCC invited dealer. Although Jay will not bring his entire inventory members should submit want lists of items they wish to see to [js@JaySmith.com](mailto:js@JaySmith.com) who will try to accommodate them.

I look forward to seeing many of you at Sarasota. Additional information is available at: [www.sarasotastampclub.com](http://www.sarasotastampclub.com).

NORDIA 2018 will be held on 8–10 June in Reykjavik, Iceland. SCC's Commissioner, Mike Schumacher, gave the presentation Collecting and Exhibiting Iceland at recent APS Stampshow and has been actively promoting the exhibition. Further information is available at [schumacher5154@comcast.net](mailto:schumacher5154@comcast.net) Exhibitors' applications are due to Mike by 15 January 2018. Interest is high with several SCCers already having made travel reservations. Kathryn Johnson will serve as Visiting SCC Judge.

APS AmeriStamp Expo will be held in Birmingham, Alabama, 23–25 February 2018. Editor Seija-Riitta Laakso will serve as Visiting APS judge and Past-President Roger Quinby and I will host an SCC society booth. Additionally, a presentation entitled Stamp Engraver Martin Mörck is planned. Dealer Jay Smith will also attend.

Visit the SCC at Birmingham!

Steve Lund

November 28, 2017

## Swedish anti-tuberculosis seals on postcards sent abroad

by Per Gustafson

In December 1904, the first charity stamp sanctioned by the Post Office was issued in Sweden, by the Swedish National Anti-Tuberculosis Association (Svenska Nationalföreningen mot tuberkulos). The association had been founded the same year, 1904, initiated by medical doctor Bertil Buhre. Its purpose was to fight tuberculosis and to provide care for those struck by the disease. At the turn of the century, tuberculosis was the most fatal of all diseases in Sweden, causing around 12,000 deaths per year. The association received support from the national authority for health and medical care (Medicinalstyrelsen) and also from the Royal court, with Crown Prince Gustaf (later King Gustaf V) acting as its patron.

In order to raise funds for the new association, a charity stamp was produced and sold at all post offices in the country (Figure 1). The design was made by Thor Thorén and six million stamps were provided at no cost to the association by a donor, Carl Laurin. The price of the stamp was 2 öre. The postal staff received a commission on the sales – 10 percent of the sales price – although it is reported that some postmen refrained from this commission. The idea of producing a charity stamp was inspired by the Christmas seals issued in Denmark the same year.

A postal circular about the anti-tuberculosis seals, dated 10 December 1904, was sent out to all post

offices in the country. It provided details about the distribution and sales of the stamps and encouraged the postal employees to support this fund-raising effort. For example, the circular stipulated that the charity stamps should be advertised on posters or advertising boards at all post offices where the stamps were available for sale. Postmen who handled mail with such stamps were also encouraged to obliterate the charity stamps together with the postage stamps, “to the extent that this can be done without obstructing the postal service”. Examples of this are often seen on covers and cards with the early anti-tuberculosis seals (Figure 2).

In addition, the Post Office circular allowed the use of the charity stamp not only on letters, printed matters and parcels, but also on postcards. This makes the charity stamp interesting from a postal history viewpoint. According to current Universal Postal Union (UPU) regulations, correspondents were not permitted to “join or attach” anything else than postage stamps to postcards. Cards with attached labels, photos, small envelopes etc. did not qualify for the postcard rate in international mail exchange, but were to be taxed as letters. The Swedish postal circular therefore stated that the charity stamp could be used on postcards only in inland mail.

The anti-tuberculosis seals were distributed to post offices all around Sweden from 15 December



Figure 1. Above, the first anti-tuberculosis seal from 1904 was designed by architect and artist Thor Thorén.

Figure 2. Postcard with anti-tuberculosis seal sent from Höje to Sunnemo in December 1904. Postmarks on both postage stamp and charity stamp.





Figure 3. Early use of the anti-tuberculosis seal on an international postcard, sent to Switzerland in December 1904. The card was taxed as a letter and the addressee had to pay 25 Swiss centimes postage due.



onwards. The earliest known examples of stamps sent (and postmarked) by the post are from 17 December. Sales went very well and the new charity stamps were frequently used on Christmas and New Year's greetings as well as on other mail. However, numerous correspondents did not notice that they were only allowed on inland postcards, but also used them on postcards sent abroad. For such cards, letter postage was required. If only the postcard rate was paid, the addressee usually had to pay postage due.

Figure 3 shows an early example of this. A postcard with an anti-tuberculosis seal was sent to Switzerland on 21 December 1904, with only 10 öre postcard postage. The Swedish Post Office applied tax marks, indicating that the card was underpaid and

that the deficiency was 12½ French centimes. On arrival, the addressee had to pay double the deficiency, 25 Swiss centimes, as shown by the two postage due stamps.

Many postcards were sent to emigrated relatives and friends in the United States. Figure 4 shows a later card, sent in February 1906. This sender applied two charity stamps but only paid the postcard rate. The Post Office treated this card in the same way as the card to Switzerland – a T-stamp (partly covered by the US postage due stamp) indicates that the card was underpaid, and the “12½ cents” tax mark shows the deficiency in French currency. On arrival in New York, the card received an “opera glass” tax mark instructing the postal clerk in Brooklyn to charge 5 cents postage due.

Figure 4. Postcard to the United States with two anti-tuberculosis seals, February 1906. Taxed as a letter, and 5 cents due charged from the addressee.







Figure 5. Inland card forwarded to the United States in December 1904. Uprated to 10 öre foreign postcard rate, but taxed as a letter. 3 cents due (single deficiency).

Another card, sent on Christmas day 1904, provides an interesting excursion into UPU regulations (Figure 5). It was first sent within Sweden at the 5 öre inland postcard rate, and then forwarded to the United States. The person who forwarded the card added another 5 öre stamp to cover the foreign postcard rate (10 öre), but as the sender had applied a charity stamp, the card was taxed as a letter when forwarded abroad. A hand-written note indicates the same deficiency, 12½ centimes, as for the two previous cards.

Yet, in this case, the US Post Office only charged 3 cents due. The reason was a special UPU rule about forwarded mail. It said that if mail became underpaid when forwarded internationally, but the correct postage had been paid for the original destination, postage due should be single rather than

double deficiency. Single deficiency corresponded to 2½ cents, which was rounded up to 3 cents. However, one may question whether any postage due at all should have been charged in this case. Another UPU rule said that postcards forwarded abroad should be accepted at the postcard rate if they fulfilled the rules that applied for postcards in inland mail in the country of origin. Apparently, neither the Swedish nor the American postal authorities took note of the latter rule. (Readers with an interest in international postage due mail can find both these rules in the detailed regulations of the 1897 UPU convention, XXV.2.2 and XV.7.)

It seems that relatively large numbers of postcards with anti-tuberculosis seals were sent abroad and taxed as letters from 1904 onwards. In most cases, addressees had to pay postage due. In rare cases,



Figure 6. Cards with anti-tuberculosis seals sent abroad did not qualify for the postcard rate. In rare cases, letter postage was applied.



Figure 7. Postcard with an anti-tuberculosis seal sent at the printed matter rate to Germany, July 1905.



however, letter postage was paid by the sender. This may have been either because senders knew the rules and applied letter postage on their own initiative, or because the sender went to the post office with the card and was informed by the postal clerk that letter postage was required. Figure 6 shows a postcard with an anti-tuberculosis seal sent to the US in December 1905 with the correct 20 öre letter postage.

Another way of using charity stamps on postcards was to send the cards as printed matters. This was permitted on the condition that the sender replaced the word “Postcard” with “Printed matter” and abstained from writing any longer personal message. The sender’s name and a short greeting of no more than five words was usually allowed. Figure 7 shows a postcard with an anti-tuberculosis

seal sent to Germany in July 1905. The sender has crossed over “Brefkort / Carte Postale” (Postcard), replaced it with “Drucksache / Trycksaga” (Printed matter), left the image side blank, and applied 5 öre postage for the international printed matter rate. This was accepted in both Sweden and Germany.

However, many cards with charity stamps were surcharged, and this meant extra work for postmen in Sweden and abroad as well as additional costs for the recipients of the cards. In addition, it was unfortunate that contributions to a good cause, which the postal authorities wanted to support, were in fact penalized by the current postal regulations. The Swedish Post Office was obviously not happy with the situation. Attempting to change the international regulations in-between UPU congresses, in order to allow charity stamps on postcards, was

Figure 8. As an exception, the use of anti-tuberculosis seals on postcards sent to Denmark and Norway was permitted in late December 1904.





Figure 9. Anti-tuberculosis seals from 1905, 1906 and 1907.

not a realistic option. Yet a more limited initiative to this effect was taken on the Scandinavian level.

On 27 December 1904, the Swedish Post Office sent queries to the Post Offices of Denmark and Norway, asking if they were willing to accept postcards with charity stamps at the postcard rate in their mail exchange with Sweden. It seems all three countries at this time experienced similar problems with charity stamps on postcards sent abroad. The famous first Christmas seals had recently been introduced in Denmark and charity stamps in support of seamen were in use in Norway. Positive replies from Copenhagen and Kristiania were received by telegram the following day. On 30 December – just in time for the New Year’s greetings! – a new postal circular was issued, informing the postal staff in Sweden that the charity stamps could now be used on postcards sent to the two other Scandinavian countries. Figure 8 shows a very early application of the new rule – a postcard with an anti-tuberculosis seal sent from an employee at the regional postal authority in Malmö (Postinspektionen, SD/Southern District) to Copenhagen on 31 December 1904.

The 1904 anti-tuberculosis seals were considered a great success. A report published by the anti-tuberculosis association in 1905 showed a net benefit from the sales of the charity stamps – after provisions and other costs had been paid – of just over 100,000 Swedish crowns. The sales therefore continued, and new charity seals were issued around Christmas time over the following years (Figure 9).

At the 1906 Universal Postal Union congress in Rome, the UPU decided on new regulations for postcards. Among other things, correspondents were now permitted “to affix on the back and on the left hand half of the face illustrations or photographs on very thin paper, provided that they adhere completely to the card.” These regulations entered into force on 1 October 1907. Charity or poster stamps were not explicitly mentioned, but

after some initial hesitation it seems that the Swedish Post Office as well as several foreign postal authorities nevertheless accepted the use of charity stamps on postcards as a consequence of the new rule, and hence ceased to surcharge such cards. However, if any reader knows of a postcard from Sweden, sent abroad after September 1907 and surcharged as a letter (or returned to the sender) because of a charity stamp, the author of this article would very much appreciate information about this. He can be contacted at [Langvattnet@yahoo.com](mailto:Langvattnet@yahoo.com).

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- Universal Postal Union, *Convention of Rome*, May 26, 1906, together with the detailed regulations for its execution.





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## From the Stacks –

# Rate Tables for Parcels Posted from Denmark to Other Destinations

by Roger Cichorz

SCC Secretary Alan Warren sent me a request for the cost of sending parcels from Denmark to Norway in 1942. Alan stated, “In the last couple of years Ib Krarup Rasmussen ran a series of articles in *DFT* (*Dansk Filatelistisk Tidsskrift* / Danish Philatelic Journal) where he provided rate tables for parcels sent from Denmark to various foreign destinations and he may have data that would answer my question.”

This request led me on another brief quest through the SCC Library’s holdings of *DFT*s to see whether or not I could find the information Alan sought. Incidentally, *DFT* is the slick, now-bimonthly official organ of Danmarks Filatelist Forbund (Danish Philatelic Federation), and Ib Krarup Rasmussen along with Torben Lethrabort serve as its co-editors. Rasmussen’s series is titled “Pakkepost til Udlandet” (“Parcel Post to Foreign Countries”) and has been running intermittently

in *DFT* over the past ten years since his first installment appeared in 2007.

Alas, finding all his articles proved more problematic than I had anticipated because, besides *DFT* being entirely in Danish, it only began printing a Table of Contents in its No. 4, August 2012 issue, which necessitated my conducting a page-by-page search for the articles in all the prior issues, nor were there any *DFT* annual indexes of contents available. Thankfully, each appearance of “Pakkepost til Udlandet” included a “Del # (Part #), which enabled me to find all without missing any! Since this information is widely sought after, I thought a compilation of all Rasmussen’s “Pakkepost til Udlandet” columns to date would be useful to readers trying to pinpoint specific information on Danish parcel rates to foreign countries, so here goes!

### ***DFT* Issue Reference**

Vol. 68, No. 1, Jan 2007, p 4–11

Vol. 68, No. 2, Mar 2007, p 7–16

Vol. 68, No. 3, Apr 2007, p 32–37

Vol. 69, No. 1, Jan 2008, p 39–47

Vol. 69, No. 2, Mar 2008, p 36–43

Vol. 70, No. 1, Jan 2009, p 12–19

Vol. 70, No. 2, Mar 2009, p 14–21

Vol. 71, No. 2, Mar 2010, p 34–45

Vol. 73, No. 5, Oct 2012, p 38–44

Vol. 76, No. 5, Oct 2015, p 6–13

Vol. 76, No. 6, Dec 2015, p 36–43

### **Pakkepost til Udlandet Article Series Number and Title**

Del 1, “Introduktion til ny artikelserie om danske pakkeposttakster til udlandet 1881–1990erne” (“Introducing the New Series of Articles on Danish Parcel Rates Abroad 1881–1990s”)

Del 2, “Præsentation af de forskellige pakkeforsendelsestyper” (“Presentation of the Different Types of Packet Mail”)

Del 3, “Postpakketakster til Tyskland 1877–1991” (“Package Postal Rates to Germany 1877–1991”)

Del 4, “Postpakketakster til Finland 1895–1991” (“Package Postal Rates to Finland 1895–1991”)

Del 5, “Postpakketakster til Belgien 1881–1991” (“Package Postal Rates to Belgium 1881–1991”)

Del 6, “Postpakketakster til Schweiz 1881–1996” (“Package Postal Rates to Switzerland 1881–1996”)

Del 7, “Postpakketakster til Island 1870–1996” (“Package Postal Rates to Iceland 1870–1996”)

Del 8, “Postpakketakster til Sverige og Norge 1879–1996” (“Package Postal Rates to Sweden and Norway 1879–1996”)

Del 9, “Pakkeposttakster til udlandet 1991–1996” (“Parcel Rates Abroad 1991–1996”)

Del 10, “Postpakketakster til Grønland 1938–1996” (“Package Postal Rates to Greenland 1938–1996”)

Del 11, “Postpakketakster til Italien 1881–1996” (“Package Postal Rates to Italy 1881–1996”)



## **"Stampless Covers" and Terminology**

This discussion is intended to be twofold: (1) to serve as a preface or lead-in for Nordic covers posted either before postage stamps were issued or sent "postage due" after stamps became available but letters were still permitted to be posted unfranked, with the recipient responsible for paying the postage, and (2) to introduce some of the resources SCCL has available on this subject. Readers occasionally seek information about their "stampless covers," so I intend to provide an overview and specifics over the course of my next several columns. Stay tuned, but in the meantime let's start with some basic terminology and a brief history of stampless covers as collectibles.

What should we term letters transported in mail systems before the time of issuance of postage stamps — pre-adhesive covers, pre-stamp covers, pre-philatelic covers, or stampless covers? I have encountered all of these terms in the philatelic literature at one time or another. These covers are usually folded letter sheets whose outer page bears the intended recipient's name and address and added manuscript or handstamped postal markings indicating tariff charges (payments and/or dues), routing instructions or documentation, etc. Today they are widely collected and subject to serious postal history study, but I wonder if their contemporaneous collecting as a hobby or subject study may have occurred before the issuance of the first postage stamps. If they were not then collected for posterity, why should so many stampless covers still survive today? Albeit, many were retained in business, government, and church archives and as family mementoes, only to be dispersed later on.

I asked a longtime dealer who specializes in worldwide postal history if as a hobby stampless covers were collected before the issuance of postage stamps, or as an associated academic endeavor, studied for their postal history aspects (rates, routes, and postal markings). He thought not, and was fairly certain that collecting these covers evolved as a branch of philately only after stamp collecting had become such a popular pursuit. This indeed seems to be the case, at least for United States covers if not for foreign covers as well.

Herman Herst, Jr. in his posthumously published book, *Put a Stamp On It!*, stated the first stamp dealer in the US to recognize stampless covers

as a collectable item was Frederick S. Eaton of Wallingford, Connecticut. According to Herst, in 1924, when there were very few cover dealers, Eaton advertised that he was "the only cover dealer to handle stampless covers exclusively." The American Philatelic Society established a Stampless Cover Unit about 1925 with Eaton as Chairman. Eaton also served as Director of the now-defunct International Postal Markings Society, which was established in this same time period, also studied stampless covers.

Sometimes it is a problem for me to decide upon a suitable name for covers posted from before the times of the first postage stamps. For example, the term stampless cover does not appear applicable as many are handstamped with postal markings that seem to contradict this term. Also, some postal administrations accepted unfranked letters for mailing well after issuance of their postage stamps as senders had the option of not paying for the service, with the postage tariffs due collected from recipients upon delivery. Furthermore, during times of lack of availability of postage stamps, postal administrations condoned the practice of handstamping or endorsing covers with provisional "PAID / amount" markings to indicate that their postage was paid up front. These prepaid covers were sent on course despite lacking postage stamp frankings and stampless covers may be the suitable term for them. My opinion, however, is that this term does not aptly describe the earlier covers generated before issuance of postage stamps.

The term pre-stamp covers is deficient for the same reason cited for stampless covers in that they usually have "stamped" postal markings. The term pre-adhesive covers may be accurate in a sense, but comes across to me as awkward. Perhaps "pre-adhesive-postage-stamp covers" is an accurate, descriptive term, but it seems too long and convoluted! From what I have inferred after discussing this subject with others is that the term stampless cover is used primarily in the U.S. and not elsewhere, and pre-philatelic cover has become the preferred descriptive term in European philatelic circles and is now starting to be used more frequently in the US. I still cringe when I see the term pre-philatelic cover — but perhaps the time has come for me to bite the bullet and accept and start using it for the appropriate covers! Readers, your thoughts?

My next column will continue a discussion of stampless covers. I will analyze the tariffs and routing for an 1860 cover originating from Hull, England posted postage due to Stockholm, and the reference work in the SCCL that provided the answers. You will note that this is a stampless cover, but not a pre-philatelic cover because postage stamps were readily available at the time of its 1860 posting. However, in the pre-UPU days more than one postal administration was involved in the delivery of these external letters, and each, because of treaty agreements, was entitled to a share of the tariff, country-of-origin postage-stamp frankings were difficult, if not impossible.

### **Report of another web site that posts Nordic exhibits**

Per Gustafson wrote that he read my column in *The Posthorn* (1/2017) about philatelic exhibits online and provides this basic information about NETEX (<http://netex.se>), the Swedish website for online philatelic exhibits. It is owned by Posthistoriska Nätverket, a national association for online philately and member of the Swedish Philatelic Federation. NETEX has three main sections:

- an open archive for exhibits that have been shown at competitive exhibitions (Utställningen),
- temporary exhibitions and other special events

(Salongen), and

- a portion for members of Posthistoriska Nätverket (Föreningsgalleriet).

In total, more than 100 exhibits of various kinds are posted. NETEX is basically a Swedish-language website, but several exhibits have titles and text in English. Those who show their exhibits on NETEX are mainly Swedish collectors, but foreign collectors, including members of the SCC who have shown Nordic philately or postal history at competitive exhibitions, are welcome to make their exhibits available on NETEX. For additional information, go to the introductory page in English at <http://netex.se/english>.

The Websites posting Nordic exhibits listed in my *Posthorn* 1/2017 column were by no means exhaustive, and readers are urged to report additional Websites accessing Nordic exhibits and collections.

Additionally, I encourage you to comment about the content of this column and ask questions about the SCC Library and its operations. Also, suggestions for future column topics are always welcome. Contact me via email at [rcichorz@comcast.net](mailto:rcichorz@comcast.net), mail at Roger Cichorz, 3925 Longwood Ave., Boulder, CO 80305-7233, USA, or telephone (303) 494-8361.



*Thór Thorsteins*

### **Closed Album – þór þorsteins, 1932–2017**

Icelandic postal history author *þór þorsteins* died on 30 October 2017 in Reykjavík. He was 85. He authored or co-authored several handbooks on Iceland's cancellations, revenues, meter stamps, and post offices. Þór contributed to almost every issue of the journal *Frimerkjablaðið*. At the Nordia 2001 show held in Tucson, Arizona, he received a Large Vermeil for his "Icelandic Revenues, Collecting and Meter Stamps" along with a special prize and felicitations of the jury.

*Alan Warren*



## Transfers and Re-Entries

by Alan Warren

After serving as president of the Norwegian Philatelic Federation for eight years, Tore Berg steps down and is replaced by Frank Gilberg.

Copenhagen Philatelic Club (KPK) has moved to a new location in the historic Vartov building. The meeting room has limited seating capacity but serves also as a meeting place for the Bicolor Issue

Study Group and the Perfin Club.

In the Danish Philatelic Federation (DFF), board member Irene Henriksen moves up to vice chairman, replacing Thomas Hilkjær who has many other commitments. He remains as a board member.

## Scandinavian Area Awards

At the *Nojex* show in Newark, N.J., in September, Warren Grosjean won a Gold for "A Review of the Life of Norway One from 3.1.1855 to 17.8.1857".

Alan Warren received a Vermeil for "Denmark: The Christian X Issues of the 1940s on First Day Covers". He also won a Large Vermeil and an AAPE Award of Honor at the Omaha Stamp Show in Nebraska for "Denmark Birth Certificates: Commemorative Issues on First Day Covers 1920-1949".

Dickson Preston received a Gold at the *Seapex* show in Seattle, WA, in September for his "Greenland Postal History 1938-1985". Norman Andrews took a Large Silver along with a Germany Philatelic Society Special Award at *Milcopex* in Milwaukee in September with "Sweden: The Large Official Stamps 1874-1889".

David Loe won a Large Gold and the Best One-frame Award at *Adelaide Stampex* in Australia in October for his "Iceland Gildi Overprints 1902-03"

FRANK BANKE

**B**

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## Book Reviews –

### ***FACIT Special Classic 2018***

by **Gunnar Lithén (ed.)**

***FACIT Special Classic 2018, Gunnar Lithén (ed.) 384 pages, 6 ½ by 9 ½ inches, card covers, perfect bound. Facit Förlags, Malmö, Sweden 2017. ISBN 91-86564-82-7. 350 SEK plus shipping from [www.facitstamps.se](http://www.facitstamps.se) or FACIT Förlags, Box 537, 20125 Malmö, Sweden. Also available from Scandinavian Collectors Club, Box 16213, St. Paul, MN 55116.***

**F**ACIT *Special Classic 2018* is written in both English and Swedish and includes all stamp issues from Sweden, Denmark, Norway, Finland, Iceland, Farøes, Åland and Danish West Indies through 1950. The catalog describes varieties, color nuances, dates issued, printing methods, engravers' names and motives. Items are priced as mint, cancelled and on cover. The catalog is completely in color.

Censuses of Swedish and Finnish covers list retail prices. Numeral cancellations on first issues from Norway and Denmark are priced. Iceland cancellations are priced for circular date, crown, numeral and bridge types with special articles on British and US military post in Iceland during WW2. Finnish cancels are well illustrated with rarity factors on early issues.

### ***FACIT Norden 2018***

by **Gunnar Lithén (ed.)**

***FACIT Norden 2018, Gunnar Lithén (ed.) 912 pages, 6 ½ by 9 ½ inches, card covers, perfect bound. Facit Förlags, Malmö, Sweden 2017. ISBN 91-86564-81-0. 450 SEK plus shipping from [www.facitstamps.se](http://www.facitstamps.se) or FACIT Förlags, Box 537, 20125 Malmö, Sweden. Also available from Scandinavian Collectors Club, Box 16213, St. Paul, MN 55116.***

**F**ACIT *Norden 2018* is written in both English and Swedish and includes all stamp issues from Sweden, Denmark, Norway, Finland, Iceland, Farøes, Åland and Danish West Indies through mid-2017. It is the companion volume to

Highlighting the catalog are several specialized articles. For the third consecutive year Mats Ingers has provided an article on classic Sweden issues. This year's piece deals with new shade classifications of the 3 öre lying lion issue of 1862. Mats' exhibit of the same received Large Gold and Grand Prize National at Nordia 2015. Special articles on Greenland's Postal History prior to 1939 and Pakkeporto issues and their cancellations and usages provide new insights. Claes Arnrup's article "Icelandic Skilling Covers in Private Hands" provides a well-illustrated census of early covers.

Of special interest is the new article by Esa Kärkäs entitled "Collecting Classic Finland (1856)". Recent interest in the Finland Oval issues is high with Erkki Toivakka receiving Grand Prix National for "Finland 1856–1875" at Finlandia 2017 and Gustaf Douglas' exhibit "Philatelic Gems of Finland – The Oval Designs". Kärkäs' 15-page article is well illustrated with examples from Ovalpoint, his own registers and the Rolf Gummesson collection recently auctioned in 3 parts by *Postiljonen*.

*FACIT Special Classic 2018* contains the most complete specialized information about classic Scandinavian issues offered in a single volume. Coupled with the reasonable pricing this catalog is a must for all Scandinavian collectors. Judges agree awarding it Large Gold at Finlandia 2017 and Gold at Nordia 2017.

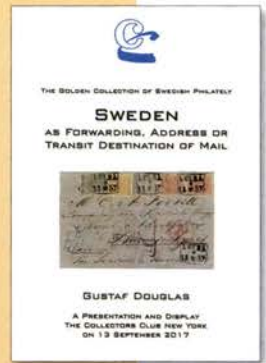
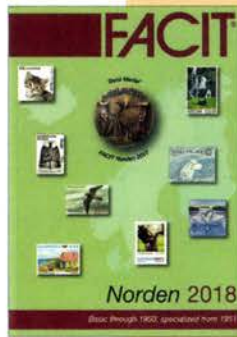
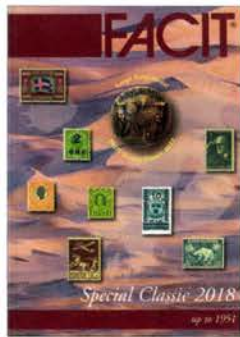
***Steve Lund***

*FACIT Special Classic 2018*. Prior to 1951 *FACIT Norden 2018* lists all stamps as single line entries similar to Scott. After 1950 the catalog is specialized and describes varieties, color nuances, dates issued, printing methods, engravers' names and motives. Items are priced as mint, cancelled and on cover with illustrations completely in color.

The catalog contains information on grading standards of mint and cancelled stamps as well as covers with well-illustrated examples. Small icons of each country's flag appear in the lower outside corner of each page enabling the user to browse the catalog with ease. FACIT continues to upgrade its color illustrations and revise the English texts making it even more suitable to English readers.

Franking labels used commonly in Scandinavian countries but not listed in Scott catalogs are





illustrated and valued for Sweden, Denmark, Norway, Finland and Iceland. Stamp booklet panes with varieties are illustrated and valued. Listings of First Day Covers with values conclude each country's section. Postal stationery items from DWI and Iceland are illustrated and valued. A reference of Sweden joint issues with other countries is another unique feature.

Like its companion, *FACIT Norden 2018* also includes special articles. Mats Renhult provides an illustrated article on FDC cachets from the Danish department store Magasin du Nord. Several short excerpts from *Filatelisten* by Gunnar Dahlstrand have been combined into an extensive article

"Forged Modern Sweden Stamps 2004–2015". Unlike earlier Sperati and Fournier forgeries these issues were printed to deprive the Swedish Post of revenue. Numerous examples of forged issues are illustrated juxtaposed with the real issues depicting their subtle differences. For the Iceland collector Saso Andonov's article on Documentary Revenue Stamps is reprised along with new listings of last validity date for stamps, sheet-booklets, gift folders and special folders.

Collectors of modern Scandinavian issues will want to add *FACIT Norden 2018* to their libraries. Judges awarded it Gold at Finlandia 2017.

*Steve Lund*

## Sweden as Forwarding, Address or Transit Destination of Mail

by Gustaf Douglas

*Sweden as Forwarding, Address or Transit Destination of Mail* by Gustaf Douglas, edited by Jonas Hällström. 300 pages, 8 ½ by 12 inches, hardbound, limited edition of 100 copies, 2017.

Gustaf Douglas displayed a portion of his marvelous collection of Sweden at the Collectors Club of New York on September 13, 2017. This handsome volume is a record of that display. Since Douglas acquired the famous 3-skilling yellow error, he now calls his comprehensive material "The Golden Collection of Swedish Philately." He exhibited ten frames of traditional philately including the skilling banco and öre types of the coat of arms issues, the lying lion, circle type, postage due, and official stamps.

The main focus was on another ten frames of postal history up to 1900. Douglas was introduced by Jonas Hällström who showed selected slides of

the postal history items while Douglas described the rates and routes as well as the rarity of many of the covers. Several were marked ex Caspary or ex Lagerloef. There were nine covers sent to or from St. Barthelmy between 1830 and 1892.

Stunning origins to Sweden included Chile, Cameroun, Nigeria, Haiti, Cape Colony, Tasmania, etc. Astounding destinations were seen like Bermuda, Japan, South Australia, Mauritius, Burma and Peru. The quality of the items was meticulous.

Only 100 copies of the book were printed. Many were sold at the Collectors Club that evening and a few were retained by the author and editor. One copy was given each to the CCNY and RPSL libraries. One copy also resides in the SCC library. The book is a wonderful source of detail on early Swedish postal history as well as a record of a portion of the premier collection of Sweden.

*Alan Warren*

## Visit the Club

**1. SEATTLE/NW:** 2nd Monday, 9 am at members' homes. *Contact:* Dana S. Nielsen, 13110 NE 177th P1, PMB #263, Woodinville WA 98072-5740, email: dananielsen@comcast.net.

**4. CHICAGO:** 4th Thursday of January–June and September, October, 1st Thursday of December. Des Plaines Public Library, 1501 Ellinwood St, Des Plaines IL 60016. *Contact:* Ron Collin, PO Box 63, River Grove IL 60171-0063; (773) 907-8633; (312) 259-1094, email: collinr@americattech.net.

**7. NEW YORK:** 2nd Wednesday of February, April, June, September, and November at The Collectors Club, 22 E 35th St, NYC. *Contact:* Carl Probst, 71 Willoughby Ave, Hicksville NY 11801, email: cwp1941@aol.com.

**9. NORTH NEW JERSEY:** 3rd Wednesday at members' homes. *Contact:* John Abrahamsen, 759 Peach Tree Ln, Franklin Lakes NJ 07417, (201) 739-8589, email: john.abrahamsen.bnp@gmail.com.

**14. TWIN CITIES:** 2nd Thursday (except July and August) 7 pm at Danish American Center, 3030 W River Parkway S, Minneapolis MN 55406. *Contact:* Steve Lund, 383 Grand Ave, Apt 5, St. Paul MN 55102; (651) 224-3122, email:

steve88h@aol.com.

**17. SOUTHERN CALIFORNIA:** 1st Wednesday at members' homes. *Contact:* Erik Roberts (909) 706-5911, email: sccwebman@gmail.com.

**21. GOLDEN GATE:** 1st Saturday 11 am at members' homes and at various shows (WESTPEX, PENPEX, etc.). *Contact:* Herb Volin (510) 522-3242, email: HRVolin@aol.com.

**24. MANITOBA:** 2nd & 4th Wednesdays September through May at Scandinavian Cultural Centre, 764 Erin St., Winnipeg, MB. *Contact:* Robert Zacharias, 808 Polson Ave, Winnipeg MB R2X 1M5, Canada, email: robertzacharias@shaw.ca, website: <http://members.shaw.ca@sccmanitoba>.

**27. COLORADO:** 1st Saturday September–June, 10 am at the Rocky Mountain Philatelic Library, 2038 S. Pontiac Way, Denver CO 80224. *Contact:* Roger Cichorz, 3925 Longwood Ave, Boulder CO 80305-7233, email: rcichorz@comcast.net.

**AUSTRALIA:** *Coordinator* John McKay, email: john.mckay@analysisinternational.net.au.

**NEW ZEALAND:** *Coordinator* John Campbell, email: johncampbellnz@hotmail.com.



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## Several Golds for Scandinavian area displays in Brasilia 2017

At the **Brasilia 2017** World Stamp Exhibition in Brazil in October, the following results were obtained for Scandinavian area displays:

- Åke Rietz, "Sweden – Circle Type Stamps 1872–1879", G and Special Prize  
 Pekka Rannikko, "Finland Model Saarinen 1917–1930", G and SP  
 Terje Heskestad, "Postal History from Southern Coast of Norway until GPU", G and SP  
 Gunnar Lithén, "Cancellations from Swedish Steamship Mail Post Office from 1869 and up to 1951", G  
 Markku Koivuniemi, "The 1901 and 1911 Eagle Issues of Finland", G  
 Johan Ågren, "Sweden 1885–1911", LV  
 Atle Fossmark, "Faroe Islands Postal Conditions during WW II", LV  
 Ari Jurvanen, "Finland – Coat of Arms Type 1885–1889", V

## Coming events

- Sarasota National Stamp Exhibition**, Sarasota, Florida, 2–4 February 2018.  
**APS AmeriStamp Expo 2018**, Birmingham, Alabama, 23–25 February 2018.  
**Nordia 2018** in Garðabær, Iceland, 8–10 June 2018.  
**Praga 2018** World Stamp Exhibition in Prague, Czech Rep., 15–18 August 2018.  
**Stockholmia 2019** in Stockholm, Sweden, on 29 May – 2 June 2019.  
**Nordia 2019** in Sarpsborg, Norway, on 23–25 August 2019.

## The Posthorn 2017 – Annual USPS Statement of Ownership, Management, and Circulation

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<input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)			

13. Publication Title		14. Issue Date for Circulation Data Below	
The Posthorn		September 2017	
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Society Journal			
a. Total Number of Copies (Net press run)		500	500
b. Paid Circulation (By Mail and Outside the Mail)			
(1)	Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	424	412
(2)	Mailed In-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	0	0
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(4)	Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)		
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))		424	412
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)			
(1)	Free or Nominal Rate Outside-County Copies included on PS Form 3541	19	21
(2)	Free or Nominal Rate In-County Copies included on PS Form 3541	0	0
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e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))		19	21
f. Total Distribution (Sum of 15c and 15e)		443	433
g. Copies not Distributed (See Instructions to Publishers #4 page #2)		57	67
h. Total (Sum of 15f and g)		500	500
i. Percent Paid (15c divided by 15f times 100)		89%	85%

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c. Total Print Distribution (Line 15c) + Paid Electronic Copies (Line 16a)		443	433
d. Percent Paid (Both Paid Print & Electronic Copies) (16b divided by 15c × 100)		95%	95%
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## Membership Statistics for the Third Quarter 2017

(1 September – 30 November 2017)

### New Members

4348 Branting, Richard, addressed not disclosed, NC

### Change of Address

3561 Bentley, Jane, 3159 E. Dry Creek Rd, Phoenix, AZ 85048  
4161 Clay, Malcolm, 1300 North Post Oak Road, Apt 2412, Houston, TX 77055  
1596 Hughmark, Gordon, 100 Christwood Blvd, Apt 435, Covington, LA 70433-4609  
GL800 Johnson, Vernon, 3701 Bryant Ave S, Apt 803, Minneapolis, MN 55409-1091  
4216 Kahn, Serge, Röttelnblick 7, D-79585 Steinen, Germany  
4670 Peterson, David, 501 Cook St., Denver, CO 80206  
L99/3771 Roing, Mats, 750 US Highway 89 South #4, Gardiner, MT 59030  
4671 Topper, Jonathon, 8524 Highway 6 North, Suite 237, Houston, TX 77095

### Reinstated

2570 Sismondo, Sergio, PO Box 10035, Syracuse, NY 13290

### Deceased

L-28 Houeland, Per  
3565 Olson, David  
4052 O'Mara, James

### Recent donations (cash or library materials) to the SCC Library

3830	Brink, Eugene	L-82/3338 Sundfør, Sandra
3049	Frantz, Greg	L96/3611 Volin, Herb
2042	Grosjean, Warren	H32/1087 Warren, Alan
H31/2868	Quinby, Roger (In memory of Lorraine Warren)	Heinrich Köhler Auktionshaus
L53/1963	Roberts, Eric	Mossgreen Auctions

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## Scandinavian Literature Notes (cont. from previous issue)

by Alan Warren

### From the United States

For several years the bimonthly journal *First Days*, published by the American First Day Cover Society, has been running a series on early commemorative first day covers of Denmark by Alan Warren. Part 14 appears in the March–April 2017 issue. The series covers all of Denmark's commemorative stamps from 1920 to 1949. The series is about half way through its run with the latest installment focused on the Vitus Bering issue of 1941.

Christer Brunström discusses recent issues of Greenland in the 28 July *Mekeel's & Stamps*

*Magazine*. The country's stamps have enjoyed the distinction of artistic and technical quality. In recent years printing has moved from engraved to the less costly offset method.

### From Elsewhere

Udo Gross analyzes the blue color of Sweden's 1850s 4-skilling banco issue in *Fakes Forgeries Experts* No. 19 published by the Association Internationale des Experts en Philatélie (AIEP). Many shades of blue have been identified for this stamp and he examines specifically the Prussian Blue shade and its fading.



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