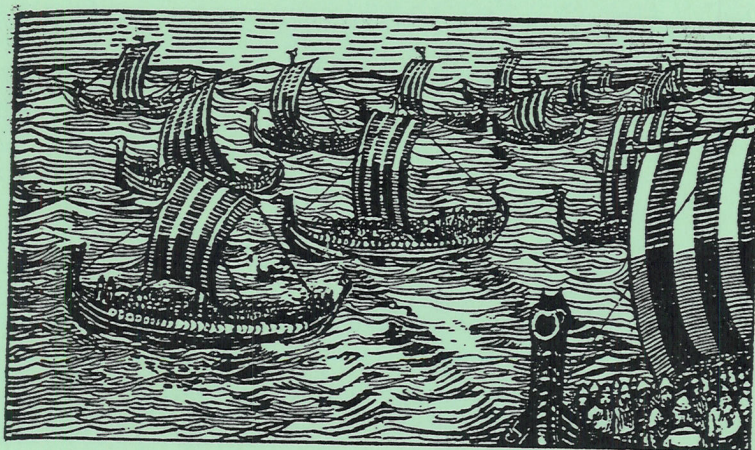


*A Selection of  
Philatelic  
Essays*

*by*

*Frederick A. Brofos*

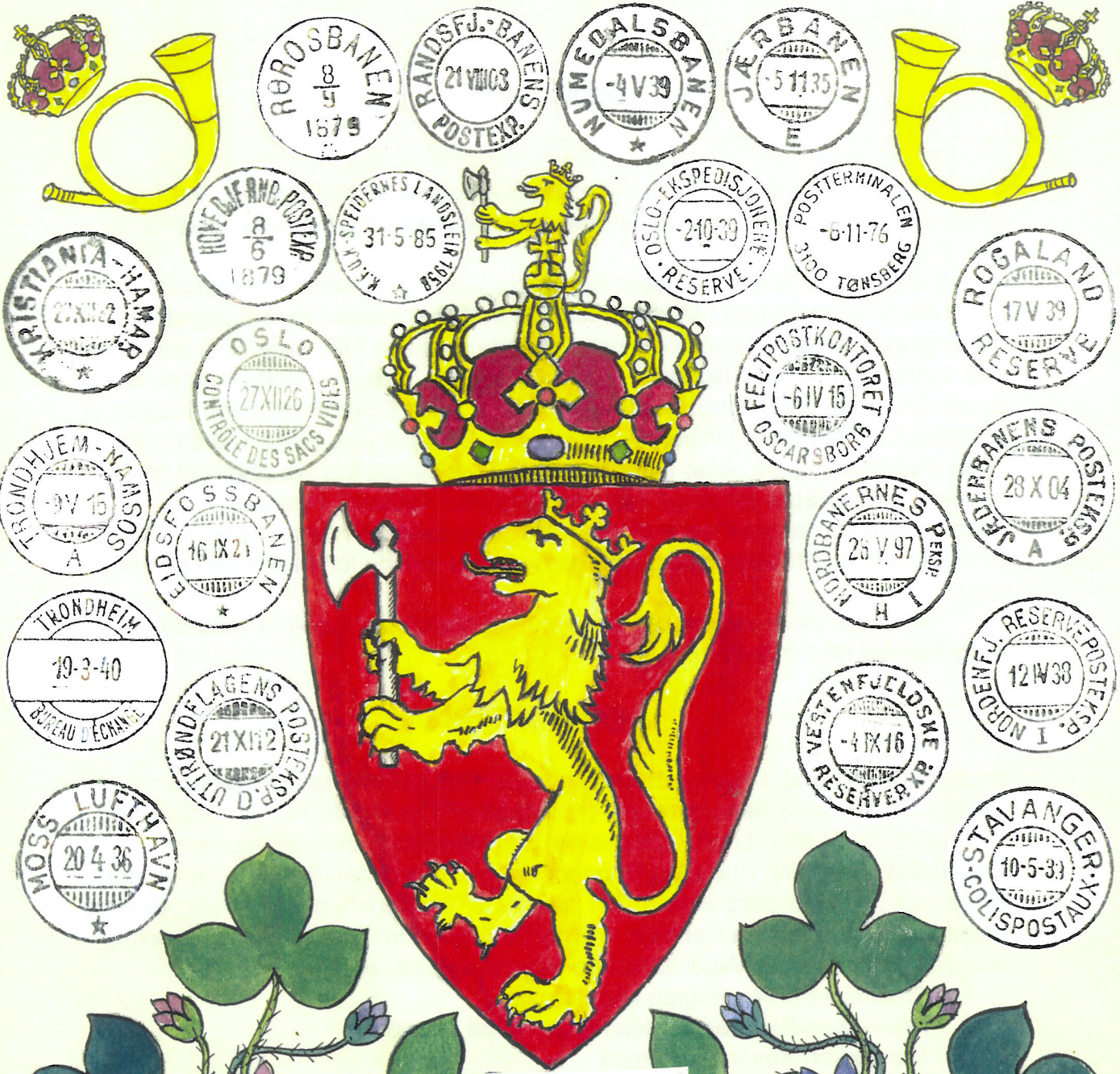


*Warner, NH*

*1996*

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*A Selection of  
Philatelic  
Essays*

by *Frederick A. Brofos*

Warner, NH

1996

USA

AB





SPITZBERGEN  
11-VII-97

ADVENT-BAY  
14. VII. 06.

ADVENT-BAY  
9. Juli 1908  
SPITZBERGEN

REDBAY  
26. Juli 1911  
SPITZBERGEN

MAGDALENABAY  
29. Juli 1911  
Spitzbergen

Norddeutscher  
Lloyd  
Bremen  
Postfahrt 1911  
Dampfer Grosser Norddeutscher

SMERENBERG BAY  
29. Juli 1913  
Spitzbergen

BELLSUND  
1. Aug 1913  
Spitzbergen

SPITZBERGEN  
29 VIII 00  
EISFJORD

GREEN HARBOUR  
SPITZBERGEN

GREEN HARBOUR  
SPITZBERGEN

KINGS BAY  
SPITZBERGEN

VIRGO BAY  
1909.

SPITZBERGEN  
10 VIII 00  
S.P. EXP.

SPITZBERGEN  
15. Juli 1904

SPITZBERGEN

S.S. COLUMBIA  
25. JULI 96  
SPITZBERGEN

S.S. AUGUSTE VICTORIA  
11. JULI 99.  
SPITZBERGEN

D.-Yacht „Prinzessin Victoria Luise“  
August 1903  
Spitzbergen

ADVENT BAY  
SPITZBERGEN

ADVENT BAY  
19 JUL. 08  
SPITZBERGEN

SPITZBERGEN  
Blücher  
13 Juli 1906

SPITZBERGEN

NORDLICHES EISMEER  
9 - VIII 93  
BÄREN-INSEL

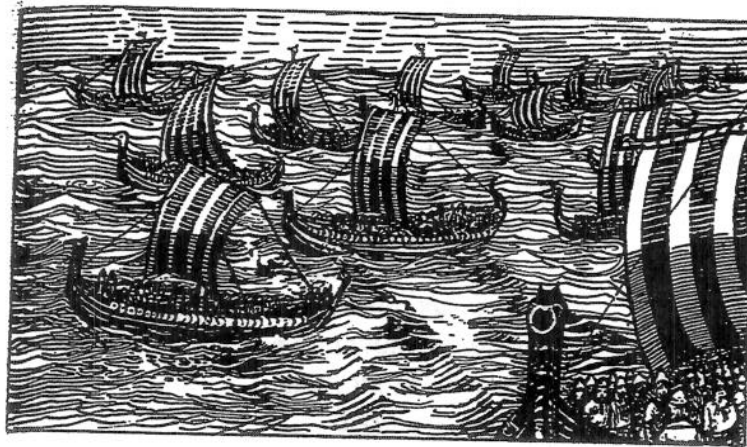
SPITZBERGEN  
HVALHEIM



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*by*

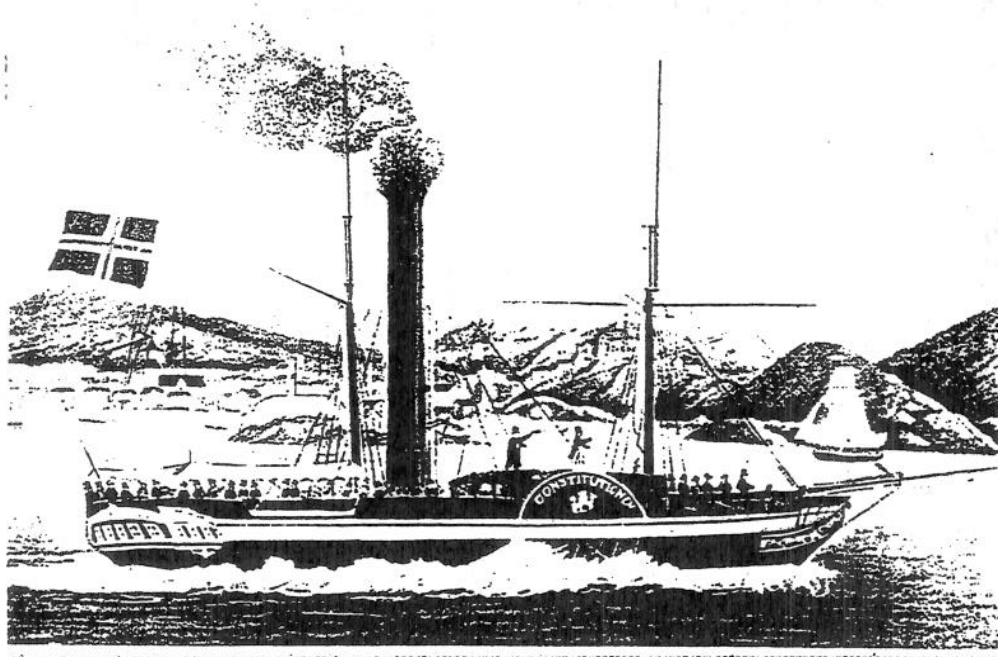
*Frederick A. Brofos*



*Warner, NH*

*1996*

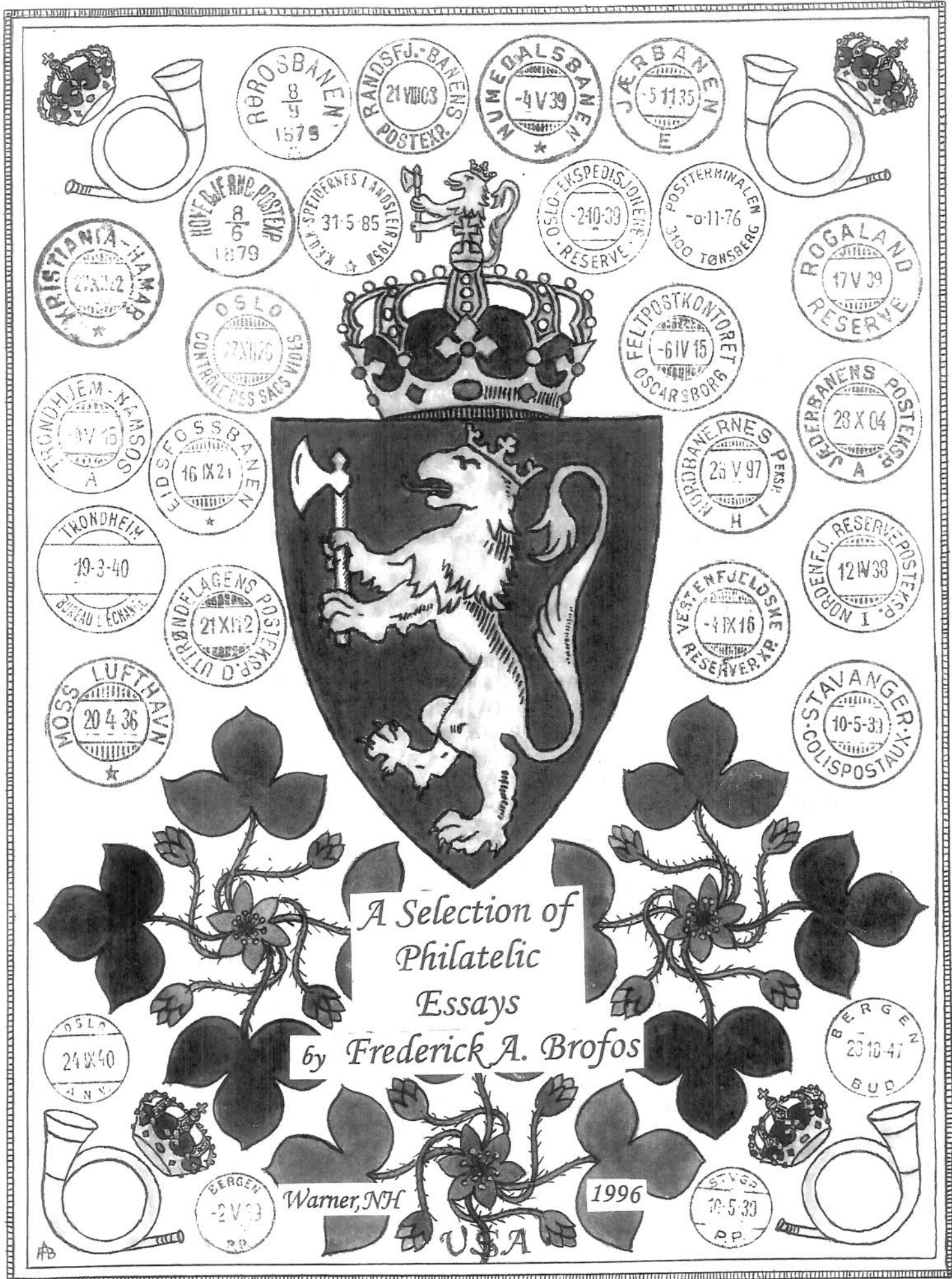




### ODE to NORWAY

Yes, I love that land,  
as it juts forward,  
rugged and weather-beaten,  
across the ocean,  
with its thousand  
stamps and postmarks.  
I love, oh, how I love  
to study its glorious  
postal saga,  
from early morning until  
night settles upon the earth.





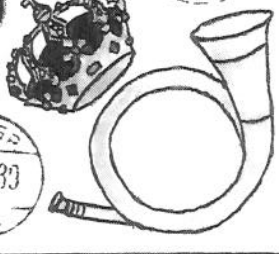
*A Selection of  
Philatelic  
Essays*

by *Frederick A. Brofos*

Warner, NH

1996

USA





## DEDICATION

This book is dedicated to the many fine people who I have had the privilege and pleasure to meet over the years and who have encouraged me in my endeavors.

Several compliments I especially appreciated were when the Director of the Norwegian Railroad Museum told me that they valued my catalogue of Norwegian Railroad Stamps so much that they kept it in their safe! The late Arne Bye, editor of "Frimerke Kontakt", wrote me saying, "Brofos, when you look at a cover, you really SEE it and notice everything!" Then there was Lowell Ragatz, a professor at Ohio State University, who wrote, " Found your letter and a bundle of articles awaiting me. After a good supper, I sat before the fire and had one of the most pleasurable evenings ever, reading your material. I want to congratulate you on your exceptional ability as a research man and as a writer." Praise like that, although infrequent, has kept me writing for over a half century now.

With still more material and knowledge available, I hope to continue to write into the next millennium.

## INTRODUCTION

By popular demand, I have gathered together a selection from my various essays. These have been carefully chosen from "The Posthorn" (Scandinavian Collectors Club) and "Luren" (Scandinavian Philatelic Library of Southern California), the "Billig Philatelic Handbooks" and one or two from the "American Philatelist". Not included were my 41 articles in "Machine Cancel Forum" dealing mostly with US Machine Cancels, nor my 28 articles in "Granite Posts" dealing with NH postal history. Also works too large to include were:

- Postmarks of Norwegian Local Posts
- Norwegian Railroad & Steamship Parcel Stamps
- Norwegian Revenue Stamps
- Introduction of Machine Cancels to Norway
- The Krag Machine Co. and its Factory

Furthermore, I wrote 15 articles in Norwegian during the period 1980/83 in "Frimerker som Hobby". Several important ones, not repeated in English, covered APO 544, British FPO 786 and Military Courier Office, all in Oslo, 1945. The German Service Post Office and its branches in Norway, 1942/45. Rare Norwegian FPOs, 1940. Norwegian Exile Post and Railroad Office Mail in England. The Battle of the Oslofjord, 1940.

In spite of these omissions, which I hope to rectify with translations sometime, I trust that readers will find enough of interest among the material presented herewith.



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## A Return to Viking Names

by Frederick A. Brofos (497)

In the middle of August 1624, the old town of Oslo was burned to the ground. Around this time, the sporadic warfare between Sweden and the dual kingdom of Denmark-Norway was blossoming out again. This fighting had been going on intermittently for a number of years. As a matter of fact, the Swedes had actually set fire to Oslo several times before. Christian IV was the ambitious ruler of Denmark-Norway at that period. Shortly after the latest fire in Oslo, he came up to Norway and had the town rebuilt on a new site nearer Akershus fortress, where it would be less vulnerable to attack. At the same time the king used the opportunity to also change the town's name. Henceforth it was to be known as "Christiania"—after himself.

A period of 300 years then passed by until, on January 1, 1925, the name of the capital of Norway was officially changed back to "Oslo" again. The changeover seems on the whole to have been popular, one reason being that "Oslo" was shorter.

The original Oslo was officially founded by King Harald Hardråde in the year 1050, although some dwellings are said to have existed there previously. The town bore the name of "Oslo" for six hundred years, until King Christian's aforementioned visit. King Harald is pictured on a set of 3 Norwegian stamps issued in 1950.

At the time of the name-change back to "Oslo", red and gold poster stamps were issued by the Chamber of Commerce for use on letters to foreign correspondents explaining the town's new name. These stickers exist in three languages—English, French and German—printed separately in sheets of 50 (5x10 across). The design includes the town coat of arms, showing the Patron Saint Hallvard, who was dropped in the Oslofjord tied to a millstone but still would not sink.

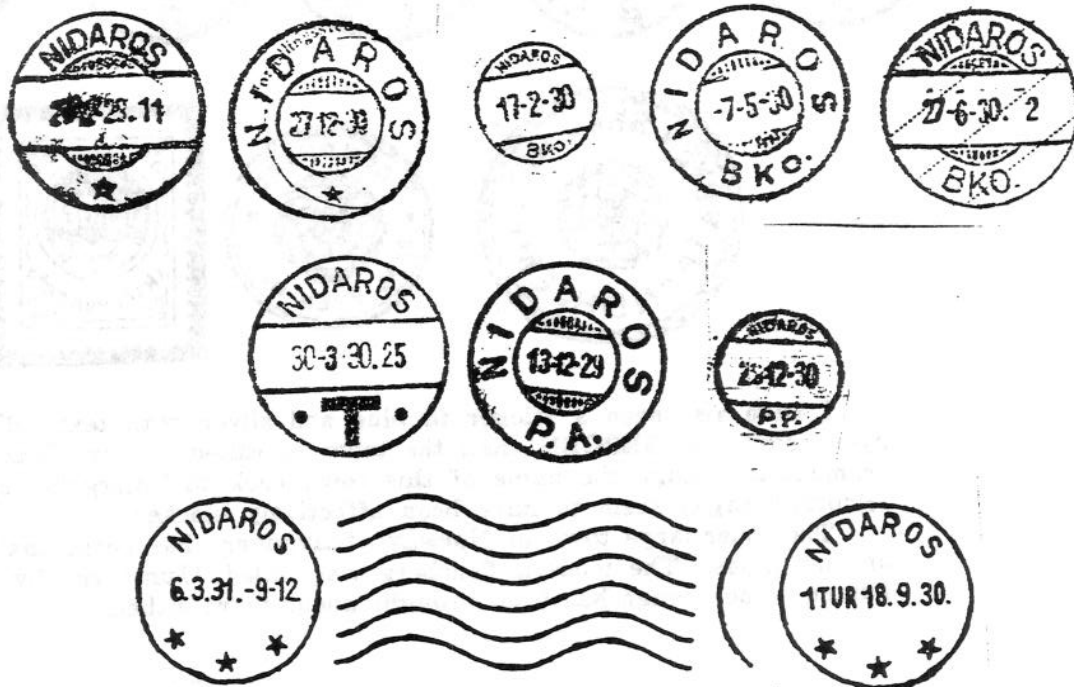
On April 23, 1925, the Norwegian government announced its decision to call the Spitsbergen archipelago "Svalbard"—an old name for the area from Viking days. A set of four stamps commemorating the annexation and showing the new name was issued later that year.



In 1929, it was decided to change the name of Norway's second largest city from Trondhjem to "Nidaros." This was the ancient Viking name of the town when, in former centuries, it was most prosperous and well known. Following an excited debate in the Storting, the law passed the Norwegian parliament by a close margin of 57 to 54. Prior to this, the Trondhjem mun-



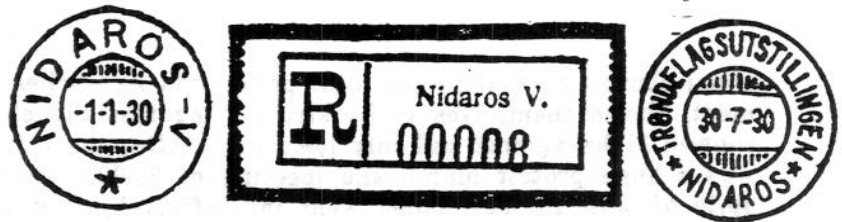
icipal council as well as the local population had, when asked by the government, shown themselves to be strongly against the change. A general poll showed 17,000 against and only 1,500 for. After the vote in the Storting, there was a huge protest march and meeting of 20,000 citizens of Trondhjem. In spite of this, the new name went into effect by law as of January 1, 1930. However, public opinion remained strongly opposed to the change. In the face of continued opposition, the government finally had to back down. By a new law of March 6, 1931, the name of the city was changed to "Trondheim." This was the same as before the unpopular change, except for the last part ("heim" instead of "hjem") which was revised according to the government's new spelling policy.



Envelopes and postcards from Trondhjem in those days often show interesting signs of the name battle. The government had new "Nidaros" postmarks and registration labels ready for use on the changeover date, January 1, 1930. On the other hand, the irate citizens had prepared special rubber stamps and stickers for use on their correspondence showing a slogan and the rose emblem of Trondhjem. However, the Post Office only allowed them to be used on the reverse side of envelopes. I have seen three types of the rubber stamps. A large and a small type read "BYEN SKAL HETE TRONDHJEM" (i.e. The town shall be called Trondhjem). The small type may also be found with the text reversed to "TRONDHJEM SKAL BYEN HETE" (i.e. Trondhjem shall the town be called). The sticker reads "HILSEN FRA TRONDHJEM" (i.e. Regards from Trondhjem). There is also a scarce sticker supporting the change. It is printed in red and gold, similar to the "Oslo" stickers. The text is in "New" Norwegian and translated reads "NIDAROS—the oldest capital of Norway has from January 1, 1930 received back its old name which the founder Olav Trygvesson gave the town in 997—NIDAROS".

The rubber stamp impressions and stickers are not found often today, nor are the Nidaros postmarks. However, one is reminded of the old fight when one sees the brown 15 øre stamp of the Olav set, issued rather appropriately on April 1, 1930, picturing the NIDAROS cathedral.





SHIP  
POST  
MARKS



I have also seen a sticker in blue and silver with text "BERGEN skal byen hete" (i.e. BERGEN shall the town be called). Any plans of the government to change the name of this town back to "Bjørgvin" or "Bjorgyn" (Snorre's saga) seem to have been effectively blocked.

The other large town of Norway—Stavanger—has borne that name since ancient times. The modern Tønsberg was called "Tunsberg" by the Vikings, but no name change has been brought about there either.

Effective Jan. 1, 1928, the name of Fredrikshald was shortened to Halden, and a machine mark announced that change in Norwegian and French. Around that time also, the name of the small town of Fredriksvaern was changed to Stavern.

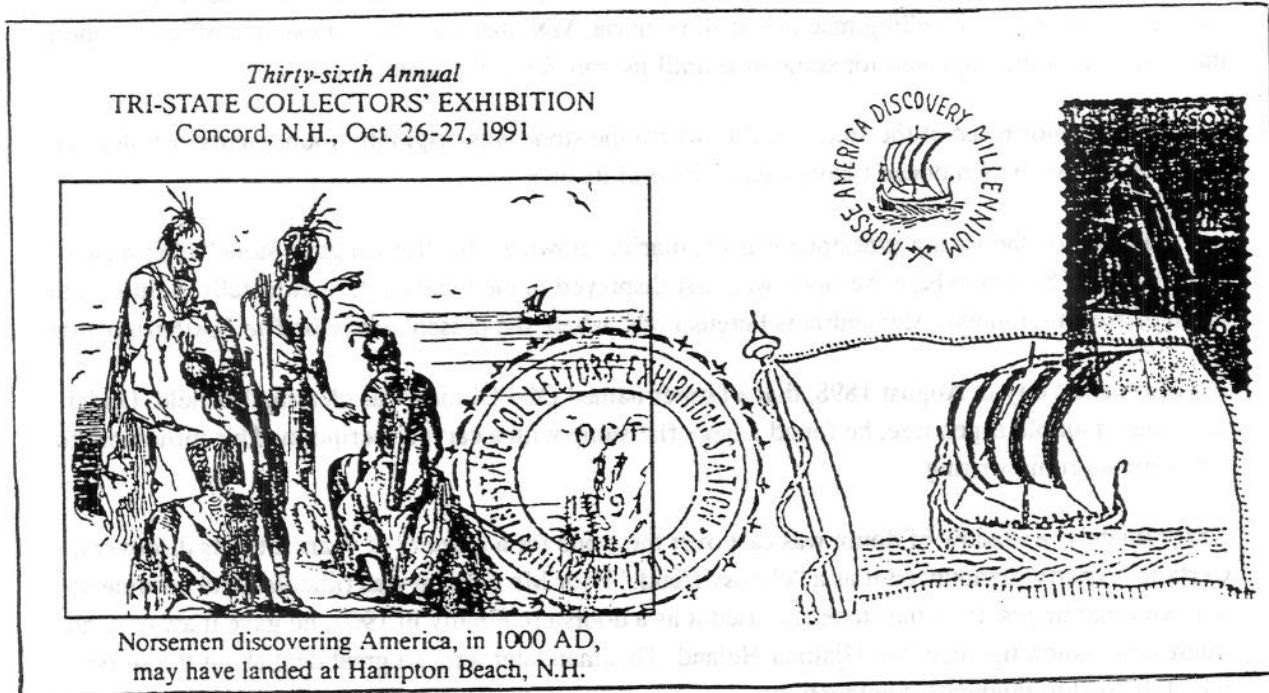




# NORSE AMERICA DISCOVERY MILLENNIUM

Frederick A. Brofos

Frederick sent a prospectus for and example cachets from the Thirty-sixth Annual Tri-State Collectors' Exhibition, held in Concord, NH from October 26-27 of this year. He was the Cachet chairman for the show, which includes classes for philatelic, numismatic, miscellaneous, "special New Hampshire material", post cards, and juniors in its prospectus.



The cancellation killer shows a Viking Ship on a flag, and the cachet is titled, "Norsemen discovering America, in 1000 AD, may have landed at Hampton Beach, N.H."



A wooden nickel was also prepared for this purpose; the illustration shows both sides, printed in blue.



## Minnesota's Viking Runestone by Frederick A. Brofos

It is remarkable that the wonderful viking stone found 98 years ago in Minnesota has not yet appeared on a postage stamp, especially since so many things of far less interest have already been shown. All Scandinavian Americans are encouraged to see that this situation is remedied. The year 1998 will be the centenary of its discovery, so there is still time to prepare.

So far, I believe the only philatelic connection is a machine cancel commemorating the 600th anniversary of the inscribing of the runestone by the vikings. The die was used in 1962 on an "international" type cancelling machine at Alexandria, MN, that was the nearest post office to where the stone had been displayed for some time until its transfer to the nation's capital.

Alexandria is northeast of the small locality where the stone was originally found, namely Solem in Douglas county, which doesn't have a post office of its own.

For many years, the viking runestone was popularly known as the "Kensington Stone" after a small town south of Solum, where the stone was first displayed in the local bank. Incidentally, a little to the north of Kensington and Alexandria is Fergus Falls, where the present editor of *The Posthorn* resides.

It was on a hot day in August 1898, that a farmer named Olaf Ohman was clearing his field. Under the roots of an old aspen tree, he found a large flat stone with a carved inscription. This turned out to be medieval runic writing.

Unfortunately, a shadow of doubt was cast over the stone for a number of years after its discovery. Certain "experts" denounced it as a "clumsy fraud." Poor Mr. Ohman was ridiculed and became so annoyed that he just took the stone and used it as a doorstep. Finally in 1907, he gave it away to an interested visitor, the historian Hjalmar Holand. This man later wrote a great deal about the stone, which helped to vindicate its authenticity.

A comprehensive study of the stone and another puzzling runic stone found near Uhernivik in northwest Greenland was published in 1951 by W. Thalbitzer, who, after exhaustive consideration of the evidence, as well as objections of other scholars, strongly supported the genuineness of both stones.

The area where the Minnesota stone was found is about 940 miles from the Atlantic ocean, but immediately west of Lake Superior and the other Great Lakes which, together with the adjoining St. Lawrence river, connect with the Atlantic. The astounding voyage of the vikings is laconically described in this translation of the runic inscription.

*[We are] 8 Goths [Swedes] and 22 Norwegians on [an] exploration-journey from Vineland over the West [i.e., a lake wherein are two skerries] one day's-journey North from this stone. We were [out] and fished one day. After we came home [we] found 10 [of our] men red with blood and dead. Ave Maria save us from evil. [We] have 10 of our party by the sea to look after our ships [or ship] 14 day's-journey from this island. Year 1362.*

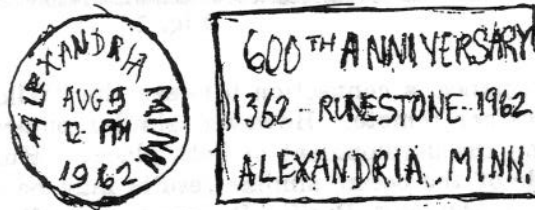
Considered now as a national relic and the most outstanding historical monument yet found in the soil of the North American Continent, the U.S. Government decided, somewhat belatedly, in 1948, to move the famous stone to Washington, D.C. and display it in the Smithsonian Institution of the National Museum. This may only have been temporary, however. I think there is only a replica of the 200 pound stone there now. The Chamber of Commerce of Alexandria, MN, who owned the original, wanted to keep it as a special attraction in the local museum there. Also, a 26-ton replica stands in Alexandria's Runestone park.

In 1965, an extensive cryptogram was discovered hidden in the inscription of the viking stone. This accounted for many curious symbols which formerly has mystified scholars. In ancient times, runes were thought to possess magical powers. An old Norse legend tells of the god Odin rejuvenating himself by lifting up stones containing runic incriptions.

Bibliography:

- Norse Discoveries & Explorations in America 982-1362 by Hjalmar R. Holand
- Ancient Norse Messages on American Stones by Ole G. Landsverk
- The New Encyclopedia Britannica 1986, Vol 6 p803
- Merit Students Encyclopedia 1988 Vol 16 p220

The slogan machine mark looked something like this.



The rough idea for a stamp design could be like this.





## Wild West Days in Northern Norway

By Frederick A. Brofos (H-11)



Fig. 1

At first glance, a connection between the "Wild West" and Northern Norway seems rather remote. However, similar pioneer conditions have at times existed during the development of both places. Human nature being the same on either side of the ocean, similar results may be expected. The construction history of the Union Pacific Railroad as well as stories by Jack London come to mind when one reads how the Ofoten Railroad was built in Northern Norway back in the "Gay Nineties."

Why was a railroad built way up north of the Arctic Circle beyond the rest of the country's railroad network? The answer lies with the enormous iron ore deposits in nearby Swedish Lappland. In order to properly utilize them, it became necessary to build a railroad to an ice-free port on the Norwegian coast, as the Bay of Bothnia on the Swedish side was frozen a good part of the year.

Probably the world's largest as well as richest iron ore fields are at Kirunavara (at least 290 million tons of ore according to early estimates) and Luossavara in Lappland. In the early days, reindeer had been used to transport the ore, but they became impractical when large quantities were involved. A reindeer could ordinarily pull 100, at most 150, kilos. To equal a freight train, one would have to use about 5000 reindeer! Therefore, a railroad became imperative.

In 1883, the State granted a concession to build a railroad to the English firm of Wilkinson & Jarvis. It was to run from Luleå in Sweden to Ofoten in Norway. Approximately 1000 men were engaged in the operation. But after seven years of hard work, the job was still not completed. Furthermore, money began to give out and, in April 1889, the railroad company and the contractors were placed under State administration. At the same time, 70 soldiers were sent up to keep order among the disgruntled workers who had not been paid. The company owed over 90,000 kroner in back wages. In the end, the State provided free travel tickets for the workers to return to their homes. Work came to a standstill on the railroad, which so far had cost 2½ million kroner. For breaking the concession agreement, the railroad company forfeited their 100,000 kroner deposit with the State. By 1892, prospects con-

tinued dismal for the railroad company, it sold out completely to the State for a bargain, 182,000 kroner.

It was thought that the State would continue construction. However, this was not finally agreed upon until 1898. When work resumed, many of the new laborers came from Sweden, also some from Finland, but the majority were Norwegians. As with the building of the Bergen railroad, only a few workers stayed throughout the complete period of construction. Many travelled back and forth. Some were farmers who came during the Winter and left in the Spring, others were fishermen who came in the Summer and left at Winter time. About 4500 workers were hired.

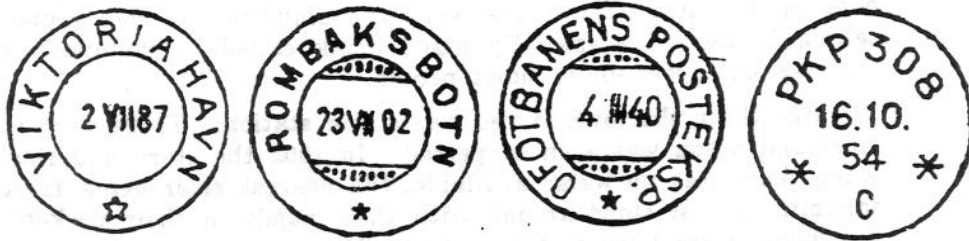


Fig. 2

The Norwegian terminus of the Ofoten Railroad was named "Victoriahavn" in 1886 in honor of the crown princess of Norway-Sweden and the queen of England, both named Victoria. The following year the place was visited by the crown princess and her husband (later King Gustav V of Sweden). A post office was opened on February 15, 1887, the two-ring postmark "VIKTORIAHAVN" seldom seen today. Some time after the bursting of the English railroad bubble, it was decided to change the name of the town to Narvik, after the little farm which originally lay there. A postmark with the new name was introduced on November 24, 1898.

Plenty of life and activity in Narvik during the railroad building period was to be expected. There was, however, one place which for awhile surpassed it in notoriety—Rombaksbotn at the far end of the fjord. Here was a storage spot for goods and materials to be forwarded to the railroad operations in the mountains. From "Botn" the goods were transported by road to Hundalen and from there by cable-line up to the present Bjørnfjell station.

At Rombaksbotn there had sprung up during the work on the railroad a barracks town of the worst sort—a Norwegian Klondike it has been called—where liquor dealers, thieves and joy girls operated on such a scale that even the police were powerless. Although the place was a temptation to many restless workers, many found it to be a thorn in the flesh, as these lines translated from an old song, show:

"And in Rombaksbotn is a satan's pack,  
who, when the worker comes there, steals them bare.  
For one has many times seen great proofs that  
if one comes to Botn one should leave quickly."

The town is said to have had up to 70 small houses or sheds. They lay spread around in colorful disorder, rather unsafely beneath the steep mountains. Indeed, stone slides did smash some of them. There were a couple of so-called streets and of course all kinds of trades-people. There was also a small post office, customs house, drugstore, and a print shop which published a newspaper called "Rombaksbottens Avis." And then there were "hotels," a superfluity of them. During a fire in 1900, no less than five were reported



to have gone up in smoke. One of them carried the fancy name "Hotel Boulevard." One could stay there without too much risk to life and limb. Others could not make the same claim.

In its golden period, the town had 500 or more inhabitants, and the two policemen were given a hard time. On Saturday evenings additional crowds of railroad workers arrived seeking fun and excitement. The town's organ grinders and accordions (and there were many) made unceasing noise, accompanied by a pack of howling dogs. Jugglers, strong men, and hawkers of all kinds received plenty of attention. Once a revivalist arrived to reform sinners, but neither he nor any other preachers ever ventured near Rombaksbotn again. And then there were the smugglers. They appeared at night selling bottles of a specially made drink called "Dynamite," which knocked the legs out from under most people.

One thing the town lacked was a fire station. There were a couple of big fires and arson was even suspected. In 1903 the third and final fire occurred when there was no water available, the nearest river being frozen over. The inhabitants just stood around with their hands in their pockets and watched the whole place burn to the ground. Most people were not too sorry, and an attempt to rebuild the town was not made.

I was delighted recently to discover an old card showing the postmark of Rombaksbotn. Quite in character with the reputation of the place, it is addressed to the Alcoholic Beverage Cooperative at Tromsø, inquiring if they would buy empty whiskey bottles!

As to the Ofoten Railroad, it was finally opened in November, 1902. A railway post office was introduced on the stretch Narvik-Vassijaure (in Sweden) which was opened on November 15, 1902 and closed February 1, 1924. A stamp dated March 4, 1940, shows that the R. P. O. was reopened for a short time, using the old postmark. In recent years, the Swedes have been running the R. P. O. with a postmark "PKP 308" used on Swedish stamps. Letters with Norwegian stamps have this postmark to the left, the stamps being cancelled by a separate mark reading "Från Norge" (i.e. From Norway).

\* \* \* \*

# A Philatelic Voyage to the North Cape



*Norway -  
Land of the  
Midnight Sun*

Way up in the Arctic North the sun never sets for several months during the summer. This phenomenon has been very popular with tourists since back into the last century. Few attractions could beat a cruise to the North Cape, the most northerly tip of Norway, and a view of the awe-inspiring Midnight Sun.

The North Cape is of particular interest to us philatelists on account of the thirteen postage stamps which have been issued showing this landmark of Norway. Also, approximately ten different postmarks have been used at the temporary post office there, and several private cachets have been applied aboard tourist ships from time to time. Before we delve into the purely philatelic aspects, however, let us be guided by Karl Baedeker, author of the well known travellers' handbooks, on an "armchair" voyage to the Land of the Midnight Sun, and catch a glimpse of the scenic wonders of the North Cape ourselves:

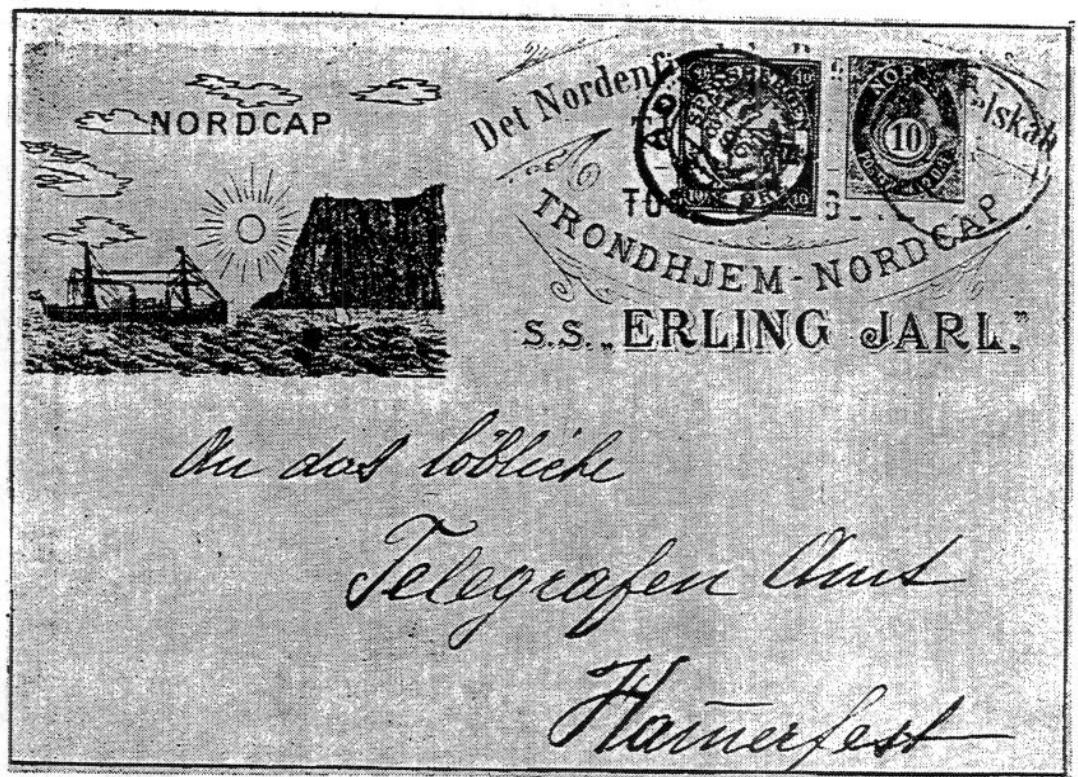


North Cape tourist cover from s/s "Sirius", 1890.



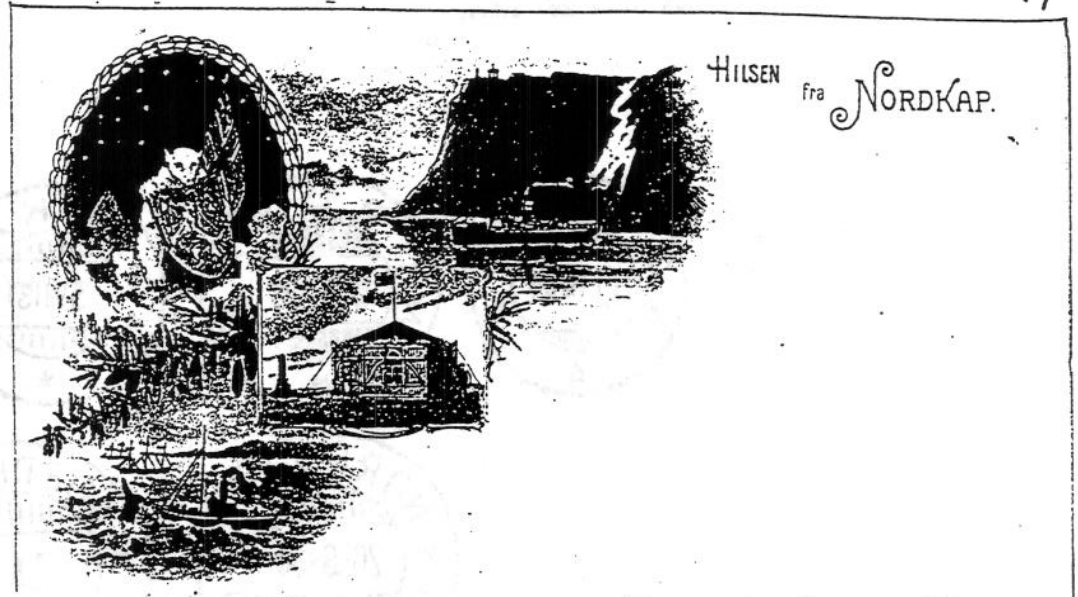
Hammerfest, northernmost town of Norway, fades into the distance behind us as the mail-boat steams ever northward. The land ceases to be of account except as subservient to the sea, and fish becomes the center of all industries. The landscape is Arctic, and the vegetation scanty. On the right, the coast is deeply indented with fjords. On the left, there are a few islands, and between these are long stretches of open sea. The island of Magerø finally comes into view. To the north of this rise the Stappane, three pointed and rocky islands covered with dense flocks of gulls, auks, and other sea-fowl. When scared by gun-shot, thousands of them rise in dense snow-like clouds, uttering shrill cries. Others take to the water, but many remain unafraid sitting on the ledges. We are now about 47 sea miles north of Tromso, administrative center of Northern Norway, and more than 300 miles north of the Arctic Circle. As our ship rounds the long, low Knivskjaelodde (on which a mail-steamer struck in a fog in 1881) we sight the **North Cape**, which presents a majestic appearance, its almost perpendicular walls rising more than a thousand feet above the Polar waters. The American poet Longfellow, singularly inspired by this view, wrote:

“And then uprose before me,  
Upon the water's edge,  
The huge and haggard shape  
Of that unknown North Cape,  
Whose form is like a wedge.”



1896 Cover from Cruise to the North Cape and Spitzbergen

These famous dark-grey slate cliffs are the precipitous northern headland of Magerø island. They are usually regarded as Europe's farthest, weather-worn outpost to the North, though the Nordkyn is the most northerly Continental point.



Our ship anchors in the Hornvik, the small bay on the North East side of the Cape, and here we go ashore. A rough path, bordered with iron posts and ropes, ascends the mossy slope sprinkled with wild flowers. After an hour of patient foot-work the summit is finally reached. A granite column recalls the visit of King Oscar II in 1873, and a "varde," or pile of stones, that of Emperor Wilhelm II in 1891. A cold wind generally prevails. However, champagne is sold in the pavilion. Here also is the "brevhus" or letter office, which is open only during the tourist season, and does a thriving business with the special "North Cape" stamps.

Aside from seeing the North Cape itself, the great attraction for tourists is, of course, the Midnight Sun. There are often thick mists which obscure the view, but, if one is fortunate enough to have clear weather, a wonderful sight may be observed here from May 13th to July 30th when the whole disk of the sun is visible at midnight. Few scenes in the world are as elemental and impressive as the brilliant colors of the northern sky as seen from this lonely promontory. A Londoner who visited the North Cape in 1802 gives this description of the scene:

"The northern sun, creeping at midnight at a distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system."

Tourists have always been eager to send souvenirs of sights they see back to the folks at home, and picture-envelopes and cards were supplied to North Cape visitors since the Eighties. Before the little letter office was established atop the Cape, the mail handed in at that point to the pursers of the various tourist ships often received a souvenir cachet to verify its North Cape origin. This mail was later turned over for postmarking and transmission to the post offices of Hammerfest or Tromsø. The North Cape letter office was opened around the turn of the century, however, the intersecting ship cachets still appeared sporadically. For a small letter office, a rather surprising number of different postmarks have been used.



The following postmarks have been noted, the first type dated as early as July 26, 1897.

Postmarks



Mention must also be made of an early unofficial octagonal postmark inscribed "DAMPSKIBET NORDCAP", which is found used on the 1855 and 1856/57 issues of Norway. It was in use aboard a State-owned wheelboat which travelled along the coast, and apparently had no connection with the North Cape other than its name. A circular postmark inscribed "POSTDAMPSKIBET NORDCAP." was also used on this ship, and is known in blue on stamps.

### Cachets

From time to time, cachets have been used on mail by various ships visiting the North Cape:



Other types also exist. An oblong cachet picturing a plane, the North Cape and Midnight Sun, was applied in green to mail carried on the first Northern and first Southern flight of the airmail route Tromsø-Hammerfest-Honningsvåg on July 12 & 13, 1936.

### Stamps



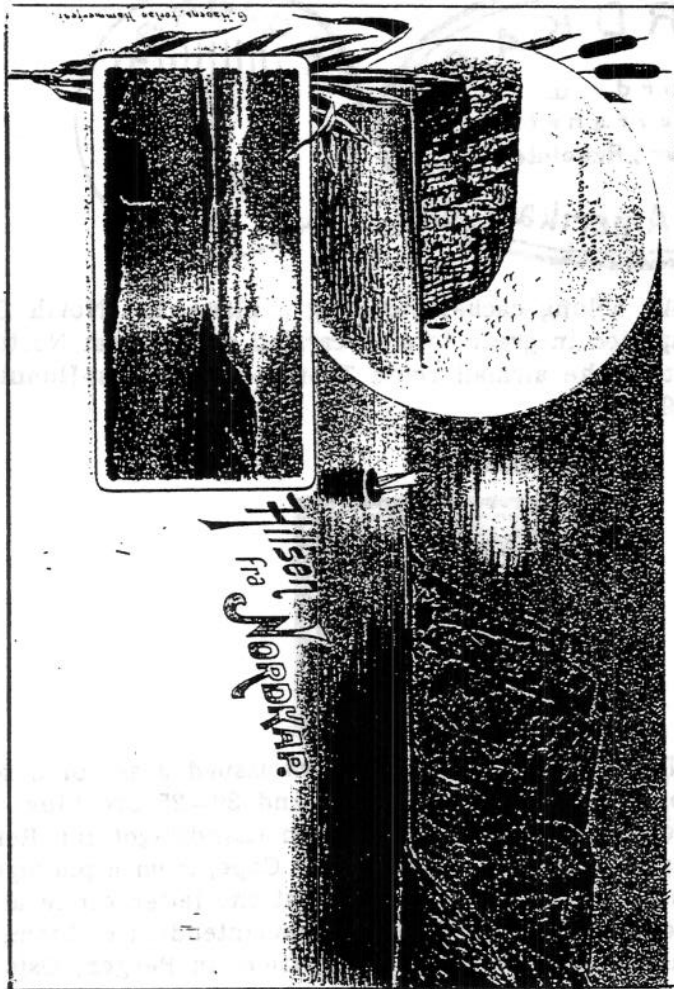
In June 1930, the Norwegian Postal Department issued a set of 3 semi-postal stamps - 15+25 ore brown, 20+25 ore red, and 30+25 ore blue - the surtax to benefit the Norwegian Tourist Association (Landslaget for Reiselivet i Norge). These stamps show a view of the North Cape, from a photograph by A. Wilse. At first, these stamps were sold only at the letter office at the North Cape during the tourist season, and by the Superintendent of Stamps in Oslo. Later, they were also sold at the main post offices in Bergen, Oslo and



Trondheim, and at the ship postoffices of the express route Bergen-Kirkenes. On June 20, 1938, the 20+25 and 30+25 ore stamps appeared in a smaller size. The paper bore the usual posthorn watermark. On April 1, 1943, these 2 stamps were reissued on unwatermarked paper, together with a 15+25 ore stamp. A 4th set - 20+10 ore green, 30+15 ore red, and 55+25 ore blue - was issued on June 15, 1953. All issues were printed by Emil Moestue A/S, Oslo, in sheets of 50 stamps. Most of the North Cape stamps were printed in relatively small quantities, and the 30+25 ore value of the 1930 set is considered the rarest of Norwegian semipostal stamps. A fifth set (still with the same view!) was issued on May 6, 1957, and consisted of the values 25 + 10 ore green, 35 + 15 ore red and 65 + 25 ore blue.



On July 13, 1888, the Local Post of Hammerfest issued 4 stamps picturing the North Cape. Also illustrated are a brown (5 ore) and a blue stamp, both tourist labels, and a 3 ore stamp essay from 1914.



**DET NORDENFJELDSKE**  
**DAMPSKIBSSELSKAB**  
 TRONDHJEM. Tourist-Route  
**TRONDHJEM-NORDKAP.**

NORDKAP  
 TRONDHJEM  
 Nordkap  
 8/16/1908  
 Arrive at Oslo and  
 Spjergangen today. Shee spent a week here  
 & then went to Hammerfest. Captain Hans Andersen  
 to give to 810 marks. Sincerely yours  
 Carl Andersen

## Centennial of Monet in Norway

by

Frederick A. Brofos

In reading about one of my favorite painters, the famous French impressionist artist Claude Monet, I was delighted to find that he had a special appreciation for Norway. Indeed, Monet had gone so far as to visit there for several months. That was back between January and April of 1895. While there, he produced around 15 to 20 paintings.

As it is now a full century since Monet's visit, it is to be hoped that the Norwegian postal authorities will seize this opportunity to issue a commemorative stamp or set, showing some of Monet's beautiful pictures of Norway. There is one particularly appropriate painting which actually includes the old postoffice building at Sandvika, that Monet visited many times.

It was rather by chance that Monet came to Norway instead of Italy. He was largely influenced by a Norwegian artist friend, who enthusiastically described Norway as the Promised Land. Monet was captivated by the prospects of the winter light, crystal pure air, and majestic silhouettes of snow covered mountains. The big news was telegraphed on to Norway and a Kristiania newspaper headline read: "CLAUDE MONET IS COMING! He is coming to paint our winter in all its light and glory... and this year of course, we have a real winter to offer."

Monet arrived just in time before all Norwegian and Swedish ports were declared icebound. He made his headquarters at the Grand Hotel, but immediately began excursions beyond the city. He went as far as Hønefoss and would have gone further if the weather had permitted.

Eventually he found a place to stay outside town, at Sandvika. Wearing a great bearskin coat, he used to paint out in the snow, his beard covered with icicles. Bringing several canvasses along, he painted the same subject under varying light conditions. One of his favorites was Mount Kolsaas.

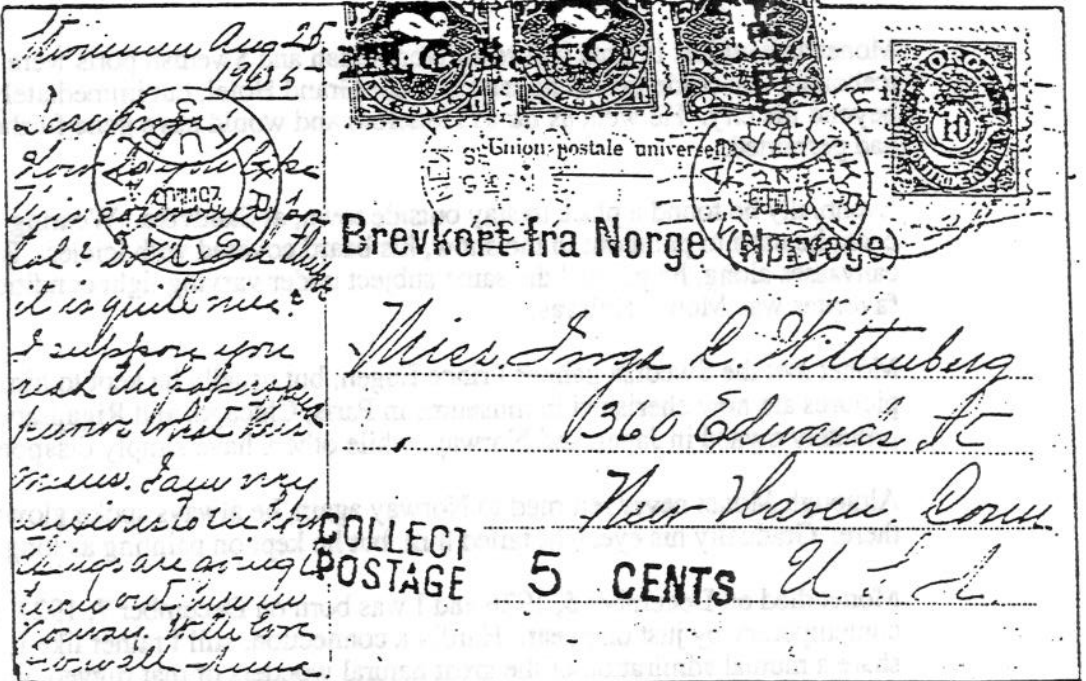
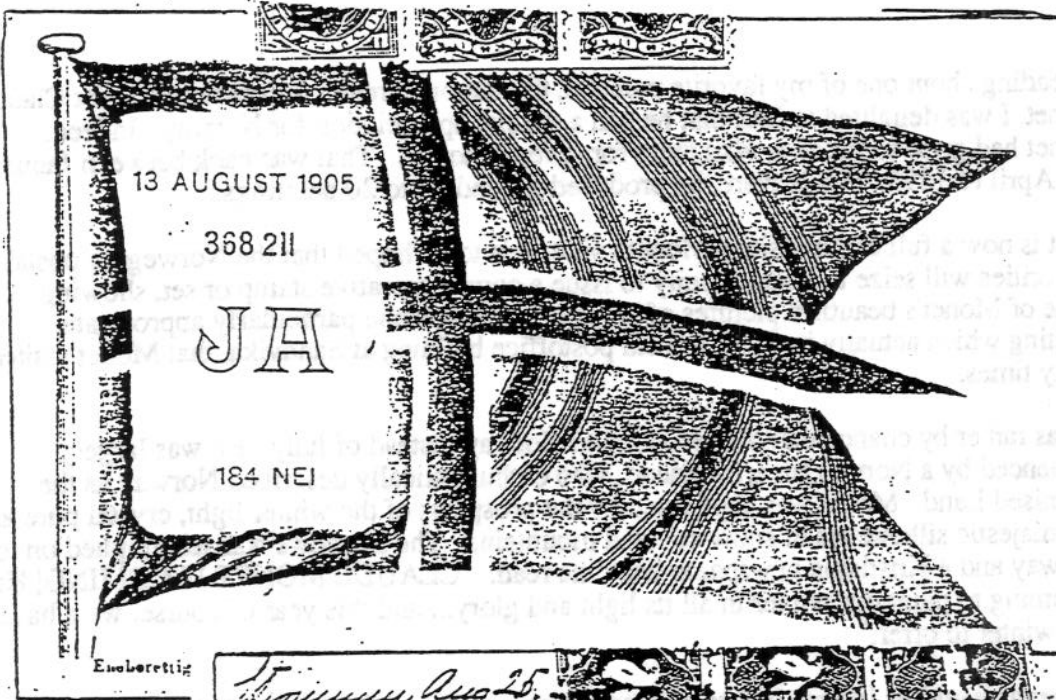
Monet met the Swedish painter Prince Eugen, but usually he kept to himself. His Norway pictures are now cherished in museums in Paris, Chicago, and Riga, Latvia. A couple are privately owned in Japan and Norway, while others have simply disappeared.

Although Monet never returned to Norway again, he always spoke glowingly of his trip there. Gradually his eyesight failed him, but he kept on painting as long as he could.

Monet died on December 5, 1926 and I was born on December 7, 1927, missing being a contemporary by just one year. Hardly a connection, still I rather like it. Of course, we share a mutual admiration of the great natural wonders of that rugged, weatherbeaten, beautiful country far across the sea.



With all the present excitement regarding the new freedom behind the former Iron Curtain, one is reminded by this old postcard of momentous events that happened in Norway 85 years ago. On August 13, 1905, a national plebiscite ratified (by 368,311 votes YES against 184 votes NO) the Norwegian Parliament's actions of June 7 and decided to dissolve the Union with Sweden. Norway was to become a free and independent nation.



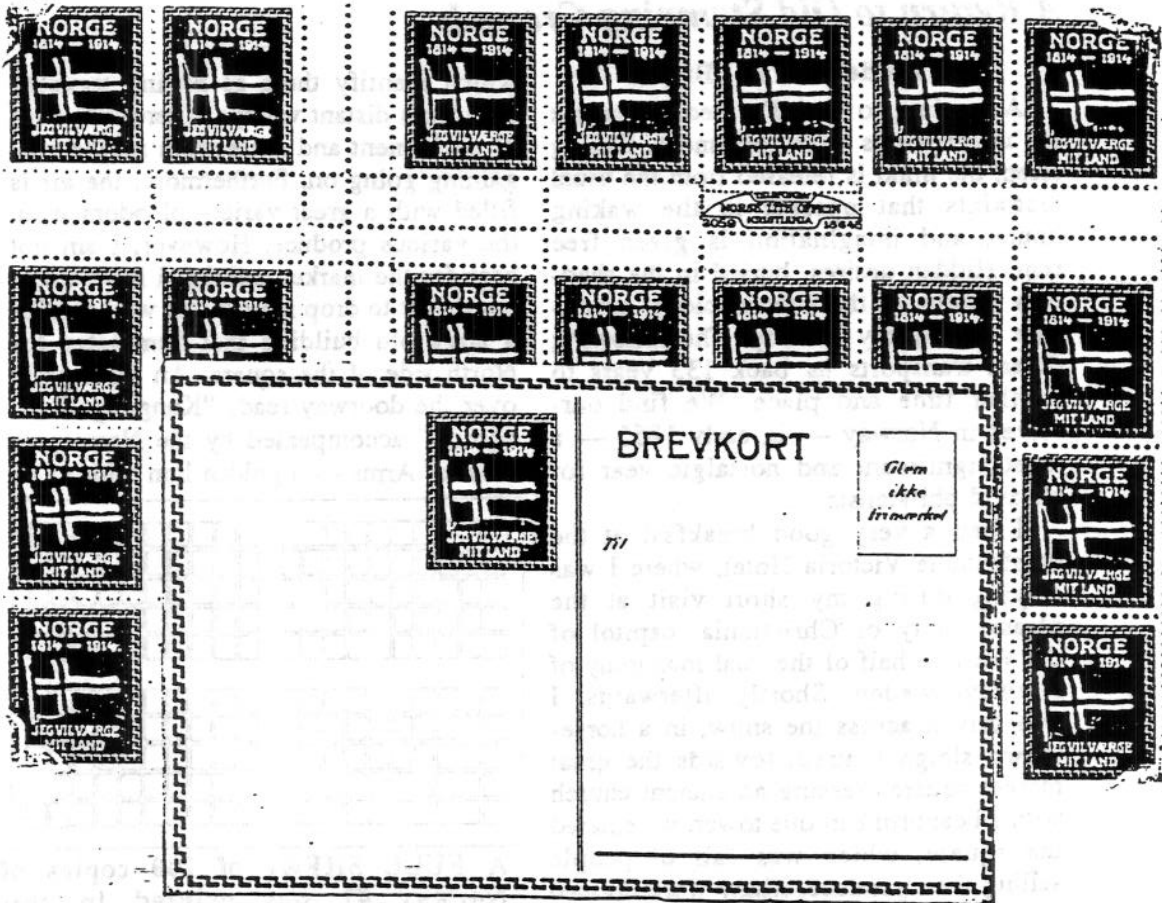
This card, mailed from Strømmen on August 25, to the USA, has as its illustration the Norwegian flag and the results of the plebiscite.

From Vol 1 No 1, 1983, of Brofos Reports, with permission of Frederick Brofos, we reprint the following:

NORWAY'S DEFENSE STICKER, 1914.

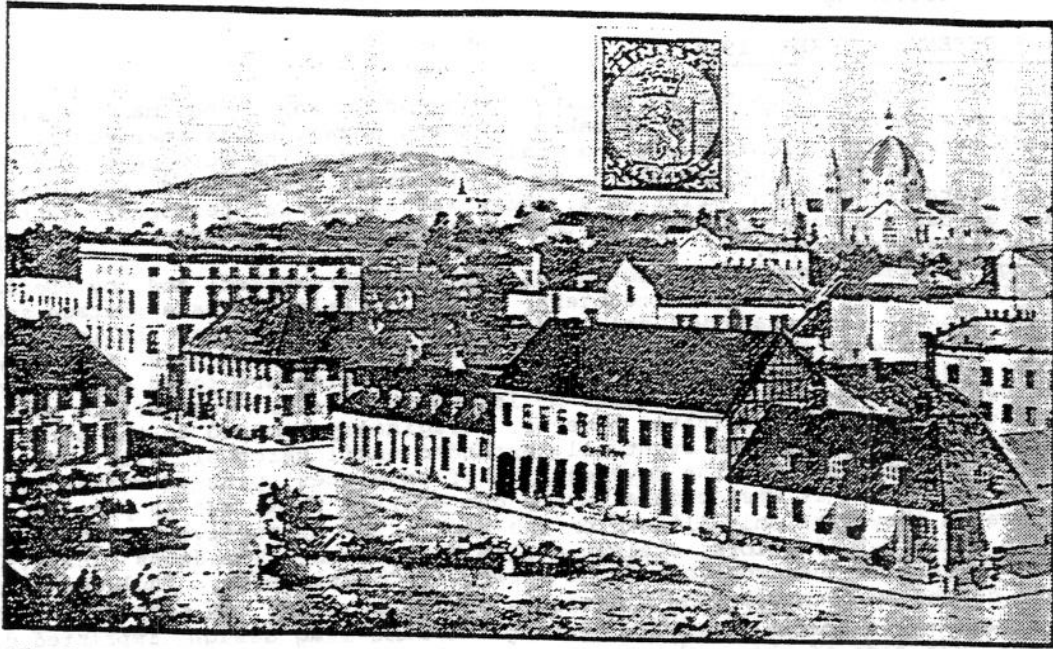
Norway relied heavily on her neutrality during World War I, but many people felt that better defensive measures should be taken. An organization was started, called "The Flag Committee to Collect for Defense", that raised funds for the purpose by the nationwide sale of a sticker for voluntary use on mail. Printed in sheets of 100 (10 x 10), by Norsk Lithografisk Officin, Kristiania, there was an unusual perforated gutter running down and across the sheet center. In this empty space the printers saw the opportunity of advertising themselves.

Although officially called the Defense Stamp (Forsvarsmarket) and, by special arrangement, sold over many post office counters, it had no validity as a postage stamp, and should be classed with charity labels and the like. Nevertheless, it is an interesting item to have. The original price must have been more than the usual 5 or 10 øre, as it is seldom seen on covers today. Sometimes loose examples are found showing postmarks, and are probably from use on the front of inland postcards. Post office permission for sale and usage was not indefinite, however. Originally limited to the period April 1 to November 1, 1914, this was eventually extended until March 31, 1915. They were supposed to be used only on the reverse side of envelopes, printed matter and parcels. On inland postcards, it was optional where one affixed them, but on postcards to the United States they were only allowed on the back. The attractive design shows the Norwegian flag in full colors, against a blue background. The dates "1814-1914" refer to the centenary of the adoption of the Norwegian Constitution. Included also is a line (I shall defend my country) from Bjørnson's patriotic song. On sale concurrently with the stickers was a special postcard bearing the same flag design, imprinted directly on the upper left side of the card. A square in the upper right corner advised prospective users not to forget to add a postage stamp. Today, this card is much scarcer than the sticker, even though both had several printings. Oddly enough, the receipts from the sale did not help provide any new guns for the defense, but were used instead for the benefit of the Army Medical Corps (Sanitet).



Norway's WW-I defense fund label, showing the curious perforated gutter in the middle of the sheet and printer's little ad and phone number. The defense fund postcard has a border of ornaments reminiscent of the early Government postal cards of Norway. The illustration is reduced.





The Post Office is shown on the Christiania market square (just right of center) and above it is Norway's first adhesive postage stamp which was sold there.

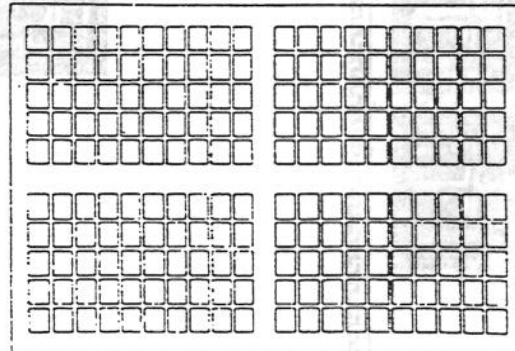
### *A Return to Old Stamping Grounds*

By Frederick A. Brofos

According to Freud's theory, dreams are unconscious wish-fulfilment. During sleep, the mind is released from the usual restraints that operate in the waking hours, and imagination is given free rein. Hidden desires, buried in the shadowy depths of the subconscious, germinate and rapidly develop. The following dream transports us back 135 years to another time and place. We find ourselves in Norway — in early 1855 — a most significant and nostalgic year for all avid philatelists . . .

I had a very good breakfast at the comfortable Victoria Hotel, where I was staying during my short visit at the pleasant city of Christiania, capitol of the Western half of the dual monarchy of Norway-Sweden. Shortly afterwards, I was driven across the snow, in a horse-drawn sleigh I hired, towards the great market square. Passing an ancient church with a beautiful baroque tower, we entered the square, which was full of people selling their produce. Many were dressed in the picturesque peasant costumes

which identify them as having traveled here from distant valleys. There was a lot of excitement and noise from all the bargaining going on. Furthermore, the air is filled with a great variety of odors from the various produce. However, I am not here for the market activity. I have asked my driver to drop me off and wait outside a large old building that dominates the North side of the square. An inscription over the doorway reads "Kongeligt Postcontor," accompanied by the Norwegian Coat of Arms — a golden lion with ax on



A FULL SHEET of 200 copies of Norway #1 was printed in this format shown above.

a red background. There is only one post office in Christiania and this is it.

I entered into a rather large room, where a number of people were awaiting the sorting out of the mail. A wall calendar showed the date: January 1, 1855. I came here especially to get some of the new-fangled "postage stamps" that are on sale for the first time today. I wanted no less than a whole sheet. However, the counter clerk had already divided his supply into strips and single stamps, with the aid of scissors. He suggested I go to a side room and see the main official in charge of stamps. Mr. Nissen, the postal cashier, was very obliging, particularly when he heard I was a foreign visitor. He had probably read of rich Americans doing crazy things, so he didn't look too surprised when I said I wished to purchase a sheet of the new 4 Skilling postage stamps for my collection. He explained that there were 200 stamps in a complete sheet, which would cost 6 Speciedalers, 48 Skillings. I had come prepared and handed him the money. From a drawer he produced a nice unfolded sheet and laid it on the table. What a lovely sight for a philatelic connoisseur! My head reeled as I examined the attractive blue stamps. The sheet was made up of four panes of 50 stamps each, with wide margins in between the panes and around the sheet edge. Far better these, I thought, than the contemporary British Victorian stamps which were printed so close together. Examining the lower right pane, I recognized immediately the "Cracked Plate" variety on the 16th stamp from the top. A couple of rows below that, on the 40th stamp and abutting the right margin, I noted with satisfaction the "Double Foot" on the lion. Of course, the Postal Cashier was used to seeing the stamps. He told me how he had supervised the folding of thousands of sheets, which had already been distributed to post offices around the country. I remarked that I thought it was a very well-balanced and pleasing design. He beamed proudly at that and recalled how the printing contractor, Mr. Zarbell, had actually submitted several designs. One had shown the

head of King Oscar I, but, of course, the national coat of arms of Norway had been selected. Mr. Nissen then asked me if I would like the present sheet or another, explaining there was slight mistake on the sheet at hand. He just remembered it had been put aside in the drawer together with twelve others. They had been discovered by the bookbinders Hendrichsen and Berg, who had gummed the stamps after they had been printed. The error consisted of the lion watermark being inverted or rather that the sheet of paper had been inserted the wrong way into the press at Wulfsberg's print shop, so actually the stamps were printed upside down. I said the sheet would be quite acceptable to me. He thought it would be alright, since it wouldn't be used for postal purposes and was leaving the country anyway. The other error sheets would probably be destroyed, he remarked, while carefully rolling up the sheet in brown paper. He handed me the roll and I thanked him very much and departed. Back in the sleigh, I told the driver to return to the hotel. With the crack of a whip we were off, the sleigh bells jingling merrily.

I must have dozed off, when suddenly I felt someone gently prodding me. I awoke to find myself back home in 20th century America, with my wife laughing at me for having fallen asleep so early. "Supper is ready, dear," she said, "so please clear your stuff off the dining table." What really woke me up though, was when she added: "Shall I throw out that old rolled-up brown paper?" A blue phantom had followed me back through time!

*Editor's note: This entertaining fictional adventure into the past is not entirely imagination. It includes many true details of the period and actual facts described in the authoritative Norwegian philatelic handbook "Norges Frimerker" by Anderssen & Dethloff. This story first appeared in "Norsk Filatelistisk Tidsskrift," No. 5, 1981, and has been translated from Norwegian by the author. I wonder if he would consider dividing that incredible sheet into four panes?*



# 1855 Norway Essay Revised for Jamaica

by Frederick A. Brofos

These two places — Norway and Jamaica— seem worlds apart, and so they are, but there is a slender philatelic thread that connects them. This unusual link contains a remarkable story not told before.

In spite of specializing in Norway, my collecting activities cover many other countries and sidelines too, thus making it possible for me to connect here some long-forgotten events that occurred about 140 years ago.

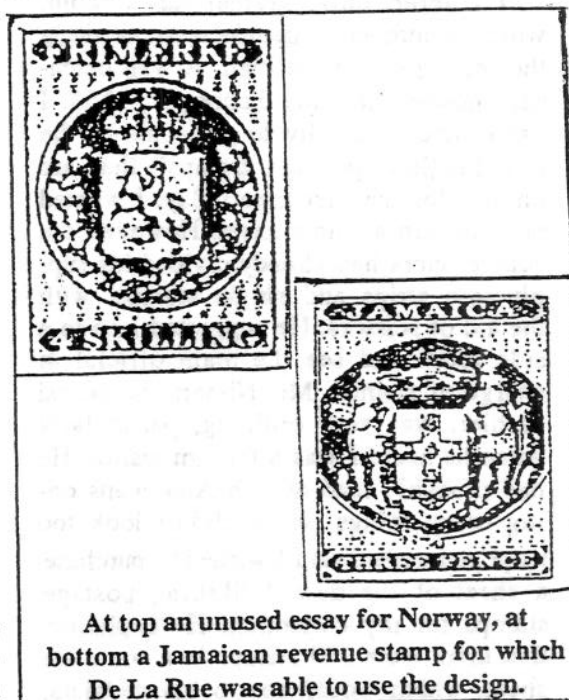
## De La Rue

I have long been interested in foreign revenues. While remounting some pages of them I noticed something oddly familiar about the appearance of an old Jamaican tax stamp. Upon reflection I recalled seeing a very similar design illustrated in the authoritative book by John Eaton<sup>1</sup> about the famous old British firm of stamp printers, De La Rue. Among essays from various countries, shown on page 801, there is an attractive one from Norway. Mr. Eaton briefly comments about it on page 832: "More significant is a proof of a die engraved for Norway and very much on the lines of the actual design for the first issue of that country. The background pattern suggests strongly that it is the result of a serious transaction in the De La Rue engraving department."

In Figure 1, the De La Rue essay from Eaton's book appears at top. Whether it is actually the same size as the Jamaican Revenue, at bottom, is not clear. Be that as it may, and allowing for a change of text and coat of arms, one can see from the basic design a close relationship. Both stamps were surface printed at De La Rue's, a method in which they excelled.

## Proposed Norway Second Issue

The essay was prepared for a proposed second issue of Norwegian postage stamps. In appearance it is somewhat similar to Norway's first stamp,



At top an unused essay for Norway, at bottom a Jamaican revenue stamp for which De La Rue was able to use the design.

but in a more elaborate design.

In 1855, when Norway #1 first appeared, there was a certain dissatisfaction with it, and not just because it was imperforate. At the time some harsh remarks were made about the design, which philatelists have since grown quite fond of. The Christiania newspaper, "Aftenbladet," of January 19, 1855, contained the caustic commentary: "When we at last were going to get stamps, why did we need to make them so hideous, so nasty, so distasteful, that any more or less cultivated person must become red in the face when he casts a glance at them and asks himself: What will the world say?" He needn't have worried so much. As we now know, far worse designs were soon produced around the world and, no doubt, he would be more than red in the face if he saw some of our modern issues.

Things being as they were in 1855, the Norwegian postal authorities decided to try again. They began looking for someone else to design and produce a second, improved, issue. Inquiries were made abroad through the diplomatic service. A letter<sup>2</sup> was written by

them on January 23, 1855, to the Norwegian and Swedish Consulate General in London, expressing dissatisfaction with the first Norwegian stamp and that they were considering that production of the next stamps be done in England. They asked that reliable people be found to do the work and to submit to the Norwegian postal authorities two drawings in different colors, one with the Norwegian arms and one with the profile of King Oscar I. There were to be 6 million of the 4 skilling value and 2 million of the 8 skilling, both in sheets of 200 stamps with a crown watermark.

A reply<sup>2</sup> from Consul General Tothe, of Feb. 27, 1855, states that he had negotiated with the firm of Thomas De La Rue & Co., London and encloses drawings by them according to the designs requested. The Norwegian postal archives show no reply to this letter. A draft for a contract with De La Rue from the first days of July 1855 was written but not sent.

Meanwhile De La Rue seems to have gone ahead and made at least a die for the 4 skilling stamp in their own new arms design. What their new design for the 8 skilling looked like is unknown; nothing of it having survived either in Christiania or in London.

#### Norway chooses a Swede

Since Sweden had just issued their first stamps, the Norwegian postal authorities wrote on July 11, 1855, to see if they could have their 4 and 8 skilling prepared there, enclosing two drawings, both with the King's portrait. The Swedish postal authorities replied with useful information about several printers.

Norwegian authorities finally chose P. A. Nyman of Stockholm. The design used was one chosen by Nyman which showed the King's head facing left. The idea of showing the Norwegian arms seems to have been dropped. Perhaps a total change from the unpopular first issue of Norway was preferable.

After arrangements had been made, the Norwegian authorities began to worry that their new stamps might be confused with the current French stamps

showing Emperor Napoleon III, also facing left. They suggested that King Oscar's head be changed to face to the right. However, the die had already been engraved, so to avoid increased cost, things were left unchanged.

Back in London, De La Rue had, I suppose, been notified by the Consul General about the Norwegian postal authorities change of plans. They probably were a bit annoyed or at least disappointed in losing the contract. They put aside their stamp essay, but as we shall see, like the Phoenix, it rose again.

#### Jamaica chooses De La Rue

De La Rue had a well-deserved reputation for printing fugitive inks on chalky-surfaced paper, which made forgery difficult. They began to receive printing contracts from all over the British Empire.

Around July, 1856, the Government of Jamaica decided to have printed two revenue stamps for their tax on receipts. De La Rue got the contract and invoiced them in August, 1857. The two values were three halfpence in blue and three pence in violet. The former was similar in general appearance to the three pence value, but with a different background and an added border at the sides. It may very well be a reworking of De La Rue's proposal for a Norwegian 8 skilling stamp with the King's head profile, of which no copy of the drawing sent to Christiania has survived. Of course, their drawing for a 4 skilling arms type was also lost, but we have a die proof of the Norwegian essay still in existence. Comparing that with the Jamaican 3 pence revenue clearly shows the reappearance (with modifications) of the old design originally intended for Norway, but by a quirk of fate used instead in a different country on the other side of the globe.

#### Bibliography and Endnotes

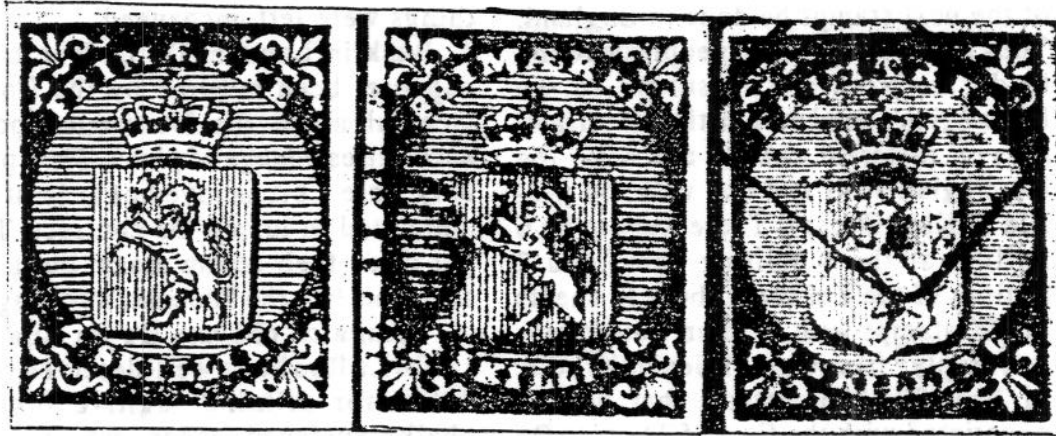
1. John Eaton, *The De La Rue History of British and Foreign Postage Stamps*, London, 1958

2. Justus Anderssen and Henrik Dethloff, *Norges Frimerker 1855-1924*, Kristiania, 1924



## Facsimiles and Forgeries of Norway

by Frederick A. Brofos



Original

Forgery 1

Forgery 3

With the exception of several forgeries of the 1941 "V" stamps, which have been fully described in "Norsk Filatelistisk Tidsskrift," collectors of Norway have been fortunately spared from the dangerous counterfeits that so often plague and trip collectors of many another country. The classic (and later) issues of Norway mercifully escaped the attentions of the master forgers Fournier and Sperati. Those forgeries of early Norwegian stamps that do exist are generally so crude that I am inclined to think that many of them are actually old facsimiles or space-fillers rather than outright forgeries. Whatever their status, it is seldom that one runs into them. However, it is always best to be on one's guard, and the accompanying photos from a friend of mine in Norway will, I hope, help to identify these old products and to distinguish them from any possible new forgeries in the future.

In his well-known book "Album Weeds," written in 1892, R. B. Earée compares the original Norway no. 1 with two forgeries as follows:

"Genuine. Typographed in chalky blue, generally rather pale, on rather hard, yellowish-white wove paper, watermarked with a rampant lion, holding an axe. The horizontal lines in the circle round the shield are thin, with wide white spaces between them. Counting them on the left side of the circle, there are thirty-nine of the said lines. The vertical lines in the shield are also thin, with wide white spaces between them; there are twenty-four of these lines, counting at the top of the shield, and not reckoning the outlines. The bottom corner of the blade of the axe comes between the sixth and seventh lines from the left. The lower end of the handle touches the third line from the left, and, in some copies, trespasses very slightly over it. There are four lines visible to the right of the hind leg of the lion. His head is properly shaped, the mouth closed, and the eye placed well to the front. His crown is very small, and perched on the point of the back of the head. There are five horizontal dashes along the base of the large crown, above the shield, and there is a small but distinct pearl above the second dash from the right."

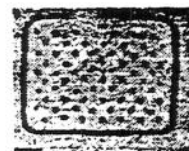
"First Forgery. Lithographed in a most blotchy manner on thick, white wove paper, unwatermarked. The color is a peculiar shade of neutral-tint, very like what is commonly called "slate-color." The horizontal lines of the shading in the circle round the shield are very thick, so that the white spaces

between the lines are thinner than the lines themselves. There seem to be only thirty-seven of these lines, but the bottom ones are so blotched that it is not easy to count them. The vertical lines in the shield are also thick and coarse, though the white spaces between them are somewhat wider than those in the circle; they are only twenty-one in number. The bottom corner of the head of the axe touches the sixth line from the left, and the said head is so blotched as to be utterly shapeless. The lower end of the handle comes between the second and third lines from the left. There are only three vertical lines visible to the right of the lion's hind leg. His head is very badly shaped, being like that of a cock, with the mouth wide open, and the tongue sticking out. The eye is abnormally large, and placed quite at the back of the head. The crown looks several sizes too large for him. There are only four horizontal dashes at the base of the large crown, together with three vertical dashes, which do not exist in the genuine. The little pearl above the second dash from the right is not visible. The postmark consists of a few undecipherable blotches."

"Second Forgery. Very nicely lithographed, on thin, yellowish-white wove paper, rather softer than that of the genuine; unwatermarked. I first saw this counterfeit in 1891, but it looks like an old forgery. The blue is not quite the peculiar chalky tint of the genuine, but sufficiently near it to pass muster; and an ordinary collector would probably accept the stamp as genuine, without hesitation. The horizontal lines in the circle are thin, nicely drawn, and even further apart than the genuine. There are thirty-five of them, counting down the left side, as before. They are easy to count, except just where the rounded part of the left bottom corner of the shield approaches the edge of the circle. The shield itself contains twenty-two vertical lines, nicely drawn; but, in my specimen, two of them are broken, just near the end of the handle of the axe, and three more behind the hind leg of the lion. The easiest test for this forgery is the axe itself (or what ought to be the axe, which is represented as a simple stick or pole, without any axe-head at all. The lower end of this stick comes between the first and second of the vertical lines, not counting the outline of the shield. (N.B.—The left-hand, vertical outline of the shield, both in the genuine, and in the forgeries, is exactly the same thickness as the vertical lines in the shield; but the right-hand outline is an extremely thick line. The right-hand top corner of the shield is rounded off in the genuine, and in the first forgery; but it is square in this second counterfeit. There are five vertical lines visible to the right of the lion's hind leg. His head is more lion-like than in the genuine; but his crown is represented by what looks exactly like the comb of a cock. The mouth is open. The ornaments along the base of the crown are as follows: A large half-diamond, a very small diamond, a large diamond, a very small diamond, a large half-diamond. The genuine crown has a distinct white cross on the top of it; but there is no cross in this forgery; nothing but the ball or orb on which the cross ought to rest. The numeral of value is, in the genuine, an open 4; but in this forgery the numeral is closed at the top. A forged numeral postmark was used."



Forgery 2



Forgery 3 postmark

## Facsimiles and Forgeries of Norway

by Frederick A. Brofos

### Part II

In the April issue we discussed three old forgeries of Norway's first stamp, all of which were quite easy to discern. However, a fourth forgery of Norway No. 1 has recently been discovered and is now described and pictured in "Norsk Filatelistisk Tidsskrift" No. 4, 1958. This appears to be a dangerous counterfeit and at first glance it might fool even the best. Fortunately there is one big thing wrong with it, and that is that the lion watermark is missing. So, in the future, better check for the watermark when buying the 4 skilling 1855 of Norway!

The next monkey business on hand is a crude forgery or facsimile of the 8 skilling Oscar I of 1856. There is an irregular perforation of square-shaped holes. The pale carmine color is passing, but the drawing of the design is badly copied. The most prominent mistakes are that the word "FRIMÆRKE" is broken into two parts and all the lettering is without serifs. The figures "8" in the bottom left and right corners have been replaced with rosettes on the counterfeit. Poor King Oscar has raised his eyebrows in a startled expression, and no wonder—the "G" of "SKILLING" is even missing! The blurred black (numeral 7—) postmark is also a fake and of a type never used on Norwegian stamps. There are of course many other minor differences but I think this should be quite sufficient to nail down this old imposter. A friend in Norway sent me the photo and description of this interesting item, and I would be interested in hearing from anyone else with similar material which should be put on record.








Just as this was going to press, I hear from Capt. F. G. Olausen that he has seen the 2nd forgery of Norway No. 1, but with the numeral postmark 306. As with the other numbers, mentioned in the last issue, the rings did not form complete circles.



## A STAMP PRICE LIST FROM 1904

Have you ever wished you could get into a Time Machine and make a round trip to the past, bringing back stamp purchases made at rock bottom prices? Well, here is the next best thing, an old catalog showing something of what was available, if you could have made that trip!

**1904 EDITION**


HANDBOOK SERIES NUMBER 21

... THE ...

### COLLECTOR'S OWN

## CATALOGUE

OF THE ADHESIVE

# POSTAGE STAMPS

OF ALL NATIONS



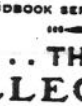
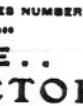


PRICING, AS THEY SHOULD BE, THE VARIOUS ISSUES, ALSO ILLUSTRATING AND DESCRIBING THE SAME







... ..




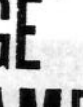


## PRICE ONLY 10 CENTS







... ..







**HOLTON STAMP CO.**  
(Successors to E. A. Holton)  
**62 Devonshire Street**  
**BOSTON, (Established 1861) Mass.**


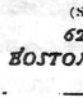
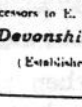
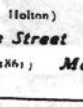
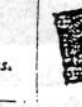





















Copyright, 1904, by Albert W. Bullard

The introduction reads, "The collector's own catalogue of the adhesive postage stamps of all nations, pricing, as they should, the various issues, also illustrating and describing the same. Price only 10 cents. Holton Stamp Co., 62 Devonshire Street, Boston, Mass." The Holton Stamp Company was an old firm, established by E. A. Holton in 1861 and later taken over by Albert W. Bullard.

A couple of old Finnish stamps and one from DWI figure on the 1904 catalog cover. The Norwegian section shows Norway no 1 ranging in price from \$18 unused to 18 cents used. Other stamps show similar cheap prices of 91 years ago. Notice the cute skilling posthorn illustration.

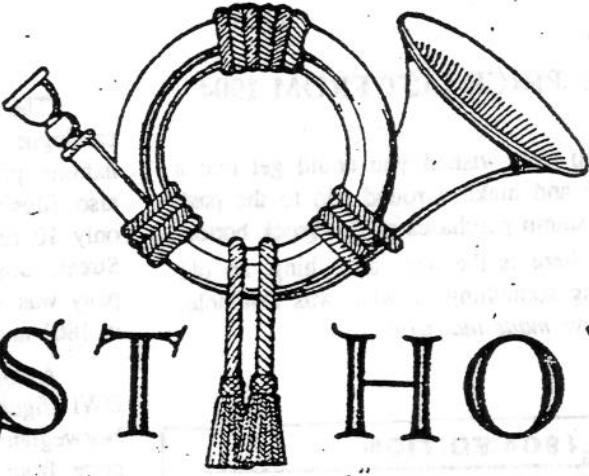
### NORWAY



- 1854: 1st cut; 4s blue 18.00 18
- 1856-7: 2nd cut; 4s blue 2.50 3
- 2s ylw, used 45c. 3s lilc, used 20c. 8s lake 10
- 1863-66: 3rd cut; 2s ylw, 75c. 3s lilc 1.75
- 4s ble. usd, 3 cts. 8s rose, 24s brown 22
- 1867-8; similar to 3rd cut; background of parallel lines. 1s black, 2s orange 7
- 4s blue, used, 2 cts. 3s lilc, usd 40c. 8c rose 15
- 1872-1901: 1s ylw, 3s rose 3
- 2s ble, usd 5c. 4 vio, 7 bwn 10
- 6s orange 4.50 25
- 1 o gry, 2 o bwn, 3 o ylw 1
- 5 o grn, 10 o red, 20 o ble 1
- 5 o ble, 20 bn, 25 vio, 35 gn 3
- 50 o maroon, 60 ble, 2 on 12 o 3
- 12 o bwn, 1K 50 o ble(head) 2K rose & bwn 20
- 12 o green, used 75c. 1K green 50 6

Unpaid. "Norge" above, value in center.  
 1 o gray, usd or 2c. 4 o red, 10 red, 20 ble 3  
 50 o maroon 25 18

The



# POST HORN

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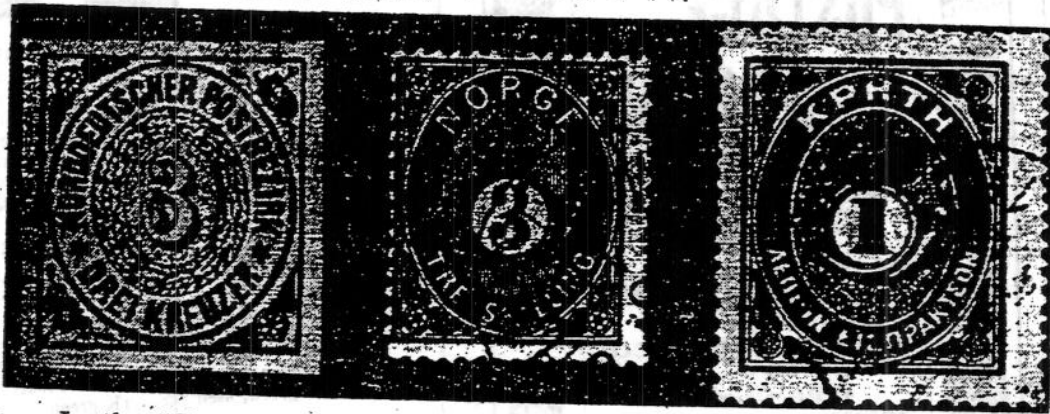
Volume 12

July 1955

Number 8

## Scandinavian Stamps with Borrowed Designs

by Frederick A. Brofos (497)



In the "Ginger Bread" era of the 19th century, when the taste was for fancy frills and curlicues on everything from houses to dresses, even postage stamps were not too small to be affected by the fashion of the times. A good stamp design usually included an elaborate border, dainty ornament decorations in the background, and the text in wavy scrolls or bands.—Quite a difference from the simplicity of current stamps based for the most part on photographs.

In the old days, when a government decided to issue some stamps, the job was turned over to a printer, competent or otherwise, who was often entrusted with the additional task of submitting a suitable design. Many printers, anxious to get the contracts before their competitors, were not averse to the idea of hastily copying some successful foreign stamp. The design having passed once, they felt sure that it would meet with approval again.

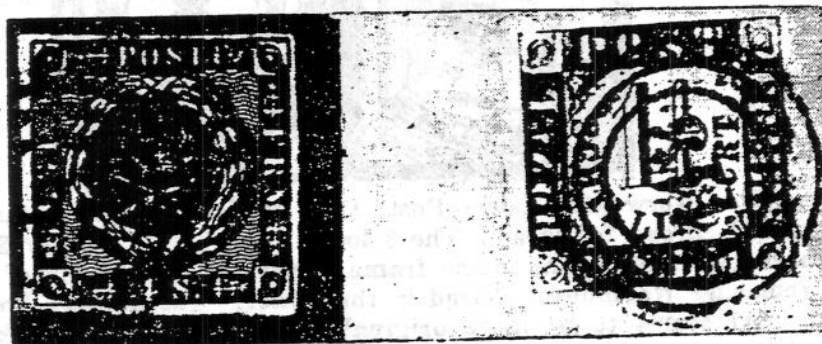
I like to think of these borrowed designs not as plagiarism (that horrid word derived from the Latin *plagiare*—to kidnap), but rather as a compliment to the country originating them.

There are quite a number of these copies from around the world, however, I shall here limit myself to those directly concerned with Scandinavia.

Ranking as the best known masqueraders are probably the postage dues issued by Crete in 1900. Modeled on the famous Norwegian "Posthorn" design, this set of 8 values in red is well worth an examination under a magnifier. Instead of the original vertical lines in the background of the central oval, the Cretan stamps show a veritable shower of delicate snow crystals. It is interesting to note that even the old Posthorn favorite from Norway may, at least partly, have been inspired by another stamp. The design for the Norwegian Posthorn stamp was submitted to the authorities in 1871 by an architect von Hanno; printing was started in July, 1871, and the first stamp was issued on January 21, 1872. A peep at the 1868 stamps of the North German Confederation reveals remarkable similarities in the design of the two issues. Particularly noticeable are the well-known "winged wheels" in the corners around the familiar oval band with country name at the top and spelled out denomination at the bottom. Even a posthorn hangs in the corner—ready to be wrapped around the large numeral already in the center. There were five values of this type, and a sixth (a special local for Hamburg), which had colorless lettering in the oval band like the later Norwegian stamp. The Danish stamp of 1870 may have exerted a certain influence as regards the center part of the Norwegian stamp. The dies were engraved by the same Danish engraver, Philip Batz. The crown is the same on the two issues—with ornaments like the "spades" of playing cards or like oyster shells. These were later changed to flower-like ornaments in the "Øre" issues of both Denmark and Norway, the new dies being again engraved by Batz.



The Posthorn stamps were, however, not the first Norwegian stamps to be inspired from abroad, though the previous issue (1856), showing Oscar I, was actually designed and printed in Sweden, by P. A. Nyman of Stockholm. The good Swede seems to have been influenced by the Napoleon III stamps of France. The Norwegian postal authorities also noticed this likeness and feared that confusion would arise from the similarity. They wrote to Sweden and suggested that the head be turned to the right, but Nyman had already made the dies, so the matter was dropped.





In 1864, the Federal High Commissioners in Holstein issued some 1¼ schilling stamps which remind one immediately of the early Danish quadrants first issued in 1852.

The next imitators to appear on the Scandinavian scene were for Braekstad & Co's Local Post of Trondhjem, Norway. The set of three locals issued in November, 1877 closely follows the ornamentation of the U. S. 1c Franklin stamp of 1870. The same locals were issued again a year later, but in a smaller size. In 1884 John Braekstad was favorably impressed by the Russian

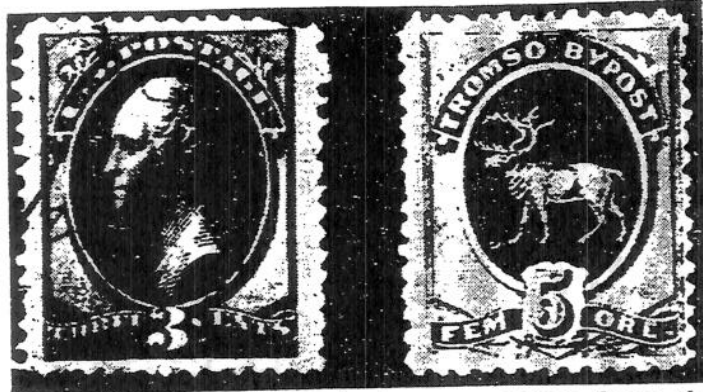


stamp of 1863 for local letters in St. Petersburg, and substituted the Imperial eagle with the coat of arms of Trondhjem. Only a 4 øre stamp was issued in this design, but it appears in several shades of brown. The pattern for the next issue of Trondhjem (1887/91) was borrowed from Great Britain—the 2d pale rose of December, 1880, to be exact. A figure of value appeared in the center instead of Queen Victoria. 4 values were issued in various colors, making about 10 varieties. (Incidentally, this British stamp also attracted designers in Germany and was used by the Local Post of Leipzig in 1895.)

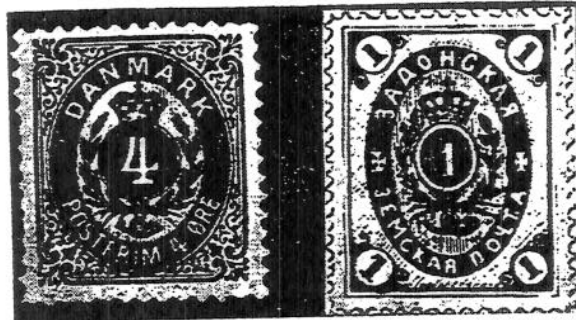


Another Norwegian Local Post, that of Johan Lund in arctic Tromsø, also turned abroad for idéas. The 3 locals issued on February 24, 1881 show a remarkable resemblance to the frame of the U. S. 3c stamp of 1870, a reindeer replacing Washington's head in the center. The 3 value Tromsø issue of April, 1887 seems to be more original, however the idea of the little lines around the edge of the stamp running into the perfs comes from British Ju-

Issue of January, 1887, where the 4d, 4½d, 9d and 10d stamps had similar fringes.



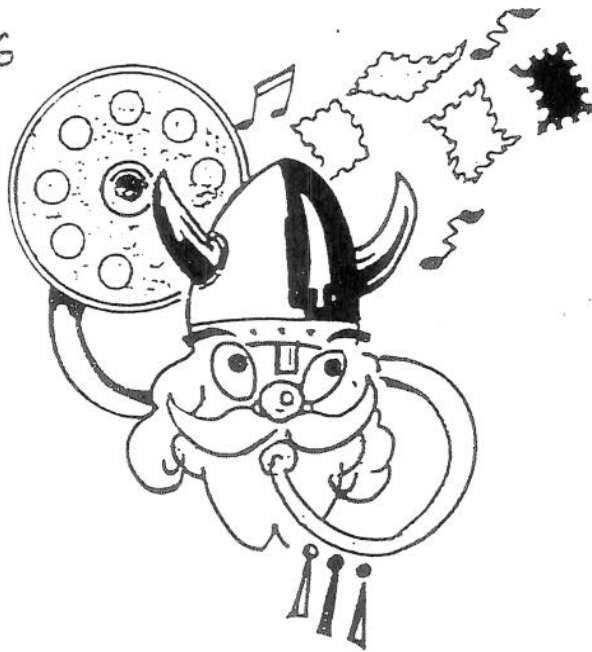
The final candidate for this select group comes from the Zemstvo or Rural Post of faraway Zadonsk, in the Russian government of Voronezh. The Russky's were visibly influenced by the Danish design which first appeared in May, 1870. However, the frame with the numbers in the corners comes from the Imperial Post issue of 1859/83. The Zadonsk locals were issued in 1888 in 3 values, the colors being changed in 1889, and in 1890 the 5 Kopek value appeared as a two-color job.



A collection of the above stamps makes an interesting and unusual showing, and if you want to expand it, you might add the involuntary copies of Russian stamps that Finland was forced to issue between 1891/1911. There were about 12 different designs, the Finnish ones being at first distinguished by additional circles and dots and later on by the denominations being in Finnish currency instead of Russian.







# LUREN

SCANDINAVIAN PHILATELIC  
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SOUTHERN CALIFORNIA, INC.

LOS ANGELES, CA.

ISSN	0739-0025
Volume 27	Number 4
April	1995
Whole Number	320

## NORWAY'S FIRST POSTAL CARDS

Frederick A. Brofos

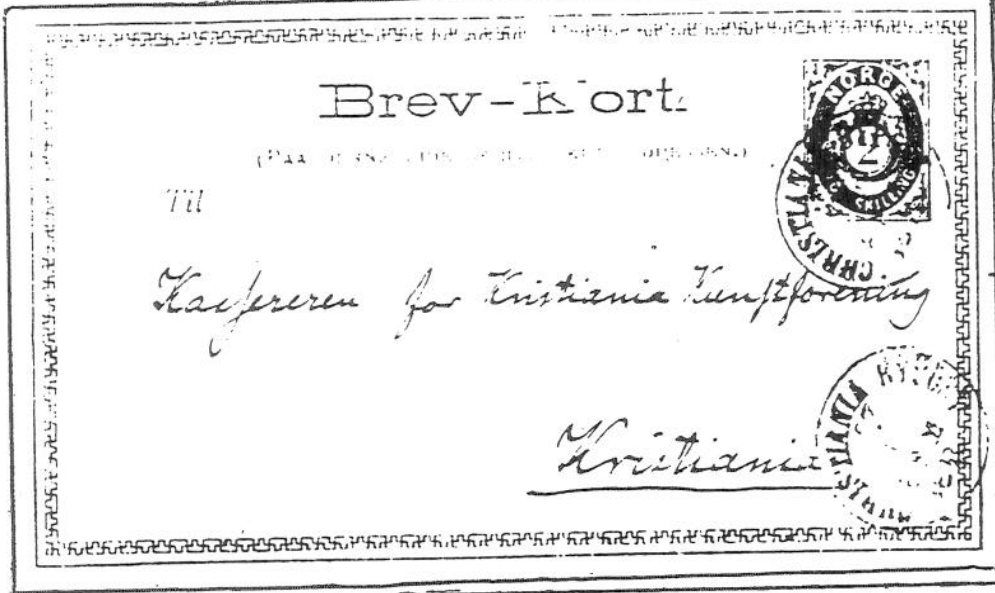
The first Norwegian postal card was issued on January 1, 1872, in a pale red color and a denomination of 3 Skilling, shown in a Posthorn design like the then current adhesive postage stamps. They were printed by Peter Petersen of Christiania in sheets of five, in an upright position, that is to say one card above the other. The little swastika-shaped ornaments around the border, when joined together, transform into a quantity of what looks like a letter "T" or sometimes an "S". From the arrangement of these border ornaments, one can determine different card types.

The exact position in the sheet of all five card types is not known, as no uncut sheet exists. Used cards are far less common today than unused, as most used cards ended up in the wastebasket. On the other hand, large old-time stamp dealers like Gibbons of London, Moens of Bruxelles, Senf of Leipzig and Scott in New York, imported a stock to service their clients. In those days, postal stationery was often included by stamp collectors. However, much was spoiled by being cut-square to fit the albums. The original Post Office bundles contained 100 cards, usually all of the same position type and had a special linen band around them.

Later on that same year (1872), a second card printing was made, but was simplified by omitting the wavy line around the inner border. Collectors, of course, regarded this as a separate and distinct issue. The cards were still printed by the same printer and again in sheets of five. However, this time the 3 Skilling value appeared in an attractive bright carmine color. The quantity issued of the 3 Skilling cards is estimated at 50,000 - this figure covering both varieties.

It was thought that there might also be a need for a local postcard. This was issued on October 25, 1872, in a quantity of 52,800. The denomination of

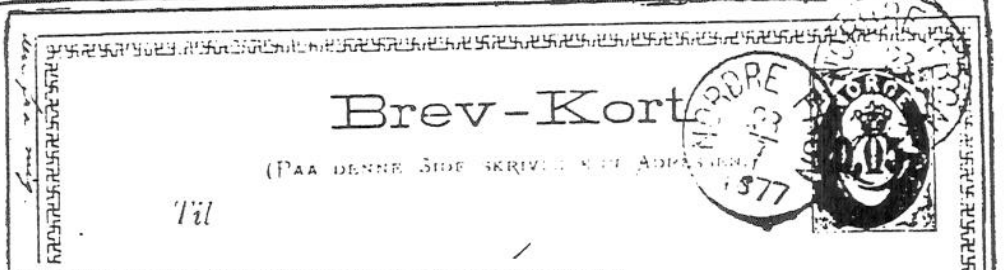
NORWAY  
POSTCARD #1  
USED, SKIEN,  
1876



Christiania

POSTCARD #2  
USED, CHRISTIANIA,  
BY POST, 1873.

POSTCARD #4  
USED, NORDRE FRON,  
1877



Postcard  
Fluntern

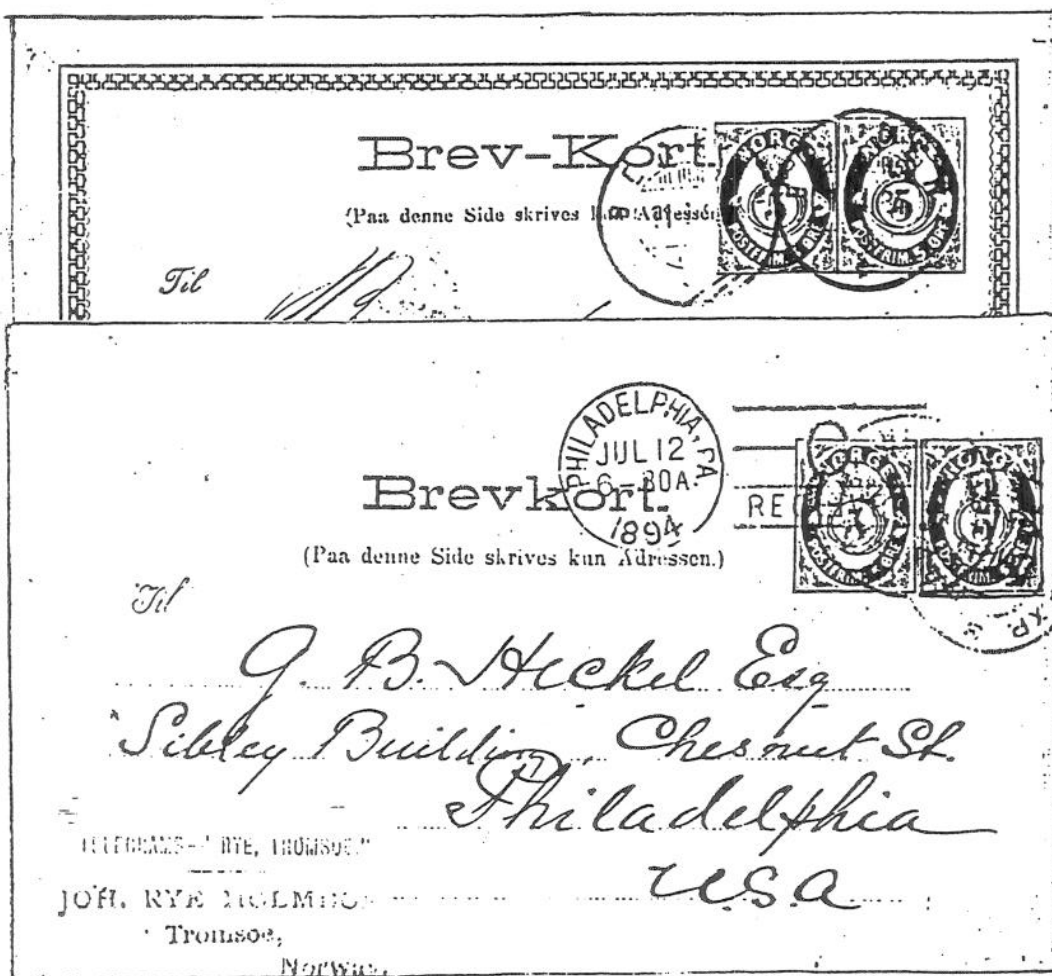
POSTCARD #3  
USED, SARPSBORG,  
1877.

the Posthorn stamp was 2 Skilling. The card was printed in ultramarine, and the border was again without the wavy line. Today, this card is considered particularly rare when found used contemporaneously by the local post. Illustrated is the one formerly in the famous Pihl collection, showing the large "CHRISTIANIA BYPOST" postmark dated 22/12 1873. Another of these cards, but with the small "CHRA. BYP." postmark dated 22/6 1874, appeared in one of the well-known Germeten auctions in Oslo recently, with an estimate of Kr. 5000 (\$713). There was also a similar card, postmarked 17/7 1876 at Christiania, with a 1 Skilling Posthorn stamp added. As this item was not used by the local post, the estimate was dropped to Kr. 2000 (\$286). (The above 2 cards were sold in Dec. 1994 for respectively K17,000 and K12,600.)

In 1876, when the monetary unit was changed from Skilling to Øre, the remaining 2 Skilling cards, which apparently had not been as popular as expected, were overprinted in black "0.05", in four slightly differing types. The leftover 2 Skilling cards, which were overprinted, amounted to 47,200. Deducting this figure from the original quantity of 52,800, leaves a balance of only 5600 of the 2 Skilling postal cards, most of which are found unused.

#### CUT-OUT STATIONERY USAGE IN NORWAY

Frederick A. Brofos shows us an example of an unauthorized usage of a cutout from a piece of stationery. He writes, "Among the thousands of Norwegian cards I have examined over the years, only two, surprisingly enough, have had cut-out stationery stamps added instead of normal adhesive postage stamps. Both are cut from 5 øre postal cards of a similar type to the cards they are affixed to. Both were sent abroad, but no postage due was claimed on either card. One was sent from Bergen to Munich and is dated January 11, 1884. The other, illustrated here, went from Tromsø to Philadelphia, and bears a "Nordbanernes" RPO mark of June 25, 1894. These two "Siamese Twins" managed to slip through, but it was really against regulations. Although permissible in England, it is not allowed in America or Norway. A circular from the Norwegian Postal Department to postmasters, and dated March 24, 1882, clearly states: 'III. Stamps, which are cut out of postal cards, may not be used for the franking of letters.' Note that this does not specifically cover use of postcard franks on postcards, so that may explain why these birds got by unscathed! This loophole in the postal laws may have been closed at a later date."





# THE FIRST PRIVATELY PRINTED STAMPED POSTCARDS OF NORWAY

Frederick A. Brofos

The first postcards with imprinted stamps made to private order in Norway were a series of cards for the acknowledgement of receipt of mail by the Norwegian Credit Bank of Christiania (Oslo), an old firm established in 1857.

The cards were issued between 1910 and 1911. The word "Brevkort" was printed on the front in black as well as the text, which occurred in several languages. On the reverse was a picture of the bank's headquarters, also printed in black.

There follows a tabulation of the various issues, all with the Posthorn stamp like Norgeskatolog 98 or 100.

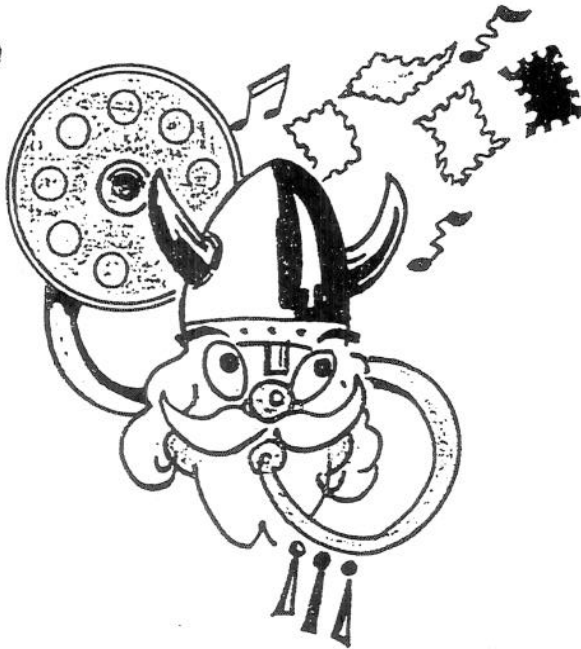
Delivered 11-19 Jul 1910.		Quantity	Delivered 6-15 Jul 1911.		Quantity
No. 1	3 øre yellow Norwegian text	2000	No. 5	10 øre red Norwegian text	5015
No. 2	10 øre red German text	*3944	Delivered 26 Sep - 3 Oct 1911		
No. 3	10 øre red English text	2080	No. 6	10 øre red Norwegian(?) text	10,194
No. 4	10 øre red French text	2600			

\*Of number 2, there were originally 13,944 printed, of which 10,000 were returned to the Post Office for credit. Perhaps this was due to errors in the German text.

Aside from being the first Norwegian postcard printed to private order, and a picture postcard at that, these cards are, in spite of the relatively large editions, remarkably elusive. Two of the largest postal stationery collections in Norway a few years ago (Schou and Pihl) did not contain a single example. It would seem that, of the six editions produced over a couple of years, with a combined total of 25,818 copies, most must have landed in the wastebasket.

The card illustrated, that I have found, was sent to a firm in New York and is postmarked Kristiania, October 1, 1910. It is variety number 3, the only one with an English text and also the smallest edition of all the 10 øre cards.





# LUREN

SCANDINAVIAN PHILATELIC  
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ISSN 0739-0025  
Volume 24 Number 9  
September 1992  
Whole Number 289

## WWII NORWEGIAN POSTAL STATIONERY FOR RATIONING

Frederick A. Brofos

A legacy and memento of rationing in Norway during the last war has been left to philatelists, in the form of a unique series of postal stationery cards. They were bought by the general public at post offices around the country and used to apply to the Government ration and supply offices for purchase permits. Thus, most of the cards saved for posterity were those not used, but bought and saved by stamp or postal stationery collectors.

Most of the time, the thousands of cards that got mailed were not postmarked by the post office. This was in order to save time and labor, as the cards were, after all, just going to the government and not being returned to the public. Practically all the Ration Office archives and card files were burned after the war. Some cards were saved from a few places, however, but relatively few and of certain issues only. All cards that are actually postmarked bring a good premium, of course.

As most people today are not familiar with the background and regulations connected with these cards, a short review should be useful.

A Department of Supplies (Forsyningsdepartement) was inaugurated in Norway already in the Autumn of 1939. In all Norwegian communities (towns and districts), Communal Supply or Rationing Offices (Forsyningsnemnda) were started, which supervised local supplies, distributed rationing cards, and enforced the decisions of the main Department of Supplies in Oslo.

After the sudden invasion of Norway by the Germans in April 1940, with the resultant Allied blockade, an increasing shortage of goods occurred. The first things to be rationed were

sugar and coffee. However, it was not long before many other types of goods became rationed. As the occupation period lengthened into 4 and then 5 years, eventually every kind of necessity of life, from vegetables to soap, was brought in under rationing. Furthermore, the individual ration portions were steadily reduced.

Footwear, textile materials and clothing were rationed from Autumn 1940 on. At first, people could buy an application card and apply for what they needed. Eventually they received a card by mail granting or denying the application. From January 1941, special ration cards for clothes were issued, initially with 300 "points". Each clothing article needing various numbers of points, the necessary coupons were clipped off at the shop.

Together with the distribution of the first clothing ration cards, there was announced the availability of special franked application cards (Søknadskort) for household equipment (blue cards) and for footwear (white cards). Later came buff cards for half-soling of shoes, green cards for equipping new homes, pink cards for baby equipment and light brown cards for work clothes. The applications were decided upon according to the Department's special occupation list.

The text on the application cards was changed as the distribution rules were made stricter, and more information and attestations were demanded. Certain categories of goods were dropped altogether or were not allowed to be supplied to private individuals. Eventually, permits were issued for workclothes made out of paper, half-soling only in rubber, etc. Footwear rationing was particularly noticeable and the regulations were such that eventually, if one already had a pair of usable shoes, there was no possibility of getting a permit for a new pair.

## Søknadskort for utstyrsvarer.

### MERK:

For å få tillatelse til kjøp av utstyrsvarer må søknadskortet fylles tydelig og nøyaktig ut og sendes eller leveres forsyningsnemnda på det sted søkeren bor. På hvert søknadskort kan det bare søkes om kjøpetillatelse for EN vareart.

Om utstyr til private husholdninger skal det søkes i hovedpersonens navn. Det innskjerpes at rubrikken for „nåværende beholdning" må fylles nøyaktig ut. Hvis ingen beholdning has, er det ikke nok å sette „0" i rubrikken, men det må også angis grunnen til at ingen beholdning has.

Når det samtidig forlanges opplysninger om „beholdning av varer av lignende art", skal dette forstås slik at hvis søknaden gjelder f. eks. glasshåndklær, så skal det oppgis beholdning av håndklær av ALLE SLAG; gjelder den laken, oppgis også beholdning av dynetrekk; gjelder den ulltepper, oppgis også beholdning av dyner, vattepper, pledd o. l.

Videre innskjerpes at hvis søknaden gjelder metervarer, f. eks. stoff til laken eller håndklær, må stoffets BREDE oppgis.

Ved søknad om gardiner eller portierer må ikke benevnelsen „fag" nyttes alene, men ANTALL METER og stoffets BREDE må også oppgis. Det skal samtidig gis opplysninger om vinduenes (eventuelt dørenes) størrelse (.....m X .....m).

Ved søknad om utstyrsvarer til hoteller, pensjonater o. l. skal søkeren gi opplysninger om årsforbruk, beholdning og andre opplysninger som kan ha betydning ved behandlingen av søknaden.

Innvilges søknaden, får søkeren tilsendt en anvisning som gjelder i 2 måneder og SOM IKKE VIL BLI FORNYET. Er anvisningen ikke nyttet innen denne frist, må ny søknad sendes eller leveres forsyningsnemnda sammen med den ubrukte anvisning. Ny anvisning vil ikke bli utstedt hvis søkeren ikke gir en fyllestgjørende grunn for at han ikke har kunnet nytte den først utstedte anvisning. Bliir en søknad avslått, underretter forsyningsnemnda søkeren om dette.



Til forsyningsnemnda

i Spangrud

Footwear was divided into 17 main types, from Group A: boots of leather, to Group S: skin shoes or boots with wooden soles. Furthermore, the distribution rules were not the same in town and rural



42

districts. Nothing exactly can be said about what the individual consumer was entitled to receive, as permit decisions were based on the applicant's sex, age, kind of work, place of domicile, as well as their existing supply of footwear and other equipment.

The first stamped cards were the 20 + 20 øre red application for textiles and leather goods and the 15 + 10 øre ultramarine application for footwear, both issued in December 1940. These were followed by others in April 1941 and continuing in varying editions until the last Household Equipment and Work Clothes cards of March 1951. Thus some, but not all, of the cards continued in use for almost six years after the war ended.

The seven main types of stamped cards were for:

- Half-soling of shoes (Halvsåling) May 1941-Nov 1945. 15 øre brown stamp.
- Household equipment (Utstyr) Jan 1941 - Mar 1951. 15 + 10 øre blue.
- Footwear (Skotøy) Dec 1940 - Nov 1945. 15 + 10 øre ultramarine, later olive.
- Textiles and leather goods (Tekstil og lærvarer) Dec 1940. 20 + 20 øre red.
- Work clothes (Arbeidsklær) Apr 1941 - Mar 1951. 25 + 10 øre green.
- Bicycle tires (Sykkelgummi) Oct 1941 - Nov 1945. 25 + 15 øre red-brown.
- Bicycle (Sykkel) Oct 1941 - Nov 1945. 25 + 25 øre red-brown.

There are sufficient differences in layout and text to determine the different card issues without difficulty. In addition, many carry the government printer's imprint at lower left on the front or back - "E.M." standing for Emil Moestue A/S, Oslo. The cards were printed by offset, from cylinders for 18 or 36 cards. The text was usually printed in black, but sometimes, as with the later Work Clothes cards, in the same color as the stamp. The stamp itself is like the Liotype III, but usually with two values: one for postage and one for fees to the Department of Supply. The unwatermarked cardboard ranges from white to colored, in many qualities. Sizes were 250 x 205, 92 x 122 or 128 mm.

<p><b>Søknad om tilleggskort for arbeidsklær.</b></p> <p>Tilleggskort for arbeidsklær tildeles bare på grunn av sitt yrke, her-åbsolutt behov for spesielt arbeidstøy, så som Skroppsarbeidere, fiskere, søfolk, industiarbeidere, venter, som av hygieniske grunner må ha spesielt tøy (leger, sykepleiere, veterinærer o. l.) o. s. v.</p> <p>Ved søknad om arbeidstøy må så vidt mulig de nedennevnte varebetegnelser brukes:</p> <ul style="list-style-type: none"> <li>Arbeidsbukse av bomull uten for, f. eks. dongerybukse, overall.</li> <li>Arbeidsjakke av bomull uten for, f. eks. dongeryjakke, kølnerjakke.</li> <li>Arbeidsbusserull av bomull uten for.</li> <li>Arbeidsforkle med ermer.</li> <li>Arbeidsforkle uten ermer.</li> <li>Kjoledress.</li> <li>Lager-, laboratorie- og legefrakker.</li> <li>Bruksoljetøy, bukse.</li> <li>Bruksoljetøy, jakke.</li> <li>Bruksoljetøy, frakk.</li> </ul> <p>Av den utfylte søknad må det tydelig fremgå hva slags arbeide søkeren har, hvilket normalt årsbehov og hvilke beholdninger søkeren har av de søkte varer.</p> <p>Selvstendige erhvervsdrivende må i rubrikken for arbeidsgiverens attestasjon selv fylle ut denne rubrikk.</p> <p>Som arbeidsklær regnes her ikke uniformer til etater, institusjoner og bedrifter.</p> <p style="text-align: center;"><b>Kortet må fylles ut med blekk!</b></p>	<p style="text-align: center;">TROMSØ</p> <p style="text-align: center;">-7V4213-27</p> <p style="text-align: center;">SKRIV FULLSTENDIG ADRESSE - OG AVSENDERENS</p> <p style="text-align: center;">Til Forsyningsnemnda i</p> <p style="text-align: center;"><i>Tromsø</i></p> <p style="text-align: center;"><i>Tromsø</i></p>
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Besides the aforementioned cards, several other types exist. As they were without imprinted stamps, they have been rather overlooked by collectors. However, they are still part of rationing history. Most of them were also printed by the Emil Moestue firm. Here is the list of the formular cards to apply for rationed goods:

1. Application for clothes and equipment for children under age one. Price 40 øre, including return postage. Black on pink. Six different types. Two have printer's imprint (E.M. XI-44 60 000 or E.M. VI-45 25 000). 1942/45. (One of these, mailed without postage from Tromsø in December, 1945, is illustrated in the article. The word "PORTO" in the upper right corner indicates that postage was to be added when the card is mailed.)
2. Application for bicycle. Black on white. 1945.
3. Application for bicycle tires. Black on white. 1945.
4. Application for household equipment to establish a new home. Price 40 øre, including return postage. Black on light blue-grey. 3 types. 1943/45.
5. Application for permission to use clothing ration coupons in advance. Price 40 øre, including return postage. Black on white. 1942.

These cards were sold by the Ration Offices, except number 4, which was sold at post offices. Numbers 1, 2, and 3 were cards sent as is to the Ration Office. Numbers 4 and 5 were sent to the Ration Office enclosed in an envelope. A couple of other cards which were sent directly to the Ration Office, franked with adhesive stamps of 15 øre or local rate of 10 øre, were:

6. Report of sale of damaged or uncurrent footwear. Black on buff. Imprint: J.C.G. 461 / V.42 5000.
7. Report of sale of fishskin shoes with soles of waste leather. Black on buff. Imprint: Stamnes VIII.43 50 000.

Selges av Forsyningsnemnda.

### Søknad om bekledning og utstyr til barn under 1 år.

For å få tillatelse til kjøp av bekledning og utstyr til barn under 1 år, må dette kort utfylles nøyaktig og tydelig.

Kjøp av spebarnsutstyr kan ikke foregå før moren befinner seg i 4. svangerskapsmåned. At dette er tilfelle, må attesteres av lege eller jordmor. Hvis barnet er født, må fødselsattest eller dåpsattest vedlegges søknadskortet, og sendes forsyningsnemnda i lukket konvolutt.

Beholdning av beklednings- og utstyrsgjenstander må nøyaktig oppgis i rubrikk for samme, og de varer som ønskes kjøpt oppgis i rubrikk for ønsket mengde. Det tillates kjøp av både stoff, ferdige plagg eller garn. De vil bli tildelt en bestemt mengde bånd, strikk og sysaker. Innvilges søknaden, får søkeren tilsendt et beklednings- og utstyrskort for barn under 1 år.

Pris 40 øre.  
1945  
TROMSØ

125

Porto

Til Forsyningsnemnda i

Utfylles med blekk.

Morens etternavn: Jacobson

Fornavn: Aubjörg Fødselsår og datum: 4-1-1945

Nøyaktig bostedsadresse: Bjørnøygt 21.

Undertegnede lege/jordmor attesterer at Aubjörg Jacobson er svanger i 4 m.

Tromsø den 5/12 1945

TROMSØ  
FORSYNINGSNEMNDA  
(U. K. K. K.)  
(Underskrift)

**ADDENDUM TO NORWEGIAN RATION STATIONERY ARTICLE**  
Frederick A. Brofos

There is an addendum to the Norwegian Ration Application Postal Stationery article by F. A. Brofos. Referring to the September article in LUREN on this subject add, under the list of the formular cards, under no. 5:

1942/45 4 types, including 2 with printer imprint (E. M. IX-44 and 1000 000 E. M. 11-45.

E. M. VI-45. 25000

V.C. 21. no. 10

# KAKEKORT

for tyske militære.

Gyldig inntil videre.

På hvert merke fås kjøpt enten 50 g fylte kaker eller 40 g kranskekake, makroner, marerengs o. l. eller 32,5 g av alle andre kakearter eller 1 stk. smørbrød.



Forsyningsdepartementet  
Direktoratet for proviantering  
og rasjonering

# KUCHENKARTE

für die deutsche Wehrmacht.

Gültig bis zum Widerruf.

Auf jede Karte können gekauft werden: entw. 50 gr gefüllte Kuchen oder 40 gr Makronentorte, Makronen, Marerengs u. d. m. oder 32,5 gr von anderen Kuchen z. B. trockene Kuchen, Plundergebäck oder 1 Stück Butterbrot.

BEKORATET FOR PROVIANTERING OG RASJONERING  
Kuchenkarte

BEKORATET FOR PROVIANTERING OG RASJONERING  
Kuchenkarte

BEKORATET FOR PROVIANTERING OG RASJONERING  
Kuchenkarte

10 9 8 7 6 5 4 3 2 1  
TEW TEW TEW TEW TEW TEW TEW TEW TEW TEW

Ekstrakort for skotøy m. v. TYSKE MENN OVER 18 ÅR

BEKORATET FOR PROVIANTERING OG RASJONERING  
T. K. XII

BEKORATET FOR PROVIANTERING OG RASJONERING  
T. K. XI

BEKORATET FOR PROVIANTERING OG RASJONERING  
T. K. X



# POTETKORT

for tida 30. aug. 1943 til 24. sep

For å være gyldig må kortet være stemplet av forsyningsinnehaverens navn og adresse ført på. - På hvert merke fås mengder som avdelingen til enhver tid bestemmer. - Det i 1 uke på for 3. Merkenes gjelder i den uken de lyder i 3 neste ukr. - Disse merker gjelder ikke. - Salg, kjøp og overdragelse av kort er

NÆRINGSDEPARTEMENTET  
Avdelingen for proviantering  
og rasjonering



# Tilleggskort for kaffeerstatning

for tida 4. oktober til 26. desember 1943

NÆRINGSDEPARTEMENTET  
Avdelingen for proviantering og rasjonering

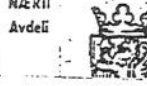
20. kortperiode

10 gram smør eller margarin	10 gram smør eller margarin	10 gram smør eller margarin
10 gram smør eller margarin	10 gram smør eller margarin	10 gram smør eller margarin
10 gram smør eller margarin	10 gram smør eller margarin	10 gram smør eller margarin

Næringsdepartementet  
Direktoratet for proviantering og rasjonering

## Reisekort for dager

På hvert merke fås kjøpt 40 g harde brød, - eller 65 g mykt brød, men ikke mel, gryn, erter m. v.



# Tilleggskort for fett for kjepparbeidere



6. periode for kjøttkort - I. del.

# TUNGARBEIDERKORT

# Kjøpekort for kjøtt m. v. for tungarbeidere

NÆRINGSDEPARTEMENTET  
Avdelingen for proviantering og rasjonering

Verschiedenes

Wurst

Rauchwaren

Inhaber:

Gültigkeit:

Nr. 2251

## Anweisung für Durchreisende

Gültig für einen Wochenbezug in dem Deutschen Laden Hieron. Heyerdahlgate 1. (Rathaus)

Der Reichskommissar für die besetzten norwegischen Gebiete

Abteilung Ernährung u. Landwirtschaft

Fett

Brot

+ Norw. Fettmarken

+ Norw. Brotmarken

Serie VI

# KJØPEKORT

for brennevin og vin

for sivile tyske statsborgere, utstedt av der Reichskommissar für die besetzten norwegischen Gebiete.

Ved kjøp i utsalg klippes for en hel flaske et helt merke og for en halv flaske et halvt merke. Ved skriftlig bestilling innsendes kjøpekortet til vedkommende monopolutsalg.

De mengder som kan kjøpes blir fastsatt terminvis. Det er strengt forbudt å selge, kjøpe eller på annen måte overdra kort. Kortet er bare gyldig når det er nøyaktig utfyllt, undertegnet av innehaveren, stemplet og signert av utsæderen.

**LØSE MERKER GJELDER IKKE**

Forretningsstempel (navn)

8 877 - H.C.D.

É. M. X. 44. 400.000.

Vend!



Søknad om sykkelgummi fra:

Efternavn: *Anders Importkompani A/S,*

Fornavn: .....

Adresse: *Strandgt. 38, Tromsø.*

Født (år og datum): .....

(Utfylles av søkeren.)

Bevitnelse av gitte opplysninger.

Riktigheten av de opplysninger som søkeren har gitt på denne søknad om bolig, arbeidssted/skole og reiseavstand i km. bevitnes.

Eventuelle opplysninger: .....

.....

.....

.....

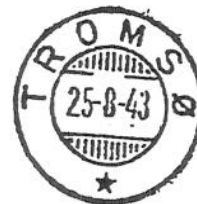


den *1* / *194*

*Anders Importkompani X*

(Arbeidsgivers eller klasseforstanders underskrift.)

Bevitnelse må være undertegnet ved søknadens innsendelse.



Til forsyningsnemnda

i *Tromsø.*

*Tromsø.*

NORWEGIAN POSTAL STATIONERY RARITIES

Frederick A. Brofos sent along a photocopy of an interesting rarity. Here he writes, "Undoubtedly the most spectacular error in the field of Norwegian postal stationery occurs on one of the special application cards for rationed goods, issued during WW II. The card is an application card for permission to buy bicycle tires (sykkelgummi), catalog number 7-I in the Norwegian catalog, where the stamp was accidentally printed upside-down in the lower-left corner. Postmarked at Tromsø on 25.8.43, it may well be the only surviving example of this invert, as the archives of the ration offices were mostly destroyed shortly after the war.

Another interesting error occurs on an application card for a bicycle, catalog 8-V, where the text on the reverse is completely missing. Since it is blank, it would, of course, not make a suitable illustration!

The application card for half-soling of shoes, catalog 1-XV, also exists without any stamp impression at all.

The double set of figures on the stamps of most of these cards make them look like semi-postals. In a way, they are; the extra fee went to the Ration Office to cover administrative costs. Considering the huge numbers printed, the number of errors that slipped through has been remarkably small.

Of these three errors, only the first-mentioned is recorded in the Catalog of Norwegian Postal Stationery, published in 1980 by the Oslo Philatelic Club, but since I have seen the other two personally, I know they exist as well.

Envelopes printed to private order.

Envelopes printed for private firms, with the approval of the Post Office, by the Stamp Printers (Centraltrykkeriet up to mid 1895, then Chr. H. Knudsen until 1937, thereafter Emil Moestue A/S). The plate numbers refer to the equivalent adhesives as listed in the "Catalogue of the Postage Stamps of Norway" by Oslo Filatelist Klub.

1890? Posthorn. Norge without serifs. (plate II).  
For: Norges Sjøfartstidende (a Kristiania newspaper). Address printed on front.

P-1 5 øre blue-green on grey ----- Unused Used



- 1890? Posthorn. Norge without serifs. (plate IV).  
For: Norges Sjøfartstidende. Address printed on front.  
P-2 10 øre carmine on grey -----
- 1890? Posthorn. Norge without serifs. (Listed in Ascher catalog). *Not seen*  
P-3 5 øre green and 10 øre carmine (~~ENTER FOR P-1 + P-2?~~) -----
- 1898? Posthorn. Norge with serifs.  
P-4 3 øre yellow-orange -----
- 1898? Posthorn. Norge with serifs. For: Johan O. Larsen.  
P-5 5 øre green -----
- 1898? Posthorn. Norge with serifs. (plate II). For: Olaf Sjølie, Aasta.  
P-6 10 øre carmine -----
- 1898? Posthorn. Norge with serifs (plate II).  
For: Karl A. Jensen, Kristiania. (large Meat & Fish dealer).  
P-7 10 øre carmine -----
- 1898? Posthorn. Norge with serifs  
For: Karl A. Jensen, Kristiania. (Seen postmarked Jan. 9, 1902).  
P-8 20 øre blue on white -----
- 1921? Posthorn. Reengraved die (distinct wings).  
For: "Skogbrand." (Oslo insurance company).  
P-9 20 øre olive -----
- 1922? Lion Rampant, type of 1922 adhesives (line under ØRE).  
For: Borgestad Fabrikker, Borgestad.  
P-10 20 øre red-violet -----
- 1922? Lion Rampant, as on P-10.  
For: Ingwald Nielsen, Kristiania. (large Hardware store).  
P-11 20 øre red-violet -----

1926? Lion Rampant, type of 1926 adhesives (without line under ORE).  
For: Namdals Privatbank, Namsos.  
P-12 20 øre red-violet

1928? Lion Rampant, type of 1926 adhesives. (Seen postmarked Nov. 28, 1928).  
For: Namdals Privatbank, Namsos. (Bank, dissolving).  
P-13 20 øre red on greyish (slight blue inside)

### Official Envelopes printed to special order

Envelopes printed to special order for various Government agencies and officials.

#### Christiania Health Commission

1891? Posthorn. Norge without serifs (plate III).  
OE-1 5 øre green



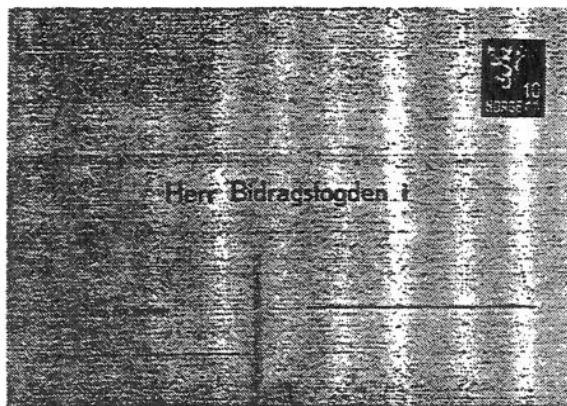
1896? Posthorn. Norge with serifs.  
Printed address on front: "Christiania Sundhedskommission." Diagonally laid paper with watermark "TAUBEN POST" and pigeon with letter in beak. Size a.  
OE-2 5 øre green on white laid paper

1898? Posthorn. Norge with serifs.  
Printed address on front: "Kristiania Sundhedskommission."  
OE-3 5 øre green on white

A forerunner of the private envelopes of the Christiania Health Commission was the regular issue of 5 ore envelopes of 1877 with a "corner-card" consisting of "Christiania Sundhedskommission" in two lines within a one-lined frame with corner ornaments. This was all printed in black in the upper left corner.

#### Oslo Health Board

1937? Lion Rampant. For use of "Oslo Helseråd."  
OE-4 10 øre green





**To Local Official from Midwife**

1937? Lion Rampant, similar to 1937 adhesives, but typographed. Printed  
on front: "Hr. Bidragsfogden i . . . fra Jord Mor . . .". Size a. Printed  
OE-5 10 øre green on grey (violet inside) \_\_\_\_\_  
OE-6 20 øre red \_\_\_\_\_

**From the Revenue Stamp Controller**

1938? Lion Rampant. Printed on front: "Fra Merkelovens tilsynsmand i . . ."  
OE-7 20 øre red on blue (size b.) \_\_\_\_\_  
OE-8 20 øre red on brown-yellow (size b.) \_\_\_\_\_

**From the Inspector of Fisheries**

1938? Lion Rampant. Printed on front: "Fra Fiskeriinspektøren:"  
OE-9 20 øre red (size a.) \_\_\_\_\_  
OE-10 40 øre grey (large size) \_\_\_\_\_  
OE-11 60 øre bluegreen (larger size) \_\_\_\_\_

**Norway's Waterways and Electricity Authority**

Special envelopes for use in correspondence with the Hydrographic Department in Oslo of "Norges Vassdrags og Elektrisitetsvesen." The envelopes bear on the front the printed address of the Authority—all in upright capitals on OE-12 and in slanting capitals and small letters on OE-13. The type on OE-14 is different and a bit wider than on O-12.

1940? Lion Rampant. Typographed.  
OE-12 20 øre red on white \_\_\_\_\_

1941? Lion Rampant. Typographed. Overprinted with black "V" (for Victory) like adhesives.  
OE-14 20 øre red on white \_\_\_\_\_

1944? Lion Rampant. Typographed.



OE-14 20 øre red on yellowish white \_\_\_\_\_

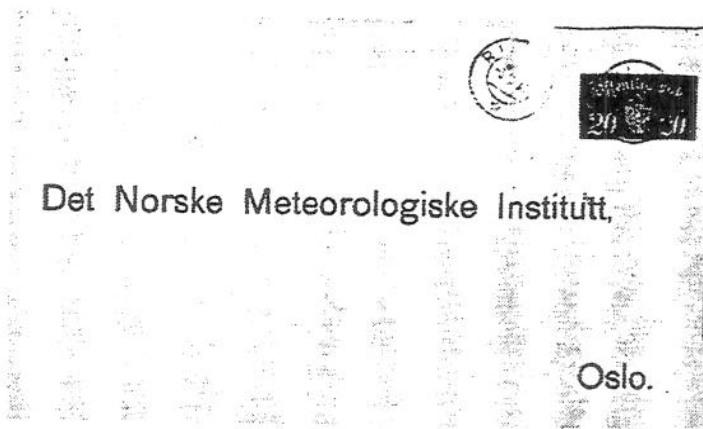
**The Norwegian Meteorological Service**

Special envelopes for the use of Weather stations and the like, in sending in reports to the Norwegian Meteorological Institute at Oslo ("Norges Meteorologisk Institutt").

All envelopes bear the printed address of the Institute, at first in Oslo and later at Blindern, on the front. In the beginning the envelopes were imprinted with regular stamps, but later on these were superseded by envelopes bearing Official stamps. In general the envelopes come in two sizes: a. ordinary size: (158x113 mm.) and b. long size: (246x125 mm.) both with variations. The dates refer to the earliest postmarked items that I have seen. Earlier dates probably exist.

1934. Lion type stamp. Size b.  
OE-15 20 øre red on buff (Sept. 1, 1934) \_\_\_\_\_  
OE-16 40 øre grey on buff \_\_\_\_\_

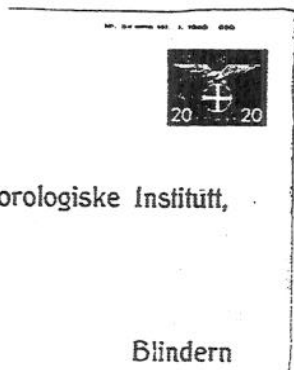
1935. Large official stamp. Size b.



- OE-17 20 øre red on buff (March 4, 1935) \_\_\_\_\_
- OE-18 20 øre red on white \_\_\_\_\_

1938. Smaller official stamp. Size b. Address imprint: Oslo.

- OE-19 20 øre red on white (March 7, 1938) Clear print \_\_\_\_\_
- OE-20 40 øre grey on white \_\_\_\_\_

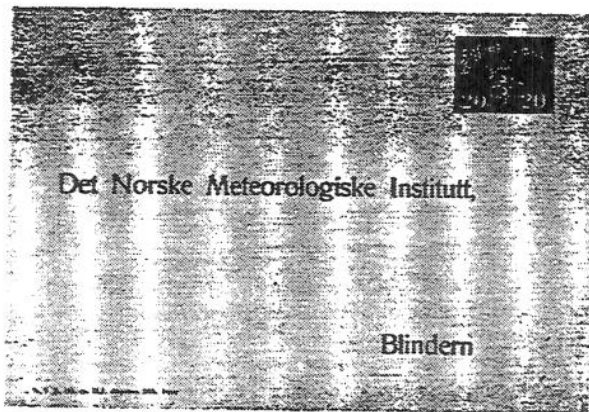


1943. Quisling official stamp.

- OE-21 20 øre red on white (Imprint Jan., 1943) Size a. \_\_\_\_\_
- OE-22 20 øre red on grey-white (Imprint Jan., 1943) Size b. \_\_\_\_\_
- OE-23 40 øre dark grey on white (Adhesive of this type issued March 1, 1943) Size b. \_\_\_\_\_

1944. Small official stamp, type of 1938. Size b. Address imprint: Blindern.

- OE-24 20 øre red on white. Unclear print. \_\_\_\_\_



1945. Small official stamp. Size a. Grey cross-hatching inside envelope.  
 OE-25 20 ore red on grey-white (Imprint March, 1945) \_\_\_\_\_  
 According to imprints on them, there were printed the following quantities, for  
 OE-21: 500; OE-22: 5000; and OE-25: 1000.

### Postcards printed to private order

Postcards printed for private firms, with the permission of the Post Office, by the Stamp Printers (Chr. H. Knudsen to 1937, followed by Emil Moestue A/S).

1910: Posthorn. Typographed. Printed for: (Listed in the Ascher catalog).  
 PP-1 10 øre carmine \_\_\_\_\_ *Den Norske Credit bank* \_\_\_\_\_

#### Oslo Electricity Works

Questionnaire cards—the Message card bearing instructions for the subscriber to fill in the spaces on the Reply card regarding meter-readings etc.

The rouletting to divide the cards at the top was, on PP-2, apparently done while printing the 5 ore stamp, as the roulette marks are in the same red-violet color. On PP-3 the rouletting is green and seems to have been done when the 10 øre stamps were printed.

Curiously enough, a 5 ore die with old wing types, like those used around 1898, was used on PP-2 and 3. This was changed on PP-4 to a new die with the 1910 type wings with distinct feathers.

The Message card bears a 5 ore stamp—the rate for a Printed Matter postcard sent locally. A 10 øre stamp (local rate for a written postcard) was needed on the Reply, as the subscriber had to write on it. The 5 øre stamps are in the Posthorn, the 10 øre in the Lion design.

1942 (Oct. 15). Typographed. Postcard with paid reply.  
 Reply card with printed address to: "Oslo Elektrisitetsverk."

PP-2a 5 øre red-violet on white (Message card) \_\_\_\_\_  
 Reverse text starts: "Norges Vassdrags"  
 b 10 øre green on grey (Reply card) \_\_\_\_\_  
 Heading on front: "SVARBREVKORT"

1943? Typographed. Postcard with paid reply.

Reply card with printed address to: "Oslo Elektrisitetsverk."

PP-3a 5 øre red-violet on grey (Message card) \_\_\_\_\_  
 Reverse text starts: "Av hensyn til"  
 b 10 øre green on grey (Reply card) \_\_\_\_\_  
 Heading on front: "SVARBREVKORT"

1945 (Oct. 9) Typographed. Postcard with paid replay. This card is in three sections.

Reply card with printed address to: "Oslo Lysverker" (new name).

PP-4a 5 øre red-violet on white \_\_\_\_\_  
 Reverse text starts: "STRØMRASJONERINGEN"  
 b 10 øre green on white \_\_\_\_\_  
 Heading on front: "SVARBREVKORT"



A firm connected with the electricity system of Oslo. Questionnaire cards for meter-readings were sent to subscribers. In 1947 the postage rates for local delivery were discontinued altogether, and the rate for Printed Matter postcards rose from 5 to 7 øre and for written postcards from 10 to 15 øre. This explains the difference in the rates on the previous and the following double-cards. The 7 øre stamps are in the Posthorn, the 15 øre in the Lion design. On the 7 øre cards, an effort was made to imitate the modernized Posthorn design of the current photogravure adhesives, and the background of vertical lines in the central oval have been discarded, together with the second (inner) border-line which appeared on the older issues. PP-5 is joined together at the bottom, where a perforated line helps the tearing apart of the two portions. On PP-6 the joint and perforated line is at the top.



1947? Typographed. Postcard with paid reply. Message card with heading "TRYKKSÅK."

The last line on the reverse of the reply card reads "Postadresse:".

PP-5a 7 øre green on grey. (Message card) \_\_\_\_\_ ————  
 b 15 øre olive-brown on cream (Reply card) \_\_\_\_\_ ————

1918? Typographed. Postcard with paid reply. Message card with heading "TRYKKSÅKER".

The second line on the reverse of the reply card starts "Adresse:".

PP-6a 7 øre green on cream (Message card) \_\_\_\_\_ ————  
 b 15 øre olive-brown on cream (Reply card) \_\_\_\_\_ ————

#### Oslo Filatelist Klub

Cards for notifying members of forthcoming meetings. In the same color as the stamp there appears, in the upper left corner, the word "Trykksak" (Printed Matter), and in the lower left corner, the emblem of the club (a globe, before which stands "Queen Philately" holding a posthorn).

1947. Posthorn. Photogravure.  
 PP-7 5 øre red-violet on white \_\_\_\_\_ ————  
 1947. Lion Rampant. Typographed.  
 PP-8 10 øre green on white \_\_\_\_\_ ————  
 1952 Posthorn. Typo.  
 PP-9 10 øre gray on white \_\_\_\_\_ ————  
 PP-10 15 øre brown on white (1956) \_\_\_\_\_ ————

#### Later Issues. Posthorn .Typo

PP-11 15 øre brown on gray (Kulturforlaget, Oslo)  
 PP-12 15 øre brown on gray (Norsk faglitteratur, Oslo)  
 PP-13 20 øre green on gray (Hadelands elektr. verk, Jaren)  
 PP-14 20 øre green on gray ( Glitne ins. co., Oslo)  
 King Olav. Typo  
 PP-15 25 øre green on gray (Glitne ins. co., Oslo)

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# Karl A. Jensen

— Specialforretning i Vildt og Fisk —  
Torvgaden 5 a, KRISTIANIA

PRIVATE POSTALSTATIONERY



## TRYKKSÅK

Oslo Mj.

Poststemplets dato

Vedr. måleravlesning.

Vi ber Dem på vedheftede kort snarest mulig notere hva måleren (telleverket)



CO. LTD.

ATA 11

OSLO

*Norges Vassdrags- og Elektrisitetsvesen*

*Hydrografiske afdeling*

OSLO



TRYKKSAKER



TRYKKSAKER



T:1



OSLO TRYGDEKASSE

Tordenskjoldsgt. 12

OSLO



Official Postcards printed to special order

Postcards printed to special order for Government agencies.

**The Directorate for Employment and Unemployment-Insurance**

1937? Official stamp. Printed on front: "Direktoratet for Arbeidsformidling og Arbeidsløshetsstrygd, Oslo."  
OP-1 7 ore orange

List of Military Official Cards

These postage free Army postal cards were printed in black for mobilization purposes and in blue for general use. Coat of Arms at top right. "Militaert Tjenestebrevkort" across top center. Instructions arranged vertically at left and right or left only. No value expressed. These cards have more directions on them than any other postcard I have seen, and after reading them all, it is nice to think of the simple yet just as effective phrase we use on such material today: "Penalty for private use-\$300." The inscriptions translate as follows:

Vertically on left side of doublecards (message card only):

"This postcard must only be used for military official business. Besides officers and civilian military officials, they may also be used by the Army's permanently paid non-commissioned officers and veterinarians, who are granted the right to certify the franking privilege for the contents in accordance with the Royal Resolution of March 28, 1883. The certification occurs by the sender personally writing his name and position.

That official who, with intent to defraud, issues a franking privilege certification for messages which deal with matters other than what are granted free postage by Law, will be punished in accordance with the Criminal Law, Chapter 24 Par. 27, consult Par. 32. according to the circumstances with loss of office, dismissal, prison or fines. If he has not engaged with intent to defraud, he will pay a fine from 2 to 20 Kroner."

Vertically on right side of doublecards (message card only):

"When sending official postcards with attached reply card, the sender himself shall write his name and address on the reply card. The reply card can then be severed by the addressee and returned separately."

Vertically on left side of doublecards (reply card only) and on single cards the same text but "postcard" instead of "reply card" in first line of text.

"This Reply card can be sent without the adding of a franking privilege certification, when the addressee's name and position have been added by the addressee himself. It will not be considered for postage due by the sending or receiving postoffice, unless one perceives it to deal with matters other than military official business. Should the addressee, after receiving it, find, that it deals with something else, he must return it to the nearest postoffice, which will then charge it with 20 ore postage due and return it to the place of origin, where the mentioned sum will be collected from the sender. If the addressee disregards the returning of a reply card which deals with matters other than postage-free business, he risks being held to account."

Horizontally across top on the single mobilization cards:

"Military Official Postcard  
(Mobilization card)

The Addressee must be an officer or an NCO with permanent pay."

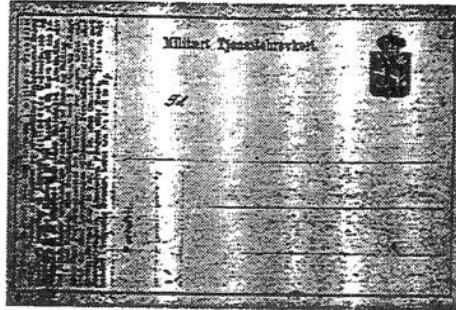
Horizontally on reverse of the single Mobilization cards:

"From roll no. \_\_\_\_\_,  
belonging to \_\_\_\_\_ platoon of \_\_\_\_\_ company district  
of \_\_\_\_\_ battalion (corps).  
Residence from \_\_\_\_\_ / \_\_\_\_\_ 18 \_\_\_\_\_ : \_\_\_\_\_  
Post office and address: \_\_\_\_\_  
Other information: \_\_\_\_\_  
Sent the \_\_\_\_\_ 18 \_\_\_\_\_

Note: To be sent by the soldiers right after October moving day and to accompany the report of the unit non-commissioned officer."

For general use

In the second line of the heading, the double cards (postcards with paid reply) have the additional text "med Svar." on the message card, and "Svar fra.." on the reply.



1883/84. Old Coat of Arms with almost square shield. No year date imprint.

MC-1 Blue on buff .....

MC-2 blue on buff. Double card. ....

1885. New type lettering, but same arrangement. Year date in lower left corner.

MC-3 Blue on buff .....

1885. Year date in lower left corner on message card only.

MC-4 Blue on buff. Double card. ....

1887. Year date in lower corner.

MC-5 Blue on buff .....

1889. Year date in lower left corner on reply only.

MC-6 Blue on buff. Double card .....

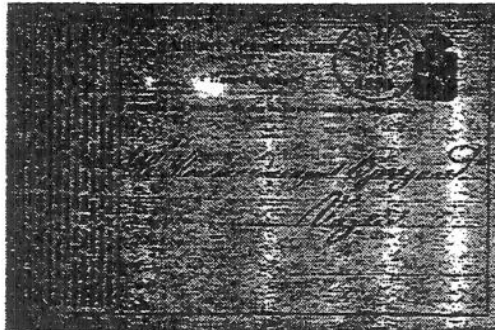
For mobilization purposes (Mønstringskort)

1883/84. Old Coat of Arms with almost square shield. No year date imprint.

MM-1 Black on buff .....

1887. Year date in lower left corner.

MM-2 Black on buff .....



1888. Year date in lower left corner.

MM-3 black on buff .....



1924. New pointed spade-shaped shield at top right.

MM-4 Black on buff .....

MM-4 seems to be the last of the postage-free military official cards. The next mobilization card which I have seen is from December, 1928—a formular card with space for affixing an official postage stamp. Text in country dialect.

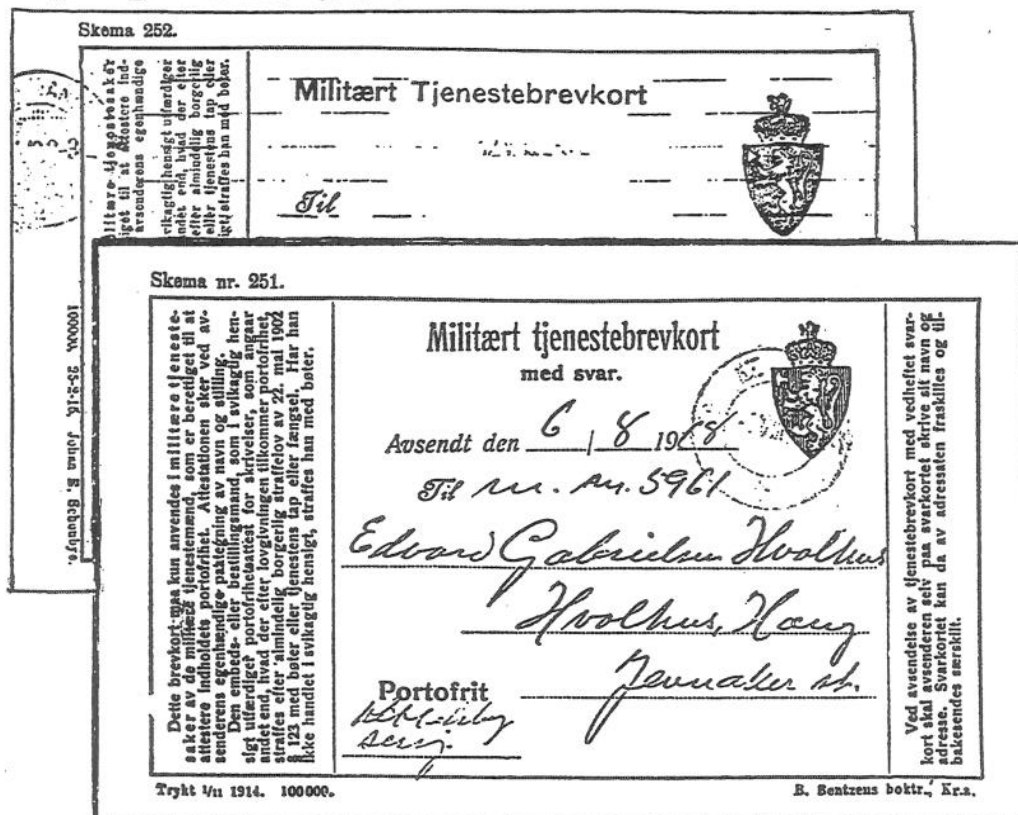
# Norwegian Military Postal Stationery

By Frederick A. Brofos (H-11)

"There is something about a soldier," goes an old song, "something about a soldier which is fine, fine, fine!" Also in the philatelic field anything connected with the Army has always been considered particularly fine, whether it be a cover opened by military censor, a fieldpostmark, or specially issued military stamps or postal stationery. Without attempting to make a psychological analysis, suffice it to say that this extra interest in things military is probably due to the old glamour, glory and excitement which surrounds the armed forces of all countries.

The collector interested in Norway finds eventually that the Norwegian Army, although small, has also left its mark on philately. Prominent are the fieldpostmarks. These have been dealt with in several articles in past issues of "The Posthorn" (Jan., Apr., 1956), which I later expanded into a comprehensive chapter on the subject for the Norwegian Handbook, volume III ("Norske Filatelistika").

Let us now take a look at Norwegian military postal stationery which, surprisingly enough, dates back to 1883. The earliest items are postage-free postcards printed in blue for general use by the army and in black for mobilization orders. These cards carry more instructions for their use and warnings against their misuse than one cares to read off-hand. Just one short, but effective, sentence has been used on similar material in America, namely, "Penalty for private use—\$300".



The illustration shows several of the later cards, from 1914/15. A list of most of the varieties may be found on pages 102-104 in volume 24 of the Billig Philatelic Handbooks. (I hope to make a revised list for "The Posthorn" at a later date.)

The postage-free military cards were apparently superseded by similar



cards, upon which an official postage stamp had to be affixed. Such a card has been noted, used in December 1928. It is a mobilization card, printed in black, with the text in country dialect. In the years following, other cards were probably also issued, but have gone unrecorded.

A new type of mobilization card was introduced sometime after World War II. It was a true postal stationery item, with imprinted 15 øre official postage stamp. The exact date of issue is uncertain, but a Post Office circular of October 1, 1952 mentions that the Defense Department has had a supply of these 15 øre "Krigstjenestekort" (War Service Cards) overprinted to 20 øre. My guess is that, rather than a surcharge, an additional 5 øre "O. S." official stamp (Scott type O5) was imprinted to the left of the old stamp. I imagine that another card was produced in 1955 for the postage increase to 25 øre and that this in turn was revalued with an additional 10 øre official stamp to meet the postage increase to 35 øre in 1962. Regular cards with a single 35 øre "OFF. SAK" stamp (Scott type O6) were issued in 1963. There are three main types of these mobilization cards Pink card (Mob. form 3-1)—exempted from reporting; blue card (Mob. form 3-2)—not to report for 1 or 3 months; green card (Mob. form 3-3)—not to report until further orders. The cards I have seen are listed as follows:

	<b>KRIGSTJENESTEKORT (KTK)</b>		Mobblankett 3-3 (5-12. 1966)
	NB! Ta omhyggelig vare på kortet. Det gjelder til nytt kommer. Blir det gitt ordre om mobilisering etter ¼ 19..... skal De ikke møte før etter nærmere ordre. Etter mobiliseringen skal De fortsatt sørge for at Forsvaret kjenner Deres adresse.		
Nr/ Yrk/ Navn Adresse		<b>SVARKORT</b>	
	Fra Nr/Årskl.....  Navn.....  .....	Til  .....  .....  .....	
(Avdelingen stempler og fyller ut)			VEND!

Date imprint 25.6.1963. State language. Colored rouletted dividing line printed across back of card.

C1. 35 øre green on green

Date imprint 28.12.1963. Rural language. Colored rouletted dividing line printed across front of card.

C2. 35 øre green on green

Date imprint 5.12.1966. State language. Colored rouletted dividing line printed across back of card.

C3. 40 øre violet on green

Date imprint 5.12.1966. Rural language. Colored rouletted dividing line printed across back of card.

C4. 40 øre violet on green

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No date imprint. (Noted May 1965). State language. Colored rouletted dividing line printed across front of card.

C5. 40 øre violet on light blue

No date imprint. (Noted May 1968). State language. Colored rouletted dividing line printed across back of card.

C6. 40 øre violet on (darker) blue

No date imprint. (Noted May 1965). State language. Colored rouletted dividing line printed across front of card.

C7. 40 øre violet on pink

No date imprint. (Noted May 1968). State language. Colored rouletted dividing line printed across back of card.

C8. 40 øre violet on pink

These cards are actually double cards, but there is a stamp only on the reply card. When sent out at mobilization time, the card was enclosed in a military stamped envelope (described later on as E1 to E14). The first part of the card was retained by the recipient like a draft card, while the franked reply card was torn off, filled in and immediately returned to the military authorities. The cards carry the threat that, if these instructions were not fulfilled, the culprit would be punishable by the Military Penal Code, paragraph 46. In other words it wasn't healthy to hang on to that stamped reply card, even if you were a philatelist.

The difference between the two languages can be seen in the following examples from the card text. State language (Riksmål): Fra, tjeneste, stempler. Rural language (Landsmål): Frå, teneste, stemplar. However, it is not always that words are so similar, and learning both languages is no simple task.

Unfortunately, these interesting stamp-imprinted cards were apparently superseded by postage free cards similar to the postage free military envelopes introduced in 1968.

M-skjema 2

**Militærsak, haster.**



Mob.-stj. P 6

Dette brevet ekspederer Postverket uten portomærke når militær befalingsmann eller avdeling er ferd opp på konvoluttens bakside.



Senderen må være militær tjenestemann eller avdeling. Han skal sette navn og adresse på baksida her. Postverket tar seg da av brevet uten portomærke.



For adressaten sjuk eller borte, må husfolkets hams åpne konvoluttet og sørge for at han får kjennskap til innholdet.

**Militærsak, haster.**

Må ikke sendes utenlands.

Military envelopes, to which adhesive official stamps had to be affixed for postage, were in use in Norway in the 30's. These (form 5 II) envelopes may be found with the old or the new coat of arms, as well as with or without an address-window. Another type was headed "Military matter, urgent". One printed in January 1940 (form 2) needed no stamp, while one from about 1954 (then called form F6) had a square space for an adhesive stamp.

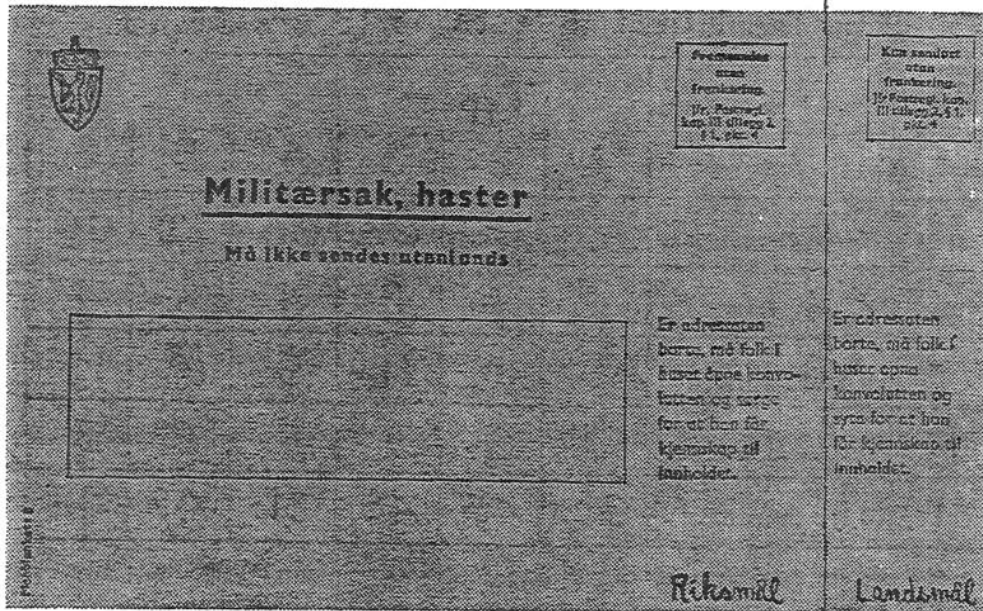


Military envelopes with imprinted official stamp seem to have come into use in the 50's. The envelopes (all with windows) that I have seen, are listed as follows:

- 1952 (?) "Offentlig sak" stamp (Scott type O3). State language.
- E1. 25 øre red on brown
- 1952 (?) Similar, but Rural language
- E2. 25 øre red on brown
- 1954 (?) "O. S." stamp (Scott type O5). "Mob.-skj. F5" above stamp. State language.
- E3. 30 øre red on brown
- 1954 (?) Similar, but Rural language.
- E4. 30 øre red on brown
  - a. 30 øre red on cream
- 1956 (?) Similar, but "Mobskjema 5" above stamp. State language.
- E5. 30 øre red on brown
- 1956 (?) Similar to E5, but with added stamp imprint in "OFF. SAK" type (Scott O6). Space between stamps varies considerably. State language.
- E6. 30 øre red + 5 øre lilac on brown
- 1956 (?) Similar to E4, but with added stamp imprint (Scott O6). State language.
- E7. 30 øre red + 5 øre lilac on brown
- 1956. "OFF. SAK" stamp (Scott O6) from now on. State language.
- E8. 30 øre red on brown
- 1957. "Mobskjema 5" at bottom left. State language.
- E9. 35 øre (darker) red on brown
- Similar, but with "Mobskjema 5" above shield at upper left, and additional imprinted stamp. State language. (Presumably also exists without the added stamp, but not seen).
- E10. 35 øre red + 10 øre grey on brown



1964. Rate increase. Rural language.  
 E11. 50 øre red on pink
1964. Similar. State language  
 E12. 50 øre red on pink  
 a. for Østfold infanteriregiment nr. 1  
 b. for Transportregimentet Mysen
- 1965 (?) Further rate increase. State language. Smooth paper. (A reissue in 1968 is on rougher paper and has typographical differences at lower left).  
 E13. 60 øre dark red on pinkish brown
- 1965 (?) Similar. Rural language. Smooth paper.  
 E14. 60 øre dark red on pinkish brown.



These envelopes with imprinted official stamp were superseded in mid-1968 by envelopes which, instead of a stamp, had a printed box reading (in translation): "May be sent without postage. See Postal regulations, chapter III, supplement 2, par. 1, point 4". These latter envelopes were also printed in either of the two Norwegian languages.

As this review of the military postal stationery of Norway draws to a close, one realizes the possibility that other interesting units may exist which are not yet on the rolls. Reports of additional material will help to complete the picture of this little known but important field.

At first, I had intended to entitle this article "Apples from the Forbidden Tree" or perhaps "My Ugly Ducklings". However, for the sake of easy reference in the index, I finally decided to just call a spade a spade.

It is a curious coincidence that, in the same year of 1983, Norway discontinued and the USA reissued its official stamps and stationery. There is, nevertheless, still one set of Norwegian official cards which will continue on with future varieties. I mean the little-known Official Post Cards of the Norwegian Postoffice. They have been continuously in use since long before the regular stamped official stationery, but being rather difficult to acquire, as well as being rather spartan in appearance, they have been generally overlooked by collectors. It is quite remarkable how many variations have been produced of this simple design just by rearranging the various elements.

The postage-free cards are used for official correspondence (when a letter is unnecessary) between Norwegian post offices and the public, and probably inter-office as well. A long time ago I decided that these Government-issued cards deserved to be recorded. Herewith is the result of my efforts which are based on a collection largely made up of cards begged from startled postal clerks over the years. The cards were never for sale, of course, and doubtless were not supposed to be given away either. As I was usually the first person ever to have requested one, the P. O. clerks usually were kind enough to give me an example. However, sometimes there were embarrassing delays while they went away checking with supervisors. The dilemma was occasionally solved by claiming no such cards were on hand. Once, I remember a clerk postmarking the card and adding a large ink cross over the front, I suppose she thought to avoid any possible misuse.

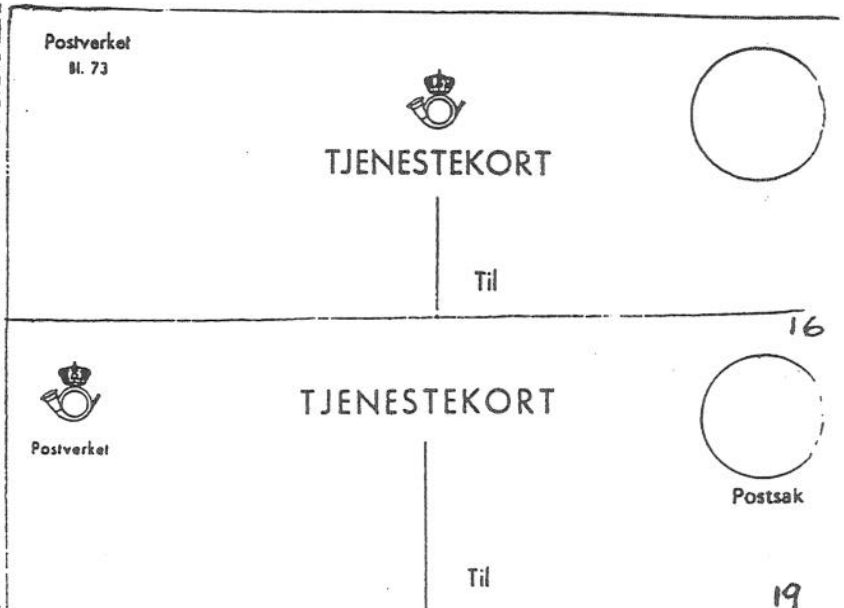
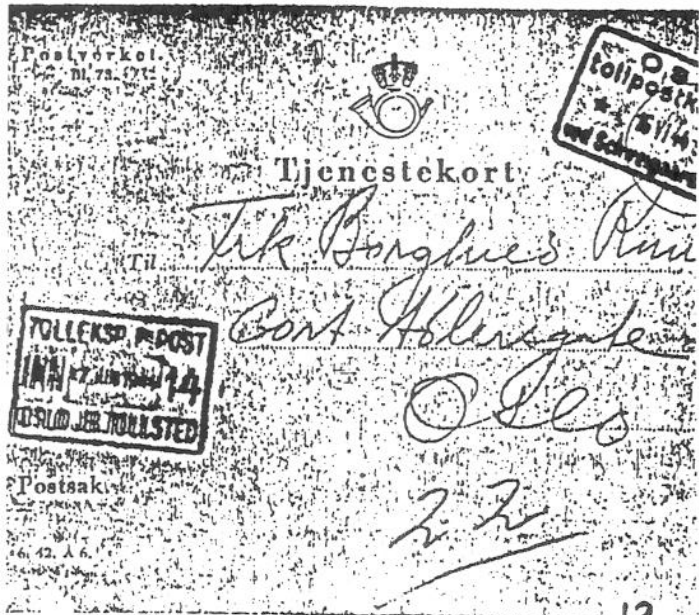
A small list of the various card varieties known to me in 1952 was published in the Billig Philatelic Handbook Series, Vol. 16, but needs the following updating.

All cards are "Form. no. 73", and black on buff, unless otherwise noted. There is a print date at the top left of cards no. 1 and 2, and in the bottom left corner of the rest. "Postsag" (Postal Matter) appears on nos. 1-5, "Postsak" thereafter. No. 9 has "Det norske postvesen", the rest "Postverket". The following list shows the exact text of the imprint line. Interestingly enough, the approximate printing quantity is shown on some issues and it runs close to a half million on the last issue seen. From card no. 11 on, a crowned posthorn has been added. No. 15 is on cream colored stock, while no. 17 and thereafter are on white stock. However, only no. 17 bears the watermark "POST", like the regular stamped postal cards of the period. I would not be surprised if other varieties exist, if I were to wait to run across them, I'm afraid this list would be delayed another 25 years! Incidentally, similar P. O. cards have been used by Sweden and possibly by other Nordic countries also.

LIST OF CARDS, with exact text of the imprint line:

- |                            |                               |
|----------------------------|-------------------------------|
| 1. July 00                 | 11. 10.41.A6.                 |
| 2. Decbr. 00               | 12. 6.42.A6.                  |
| 3. Aug. 02.                | 13. 11.48.A6.                 |
| 4. Marts 04.               | 14. 1-49. A6.                 |
| 5. Marts 1905.             | 15. 9-53. A6. 320 000.        |
| 6. Mai 1909. 6a, Mai 1914. | 16. 3-55. A6. 240 000.        |
| 7. Oktbr. 1918.            | 17. 5-58. 400 000.            |
| 8. Sept. 1920              | 18. 480 000. 11-68 Sem        |
| 9. Juli 1929               | 19. Bl. 73. 496 000 8-79. Sem |
| 10. 2. 40. A6              |                               |

LUREN's readers are encouraged to submit descriptions and/or photocopies of other varieties of these cards, for the purpose of augmenting Mr. Brofos' list.



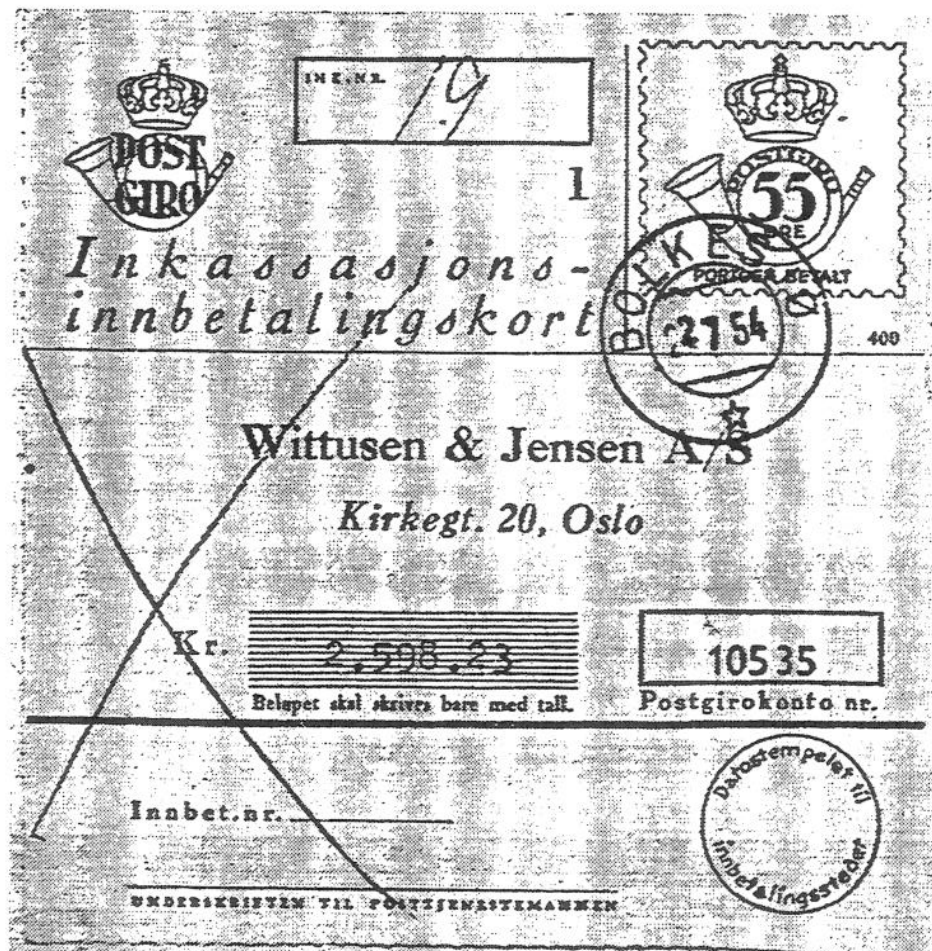
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THE POSTHORN

## Some Little-Known Norwegian Postal Stationery

By Frederick A. Brofos

There is an interesting group among the postal stationery of Norway which has been largely overlooked, possibly because it is unfamiliar to most collectors. I am thinking of certain cards which were known in Norway to the limited circle that used them, as "Postgiro innkassasjons-innbetalingskort." Rather an awkward long name, but meaning simply: Postgiro collection-remittance cards. They were formerly used by the Postgiro Office, a branch of the Norwegian Postal System that specializes in money matters. As one of its many public benefits, it offered a bill collection service to its account holders. For this purpose a special card (form no. 561 b) was issued by the postal authorities and made use of by certain large firms for a period of around 15 years. An imprinted stamp thereon is, of course, what makes it attractive to postal stationery collectors. Several different denominations were used successively between about 1950 and 1965. Since then, the cards have been superceded by a different arrangement without the use of stamp imprints. Here follows an approximate list of the various cards. There is, of course, always a possibility that other varieties may exist too.



Card type 2



Postgiro Collection-Remittance Cards

63

Type

1. 45 øre light blue on salmon (issued ca. 1950?)
2. 55 øre blue on very pale pink (seen pmkd. 22/7-1954)
3. 65 øre blue on pale pink (rate increase from 1/1-1956)
4. 75 øre dark red on 65 øre blue on pale pink (acquired 1960)
5. 75 øre green on 65 øre blue on pale pink (acquired 1960)
6. 85 øre blue on pink (acquired 1961)
7. 85 øre blue on pink. Smaller stamp. (acquired 1965)



Cards type 4, 6 and 7, from top to bottom.

The cards were printed on large sheets of pink paper containing the multiple watermark "POST," which has been noticed in both a horizontal or vertical position. Eight complete cards or forms, separated by rouletting, appear one above the other on the sheet, and were issued thus to the requisitioners. Running horizontally across the sheet, each card consists of three main parts. Part 1 can be further subdivided into two halves, the right half being the postal stationery prize. This shows a simply-designed stamp with printed simulated perforation around. A crowned posthorn is inscribed

64 "POSTGIRO" and, below, "PORTOEN BETALT" (i.e. Postage Paid). The denomination is featured in the center of the posthorn. Parts 2 and 3, instead of a stamp, carry a circular space for a postmark impression. Part 3 contains the notice to the debtor, asking for payment of the bill within 14 days. Part 2 is returned to the creditor, with the reason for non-collection. When appropriate, part 2 is sent out informing creditors that the collection has been accomplished. Item #1, in the above list, I once found as a cut-square in an old P. O. kilo stamp box. Sometimes the stamps on the card were postmarked, and sometimes not. I have also seen #2, the 55 øre card, used together with an ordinary 20 øre adhesive stamp and postmarked 27/12-1957, following a rate increase.

The basic text on the cards is printed in blue. The varying text of the individual firms' name, address and account number was at first added in black, but later on in red or green. The revaluation overprint of #4 and #5 was apparently done at the same time as this second press-run, the colors matching each other.

Exactly where these unusual cards should be placed in a postal stationery catalog might at first seem a problem. The choice is between creating a special category for them either among the regular stationery issues in the Printed to Private Order group. Personally, I think the first choice is the most appropriate, since the cards were designed by the P.O., with their special text and stamp and printed on official postal watermarked paper. The private imprints were added later on. These distinctions separate the Postgiro cards from the usual Printed to Private Order stationery, which was stamped directly on commercial cards or envelopes supplied with bulk orders from private industry.

Special thanks go to my friend Paul H. Jensen, Oslo (President, Norwegian Philatelic Union) for his valuable support of my long-time interest in this matter.

The

# POST HORN

Sponsored by the  
SCANDINAVIAN COLLECTORS CLUB OF NEW YORK

Volume 11

October 1954

Number 4

## The Postal Stationery of the Local Posts of Norway

by Frederick A. Brofos (497)

Towards the close of the Nineteenth Century, Local Posts sprang up like mushrooms from one end of Norway to the other, however—as with mushrooms—their life was colorful but short.

The Norwegians called these local undertakings "Bypost" (pronounced something like "Beepost," the last half-word pronounced so as to rhyme with "cost"), meaning town or city post.

In compiling this catalog of the postal stationery issued by the various Local Posts of Norway, I have consulted publications of the "Old Guard": Moens, Campbell & Schöller, Senf, Gibbons, Scott, Bright, and others. Particularly valuable sources of information were, however, two very fine works on Norwegian local stamps, namely: "Norges Bypostmerker" by Stian Sanness, Oslo, 1944. (Reprinted from Norsk Filatelistisk Tidsskrift), and "The Stamps of the Private Byposts of Norway" by S. Sannett and H. R. Holmes, New Malden, 1938. (Reprinted from the Philatelic Journal of Great Britain).

Stanley Gibbons list (without illustration) in their catalog of 1899 a 3 øre and a 3+3 øre card with red-brown stamp in the design of the adhesives of Namsos Bypost (W. Bøgh). As these cards are listed nowhere else, and have not been seen by experts in Norway, it is very doubtful that there ever was such an issue, so I have not included them here.

In June, 1888, the Director of Posts, Christiania, ordered reports from all Bypost proprietors in Norway. These reports give a valuable insight into the activity of the various Local Posts, and I have included some of this interesting information in this listing.

The private local posts were to be discontinued by December 31, 1888, according to the Law of May 12, 1888, but several—which had been commended by the local authorities—were permitted to continue. The permission was given on condition that there were to be no new issues of stamps or postal stationery, but this was not followed by everyone.

Out of about 20 towns having Local Posts with stamp issues, only 6 towns produced any postal stationery. Of course this does not give the complete



66 picture, for, as the following chart will show, the same town might have had several Local enterprises.

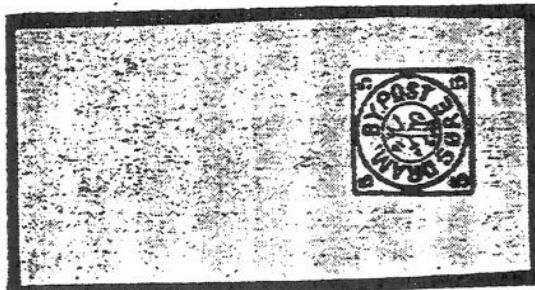
Name	Proprietor	Ran from — to —	Envel- opes	Post cds	Let. cds
Aalesund's Bypost,	H. S. Øyen	Dec. 6, 1880-June 30, 1891	--	--	1
Arendal's Bypost,	G. O. Ulleberg	Nov. 9, 1885-1889	-----	-----	1
Arendal's Bypost,	N. Herlofsen	1889-April 1893	-----	-----	2
Drammen's By & Pakkepost	Joh. Eriksen	May 18-24, '69-Dec. 31, '88	7+	-----	-----
Drammen's Bypost,	I. B. Hagen	June 15, '87-Dec. 31, '88	-----	-----	3
Drammen's Bypost,	M. Børresen	June 15, '88-Dec. 31, '88	2+	-----	2
Holmestrand's Bypost,	M. Børresen	June 1, '88-Dec. 31, '88	1+	-----	2
Kristianssund's Bypost,	M. Andresen & Co.	Sept. 1, 1878-Dec., 1879	-----	-----	4
Thronhjem's Bypost,	Braekstad & Co.	1870-1913	-----	-----	2
			Totals:	10+	16 1

### Local Envelopes

#### DRAMMEN: I. B. Hagen's Bypost

The Drammen Bypost was originally founded by G. O. Ulleberg on May 4, 1869. He sold it some time between May 18th and 24th, 1869, to I. B. Hagen, who had run a delivery service in Drammen since 1867. Hagen writes, in a letter of June 14, 1888, to the Director of Posts, Christiania, that there were 4 letter-boxes which were cleared once daily, the contents being delivered the same day. He mentions that the average daily mail had dwindled to 10-15 letters since the introduction of the telephone. Furthermore, the omnibuses also carried letters and many of the larger business houses had their own messengers.

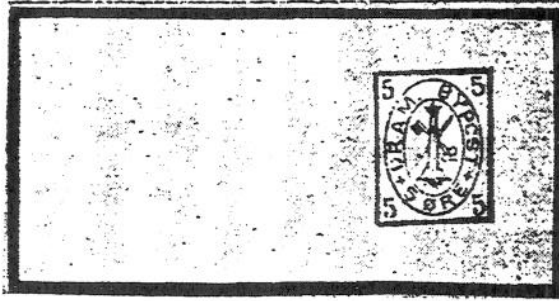
The handstamps used for making the 5 øre Drammen local adhesives of 1877 and 1886 were impressed on envelopes of various sizes and regularly sold by Mr. Hagen the proprietor, but in addition, he sold envelopes stamped to order and frequently used the handstamps of various denominations to stamp articles and letters handed in at the office instead of affixing an adhesive stamp. Many varieties are therefore possible. Among the remainders found after Hagen's death were a number of 5 øre and some 10 øre envelopes and also one or two envelopes of each of the other values of the 1884-86 issue stamps (1, 2, 3 and 4 øre). Drammens Bypost was run by I. B. Hagen from May 1869 to Dec. 31, 1888.



1877. Handstamped. Arms of the City of Drammen (crossed key and sword behind a pillar) within a double circle contained in a square shaped stamp.

LE-1a 5 øre blue on grey paper

b 5 øre blue on yellowish paper

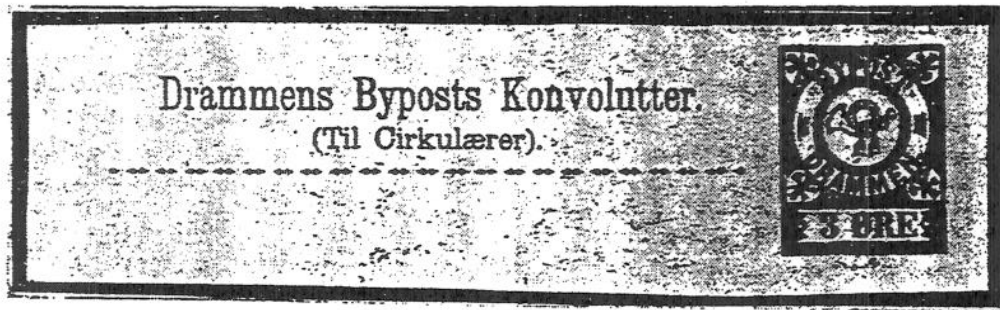


1886. Handstamped. Drammen Arms within a double oval in an oblong-shaped stamp.

- LE-2a 5 øre blue on white wove paper
- b 5 øre blue on yellowish wove paper
- c 5 øre blue on dark grey wove paper
- d 5 øre blue on dark yellow diagonally laid paper
- LE-3 10 øre blue on yellowish wove paper

DRAMMEN: M. Børresen's Bypost

M. Børresen's Bypost in Drammen opened on June 15, 1888 and closed on December 31st of the same year. It was a contemporary of Hagen's Bypost. Børresen was a stamp dealer and issued a number of price-lists, which were listed in the catalog of the Earl of Crawford's Library. Børresen also ran a Bypost in Holmestrand. Envelopes, post cards and adhesive stamps were issued both places.

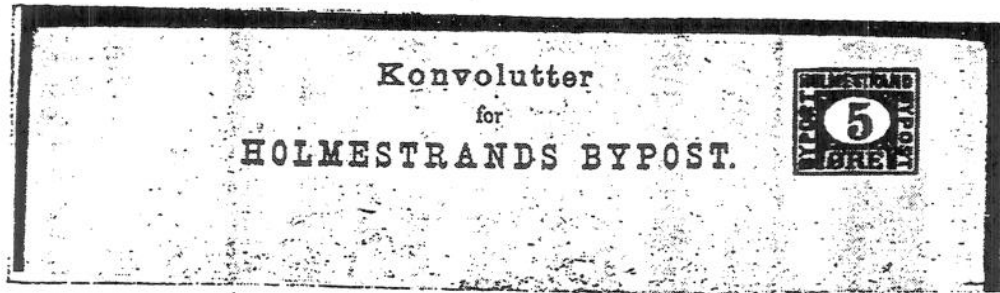


1888. Stamp shows a posthorn within an inscribed double circle. The same design as the July issue of adhesives.

- LE-4a 3 øre blue on white (July 1, 1888) For circulars
- b 3 øre blue on yellow, for circulars
- c 3 øre blue on grey, for circulars
- d 3 øre blue on green, for circulars
- LE-5a 5 øre red on white (June 15, 1888)
- b 5 øre red on yellow
- c 5 øre red on grey
- d 5 øre red on green

HOLMESTRAND: M. Børresen's Bypost

The Børresen Local Post in Holmestrand operated from June 1, 1888, until the end of the year. This was another Bypost which relied for its profits on the sale of its stamps, some of which, in an effort to make them irresistible to collectors, were printed even in gold color.



Mid-June, 1888. Stamp (numeral in oval within double-lined rectangle) like the second issue of adhesives. Printed by H. Sogn, Christiania, on 5 types of paper.

- LE-6a 5 øre red on white  
 b 5 øre red on brown  
 c 5 øre red on yellow  
 d 5 øre red on grey (?)  
 e 5 øre red on green (?)

#### Local Lettercards

#### AALESUND: H. S. Øyen's Bypost

Hans Sev. Øyen, the Government postmaster of Aelesund, was the proprietor of this Bypost, which started on December 6, 1880 and closed on June 30, 1891. The collection and delivery of letters, etc., was the main business of this Local Post, and the selling of stamps to collectors was only a minor feature. Øyen stated in his report of June 18, 1888 to the Director of Posts, that 15 mail boxes were cleared thrice daily, and that between 10,000 and 15,000 letters and packages were delivered yearly. No envelopes or postcards were issued by this Bypost.



September 15, 1884. Lithographed. Stamp is in the design of the adhesive issue of Dec. 15, 1884, with Øyen's monogram "H. S. Ø." in an oval above a fish (probably a herring). Coastal landscape in the background.

- LL-1 5 øre dark blue on blue

To be continued



# The Postal Stationery of the Local Posts of Norway

by Frederick A. Brofos (497)

## PART II

### Local Post Cards

#### ARENDAL: G. O. Ulleberg's Bypost

This Local Post opened on November 9, 1885. According to Ulleberg's report of June 13, 1888 to the Director of Posts, two messengers cleared seven letter-boxes in the town and nine in the suburbs, and about 14,000 letters and 10,000 journals were distributed annually. In 1889, Ulleberg left Arendal and sold the Bypost to N. Herlofsen. It is interesting to note that Ulleberg published in 1886 (while running the Bypost), and edited for several years, Norway's first stamp journal—"Nordisk Frimaerkeblad." This name was changed to "Nordisk Filatelistisk Tidsskrift" in 1894, and it is still one of the leading philatelic publications in Scandinavia today



December 15, 1887. Type-set design with stamp in upper right and left corners. Printed by Nils Schanke (Arendal?).

L-1 3 øre brown-red

#### ARENDAL: N. Herlofsen's Bypost

Nicolay Herlofsen had run Local Posts in Grimstad and Mandal in the past few years. He was mostly interested in selling stamps to collectors. Poor management made the postal business negligible, and on May 6, 1893,

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the Arendal Chamber of Commerce petitioned the Government to distribute local mail, as the Bypost had closed down. The dates for the Herlofsen Bypost are therefore: Opened sometime in 1889—closed around end of April, 1893.



March 1, 1890. Type-set numeral design in upper right corner. The cards have the inscription "Oprettet 9 Novbr. 1885" at bottom, referring to date when Ulleberg founded the original Bypost. "Med betalt Svar" and "Svar" are added to the text on the double cards.

- L-2 3 øre dark brown on buff  
L-3 3+3 øre dark brown on buff

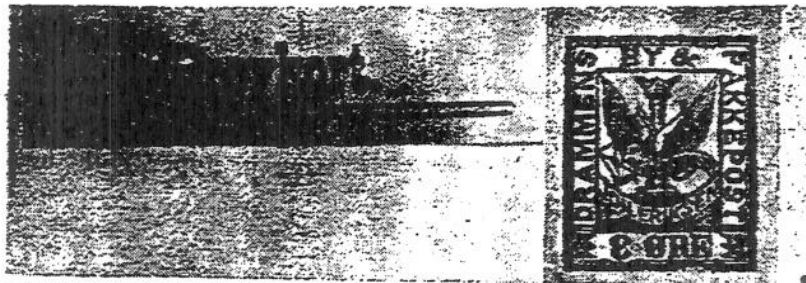
#### DRAMMEN: Joh. Eriksen's Bypost

"Drammens By & Pakkepost," a contemporary of the Hagen and Børresen Local Posts of Drammen, was run by Joh. Eriksen from June 15, 1887, until December 31, 1888. There were 3 mail-boxes and 2 deliveries daily.



June 15, 1887. Stamp in upper right corner: Double-lined rectangle containing a large "3" above "Øre". "T"-shaped ornament frame around the card.

- L-4 3 øre black on rose  
L-5 3+3 øre black on rose



October 1, 1887. Double-lined rectangular stamp of type like the adhesives of Oct. 1, 1887. Dove with letter superimposed on Arms of Drammen. The "3 Øre" at bottom has the figure of value inverted.

- L-6 3 øre greyish blue on rose

DRAMMEN: M. Børresen's Bypost

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Børresen's Local Post in Drammen opened on June 15, 1888, and closed down December 31, 1888. Envelopes were also issued.



June 15, 1888. Rectangular stamp of design like the adhesive issue of July 1, 1888. Double-circle, with inscription: "BYPOST-DRAMMEN", above a value tablet. Posthorn in the center and Arms of Drammen in the corners.

- L-7 5 øre pale carmine on cream
- L-8 5+5 øre pale carmine on cream
  - a With "med betalt Svar" on Message card, and "Svar" on Reply card
  - b With "med betalt Svar" on Message card, but no "Svar" on Reply card

When folded out the cards of variety a are opposite each other, i.e., the top card is upside down in relation to the bottom card, whereas on variety b the cards both face the same way.

HOLMESTRAND: M. Børresen's Bypost

This Børresen venture opened up on June 1, 1888 and was discontinued by December 31, 1888. During June, 1888, only about 50 letters had been posted in the 3 letter-boxes. The Tarald boys of Nordre Kleiv ran the show. Stamped envelopes were also issued.



Mid-June, 1888. Stamp (numeral in oval within double-lined rectangle) like the second issue of adhesives (thicker letters in ØRE). The double-card has the added inscription "Med betalt Svar" and "Svar".

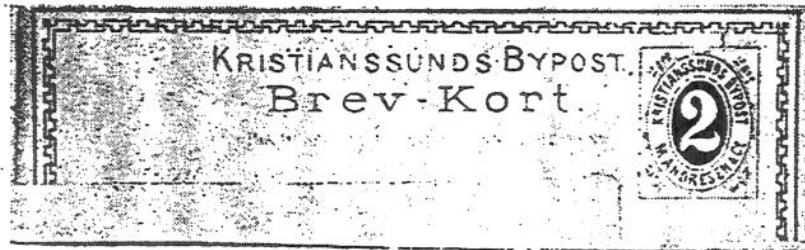
- L-9a 3 øre ultramarine on white
  - b 3 øre grey-blue on white
- L-10a 3+3 øre ultramarine on white
  - b 3+3 øre grey-blue on white

The ornaments of the frame around these cards are identical with those used in the handstamped 5 øre adhesive issue of June 15, 1888, of Børresen's Local Post in Drammen. This leads me to believe that the Drammen stamp was also produced by H. Sogn of Christiania.



## KRISTLANSUND: M. Andresen &amp; Co.'s Bypost

The town of Kristiansund is built on four islands in a fine harbor and boats were the only means of communication in the early days. A Local Post was started on September 1, 1878 by Mads Andresen, the proprietor of an agency business, and L. M. Johansen. The letter-boxes were cleared 3 times daily. The Bypost was, however, not given the proper support and existed for only just over a year. It closed down probably during December, 1879.



January 1, 1879. Lithographed numeral design of the same type and colors (but different denominations) as the adhesives of January 1, 1879.

- L-11 2 øre ultramarine  
L-12 4 øre lilac



December, 1879. Portrait of "King" Andresen.

- L-13 2 (TO) øre vermilion  
L-14 4 (FIRE) øre prussian blue

## THRONDHJEM: Braekstad &amp; Co.'s Bypost

John Braekstad, bookseller and stationer of Throndhjem, purchased in 1870 the Local Post started by G. F. Krogh on Nov. 17, 1865. In his report of June 22, 1888, to the Director of Posts, Braekstad says that there were 22 letter-boxes which were cleared twice daily. One messenger and two assistants were employed, and about 30,000 letters and bills, etc., were handled during a year. This Bypost had a record run, it lasted until Braekstad died in 1913.



1878. Lithographed. The Gothic "e" in Throndhjem is closed. In the stamp the central figure (Christ) has no halo. The heavy lines under the arches get thinner as they reach the bottom of the pillars. The flower on the wall

has a round center, and the scales held by the man on the left are tilted. The laid paper shows many thin vertical lines and two or three thick lines running horizontally. 73

L-15 3 øre dark blue on cream horizontally laid paper



March, 1882. Lithographed. Slightly larger design. The Gothic "e" in Thronhjem is open. In the stamp the central figure (Christ) has a halo of rays. There is no shading between the side figures and the lower half of the pillars. The flower on the wall now has a cross in the center, and the scales held by the man on the left are level. The laid paper shows many thin horizontal lines and about 5 thick lines running vertically.

L-16 3 øre pale blue on cream vertically laid paper

Said to exist are also 3 øre cards in blue, dark blue, and dark green, on ordinary paper. Probably proofs.

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## The Postal Stationery of the Local Posts of Norway

Part III by Frederick A. Brofos (497)

Some additional information on the postal stationery of the Norwegian Local Posts has come to my attention since I discussed the subject in the October, 1954 and January, 1955 issues of The Posthorn. The main addition is four previously unlisted postcards of Arendal. In order to make room for them, I have had to renumber the section for that town. These additions bring out totals for Norwegian local postal stationery to: 20 postcards, 1 lettercard, and 10 stamped envelopes, not including the varieties of course. The previous list should be revised as follows:

### Envelopes of I. B. Hagen, Drammen

Handstamped issue of 1877. Square stamp.

LE-1 5 øre, prussian blue

- a. faded-white paper, bottom flap under side flaps, stamp in normal position at top right corner.
- b. same as "a", but stamp in lower left corner.
- c. faded-white paper, bottom flaps over side flaps, stamp in top right corner, but lying on side (top of pillar points to right).

Handstamped issue of 1886. Oblong stamp.

LE-2 5 øre, prussian blue

- a. faded-white paper, bottom flap over side flaps.
- b. yellowish paper, bottom flap under side flaps.
- c. faded-white paper, bottom flap under side flaps, stamp in lower left corner.
- d. grey wove paper, bottom flap under side flaps.
- e. dark yellow laid paper, bottom flap under side flaps.
- f. bright yellow laid paper, small size envelope, bottom flap over side flaps, stamp at top right.

LE-3 10 øre, prussian blue (usually faint imprint) faded-white paper, lower flap under side flaps.

### Envelopes of M. Børresen, Drammen

Issue of 1888: The 3 øre blue on "yellow" paper is more "yellowish-white" in color. It has a curved top flap on the reverse, while the 3 øre blue on white has a pointed flap like the other envelopes. (This may also apply to the 5 øre envelopes. The 5 øre red on white has a pointed flap, the 5 øre red on yellow-white I have not seen yet.)

### Envelopes of M. Børresen, Holmestrand

Issue of Mid-June, 1888:

LE-6 5 øre red

- a. thin faded-white wove paper
- b. coarse brown (wrapping?) paper with fibers
- c. grey paper

The existence of the two other paper varieties formerly listed is doubtful.

### Postcards of G. O. Uilleberg, Arendal

Issue of December 15, 1887. Printed by Nils Schanke.

LP-1 3 øre reddish brown

Issued between 1887 and 1889. Same design as previous. Break in card-frame to right of stamp on right.

LP-2 3 øre red



### Postcards of N. Herlofsen, Arendal

Issue of March 1, 1890. No dot over "i" of "Til". "(Paa denne Side" etc. with round parentheses.

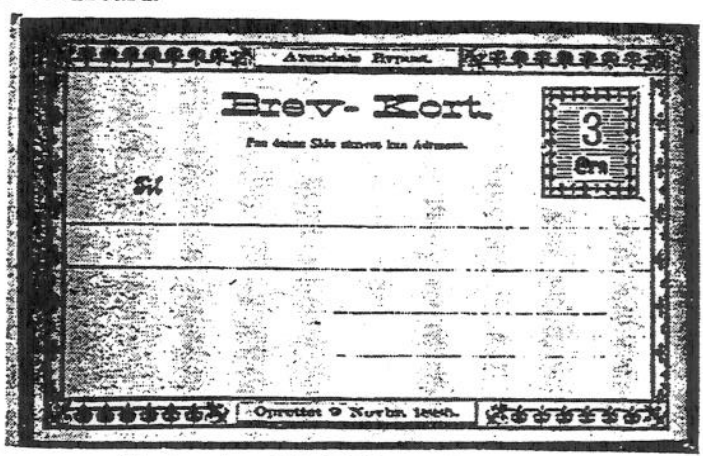
- LP-3 3 øre reddish brown
- LP-4 3+3 øre reddish brown

Issue of -?-, 1890(?) Dot over "i" of "Til". "[Paa denne Side" etc. with corner-shaped parentheses (brackets).

- LP-5 3 øre dark brown
- LP-6 3+3 øre dark brown

Issued between 1890 and 1893. Somewhat similar appearance to previous issue, but new side ornaments, no parentheses around "Paa denne Side" etc. Two-lined frame around stamp, which now has two lines between "3" and "Øre". Various other small changes also.

- LP-7 3 øre violet
- a. thick buff cardboard
- b. thin white cardboard.



### Postcards of J. Eriksen, Drammen

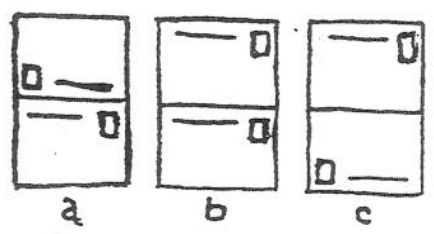
Issue of June 15, 1887: The corner ornament in the lower left corner is put in wrong. This appears on all cards, both single and double.

Issue of October 1, 1887: The inverted figure "3" appears on all cards. The stamp itself leans slightly to the left, but may sometimes be found leaning towards the right.

### Postcards of M. Børresen, Drammen

Issue of June 15, 1888: A third variety of the double card has shown up, in which the bottom of the message card adjoins the bottom of the reply card.

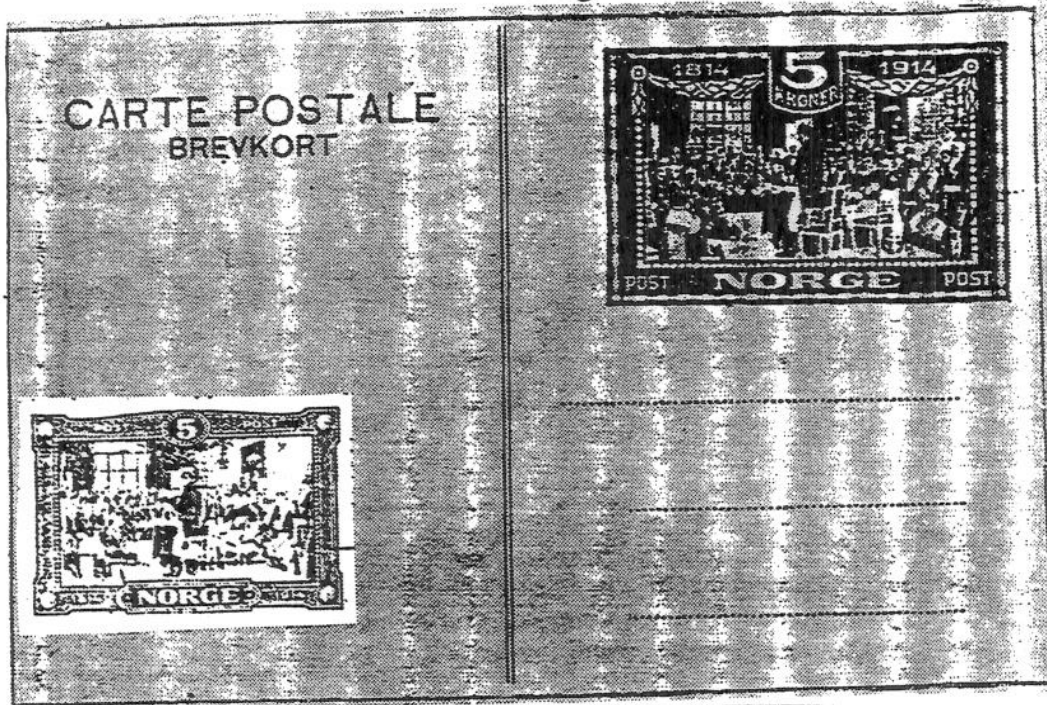
- L-8 5+5 øre pale carmine on cream
  - c. With "med betalt Svar" on Message card, and "Svar" on Reply Card.
- The 3 varieties are shown in the diagram. The inner squares represent the stamp.



### Postcards of M. Børresen, Holmestrand

Issue of Mid-June, 1888. Printed by H. Sogn of Christiania. The 3+3 øre doublecard (L-10) may not exist in the grey-blue color which occurs on the single cards. All doublecards I have seen so far are ultramarine.

## The Unissued Norwegian Jubilee Postcard



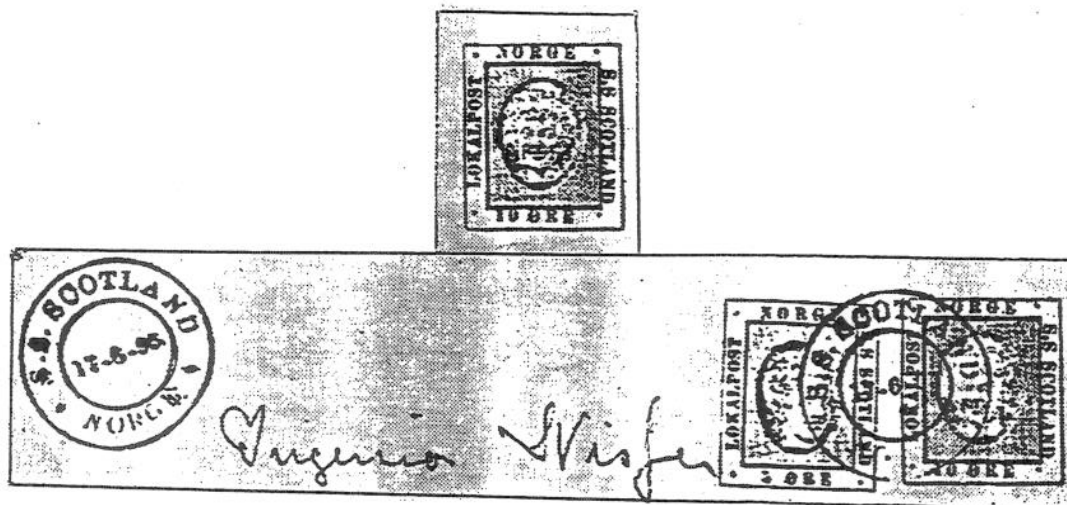
Postage costs have been steadily rising also in Norway. At one time one could send a postcard there for 5 øre, while a printed matter card went for as little as 3 øre. That was a long time ago, around WW I, but as late as 1950 a postcard only cost 15 øre to send. Now an ordinary Inland card costs about Kr.1.75. It hasn't reached as much as 5 kroner yet. However, there does exist a rather gorgeous-looking card with that high denomination already. This is an un-adopted essay. Printed in dark blue, the jumbo-size stamp shows the Constitutional Assembly at Eidsvoll in 1814 (from the painting by Oscar Wergeland in the Storting). This suggested design for a Jubilee card for the Centenary of the adoption of the Norwegian Constitution on May 17, 1814, was produced under the auspices of the Kristiania Philatelic Club in 1914. The larger-size text in French indicates a postcard for foreign use. The large denomination, however, is somewhat of a mystery. Maybe the idea was to raise some extra funds for an exhibition. Perhaps it was only to emphasize the unofficial character of the card. Anyway, the Post Office issued instead the well-known set of three nicely engraved stamps costing a total of only 45 øre.

The design of the postal issue is very similar to the card essay, although the framework is different. On the stamps, the denomination has been left at the top, while the Centennial dates are next to the country name at bottom. The word "POST" now appears in duplicate at the top. Even the essay's inner frame of pearls has been extended all around the stamp design. It is not known exactly who designed the attractive essay card, but it certainly influenced whoever designed the stamps. The stamp design was possibly the work of Professor Ferdinand Schirnböck of Vienna, Austria, who did the die engraving on copper. The printing of the stamps was done at the Bank of Norway in Oslo. Schirnböck's fame as an engraver was established by the many elaborate Austrian and Bosnian issues between 1906 and 1912 for which he was responsible. His workmanship was pleasing in appearance, with a close attention to detail and always carefully executed. For Norway he also engraved the Ibsen and Abel issues. In 1930, he engraved the 30 øre value of the Olav the Holy set, re-using the border of the Centenary set of 1914.

# The S/S Scotland Local Post Of Norway

By Frederick A. Brofos

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The Phantom Fjord Post of the S/S Scotland, 1895:

An article in "The American Philatelist" (Nov., 1983, pg. 991) entitled "Solved: A Second UFO of Postal Stationery (Unidentified Freak or Oddity)," prompts me to supply some facts about the card that puzzled Charles A. Fricke, the distinguished stationery researcher. He had gone to some expense to acquire an unusual-looking Norwegian local post card at a stamp bourse. Stumped by finding no information in his many handbooks, he finally wrote to a dealer in Norway. The disappointing reply came that his gem was only a "gimmick" or joke card "from about 1920 (?)" from a stamp club dinner!

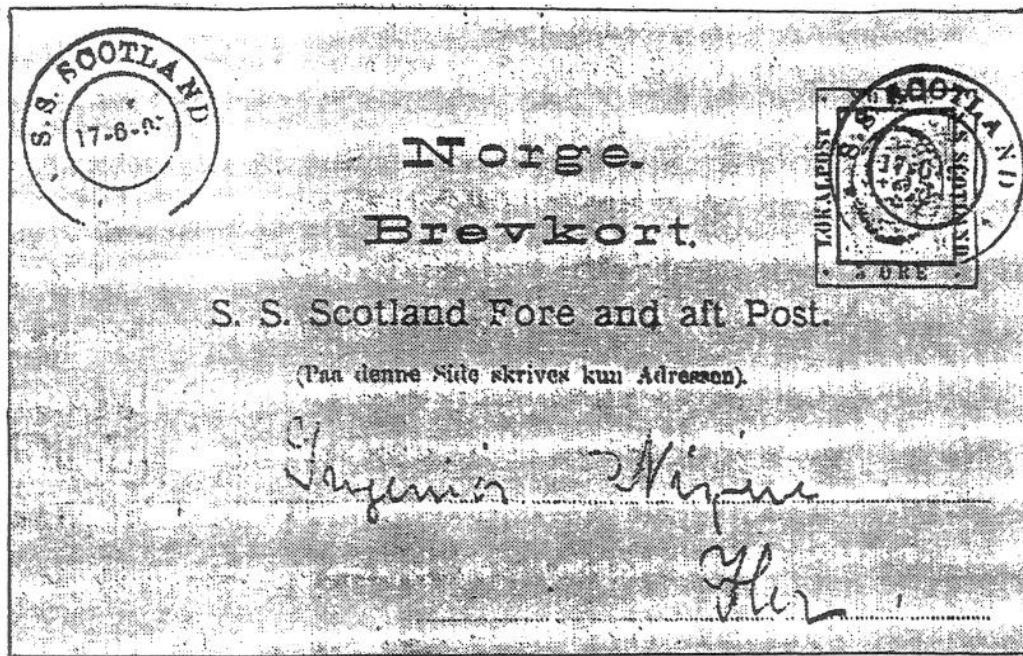
It would be a pity to dismiss it quite so hastily, however. Although admittedly a phantasy creation, the card really dates from 1895 and has an unusual background. It is interesting to note that it was issued and used under the very nose of (and possibly also by) the Postmaster General of Norway, a distinction which few local stamps can boast of.

The story starts at the 2nd Nordic Philatelic Meeting, held in Kristiania (Oslo) between June 15 to 17, 1895, and hosted by the Kristiania Filatelist Klub. A contemporary account records that a total of 90 people registered, of whom 56 were from Kristiania and 34 from elsewhere. After a successful convention, a steamboat excursion was arranged as the final event. On Monday, June 17, at 7 p.m., the large and elegant steamer "Scotland" lay ready at the wharf, to show the participants the labyrinths of the Kristianiafjord. There were no ladies aboard on this trip, so unlimited stamp talk could be indulged in without interruption. A splendid supper was enjoyed on the fore deck, followed by punch and water. Prominent among the toasting speeches, was one for an honored guest, Postmaster General Heyerdahl. This gentleman rose and replied, saying that the hours he had spent as a guest of the meeting had further confirmed the high opinion he had previously held about philatelists, and he wished them continued good luck in their endeavors. Later on, a member of the Storting, Simonsen, spoke and expressed his hope that the unity and cooperation that prevailed at the present meeting would continue and expand to include the Nordic peoples as a whole.

A philatelic post office was crowded and did a lively business selling



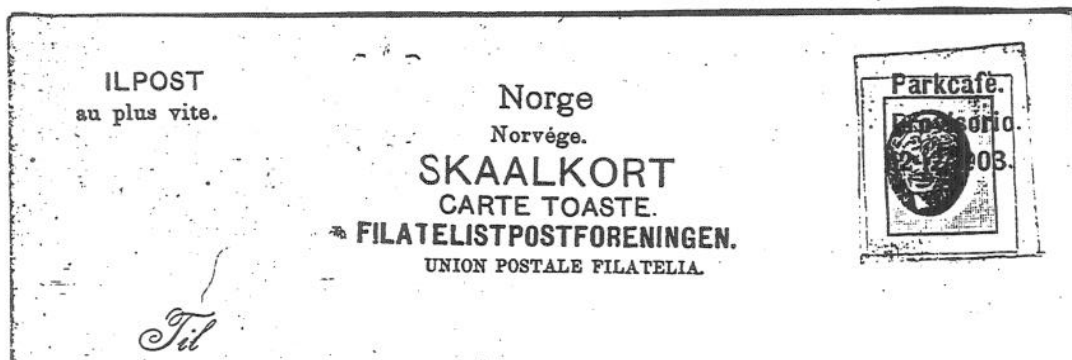
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The card's message reads: Sing well Jeppe!

stamps and postcards and envelopes. These were busily cancelled and delivered by the mail carrier. Several humorous songs were sung, including one by Mr. Larsen, reflecting on the meeting and its preparations, which caused general merriment. On the trip back, fireworks were launched from the vessel. They were answered from shore from the villa of the artist Petersen, a club member. A great time was had by all, and the party arrived back in the city at 1 o'clock in the morning.

The philatelic creations consisted of, firstly, the perforated adhesive stamps in the denomination of 5 øre. These were printed in carmine, with black inscriptions and a light green center showing a woman's head facing right. This probably represented "Dronning Filatelia" (if not Cinderella herself!). There was also a special postcard entitled "S.S. Scotland Fore and Aft Post" costing 5 øre. The stamp is in the same colors, but the head is in full face. This is also the case on the 10 øre stamped envelope with a fancy blue posthorn printed on the flap. Mr. Fricke's example of the above-mentioned postcard bears a 10 øre inverted overprint. Whether this was an "authorized" provisional is uncertain. A double-circle postmark was applied in dark violet, inscribed: S.S. Scotland \* Norge \* and the date 17-6-95 in the center. And that is the colorful tale of the 19th Century floating "Local Post," that merrily operated on the fjord, for one night only.



Similar "Toast Card", used at Park Cafe, Dec. 12, 1903 for 17th anniversary of Kristiania Philatelic Club.

## NORWEGIAN HOTEL NUMERAL POSTMARKS

Frederick A. Brofos

A remarkable collection may be formed of postmarks used at hotels around the world, especially those from Egypt, Italy, and the U.S. A lesser number, but no less interesting, have also been used in Norway. There, some of the old withdrawn numeral postmarks that were still usable were redistributed to new places. It can sometimes be difficult to determine their use at hotels, as the postmarks were occasionally shifted around to other locations. To pinpoint the correct place of use, dates are often an important factor. Postcards or covers, preferably with contents, are of course more useful than loose stamps.

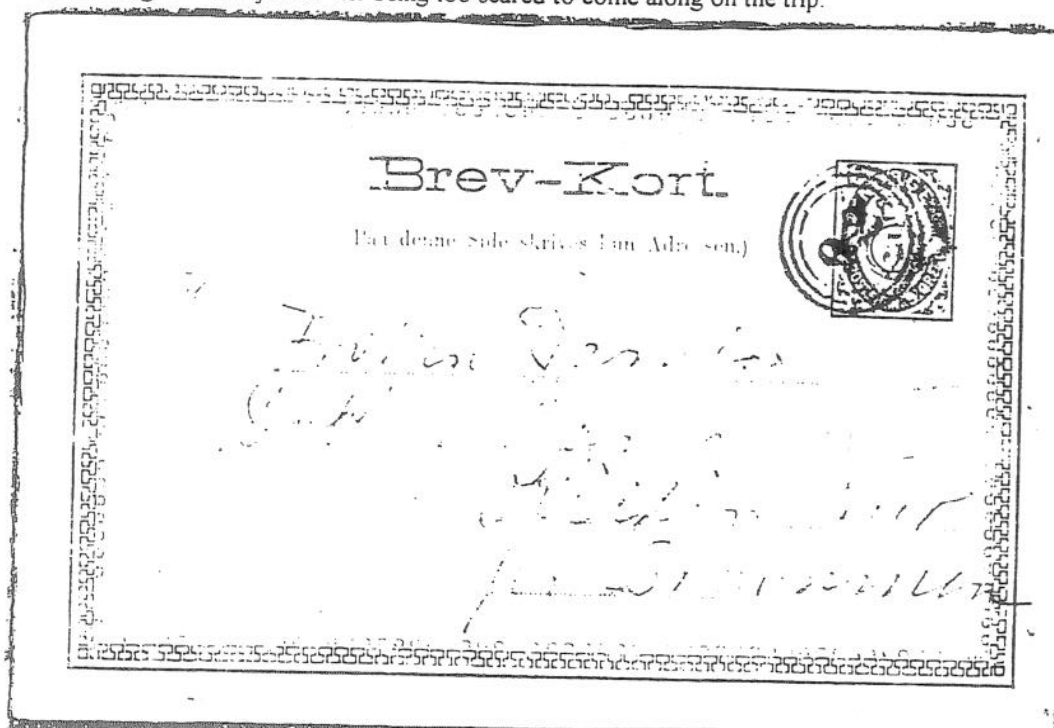
Later on, postmarks were eventually introduced, showing the place name together with a Crown and Posthorn or a date in the center. The old numeral postmarks with 3 or 4 rings were then withdrawn.

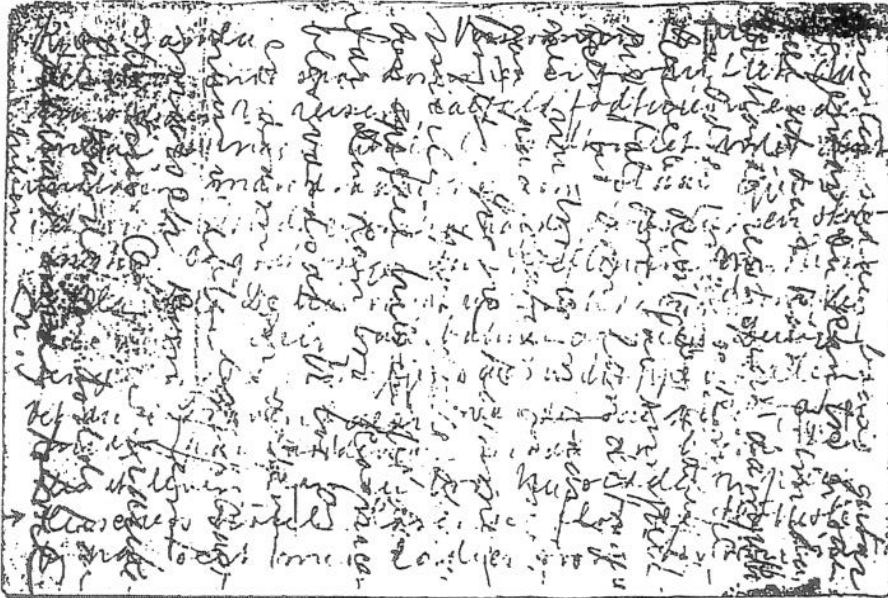
With the aid of several excellent postmark handbooks, published by the Oslo Filatelist Klub, I have extracted a list of the numeral postmarks formerly used at Norwegian country hotels and hostels. This handy list is arranged numerically by postmark number rather than alphabetically and covers the period between 1888 to 1930. If there are any omissions, I am sure to be promptly notified by those who know better (but will not write articles themselves).

NUMBER OF RINGS	CANCEL NUMBER	PLACE NAME	DISTRICT	OPENED	CLOSED
4	49	GRUNGE HOTEL	VINJE	1893	13/9/1893
3	92	FLEISCHER'S HOTEL	VOSSEVANG	1888/89	---
4	97	FOSLE HOTEL	EIDSFJORD	1900	1908
4	127	BREIFOND HOTEL	RØLDAL	1893	1/4/1910
4	158	FÆMUND HOTEL	ENGERDAL	1/7/1893	15/11/1906
4	449	HØYDA SÆTERHOTEL	N. AURDAL	3/8/1917	11/12/1933
4	639	FLEKKERØ KYSTSANATORIUM	ODDERNES	1/1/1909	---
4	652	SÆTHER'S HOTEL	KVAM	1/6/1929	---
4	827	ÅSBERG HOTEL	NORE	---	30/9/1910
4	886	FAGERSTRAND HOTEL	TINN	22/1/1930	---

Fleischer's Hotel was one of those wonderful old-fashioned Victorian hotels to be found in Norway. Many have sadly burned down, due to being constructed entirely of wood and at the mercy of careless smokers. Fleischer's still exists, I believe, although in a modernized form.

I have before me a 5 øre emerald green postal card clearly postmarked '92', apparently the only 3-ringer used at a hotel. The card luckily states that it was mailed at Fleischer's Hotel, Vossevangen, July 17 (1888 or 89). The amusing message is worth quoting. Addressed to "Frøken Gamla", which unless that was really her name, could mean "Miss Old Fogie" – as a jab for her being too scared to come along on the trip.





A young female student wrote the card in pencil both horizontally and vertically on top of each other, gaining space at the expense of legibility. As far as I can make it out, it reads, translated from the Norwegian:

"Dear Gamla, Your dire predictions have evaporated and we travelers are sitting at least at the foot-trips end without anything awful having happened. Nothing was forgotten except the stomach pills which were left behind. After camping on the ground, the wonderful beds here with springs make us drop right off to sleep. At Gravendal it was so wild that we met a bear on the country road and you imagine the excitement. Now we are sitting at Fleischer's Hotel. Furiously elaborate, the fanciest. A lounge (actually written "Ladies Room" on the card), where we are now sitting, is for both boys and girls. Believe me, we looked terrible when we arrived today. We had traveled on the steamer from Odde and simply looked like vagabonds. We now, I think we must go to the station and meet the train. Signe Bommen may be coming up on it. A special greeting to your father. You can believe the cognac we drank was good. After a tramp's life we had a toddy on Sunday. Farewell, regards, N."

Well, so much for that cheerful glimpse into the past. In a later article, I will endeavor to tackle the postmarks showing hotel names spelled out.



# INTERNATIONAL REPLY CARDS

by FREDERICK A. BROFOS (H-11) SCANDINAVIAN COLLECTORS CLUB



A rare forerunner. Norwegian inland reply card used from London, England, June 18, 1883.

The Universal Postal Union Conference held at Lisbon, Portugal, in March 1885, laid down the rules and adopted the regulations providing for the exchange of reply postal cards among U.P.U. member countries. Previously, reply cards for inland use had proven successful in many countries and the general idea was to extend their use into the international mails.

The international postal card with paid reply consisted of two cards joined together — one for the original message, the other for the reply. Each half was to be franked by adhesive or imprinted stamps of the nation of origin and at the U.P.U. postal card rate. The originating country was to retain the full postage value of both halves. The return of such cards was obligatory. However, the issuance of reply cards was not made obligatory until the U.P.U. Convention held at Berne, Switzerland, in 1891.

Although the various member nations gradually issued international reply cards, the idea never became popular with the general public and the cards saw little use. This was partly due to poor publicity by the post office. Most people simply didn't know the cards existed.

Fortunately, wide-awake philatelists have from time to time seen the possibilities contained in the little-known regulations of the Universal Postal Union. In fact, some things can be done legally in the international mails which are prohibited in our domestic mails. For instance, foreign stamps are not valid for postage on mail sent internally within the United States or on mail sent from here to a foreign country. There is one exception, however, and that is when the foreign stamps are used on these international paid reply cards.

U.P.U. reply cards have, of course, been a great boon for the postmark enthusiast. Not only do they furnish a means of securing legitimate U.S. postmarks on foreign stamps, but they also permit legitimate foreign postmarks to be applied to stamps of the United States.

U.P.U. regulations required that reply cards could only be returned to the country of their origin. For example, one couldn't send the reply half of

80



French card used from Bergen, Norway, 1896. Norwegian card used from Copenhagen, 1887. Swedish card used from Copenhagen, 1909. U. S. card used from Oslo, 1957. Danish card used from Tromsø, Norway, 1885.

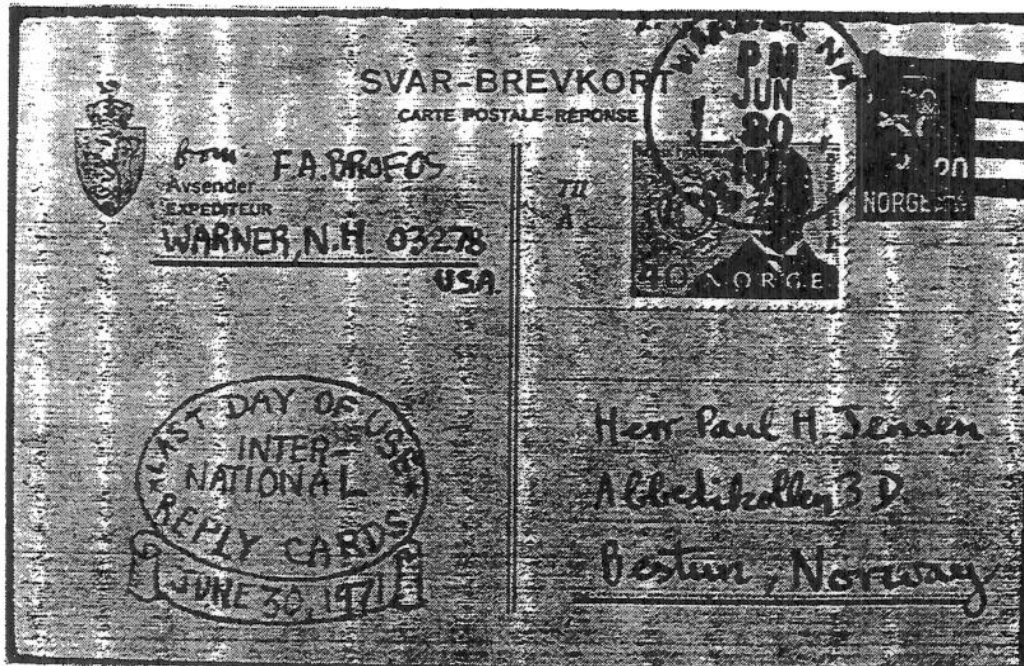
81  
a French card to any country other than France. Furthermore, all cards had to have the wording in French in addition to the native language. On the message card: "Carte Postale avec Reponse Payee" (Postal card with paid reply). On the reply card: "Carte Postale Reponse" (Reply postal card).

In spite of all rules being complied with, many cards were returned to their senders marked "Postage due". This was owing to the fact that many postmasters did not know the extent of the U.P.U. regulations and didn't bother to look them up for the sake of an occasional card.

International reply cards have been used even less in the United States than in Europe and most small U.S. post offices didn't stock them at all.

The first 2 cent plus 2 cent reply card was issued by the U.S. on March 1, 1893. The original printing of less than two million cards lasted for more than thirty years! The 2 cent U.P.U. postcard rate continued until October 1925, when it was raised to 3 cents. It was further raised to 4 cents in 1953, to 5 cents in 1958, to 7 cents in 1961, to 8 cents in 1967 and to 10 cents in 1971.

Quite a bizarre-looking collection could be formed of these cards showing stamps of one country legitimately cancelled in another country. They all make interesting collector's items and many of those used before the turn of the century have a considerable value.



Norwegian card used in U. S. on Last Day of Use.

Unfortunately for the postmark collector no more of these cards can be produced, as they have now been discontinued all over the world. At the Universal Postal Congress of the U.P.U., held at Tokyo in November 1969, it was decided, among other things, to delete from Article 16 of the Convention the category "Postcard with paid reply", due to lack of usage. The last day of use of international reply cards was June 30, 1971, as the new regulations became effective on July 1st. of that year.



## NORWAY

by Frederick A. Brofos

### A List of the "Crown & Posthorn" Postmarks used by Norwegian Ship Postal Agencies.

This is a list of Norwegian Traveling Postal Agencies that have operated during the past few years along the coasts and on fjords, lakes and canals of Norway. Some operate all the year round, others only in the summer-time. The postmarks bear the name of the ship as in the list, but with the prefix for steamship or motorboat (D/S, M/B). Those listed with an asterisk, are motorships, the rest are steamships of various sizes. There are a few postmarks which give the place or route name (Sogn I & II, Turistrute II Hardanger, Solundruta, Svalbardruta) rather than the name of the ships themselves, however these are exceptions to the general rule. The postmarks are similar to those used at very small country postoffices or "letter-houses". Instead of the date in the center, they have an attractive crowned posthorn—the emblem of the Norwegian postal system. The next postoffice with a date-stamp generally applies it to the front of the envelope, but the stamps are cancelled by the ship postmark. I have noticed two general types of the crown & posthorn design, type I predominating. The "Crown & Posthorn" postmarks were first brought into use around 1937, superceding the old 3- and 4-ring cancellations. Like them, they are not common, and are well worth saving, particularly on cover.

NAME	STARTED	POSTAL DISTRICT	ROUTE
"AUSTLI"*	1944?	Bergen	Local route in Sunnhordland
"BJERKVIK"*	6-13-1939	Svolvaer	Indre Vesterålen
"BORØYSUND"*		Svolvaer	Vågan-Breivik
"DYRTEIGEN"		Bergen	Bergen-Askøy (eastside)
"DOLEN"	1949?	Nordfjordeid	Hornindalsvatnet (a lake)
"DONNA"*	1938	Sandnessjøen	Sandnessjøen, Donna, Traena
"EIRA"	1944?	Bergen	Kolltveit route
"EXPRESS"*	11-13-1937	Stavanger	Stavanger-Ryfylke
"EKSPRESS II"	10-1-1938	Stavanger	Stavanger-Ryfylke
"ERFJORD"*	9-5-1936	Stavanger	Stavanger-Ryfylke
"FARØY"*		Farsund	Fjords around Farsund
"FISTERFJORD"*		Stavanger	Stavanger-Ryfylke
"FJORDBUEN"		Stavanger	Stavanger-Ryfylke
"FLOIEN"		Bergen	Fjell route
"FORRA"	10-1-1938	Stavanger	Stavanger-Ryfylke
"FYKAN"*		Narvik	Rombak-Herpangen and Skjomnes
"FAEMUND II"		Røros	Femund
"GANGER ROLF"		Kristiansund N.	Møre District route
"GREI"	?	Ålesund	Ålesund-Volda
"HAUKELID"		Stavanger	Stavanger-Ryfylke
"HJELMELID"	1949?	Stavanger	Stavanger-Ryfylke
"HJELTEFJORD"	1944?	Bergen	Hjeltefjord route
"HAVGOLLA"*	1938?	Svolvaer	In Vesterålen and Gimsøy
"HEMNE"	1949?	Trondheim	Fosen routes
"HVALER"*		Fredrikstad	The routes to Hvaler
"HYLSFJORD"*	1949?	Stavanger	Vanvik i Ryfylke - Sand
"HØGSFJORD I"		Stavanger	Stavanger-Ryfylke
"HOLEFJORD"	10-1-1938	Stavanger	Stavanger-Ryfylke
"INNHERRED"		Trondheim	Trondheim-Innherad
"JØSENFJORD"*	10-1-1938	Stavanger	Stavanger-Ryfylke
"KINSARVIK"*			Hardanger fruit & cargo route
"KIRKEØ"*	1944?	Bergen	
"KONG OSCAR"	1934?	Fredrikstad	The routes to Hvaler
"KRABBen"		Trondheim	Trondheim-Innheradsfjord
"KVARVEN"		Sarpsborg	Sarpsborg-Nes
"KVERNES"		Bergen	Fjell route
"KVITSØY"	10-1-1938	Kristiansund N.	Møre District route
"LAVANGEN"		Stavanger	Stavanger-Ryfylke
"LYNGEN"*		Tromsø	Skervøy-Nordreisa-Kvaenangen-Lyngen
"MØREJARL"	1949?	Tromsø	Svalbard (Spitzbergen) route
"NORDMØRE"		Ålesund	Trondheim-Bergen
"OLAVA"		Kristiansund N.	Møre District route
"OMBOFJORD"*	5-11-1936	Halden	
"OSA"*	10-1-1938	Stavanger	Stavanger-Ryfylke
"RAMTIND"*	9-5-1936	Bodø	Lødingen-Ofoten-Narvik
"ROPEIDFERJEN"*	5-11-1936	Brønnøysund	
	?	Stavanger	Sand-Ropeid (ferry)



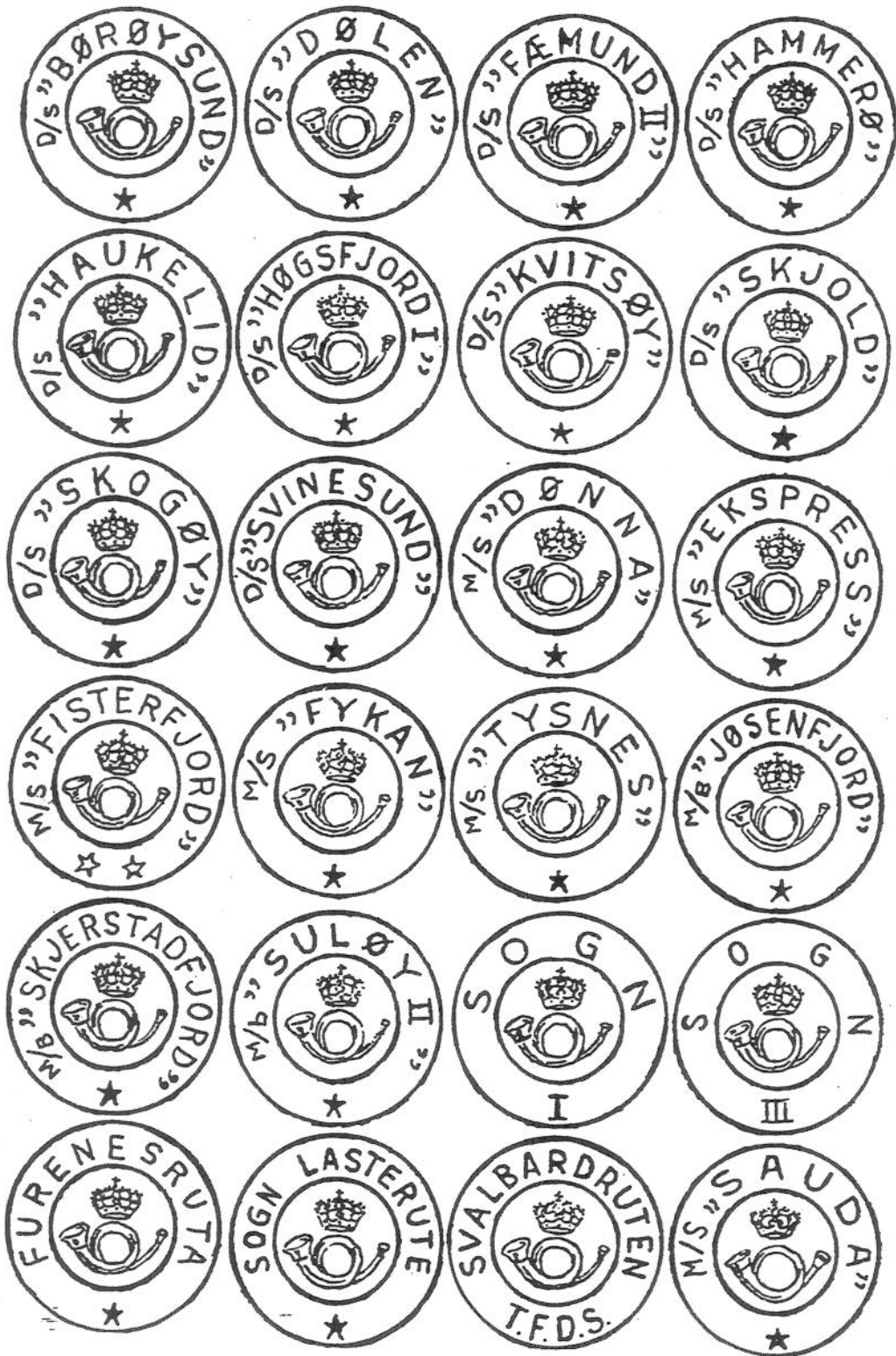
"SAND"	10-1-1938	Stavanger	Stavanger-Ryfylke
"SANDEID"	10-1-1938	Stavanger	Stavanger-Ryfylke
"SAUDAFJORD"	10-1-1938	Stavanger	Stavanger-Ryfylke
"SIGURD I"*	11-30-1942	Trondheim	Fosen routes
"SKJERSTAFJORD"*	11-25-1944	Bodø	Bodø-Vågan-Skjerstad
"SKJAERHALDEN"*	1936	Fredrikstad	The routes to Hvaler
"SKOGØY"	?	Narvik	Rombak-Herjangen and Skjomnes
SOGN I * ("KVAMSØY")		Laerdal	Sognefjord
SOGN II * ("VAGSØY")		Laerdal	Sognefjord
"SOGN III"	5-2-1944	Laerdal	Vik i Sogn-Høyanger
SOGN LASTERUTE	9-23-1939	Bergen	Bergen-Sogn-Bergen (cargo route)
"STENKJAER"		Trondheim	Trondheim-Innherad
"SULDAL"		Stavanger	On Suldalsvatn (a lake)
"SULDALSPORTEN"*	9-23-1930	Stavanger	On Suldalsvatn -f-
"SULØY II"*	1938?	Alesund	Ikornasvåg-Alesund
SVALBARDRUTEN T.F.D.S.	9-5-1936	Tromsø	Svalbard (Spitzbergen) route
"SVINESUND"		Halden	Halden-Sponvika-Hvaler
"SYKKYLVSJORD"*		Alesund	Møre District Route
"TOPDAL"		Bergen	Askøy-route, Fjell route
"TRYGGE" (M/F)	11-7-1946	Kristiansund N.	Kristiansund N. - Gjernes
"TURISTEN"		Halden	Halden canal
TURISTRUTE II HARDANGER	9-23-1939	Bergen	Ulvik-Norheimsund-Ulvik
"TYSNES"*	?	Bergen	Tourist route
"TOTTA"*	5-11-1936	Bodø	Local route in Sunnhordland
"VARANGER"	1949?	Vadsø	Mosjøen-Bodø-Narvik
"VESTERØ"	1936?	Fredrikstad	On the Varangerfjord
"ØYA"*	9-16-1940	Lillesand	The routes to Hvaler
"ØYBUEN"		Stavanger	Lillesand-Kristiansand S.
"ÅRDALSFJORD"*	10-1-1938	Stavanger	Stavanger-Ryfylke

### Addenda — Further ship-postmarks introduced 1954/56.

"AKERØ"*		Fredrikstad	Routes to Hvaler
"ARGUS" (Sogn III)		Laerdal	Vik i Sogn-Arnaafjord-Høyanger
"ATLØY"*		Bergen	Bergen-Solund-Aafjord
"BEIARN"*		Bodø	Local rtes. of Salten SS Co.
"BOKN"*		Stavanger	Stavanger-Ryfylke
"GEIRANGER"*		Aalesund	Aalesund-Geiranger
"HAUGESUND"*		Stavanger	Stavanger-Haugesund
"HJELMELANDSFJORD"*		Stavanger	Stavanger-Jøsenfjord
"HULLØY"*		Bodø	Local rtes. of Salten SS Co.
"HOLE"*		Stavanger	Stavanger-Lysefjord
"KVERNES"		Kristiansund N.	Møre District routes
"LANDANES"*		Haugesund	Bergen-Haugesund
"LYSEFJORD"*		Stavanger	Stavanger-Høgstfjord
"NESØY"*		Bergen	Bergen-Solund-Aafjord
"RODØY"*		Bodø	Local rtes. of Salten SS Co.
"RORSTAD"*		Bodø	Local rtes. of Salten SS Co.
"SAUDA"* (type II)		Stavanger	Stavanger-Ryfylke
SKJERVØY LOKALRUTER		Tromsø	Skjervøy routes
"STAVENES"*		Bergen	Bergen-Solund-Aafjord
"STOLMEN"*		Haugesund	Bergen-Haugesund
"STRAND"*		Stavanger	Stavanger-Ryfylke
"TONJER"*		Haugesund	Bergen-Haugesund
"VAERØY"*		Bergen	Bergen-Solund-Aafjord
YTRE NORDFJORD		Maaløy	Nordfjord routes

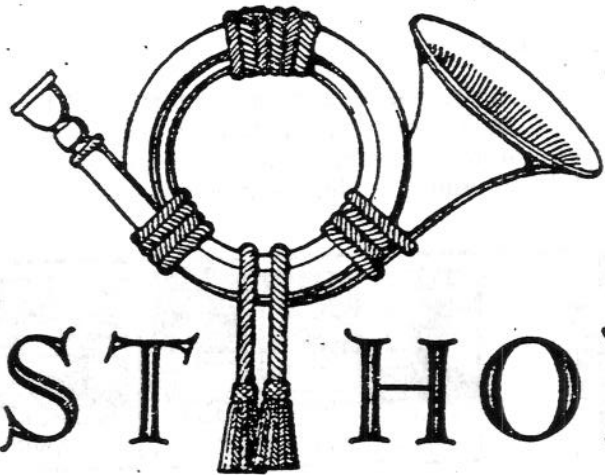
### Ship Postal Agencies Now Discontinued

NAME	STARTED	POSTAL DISTRICT	ROUTE
"ASKØY"		Bergen	Bergen-Askøy (east side)
"FRAM"	12-2-1943	Flekkefjord	On Siredalsvatn (a lake)
"HAMMERØ"	7-26-1935	Svolvaer	Routes from Svolvaer
"HAUS"	6-18-1941	Bergen	Bergen-Oster
"HJELMELAND"	10-1-1938	Stavanger	Stavanger-Ryfylke
"LYNGDAL"	?	Farsund	Farsund-Kristiansand S.
"LYSEFJORD I"	10-1-1938	Stavanger	Stavanger-Ryfylke
MIDTRE NORDFJORD	11-13-1937	Bergen	Local routes at Nordfjordeid
"NORDFJORD"		Alesund	Ålesund-Maløy
"OSEN"*	9-5-1936	Stavanger	On Suldalsvatn (a lake)
"SKJOLD"		Lillesand	Lillesand-Kristiansand S.
SOLUNDRUTA	11-25-1944	Bergen	Bergen-Solund
"TOPDAL KR.S"		Kristiansand S.	Kristiansand S.-Topdalsfjorden
"TRIP II"		Fredrikstad	Fredrikstad-Sandesund
"TRIP V"		Fredrikstad	Fredrikstad-Sandesund
"TRIP VI"		Fredrikstad	Fredrikstad-Sandesund
"VINDAFJORD" (M/S)		Stavanger	Stavanger-Ryfylke
"ØRNEN" (M/K)		Stavanger	On Suldalsvatn (a lake)



The

# POST HORN



Sponsored by the  
SCANDINAVIAN COLLECTORS CLUB OF NEW YORK

Volume 14

April 1957

Number 2

## Norwegian Numeral Ship Postmarks of World War II

by Frederick A. Brofos (497)

### The Merchant Fleet

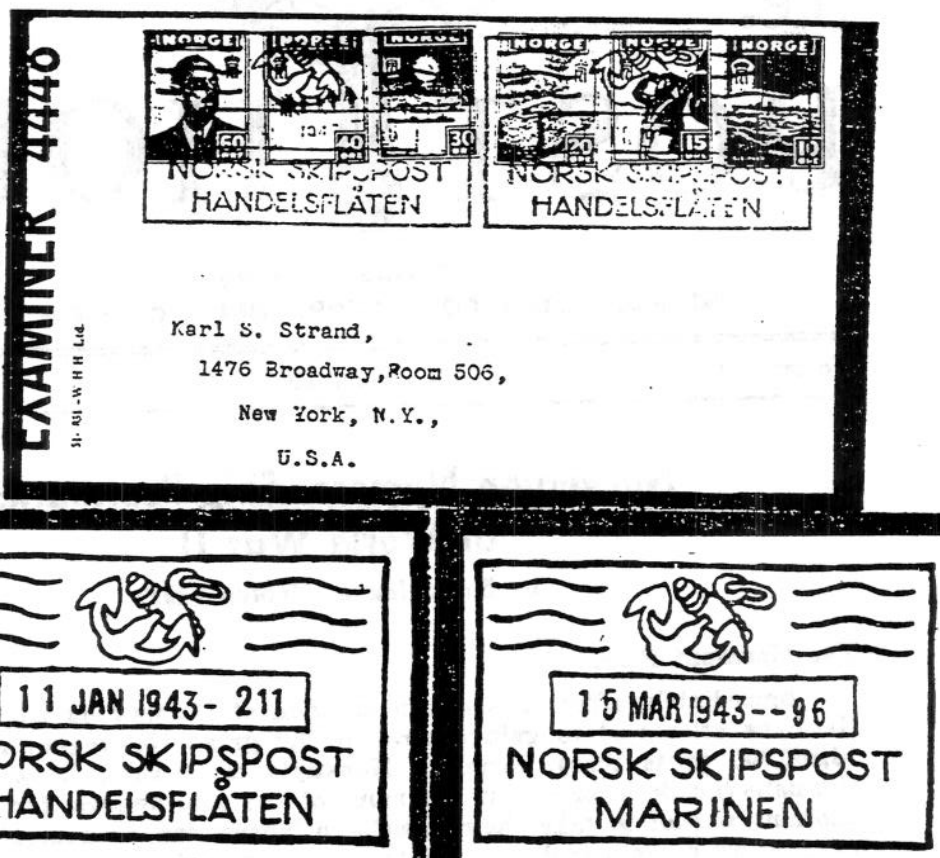
Immediately after the German invasion of Norway on April 9, 1940, the Germans attempted to gain control of the great Norwegian merchant fleet (4,850,000 gross tons), certainly Norway's most valuable war asset. The Germans broadcast orders, in the name of the ship owners, for all Norwegian captains abroad to take their vessels to Norwegian or neutral ports. However, every captain took heed of the warnings not to depend on communications from occupied Norway, which were sent out by Norwegian Legations overseas. Thus a fleet of more than 1000 vessels, manned by 25,000 Norwegian sailors, was put at the disposal of the Allies. A Norwegian shipping and trade mission, called Nortraship, with branch offices throughout the free world, was established to control this invaluable fleet. It is not difficult to realize what these ships meant for the Allied cause. To mention one point only: Forty per cent of the oil shipped for the Allies in all theatres of the war was carried by Norwegian tankers. Losses of ships and men were heavy. In all, Norway lost about 660 ships totalling 2,393,000 gross tons, and 3000 Norwegian seamen lost their lives as a result of enemy action.

### The Royal Norwegian Navy

After the Battle of Norway, in 1940, only two Norwegian destroyers, one submarine, ten fishing protection ships and various auxiliary vessels safely reached British ports. Gradually, however, a new navy was built up, and by March 1943 the Royal Norwegian Navy had expanded to 25 warships: destroyers, submarines, corvettes, torpedo boats, and motor launches—and about 30 auxiliary vessels—converted Norwegian whale-catchers and trawlers, which were used as mine sweepers and escort or patrol vessels. These ships, and a number of others that were added to the Navy later, fought side by side with other Allied warships under the operational command of the British Admiralty and were manned by about 600 officers and 4,600 petty officers and ratings.

## Philatelic aspects

The set of 6 stamps issued on January 1, 1943 by the Norwegian Government in exile in London was not only issued for propaganda purposes but found actual use on correspondence from personnel aboard ships of the Royal Norwegian Navy and the Merchant Fleet.



Special rubber postmarks were issued to the ships by the Norwegian Consulates and Nortrahship offices, where stamp supplies were presumably also available. These postmarks are of particular interest to collectors as each postmark carried a separate identification number. Lists of these numbers and the corresponding ships were acquired from official sources after the war and published in "Norsk Filatelistisk Tidsskrift" (1946), with whose kind permission they are here reproduced.

The postmarks were rectangular shaped and about 60x37 mm. in size. At the top appears an anchor with 3 wave lines on each side. In the center is a smaller rectangle, about 41x8 mm., containing the date and the identification number. At the bottom, in 2 lines, is: NORSK SKIPSPOST HANDELSFLÅTEN, meaning Norwegian Ship Mail—The Merchant Fleet. The postmarks of the Navy were identical with those of the Merchant Fleet except that the last word of the former was MARINEN, meaning The Navy. I have seen these postmarks applied in blue, violet, black and green.

There is an interesting variety of the Navy postmark which has the letters "J" on one side and "M" on the other side of the center date rectangle. This postmark, which, in addition, bore the identification number 125, was used by the guard force on the Norwegian arctic possession of Jan Mayen, a



desolate island of 144 square miles located between Greenland and Northern Norway and about 300 miles north of Iceland. There was apparently a weather station there too.

Incidentally, the 10 øre stamp of the London set pictures a unit of the Royal Norwegian Navy—the destroyer "Sleipner" (Navy postmark No. 23), and the 30 øre value shows vessels of the Merchant Fleet in a convoy.

Finally, I should say that some numbers are much scarcer than others, some having been in use for only a short while as the ship was soon sunk.

A number of postmarks of this series were never issued out at all, and remained at the Norwegian Consulate in San Francisco or the Nortraship Office in New York.

There are a few blanks in the name list, as the names of the ships which used these numbers have not been discovered yet. Maybe you have one of these missing links? If so, write the Editor, post haste.

### Merchant Fleet List

(Postmark serial no. and ship name)

1—Lysaker IV	38—Spes
2—Ivaran	39—Egda
3—Hestmanden	40—Topdalsfjord
4—Sir James Clark Ross	41—Petter
5—Maakefjell	42—President de Vogue
6—Kong Sverre	43—Velma
7—Bergensfjord	44—Lind
8—Columbia	45—Bajamar
9—Marita	46—G. C. Brøvig
10—Norvarg	47—Haakon Hauan
11—Bestum	48—Stigstad
12—Sigrid	49—Iron Baron
13—Sado	50—Mathilda
14—Ara	51—Kaldfonn
15—Vigsnes	52—Ravnefjell
16—Brisk	53—Norbryn
17—Ruth I	54—Trondheim
18—Tijuca	55—Solhavn
19—Scбели	56—Tigre
20—Washington Express	57—Leka
21—Tungsha	58—Fernwood
22—Tropic Star	59—Bestik
23—	60—Nova
24—Tai Shan	61—Heimgar
25—Mosdale	62—
26—Brimanger	63—Brant County
27—Thorstrand	64—Novasli
28—Petter II	65—Sneland I
29—Ask	66—Lauritz Swensson
30—Norlom	67—Ingria
31—Ringen	68—Lysland
32—Germa	69—Sirehei
33—Brajara	70—Lisbetr
34—Gaston Micard	71—California Express
35—Troubadour	72—Gallia
36—Slemmestad	73—Skaraas
37—Nueva Granada	74—Fjordheim

- 75— —  
 76— —  
 77—Titanien  
 78— —  
 79—Lysaker V  
 80—Bolista  
 81—Royal  
 82—Erica  
 83—Henrik Ibsen  
 84—Lom  
 85—Avance I  
 86—Spurt  
 87—Spica  
 88—Raftsund  
 89—O. B. Sørensen  
 90—Tore Jarl  
 91—Villanger  
 92—Emma Bakke  
 93—Farnbank  
 94—Vest  
 95—Orania  
 96—Munin  
 97—Frode  
 98— —  
 99—Bjerka  
 100—Frontenac  
 101—Jernland  
 102—Norsktank  
 103—Lago  
 104—Snar  
 105—Norelg  
 106—Borgholm  
 107—Hjalmar Wessel  
 108—Bonde  
 109—Skiensfjord  
 110—Skandinavia  
 111—Abraham Lincoln  
 112—King Haakon VII  
 113—Fagerbro  
 114—Selvik  
 115—Gabon  
 116—Norheim  
 117—Isbjørn  
 118—Heire  
 119— —  
 120— —  
 121—Montevideo  
 122—Lista  
 123—Høyanger  
 124—Katy  
 125—Elg  
 126—Galtesund  
 127—Fernmoor  
 128—Lyra  
 129—Balder  
 130—Granfoss  
 131—Corvus  
 132—Gudrun  
 133—Vestmannrød  
 134—Viva  
 135—Drammensfjord  
 136—Baldouin  
 137—Somerville  
 138—Marit II  
 139—Brønnøy  
 140—Alaska  
 141—Velox  
 142— —  
 143— —  
 144—Grey County  
 145—Molda  
 146—Belinda  
 147—Minerva  
 148—Heien  
 149—Gudvor  
 150—Tordenskjold (Trondheim)  
 151—Geisha  
 152-160 Unused  
 161—Arosa  
 162—Norhauk  
 163— —  
 164— —  
 165—Tres  
 166—Fjordaas  
 167— —  
 168— —  
 169— —  
 170—Suderøy  
 171-182 Unused  
 183—Nyholm  
 184-199 Unused  
 200—Marpesia  
 201—Fridtjof Nansen  
 202—Kronprinsessen  
 203—Norholm  
 204—Ferncourt  
 205—Trondanger  
 206—Brage  
 207—Gausdal  
 208—Glarona  
 209—Titania  
 210—Norsol  
 211—Hiram  
 212—Austria  
 213—Sandviken  
 214—Chr. Th. Boe  
 215—Carmelfjell  
 216—Samuel Bakke  
 217—Borgfred  
 218—Elisabeth Bakke  
 219—Talisman  
 220—Vav

- 221—Fenja
- 222—Bomma
- 223—Sevilla
- 224—Anna Odland
- 225—Marie Bakke
- 226—Ferncliff
- 227—Fernbrook
- 228—Fernplant
- 229—Alf Lindeberg
- 230-232 Remained at the Norw. Consulate in Los Angeles
- 233—Iselin
- 234-235 Remained at Norw. Consulate in Los Angeles
- 236—British Columbia Express
- 237-238—Remained at Norw. Consulate in San Francisco
- 239—Beau
- 240—Noreg
- 241—Bencas
- 242—Hoegh Silvercloud
- 243—Reinholt
- 244—Nycy
- 245—Tatra
- 246—Kirsten B
- 247—Britamsea
- 248—Betncuria
- 249—Møysalen
- 250—Ørnefjell
- 251—Sønnavind
- 252—Atlantic
- 253—Stirlingville
- 254—Mui Hock
- 255—Leiv Eiriksson
- 256—Lutz
- 257—Vadsø
- 258—Garnes
- 259—Ole Bull
- 260-264 Remained at Nortraship Office, New York
- 265—Remained at Norw. Consulate, San Francisco
- 266—Thor I
- 267—Roseville
- 268-269 Remained at Norwegian Consulate, San Francisco
- 270—Torrens
- 271—Duala
- 272—Pan Europa
- 273—Narvik
- 274—General Ruge
- 275-400 Not used

**Navy List**

(Postmark serial no. and ship name)

**Destroyers — Serial numbers 10-29**

- 10—Glaisdale
- 11—Eskdale
- 21—St. Albans
- 22—Lincoln
- 23—Sleipner
- 24—Draug

**Submarines — Serial numbers 30-39**

- 30—Uredd
- 35—B-1

**Motortorpedoeboats — Serial numbers 40-69**

- 40—M.T.M. Flotillaen
- 41—M.T.B. 618
- 42—M.T.B. 619
- 43—M.T.B. 620
- 44—M.T.B. 623
- 45—M.T.B. 625
- 46—M.T.B. 626
- 47—M.T.B. 627
- 48—M.T.B. 631

**Corvettes — Serial numbers 70-79**

- 70—Potentilla
- 71—Eglantine
- 72—Rose
- 73—Acandus

**Mine Layers — Serial numbers 80-89**

- 80—52 M.L. Flotilla
- 81—M.L. 128
- 82—M.L. 210
- 83—M.L.

90

Patrol Boats — Serial numbers 90-99

- |             |                |
|-------------|----------------|
| 90—Risør    | 95—Nordkapp    |
| 91—Horten   | 96—Honningsvåg |
| 92—Farsund  | 97—Narvik      |
| 93—Svolvaer | 98—Bodø        |
| 94—Namsos   | 99—Molde       |

Mine Sweepers — Serial numbers 100-120

- |                                   |               |
|-----------------------------------|---------------|
| 100—Minesweeper-division Dundee   | 111—Brevik    |
| 101—Minesweeper-division Falmouth | 112—Drøbak    |
| 102—Oksøy                         | 113—Thorodd   |
| 103—Karmøy                        | 114—Syrian    |
| 104—Transvalia                    | 115—Nordhav 2 |
| 105—Noble Nora                    | 116—Børtind   |
| 106—John Williamson               | 117—Polar 6   |
| 107—Vardø                         | 118—Hval 5    |
| 108—Harstad                       | 119—Alemaria  |
| 109—Grimstad                      | 120—Bjerk     |
| 110—Mandal                        |               |

Guard force on the arctic island of Jan Mayen

125—(date rectangle with "J" and "M" on the sides)

UNUSUAL USE OF NORWEGIAN EXILE STAMP

A curious cover, that I acquired a number of years ago, recently surfaced here again and I thought I would share it with readers and place it on the record. The cover is machine cancelled LERWICK SHETLAND (Islands) 24 DEC 44 (Christmas Eve) and is sent to Kirkwall in the Orkney Islands. Both of these rather desolate islands are situated to the North of Scotland.



The cover bears on the front a red censor mark dated 23/12, of a type used on ship mail from vessels of the British Royal Navy. This sort of mail usually went postage free at that time. In this case, perhaps a Norwegian seaman may have been temporarily aboard, and was allowed to use the mail facilities to send his Christmas cards. He added one of the stamps of the Norwegian Government in Exile in England, as an added touch of interest to his friends. Although strictly an unnecessary and irregular usage, it does make a rather attractive and unusual wartime cover.



WALT JELLUM came upon the illustrated cover, cancelled with the NORSK SKIP HANDELSFLÅTEN rectangular mark used by the Norwegian Merchant Marine during World War II. This cover, dated 7 January 1943, was sent to London and bears a British censorship tape. All so good, but the ship number in the cancel is 755! Walt did as much research as possible on this ship number, but all he was able to come up with was more questions, so he wrote to Frederick Brofos for his opinion. The reply follows.... "I would say that there is little doubt that this is a genuine postally used envelope. The orange red machine cancel is British and is often found on naval and other ship mail. This is what it says:

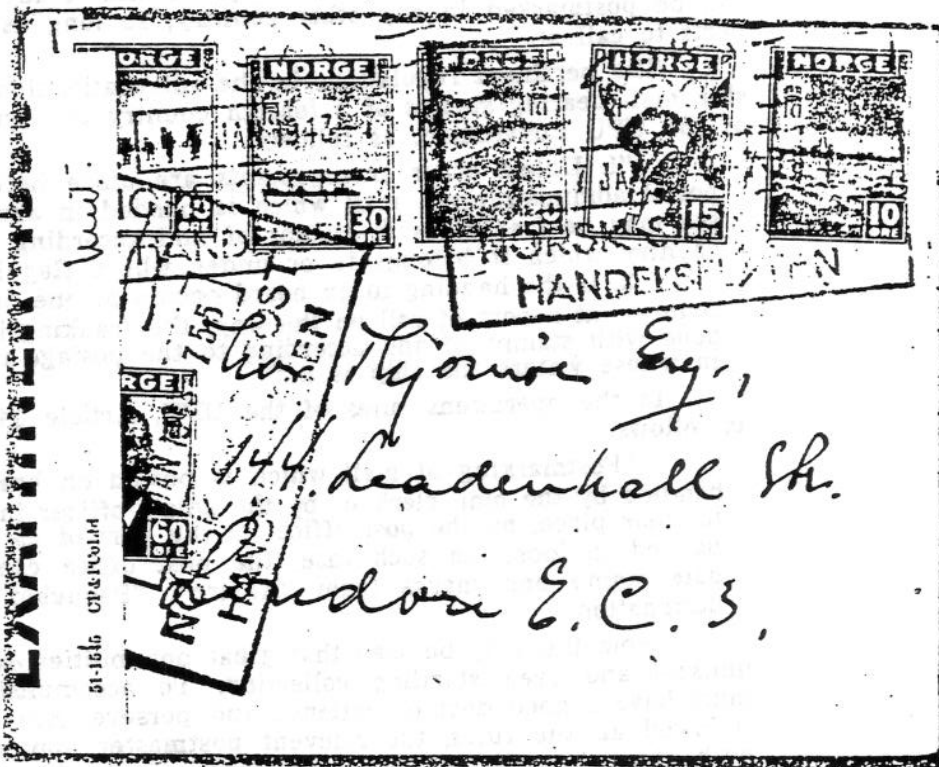
POST MARITIME  
OFFICE M A I L

"It appears that the number 755 on your cover was used in error, as no such number was assigned any ship. The valid numbers stop at 274. The postmarkers were distributed in early January of 1943, so your cover dated 7 January 1943 may be a first day of use on that ship, whatever it was. Is there no return address on the back? The postmarks were made by a London firm in a quantity of 445--this includes both types: MARINEN (Navy) and HANDELSFLÅTEN (Merchant Marine). Not all were given out, some remained at Consulates, etc. My statement in my 1957 Posthorn article "nos. 275-400 not used" was based on the late J. O. Stensdal's article in the Norwegian Philatelic Journal, 1946. Anyway, about 207 postmarks were used by the Merchant Marine, although there were far more ships. The postmarks had about 4 revolving bands which could be turned around and altered as desired. Any ship number could be set or changed on each postmark. It would seem that the person assigned as postman was so eager to get going he didn't read his instructions thoroughly and adjust his postmark to his assigned number. I have looked at Karl Sanne's article on these marks in Norsk Filatelistisk Tidsskrift #2, 3, 1975, and his list stops also at #274.

"Another lead towards what ship it was, might be the color of the postmark, which you did not indicate. If it was black, we are out of luck, though. That's about all I can say now. I have not seen any other "error" numbers before. Your cover is a nice item."

Walt adds that there is no return address at all, and that the color of the cancel is a bluish purple--is this significant, Mr. Brofos? Can other LUREN readers advise us of the #755 cancel? Thanks to Walt and to Fred Brofos for sharing their comments with us.

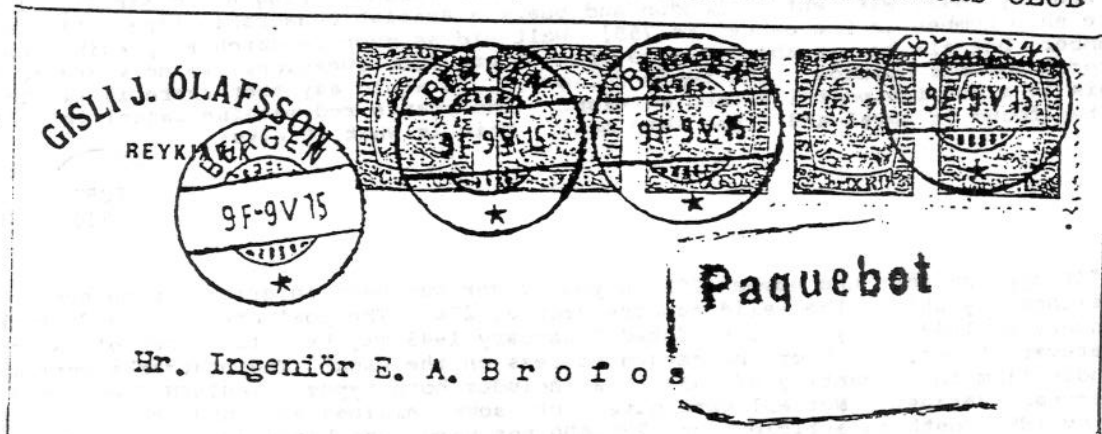
EXAMINER 4355  
OPENED BY  
P.C. 90



In a later note, Brofos adds that the address is that of The Norw. Shipping and Trade Mission, (NORTRASHIP).

## NORWEGIAN "PAQUEBOT" SHIP MAIL

by FREDERICK A. BROFOS (H-11) SCANDINAVIAN COLLECTORS CLUB



Bergen, Norway, on Icelandic stamps, 1915.

Numerous interesting covers, that are the delight of the postmark collector, have been produced due to certain regulations of the Universal Postal Union. This is particularly true in regard to Foreign Ship Mail. Although the UPU rules for maritime mail have been in force for many years, the general public is not well acquainted with them.

Theoretically, one can get stamps from just about any country cancelled with, for instance, a Norwegian postmark, provided that country has a ship that calls at a Norwegian port. And, the other way round, one can get Norwegian stamps cancelled in any country in which a Norwegian ship docks. Basically, therefore, stamps of almost any country in the world can be postmarked, in any other country, so long as they have ships and ports to call at.

The pertinent regulations in the international mail treaties regarding ship mail bearing stamps of a foreign country are, quoting from Article 53 of the UPU Convention, as follows:

"1. Unless other arrangements are made between the respective postal administrations, mail which is handed in aboard a ship in open sea may be franked with stamps of and according to the rates of the country which it belongs to or under whose flag it sails.

2. If the handing in on board occurs at one of the termini of the route or at a port of call on the way, the franking is only valid if it is done with stamps of and according to the postage rates of the country in whose waters the ship is in."

In the operations rules of the UPU, Article 146, paragraph 6 reads as follows:

"Postmarking of mail which is posted on board a ship, shall be handled by the mail clerk or by the ship's officer in charge of mail or, in their place, by the post office, in the port of call where the mail is handed in loose. In such case, the post office cancels them with its date stamp and marks them "Navire", "Paquebot" or an equivalent designation."

From this may be seen that great possibilities exist of forming a very unusual and even startling collection. To accomplish this, however, one must have a good deal of patience and perseverance. For, even if one has followed all the rules, the relevant postmaster may not be quite familiar with them himself, and so your cover is simply returned postage due.

The Norwegian Post Office regulations state that: Mail with foreign franking which is not posted on the High Seas, but which is determined by the Post Office to have been posted in Norwegian ports or in Norwegian territorial waters, is considered as entirely unfranked, and is either handed back to the ship or treated in accordance with the rules for mail which is franked with invalid stamps.



Bergen machine mark on Icelandic card, 1916.

Over the years, many different "Paquebot" marks have been used at post offices in Norwegian ports. As a rule, they have been rubber stamps which have been stamped on the envelope or card next to the stamps which have been date-postmarked. Occasionally one finds the "Paquebot" mark itself used to cancel the postage stamps, and the date-postmark placed alongside on the cover.

Ships which have their own post office aboard, cancel their mail with their own special postmarks, and a foreign postmark is usually not added. Mail, sent aboard ships of the Norwegian America Line, used to receive a "Paquebot" mark in ports like New York City. Now their ships, such as the "Sagafjord", "Oslofjord" and "Bergensfjord", have their own ship post offices with special postmarks showing the ship name and route.



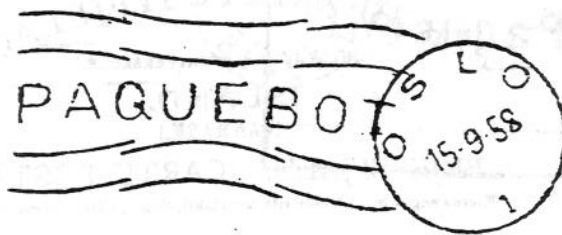
Special Norwegian ship postoffice cancels.

In the past, there were special Norwegian ship post offices aboard many of the vessels of the Bergen Steamship Co., the Halvorsen and the Fred Olsen Lines. The last of these marks, on the routes to England or

94

Denmark, were discontinued at the outbreak of World War II. Unfortunately, they were not reinstated when peace returned. Now the mail is probably marked "Paquebot" in England just as it was done in the early days.

1 ORIGINAL B/L BY SHIPS BAG.



Messrs. Wittusen & Jensen A/S,  
Kirkegt, 20,  
Oslo,  
NORWAY

Oslo postmark on British stamps, 1958.

One sometimes finds Norwegian Skilling stamps cancelled with the number "383" between bars. This is an English postmark from Hull, Yorkshire, and occurs in several varieties. They were often used to cancel ship mail from Scandinavia. In those days, most of the Norwegian mail arrived via Hull, which was the terminus of the Thomas Wilson Line. This line had a mail-carrying contract with the Norwegian Post Office for many years. Other English numbers are occasionally found on later Norwegian stamps, for example "545" (Newcastle on Tyne) and "E 89" (Tyne Dock, South Shields).

Finally, a special group of Norwegian ship postmarks is formed by the large square-shaped postmarks used during World War II by the Norwegian Merchant Marine and Navy. These had numbers on them representing the various vessels.

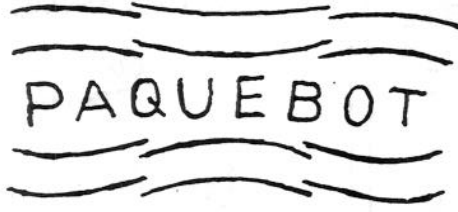
#### A List of Norwegian "Paquebot" Markings Seen

Port	Date seen	Color	Illustr.
Kristiania	12.9.03	black	fig. 9
Oslo	24.7.47	violet	fig. 5
Oslo	15.9.58	violet	fig. 1
Oslo	11.9.59	violet	fig. 3
Oslo	21.9.64	blue	fig. 3
Arendal	29.4.00	violet(?)	fig. 2, similar
Bergen	9.5.15	violet	fig. 2, sim., no frame
Bergen	29.1.16	violet	fig. 2
Bergen	17.8.36	violet	fig. 7
Bergen	12.9.52	violet	fig. 6, similar
Bergen	15.7.55	violet	fig. 10
Trondheim	18.7.55	magenta	fig. 4
Laerdal	20.6.55	violet	fig. 6, town added
Narvik	14.6.55	red	fig. 6, similar
Lyngseidet	14.6.55	red	fig. 6, similar
Geiranger	10.6.55	red	fig. 6, similar
Kristiansand S.	15.9.52	black	fig. 6, similar
Kristiansand S.	7.6.55	violet	fig. 11, similar
		blk. violet	fig. 8

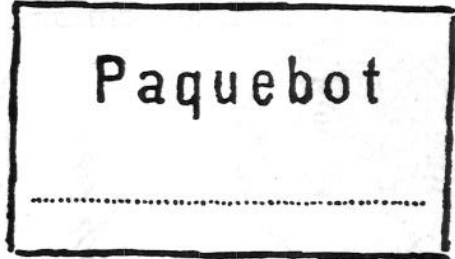


Hammerfest	8.7.37
Stavanger	2.7.53
Stavanger	22.6.55

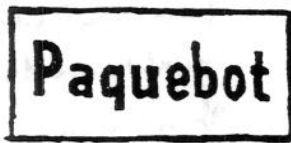
red	fig. 11
green	fig. 11, similar
dk. violet	fig. 11, similar



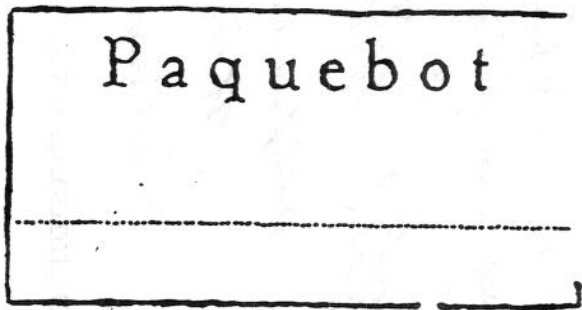
1



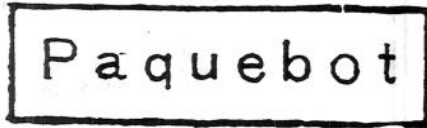
2



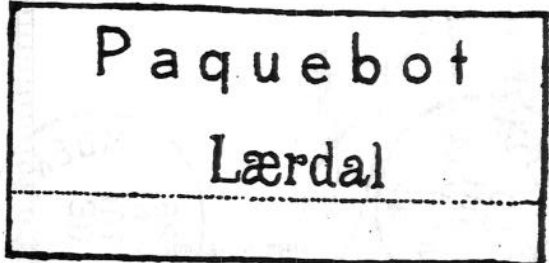
3



4



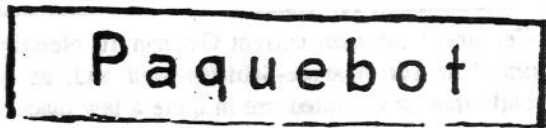
5



6



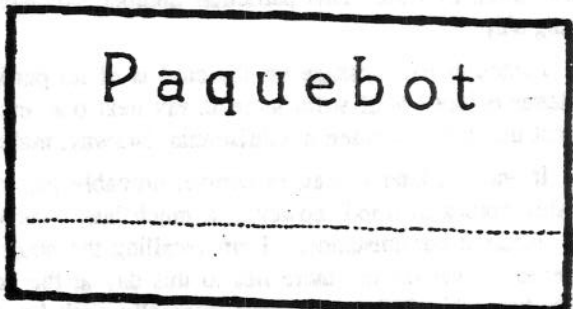
7



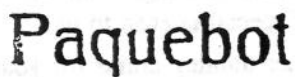
8



9



11



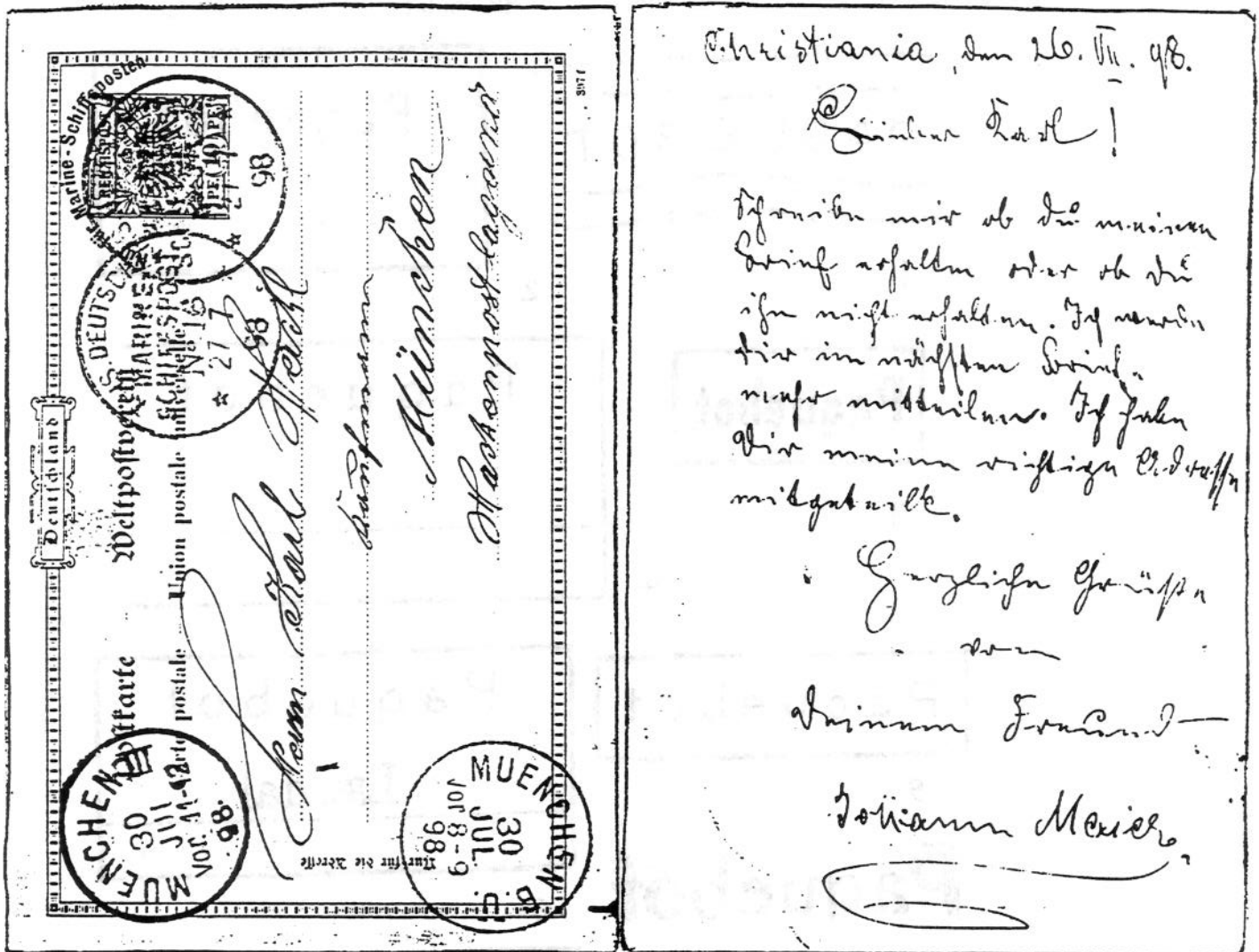
10

Examples of Norwegian Ship Mail markings.

## IMPERIAL GERMAN NAVAL MAIL, NORWAY, 1898

Frederick A. Brofos

German naval ship mail from Norway is, of course, known from World War II. However, here is a card cancelled aboard a German naval vessel in Norwegian waters long before World War I even.



Certain of the then current German 10 pfennig postal cards, such as this one, received a special black overprint, Nur für Marine-Schiffposten and, as stated, these were to be used only for naval ship mail. Apparently they saw limited use in quite a few places around the world.

I have before me one of these red cards, cancelled KAIS. DEUTSCHE MARINE SCHIFFSPOST No. 16 and dated 27.7.98. This particular number indicates that it was used aboard the S.M.S. *Charlotte*, a naval training ship.

Although the message on the card is of no particular importance ("Dear Karl, write me if you got my last letter or not. Will write more in my next one, etc. Heartiest greetings from your friend Johann Maier"), the fact that it was written at Christiania, Norway, makes it of special interest to us.

It was a friendly visit, of course, probably just a summer training cruise for young sailors. There unavoidably comes to mind, however, a much later visit to these very same waters by the German Navy, under quite different circumstances. I am recalling the notorious German invasion of Norway in April, 1940. As a memento of that drama, there lies to this day at the bottom of the Oslofjord, the rusting hulk of the German pocket battleship *Blücher*. It was ironically sunk by a fortress gun imported to Norway in the 1890's, from Krupp's, Germany. Hoisted on their own petard!

### The First Railroad Postmarks

By Frederick A. Brofos

An interesting collection may be formed of the railroad postmarks of Norway, a considerable number of varieties having been used down through the years on the various lines.

This article will deal with the earliest Norwegian railroad postmarks—those of the so-called 1-ring type. First, however, mention must be made of the manuscript cancellations which were in use for several years before the railroads got their own postmarks, and occasionally afterwards, as a supplementary measure. The stamps were generally cancelled by pen and ink with a cross, while the Norwegian word for "railroad (Jernbanen)" was written nearby on the envelope or card itself, together with the date, the year usually being omitted. The following inscriptions have so far been recorded:

- Jernbanen — on mail from 1856 and 1857
- H-Jernbanen — on mail from 1872
- Jernbanen — on some postcards from 1880
- Hovedb. — on mail from 1880

The second and fourth inscriptions (and probably the others also) were



The two postcards, shown herewith, bear manuscript postmarks "Jernbanen" (July 3, 1879) and "Hovedb.:" (December 11, 1882).

used on Norway's first railroad. Called "Norsk Hovedjernbane," meaning Norwegian Main Railroad, it had been opened on September 1, 1854, and ran between Christiania and Eidsvold. The railroad was right away used to transport the mails, which were no doubt accompanied by one or more postal officials. Most of the mail was already postmarked, so only those pieces which had been missed by oversight or mailed aboard the train were cancelled. Later on, when the volume of mail handed in at the stations increased, the need for a handstamp was felt, and, in 1875, Norway's first railroad postmark made its debut. The circular postmark had an outer diameter of 23 mm., and bore the text HOVEDJERNB:POSTEXP., with the date in the center.



A postcard postmarked on Hovedbanen in 1883.

On October 6, 1862, another line — the Kongsvinger Railroad — was opened. It ran from Lillestrom, a station on the Main Railroad, to Kongsvinger, and was continued to the Swedish border on November 4, 1865. However, a connecting railroad service between the two countries was not inaugurated until June 19, 1871, when the Swedish North Western Trunk Line (Nord Vestre Stambane) Laxå-Charlottenberg was completed. On the route Christiania-Charlottenberg two postmarks were brought into use in 1868 with the text CHRA-CHARLOTBRG A and CHRA-CHARLOTBRG B. In 1870, there followed two more postmarks, CHRISTIANIA OMK. and CHRISTIANIA OMK.; the difference between them being a period or a colon following OMK. (Omkartering). They are both supposed to have been used on the Kongsvinger Railroad. Starting around 1876, a new postmark appears on mail for abroad handled by the travelling post office of the Kongsvinger Railroad. It is somewhat larger in size than those previously described, and bears the French text BUREAU RÉEXPÉDIANT DE CHRISTIANIA.

The Røros Railroad was opened in 1862 with a narrow-gauge line from Hamar to Grundset. Later on this line was lengthened northward to Støren, and on October 17, 1877 the Røros Railroad was completed. There was now narrow-gauged railroad connection from Hamar through Elverum and Røros all the way to Trondhjem, the line Støren-Trondhjem having already been put into service on August 5, 1864. The mail from Christiania was now transported by rail to Eidsvold, thence by ship over Lake Mjøsen to Hamar, and on by rail to Trondhjem. The Røros Railroad had postal facilities at an early date, and a postmark inscribed RØROSBANEN was used since 1877.

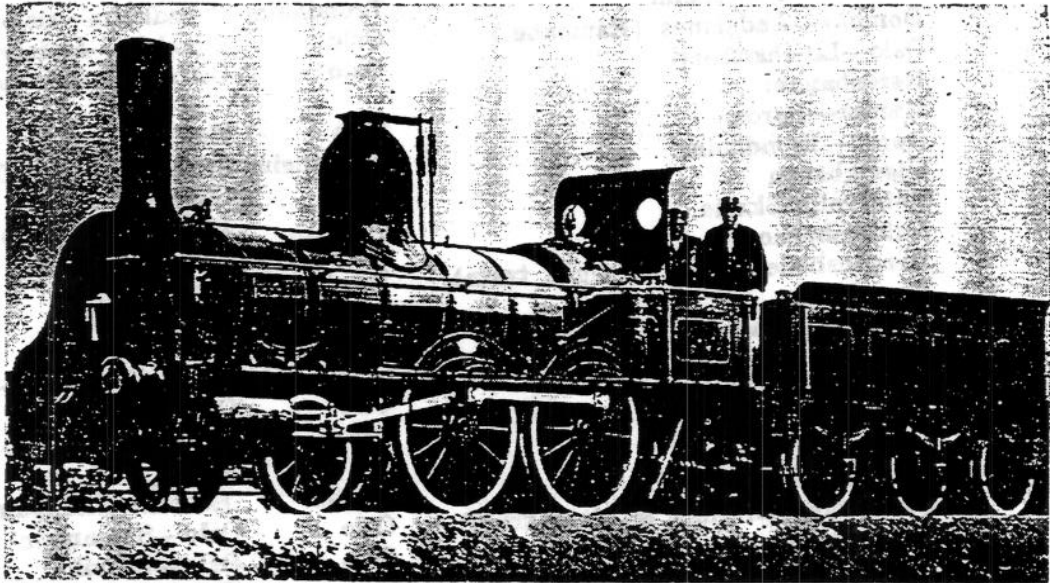






On October 13, 1868 the Randsfjord Railroad was completed from Drammen via Vikesund - Hønefoss to Randsfjord, with sidelines in 1871 from Hauge-sund to Kongsberg and in 1872 from Vikesund to Krøderen. On October 7 of that year the line between Christiania and Drammen was opened. The Randsfjord Postal Service started on July 1, 1883, but 3 postmarks are known from as early as 1877 with text KRANIA-RANDEFJORD I, II and III.

This completes the list of Norwegian railroad postmarks of the 1-ring type. From then on, postmarks with an inner circle — the 2-ring and "Swiss" types — were used. These have the date in one line instead of three.



The picture shows Norway's first locomotive, which was used on Hovedbanen. The locomotive has been featured in the designs of the 45 ore value of the 1947 Postal Jubilee set as well as the 20 ore value of the 1954 Norwegian Railways centenary issue.

Bibliography: Lt. Col. Max Nørgaard: "Norges Jernbanestempler," Nordisk Fil. Tidsskrift, Dec. 1936; Lt. Col. Max Nørgaard: "Norges Jernbanestempler," Nordisk Fil. Tidsskrift, Jan. 1937; Lt. Col. Max Nørgaard: "Norges Jernbanestempler", Nordisk Fil. Tidsskrift, Feb. 1948, Stian Sanness: "Fortegnelse over Norske Poststempler 1846-1894". Oslo, 1941.

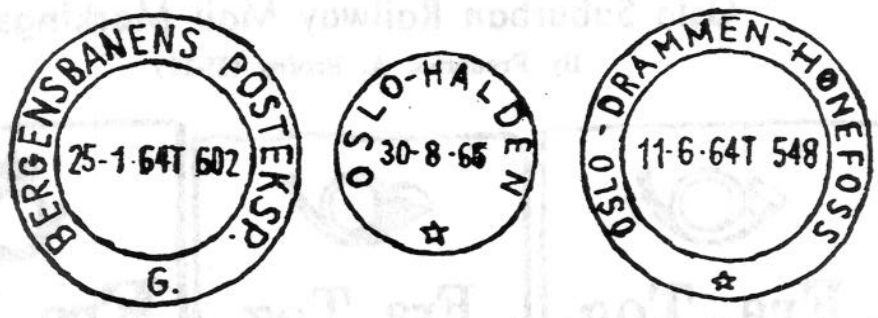
## Norwegian Railroad Postoffices

by Frederick A. Brofos (497) and Stanley H. Hanson (974)

The following list of RPOs is taken from "Norges Postruter," a publication of the Norwegian Post Office (1960?):

Name	Head Office	Route
<b>Østfoldbanen:</b>		
Oslo—Ås	Oslo	Oslo—Ås
Oslo—Kornsjø (exchange office)	Oslo	Oslo—Ed. (Sweden)
Østfoldbanen, west line	Oslo	Oslo—Kornsjø
Østfoldbanen, east line	Oslo	Oslo—Sarpsborg
<b>Kongsvingerbanen:</b>		
Oslo—Charlottenberg (exchange office)	Oslo	Oslo—Char'bg. (Sweden)
<b>Hølandsbanen</b>	Oslo	Sørumsand—Skulerud
<b>Solørbanen</b>	Oslo	Kongsvinger—Elverum
<b>Dovrebanen:</b>		
Oslo—Lillestrøm	Oslo	Oslo—Lillestrøm
Oslo—Trondheim (night train)	Trondheim	Oslo—Trondheim
Oslo—Dombås	Oslo	Oslo—Dombås
Dombås—Trondheim	Trondheim	Trondheim—Oslo
Dombås—Åndalsnes (Raumabn.)	Oslo	Dombås—Åndalsnes
Oslo—Lillehammer	Oslo	Oslo—Lillehammer
<b>Rørosbanen:</b>		
Hamar—Røros	Oslo	Hamar—Røros
Røros—Trondheim	Trondheim	Røros—Støren (Trhm.)
Gjøvikbanen	Oslo	Oslo—Gjøvik
Reinsvoll—Skreia	Oslo	Reinsvoll—Skreia
Valdresbanen	Oslo	Eina—Fagernes
Bergensbanen (day & night train)	Bergen	Bergen—Oslo
Vossebanen	Bergen	Bergen—Voss
Hønefoss—Roa	Hønefuss	Hønefoss—Roa
Randsfjordbanen	Oslo	(Oslo-)Drammen—Hønefoss
Oslo—Asker	Oslo	Oslo—Asker
Vestfoldbanen	Oslo	(Oslo-)Drammen—Larvik—Eidang
Horten—Skoppum	Horten	Horten—Skoppum
Sørlandsbanen (day & night train)	Oslo	Oslo—Stavanger
Oslo—Brevik	Oslo	Oslo—Brevik
Numendalsbanen	Oslo	Kongsberg—Røberg
Rjukanbanen	Oslo	Hjuksebø—Rjukan
Skien—Brevik	Skien	Skien—Eidanger—Brevik
Arendal—Nelaug	Oslo	Arendal—Nelaug
Setesdalsbanen	Kristiansand	Kristiansand—Byglandsfjord
<b>Meråkerbanen</b> (exchange office)	Trondheim	(Trondheim-)Hell—Storlien (Sweden)
<b>Nordlandsbanen</b>	Trondheim	(Trondheim-)Hell—Grong—Mo
<b>Grong—Namsos</b>	Trondheim	Grong—Namsos

Several articles dealing with Norwegian RPOs have appeared in "The Post Horn": "Early Norwegian Railroad Cancellations" by F. A. Brofos (April 1956); "Postmarks Used By the Norwegian Railway Postoffices," by A. Odjell (April 1961).



There is also quite a bit about Norwegian RPOs in: "Norwegian Railway and Steamship Parcel Stamps," by R. A. Brofos in "The Post Horn" 1958-63 and revised booklet 1964.

In the article by Mr. Odfjell referred to above, those postmarks mentioned with a train number are of the Large Size Double Circle Type. Looking over my own collection, I have compiled a supplementary list of postmarks of this type. The RPO marks of recent years tend to carry the town names of their route instead of the name of the railroad. I have also seen several RPO marks in the new Small Single Circle Type. However, these seem impractical for longer route names and have no room for a train number. A postmark of this latter type reading OSLO-TRSP may also be an RPO mark.

**Large Size Double Circle Type**

Text in postmark	Train No.	Index letter (2 stars)
Dombås—Åndalsnes	356	
Hamar—Lillehammer	308	
Hamar—Røros	302	
Kongsvinger—Elverum	1082	
Kristiansand S—Stavanger	708	
Namsos—Grong	482, 2462	
Skien—Brevik	2101	
Stavanger—Egersund	712	
Trondheim—Mo	452, 456	A, G, H
Oslo—Brevik	501, 502	A, B
Oslo—Charlottenberg	1031, 1032, 1051, 1052	(star), B
Oslo—Drammen—Hønefoss	548	
Oslo—Fagernes	281, 282	
Oslo—Dombås	401, 402	(star), A, B, C, D
Oslo—Gjøvik	202	A,
Oslo—Kristiansand S.	701, 706, 708	A, A.1, A.2, A.3, B, B1, B11
Oslo—Larvik—Skien	802, 803, 804	A, B
Oslo—Lillehammer	302, 311, 312, 318	
Oslo—Magnor	1052	A
Oslo—Mysen—Sarpsborg	190, 192	
Oslo—Røros	301, 302	A, B, C, D
Oslo—Trondheim	405, 406	A, B, C (2 typ.), D, F, G (2 typ.)
Oslo—Åndalsnes	356	A, B, C, F
Bergensbanens posteksp.	602	G

**Small Single Circle Type (22 mm)**

Text in postmark	Index letter
Oslo—Halden	
Oslo—TRSP (Transport)	V (on letter Skien—Oslo)
Bergensbanen	A, E, F, O

## Oslo Suburban Railway Mail Markings

By Frederick A. Brofos (H-11)



Types 1, 2, 3



Types 4, 5, 6

"Norway's Forgotten Postmarks," by SCC L-16 Ernst M. Cohn (The Posthorn, Oct. 1960), dealt with the Crown-and-Posthorn postmarks used by many of the smaller "Brevhus" post offices of Norway. This article is about another type of Norwegian Crown-and-Posthorn mark (sometimes the crown is missing) which is even less seen or heard about.

An intriguing group of postal markings was in use a number of years ago on mail posted in boxes on the Oslo suburban railroad trains. Of the various electric railroads running between Oslo and its picturesque suburbs, the most famous is probably the one to the hills north of the city. It is a favorite with skiers in the winter and hikers in the summer. This line also brings tourists to see the famous Holmenkollen ski jump and, at Frogner-seteren, the well-known restaurant with a dramatic view of the Oslofjord. Besides Holmenkolbanen, there are other lines that go to Baerum and Ekeberg (for map and history, see SCC booklet "Norwegian Railway and Steamship Parcel Stamps").

Mail posted on the railroad cars of these lines received the mark: "Fra Tog", meaning "From Train", in addition to the usual Oslo machine or hand-postmark cancelling the stamps. This was usually applied somewhat to the left of the postage stamp, although I do have one example (Type 5) where the mark is on half the stamp (in addition to the postmark).

A description of the items I have seen follows in tabular form:

Type	Color	Postmark	Date
1	red	Kristiania Br.	18.11.24
1	violet	Oslo Br. 1	21.10.2(5?)
2	violet	Oslo	6.6.31
3	violet	Oslo Br.	14.1.30
4	violet	Oslo Br.	17.7 & 16.8.35
5	violet	Oslo Br.	13.2.41
5	red	Oslo Br.	8.9.41
6	red	Oslo Br. II	11.12.45



Type 2 is similar to Type 1, but its letters are spaced differently. The "F" is noticeably further away from the left border in Type 2. Type 3 is similar to Type 4, but the letters are different—particularly the "F". Furthermore, the box is taller in Type 3.

I have an envelope with Type 1 and showing a return address at Nordstrandshøgda, which would indicate mailing on the Ekeberg railroad. Also, a postcard reading "I am now at the wireless station at Tryvannshøiden," indicating Holmenkolbanen. However, I am of the opinion that the "Fra Tog" markings are not to be associated with any particular suburban line, but instead were in general use on all such railroad mail arriving at and cancelled by the Oslo Main Postoffice. As the rubber stamps wore out, new ones were introduced, thus giving us the various types.

Mail boxes still hang outside cars of the suburban trains but, unfortunately, mail deposited in them no longer receives any identifying mark to denote its special origin. I have tested this out myself. As is usually the case, these attractive postal markings will receive more attention, now that they are no longer available. With a bit of luck it is still possible to find them among postcards which tourists mailed home. All mail, whether domestic or foreign, posted on the trains received these markings.

Mention should also be made of a couple of other markings of similar appearance. They were apparently used at the main post office in Oslo, but on mail of a different origin than "Fra Tog." I have heard of one reading "Fra Skib" (i.e. "From Ship"), but have not seen it. Perhaps it was used on mail received from small local steamers on the Oslofjord. Then there is the one illustrated as Type 7. The text "Fra Landpostr." means "From rural mail route". My example shows it in violet on a cover mailed from the Oslo suburb of Grefsen. The stamps are machine-cancelled 13.8.29 at Oslo Br. (Brevavdeling—Letter section). There are traces of a crown above the posthorn. Could it have been removed by a mailman with republican ideas?



NORWEGIAN "Fra Skib" (FROM SHIP) Marking, by Frederick A. Brofos

Some years ago I had an article in "The Posthorn" (Volume 24, No 4, Page 74) about the "Oslo Suburban Railway Mail Markings", listing the various "Fra Tog" handstamps I had seen. I also mentioned a "Fra Skib" mark I had heard of, writing that perhaps it was used on mail received from small local steamers on the Oslofjord. This theory appears to be confirmed by a postal card I ran across recently. It was sent in 1926 from a small grocery at Breviksdocks on the Bundefjord (a branch of the Oslofjord). The violet posthorn handstamp and the black Oslo postmark (BR.I) were applied at the Letter Division of the Oslo Main Post Office. These interesting marks were discontinued many years ago.

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ISSN 0739-0025  
 Volume 21 Number 2  
 January Febr. 1989  
 Whole Number 237

Los Angeles, California

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## The Trondheim - Støren Railroad of Norway

Frederick A. Brofos

The railroad which runs almost North-South between the towns of Trondheim and Støren in Central Norway was almost never built. Many people preferred instead an extension of the regular highway network. Even after it was decided to build the railroad, doubts remained about the difficult mountainous terrain. It was even wondered whether it should be a horse-drawn or steam locomotive operation.

After the latter alternative was decided upon and construction problems solved, the railroad was eventually opened for freight traffic by the end of 1863. Passenger service commenced in February, 1864. There were three locomotives: "Robert", "Haakon", and "Throderen". In the beginning, the line was 49.2 kilometers in length, but expanded later to 53 km. Originally it was narrow gauge, but it was rebuilt to wide gauge in connection with the 158 km. long railroad between Støren and Dombås, constructed in 1910-1921.

Together they later made up the important section of the Norwegian State Railroad system called "Dovrebanen".

It is interesting to see the freight charges on the Trondheim-Støren RR, which, according to an 1869 tariff, were as follows: Eight skillings per sack of bark, bread, dried fish waste, chalk, coal or potatoes. Sixteen sk. per sack of about 150 lbs. of coffee. Six sk. per sack of hay. Twelve Sk. for unnamed things in sacks. To transport a horse cost 36 sk., while a cow, foal, or reindeer cost 24 sk. A small animal like a calf or piglet cost only 6 sk., but a pig of ordinary size cost all of 20 sk. Dead animals were also carried, by arrangement.

The Trøndheim - Støren Railroad, cont.

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To assist with the collection of freight charges, blue and red 2 and 4 skilling stamps were issued in 1870, the first railroad stamps of Norway. Oddly enough, they were printed in Sweden, by Norrköping Lithografiska Aktiebolag. The stamps were also popular with early stamp collectors, so unused singles are still not too difficult to find. Multiples are another matter, though, and used stamps are much scarcer. There is an unused 2 sk. in the British Museum in the Norway frame of the famous old Tapping Collection.



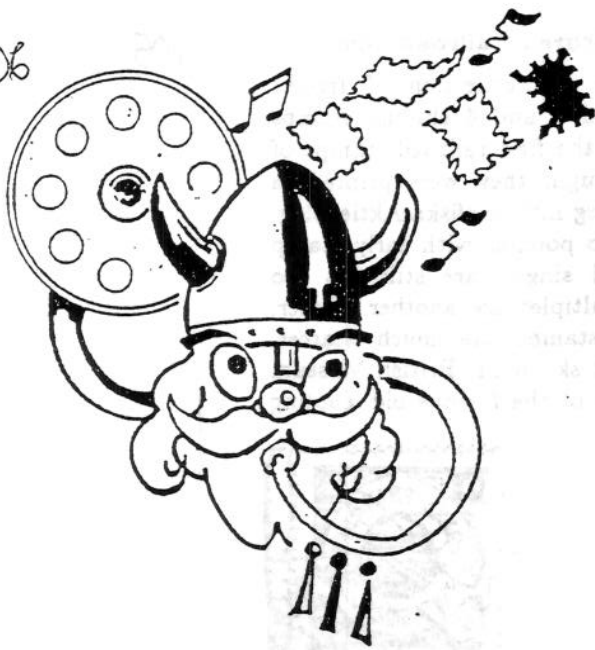
The stamps were apparently printed in sheets of 20 (4x5), with five main discernable types of both values. Both manuscript and circular date marks were used to cancel the stamps. The latest cancellation I have noted is 16/6 - 1876. A copy of a timetable for midyear 1869 shows the various stations, from Trondhjem, to Sluppen, Heimdal, Stofte, Meelhuus, Sjøberg, Kvall, Leer, Lundemo, Hovind, and finally, Støren, to which must be added Selsbak, which came later. Sluppen, on the other hand, was just a signal stop, from which no cancels probably exist.



The metal cancellers  
of the Trondhjem - Støren Railroad

See also **Norwegian Railroad and Steamship Parcel Stamps**, by F. A. Brofos, SCC 1964, pg. 31/32.

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LOS ANGELES, CA.

ISSN	0739-0025
Volume 25	Number 10
October	1993
Whole Number	302

## POSTMARKS ON NORWEGIAN RAILROAD STAMPS

Frederick A. Brofos

The various Norwegian railroad freight and parcel stamps have generally been cancelled with special station cancels, usually rubber name-stamps, with or without a frame. These marks were mostly without date and applied in violet. Of special interest, therefore, are the much scarcer cases where a regular postmark was used. This sometimes happened when a postoffice and railroad station were located together in the same building and with the same manager. I suppose there was no actual authorization for this use, but no special regulation against it either, so the combination post and station master used his own initiative utilizing what was handiest. Not only do railroad stamps look better with a postmark applied in black, but the date provides a useful clue in separating the various stamp printings, of which there are many, together with different color shades and plate varieties. Sheet reconstruction is also possible on many issues.

With the growing popularity of hometown collections in Norway, the addition of railroad stamps showing clear impressions of the local station cancel and, of course, also the postmark if ever used, should be of additional interest.

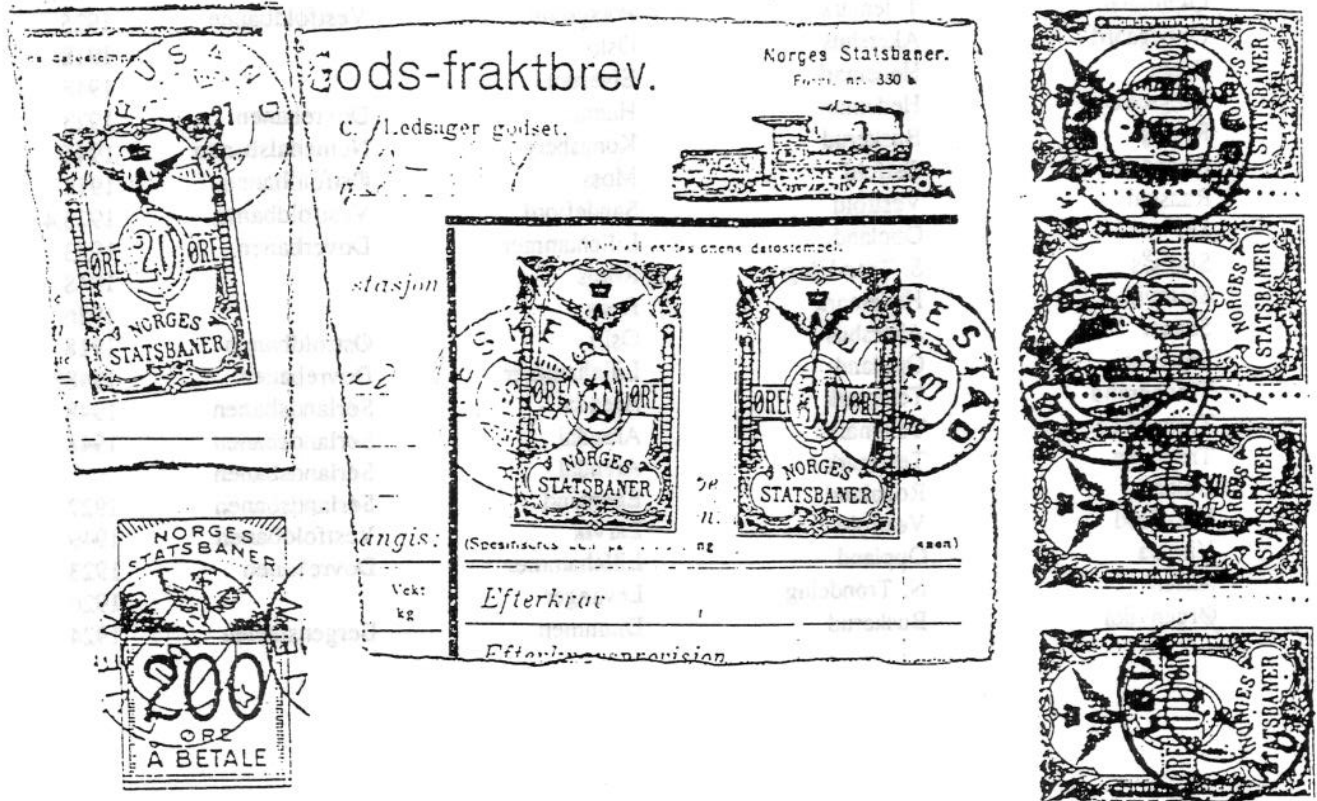
I have a couple of the early type-set railroad stamps of 1884 cancelled in black by a 3-ring numeral postmark, rather unclearly, but it might be No. 77 (Fredriksværn). Then come the dragon-type stamps, with my earliest postmark from 1918, followed by the green numeral design with my latest postmark there being from 1949. Some of the red numeral-type Due stamps as well as the red freight insurance stamps have also been occasionally post-marked.

The following list shows 45 places that have used their postmark on railroad stamps at one time or another. Undoubtedly others exist too. A word of



of caution, though. In later years, a number of stations received and used circular metal date stampers looking much like postmarks (and probably made by the same manufacturer). However, these strictly railroad marks can be easily distinguished. They usually include the word STASJON and the station's number. If a star ornament is included, it is horizontal at left rather than at the bottom of the mark as on the postmarks. Furthermore, various identifying words or abbreviations may also occur, such as ILGODS. (express freight), GS. (freight office), etc. These were used in black, violet, and sometimes, red.

Several places in the accompanying list later changed name. Eigersund became Eiksund, Løve stasjon to Lauve, Saaner to Sånner, and Aasen to Åsen. I have not seen a continued use on railroad stamps with the new names, except for the Lauve postmark. The two places that postmarked insurance stamps were Neslandsvatn and Singsås. Incidentally, the Østfold railroad divides into two lines, with Dilling, Rygge and Saaner on the West Line and Heia stasjon on the East Line.



Place	County	Superior PO	RR Line	Year Seen
Bredvik	Finnmark			ca. 1948
Brennhaug	Oppland	Lillehammer	Dovrebanen	1926
Brusand	Rogaland	Stavanger		1927
Dilling	Østfold	Moss	Østfoldbanen	1920?
Evenstad	Hedemark	Elverum		1948
Hallvik i Eigersund	Møre & Roms	Ålesund		1936
Hanestad	Hedemark	Elverum		1946
Hauer seter	Akershus	Lillestrøm		1946
Heia stasjon	Østfold	Sarpsborg	Østfoldbanen	1918
Heskestad	Rogaland	Egersund	Sørlandsbanen	1927,37
Holstad	Akershus	Oslo		1918
Hornåseng	Akershus	Lillestrøm	Hølandsbanen	1948?
Jessnes	Hedemark	Hamar	Dovrebanen	1928
Kjose	Vestfold	Larvik	Vestfoldbanen	1940,46

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Kløftefoss	Buskerud	Vikersund	Randsfj.banen	1924
Kotsøy	S. Trøndelag	Røros		1924
Kraby	Oppland	Gjøvik	Gjøvikbanen	1924,48
Kronstad	Bergenshus	Bergen		1924
Kvam	Oppland	Lillehammer	Dovrebanen	1948
Ler	S. Trøndelag	Trondheim		1948
Losna	Oppland	Lillehammer	Dovrebanen	ca. 1923
Løve stasjon (Lauve)	Vestfold	Larvik	Vestfoldbanen	1925, 46
Myre	Vestfold			1918
Neslandsvatn	Telemark	Kragerø	Sørlandsbanen	1948
Nypan	S. Trøndelag	Trondheim		1924,5
Oklungen	Telemark	Porsgrunn	Vestfoldbanen	1925
Oppegaard	Akershus	Oslo		1918
Rasta	Hedemark	Elverum		1948
Ringsaker	Hedemark	Hamar	Dovrebanen	1923
Rollag	Buskerud	Kongsberg	Numedalsbanen	1946
Rygge	Østfold	Moss	Østfoldbanen	1918
Raastad	Vestfold	Sandefjord	Vestfoldbanen	1923,48
Sel	Oppland	Lillehammer	Doverbanen	1923
Singsås	S. Trøndelag	Røros		1948
Steinvik	Hedemark	Rena		1926
Saaner	Akershus	Oslo	Østfoldbanen	1918
Sør-Fron	Oppland	Lillehammer	Dovrebanen	1948?
Tinnegrend	Telemark	Arendal	Sørlandsbanen	1948
Tjønnfoss	Telemark	Arendal	Sørlandsbanen	1948
Treungen	Telemark	Arendal	Sørlandsbanen	
Ualand	Rogaland	Egersund	Sørlandsbanen	1927
Viksfjord	Vestfold	Larvik	Vestfoldbanen	1949
Vinstra	Oppland	Lillehammer	Dovrebanen	1923
Aasen	N. Trøndelag	Levanger		1926
Ørgenvika	Buskerud	Drammen	Bergensbanen	1924



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LOS ANGELES, CA.

ISSN 0739-0025  
Volume 27 Number 7-8  
July-August 1995  
Whole Number 323



## NORWEGIAN RAILROAD STATION MARKINGS

Frederick A. Brofos

I have previously written about the unusual usage of postmarks on Norwegian railroad stamps. Now, we shall examine some of the actual railroad station marks that were in normal use.

Most of the earliest ones were straight-line marks in various type faces and usually without date. We may look at them more closely another time.

We shall here limit ourselves to dated marks. Those commonly used between the 1930s and 50s were mostly oblong octagonal rubber stamps. The usual arrangement was to have the station name at top, date in middle and station number at bottom. Violet was generally used, but black, red, and other colors did occasionally occur. These handstamps were, of course, the official station mark and were used to certify all kinds of documentation, as well as for canceling railroad stamps. As the rubber wore down rather quickly, metal handstamps were introduced in the late 50s. There were a few metal predecessors in a large double-circle type. These were similar to those large postmarks used sometimes by RPOs, usually showing the route terminus. These we may examine another time.

In the illustration, the first three examples of the small metal handstamps show larger inner circles and larger date figures than those commonly used later. These latter appear to have been made by the same manufacturer who supplied postmarks to the postal service. The various inclusions of station numbers, freight, express and other unusual designations clearly distinguish these railroad marks from regular postmarks. Furthermore, if a star was included in the arrangement, it usually appears to the left and on line with the date, not at the bottom as in postmarks.

After 10 to 20 years of wear, changes or loss, it came time again for new markings. A return was

ÅRLIFOSS  
11 DES. 1959  
Stasjon 1803

FOKSTUA  
- 8 DES. 1959  
Godset mottatt.  
Stasjonen 1100

FREDRIKSTAD  
12 MAI 1962  
Il- og Fraktgodseksp.  
522

KONGSVOLL  
18 DES. 1959  
Stasjon 1103

Ottestad  
24 SEP. 1942  
Stasjon nr. 709

VIKSFJORD  
12 NOV. 1959  
Stasjon 1517

OSLO  
- 7. III. 1977  
GODSEKSP. EKSP.

DRÅMMEN  
12-12-59  
Klass for frakt  
FRAKTGODS

HAMAR 711  
18-12-61  
GODSEKSP.

ALNABRU 207  
Postgironr.  
- 3-3-60  
GODS

BODØ  
23-12-78  
IL-FR. GODS

GJØVIK  
23-10-78  
GODSEKSP. 626

GREFSEN 108  
28-3-80  
BILLETTEKSP.

GULSKOGEN 0091  
29-8-56  
STASJON

HALDEN 6948  
29-3-60  
GODSEKSP.

ENSPRESSGODSEKSP.  
1812-78  
HAMAR 711

HELL  
16 JULI 1973  
Stasjon 1208

HELL 1208  
5. 02. 80  
Godsetspedisjon

Norges Statsbaner  
Narvik stasjon  
05.02.79  
Godshus

NSB Billrator  
Alestrand  
30 MARS 1978  
Alesund

PASSERT  
- 6 FEB. 1979  
KONGBERG 1631

KONGBEG 1631  
11 APR. 1980  
Reisegodseksp.

Jernb. Tollgods- og Sped.  
13.11.75  
KONGSVINGER 918

ILGODSEKSP.  
- 2 MAJ 1962  
OSLO Ø. M.

NSB/SJ  
27.02.79  
BORNESJØ

SJ 74 01318  
1979-02-21  
Göteborg C  
Expressgodsmagasinet

76 NSB 01510  
27.10.78  
TØNSBERG  
Reise- og ekspressgods

76 NSB 01510  
7.11.73  
TØNSBERG  
Reise- og ekspressgods

SENDERSTED  
Sørlandsruta a/s  
2 APR. 1980  
Slagnr. 4800 MANDAL  
Godsett Date Kvittering

LINJEGODS A/S  
AB CATCO SVER  
19 JAN 1979  
1720 GREAKER

Linjegods  
27 MAR 1980  
Hell

LINJEGODS A/S  
4-3-80  
SANDNESSTUEN



made to the use of rubber handstamps, as these were undoubtedly cheaper and quicker to produce.

The new rubber stamps of the 70s were rather small oblong affairs with the date. Black and other colors were used as before.

Among the examples illustrated is one with a curious spelling error, KONGSBEG instead of KONGSBERG. Shown also is a larger oblong type from the express office at the Oslo East station. No doubt, other non-conforming types exist too. There is a particularly interesting mark from Kornsjø, a small Norwegian town right on the border with Sweden. Also illustrated is a Swedish mark from Gothenburg which, in addition to the station and SJ, shows a small inner box with the number 74. This innovation, I think, may indicate a certain country. The later marks in Norway include the number 76, as well as NSB. Among the latter group I noticed another interesting spelling error, TONSBÆRG instead of TONSBÆRG. Finally, there is a mark from a bus company route connected with Mandal station. Another, larger, company, which eventually began to handle much of the freight business around the country, was called LINJEGODS A/S. This company had its own special markings, sometimes oblong and later round and rimless, as shown in the last illustration.

I have introduced readers to a little-known collecting field. I first noticed these special station markings on a bill of lading and realized they were unusual and collectible. Eventually, I discovered that they all wound up on the top floor of a Railroad Administration building in Oslo, at the Control Office. Here, in hundreds of neatly tied bundles, stacked along corridors of shelves running from floor to ceiling, were the impressive records of the whole railroad commerce of Norway. Things were kept there a certain time only and then discarded to make room for new material. I will always gratefully remember the fun and excitement I had years ago while looking for philatelic treasures among the piles destined for destruction. Of the several "Heavens on Earth" that I have had the privilege of visiting, that was one of them. Besides station marks and unusual meters, there were railroad and bus stamps of many kinds, to be found with time and patience.

On my last visit there, however, I was sad to find the attic empty and deserted, the shelves bare and the kind and helpful railroad people I had known all gone. A new system of computers had been introduced throughout the land, replacing the now obsolete bills of lading, all of which had been

pulped. As they say in Latin: *Sic transit gloria mundi...*

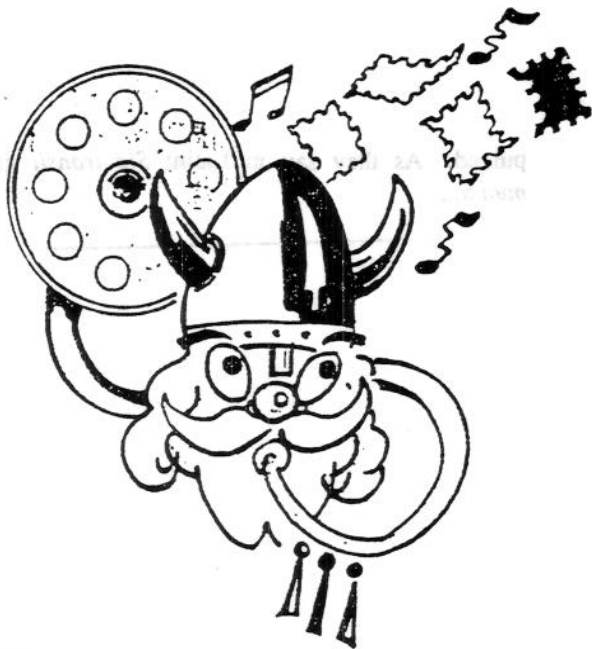


Fig. 16

Fig. 15

Some unusual diamond-shaped seals printed in black without embossing have also been used in Sweden by the Postal Inspectors of the Western District (Fig. 15) and show an ancient train puffing across a bridge, this scene contained within the loop of a posthorn. Gothenburg post office used a seal as seen in Fig. 16 and a similar design was used by the post office at Örn-sköldsvik.

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ISSN 0739-0025

Volume 27 Number 5

May 1995

Whole Number 321

## NORWEGIAN RAILROAD METER STAMPS (I)

Frederick A. Brofos

The first meters used in connection with payment of freight charges on the Norwegian State Railroads were, I believe, the machines apparently made in Germany by the Francotyp company of Berlin. These were imprinted in red. A small double-lined square on the left contained the station name, the date and at the bottom was often the word "Frimerkeforsendelse", (ie Stamped Goods). To the right, and slightly higher, was a larger double-lined oblong, which contained a crowned winged wheel, the emblem of the railroad, at top. In the center was a place for stamp value. At the bottom was the railroad name "NORGES STATSBANER", in two lines.

Under that was the meter machine number. The value figures were distinctive and Gothic-like. The counter or enumerator number appeared separately and high above the small box with the station name. This number is not visible in the accompanying illustration. Shown is a meter of this type, with an 0000 setting, used to cancel some yellow "BIL" bus stamps. This was done at RINGEBU (meter 51) in 1949/50. This unusual cancelling procedure was also used at ELVERUM (meter 52) in 1948/50 on the regular green railroad stamps.

The third figure shows a typical Norwegian-made Krag machine in "the old design". Weighing about 31 kilos, it was in use all over the country for many years. However, the meter illustrated is particularly unusual, as it is inscribed RESERVE, instead of a town name. This indicates a reserve or extra machine used only in emergencies, such as when a regular machine was being repaired. Another reserve Krag machine is shown next, in a modernized design with the new NSB logo. This was used in red in connection with the private railroad Rjukanbanen.

Several Krag machines with extra large dies in the old design were used at a couple of places: SPJELKAVIK, meter 1428 inscribed BIL, was used

in green in connection with an NSB-operated bus line. A similar one was also used in green at ÅLESUND, station 4018, meter 1471, and another one there in red inscribed JERNBANE, meter 1470. These were seen in use 1963/1973.

While the meters used by NSB railroad stations were usually imprinted in red, the NSB bus or truck lines in green, those meters used by private firms used black or blue. These latter sometimes included advertising slogans such as the one shown from the shoe factory at Drammen. A couple of curiosities seen are where the whole town/date mark has been missing from the meter used, and the handstamp of the station has been added in its place. (HAMAR 21/8/58 on Norrøna Co. machine 810, and ÅLESUND on the AAKOFA Co machine, the latter also using red color instead of black in December, 1959).

Finally, on the Langaard Tobacco Co. meter, the value figures seem to be larger than usual and furthermore there is a small lion instead of a cross atop the crown over the winged wheel emblem. This may have been from a machine not manufactured by Krag, who probably did not have a complete monopoly of the field all the time.

Between about 1958 and 1961, a Swedish machine made by Hugin A.B., Stockholm, was placed in use at various Norwegian stations. Magenta or light red was the color used. I have seen examples used from Bergen, Charlottenlund, Flisa, Koppang, Oslo, Rakkestad, Røros, Steinkjer, and Tolga. There was also a reserve machine for Drammen district and a machine at Miland on the Rjukanbanen. Furthermore, it was used on several NSB bus routes, namely Lågendalsruta, Haukeliruta (Haugesund), Selburuta, Ålesund-Åndalsnesruta and Ås-Drøbakruta. Some of the machines had an index letter in front of the value figures, which could be changed according to the account credited. Thus B was for Bus fees, J for Jernbane or NSB railroad fees and R for Rjukanbanen. All of these machines were eventually withdrawn. They were found to be unsafe, meaning not tamper-proof and could be misused, causing a loss of revenue.

The latest type of meter noticed are those illustrated showing a very simplified winged wheel. Meter 3001 was used around 1982 in black by Standard Telefon og Kabelfabrik A/S, the largest electrotechnical firm in Norway. The meter was apparently made by the Swiss company, Hasler A.G. Finally, there is shown a Krag meter no 1563, in a somewhat simplified design, which was in use in red at the Oslo Sentral Station.

The study of all these interesting machines seems to have been largely neglected in Norway, leaving a new field for the adventurous explorer and patient collector.

Unfortunately, I believe that most of these interesting meters are now things of the past, a good many having been replaced by computers.

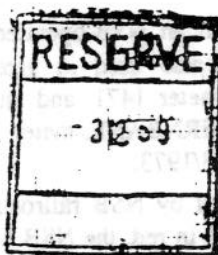
The bills of lading, upon which these meters appeared, were sent in by all the stations to a central control office in a big old building amid the Oslo train and freight yards. There they carefully were checked over and then stored away for 3 or 4 years, in case a question came up. The bills were tied up with twine in labeled bundles and neatly arranged on shelves in a long attic. Periodically, the older material was weeded out and moved to a smaller side room on the way to being pulped.

This article could not have been written without the kindness of railroad officials who granted me access to the discarded bundles, allowing me to retain anything I fancied. As each bundle was usually from the same station with the same meters, I had to go through many stacks to get variation. I remember the tight twine knots I had to undo and, of course I had to tidy up a bit afterwards. Anyway, on several trips to Norway over the years, I always managed to squeeze in a visit to that little Mecca, picking out goodies, long after closing time and darkness. All I had to do was turn off the lights and see that the doors were locked shut afterwards. If anyone may have thought I was crazy, that never bothers a dedicated collector! Saving those samples was certainly no mistake. Quite likely, they may be the only ones which have escaped destruction. It's the old story of collecting what interests one, even if no one else cares about it at the time.

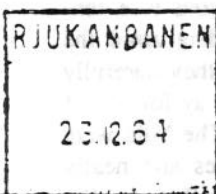
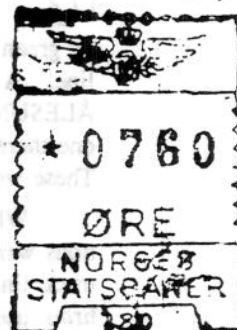
NORWEGIAN  
RAILROAD  
METER MARKS



51



01282



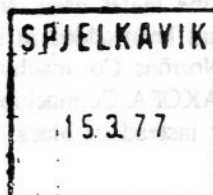
RESERVE

00264

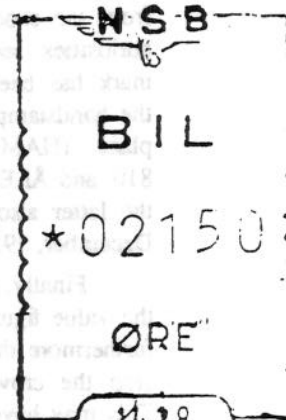


ØRE

1666



01764



ØRE

1428



C7831

DE FORENEDE SKOFABRIKKER

*Normal*



1290

ØRE

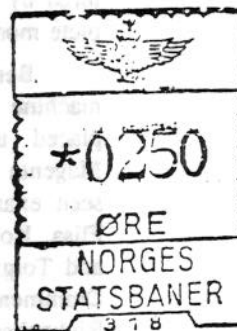
NORGES  
STATSBANER

553



4988

CONRAD LANGAARD



\*0250

ØRE

NORGES  
STATSBANER

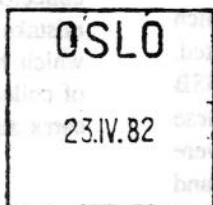
378

J 003.30

ÅLESUND -  
ÅNDALSNESRUTA

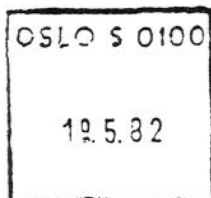


927 28 III 61



OSLO

23.IV.82



OSLO S 0100

19.5.82

RGX.EKSPRESS

0990



\*840

KRONER

3001



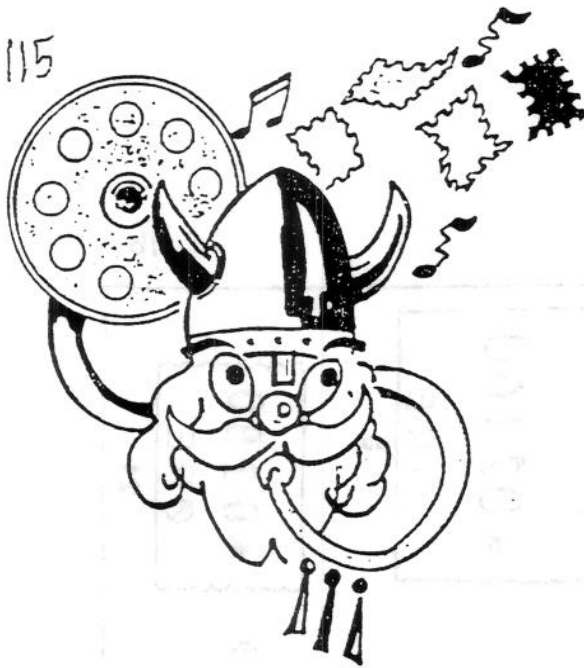
000000

ØRE

1563



115



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ISSN	0739-0025
Volume 27	Number 6
June	1995
Whole Number	322

## NORWEGIAN RAILROAD METER STAMPS (II)

Frederick A. Brofos

As one investigates the meters used in conjunction with parcels and freight sent on Norwegian railroads, one notices certain other curious-looking meters which are not from the State Railroads. Meter no 238, used in black at Bodø around 1958, shows an unusual conversion by dissection of an NSB meter into private use by the bus company Saltens Bilruter.

Among the several private railroads in Norway, which were either closed down or partially or wholly absorbed into the NSB system, was the Rjukanbanen. At Porsgrunn (station no 1821), a meter 1664 was used in green for freight bills due the Rjukan Railroad. This meter bears the initials RJB in the winged wheel, instead of the usual NSB. Similar meters marked RJB were used at MILAND, station 3001, meter 1662, and RJUKAN, station 3004, meter 1664. Rjukan will, of course, always be remembered in connection with World War II and its forced production of heavy water for a possible German atomic bomb. However, this was successfully sabotaged.

Another unusual meter was one used in black at Løkken st. for the combined use of the Thamshavn private railroad and the Trondheim-Orkladal Bus Company. This shows on the left a large slogan advertising their name. The bus company had its own special meter at Thamshavn, showing its monogram TOB with wings at top. This logo appears again in the modernized design used at the Orkanger bus route station.

Yet another private meter was used in black by the bus company Risør & Omland Automobilselskap.

Finally, there is a remarkable cut down-looking meter used in black at Namsos by Fylkesbilene i Nord Trøndelag (the regional buses in Northern Trøndelag).

<p>BODØ 14.858 T. O. B.</p>	21472	<p>0350 ØRE 239</p>	<p>FCX FORSGRUKK 13.873 1821</p>	00895	<p>R.N.B. 001850 ØRE 1664</p>
<p><b>THAMSHAVNBANEN</b> OG A/S TRONDHEIM-ORIKLADAL B i Lørdag A i Søndag</p>					
<p>THAMSHAVN 1.378 T. O. B.</p>	09542	<p>2160 ØRE T. O. B. 4</p>	<p>LØKKEN 27.858 T. O. B.</p>	01933	<p>THAMSHAVNBANEN ★ 0180 ØRE A/s T. O. B.</p>
<p>RISØR 29.563 R &amp; O A</p>	27016	<p>BIL ★ 0190 ØRE 35</p>	<p>DEKKNØSER 12.276</p>	<p>BILBILSTASJON</p>	<p>A/s T. O. B. ★ 02160 ØRE 5</p>
<p>R &amp; O A</p>	21.858	<p>FBNT 47.139 NAMSDALS</p>	<p>47.139</p>	<p>★ 0190 ØRE 21</p>	

**NORWEGIAN RAILROAD OFFICIAL CARDS**

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LUREN #169, page 4, shows a red card used in 1887 for internal messages of the Norwegian State Railroads. Although of the first type in use, it is relatively common in unused condition. Being a novelty at the time, alert dealers secured stocks of it and the first "Hovedbanen" card (dark green). However, as interest in stationery collecting waned, the later issues came and went unnoticed. Two rare items are illustrated here, from "Valdresbanen" (black) and "Urskog-Hølandsbanen" (green). In their hay day, both these lines also had regular RPO marks, the latter line had its own parcel stamps, too.

The Nestun-Os and Hofmestrand-Vittingfos railroads also had special cards.



**JERNBANE-BREVKORT.**

Valdresbanen.

Til

Tjenestesag

fra  
med Tog No.



**JERNBANE-BREVKORT**

Urskog-  
Hølands-  
Banen.

Til

Tjenestesak

fra  
med tog nr.                      den / 191



**Jernbanebrevkort**

Tjenestesak

Til

Bl.nr. 001.160.25

Frederick A. Brofos sent along another Official Railroad Postcard from Norway, this one is from NSB, the Norwegian State Lines, and is from a 1981 edition. The stylized logo at the center top is quite interesting,

**JERNBANE-BREVKORT.**

To driftskontoret



fra Hamar

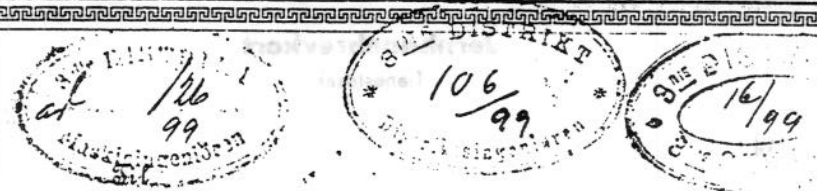


med Tog No. 1887 den / 18

Form. No. 493 a.

**SINGLE-RING HAMAR RAILROAD STATION MARK, by Frederick A. Brofos**

There exists an elusive marking which is very similar to the one-ring circular-type postmarks of Norway which were current in the 1870/80 period. From all appearances it seems to have been made by the usual manufacturer of these metal stampers, whomever that was. The device may, indeed, have originally been intended to be a postmark. However, it did not get beyond the Station Master's office at Hamar in Central Norway. There it served for a number of years as an office date stamp on documents. Blue color was invariably used. The abbreviation **JSTN** stands for **JERNBANE STATION** (ie, Railroad Station). Several other one-ring marks including the word "Station" have, of course, seen normal use as postmarks at combined station and post offices. Such were: **BERG JERNBANESTATION**, **STRØMMEN STATION** and more, as well as others in later postmark styles. The Hamar mark, in the way it was side-tracked, is of course not known cancelling stamps. Therefore, I was particularly pleased to see this fine example of it "on cover". The special railroad cards were used for internal correspondence of the Norwegian State Railroads and occur in a number of interesting varieties. Below is a special report card for free train travel reason (Black on white)



Mr. Banemester Bjälgrud

Hamar

Tjenestegag

med Tog No. 312 den 18/ 1899

Anm. Sendes med 1ste Tog.





The last group, starting with Evjemoen, were listed in the Norwegian Postal Guide, but I have not seen examples yet, so it is possible that the text arrangement in the postmarks is different.

I am told that, at one time or another, there were FPO's at TERNINGMOEN near Elverum (Hedmark), JØRSTADMOEN near Lillehammer (Opland), and PORSANGMOEN (Finnmark). These places may have used some of the ifeld-postmarks with numbers, whose location is sofar unknown to me.

The difference between a "Feltpostkontor" and a "Feltpoståpneri" is that the latter is a smaller affair.

The so-called "fieldpostoffice" which has operated for a number of years in the Storting Building in Oslo, while the Norwegian Parliament is in session, is not military. but rather what I would call a "temporary" postoffice.



Of special interest are the two postmarks recorded from Oscarsborg—the old fortress from King Oscar II's time, strategically located on a small island in the middle of the Oslofjord. Here, on April 9, 1940, the German invasion fleet was halted and their battleship "Blücher" sunk.

Fieldposts no. 60 through 72 were used during maneuvers in Northern Norway from August to October, 1954. In February and March, 1955, FPO's No. 60 through 63 were again used, at exercise "Midtskogen".

An interesting picture of a mobile Fieldpost Office in an army truck in Northern Norway, was shown in "Norsk Filatelistisk Tidsskrift" p. 28, No. 3/4, 1953.





The Norwegian FPO Tyskland (Germany)-Oslo used a hand-stamp (dates seen: 14.8.47 and 27.12.50) and Norway's first machine fieldpostmark (dates seen: 27.11.47 and 13.4.51). With Germany's recent return to a sovereign status I have no doubt that this interesting office has now ceased operations. Whether the office was located in Oslo for receiving, postmarking, and transmitting mail to and from the Norwegian Brigade, or whether it was actually located in Flensburg or elsewhere in Germany, is still a mystery to me.

The accompanying postmark illustrations show tracings (made on transparent acetate) from original impressions, and should be reasonably accurate. However, make allowances for my shaky hand.

Norwegian fieldpostmarks are by no means common, and patient years of hunting are required to build up a good collection. Some of the offices were in activity for a relatively short period, and many of the offices were open only during special maneuvers or just certain months of the year.

### NORWEGIAN FIELDPOST OFFICE IN CROATIA

Frederick A. Brofos

Effective August 15 of this year, a Norwegian FPO was established in Zagreb, Croatia, to handle postal service for all Norwegian UN personnel in the Balkans. It is called "Feltpost UNPROFOR".

Norway was one of the first countries that contributed UN soldiers during the conflict in the former Yugoslavia. These forces have grown until today there are 729 Norwegian men and women who serve with the UN forces in the Balkans. A further 300 will soon join them, making a total of over 1000 persons. In comparison, there are about 700 Norwegians with the UN forces in South Lebanon.

Before the opening of the new Norwegian FPO, the postal service to Norwegians was rather limited, but they did have the possibility of using a Swedish FPO. The Norwegian FPO is at Camp Pleso, a military camp near the Zagreb airport. It is expected that another Norwegian FPO will be established at Tuzla in Bosnia, where the main Norwegian force is stationed.

(Information courtesy of POST, the Norwegian Postal Service employees' newspaper.)

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Norsk.  
Main  
or Trunk  
Railroad  
Green in  
shades



**JERNBANE-BREVKORT.**  
Norsk Hoved-Jernbane



**JERNBANE-BREVKORT.**  
Norsk Hoved-Jernbane.



**JERNBANE-BREVKORT.**  
Norsk Hoved-Jernbane.



**JERNBANE-BREVKORT.**  
Norsk Hoved-Jernbane.



**JERNBANE-BREVKORT.**  
Norsk Hoved-Jernbane.



**JERNBANE-BREVKORT.**  
Norsk Hoved-Jernbane.

*Til* \_\_\_\_\_



\_\_\_\_\_

*Tjenestevok* \_\_\_\_\_



*fra* \_\_\_\_\_

*med tog nr. den | 191*



Norsk.  
Stats  
Raihvahn  
Red in  
shades

 **JERNBANE-BREVKORT.** 



Til

 **JERNBANE-BREVKORT.** 



Til

 **JERNBANE-BREVKORT.** 

Til

 **JERNBANE-BREVKORT.** 

Til

 **JERNBANE-BREVKORT.** 

Til

 **JERNBANE-BREVKORT**

Til Oslo

fra  Lamar

med tog 194 den



The Military Fieldpostmarks (part 1)  
by Frederick A. Brofos

The first special postmark for a Norwegian Field Post Office was received in 1888 at Gardermoen (Akershus county), the military base located a few hours from the capital. Called "FELTPOSTKONTOR No. 1", this office was given a postmark of the two-ring type. Either this postmark was resurrected or else it has been in use for quite some time, as I have seen it used as late as August, 1949.

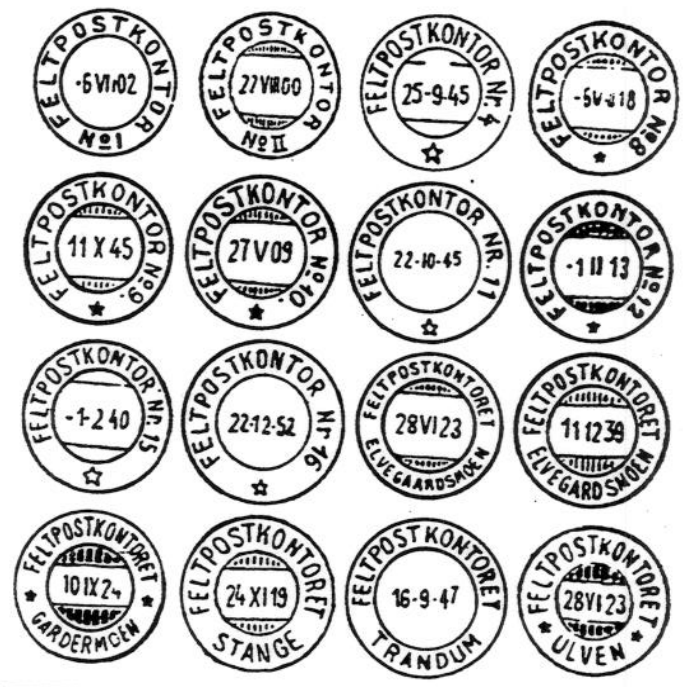
Next to appear was "FELTPOSTKONTOR No. II". This came in 1890, and was in the "Swiss" type of postmark (two rings with horizontal cross-bars, and vertical shading lines in the arches). In 1891, two more "Swiss" type postmarks appeared, namely "FELTPOSTKONTOR No. III" and "FELTPOSTKONTOR No. IV". I don't know just where these 3 postmarks were used. The actual order of issue of the next fieldpostmarks is also unknown to me, and the following List of Fieldpost Offices will be subject to revision when additional information is acquired.

List of Fieldpost Offices

Text in postmark:	Location:	County:
Feltpostkontor No. I	Gardermoen	Akershus
Feltpostkontor No. II	?	?
Feltpostkontor No. III	?	?
Feltpostkontor No. IV	?	?
Feltpostkontor No. 4	?	?
Feltpostkontor No. 8	?	?
Feltpostkontor No. 9	Saetermoen	Troms



Feltpostkontor No. 10	?	?
Feltpostkontor No. 11	near Trondheim	S. Trøndelag
Feltpostkontor No. 12	Syd Honningsvåg	Finnmark
Feltpostkontor No. 15	? (seen Feb. 1, 1940)	?
Feltpostkontor No. 16	Trandum	Akershus
Feltpostkontor No. 23	? (Swiss type, seen Jan. 13, 1920)	?
Feltpostkontoret Elvegaardsmoen	near Narvik	Nordland
Feltpostkontoret Elvegardsmoen	near Narvik	Nordland
Feltpostkontoret Gardermoen	near Oslo	Akershus
Feltpostkontoret Oscarsborg	Oslofjord	Akershus
Oscarsborg	Oslofjord	Akershus
Feltpostkontoret Stange	near Hamar	Hedemark
Feltpostkontoret Trandum	near Oslo	Akershus
Feltpostkontoret Ulven	near Bergen	Hordaland
Feltpostkontoret Vaernes	near Trondheim	S. Trøndelag
Gimlemoen Feltpoståpneri	—	Vest Agder
Heistadmoen Feltpoståpneri	—	Buskerud
Helgelandsmoen Feltpoståpneri	—	Buskerud
Kjevik Feltpostapneri	Kjevik airfield	Vest Agder
Soma Feltpost	—	?
Feltpost Nr. 50	mobile	North Norway (?)
Feltpost Nr. 51	mobile	North Norway (?)
Tønsberg Befestninger	(fortifications)	Vestfold
Gravdal Garnison Bergen	(garrison)	Hordaland
Norsk Feltpostkontor Tyskland-Oslo	?	?
Tyskland-Oslo -Norsk-Feltpostkontor	(machine pmk.)	?
Evjemoen Feltpoståpneri	near Kr. and S.	Aust Agder
Nedrevatn Feltpoståpneri	near Hammerfest	Finnmark
Tromøya Feltpoståpneri	near Arendal	Aust Agder
Vaggetem Feltpoståpneri	near Kirkenes	Finnmark
Feltpost Nr. 60 - 72	mobile	—



# The Fieldpostmarks of Norway

by Frederick A. Brofos (497)

## PART II

My article on Norwegian FPO's in the January issue of this journal aroused considerable interest both here and abroad and has brought to light some previously unchronicled fieldpostmarks. To the former list we can now add the following

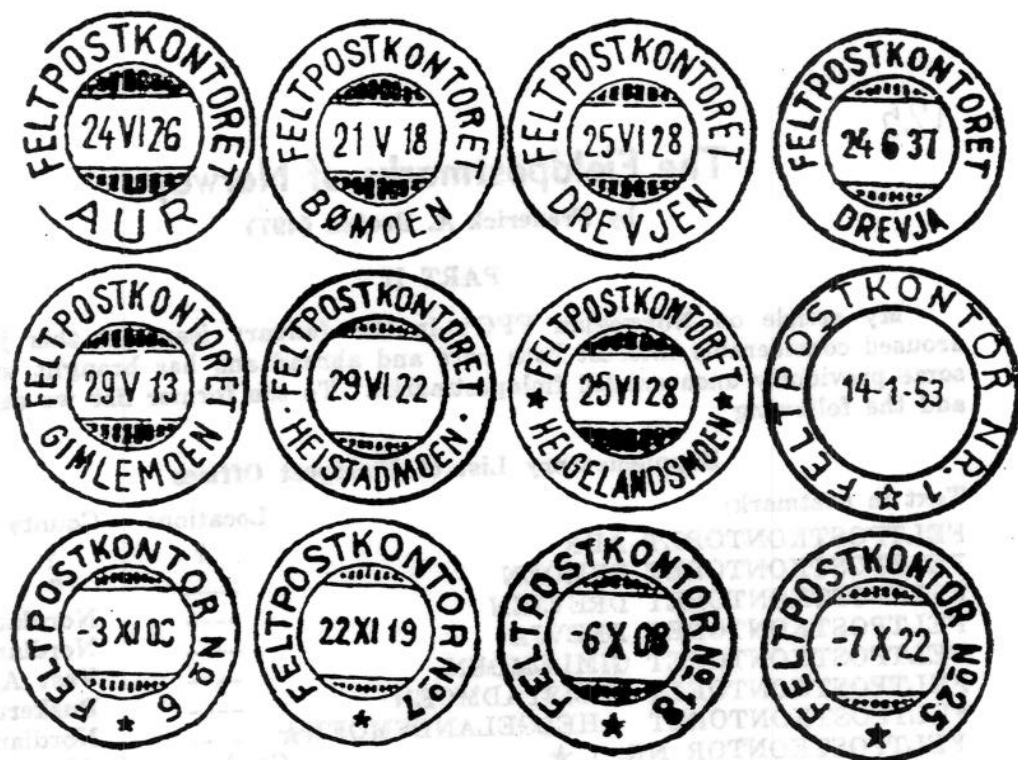
### Supplementary List of Fieldpost Offices

Text in postmark:	Location:	County?
FELTPOSTKONTORET AUR	?	?
FELTPOSTKONTORET BØMOEN	---	?
FELTPOSTKONTORET DREVJEN	---	Nordland
FELTPOSTKONTORET DREVJA	---	Nordland
FELTPOSTKONTORET GIMLEMOEN	---	Vest Agder
FELTPOSTKONTORET HEISTADMOEN	---	Buskerud
FELTPOSTKONTORET ★HELGELANDSMOEN★	---	Nordland
FELTPOSTKONTOR NR. 1 ★	Gardermoen?	Akershus?
FELTPOSTKONTOR No 6	?	?
FELTPOSTKONTOR No 7	?	?
FELTPOSTKONTOR No 18	?	?
FELTPOSTKONTOR No 22 (seen Feb. 8, 1918)	?	?
FELTPOSTKONTOR No 25	?	?

NOTE: The word "No" in the postmarks has a raised and underlined "o". Drevjen and Drevja are of course the same place, the latter being the new spelling. The postmark of No 6 has an unusually large space between the "o" of "No" and the figure. It may have always been thus, but, on the other hand a possibility arises of its originally having been No 16, 26 or 36 and later having the first figure removed. No. 22, not illustrated, is in the same type as No 25.

I am particularly grateful for information and the loan of material from the collection of Dr. Earl G. Jacobsen of Oak Park, Ill., who confirmed what I had already suspected, namely that the Norwegian "Feltpost" offices may be divided into two groups—those of a military character and those for emergency or temporary postal service. Classed in this latter category is the office which operates in the Parliament building in Oslo only when the Storting is in session. Officially the postoffices of the fisheries and some mines (Knaben Gruvor etc.) were called fieldpost offices. According to Dr. Jacobsen, the fisheries at Sjørgjaeslingerne had six fieldpost offices, "Narvik Feltpostkontor" was used at Viktoriahavn in 1899, Odda Feltpost operated from 1908, and Kirkenes had a fieldpost office from 1908-12. As regards the numbered FPO marks, he believes that some of them operated at different places at different periods—so there is plenty of research to be done. Covers with these marks and a return address will of course be very useful in determining the place of usage. Those he knows of so far are Feltpostkontor No 18 at Høyanger (Sogn og Fjordane county) in 1917, and No 19 at the development at Bjølvefossen in 1916. In 1940, nine offices were in operation, of which no. 1 was at Gardermoen, no. 4 at Elvegårdsmoen, no. 9 at Molund i Bardu near Setermoen, no. 15 at Nybergmoen, no. 16 at Trandum, no. 36 at Kirkenes, and no. 50 at Midtre Helgeland at Hemenesberget.

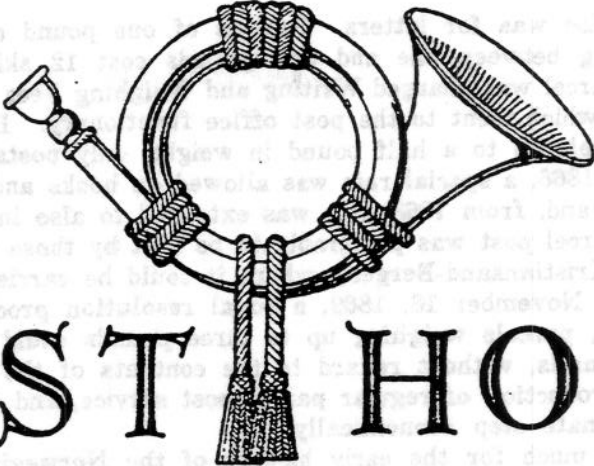
I note that the Norwegian Postal Guide of 1949 lists five military fieldpost offices, namely no. 1 at Gardermoen, no. 5 at Ulven, no. 9 at Saetermoen, no. 16 at Trandum and no. 20 at Heistadmoen.



I recently had the opportunity to examine a set of Norwegian Postal Guides from the years 1914 through 1937, and compiled the following chart:

FPO No.	Located At	Subordinate to P.O. at:	Period of operation	
			Open	Closed:
1	Gardermoen	Gardermoen	1914-37	
2	Helgelandsmoen	Hønefoss	1914-37	
3	Saetermoen	Narvik	1914-25	1926-37
4	Elvegårdsmoen	Narvik	1914-37	
5	Ulven	Bergen	1914-25	1926-37
6	Bømoen	Voss	1914-25	1926-37
7	Maldesletten	Stavanger	1914-25	1926-37
8	Gimlemoen	Kristiansand S.	1914-25	1926-37
11	Vaernes	Trondheim	1914-37	
13	Setnesmoen	Åndalsnes	1914-25	1926-37
14	Drevjen (Drevja)	Mosjøen	1914-37	
16	Aur	Gardermoen	1926-37	
17	Evjemoen	Evje	1914-25	1926-37
20	Heistadmoen	Kongsberg	1918-25	1926-37
21	Oscarsborg	Drøbak	1914-37	
22	Gravdal	Bergen	1914-37	





# The POST HORN

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Vol. 21

April 1964

No. 2

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## The Parcel Postmarks of Norway

By Frederick A. Brofos, #497

One first hears of a Norwegian parcel post in the year 1759, at which time it was operated by private enterprise. At first an annual support of 200 dalers was received from the Post Office—in return for carrying the royal books free of charge between Christiania and Copenhagen. The parcel post ran only twice a year, but from 1764 this was increased to four times yearly.

In 1780, a separate express parcel post, running three times a week, was started between Copenhagen, Christiania and Kongsberg. It also carried passengers. In 1795, the management changed from official to private hands.

The Society for Norway's Welfare (Selskapet for Norges Vel) was instrumental in getting an internal parcel post started in 1810. Incidentally, a commemorative stamp was issued by Norway in 1959 honoring this society. The parcel post service, however, does not seem to have been much used, except for the route Christiania-Drammen. The parcels that were sent went as letter post with the ordinary mails and at the same rates, weight and distance deciding the amount of postage. When the mail-bag was full, the rest had to wait until next time.

Around 1827, the need for a better parcel post system began to make itself felt, and various trials were made. But, as it had to be transported by separate conveyance, it was expensive and was always being closed down again.

From 1836, there was a more or less steady parcel post traffic on several of the more important routes. Early in 1837, books and printed matter were allowed to be sent at half rate. A single book under a half-pound weight, when sent without wrapping and only the name and address, cost but 8 skilling.

However, as late as around 1850, parcel post traffic was still negligible. In 1848, a total of only 1201 parcels were sent from Christiania to Trondhjem, and the postage on parcel post for the whole country amounted to only 356 specie-dalers. The majority of parcels contained books, newspapers or other printed matter.

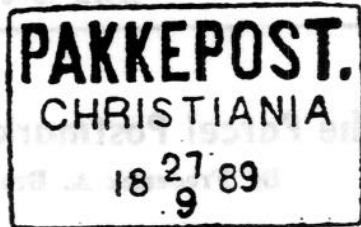
From 1854 on, the postage rate on packages was equal throughout the land,

as it also was for letters. Parcels of one pound cost 6 skilling, while those weighing between one and two pounds cost 12 skilling. In addition to this, each parcel was charged Writing and Weighing Fees of 2 and 4 skilling, respectively, which went to the post office functionary. However, no fees were paid on parcels up to a half pound in weight, only postage charges.

In 1866, a special rate was allowed on books and printed matter up to two pounds and, from 1868, this was extended to also include merchandise samples. This parcel post was preferably to be sent by those routes (for example: Kristiania-Kristiansand-Bergen) where it could be carried by steamship.

On November 18, 1869, a royal resolution proclaimed that, from January 1, 1870, parcels weighing up to three pounds could be sent together with the letter mails, without regard to the contents of the parcels. That date marks the introduction of regular parcel post service, and it soon showed itself to be a fortunate step economically.

So much for the early history of the Norwegian parcel posts. While of postal and historical interest, there unfortunately remains little or nothing from that period for a present-day philatelist to include in his collection. Later on, however, things improve, and I shall now list the various distinctive parcel postmarks that I have noticed from the year 1873 onwards.



Type 1

The first postmark that I know of, used especially for parcel post in Norway, is illustrated as Type 1. This metal postmark was used in black in Christiania, and I have seen it on the 7 skilling stamp (1873 issue) dated in 1873, and also on the 24 skilling stamp (1863 issue) dated 1875.



PAKKEPOST

Type 2 and 3

Type 2 shows a double strike in black on a 50 øre stamp (issue of 1877) which appears to be a straight-line postmark reading "PAKKEPOST" (i.e. Parcel Post) in large thick letters without serifs. There is also another straight-line mark with the same text (Type 3). This metal postmark has smaller letters and they are serified. I have seen this in black on a 10 øre red stamp (issue of 1910, but I think the mark is really much older). Postmarks like Type 2 and 3 may have been sent out to a number of different offices.

Next comes a large group of oblong-shaped postmarks that I have called Type 4. This type was used in Christiania (later Oslo), Bergen and Trondhjem.



Type 4

The earliest example I have seen is from Christiania, 1889, on a 1 krone Oscar II stamp. Notice that some of the postmarks have stars while others do not. Some have eight sides and others are oblongs with their corners rounded off from wear. Two marks include the text "Kan utleveres" which means "Can be given out." Both the marks used at the Oslo Customs Post Office "near Schweigaards bridge", I have seen cancelling stamps. As to scarcity, the three Kristiania P. P. II marks are the ones hardest to find. Black was in general use, but I have also seen the Bergen mark in dark violet (Feb. 14, 1914). A brief mention should also be made of two other oblong postmarks of this type, one with KRISTIANIA above the date, the other with OSLO. Both have a star on each side of the date and, underneath, the letters "P. A. II". The abbreviation, which stands for "Post Anvisning," shows that these are not parcel postmarks but were used in the Money Order section.



Type 5

Of the unusual (Type 5) triangular postmarks, those from Trondhjem and Bergen are a good deal scarcer than the Kristiania one (noted 1895-97). These

marks were used in black, and the bottom line "FRAGT BETALT" means "FREIGHT PAID".

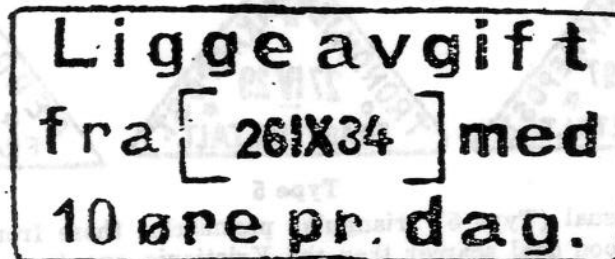
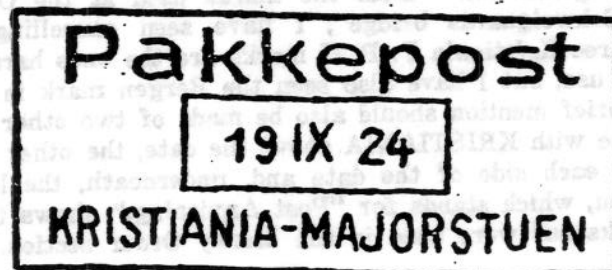
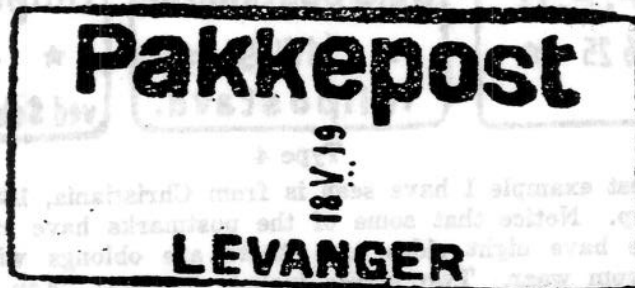
130



Type 6

Now we come to the large rubber postmarks of Type 6. The illustration shows one from Drammen, which I have seen in violet. I have also seen a similar mark from Trondhjem Ø or S (the last letter, which indicates the sub-office, being illegible). The lettering is somewhat different and the town name is abbreviated in the box at left and placed horizontally, as is also the date (1922). Partial impressions on stamps indicate that a mark of this general type was used in violet at Haugesund. Another one in violet, but with smaller letters, seems to have been used in 1914 at Horten.

Type 7 is a large metal postmark, the base of which is not flat but curved like an old-fashioned blotter, thus necessitating a twist of the wrist to make a full impression. The date is vertical. I have seen this type in black from Levanger, Lillehammer and Hammerfest.



Type 7 and 8



Type 8 is a curved metal postmark similar to Type 7, but the date is placed horizontally within a box. In this type I have seen stamps cancelled (in black) from Kristiania-Majorstuen, Kirkenes and Kristiansund N (?). The accompanying illustration also shows another mark of this type but with a text reading, in translation, "Storage Charge from (date) with 10 øre per day". Looking at these postmarks of Type 8, with their large oblong shape and inner box around the date, one is reminded of the postmarks used by the heroic Norwegian Navy and Merchant Marine during World War II. (See "The Posthorn," April, 1957).



Type 9

By far the largest group of Norwegian parcel postmarks are the circular Type 9. Illustrated are a few of the more interesting ones. A complete list would be too long here. Most towns today have circular postmarks especially for parcel post, with the letters "P. P." below the names. Special circular postmarks were not generally used for parcel post until relatively late, the various-shaped markings previously described being preferred. The one exception seems to have been the round "KRISTIANIA PAKKEPOST" mark illustrated. Also shown is a miniature parcel postmark from Kristiania, which I have seen dated as early as 1918. Of further interest are the parcel postmarks from Bergen and the Foreign Mail Exchange Office in Oslo with text in French.

Finally, a few words about meters which have been used by the Post Office especially for parcel post. Three German-made Anker-Werke meter machines of the cash register type, printing a one or two-line inscription and an embossed crown and posthorn design, were used at the Oslo Parcel Post Office since January 1, 1925. They were replaced by three National Cash Register machines on January 31, 1950. These machines are used for franking the parcel forwarding cards (Følgebrev) which are sent with each parcel. Postage stamps are generally used on these cards in other towns, but Trondheim gave a 3-month trial to a British-made T. I. M. meter in 1950. In October, 1954, electric "Francotyp Cc" meter machines made in Germany, were introduced in the parcel post sections at Bergen and Trondheim. The date-stamps bear the text "BERGEN PAKKEPOST" or "TRONDHEIM PAKKEPOST, and no license number is imprinted.

The illustrations accompanying this article are of tracings I have drawn, and perhaps may not stand up to any minute "measuring technique," but should nevertheless be sufficient for ordinary identification purposes.

## The Postmarks of Kristiania's Branch Post Offices

By Frederick A. Brofos

There is always a certain fascination with things that are past and gone, and so it is with the postmarks of the Norwegian Capitol from the time it was called Kristiania (or Christiania). The city reverted to its old Viking name of Oslo in 1925, making the Kristiania period a closed and definite unit for the postmark collector.

Yet I have never seen a catalog or listing of the number of varieties that exist. What I present here are the results of my observations over a number of years since I'm not afraid to tackle and explore new ground.

Kristiania's postmarks may be divided into two groups — those used at the main post office and those used by branch post offices. Here, we shall examine the latter group. They make an interesting study and none are too difficult to locate on loose stamps. On covers or cards it is a different matter in some cases. To date, I have managed to identify 35 varieties of postmarks from 12 branches — including some name changes.

### Origins of Suburb Names

Branches were, of course, established in the various suburban communities of Kristiania. For some of the places I have traced the name origins. Thus, Homansby got its name after the brothers, Jacob and Henrik Homan, two lawyers who bought up the property in this area starting in 1853.

Grünerløkken derives from the family Grüner, who for 200 years owned a mill and its adjacent land. In the 1850's, when things began to go badly at the mill, Hans Grüner started subdividing the land into lots. With the speed of American developers a small town of little wooden houses shot up, which even

was named "New York" for a while. Kampen apparently got its name simply from being located on a hill. Majorstuen, in the middle 1700's, was managed by a Major Sundt, after whom the district was named. He had a small house here, which was torn down in 1913 to allow space for a new suburban railway station of the same name.

The first branch post office was opened at Grünerløkken in 1889 and was called Kristiania G. A couple years later, on Nov. 1, 1891, came Kristiania H. at Homansby, as well as Kristiania O. in the old eastern area of the town, which at that time solely carried the ancient name of Oslo.

### More Branches

These were followed on Nov. 15, 1891, by ~~Kristiania M. at Moløkken~~, by Kristiania Mj. at Majorstuen, and on Dec. 1, 1891, by Kristiania M. at Moløkken — which seemed to have sufficed for a long time. Two decades later the Kristiania Grefsen branch was opened. There had already been an ordinary sub-post office (poståpneri) there since 1900; and it is possible that the old Grefsen postmark was continued in usage at the new facility. At least I have not seen a Kristiania/Grefsen postmark — only the newer Oslo/Grefsen cancel used beginning Jan. 1, 1925.

The opening date of Kristiania V. at Vestkanten (west side) is said to be February 1899, but the earliest postmark date known is Oct. 17, 1901. The branch name was changed July 27, 1914, to Kristiania S. (Solli). There also is some uncertainty about the exact opening date for the branch at Kristiania St. H. at St. Hanshaugen. The earliest postmark I have noticed is dated Nov. 27, 1914.

From Feb. 1, 1922, there was a tem-

does  
exist



porary field post office at Kristiania Ullevål Haveby, which was upgraded into a regular branch in 1936. In the beginning postmistresses were in charge of the branches at Kristiania M., Mj. and E.

It is reasonable to assume that the actual branch locations were occasionally moved within a given area over the years. Norwegian P.O. circulars do not mention street addresses, except for Kristiania K. which opened at Havegaten 25, and Kristiania E. at Elisenbergveien 22.

### The Big Change

In accordance with Law No. 4 of July 11, 1924, the name of Kristiania was to be changed to Oslo effective Jan. 1, 1925. This change has been reflected in all postmarks, labels and forms of the main and branch post offices. At first the branch at Kristiania O. was to become Oslo Ø, after Østkanten (east side). However, this name was not used because postal officials decided instead on the name Oslo/Gamlebyen (old town). [It would have been rather odd if Kristiania/Oslo had become Oslo/Oslo!] Any postmark with the old and new name is interesting, but unfortunately the old Kristiania/Oslo branch postmarks only showed the abbreviation "O."

One advantage the new name Oslo had over Kristiania was its shortness of four letters vs. ten. In the old days it was common to use the abbreviation Xania and Krania or simply Kra. when referring to Kristiania. In fact I shall take advantage of that form here, too.

All branch post offices (except Kra. Grefsen) have had at least one postmark showing the time. This appears to the left or right of the date, and always on postmarks of the long bridge type, perhaps because of insufficient space on other types. Two postmarks from Kra. V. and Kra. S. occur in extra large size and could perhaps be confused when seen on stamps off-cover with the large







TUR receiving postmarks. But these larger cancels, despite the extra space, do not show a time indication.

Three other postmarks of a similar type — yet of ordinary size — are from Kra.O. and Kra.H. There are two types of the Kra.H, one having a thicker "H" at the bottom. Further details of differentiation are: Type 1 with the thick H appeared as early as December 1898. Later, a break occurs at left, where the bridge line joins the upper middle line (seen 1914, 1917). Type 2 with the thin H has a break in the lower horizontal middle line, a bit to the right of center (seen 1914, 1921). This break expands in time under most of the date (seen 1923). These damages probably occurred because the "date" was changed daily without using the prescribed wooden point or tooth pick device (which often broke), but by using a sharp nail or scissors point — against postal regulations.

A large oblong-shaped postmark, especially designed for use on parcel post, has been seen (1921-24) from Kra.Mj., but oddly not from any other Kra. This type saw usage in a number of other towns around Norway over several years.

**Machine Cancels at Branches**

Canceling machines were used only at two Kra. branches and are rather difficult to find on cover. Kra. Solli examples have been seen only once (Mar. 21, 1923). The other, Kra.H. has been seen used toward the end of 1924, partly with wavy lines, and also with the slogan "Støtt Norsk Arbeid," (Support Norwegian Labor). The following year, of course, the town's name was changed.

Most of the accompanying postmark illustrations have been traced by me and should suffice for research purposes. They are not entirely accurate in all details, which is probably just as well, so as to avoid possible reuse in falsifications. This branch post office group



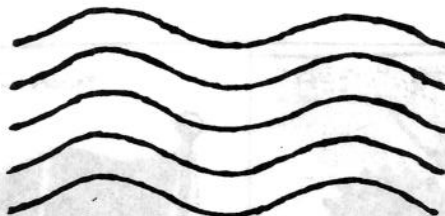
#B



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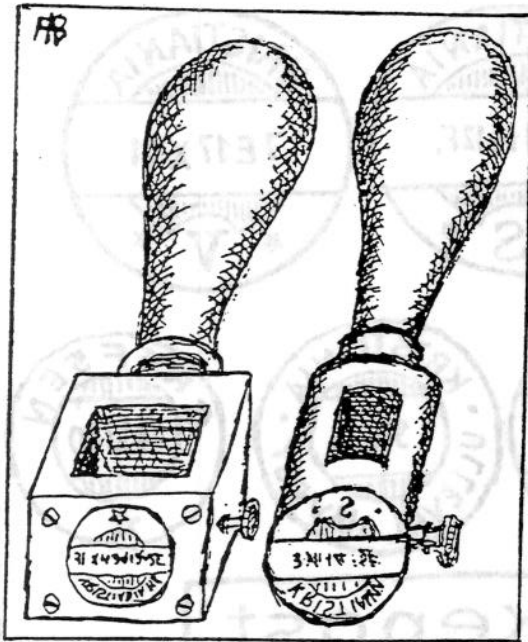


Pakkepost  
 19 IX 24  
 KRISTIANIA-MAJORSTUEN



AB

Kra. branch postmarks, also parcel post and machine cancels.



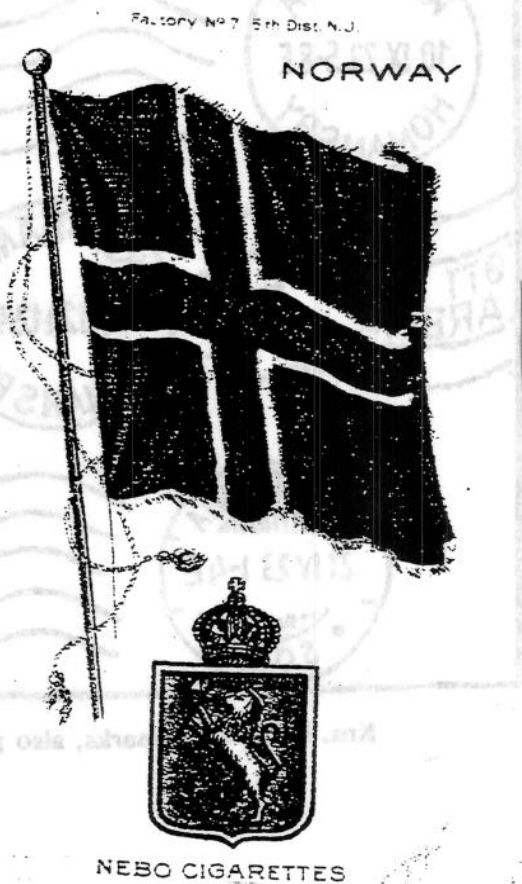
Old postmarkers from KraMJ. and S. made of steel with hollow centers and wooden handles — sketched at Postal Museum, Oslo.

could be expanded to include the Oslo postmarks that followed later, after Jan. 1, 1925.

Eventually, several branches changed names again. Oslo-Molokka became Oslo-Sagene on Oct. 1, 1960, and Oslo-Kampen became Oslo-Tøyen around 1977.

Of course the Oslo Main Post Office is a chapter in itself, with at least as many different Kristiania postmarks as all the branches combined. Most of these main office marks were changed in 1925 to read Oslo, too. A small number of other Kristiania postmarks also exist that were used only at temporary sites such as exhibitions and other special events.

So there are plenty of things for the avid Norway collector to search for. The postmark buff can see many of the original Kristiania post marking devices on display at the Norwegian Postal Museum in Oslo, which is open free to the public all year round.



SOME OLD CIGARETTE PREMIUMS ON SILK (USA)

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The



# POST HORN

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Volume 16

July 1958

Number 3

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## The "Krag" Postmarking Machines

by Frederick A. Brofos



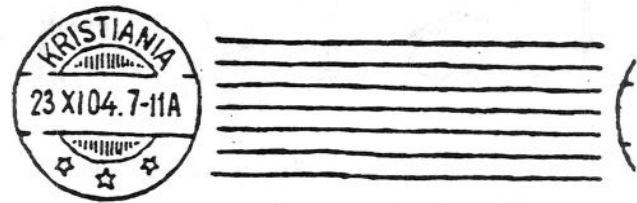

NORGE

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

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

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

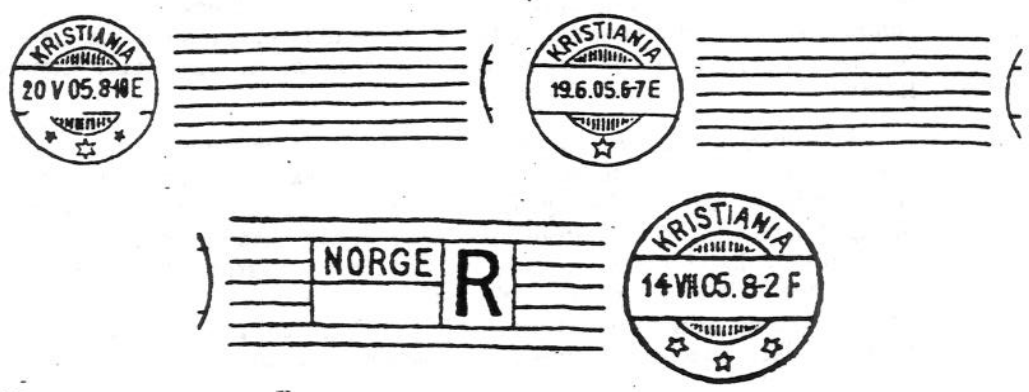
Turning to our beloved Scandinavia, we find that the first stamp canceling machine in that area was invented and used in Norway in the early 1900's. The machine was produced after considerable experimentation by a young Norwegian mechanic named Gustav Hansen. It could be run by both hand power or electric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



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



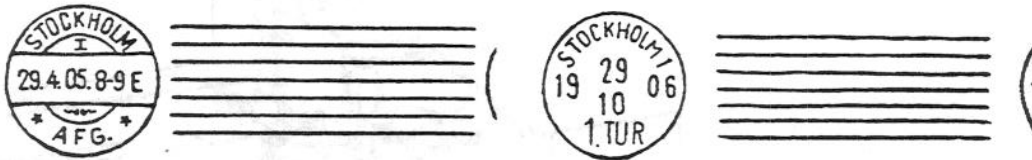
backstamping letters in the Arrival Section of the Kristiania Post Office. The horizontal bars parallel with the date very soon wore out, and were not replaced. Seen with dates from November 13, 1904 to June 26, 1911 and with TUR (Trip) 1, 2, 3, and 5. Next comes a machine with a hollow 6-pointed star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





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

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



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

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

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

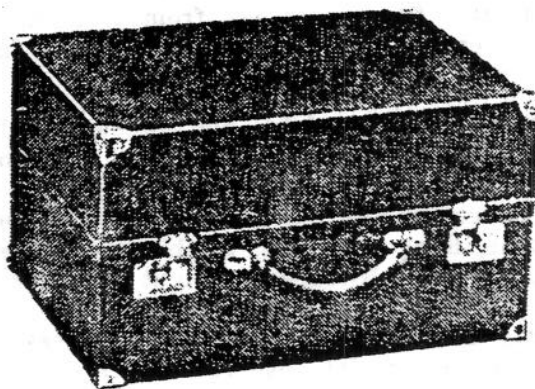
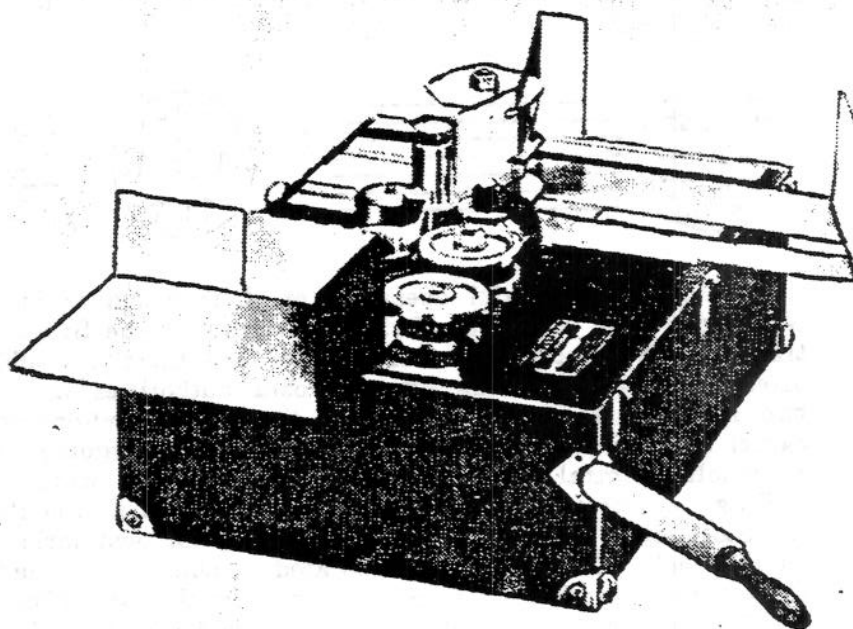
# The Cancelling Machine Suit Case

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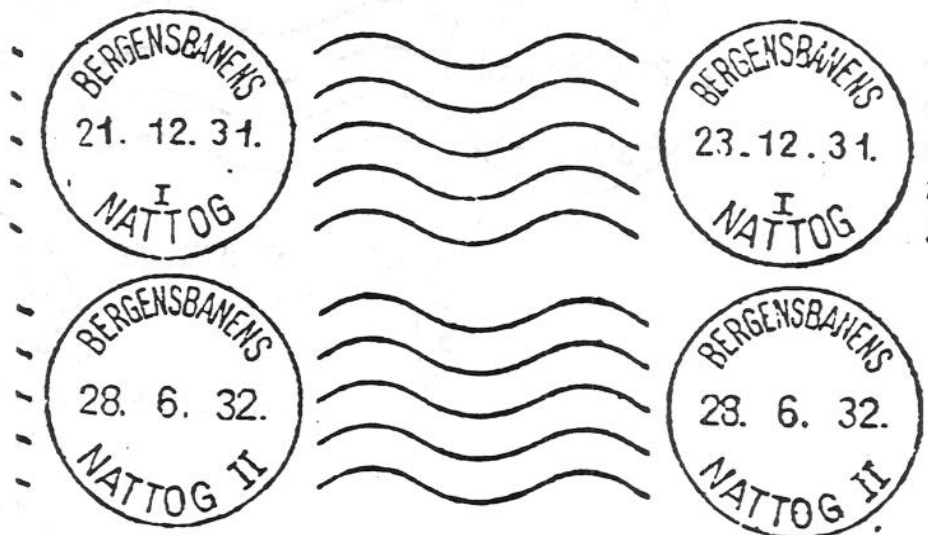
By Frederick A. Brofos

In case the title misled you, this is not about a legal case, a suit for patent infringement or something, but actually deals with the odd subject of a cancelling machine in a suitcase or small trunk. As machines for cancelling stamps are usually heavy, bulky apparatus, it was rather surprising to learn of the existence of a portable machine, which could be carried to and from the job by postal employees. The handy invention was produced by the Krag Machine Co. of Oslo, Norway. This firm is a pioneer in the field and has exported different models of cancelling machines all over the world since 1903. Known at first as the light type "D" hand machine and later as Krag type XVI, it was simply called the "kuffert maskin" (the trunk machine) by Norwegian postal clerks. A sales promotional leaflet describes it as a hand-driven, light-weight machine calculated for use on railroads, ships and at small temporary post offices.

The first sales order was received from the Norwegian Post Office in 1932. Two



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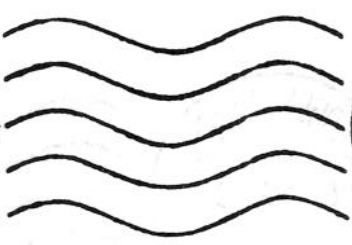
machines were placed in use on the Bergen Railroad's night trains I and II, running between Bergen and Oslo and vice versa. That same year, another machine was ordered for use between Piraeus and Thessaloniki in Greece. Dies exist for both directions of this ship route. In 1935, five machines were sent to France, four without engraved dial, whose eventual placement is unknown, but the fifth one inscribed "Prefectur du Gard". In 1938, another machine was introduced in the RPO between Oslo and Ed (Sweden). Then the war came and nothing new is heard about these machines until 1952. In that year, an old suitcase machine (probably the Oslo-Ed one) was revamped and used at the small post office in the Holmenkollen ski-jump tower during the Winter Olympic Games at Oslo.

Examples of these markings are all scarce and some rare. The Bergen RPO has been seen used as late as 24.1.41. Besides regular mail cancelling, it also appears as a transit mark. The Oslo-Ed RPO, with French text "Bureau Ambulant" (i.e. Traveling PO), is also unusual in having an extended date line where the time-slot is replaced by a train number. It has been noted in use as late as 30.9.38 (with T.41). What appears to have been the final use of this machine was at the Oslo Railroad Post Office, from 1953 until about 1960. It may also have been used as a transit mark with the wavy lines removed.

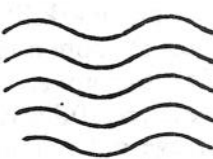
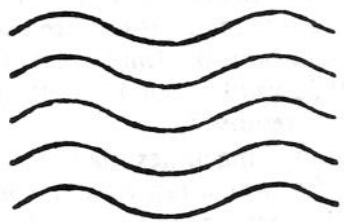
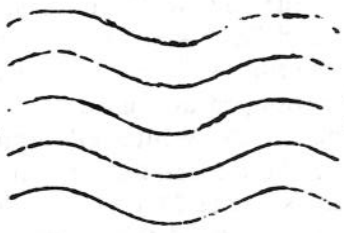
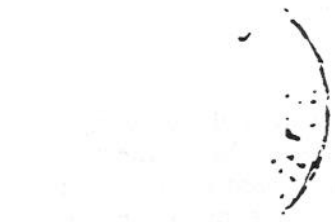
All the suitcase machines made "repeater" cancels, that is to say multiple impression postmarks, which ran right across the top of the mail. As they had exactly the same general appearance as the ordinary Krag machine postmarks, the unusual suitcase origin has until now gone unnoticed by collectors.

The postmark illustrations shown here are from die proofs and the dates therein are just random ones. The picture of the Greek Krag postmarks is in reduced format.

That this novel invention, which at first glance seemed such a bright idea, was not more successful was probably due to two factors. First, the quantity of mail at places of usage did not justify the expense of a machine, when an ordinary handstamp would have sufficed. Secondly, that little suitcase was perhaps not quite as lightweight after all and, therefore, not popular among the postal clerks who had to lug it around.



VICLYNENISKE VINTERLEKER  
OSLO. 11-25. FEBR. 1952





# Mini Cancellling Machine—Krag 25

By Frederick A. Brofos



**Krag**  **Pitney Bowes**  
 Post- og papirbehandlingsmaskiner

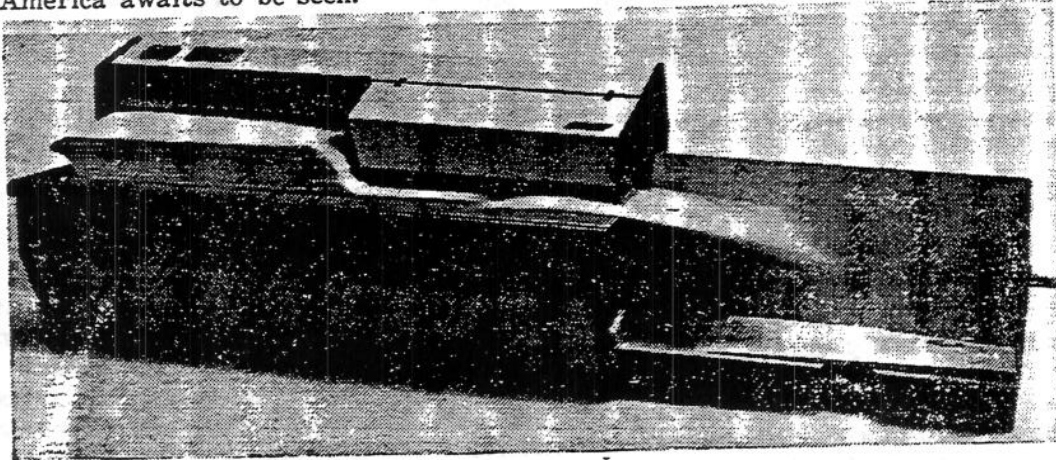
An electronically-guided, wholly-automatic mini machine, is the latest model in a long line of very successful stamp cancelling machines produced by the famous Krag Machine Co. of Oslo, Norway. The firm, a pioneer in its field, started business around 1903 and Krag machines have since been used by post offices in all civilized countries of the world.

The new "Krag 25" is conveniently small and compact in size, as well as easy to operate and maintain. Weighing only 16 kilos, it has been developed in cooperation with the Norwegian Postal Service, where 100 machines are already in operation and 50 more are under construction. Its capacity is around 130 or more letters a minute, or between 8 to 10,000 an hour.

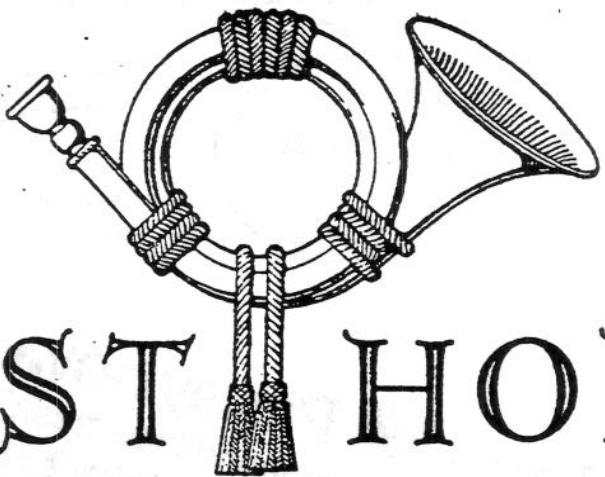
One expects the machines to be marketed world-wide by their American business associate, Pitney Bowes Inc., under the name "PB 3900." Several countries abroad have already expressed an interest, namely Australia, Canada, Italy, South Africa, Saudi Arabia, Finland and Sweden.

Collectors are fortunate in that the postmark impressions can readily be identified as from a "Krag 25." The cancelling bar segment measures 30 mm. in length, much smaller than earlier Krag models.

Whether Pitney Bowes will also introduce the handy new machine in America awaits to be seen.



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# The POST HORN

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Volume 13

July 1956

Number 3

## The German Fieldpost Offices in Norway, Denmark and Finland during World War II

By Frederick A. Brofos (497)

In the period following the German invasion of Norway on April 9, 1940 and until the Liberation on May 7, 1945, twenty-two German fieldpost offices were in operation in Norway servicing the occupation forces and the quantities of troops that were trained in winter-warfare before being sent to fight the Bolsheviks on the Eastern Front. Two German FPO's are known to have operated in Denmark, and seven others in Finland. Ten more FPO'S have been traced to Scandinavia, but the actual country in which they were located is still a mystery. In all, a total of 40 different German fieldpost offices are known to have operated at one time or another in Scandinavia.



The German fieldpostmarks used in Scandinavia were of the same characteristic type as those used elsewhere. They may be divided into 2 main types: 1) FELDPPOST—wide spacing and round "O"; 2) FELDPPOST—narrow spacing and oval "O". Each office had its special distinguishing number which appeared ahead of, and on line with, the date in the postmark. Unfortunately, these numbers appear only in the postmarks used on registered letters, and registration was restricted to official business. For security reasons the FPO number was omitted when the postmark was used on ordinary mail and the symbols "\_\_\_" or "000" put in their place. It is difficult to determine the origin of covers in this category unless other markings provide clues. Even the date in the postmark is often of importance, as many FPO's were not located all the time in Norway but moved there from, or from

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there to, another country. If there were several postmarks at a fieldpost office, these were generally distinguished by letters: a, b, c, d, etc., which appeared just under the world FELDPOST.

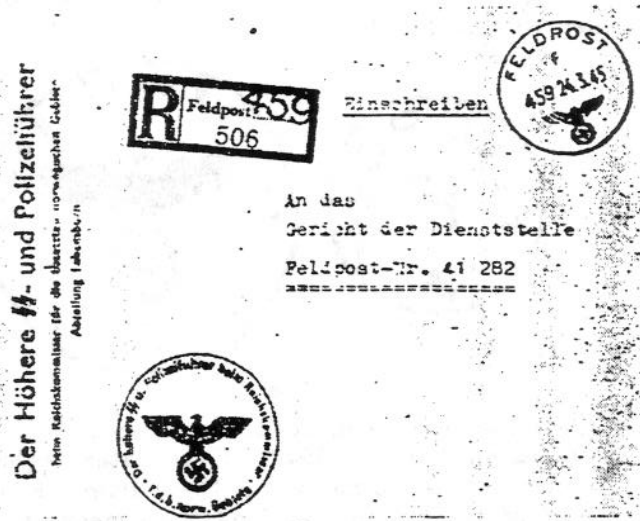


Fig. 2

Unlike American APO mail which was addressed to the appropriate Army Post Office number, mail to the Wehrmacht was not addressed to the numbered German Fieldpost Offices but to the unit fieldpost number. Every German troop unit or command office had its special fieldpost number, and this appeared in its official letter-seal or "Briefstempel". This metal or rubber stamp with its identifying number was applied as a frank to all outgoing mail, both official and private. The fieldpost number in the letter-seal had five figures, and sometimes an additional letter to distinguish subsidiary units, for ex. A, B, C, or a, b, c. Higher letters like N, P, S, U-G, H-V-St denoted connected but not subsidiary units of the Wehrmacht. Fieldpost numbers with the prefix letter "L" were Luftwaffe (Air Force) units, and "M" were Kriegsmarine (Navy) units. Those without such prefix letters were generally Army units.



Fig. 3

Of particular interest are the special control marks which were applied to mail addressed to German soldiers that the German Fieldpost received for delivery from civilian postoffices in Norway. These marks were also occasionally applied to mail, written by the German military to Norwegian civilians or firms, and handed over by the German Fieldpost to the Norwegian postal authorities for final distribution. Three different marks have been noted, all of which were applied in red. The FN stood for: Feldpost Norwegen. Of FN type 1, the earliest date seen was from Sept. 11, 1942 and the latest from Dec. 1, 1943. For FN type 2, the earliest date noted was Jan. 4, 1944 and the latest Oct. 5, 1944. I have seen only one cover with FN type 3—dated Jan. 9, 1944.

A similar control mark was applied in red to mail of this type in Finland. Circular shaped, with a large F in the center (for Finland), and the word FELDPOST above, it was applied in Helsinki.

The "Feldpostleitstelle" was the transmission and receiving office for mail between the German Reichspost and Feldpost systems. The illustrations

shows the frank stamp of the Feldpostleitstelle in Oslo. The small letter <sup>146</sup> under the wreath is apparently an "O"—for Oslo. It appeared in red on a registered letter sent from FPO 459 (Oslo), dated Feb. 3, 1945, to Fp. nr. 41282 (Gericht der Kommandantur, Oslo).



Fig. 4

In order to limit the sending of fieldpost by airmail, a special stamp was issued by the Germans on April 24, 1942. Four (later, eight) stamps a month were given to soldiers in Scandinavia, on the Eastern Front, in Greece and North Africa. Half of the stamps received were meant to be sent home for franking the replies. Picturing a German *Junkers* aero plane, these stamps were originally printed at the Reichsdruckerei in Berlin. Clement\* mentions (p. 33) that special printings of these "Luftfeldpost" stamps were made since 1943 in Oslo and Tromsø (Norway) and in Rovaniemi (Finland). I believe these were of the serrated milky-blue variety, as I have such a stamp on a cover sent from Norway, dated March 1, 1945. The original Berlin printings were apparently bright blue colored and perforated. All these stamps had a plate number and year date at the bottom of the sheet, and it would be interesting to know the plate numbers of those printed in Scandinavia.

The following lists are for the most part based on the invaluable book on the German fieldposts by Alfred Clement of Graz, Austria.

As will be observed, there are still ten numbers whose country of origin needs to be traced, and it would also be of particular interest to determine the towns where the other numbers were used. I would like to hear from anyone who could shed further light on the matter, however dim.

**Bibliography:**

\* "Kleines Handbuch der Deutschen Feldpost, 1939-45", by A. Clement, 1952. "Fernsprechverzeichnis des Standortes Oslo", official publication of Wehrmacht-nachrichtenkommandantur Oslo, 1941.

**List of German Fieldpost Offices that operated in Norway**

FPO No.	Letters in postmark:	Office in operation:	Date and location:
142	a	Sept. 43-Dec. 44	1943—Norway
199	abcde	Jan. 41-Sept. 44	1943/44—Norway
234	abcdef	1942-Jun. 44	1941—Oslo, Norway (1942/43—Tuntsa, Finland)
252	abc	Jul. 42-Jun. 44	1943—Norway <i>VÅGØ</i>
346	abc	Dec. 40-Sept. 42	1940/42—Norway <i>June 44—Trondheim</i>
353	abc	Sept. 43-Nov. 44	1943/44—Norway
356	abcd	Nov. 41-Nov. 43	1943—Norway
436	abcdef	Sept. 44-Dec. 45	1943/44(?)—Oslo, Norway
459	abcd fg	May 41-Aug. 44	1941/45—Oslo, Norway
467	ab al cl	Dec. 40-Nov. 44	1942/43—Kristiansand S., Norway
531	abcd	1942-Nov. 44	1941/44(?)—Oslo, Norway (1944—Balkans)



545	abcd j	Mar. 41-1945	1941/45 Fauske (near Bodø) Norway
579	a cl	Oct. 43-Sept. 44	1943—Norway
612	abc	Mar. 41-Dec. 43	1941/43—Norway 612a-Kirkenes, 612c-Hammerfest
765	abcdefg	Jul. 42-Aug. 44	1943—Norway 765a-ALTA, 765b-LAKSEBY, 765g-HAMFEST.
767	abcdefgh	Jan. 41-Aug. 44	1942/44—Norway (1941—France(?))
779	abc	Sept. 42-Sept. 44	1942/44—Oslo, Norway
856	abcdef	March 40-Mar. 44	1944(?)—Norway
875	abc al	Jul. 41-Jan. 45	1941/45—Norway
950	abcdefgh jk	Mar. 41-Oct. 43	1941/43—Norway
955	abcdefg	Nov. 43-Mar. 45	1943—Norway
996	abcdef	Mar. 40-Dec. 44	1940/43—Bergen, Norway

List of German Fieldpost Offices that operated in Denmark

FPO No.	Letters in postmark:	Office in operation:	Date and location:
317	abcdefg	Oct. 41-Aug. 43	1942—Denmark (Copenhagen?)
877	abcdef	May 41-Jul. 44	1942/43—Copenhagen, Denmark

List of German Fieldpost Offices that operated in Finland

FPO No.	Letters in postmark:	Office in operation:	Date and location:
228	abcde	1942-Oct. 44	1942/43—Kemi, Finland
234	abcdef	1942-Jun. 44	1942/43—Tuntsa, Finland (1941—Oslo, Norway)
279	abcd	Apr. 42-Sept. 44	1942/44—Finland
537	abcde ik	1940-Sept. 44	1941/42—Rovaniemi, Finland (1940/41—France; 1944 Italy)
677	abcd	Sept. 41-Dec. 43	1941—North Finland
688	abc	Sept. 41-Apr. 43	1941/43—North Finland
838	abcdef	March 40-Oct. 44	1942/44—Finland Mid 1943—Finland

List of German Fieldpost Offices that operated in Scandinavia  
Whether in Norway, Denmark or Finland, unknown so far.

FPO No.	Letters in postmark:	Office in operation:	Date and location:
120	abc	Dec. 40-Oct. 44	1942/44—Scandinavia
208	abcd	July 42-Mar. 44	1942/43—Scandinavia
257	ab	Jul. 41-Sept. 43	1943—Scandinavia (1941—France)
360	abcdefg	Oct. 41-Dec. 43	1943—Scandinavia
409	abc	Oct. 40-Nov. 43	1942—Scandinavia
476	abcde	Feb. 41-Feb. 45	1941—Scandinavia (?) (1944/45—Balkans)
738	abcdef h	Sept. 41-Sept. 44	1943—Scandinavia (1941—Holland)
803	abc	Apr. 44-May 44	1944—Scandinavia
850	a	Feb. 42-Jul. 44	1944—Scandinavia
867	abcd	Oct. 40-May 44	1942—Scandinavia

ADDITIONS

316	3 Geb. Div.	to January '42	from Norw. to Petsamo (Finland)
803			Vardo (N.Norw.) 210 Inf. Div.
838		Aug. '40-May '41	Hammerfest (N.Norw.) 2 Gebirgs Div.
838		May '41-Feb '42	Kirkenes (N. Norw.)
867 Ic		Nov '42-Sept. '43	Nordmo (N. Norw.)

(Further changes may be expected to the main list (from 1956) due to later researches )

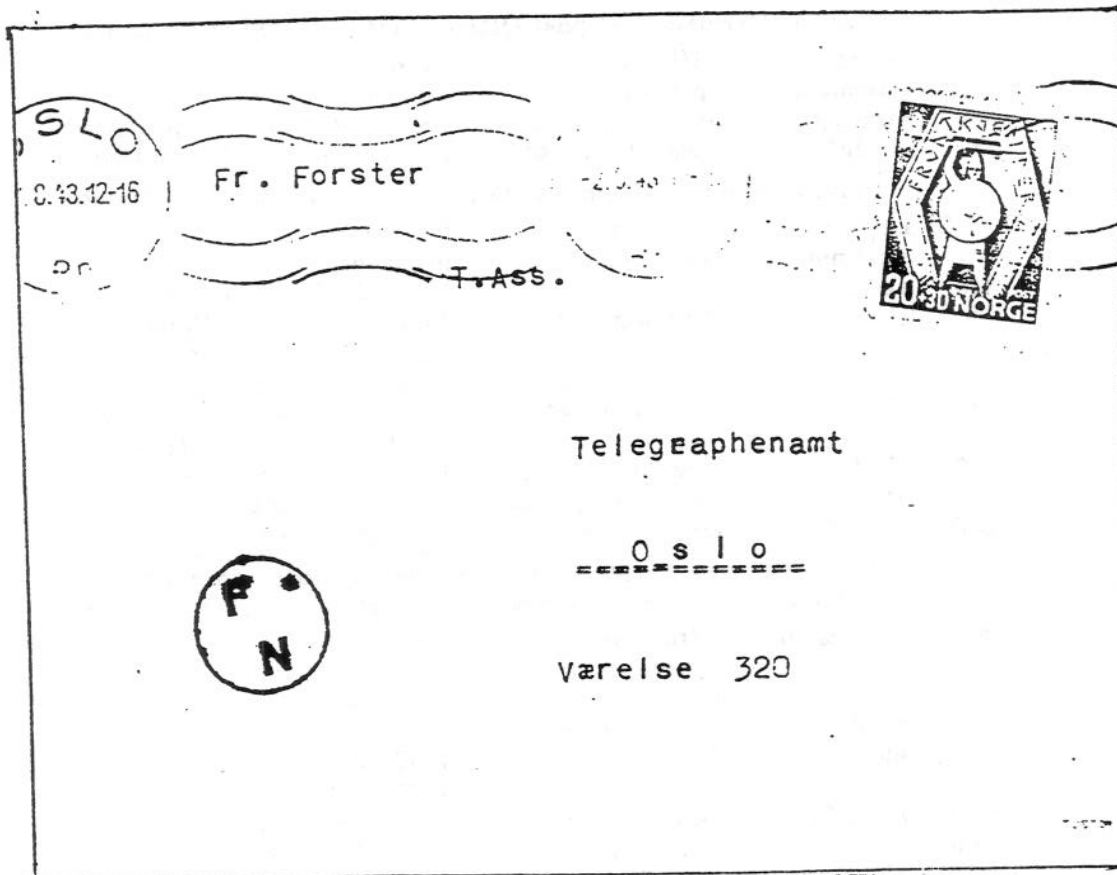
# ANOTHER "FN" MARK FROM NORWAY

Frederick A. Brofos

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The scarce circular "FN" (Feldpost Norwegen) markings, used during WW II on certain mail of the German occupation forces in Norway, are well known and much sought after by fieldpost collectors. There were six types, usually struck in red or magenta. They were used as a transit sorting check mark (Leitstempel) on mail transferred between the German and Norwegian postal services or vice versa.

Much to my surprise, a previously unrecorded "FN" mark was shown me by a California collector. It is on a cover bearing the Norwegian Front Fighter semipostal stamp, machine cancelled Oslo 2.8.43, which makes it a first day cover. The address, in a mixture of German and Norwegian, is to a Fr. Forster, apparently a German telegraph or technical assistant, working in Room 320 of the Norwegian Central Telegraph Office in Oslo. Part of the building had been taken over by the German Supervisor of Telegraphs and Mail. Censoring of telegrams was also done there.

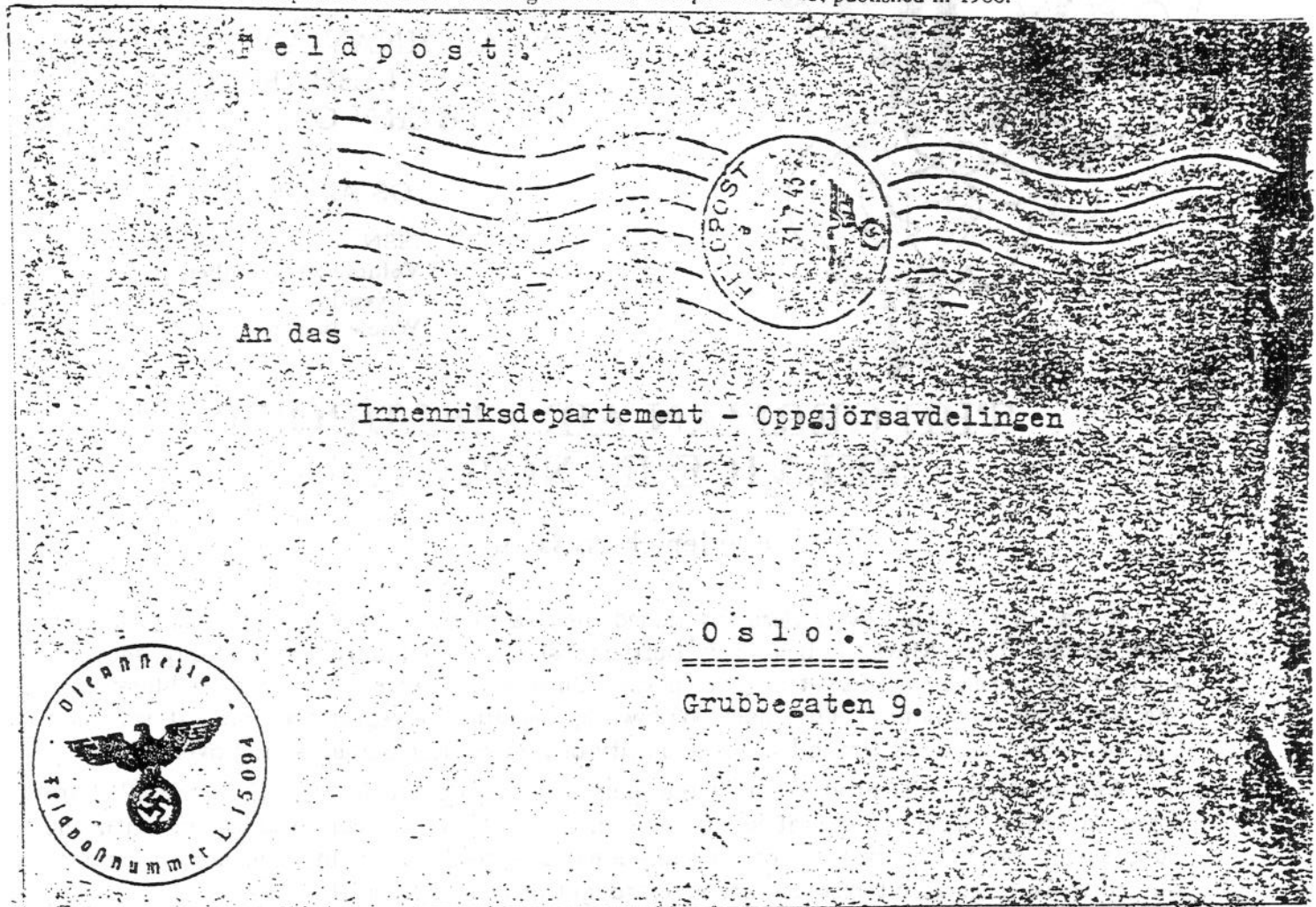


Thus, conditions were right for a transit mark to appear on this cover transferred from the Norwegian postoffice to the German authorities, and probably applied by the latter. The mark is in bluish black instead of the usual red colors. It is similar, but definitely a different type from those already known. In the upper right of the circle appears a small indecipherable mark, which is probably not a number or star, but an accidental "blob". The cover is rather faded on the front, as though it had been in the sunlit window of a stamp shop for a long time (perhaps at a big price). With this new mark suddenly showing up after all these years, the thought did, of course, cross my mind: Could this be a clever fake? On the other hand, it might be a rarity well worth preserving. So, on the theory of not throwing the baby out with the bath water, I traded it into my collection, where it hopefully awaits the report of a similar piece for comparison.

## RARE GERMAN FIELDPOSTMARK FROM NORWAY

Frederick A. Brofos

Except for an occasional machine mark, the German fieldpost generally used handstamp cancellers during WW II. However, two unique roller cancels are known and listed in the comprehensive Michel handbook on German fieldpost. *Handbuch Katalog Deutsche Feldpost 1937-45*, published in 1986.



The fact that one of these rarities was used in German-occupied Norway has apparently not been recorded before. Both rollers have six wavy lines and both bear the index letter "e".

The difference between the rollers is that Type 1 has the cancelling head lying down with the date reading up vertically, while Type 2 has it standing upright and the date reading horizontally.

## Normrollstempel 28 mm – Form 01



1. Stempelkopf liegend, 6 Wellenlinien, UB: e ..... DM 3000.—
2. Stempelkopf stehend, 6 Wellenlinien, UB: e ..... 4000.—

The Michel catalog shows nifty prices for rollers.

According to A. Clement, in *Kleines Handbuch der Deutschen Feldpost*, from about 1955, Type 2 was used briefly in Central Germany in 1940, but he does not mention Type 1 at all. My cover, which I acquired in Norway, is dated 31.7.43. The official seal of the sender, with fieldpost number L15094, indicates a Luftwaffe (Airforce) unit, "Schwerer Flak -- Abteilung 352", a heavy anti-aircraft gun section. This unit may have been in the Trondheim area. This cover was sent to the Norwegian Department of the Interior, Settlement of Accounts Division, and was among a number of covers sent there by other German units in Norway, apparently with expense accounts.



# LUREN

SCANDINAVIAN PHILATELIC  
LIBRARY OF  
SOUTHERN CALIFORNIA, INC.

LOS ANGELES, CA.

ISSN 0739-0025  
Volume 24 Number 11  
November 1992  
Whole Number 291

## THE GERMAN AIR FIELDPOST SERVICE IN NORWAY

Frederick A. Brofos

It was in 1942 that Nazi Germany issued their familiar military airmail stamp, known there as the "Lupo-Marke." Inscribed "Luftfeldpost", the ultramarine-blue stamp shows a Junkers 52 German military transport plane. Such planes were often painted black, and one was even nicknamed "The Black Widow" by certain Norwegian patriots. It was said that one could set one's watch by the regularity of that courier plane passing over.

As the stamp was produced in large quantities during World War II, it is still quite common today, both as a mint single or even used. However, complete covers with the Lupo stamp are not so easy to come by any longer. Indeed certain unusual usages are considered to be of great interest and are much sought after by specialists.

During the war, a special Air Fieldpost Service was operated by the German Armed Forces. My Austrian collector friend, the late Alfred Clement, gives the following details, which I have condensed and translated from the pioneer book he published many years ago on the German Fieldpost, **Kleines Handbuch der Deutschen Feldpost 1937-45**.

"The large distances in Russia caused a long transport time for the mail. The periodic interruptions of land connections to cut-off front areas made necessary the use of airplanes. The limited loading space, however, led in all cases to the use of special permit stamps in order to limit the quantity of mail sent. In addition to the Eastern Front in Russia, air fieldpost services were established for the German troops in Tunisia, the Aegean Islands, Fortress Courlând, and the Ruhr pocket.



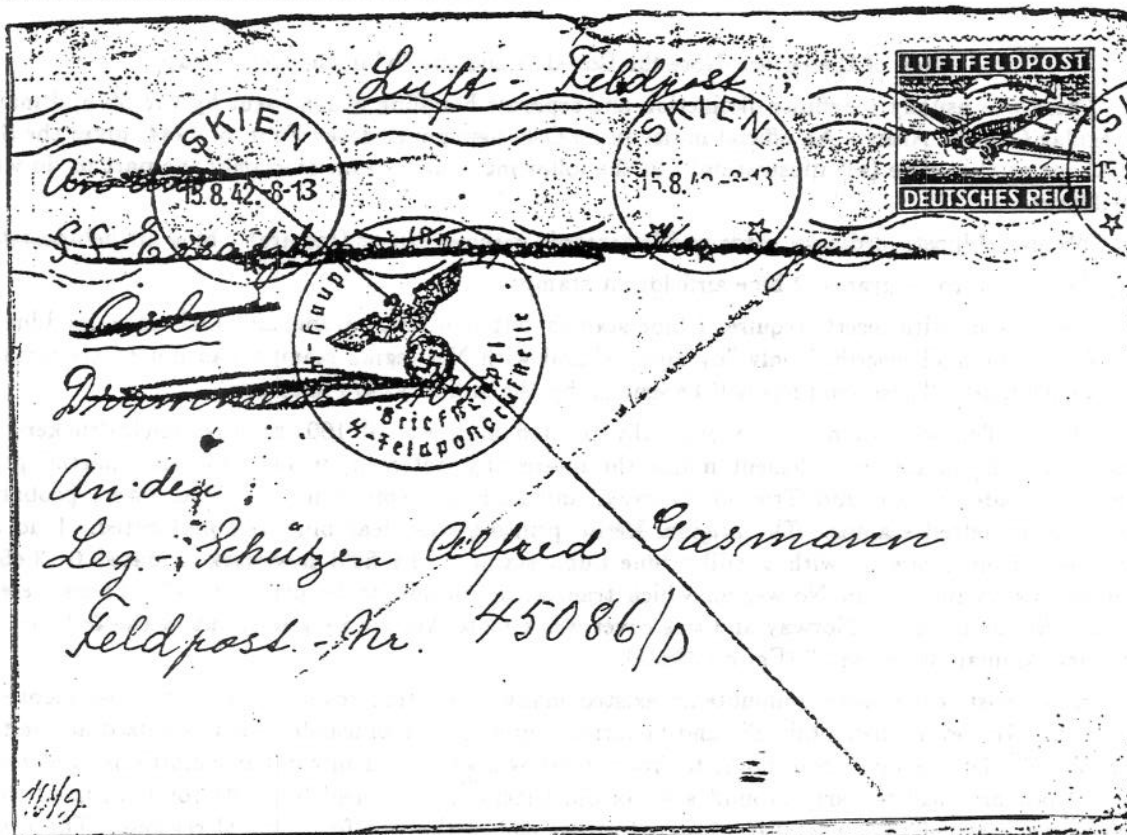
"The Air Fieldpost Service was established in April, 1942, for the troops on the Eastern Front, in Greece, Africa, and Scandinavia. To limit the sendings, the blue permit stamp was issued on April 24, 1942. They were perforated 13 1/2 at first, then from 1943, rouletted. Two periods may be separated according to distribution and franking use:

1st period: April 1942-April 1943. Each soldier received 4 stamps each month. One stamp was used for each letter or card.

2nd period. May 1943 until the end of the service. Each soldier received 8 stamps each month. The franking of each letter required two stamps, each card one stamp.

"Half of the stamps distributed were meant for the traffic from home to the front and were to be sent home by the soldiers and there used to frank letters and cards to the front. The mail was to be marked "Luft-Feldpost" and diagonally crossed in red pencil. Besides the stamps being used for sendings from home, they were also given to persons of foreign nationality serving with the Armed Forces and these stamps may be found with postmarks from foreign postoffices."

Mr. Clement lists usage abroad occurring from "Hungary, Italy, and occupied territories of Bohemia-Moravia, Poland, etc." Although he did not specify Norway, his "etc." is significant. He would certainly have been delighted to see an unusual cover I have from Norway. Instead of the usual German fieldpost mark, the Lupo stamp is cancelled by a Norwegian postmark of Skien in southern Norway, 15/8/42. The cover was, according to regulations, addressed to SS Ersatzkommando Norwegen, Oslo, and forwarded from there to the volunteer in the Norwegian Legion (Feldpost No 45086D). The censor mark of the SS Central Office is on the front in dark violet. On the back is a smaller, red, SS Censor mark and the letter "O" within a square, which may indicate "Oslo". This might also have been the personal stamp of an individual censor. The small "b" in the censor tape did not always mean it was applied in Berlin, although "b" was the Berlin censor station which was established, in part, to service Tempelhof Airport. It handled mail to and from Finland, Norway, Sweden and Russia together with transit mail and air mail of North and South America.



Front of a cover from Skien from August, 1942.



Back of the cover. Note the Boxed O and the "b" in the Censor tape.

There was usually a definite distinction and separate handling of mail sent by the SS and mail from the regular German Army. An official notice in an Oslo newspaper dated Febr. 5, 1944, gives the SS mail regulations at that time (see illustration). In the following, I have translated only the part to do with the air fieldpost:

"SS air fieldpost: ordinary cards and lettercards without inserts (require) 1 blue air fieldpoststamp.

"Letters up to 10 grams, 2 blue airfieldpost stamps.

"Lettercards with insert (require) 1 blue stamps; letters over 10 grams and with only one blue stamp affixed, or mail inscribed only "by airmail" and with Norwegian stamps, can not be transmitted by air fieldpost. These sendings will be sent on by the ordinary SS-Feldpost."

The air fieldpost stamps were originally printed in sheets of 100, by the Reichsdruckerei (State Printing Works) in Berlin. Clement makes the interesting statement in his book that partial printings were later made in Oslo and Tromsø, Norway, and at Rovaniemi, Finland. These were probably the milky-blue rouletted stamps. The original Berlin printing was clear blue and perforated. I do have a cover, used from Norway, with a milky blue Lupo stamp. The field postmark is dated 01.3.45. The envelope has an imprint in Norwegian which translated, "Stamp to be placed here". There were many Austrian Alpine troops in Norway and this cover was sent to Austria by a sergeant in the 3rd Co., Mountain Pack Animal Battalion 57 (Fp. no 38833).

In the past, there have undoubtedly existed many interesting covers similar to those mentioned in this article. However, their philatelic and historical significance was usually not recognized at the time by the recipient. Of the mail from home to front, most was ~~de~~ destroyed in combat conditions, and besides it was just not practical to carry around a lot of old letters in one's field bag. As for mail from the front going home, most of that was also destroyed at the end of the war for political reasons. The little that has survived of unusual material is today rare and highly priced, as can be seen in the excellent Michel German Fieldpost Catalog.

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# ff-feltpostforsendelser.

Følgende ff-feltpostforsendelser er tillatt:

- ff-tekstbrevkort.
- ff-feltpostbrev inntil 100 gr.
- ff-luftfeltpost: Vanlige kort og kortbrev uten innlegg med 1 blått luftfeltpostmerke.
- Brev inntil 10 gr. med 2 blå luftfeltpostmerker.
- Kortbrev med innlegg og 1 blått luftfeltpostmerke, brev som veier over 10 gr. eller som bare er fordynt med ett blått luftfeltpostmerke samt forsendelser bare påført «Pr. luftpost» og norske frimerker, kan ikke befordres med luftfeltpost. — Disse forsendelser blir videreført med den vanlige ff-feltpost.

ff-feltpostpakker:

- a) til enheter med feltpostnummer:
  - er med øyeblikkelig virkning bare tillatt med brunt tillatelsesmerke, inntil 1 kg. med 1 tillatelsesmerke.
  - inntil 3 kg. med 2 tillatelsesmerker.
  - Tillatelsesmerker er ikke å få kjøpt, men de frivillige får utlevert disse i sine troppeavdelinger.
  - Tillatelsesmerker benyttes bare til pakker, ikke til brev.
- b) til enheter med åpen adresse (uten feltpostnummer):
  - inntil 1 kg. (2 pakker om måneden).

Innpakning: Feltpostpakkene må pakkes godt inn i pappester og papir og bindes fast om. Tomrum må fylles godt ut. Foruten påskriften på pakken, må en seddel med nøyaktig adresse til mottageren og avsenderen legges inn i pakken.

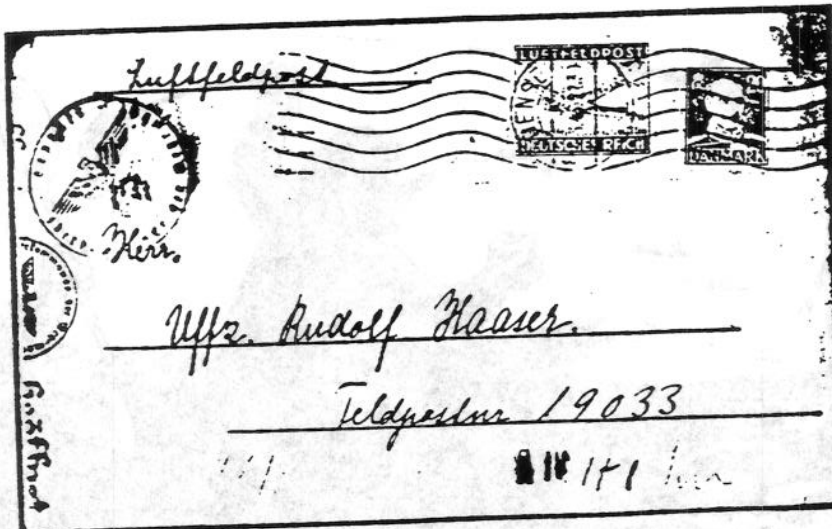
Adresser: Adressene må anbringes tydelig og holdbart. Hver forsendelse må absolutt påføres avsender.

Ved forsendelser til enheter med feltpostnummer angis bare tjenestegrad, fornavn, etternavn og feltpostnummer. Enhver ytterligere angivelse som «Tyskland, Finnland, Russland, Skjægerbati» o. s. v. er forbudt. Også ved forsendelser til enheter med åpen adresse må tilføyelser som «Komp. Norge» o. s. v. utelates, da dette bare styrer til feltlagelser, så forsendelsene enten kommer tilbake hit, eller ankommer betydelig forsinket til mottageren. Forsendelser med åpen adresse og angivelse av feltpostnummer blir ikke viderebetreffet.

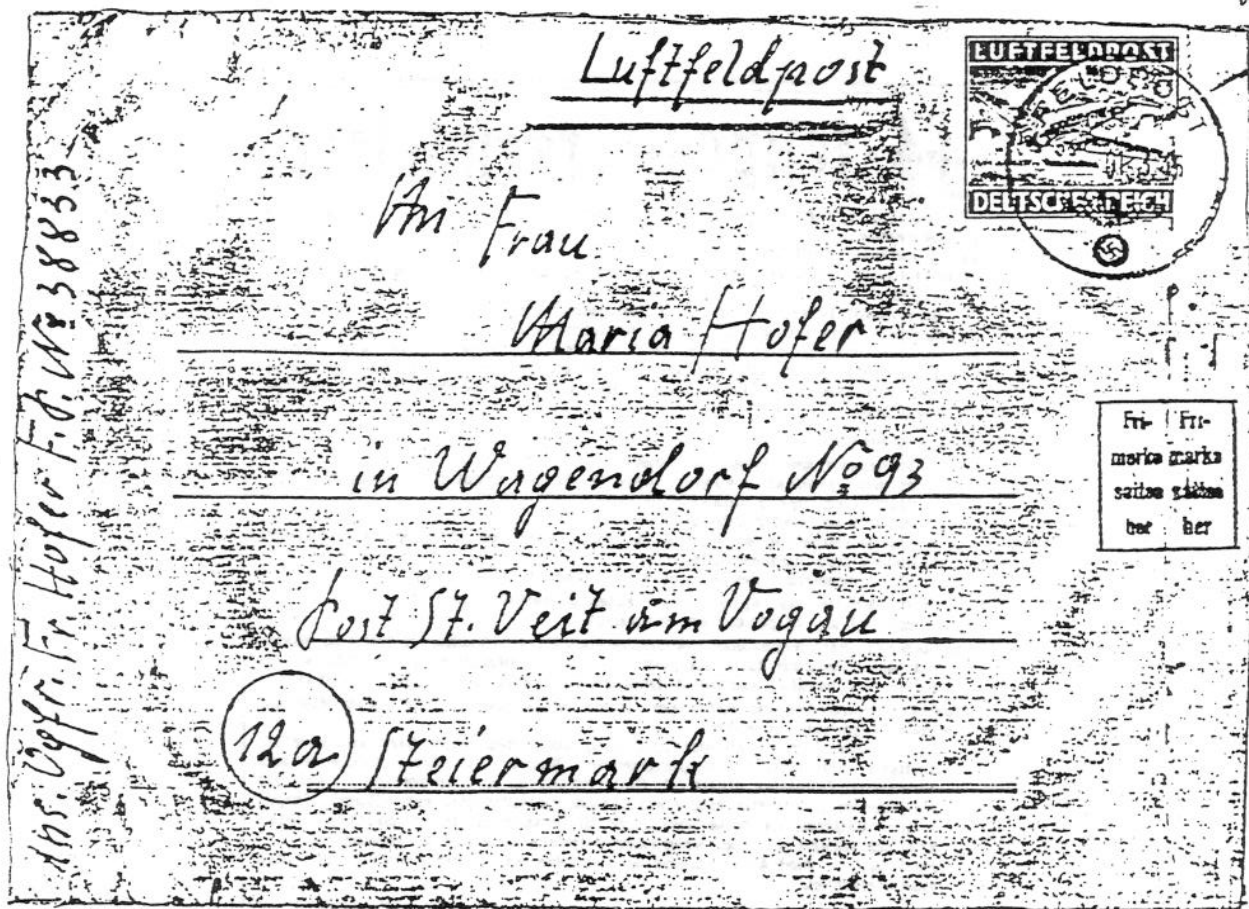
Det blir enda en gang gjort oppmerksom på at ff-feltpostforsendelser til ff-frivillige bare kan innleveres personlig eller sendes gjennom det norske postvesen til ff-Erstatningskommando Norge, Nobelgt. 10, Oslo, eller Frontkjemperkontoret, Stortingst. 12, Oslo, for videreførelse, og ikke til vernemaktstjenestestedet.

Feltpostforsendelser til personer tilhørende vernemakten tar ff-Erstatningskommando Norge ikke smot.

Official Notice, dated February 5, 1944



Cover with Danish 20 øre stamp and Lupo stamp, both postmarked at Odense, Denmark, in 1943



Cover from Norway to Austria (See imprint in Norwegian at center right)

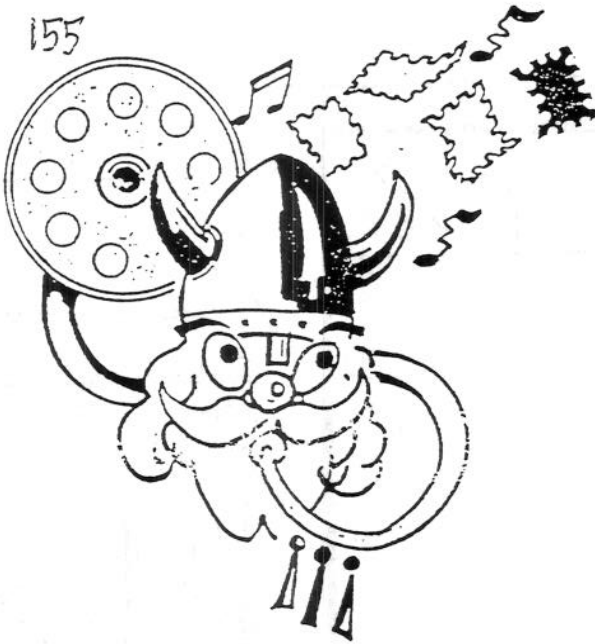
(From 3 Kp. / Gebirgs Tragier Btl. 57 (3 Co. / Mountain Pack Animal Battalion 57))



A banned postcard, showing Norwegian "Trolls" chasing away German planes.



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SCANDINAVIAN PHILATELIC  
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SOUTHERN CALIFORNIA, INC.

LOS ANGELES, CA.

ISSN 0739-0025  
Volume 23 Number 2  
February 1991  
Whole Number 281

## NOT ACROSS SWEDISH TERRITORY

Frederick A. Brofos

During the last years of World War II, as the fronts receded in the East, quantities of German military maps became redundant. They were sometimes recycled to other uses, such as being made into envelopes or labels. The case at hand is a package label machine-cut from a map showing the Vologda area of Russia. The new text, printed on the formerly blank reverse side, shows a re-use by Feldpost Nr. L36018.

This was the German fieldpost code number for *Luftgau Kommando Norwegen*, the Luftwaffe or German Airforce headquarters in Oslo. Of particular interest is the additional impression, in bright magenta color, of an oblong box handstamp. It reads *Diese Sendung darf nicht über schwedisches Gebiet geleitet werden*, i.e., "This sending should not be routed across Swedish territory".

The label is illustrated on page 3 of this issue.

During the war the Swedes, although neutral, had been pressured to allow the Germans to send various materials, including troops, in transit via the Swedish railroads. This avoided the danger of Allied torpedoes on the regular sea route from or to Norway. However, certain things were apparently too sensitive to risk a possible confiscation or even examination by Swedish customs and other authorities. Secret papers and equipment which one wished to avoid being scrutinized were therefore sent directly by military airplane, with a label like this one affixed to the sending.

Absender: Dienststelle Feldpost-Nr.  
L 36 018 - Lg.-Pa. Berlin

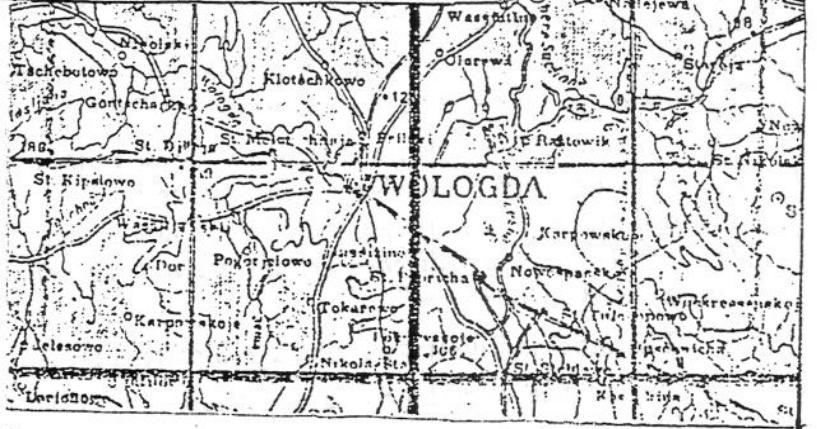
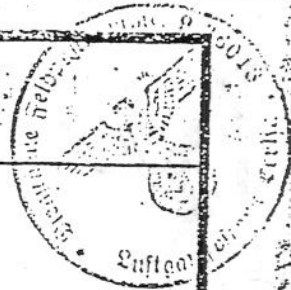
Diese Sendung darf nicht über schwedische  
Gebiet gelteilt werden.

**Dienststelle**  
**der Feldpost-Nr.**

*Christ  
Lagerstätte*

**L**

**Luftgaupostamt Berlin**



Parcel Label from L 36 018, Luftwaffe Headquarters, Oslo.  
Its reverse, a German military map from Wologda, Russia.

# Missent to Enemy Country

by Frederick A. Brofos

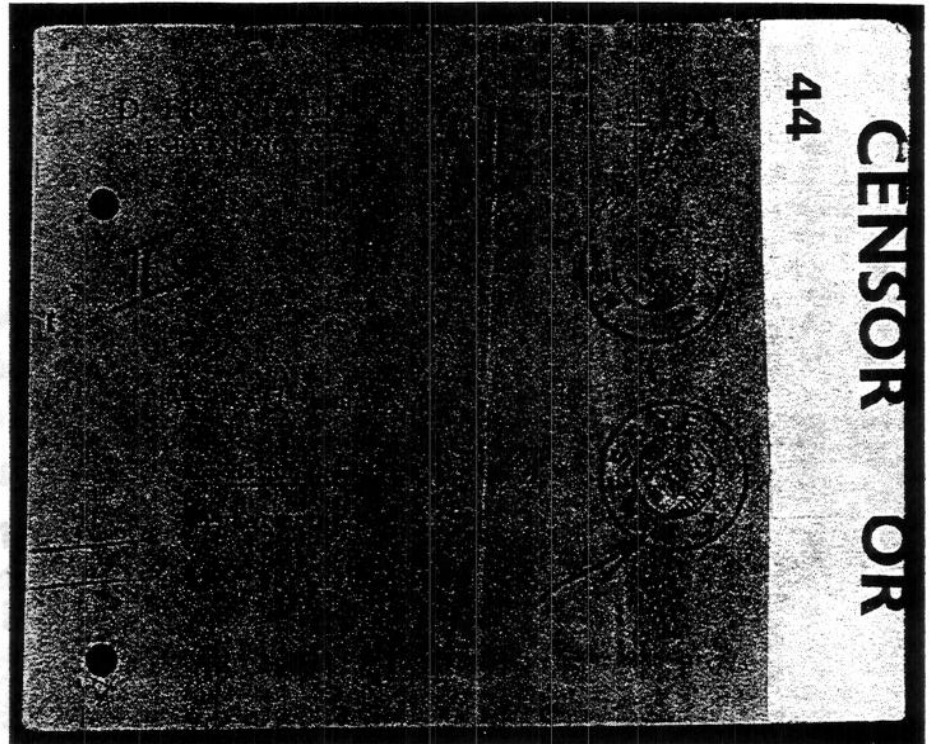
The "stampless cover" illustrated on this page, upon closer examination, proved to have a most unusual story behind it.

Evidently the Norwegian post office did not provide a handstamp reading the equivalent of "Missent to enemy country" because such a bizarre occurrence was not expected to happen. Nevertheless, just such a regrettable incident did take place in the early part of World War II, when Great Britain and Germany were the main belligerents and Norway was still neutral.

If more than one letter had gone astray, such as a whole mail sack, the case undoubtedly would have gained international attention through newspaper reports. A diplomatic protest from Germany would have been likely, and heads might have rolled at the Oslo Post Office.

One assumes, though, that only one letter was involved. It had been sent on December 8, 1939, from Nesbyen, Norway, destined for Hamburg, Germany. Somehow, it was misdirected to England where the letter was confiscated. In addition, the British censor removed and retained the 30-öre postage stamp, perhaps to look for a secret message. The empty envelope then was resealed with the usual label, reading "P.C. 66 OPENED BY CENSOR 44," and returned to Norway.

This put the Norwegian postal authorities in an embarrassing position. The matter seems to have been investigated both by the Oslo Post Office (case 828/1940) and the Norwegian Postal Administration (case 440/1940). Eventually, a letter of apology was sent to the German postal authorities, along with the empty envelope. The latter was forwarded by the Germans to the original addressee in Hamburg, accompanied by their



own explanatory letter. The translation follows.

Hamburg 36, March 2, 1940  
The President of the Reichs Postal  
Administration  
I B 2 1021-4/1 Zens 273

To Mr. Karl Hennig  
Hamburg 19  
Winterhuderquai 16

#### 1 Letter Envelope

The Norwegian Postal Administration has informed the Reichs Minister of Posts that the letter belonging to the accompanying envelope was opened by the British censor, probably through carelessness of its [Norway's] officials in misdirecting it to England and thus letting it fall into the hands of the British censor. They have expressed to the Reichs Minister of Posts their-deepest regrets for this unpleasant

#### The Author

Frederick A. Brofos, of Warner, New Hampshire, collects the stamps and postal history of Norway. He is now retired from the telecommunications industry.

event and have informed us that preventive measures have been taken to avert, as much as possible, any similar occurrences.

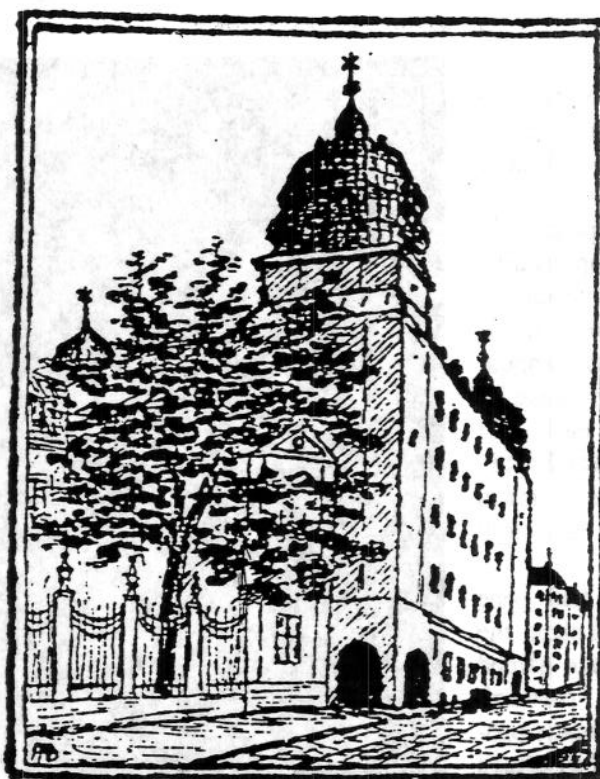
By Order (illegible signature)

This typewritten letter, on paper watermarked *Behörden Eigentum* [official property] includes in the heading *Zens 273*, obviously an abbreviation for *Zensur*. Presumably the Reichs Postal Minister passed the case on down the line to be answered by the German Censor Office at Hamburg. That office had been organized in February 1940 to examine mail between Norway, Denmark, and the Reich.

In 1928, the original sender of the letter, Ditlef Frantzen, one-time postmaster of the small town of Nesbyen, founded TUBFRIM, an enterprise to combat tuberculosis by selling donated stamps. The addressee, Karl Hennig, was a German stamp wholesaler, who probably was a large purchaser of Norwegian stamp mixtures.

## A Daring Raid by Norwegian Postmen

By Frederick A. Brofos (H-11)



Oslo Main Post Office

An exciting war story which includes both the Post Office, the Germans and the Home Front is too good to be forgotten and must be passed on to you while the details are still clearly in mind. I heard the story first hand a few years ago from one of the officials of the Norwegian Postal Administration who had himself participated in the action.

The Oslo main post office covers a whole block along Queen's Street and is built like an old fortress with picturesque green copper-covered towers. It really deserves to be shown on a stamp, as have the G.P.O.s of all the other Nordic countries. On the 4th floor is the Postal Museum, and visitors who have lost themselves by turning left instead of right after leaving the elevator, will recall the seemingly endless corridor which continues all around the huge square-shaped building.

During the war, one of the floors was partly occupied by the Germans as a mail censor office. "Admittance forbidden" signs were hung up and an armed sentry marched around the corridor both day and night. A bulletin board later appeared on one of the walls. This, however, was intended strictly for the Germans and any Norwegian who dared to look was roughly warned to keep away.

Suddenly one day an order came through from the headquarters of the Home Front, the underground resistance movement, that they wanted a sample of the chemical preparation that the Germans brushed on letters to reveal possible secret messages written by invisible ink.

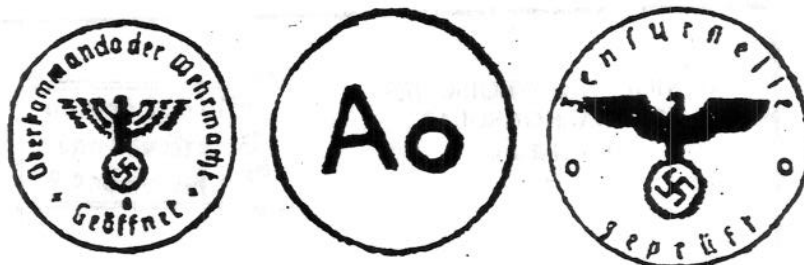
Fortunately a set of duplicate keys had been retained and hidden, a fact of which the Germans were, of course, unaware. Then, the length of time it



took the guard to patrol the corridor was figured out. This was an interval of less than ten minutes! One night, after closing time, the German Censor Department was entered. However, it took longer than estimated to find the chemical. When a huge glass flask containing a mysterious liquid was finally discovered, there was no time left to pour off a sample. One simply had to run with the whole thing, and barely had time to lock the door before the guard rounded the corner!

When the Germans next day discovered the disappearance of the flask, there was a furious uproar followed by interrogations. As everyone denied any knowledge of the matter, they finally had to give up, and the case was never solved.

The Home Front received its sample of the acid or whatever it was, so they could use an invisible writing that, at least, would not be detected right away. The huge glass container with the remaining chemical was difficult to dispose of safely, so it was hidden in one of the towers of the P. O. building until after the war and the danger was over.



German Censor Marks, Oslo

Such a fortunate ending, without any arrests, might not have been the result if the raid had occurred during the latter part of the war. In the beginning, the postal censorship was under the direction of the "Abwehr," that is the German Military Counter-Intelligence. After the July 20, 1944 assassination attempt on Hitler, however, everything was drastically tightened up and the censorship was taken over by the Gestapo. This changeover was, incidentally, reflected even in the censor labels and stampers. They formerly read "Oberkommando der Wehrmacht," but later simply "Zensurstelle"—a blunt name previously avoided.

Following the Liberation, the Norwegian authorities who continued mail censorship for another half year or more, advertised in the newspapers seeking people with language abilities. As I knew three tongues, I thought it might be fun to be a postal censor during the summer. Upon applying, however, I was told that High School students were considered too young for the job. Too bad, as I might have gathered some more good stories! Apparently the censorship offices formerly used by the Germans had been taken over. On the way out, I noticed in the corridor a large German sign which had not been removed yet, as it was attached from the ceiling. As I recall, it read: "Zutritt verboten / Auslandsbriefprüfstelle." The initial "A" of this last word (meaning Foreign Letter censor Office) was used, by the way, in the round marks of the Germans stamped on unsealed and other mail that they didn't examine through lack of time or interest. Next to the "A" appeared the identity letter of the respective censor office which had assigned to it the examination of mail to and from certain given countries or areas. The code letter, without the prefix "A," usually appeared under the eagle on most of the other stampers and labels, and were as follows: a—Königsberg; b—Berlin; c—Cologne; d—Munich, e—Frankfurt; f—Hamburg; g—Vienna; h—Berlin (P.O.W.'s 1944 on); k—Copenhagen; l—Lyon; o—Oslo; x—Paris; y—Bordeaux; t—Trondheim.

## NAZI CENSORSHIP OF NEUTRAL CONSULAR MAIL

by FREDERICK A. BROFOS (H11) Scandinavian Collectors Club

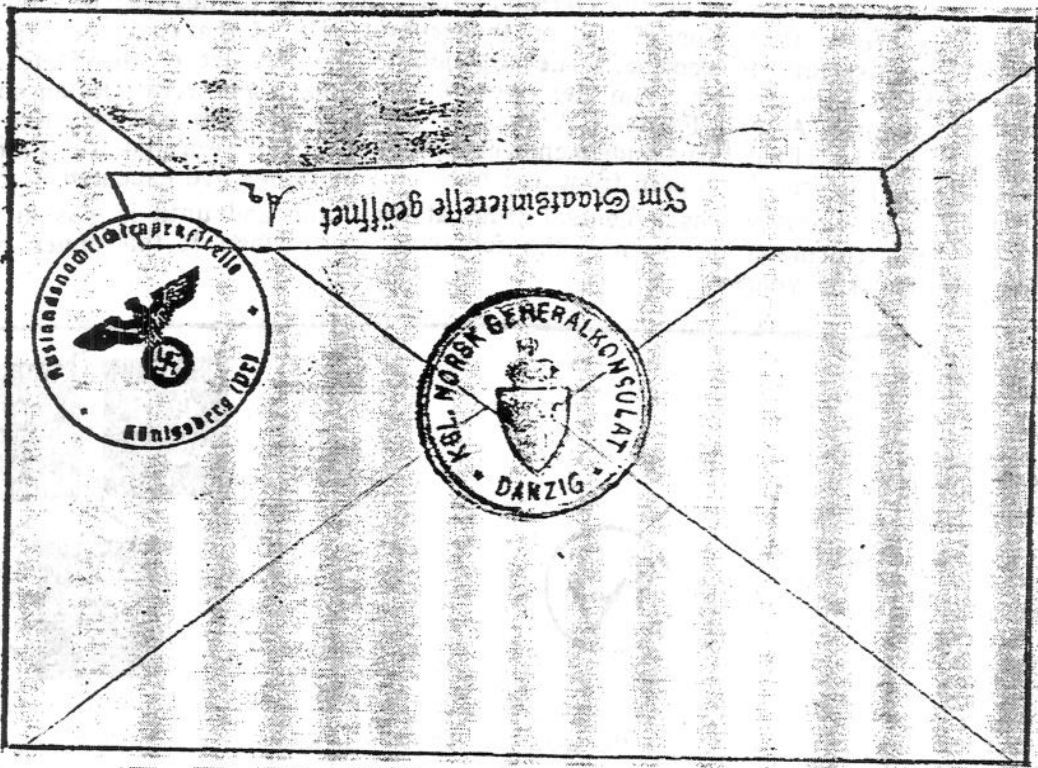
Diplomatic and consular mail has usually been respected and passed inviolate by the various warring powers. Apparently the Nazis were not always so considerate and the cover illustrated shows an example of a deliberate violation of sealed Norwegian consular mail.

The letter in question was sent by the Norwegian Consulate General in Danzig to the office of the Norwegian Wilhelmsen Shipping Line at Oslo. Danzig is a seaport on the Baltic Sea lying between Germany and Poland. In 1919 the Treaty of Versailles ordered Germany to cede Danzig to the Allies to form a Free City under the protection of the League of Nations. That arrangement lasted more or less successfully until World War II started on September 1, 1939. On that fateful date Danzig was forcibly re-incorporated into Germany.



German-censored Norwegian Consular Mail, Sept., 1939.

Our letter was sent on September 27, 1939 franked with a 40 pfennig Danzig stamp, which was temporarily still valid on par with ordinary German stamps. A slogan postmark in German reads "Put the return address on your mail." That advice had already been followed and the letter bears a printed return corner card in German reading "Konigl. Norwegisches Generalkonsulat, Danzig" and the Norwegian consular seal is stamped in violet over the flap.



Reverse of same envelope, showing Norwegian consular stamp and German censorship label.

In spite of this clear indication of consular mail, the letter was deliberately opened by the German censor office at Königsberg in East Prussia. A brown sticker is affixed on the reverse side of the envelope reading "Im Staatsinteresse geoffnet" (i.e. Opened in the interest of the State). On the front is stamped "Von der Wehrmacht zugelassen" (i.e. Released by the German Armed Forces). A circular mark with eagle and swastika emblem and inscribed "Auslandsnachrichtenprüfstelle" (i.e. Foreign News Censor Office) is struck on both front and back. All markings are executed in violet ink.

Norway was a neutral state at that time and until it was attacked by the Germans on April 9 the following year, when it fell under Nazi rule for five years.

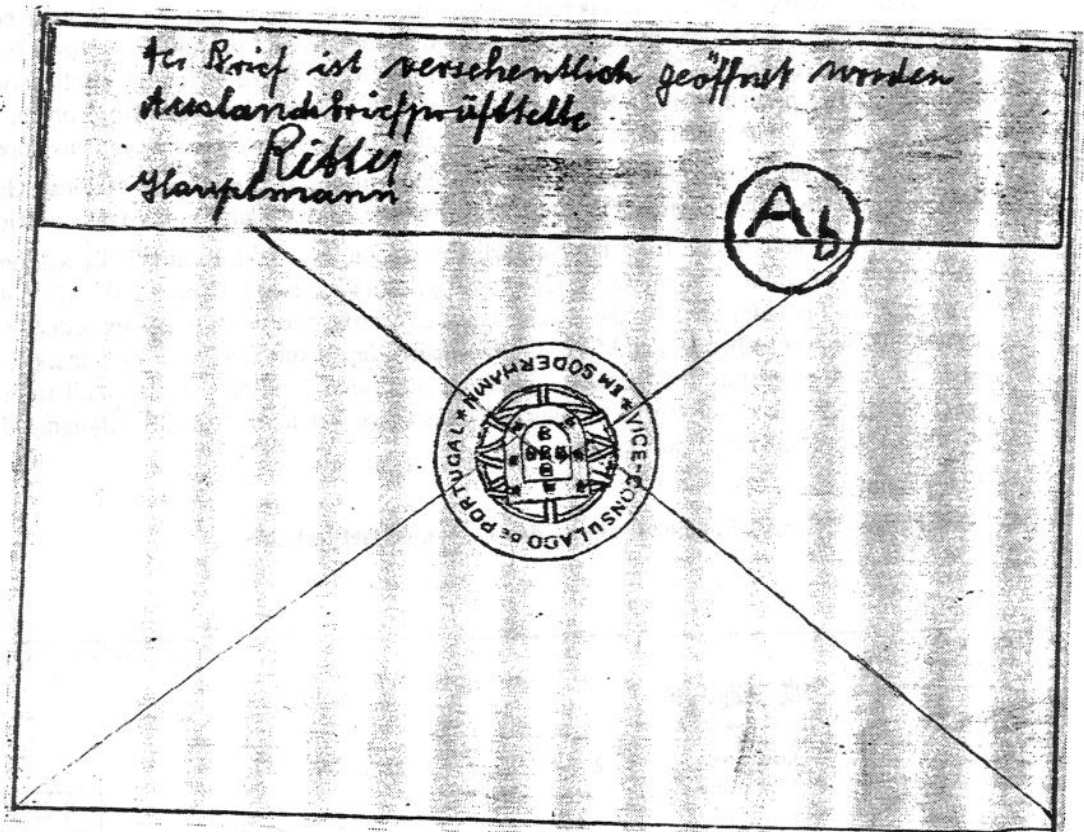


German-censored Portuguese Consular Mail, Nov., 1943.

Another violation of neutral consular mail by the Nazi censors during World War II is the illustrated cover which was sent from the Portuguese Vice Consulate at the seaport of Soderhamn in Sweden on November 18, 1943.

The addressee was the Portuguese Consulate at Berlin which, incidentally, had evacuated to the suburb of Grünwald and the letter was forwarded there. The Portuguese consular seal was stamped in violet on both the front and the back of the envelope. The letter was nevertheless opened at the Berlin censor office. However, the officer in charge or another official made a notation in German across the censor label, which translated reads "The letter has been opened by mistake. (signed) Ritter, Captain."





Reverse of same envelope showing Portuguese consular stamp and German censorship label.

There have been military censors as long as there have been written messages during war times. However, every major war has brought forth an enlarged and improved system of censorship over that used in previous wars. We now know that the Berlin censor office was staffed by about 250 reserve officers and inactive soldiers and around 2,000 women workers besides a host of postal, Gestapo and other officials.

One wonders whether the opening of this wartime letter from Sweden was a genuine error or whether the policy was "All is fair in love and war"? The supposedly secret correspondence between two consulates of a neutral power must have been quite tempting to the Nazi authorities and the censor's penciled notation may have been just a clever cover-up. Whatever secrets the letter contained were seen one way or the other.

# MAIL TO NORWAY OPENED BY THE GESTAPO, 1941

Frederick A. Brofos

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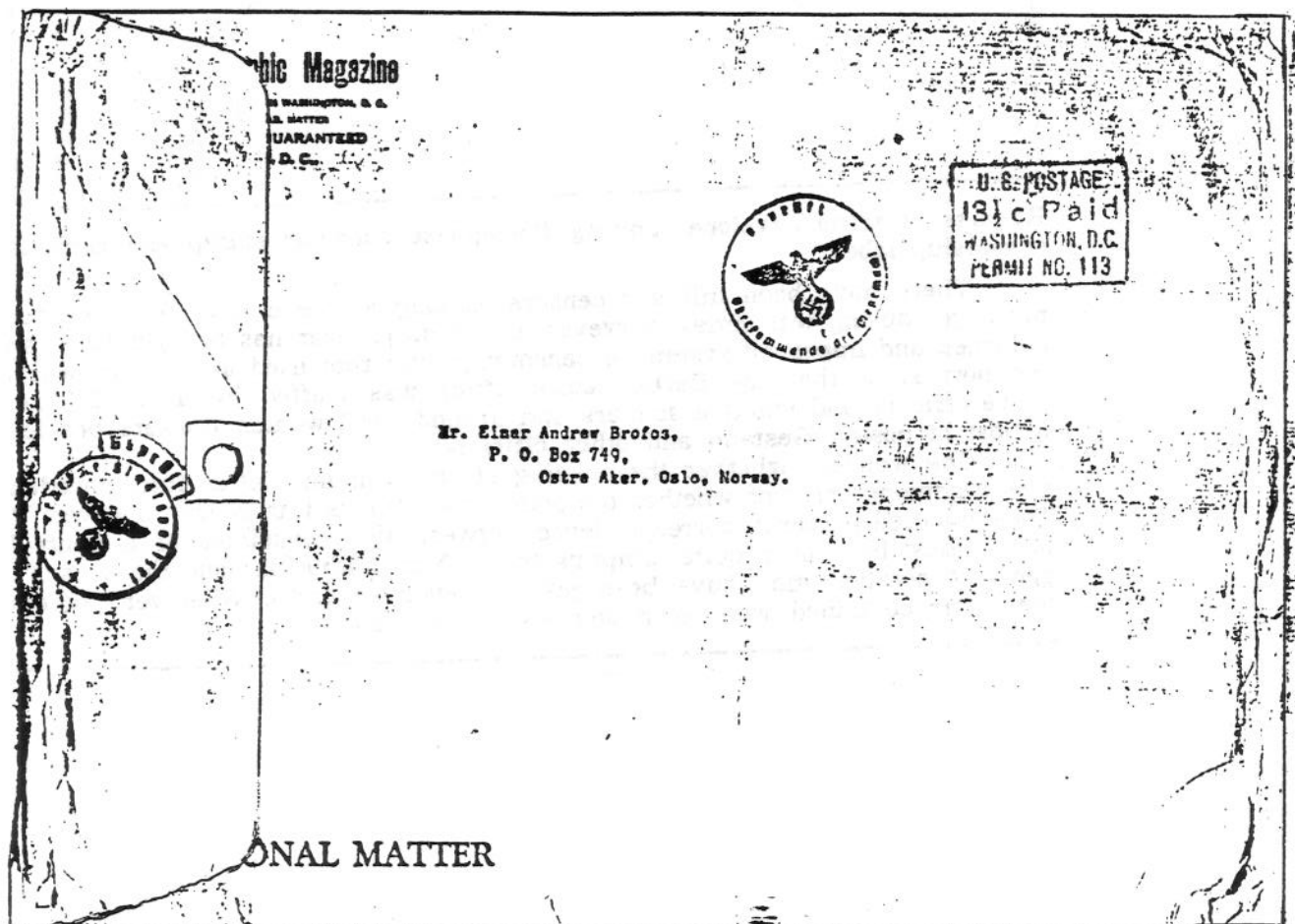
During World War II, the operation plans of four of the largest German mail censor offices (Berlin, Vienna, Munich, and Frankfurt on Main) included a contingent from the *Geheime Staatspolizei*, or Gestapo, the dreaded Secret Police. Their particular control field was limited to foreign publications, newspaper, magazines, and other printed matter. Normally, their special censor mark was placed on the outside of wrappers. However, in some cases their mark curiously enough appears on the *inside* of the envelope.

In many years of collecting, I have only encountered two examples of these Gestapo censor marks. Both were on covers containing magazines, sent from the United States to my father in Norway.

Illustrated here is one from the National Geographic Magazine, marked "Educational Matter" at bottom left. It was sent from Washington, D.C., probably sometime in 1941, before the US entry into the war later that year. On the outer cover is the regular German censor mark with the index letter "e" under the swastika, denoting the censor office at Frankfurt. On the *inside* flap is the Gestapo censor mark in blue-black, with the figure "4", also indicating the Frankfurt office. It was this office that handled mail from America. It can be imagined that the shock of seeing the unusual Gestapo censor mark probably discouraged people from renewing subscriptions to foreign publications.

## Bibliography:

Riemer, Karl-Heinz: *Die Überwachung des Auslandsbriefverkehrs*



## THE NIGHT THAT STAMPS BLEW AROUND BERGEN

BY FREDERICK A. BROFOS (H-11) SCANDINAVIAN COLLECTORS CLUB

People who were out early in Bergen, Norway, one December morning in 1943, may have noticed an unusual lot of paper blowing around the streets or just lying on the ground. Those awake enough to take a closer look found miniature sheets with startling new designs for Norwegian postage stamps. They were really clever political leaflets, which had been flown over by bomber from England and dropped that very night in the Bergen area.

There were four different designs of these Allied propaganda stamps for Norway and two sizes of each. Dropped at the same time were pictures of King Haakon, Churchill, Roosevelt and Stalin, together with statements by them regarding Norway.

The general idea was to have patriots take these "stamps" with their biting anti-nazi cartoons and stick them up in conspicuous places around town. On streetcar windows or in telephone booths were just two of many places where ordinary people could safely enjoy them. Perhaps someone might even be bold enough to use them on letters of annoyance addressed to local party leaders . . . Anyway, the Germans and their N.S. helpers were furious and moved heaven and earth to destroy the embarrassing leaflets. Those not found shortly by either patriots or nazis were probably ruined simply by lying in the snow. Unfortunately, very few of these interesting war mementos have survived. Another reason for this fact is that during the war it was downright dangerous to be caught in possession of "enemy propaganda". It didn't take much to be thrown into a concentration camp in those days.

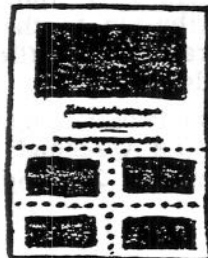
Of the few miniature sheets that, in spite of all, were saved for posterity, most have since been subdivided and spread around as single stamps. A detailed description of the complete sheets should therefore be of interest.

A good job of printing was done, apparently from photogravure plates, either in England or the United States. White gummed paper without watermark was used. The size of the sheets was  $5\frac{1}{4} \times 8\frac{1}{2}$  inches (about 133 x 216 mm.). All carried the text: "Utkast til den norske frimerkekonkurranse — Tre andre utkast følger pr. luftpost" (i.e. essay for the Norwegian postage stamp competition — Three other trial designs follow by airmail). Each sheet had one large stamp and three (the 15 ore value with four) small stamps in the same design. They were called 1st. to 4th essay and may be listed thus:

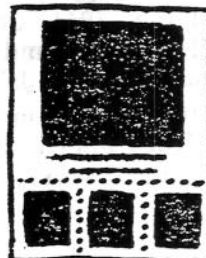
1. 15 ore green "Alt for Tyskland!" (i.e. All for Germany!). Design: SS trooper confiscating farm animals etc.
2. 30 ore ultramarine "Wir fahren gegen Engelland!" (i.e. We travel to Angel land!). Design: Hitler, in armor and lifebelt, swimming.
3. 20 + 20 ore red "Lofoten 4 mars 1941. Bidrag til mulkten". (i.e. Lofoten 4th, March, 1941. Contribution to the fine). Design: Giant Norwegian sailor lands and grabs nazis. (Refers to Allied commando raid on Lofoten Islands).
4. 30 pieces of silver (Judas money) Prussian blue "Vanaere og forakt har Quislings faerd ham bragt" (i.e. Quisling's actions have brought him dishonor and disgust). Design: Quisling's head in a hangman's noose.



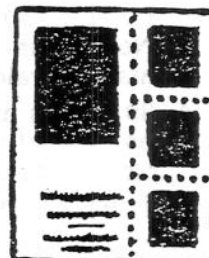
The small stamps were line perforated, essay No. 1 with 11¼ x 10¼, No. 2 with 11¼ x 10, and Nos. 3 and 4 both with 9 x 11¼ (horizontal perf. listed first). The large stamps were imperforate, except on the right side of Nos. 3 and 4 which was line perforated 11¼. The small stamps were imperforate along the edges, that is to say on either one or two sides. The sheet composition appeared thus:



ESSAY no.1



no.2



nos. 3 & 4



About 47 different aerial propaganda leaflets were dropped over Norway by the Allies during the war, from a beginning of two in 1940 up to fifteen in 1945. However, only the four above mentioned were connected with philately. They were like a ray of sunshine in a time of darkness.

The intriguing question remains as to who accomplished the drop and who inspired the idea in the first place?

At the beginning of the war, it was the Royal Air Force (R.A.F.) that flew over from England with leaflets to be dropped on Norway. Later on, in the course of the last 20 months of the war, a great part of this work was taken over by a section of the U.S. Army Air Force, namely the "406th. Bombardment Squadron, 8th. U.S.A.A.F.". This squadron, which was trained in night flying by the R.A.F., had the job of dropping leaflets over Europe, as well as various other "secret assignments" which are not divulged even today. The 406th. bombed more than 7000 targets with a total of 1,800 million leaflets and news sheets in around 330 night flight missions. Unlike all other groups of U.S. heavy bomber planes, the 406th. did not fly in formations but instead flew singly. They often met concentrated resistance from enemy fighter planes and anti-aircraft guns.

The propaganda stamps were dropped on Norway in December 1943, which would seem to indicate that the mission was accomplished by the 406th.

Some authorities believe that the leaflets were dropped over Bergen in the course of several nights. In that case one can imagine how angry the nazis must have been, after carefully cleaning up, to see loads of leaflets again pouring from the sky.

So much for who accomplished the drop. Now, who stood behind the whole idea?

The American propaganda departments at the time were the "Office of War Information" (O.W.I.) and the "Office of Strategic Services" (O.S.S.). The British equivalent, which originally had consisted of three independent agencies, was finally united in one "Political Warfare Executive" (P.W.E.).

Unfortunately, there was a continuous conflict between O.W.I. and O.S.S. about who should cooperate with P.W.E. and who should execute the various functions. Later on, an independent Anglo-American organization was formed, which came to be known as the "Psychological Warfare Division" (P.W.D.). With the formation of S.H.A.E.F. (Supreme Headquarters Allied Expeditionary Force), meetings were held between P.W.D., O.W.I. and P.W.E. as well as the Russian propaganda service to effect a better coordination of ideas. However, efforts at cooperation with the latter agency at least were without result.

Out of this maze of rival offices it has not been able to identify the inspired originator of the four "Essays for the Norwegian stamp competition". That it was an "Allied" idea, and that the Norwegian government in exile in London had no connection with it other than perhaps giving its blessing, one would imagine from the old-fashioned spelling on the 4th design ("faerd" instead of "ferd" and "bragt" instead of "brakt"). Nevertheless, whoever originated them, they certainly liven up any war collection, as well as forming a rather unique chapter in the philatelic history of World War II.

**WE WILL WIN**  
Frederick A. Brofos

Among the modern stamps of Norway, my favorite is undoubtedly the so-called "London Issue". Beautifully printed by Thomas De la Rue & Co., London, they were first issued on January 1, 1943, by the Norwegian government in exile in Great Britain. With the addition of two more values, the set was reissued in Norway on June 22, 1945, following the Liberation. One could really see and feel, as one rubbed a finger nail across, that they were engraved. I thought they even smelled different from ordinary stamps. Anyway, I still have a sheet each of the 5 and 7 øre values, which I bought at that time in Norway. Each stamp in the series shows the crowned monogram of the exiled King-Haakon VII. That "H7" design was surreptitiously painted and drawn everywhere in Norway during the German occupation. I remember often doing it myself in the snow with ski poles. The 20 øre stamp is of particular interest, as it pictures the "We Will Win" slogan done on a country road. In Norwegian, "Vi Vil Vinne" was doubly effective with its three "V"s.



The other day, I ran across an interesting memento I had saved from the war years, which shows both the slogan and royal monogram. It was in late 1944 or early 1945, when I was a school boy, that I happened to enter a telephone booth by the street in front of Majorstua Station in Oslo. To my surprise, I found that someone had boldly stamped through the phone book pages with a rubber stamp in violet, showing the forbidden monogram and patriotic slogan. Upon discovery, the book would, of course, immediately be seized and replaced by the authorities. So, I did not hesitate to rip out a page for my "War-time Memorabilia Collection". Oblivious to the danger of possessing "enemy propaganda", I ran off home with my prize. I didn't show it to anyone, however, as I probably wouldn't have been allowed to keep it. Those were the days of fear and secrecy, when the long dark shadow of the swastika lay across the land.

Kjøpmann. Valkyrje- 67754	Andersen, Birger. Tannlege. D. D. S. 10-15 Jun. 1945
nekker. Tegnes- 78098	te. Karl Johansgt. 27. . . . . 51628
Kolonialfor. Ths. 40503	- Bolig. Drammensv. 4. c. . . . . 45168
E. Snekker. Stilla- 125. V. Aker 9118	Andersen, Birger. Sirkel. Tannleg. 10-25 Jun. 1945
L. Fullmekk. 66285	Karl Johansgt 27 . . . . . 31419
S. Kentor og lager. 14802	- Bolig. Borgensgt. 16. Vin- deren. . . . . 97244
Skredder B. G. W. Nordstrand. 88952	Andersen, Birger. H. Redaktør. Dag- bladet. Valkyrje. 13 . . . . . 65037
Salgsdirektør. 66326	Andersen, Bjørne. Landbr. Hønde- hagsgv. 28 . . . . . 61707
B. Kjøpmann. 7651	Andersen, Bjørne. Landbr. Kontor. K. Bennebovet. 18 . . . . . 72177
Reklamesjef. 8538	- Bolig. Wergelandsv. 7. . . . . 33103
Tegner. 4873	Andersen, Bjørne E. Markv. 48. 78355
tt. Sekretær i Eidsv. Bjerregaarde. 78001	Andersen-Bjørne, Adelste. Niheim- vn. 5. Jar . . . . . 35331
Fru. Haga	Andersen, Bjørne. Reichwein- Andersen, Bjørn Oscar. Loktrekker. Bernh. Herres veg 29. Smestad 90851
	Andersen, Bjørne. Landbr. og agentur. Grensen 5/7 . . . . . 32653
	Andersen, Brita. Ardeneggt. 15 . . . . . 41740

## Three Covers From the Liberation of Norway

By Frederick A. Brofos

During World War II, the German occupation forces in Norway were opposed by a secret organization of patriots known as the Home Front ("Hjemmefronten"). One can imagine that a considerable amount of mail must have been sent by this underground resistance movement, although the covers obviously would bear no indication of their true origin. Other things being too risky, what was usually sent were the so-called illegal newspapers. These one-page typed or mimeographed sheets mostly contained the latest BBC news from London. This was important, as all radios had been confiscated and the Nazi-controlled regular newspapers suppressed all news unfavorable to them and exaggerated or distorted the rest. As the Nazi police began to seize and examine large mailings, the secret newspapers were eventually distributed more and more from hand to hand.

Immediately after the Liberation, the Home Front members came out into the open and their para-military organization called the Home Forces ("Hjemmestyrkene") were prominent on the streets with their special arm-bands and hand machine pistols. The illustrated cover, (Fig. 1) from May or early June, 1945, shows that they even had their own imprinted envelopes and is a real "pièce de résistance" in more than one way. As indicated by a dark violet strike at upper right, the letter was sent from the Intelligence unit which, together with other forces, had occupied the former "N. S. Partihus" (Quisling Party HQ) at Kristian Augustgate, Oslo. It was sent by courier to Major Diesen, a Norwegian liaison officer at Allied Military Headquarters, Storgaten 33, Oslo, the former German Military HQ.

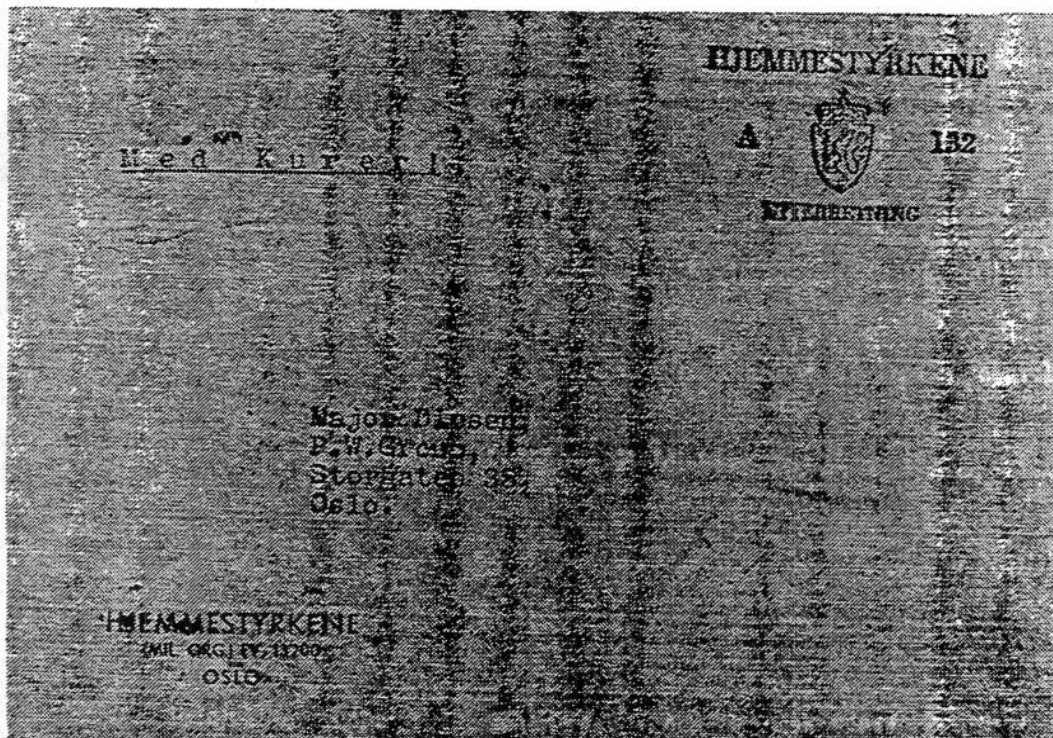


Fig. 1



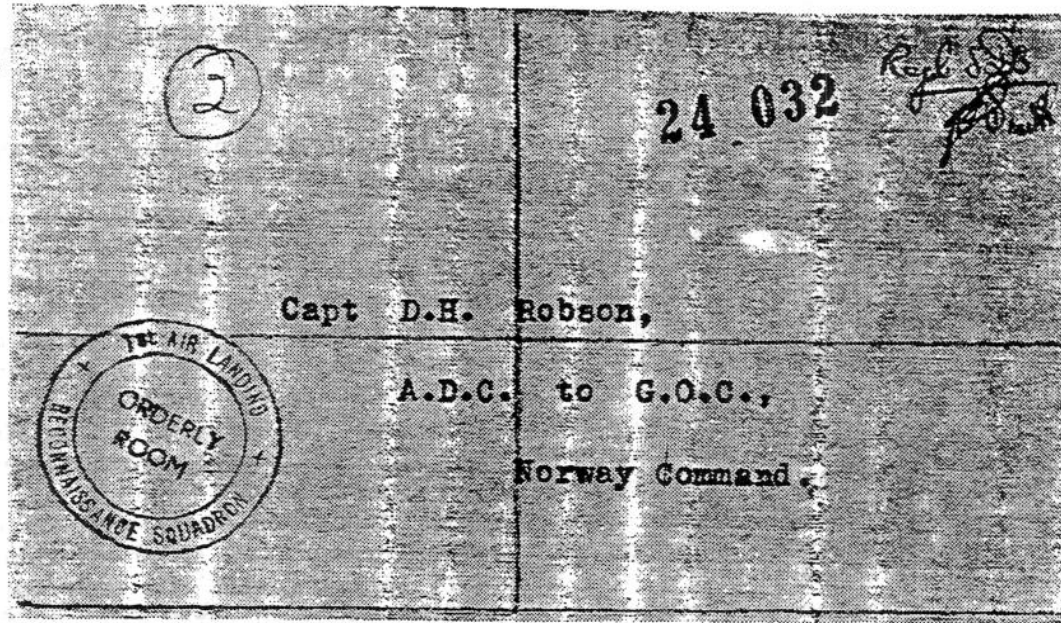


Fig. 2

Figure two shows another interesting cover from about the same period. It bears a red strike at lower left, reading "1st. Air Landing, Reconnaissance Squadron, Orderly Room." Probably sent from the British paratroop outfit nicknamed The Red Devils (because of their red berets) that arrived among the first liberators of Norway. Addressee is Captain D. H. Robson, Aide de Camp to the General Officer Commanding, Norway Command (General R. Urquhart) at Allied HQ, Oslo. It bears the blue crossed lines commonly used by the British to denote registered letters. A registration number is

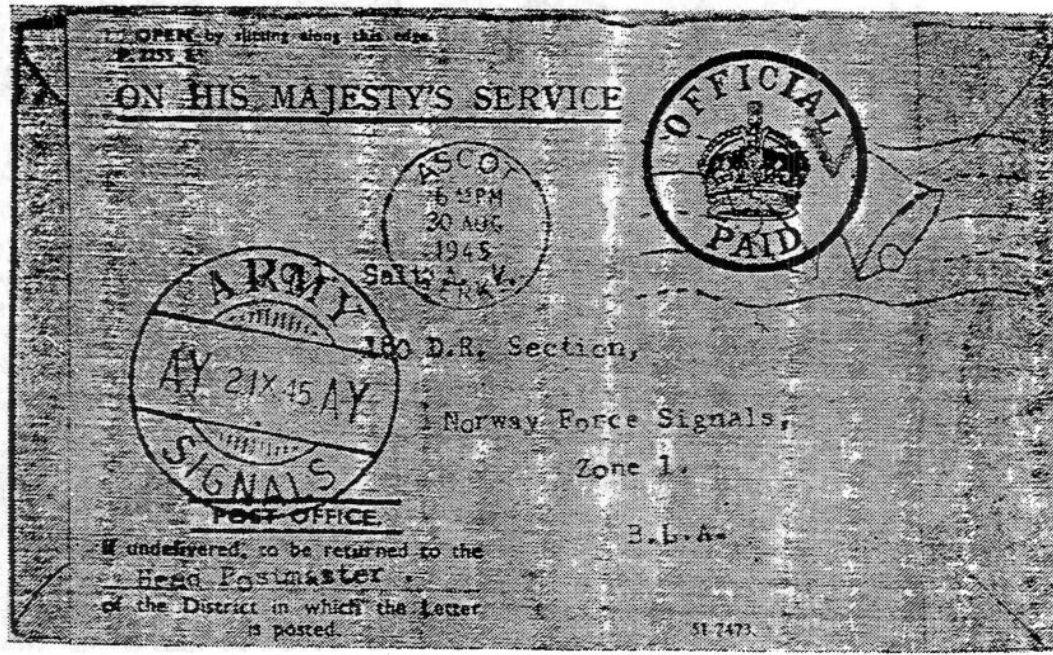


Fig. 3



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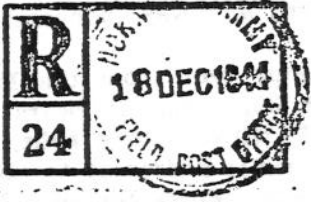

struck in black and a manuscript "Regd. SDS, J. O. Smith" appears at upper right, indicating conveyance by Signal Dispatch Service. This was the British Army equivalent of the U. S. Army Signal Corps and was in charge of military communications.

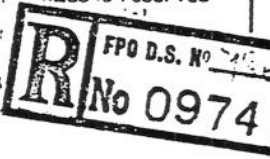

The third cover, (Fig. 3), is an official envelope sent from the Head Postmaster of Ascot, Berks., England, on August 30, 1945. It bears the machine cancel commemorating the end of WW II, with Victory bells, the letter "V" and its equivalent in Morse code. The cover is addressed to Lance Corp. A. V. Salt, 180th. Dispatch Rider Section, Norway Force Signals, Zone 1, B.L.A. (British Liberation Army?) and carries the receiving mark of Sept. 2, 1945, the day the Japanese signed their own surrender document. This postmark is of particular interest as it was used by the British Army Signal Unit at Allied Military HQ in Oslo (Storgate 33, 2nd. floor). The postmark shows the code letters AY, which distinguish it from similar markings used at other locations during the war.

The three covers from the Liberation of Norway that we have just examined form a postal history trio difficult to match today. However, all were unappreciated by their original recipients and thrown away. Fortunately I was at the right place at the right time to retrieve them for Philately.

Two British Registered Fieldpost Covers of Norwegian Interest

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	<p><b>REGISTERED LETTER.</b>          THIS LETTER MUST BE GIVEN TO AN OFFICER OF THE          POST OFFICE TO BE REGISTERED AND A RECEIPT          OBTAINED FOR IT.          THE ADDRESS MUST BE          WRITTEN ON THIS SIDE.</p>	
<p>A.K.F.          H.P.O.          7140.</p> <p>FEE PAID.</p>		

<p>This space is reserved</p> 	<p><b>REGISTERED LETTER.</b>          THIS LETTER MUST BE GIVEN TO AN OFFICER OF THE          POST OFFICE TO BE REGISTERED, AND A RECEIPT          OBTAINED FOR IT.          THE ADDRESS MUST BE          WRITTEN ON THIS SIDE.</p>	
<p>1464</p> <p>Frederick Brofos          Schjonningsgate 40<sup>th</sup>          Oslo          Norway</p> <p>FEE PAID.</p>		

Fred Brofos, responding to my call for help in the May LUREN, sent along some illustrations. The two British Registered Letter Envelopes are used in the WW II period. The first, a 5 1/2 d brown, was used in England in 1944 by the Norwegian Army FPO. The other one, a 3 d dark green, was used by the British Army FPO 786 in Norway. FPO 786 was, at the time, on the second floor of Kampen High School in Oslo. The school had been requisitioned by the Germans as a barracks, then taken over by the British liberation forces. The FPO was only open to military personnel, not the general public, so covers are rare.

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# LUREN

## SCANDINAVIAN COLLECTORS CLUB

Chapter No. 17

Los Angeles, California

Volume 14, Number 4  
April, 1982  
Whole Number 155

### ALLIED POSTAL CENSORSHIP BETWEEN NORTH NORWAY AND FINLAND

by Frederick A. Brofos

Having for a long time been interested in all kinds of censor marks and labels, the cover illustrated on page 8 of LUREN, Vol 13 No 9 immediately caught my attention. Here, it seemed to me, was something of unusual interest: a cover sent between two Scandinavian countries, but which had passed through a war zone whose very existence is unknown to the average person. It had been mailed in the summer of 1919, during the disturbed period following WW I. Finland, under the able leadership of General Mannerheim, had only the previous year attained its independence from Soviet Russia. Peace was short though, because already on June 6, 1919, war broke out again between Finland and Russia, due to conflicting claims to Karelia. Hostilities lasted until the Treaty of Dorpat (October 14, 1920) when Finland acquired a narrow strip of territory lying between the Russian port of Murmansk and the Eastern frontier of Norway, together with the ice-free port of Pechenga (re-named Petsamo). This neighborhood way up in the far North, has of course long since been gobbled up again by the Russian Bear.

The Russo-German Peace Treaty of Brest Litovsk (March 3, 1918) ended Russian participation in WW I. The war continued, however, among the other combatants. It was important for the Allies to try and keep the huge stocks of supplies and ammunition, which had previously been contributed to the Czarist government, out of German hands. Furthermore, they didn't want a large transferral of German troops from the Eastern to the Western front. A direct intervention, it was thought, might encourage at least some of the Russians to continue the battle against the Germans. To accomplish these goals, it was decided to send forth an Allied Military Expedition to North Russia. "Operation Polar Bear", it was called for short, and the participants received a uniform shoulder patch showing a grey bear on an iceberg against a light blue (to page 3...)

background.

Consisting of British, French, American and Canadian contingents, the force was under the overall command of the British Brigadier Ironside. The Americans consisted of one reinforced infantry regiment, which, at its maximum, contained 5630 men. It was over-optimistic of certain Allied visionaries to hope that their far too inadequate forces would be able to strike South and Eastwards and link up with the Czech Legion and Admiral Kolchak at the Urals, and Generals Mannerheim and Yudenitch on the Baltic. It was considered that this contribution to a White Russian counter-revolution would soon topple the Bolshevik regime.

The invasion of Russia got off to a good start with the port of Murmansk being occupied on June 23, 1918, followed by Archangel on August 2. A puppet government was installed under the White Russian General Miller. (A stamp issue attributed to him is bogus.) Minor but hard fighting dragged on for more than a year in this undeclared war with the Bolsheviks. The French alone were ardent advocates of a more extensive intervention, but the British and Americans held back. After all, WW I was now over; shooting on the Western Front had ended on November 11, 1918, and the Peace Treaty of Versailles was signed June 28, 1919. The half-frozen Allied soldiers in North Russia longed to go home and there was even some mutiny. The authorities finally realized they would get nowhere without reinforcements, which were not forthcoming. The Americans pulled out in August, 1919, and the other Allies left soon afterwards. Archangel was evacuated September 13, and Murmansk abandoned October 12, 1919. The adventure was over. It had been a little like another Vietnam—60 years ahead of time. Strangely enough, the Allies were again active on those selfsame Northern routes during WW II, but that time they were making heroic efforts to help and supply the Red Army!

Now, let us return to the aforementioned envelope sent between Norway and Finland during that complicated period of history. Postage was only 20 øre abroad when it was sent from Vardø, Northern Norway, on July 29, 1919. It acquired a receiving machine postmark at Viborg, Southern Finland, on August 6, 1919. In between those two places, the letter was examined by Allied authorities who affixed the two labels reading: OPENED BY BASE CENSOR No. 11. The censorship probably occurred after the mail boat from Norway arrived at Murmansk, as Archangel lies far more Eastward in relation to Finland. One can imagine that the mail was driven down the Allied-occupied Murmansk railroad, perhaps to Kandelaksja or further, before entering Finnish territory. Vardø was at that time the point of origin for all mail from Norway to Russia. A Norwegian postal circular of September, 1918, states that: Between Vardø and Archangel there now runs a fortnightly mail route. Mail may only be sent to the Murmansk coast and Archangel, but no parcel post.

Before leaving the tundra, mention should be made of the Allied fieldpost during this campaign. The postmarks were of the usual British double circle type, inscribed at the top either: ARMY POST OFFICE or FIELD POST OFFICE. Below were the letters: PB (for Polar Bear) and a code number indicating the place of origin, for example PB-1 for Murmansk and PB-2 for Archangel. There were also other numbers for various smaller places. All are quite rare today. The Canadians, being accustomed to severe winter weather at home, were assigned the duty of transporting the mail by dogsled across the frozen countryside.

It is rather mind-boggling to reflect that, if this expedition had only been stronger, world history might have turned out quite differently...

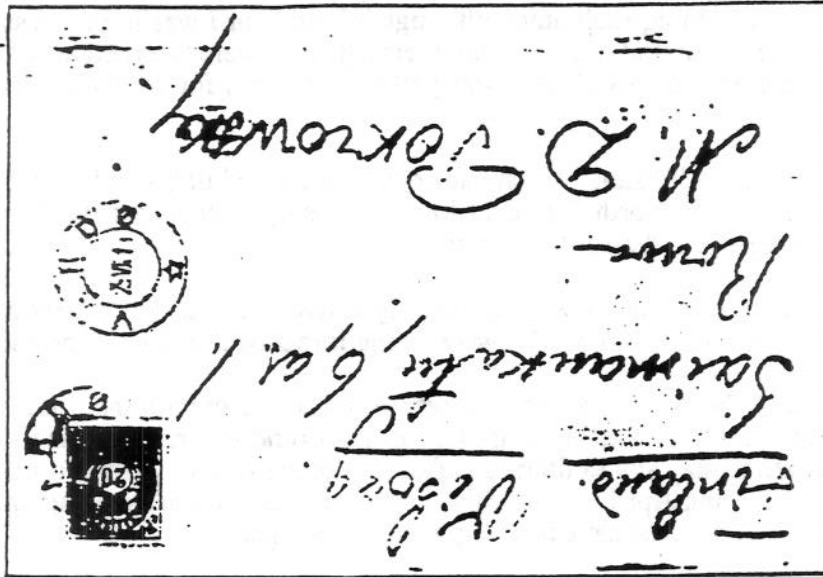
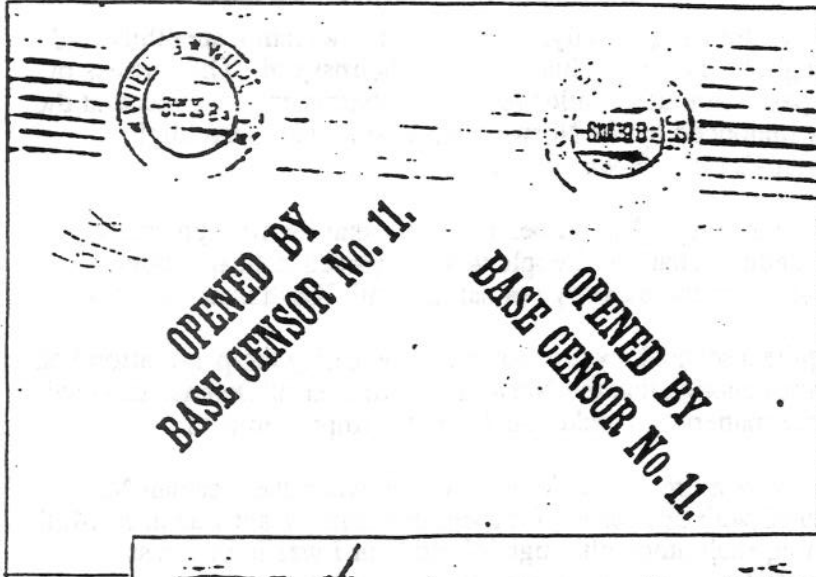
p.s. The above-mentioned cover appeared in a recent Chapter 17 auction and I was delighted to acquire it at a good deal less than I had expected. This indicates an honestly run auction in which one may bid confidently without fear of being taken to the cleaners, and furthermore, that one can still acquire bargains -- if one knows what to look for.



Thanks, Fred, for the article and the very interesting information about this Arctic campaign. As you mentioned in a letter, this PB cancel is illustrated in the cancellation section in the front of the Scotts Specialized US Catalog. We also appreciate your vote of confidence in our auction...appropriate since the Spring Auction List accompanies this LUREN.



Allied Postal Censorship between North Norway and Finland, 1919.



## German Cruiser Interned in Norway, 1914/18

The moon was down and it was snowing heavily, as the German warship, stealthily and without a pilot sneaked through the dark night into the Trondheimsfjord. The fortress of Agdenes was silently sailed past, without a challenge. The embarrassing fact was that the ship had gone by completely unnoticed by the Norwegians, due to their searchlight remaining unused - for economy's sake - it was later revealed.

So it was, at 9 o'clock on the morning of November 17, 1914, that the foreign cruiser unexpectedly appeared in Trondheim harbor. People were surprised to hear sudden gunfire, but luckily it was only a formal exchange of salutes with Kristiansten fortress.

Needless to say, there was quite a scandal and uproar over how easily the penetration had happened. The case was serious enough that the Norwegian Minister of Defense traveled North from Oslo to investigate matters and make much needed improvements.

Fortunately, the Norwegians were more alert in World War II, when the German Navy again tried to barge in uninvited, with dire results for them that time. As it was, in 1914, the two countries were not fighting each other, although World War I was in progress elsewhere, Norway being neutral, the 450-man German crew were interned at nearby Hommelvika, where the naval vessel itself was parked in the bay for the duration of the war.

It was the auxiliary cruiser "Berlin," which had so boldly arrived uninvited. Originally, the "Berlin" had been one of the North German Lloyd Steamship Company's stately passenger ships, but was reconverted and armed due to the war.

Presumably, the British Royal Navy was particularly active in North Sea waters at the time, forcing the Germans to choose quickly between being torpedoed, captured, or interned.

At first, the easy-going Norwegian authorities were not very strict with their new prisoners. The captain of the "Berlin", Kapitän zur See Pfundheller, who was ill with diabetes, was allowed to stay at a sanitarium, after first promising in writing not to escape. Nevertheless, the following April he suddenly disappeared and wasn't seen again. It was the general opinion that he must have had help with his escape.

After that episode, the guarding of the "Berlin" was noticeably sharpened. Guard duty was strictly carried out, both day and night, and no one was allowed to go ashore without the accompaniment of a Norwegian soldier. The vessel was illuminated by searchlight at night and motorboats continuously patrolled around in the water.

Illustrated is a postage free P.O.W. cover sent from Germany April 4, 1918, to a crew member of the "Berlin", interned in the inlet of Hommelvika (Lofjord) near Trondheim. It shows the 2-line censormark of Hamburg and a rare oval Norwegian one, reading KONTROLLERT (Checked), both in dark violet. Sometimes, a red perforated label was used instead, inscribed PASSERER (Passed). A special red postal card was also produced, including the text "En franchise de port, Correspondance de belligérants internés". (Free of postage. Correspondance of interned belligerents).

### German Cruiser Interned in Norway, 1914/18

*Ufangensmelding, Sadfa:*  
 Herrn Martin Maat  
 Richard Kriebach  
~~H. Kauf~~ ~~W. Kauf~~ ~~Adm. Herrin~~ ~~Lars Johnson~~  
 S. W. Hkr. Berlin  
 Lofford.  
 Freigegeben  
 Oberrechnungsstelle  
 pr. Trondhjem  
~~Samuel~~  
 Norweger

BERNUNG  
 14 18 6-7 V  
 S. W. H. N. D. N.  
 15 18  
 S  
 CONTROLLETT  
 17

713



#### BREVKORT — CARTE POSTALE

Avsender \_\_\_\_\_

En franchise  
de port.  
Correspon-  
dance de  
belligérants  
internés.

Til

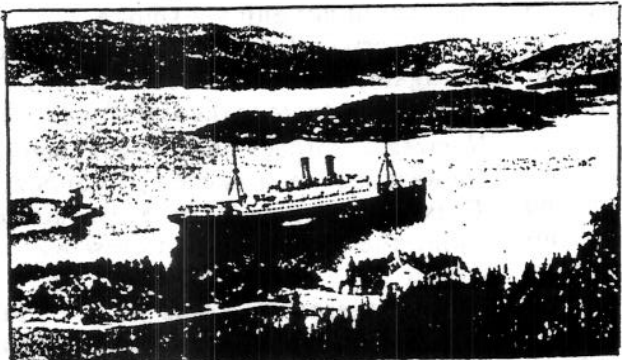
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«Berlin» at Hømmelvikta.

## Dramatic Crash of Zeppelin L.20 in Norway

by Frederik A. Brofos



During World War I, on May 3, 1916, at around 10 o'clock in the morning, people in South western Norway were startled by a huge Zeppelin that suddenly blew in from the North Sea. Its wild maneuverings did not make sense to anyone. In the neighborhood of Sandnes, it began to drop rapidly, going down with a great splash in the Gansfjord. The front gondola was completely submerged and 8 men of the crew of 16 jumped overboard.

Nearby were some frightened fishermen who, nevertheless, rowed out and saved the aviators. The airship commander, however, Kapitänleutnant Stabberf and his second in command swam ashore. Now, the Zeppelin rose up again and drifted westward on a fresh wind. The remaining crew threw out a couple of anchor ropes, but in vain, the airship crashed into a mountain peak

near Lake Stokkavann. It was an awful moment when the collision took place. The once elegant airship was almost bent over double. The rear gondola was torn loose and four men jumped out. One man was badly cut and bruised, but the others were not so badly hurt that they could not enjoy a smoke.

Surprisingly, the Zeppelin rose up yet again, but all of a sudden broke over and drifted down in the Hafsfjord. The Norwegian torpedo boat "Trods" arrived and rescued the three men still onboard. They were brought to Maldesletten where the whole German crew was interned.

The internment camp on the moor included a small fieldpost office. Probably most of the mail sent went postage free, as provided for under the Hague Convention, for prisoners of war and internees. Such stampless mail tends to





Maldesletten Fieldpost cancel. German survivors of crash were interned here.

be easily discarded. The postmark illustrated here is therefore among the scarcer of all Norwegian field postmarks.

One of the rescued Germans related that their Zeppelin L.20 had dropped

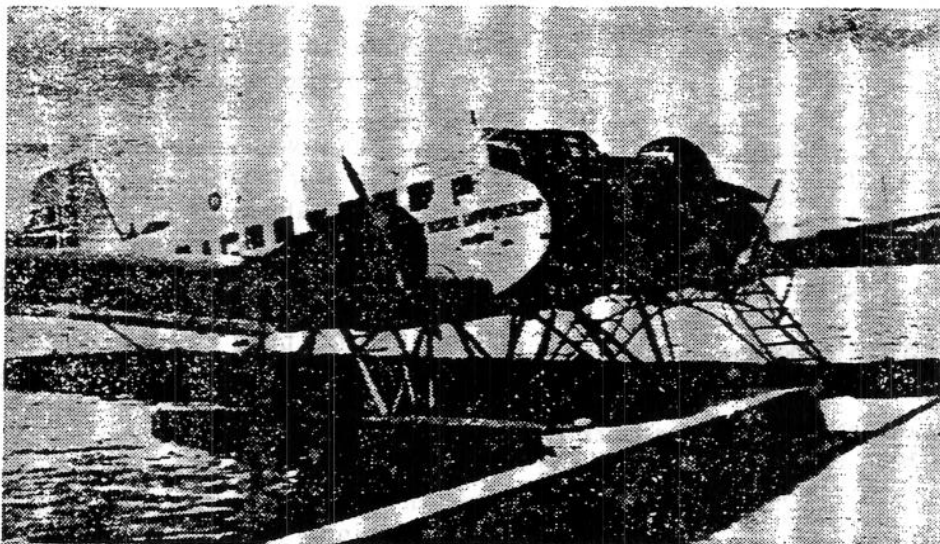
100 bombs on England and that they had been out for one and a half days when they ran out of gasoline.

The drama was not over yet, however. The Norwegian Army Colonel Johannessen, afraid of further explosions around inhabited places, gave the order to his troops to fire on the Zeppelin wreck. A terrible explosion followed of what must have been hydrogen gas. Even in Stavanger, 8-10 miles away, people thought there was an earthquake. At Hafrsfjord, the flames shot heavenward and turned everything burnable on the airship into ashes. Only a giant aluminum skeleton was left, like a row of dinosaur bones, on the shore.

\* \* \* \* \*

## The Last Flight Of The "Sea Eagle"

By Frederick A. Brofos



This is the sad tale of a pioneer Norwegian mail plane called the "Sea Eagle," or in Norwegian, "Havørn," which made its last descent in mid-summer of 1936. It is still remembered today, largely because of the tragedy of its crashing and destruction, which shocked everyone for a long time. Some of the mail it carried was salvaged with great difficulty and is now treasured by postal historians and airmail specialists. The Post Office applied a special explanatory handstamp (see illustration). I used to have two of these rare crash covers, but I donated one of them to the fine Norwegian Postal Museum which I always enjoy visiting when in Oslo. I notice that such covers have steadily risen in value from Kr 500 in 1978 to Kr 1500 in 1981.

Two interesting photos of the ill-fated plane are shown here. For the superstitious, it carried on its fuselage the somewhat ominous identification code LN-DAE (i.e., DIE!). It also carried a new invention, produced by a French communications firm. The outer part of this direction-finding apparatus was a round gadget which can clearly be seen in the photo, protruding from the plane's roof in front of the tail stabilizers. It was called an "RC-5 installation" or the "Busignies Automatic Radio Compass" after the inventor. As with so many crashes, there is a touch of mystery about what exactly went wrong. With no survivors and plane parts scattered over inaccessible mountain tops, one can only speculate.

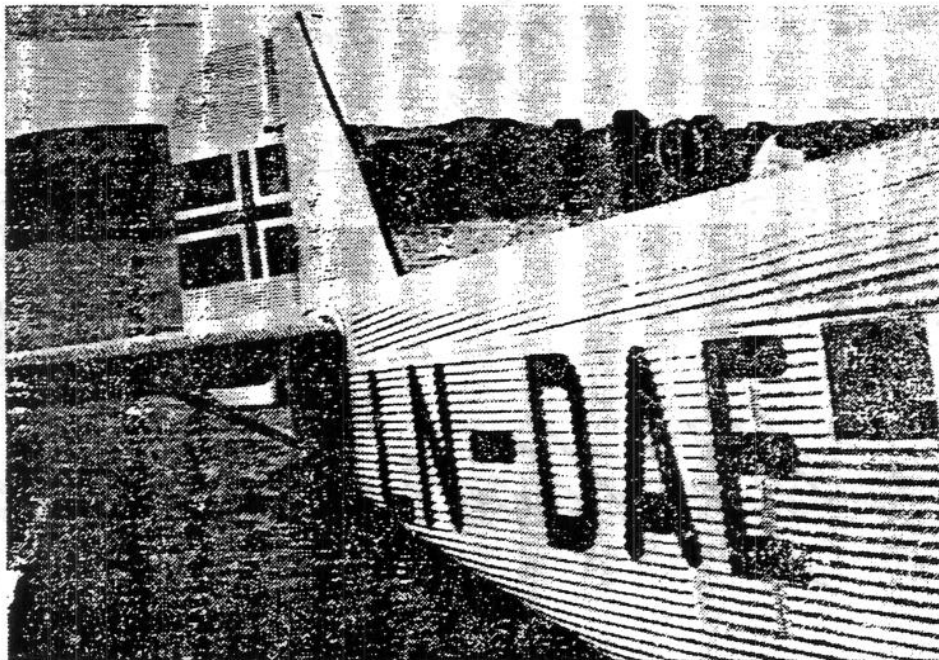
The "Havørn" was a 3-motor "Junker W52" plane, one of several often run with German pilots by DNL—the Norwegian airtravel company. It had been used to inaugurate the Oslo-Bergen airmail route in 1935, from which trip special cacheted first-flight covers exist. Later it was used on the Bergen-Trondheim-Tromsø airmail route. It was here, on June 16, 1936, a few minutes past 7 in the morning, in a thick fog, that the plane crashed into Mount Risenika in the Lifjell area near the mouth of the Sognefjord. The plane was smashed to bits and all aboard—3 passengers and 4 crewmen—were immediately killed. It was considered the worst disaster up to that time in the early air traffic history of Norway. An extremely difficult and dangerous rescue operation was undertaken to remove the bodies and the mail from high up on the mountain top.



The violet cachet applied by the Post Office translates: "Re-found mail from "Havørn." Most of the salvaged letters appear to have been returned to the senders by the Bergen Post Office, who made an additional notation to that effect on the covers.

#### Bibliography:

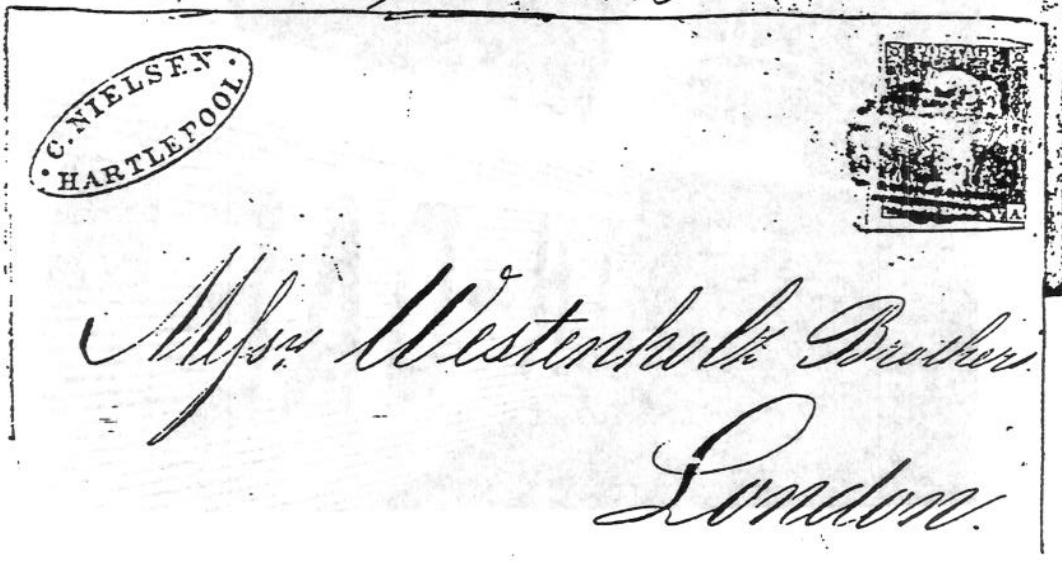
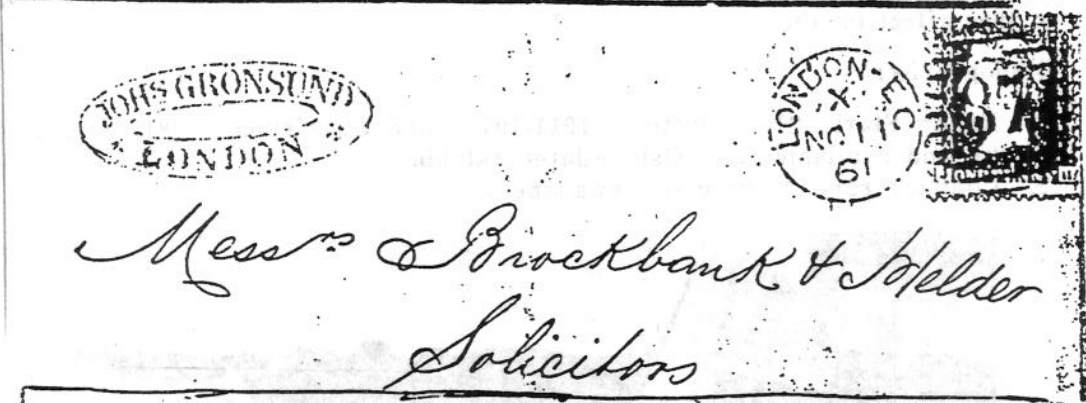
1. Erling Stark: "Norskluftpost 1911-1977" and Supplement 1981, published by and available from Oslo Filatelistklubb.
2. Contemporary Norwegian newspapers.



### SCANDINAVIANS ABROAD

Frederick A. Brofos

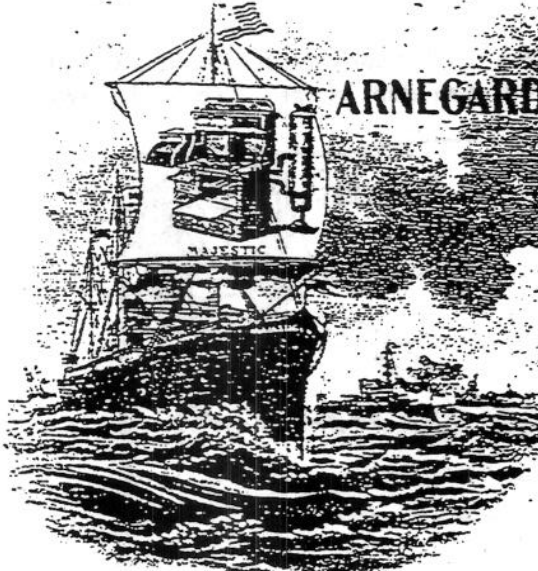
Shown here are three old British envelopes (from 1845, 1861, and 1872) which have one interesting thing in common; they were all written by businessmen with Scandinavian names. With their neat little oval name-seals, they look nice in my "Scandinavians Abroad" collection.





An attractive multi-colored 1899 cover, from North Dakota, advertising cooking stoves, shows a firm name with obvious Norwegian antecedents. In a similar vein are the two other envelopes, from Ole Amble (1886) and Erik Enequist (1898). With a lot of looking around, patience and luck, quite a remarkable assortment can be put together.

IF NOT CALLED FOR IN 10 DAYS PLEASE RETURN TO



ARNEGARD & LOETHUS,

HILLSBORO, N. D.



*Pick Stow & Wilcox Co.,  
Southington,  
Conn.*

THE GREAT MAJESTIC RANGE.

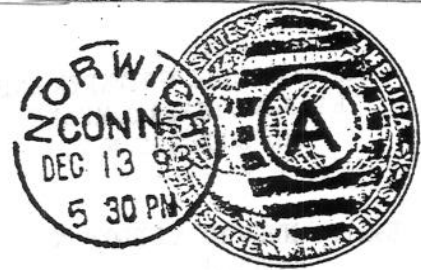
ERIK ENEQUIST,  
LONG ISLAND CITY, N.Y.



Ole Amble,  
GOWEN, MICH.



*Consulate of Sweden  
and Norway  
New York N.Y.*

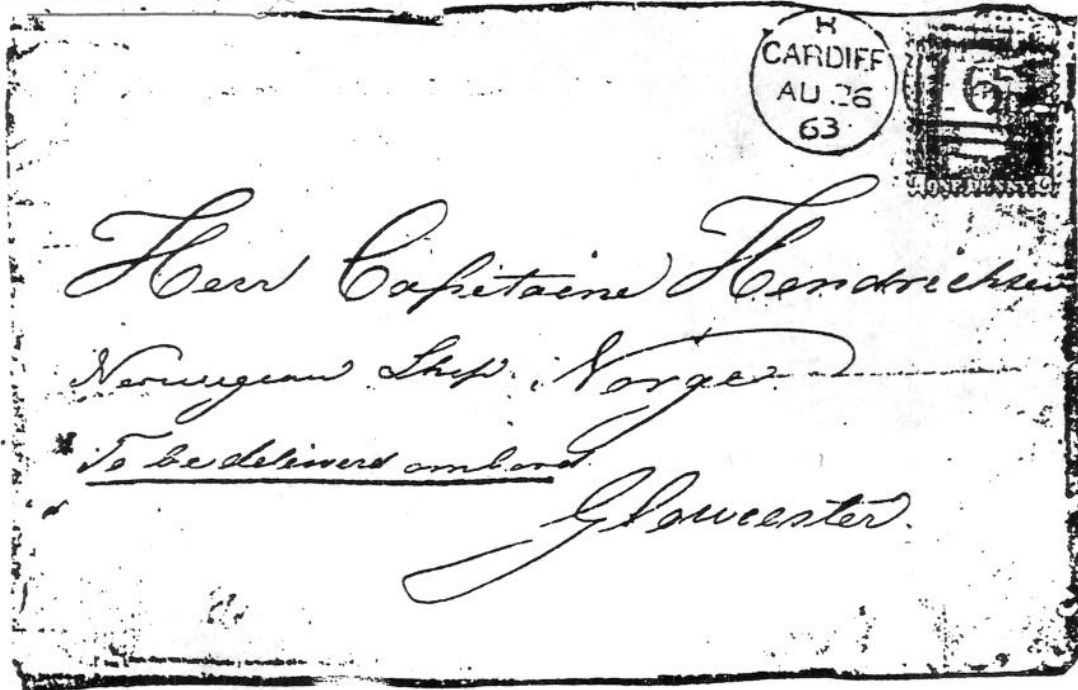


# SOME NORWEGIANS ABROAD

Frederick A. Brofos

Here and there, from time to time, I have picked up certain old covers which don't have any particular stamp or postmark value. What interested me was that they all appear to have been written many years ago by various Norwegians abroad. Apparently, some were immigrants whose English was often quaint and amusing.

We start off with an English cover showing a Victorian Penny Red stamp sent in 1863 from Cardiff to Gloucester, addressed to a Capitain Hendrichsen of the Norwegian ship "Norge". "To be delivered ombord" (i.e., on board).



After 5 days, return to  
 SCANDINAVIAN AMERICAN NATIONAL BANK,  
 MINNEAPOLIS, MINNESOTA



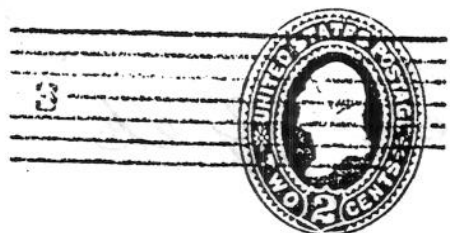
Return to  
 THE SKILLINGS, WHITNEYS AND  
 BARNES LUMBER COMPANY,  
 OGDENSBURGH, N. Y.,



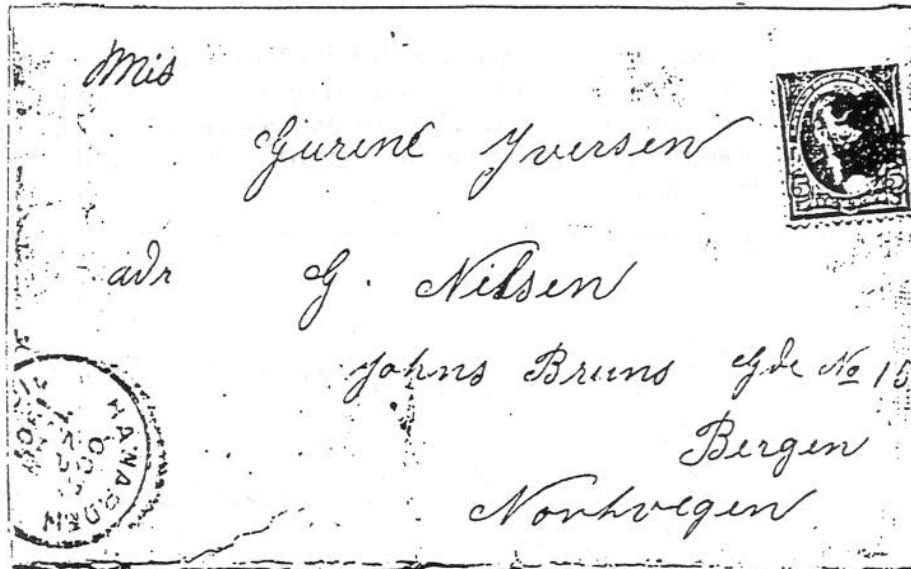
Return to NORWEGIAN PLOW CO.,  
 DUBUQUE, Iowa,  
 If not delivered within 10 days.



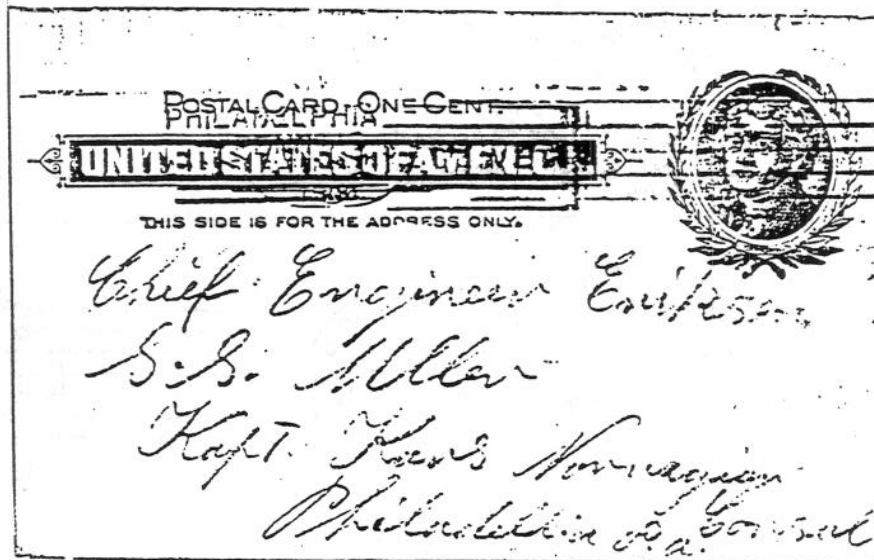
Rev. K. ERIKSON  
 MAR 23 1895  
 321 E. 119th STR., N. Y.



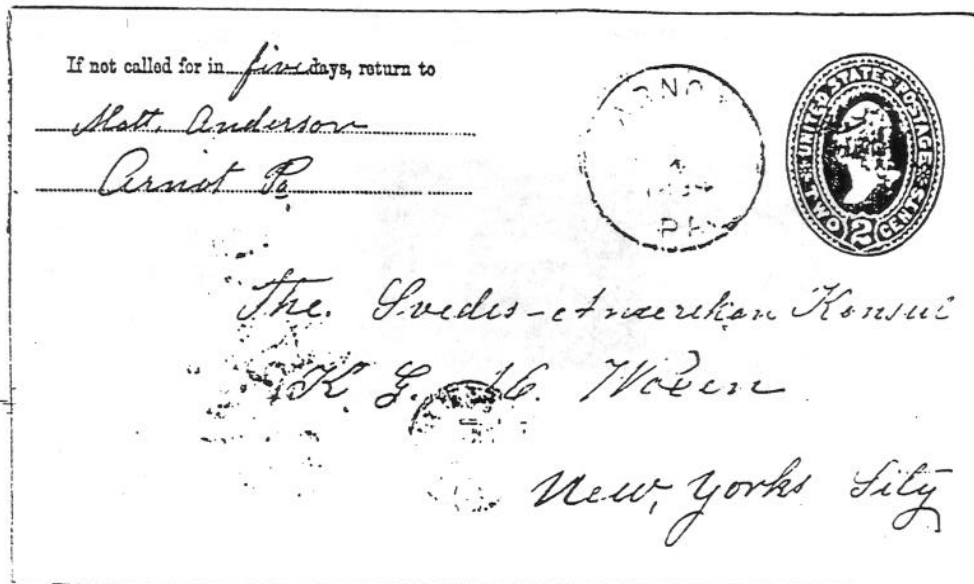
Next is a letter from Hawarden, Iowa, 1901, sent to a girl of Bergen in "Nortvegen" (i.e., Norway).



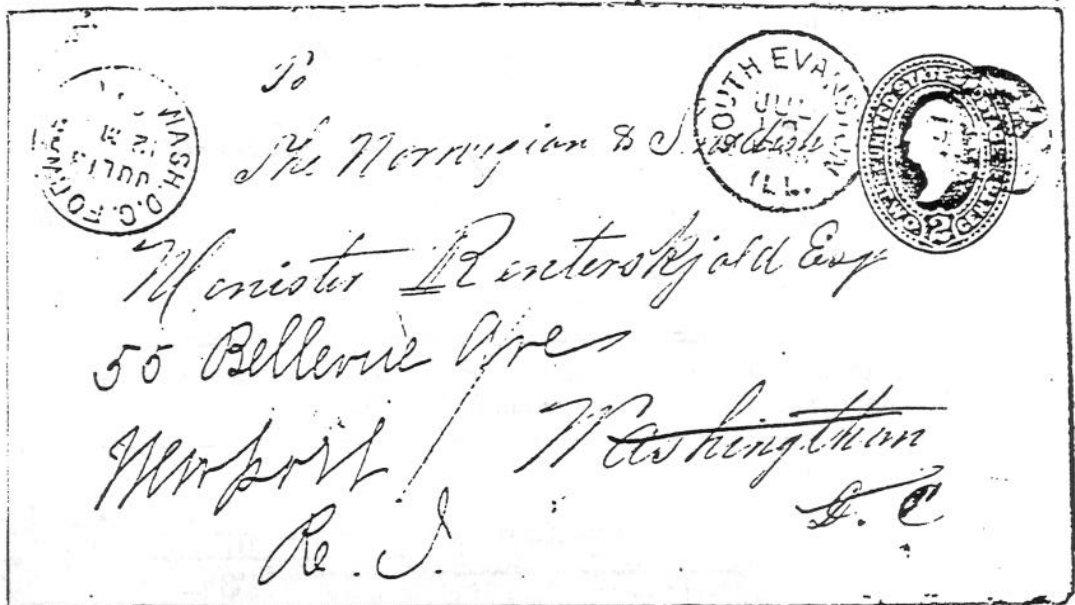
A postcard sent from Philadelphia, PA., 1900, is addressed to Chief Engineer Eriksen of the S/S Uller (Kapt. Kars) c/o Norwegian Consul, Philadelphia, Pa.



There is also a cover from Matt. Anderson of Arnot, Pa, 1894, to "The Svedes-Amerikan Konsul K.G.H. Woxen, New Yorks Sity".

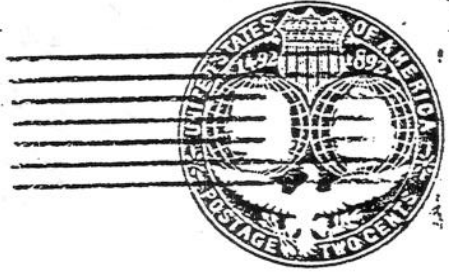


Finally, an 1888 envelope to none less than the Norwegian and Swedish Minister at "Washington DC", and forwarded to Newport, R.I., the social center in July. In those days, there was no Ambassador or Embassy, only a joint legation with a Minister, the Swedish Baron de Reuterskiold. I believe the letter was from a Norwegian, as he spelled the name wrongly with a "j" as done in Norway, and also placed "Norwegian" first in the title.



LEGATION  
of SWEDEN and NORWAY,  
WASHINGTON, D.C.

personal



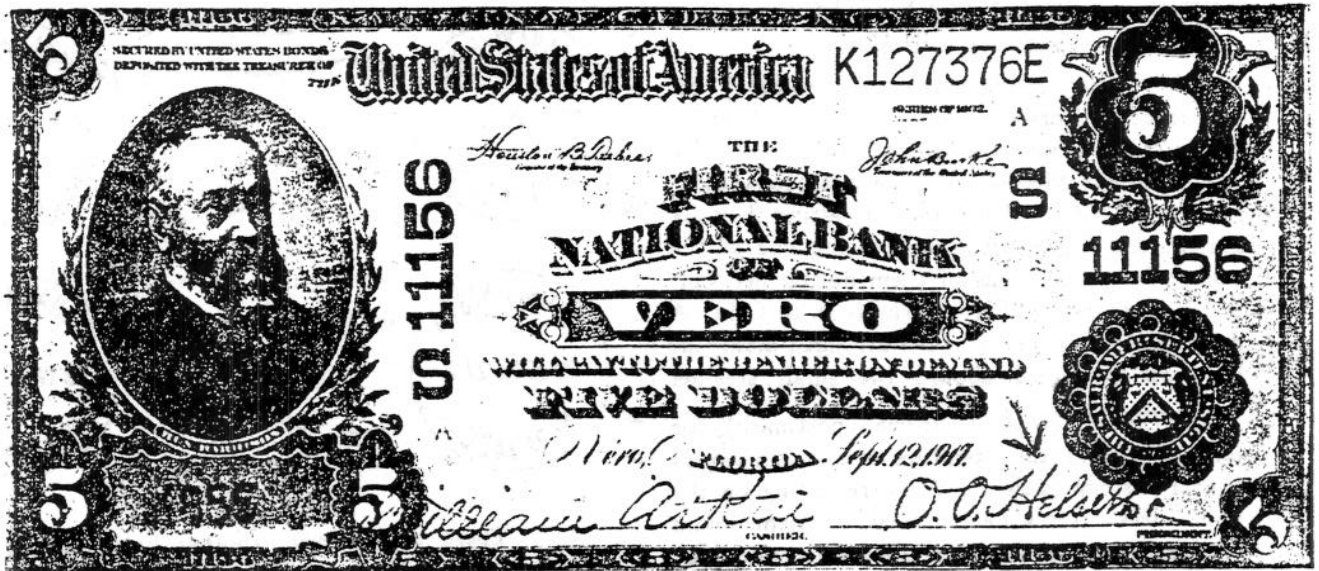
Mr. Woyen,  
Consul of Sweden & Norway



RARE POSTMARK FOR NORSE  
CENTENNIAL 1825-1925  
JUNE 6-9, ST. PAUL, MINN.



NORWEGIAN SETTLEMENTS  
IN FLORIDA



Investigating the postal history of early Scandinavian-related places in various parts of America can be a fascinating undertaking.

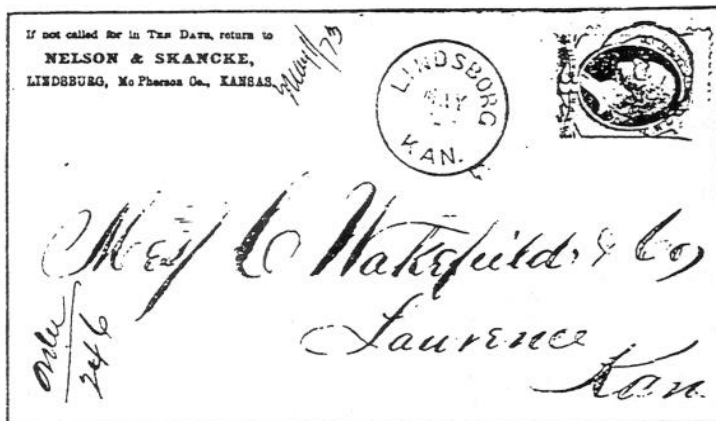
In the area around Vero Beach, on the east coast of Florida, which I have just visited, there used to be a number of small Norwegian settlements. Even today, some of the old family names linger on. Among the earliest settlers were the Helseth brothers. John Helseth became a successful farmer, raising pineapples, citrus, and vegetables. He was followed, in 1886, by his brother Olaf Helseth from Minneapolis, Minnesota, who purchased the Ludwig Hevelsrude place. John had settled on the ridge south of Vero, at a point which he named VIKING in 1895, when a postoffice was authorized and he was commissioned postmaster. Another postoffice in the neighborhood was established around 1896 and called OSLO. For a time, this was located in the home of one Ole Helseth, and then in that of a Mr. Bendikson. Both

postoffices were discontinued years ago. However, there still remains an Oslo Road and several businesses, such as Oslo Citrus Growers Association, and the Oslo Nursery, which preserve the old name.



I have not seen a Viking, Florida, postmark, nor any of the early ones from Oslo, Florida. Around 1908 an attractive flag postmark was used at Oslo. Shown here is an enlarged drawing of it. Later on, a regular-type handstamp with four horizontal killer bars came into use there; I have seen it from 1913.

### Scandinavians in Kansas



Just holding this yellow envelope in my hand seems to form a link with the past. I can almost conjure up the hard life of the frontiersmen struggling there on the endless prairie so long ago. Not only the names of the senders (Nelson & Skanke), but also the name of the place itself, LINDSBORG, indicates an early Scandinavian settlement in Kansas back in 1873.

Even in those days, however, there seems to have been a slipping tendency to misspell "borg" as "burg", as appears in the printed return address on the envelope.

### FROM NORWAY TO MADAGASCAR

Frederick A. Brofos

Whenever Madagascar is mentioned, an experienced Norway collector automatically thinks of the primitive-looking stamps issued by the Norwegian Missionary Society in Madagascar back in the 1890's. Rare and interesting they are indeed, and I remember once seeing one of the world's best collections of them during my visit to the great NORWEX 80 exhibition in Oslo. A delightful excursion had been arranged along the beautiful Oslofjord aboard the small steamer

"KYSTEN I" (with a special postmark), for foreign visitors and members of the Norwegian Postal History Society. We were sitting on the upper deck after a hearty meal, with the sound of live accordion music in the background, and the Norwegian postal flag fluttering in the breeze from the ship's stern.

In the course of genial conversation and recollections, Karl Sanne, the well-known authority of WWII Norwegian exile post, suddenly produced from a briefcase an album with his marvellous collection of Norwegian missionary stamps. The grand array, including strips, blocks and covers, was passed around. I was rather worried that the wind might whisk something overboard but the owner seemed quite unconcerned. Fortunately, nothing did get blown away.



There is, however, another link between Norway and Madagascar, which is less known to philatelists. Three cancelling machines were produced by the Norwegian firm of Krag and sent to Madagascar in 1948. These were of their type 12 motor machines, with multiple impression postmarks showing the broken wave design so familiar from machine cancels of Norway. One was used at the main postoffice in the capital of Tananarive, another at Fianarantsoa, and a third at some unidentified place. It is not known how long they were operative. It seems unlikely that they are still functioning now, after 42 years in the tropics. Nevertheless, they remain part of postal history.

Stanley & Haroon  
 Sig. H. Thors  
 Sig. Ben. Thors  
 Per Jones  
 Gunnar Sore  
 Ole Thors  
 Karl Sanne  
 J. Thors  
 Halvdan Thors  
 Per Thors  
 Jernbaneklubb  
 N 2301  
 Harry Sunvold

KYSTEN I  
 16-6-01  
 TRONDHJEM

125 NORGE  
 16-6-01  
 TRONDHJEM

SOME V.I.P. AUTO-GRAPHS

På «Posthistorisk dag» har dette brev fulgt veteranskipet «Kysten I» og Norsk Jernbaneklubbs veteran tog på rundturen Oslo-Horten-Oslo.

Nr. 126

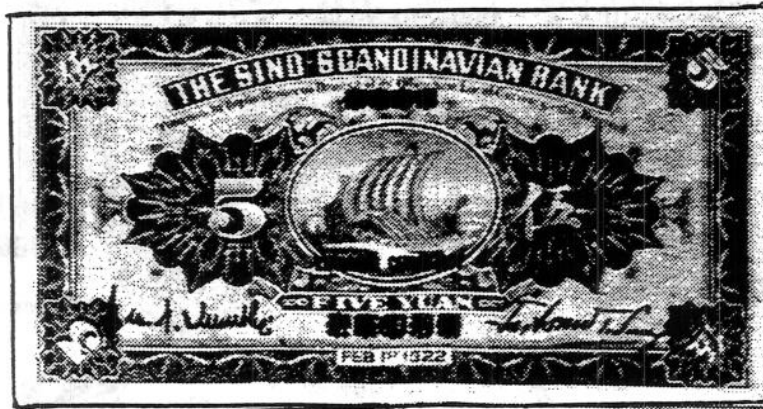
Karl Sanne  
 Edv. Thors

## Scandinavian Activity in the Far East

Sometimes one runs across evidence of enterprising Scandinavians in unexpected places. I was, however, rather surprised to find a bank note from an undertaking in China called "The Sino-Scandinavian Bank." Even a Viking ship was pictured on the front of the note. The banking business in China was somewhat chaotic until the Treaty of Nanking was signed in 1839. Thereafter, assorted British banks dominated the scene for the next half century. Eventually, other foreign banks also gained a foothold, thus: Germany in 1889, Russia 1895, Japan 1898, USA, and France 1902, Belgium 1903, Holland 1904, and finally the Scandinavians in 1922. In order to encourage and stabilize local business activities, most of the foreign banks issued their own special bank notes. The regular Chinese government issues circulated alongside them.

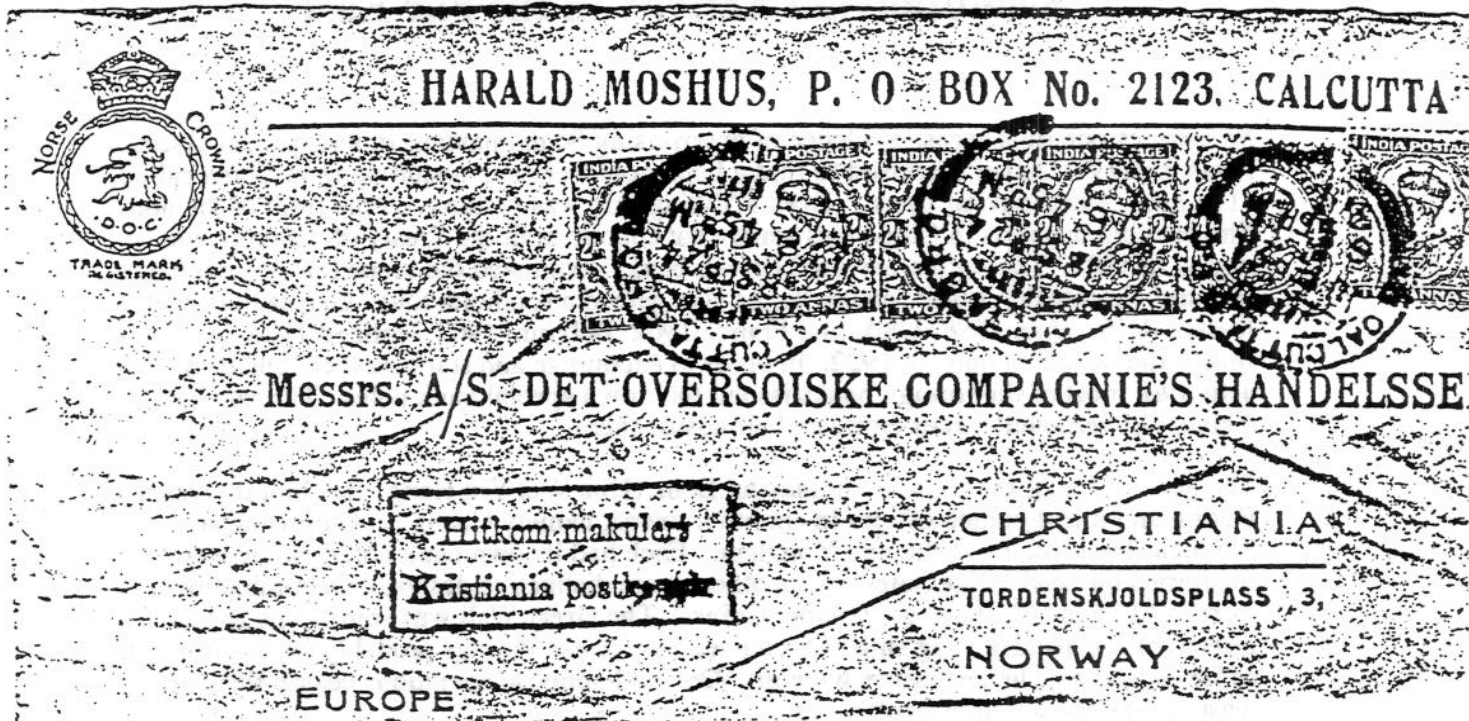
The head office of the Sino-Scandinavian Bank (Hua Wei Yin Hang, in Chinese) was at Peking and it had branch offices in six other towns, namely Chang Li, Chinwangtao, Suiyuan, Tientsin, Yungchi, and Yungtsun. Each had its own bank notes, some were overprints on head office notes, while others were distinctive designs. Denominations were in "Yuans," "Cents," or "Copper Coins." The Great Wall was sometimes shown instead of the usual Viking ship. Of course, the *ancient* Vikings probably never did reach as far as China. The last issues were in 1926 and I suppose operations ceased then, at least in the production of bank notes.

Although I am not going to hold my breath waiting, I shall keep a lookout for a cover from one of these banks. It is just possible that special perfins (SSB?) or meter machines may have been in use.

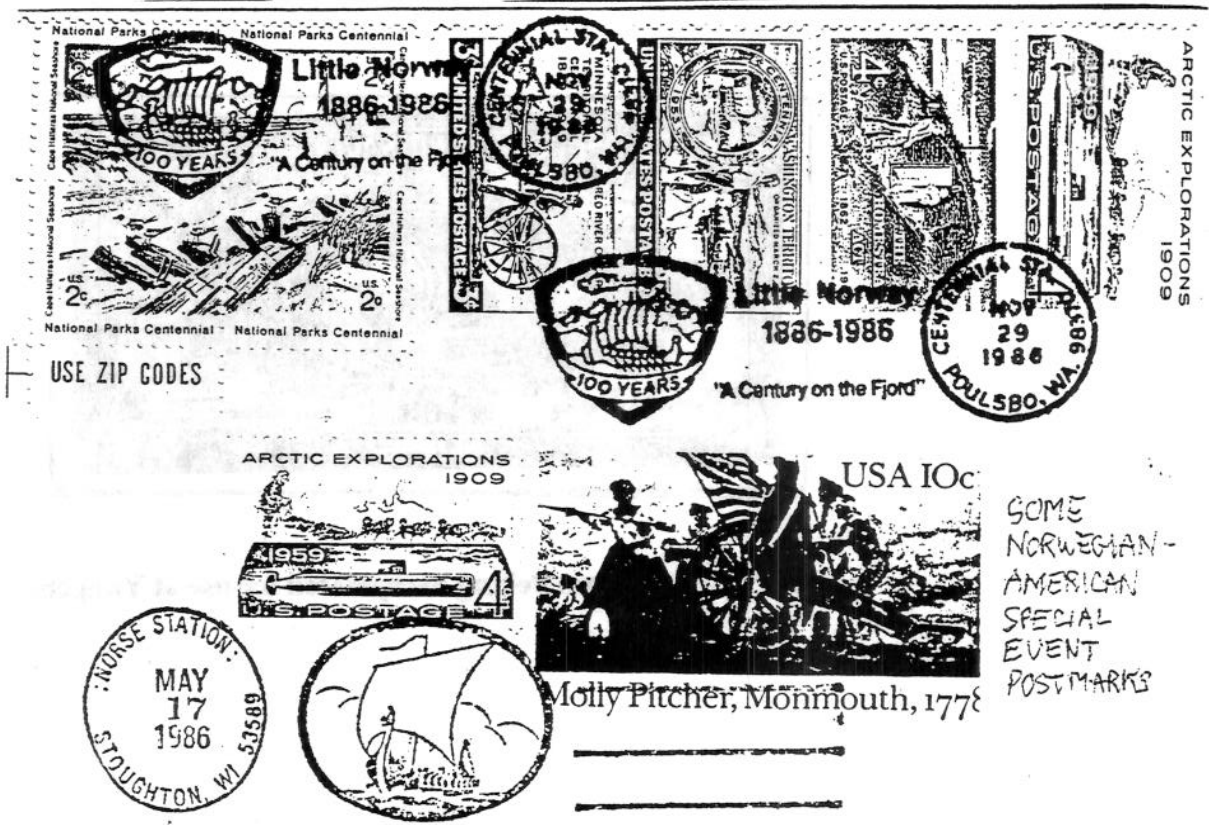


A 5-Yuan note from Peking overprinted for use at Yungchi.





Browsing through a box of miscellaneous foreign covers at a stamp show, and not expecting to find anything Scandinavian, all of a sudden I hit a small bonanza: A bit of "Norvegiana" from India. Sent in September, 1924, from a Norwegian firm in Calcutta with a "Norse Crown" trade mark (upper left), it arrived in Norway in bad condition. There, a marking that I have not run across before was applied in violet, reading "Hitkom makulert / Kristiania postkontor", and meaning "Arrived destroyed / Kristiania post office". Probably this marking did not continue in use much longer, as from January 1, 1925, the name of the capital city was changed from Kristiania to Oslo.

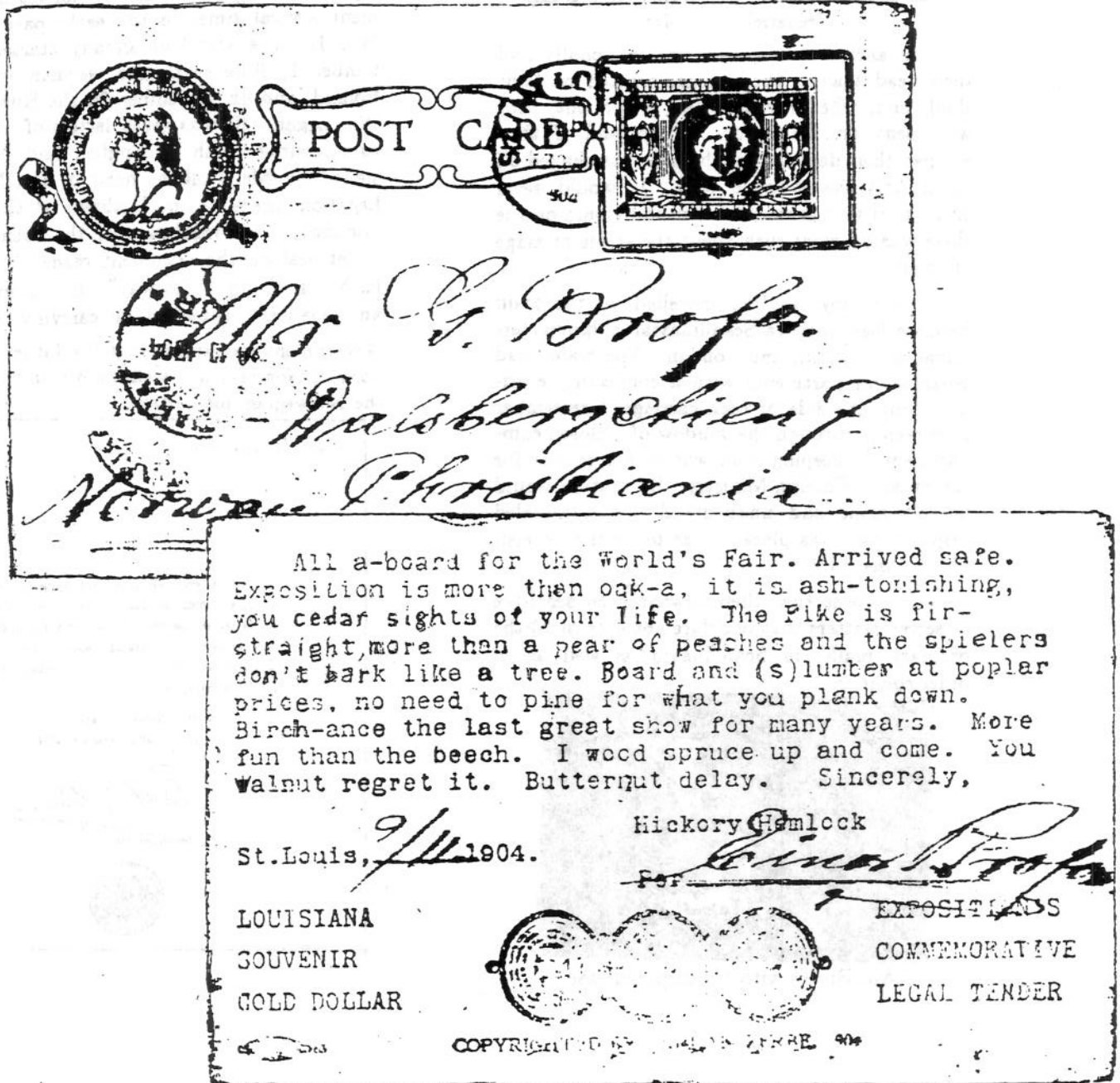




# WOODEN NOVELTY CARD SENT TO NORWAY

Frederick A. Brofos

The great attraction in 1904 was, of course, the World's Fair at St. Louis, Mo., or the Louisiana Purchase Exposition, as it was officially named.



All a-board for the World's Fair. Arrived safe. Exposition is more than oak-a, it is ash-tonishing, you cedar sights of your life. The Pike is fir-straight, more than a pear of peaches and the spielers don't bark like a tree. Board and (s)lumber at poplar prices, no need to pine for what you plank down. Birch-ance the last great show for many years. More fun than the beech. I wood spruce up and come. You walnut regret it. Butternut delay. Sincerely,

St. Louis, *9/12* 1904.

Hickory Hemlock

*Einar Brofos*

LOUISIANA  
SOUVENIR  
GOLD DOLLAR



EXPOSITIONS  
COMMEMORATIVE  
LEGAL TENDER

COPYRIGHTED BY ZAMPA ZERBE 904

My father, Einar Brofos, who lived in Chicago at the time, took the train down to Missouri and visited the great fair in September of that year. He sent off several of the special postcards available there. One, that has survived among family relics, is an unusual souvenir card printed on wood. Showing the exposition medal with Jefferson's head and the special gold commemorative dollars, this card includes some humor of the time in the printed text on the reverse. The card was produced and copyrighted by one Zampan Zerbe. A nice 5 cent McKinley expo stamp was affixed and cancelled in St. Louis on September 12. The card arrived in Kristiania on October 20, as proven by the "TUR 1" arrival mark. It was addressed to my grandfather Gustav Brofos, who no doubt showed it around to his friends explaining the curious play on words regarding trees that was considered quite a joke over there in America.

### DIPLOMATIC COURIER MAIL

Frederick A. Brofos

In ancient times, couriers occasionally had their head shaved, the message written on their skull, and, when the hair had grown out, they were sent on their way. When and if they reached their destination, the hair was shaved off again and the message read. It would seem either that hair grew quicker in Babylonia or else there was no great rush about the secret message after all.

As a boy, I often travelled on the train between Newcastle (a Scandinavian shipping terminal in England) and London. The trains had separate compartments with a connecting corridor along one side of each carriage, I remember once seeing, through the window of a closed compartment, a sleeping man who was a courier for the Swedish Foreign Ministry. So that he would be left alone and undisturbed, his wax-sealed dispatch case was placed so as to be clearly visible to passers-by.

I suppose that there always <sup>has</sup> been sensitive or secret matters that one dare not entrust to the ordinary mails, in Scandinavia as well as in other countries.



Mr. Brofos with his despatch case

Among the papers of my late father, Einar A. Brofos, I found some interesting documents proving that he too was actually a courier of diplomatic despatches for the Norwegian Government several times in the early part of World War II. The war had already started on September 1, 1939, with the German invasion of Poland, and on November 30 the Russo-Finnish War began. He was given letters of certification as a courier, both in English and Norwegian, signed by Mr. Colban, head of the Norwegian Legation (there was no Embassy at that time in London). The translation of the French on the violet seal on the document reads, "Legation of H. M. the King of Norway". It was unusual for an American citizen to be carrying Norwegian Government despatches, but my father, who was born in Norway, was well-known and trusted by the Norwegian authorities.

*Royal Norwegian Legation*

It is hereby certified that the bearer hereof, Mr. E. A. BROFOS, American Citizen, Norwegian born, who is leaving London for Norway on the 18th December, 1939, is carrier of official despatches from the Royal Norwegian Legation in London to the Ministry for Foreign Affairs, Oslo.

Royal Norwegian Legation,  
London, 18th December, 1939.

*Erik Colban*

Norwegian Minister.



# U.S. Diplomatic Mail from Scandinavia (Part I)



Fig. 1

Once in a while one runs across a curious cover with foreign stamps cancelled in the United States. Usually these are also marked "Paquebot" and derive from mail brought ashore at U. S. ports from foreign ships. Interesting as this ship mail may be, there is yet another and much scarcer type of cover to be found bearing foreign stamps cancelled in the U. S., and this comes from diplomatic mail. Several covers of this latter category repose in my collection, but only three of them are from Scandinavia. They are as follows:

- 1) Cover from American Consular Service, Christiania, Norway, addressed to a private person in Washington, D. C., franked by two of the red 10øre Posthorn stamps of Norway (1910 issue). These are cancelled by a Washington, D. C., hand-postmark in black dated June 22, 1918. In addition,

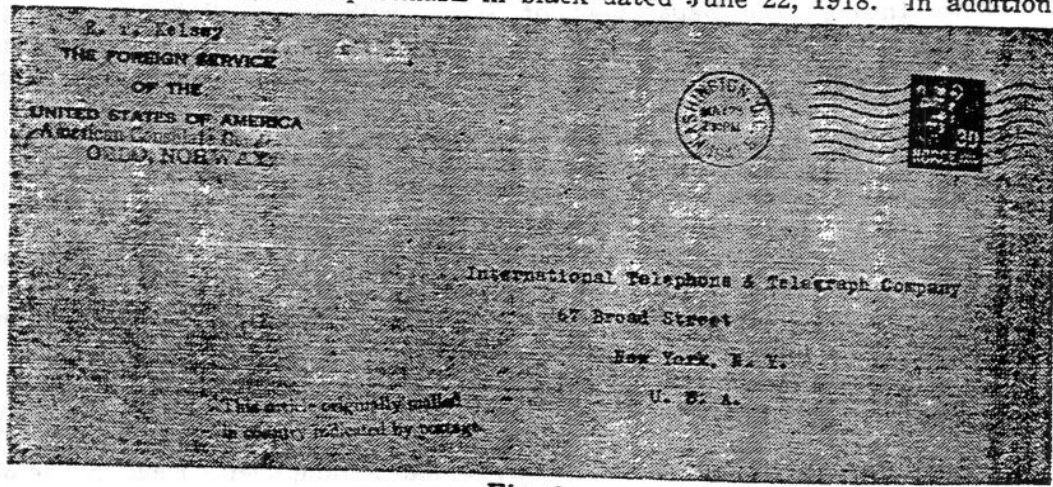


Fig. 2



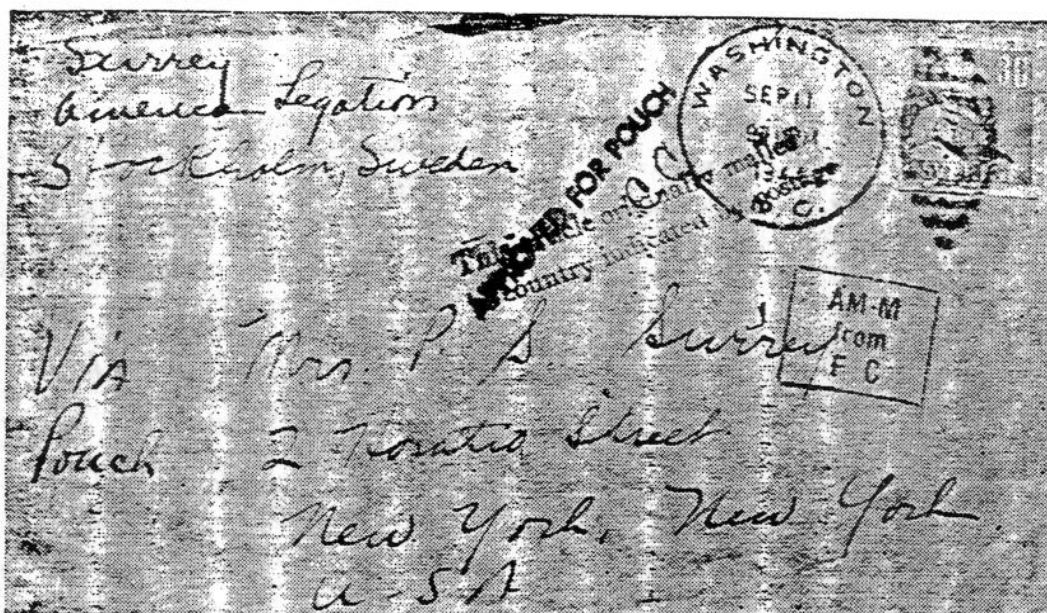


Fig. 3.

a 4-line handstamp in magenta has been struck on the envelope reading: "Washington, D. C., P. O. / This article was originally / mailed in country / indicated / by postage." On the reverse is an oval strike in grey reading: "Consular Bureau, / Dept. of State.", with date in middle: JUN 21 1918.

2) Cover from American Consulate General, Oslo, Norway, to a company in New York City, franked by a Norwegian 30 øre blue Lion stamp (1937 issue). This is postmarked by a Washington, D. C., machine cancel dated May 28, 1941. A 2-line handstamp in magenta has been struck on the envelope reading: "This article originally mailed / in country indicated by postage."

3) Cover from staff member of American Legation, Stockholm, Sweden, addressed to a relative in New York City. Franked by a Swedish 30 öre blue King Gustav V stamp (1939 issue). This bears a Washington, D. C., hand-cancel dated Sept. 11, 1944. In addition to a magenta marking identical to that on cover No. 2, there are two markings in grey. One reads "Approved for pouch", the other "AM-M / from / FC" in three lines within a box frame. The latter mark I interpret to mean "American Mail from Foreign Country."

When mail originating abroad is received at the Washington, D. C., post office through the Department of State (with uncanceled foreign stamps affixed), they are cancelled by Washington, D. C., postmarks and an additional endorsement is added to explain the U. S. postmark on the foreign stamps. This mail, which arrives not only from Scandinavia but from all over the world, comes from the diplomatic dispatch pouches or mail bags sent by the U. S. Foreign Service. Besides the official despatches from the American embassies, legations and consulates abroad, employees thereof are at times permitted to send important private mail by the pouch.

This arrangement for U. S. diplomatic mail has been in effect for some time, as appears from my 1918 cover, and may have started before the turn of the century. Current regulations continue to call for the mail to be franked by stamps at the foreign letter rate of the country of origin.

Now, who can report whether this arrangement also works the other way round and whether a letter to, say Norway, sent by the Norwegian diplomatic pouch from their embassy in Washington, has to carry a U. S. stamp, which is later postmarked in Oslo? And are similar arrangements made by the other Scandinavian countries here, too?



# U. S. Diplomatic Mail from Scandinavia (Part 2)

By Frederick A. Brofos (H-11)

We have seen how private mail from abroad written by persons attached to the U. S. Foreign Service has to bear stamps of the country of origin. An example of official mail bearing foreign stamps cancelled in Washington, D. C., may be seen as cover no. 2 in my previous article. Its official character is born out by the letter which it still contains.

At a recent stamp show a certain cover caught my eye. It was a white legal-size stamped envelope with 2c U. S. embossed stamp, Scott U429 (1916/32), together with three 2c red stamps of the Washington type in use 1912/20. These stamps, totalling 8c postage, were cancelled with four violet impressions of the official oval rubber stamp of the Royal Danish Legation with the Danish Coat of Arms in center. The return address in the upper left corner was a blue rubber stamp impression reading "Consulate of Denmark / Boston". The envelope was addressed to "The Ministry of Foreign Affairs, Copenhagen, Denmark".

DIPLOMATIC POUCH 3-1909

Fr: Amlegation, Reykjavik. 10 lbs.

To: The Courier Transfer Officer, Westover Field, Mass., for transmittal to the Secretary of State, Washington, D. C.  
(Diplomatic Correspondence)

Admin. Off. *[Signature]*

May 29, 1953

**MAY 29 1953**

SECURITY COURIER SERVICE

KE - 88

Legation of the United States of America  
REYKJAVIK, ICELAND

DIPLOMATIC POUCH No. 3-1909

From the American LEGATION at REYKJAVIK

**TO THE SECRETARY OF STATE, WASHINGTON, D. C.**

Certified to contain only official communications and documents.

Date May 29, 1953.

**MAY 29 1953**

Signature *[Signature]*

Title H. E. BROFOS  
Admin. Off.

Legation of the United States of America  
REYKJAVIK, ICELAND

This tag to be detached and retained by Collector of Customs. See Bureau of Customs Circular Letter, November 23, 1948. GPO 16-52774

In connection with diplomatic mail, I have included an illustration of two interesting address tags from a 10 lb. pouch sent to the Secretary of State in 1952 by the U. S. Legation in Reykjavik, Iceland.

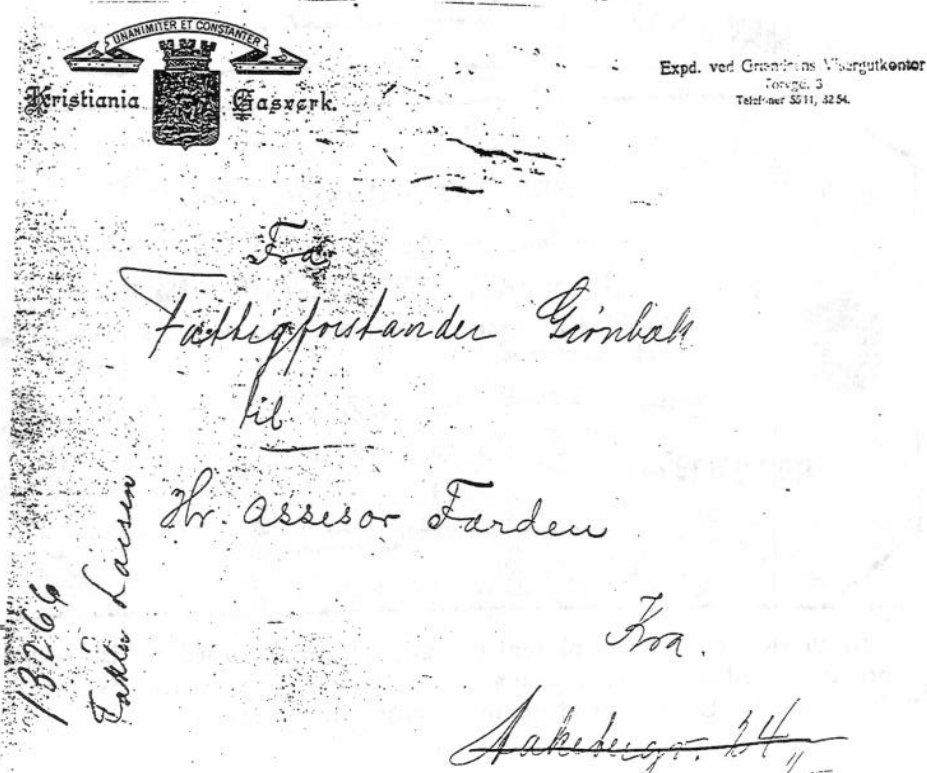
## Graendsen's Message Office, Kristiania by Frederick A. Brofos

Little is known about this small private delivery service which operated many years ago in Norway. Its headquarters was at Torvgate 3 in Kristiania. There must have been some limitation on what could be handled there. The post office would otherwise have felt an infringement of its rights and suppressed the whole undertaking. Indeed, this may have finally happened in the end. Be that as it may, it is probable that regular letters were never permitted. Perhaps only urgent messages, parcels, and even flower bouquets were the acceptable thing.

I don't think the name of the firm refers to a person, but rather to an area adjacent to the old city limits. It means "border" in Norwegian. The mode of spelling ("Graendsen" versus the modern version "Grensen") would seem to indicate a use sometime around the turn of the century.

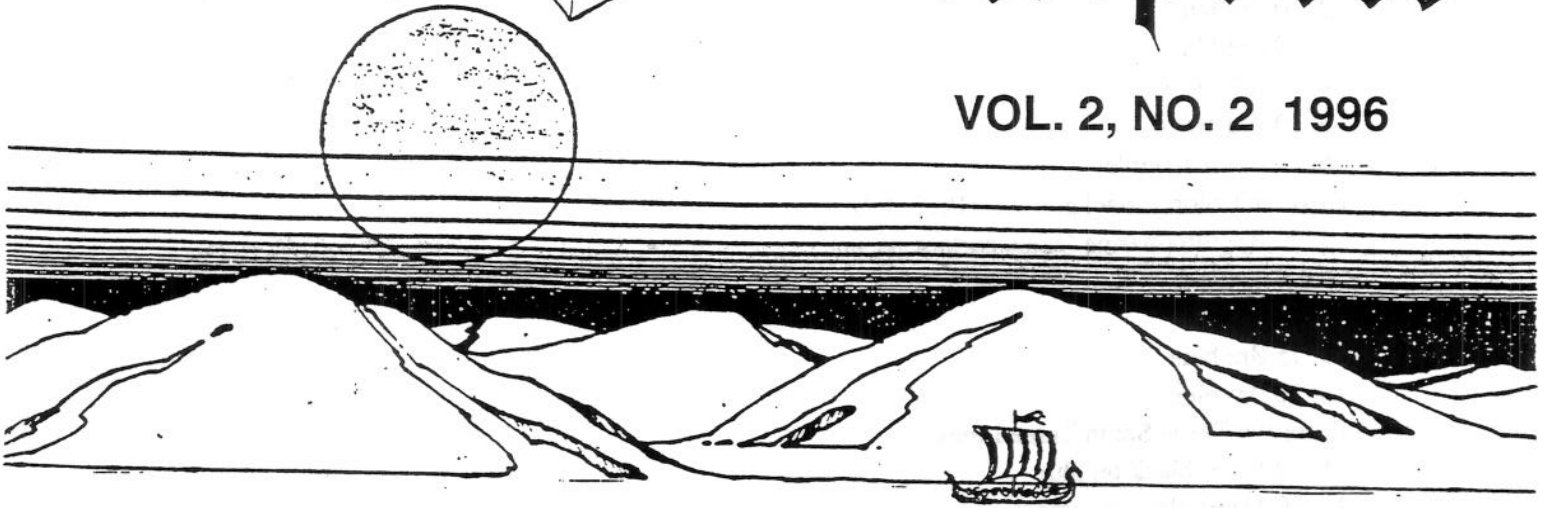
No kind of stamps are recorded. All I have seen is a large envelope I acquired from the great local post collection of the late Carl Pihl of Oslo. It bears a 3-line handstamp in violet reading in translation, "Serviced by Graendsens errand-boy office" together with their address and two telephone numbers (5511 and 3254). The brown envelope was originally sent from the Kristiania Gas Works and carries, in the upper left corner, the shield and motto of the city. It was originally sent to a Mr. Grønbaek, Supervisor of the Poor, at Aakebergveien 24 II Kristiania. This man cleverly reused the envelope by crossing out his own address and adding "Fra" and "Til" (i.e., From and To) and the name of the new recipient, Assessor Faerden. I imagine that the first delivery was made by a City Gas Works employee, perhaps distributing bills around town. The second trip was probably performed by Graendsens Message Office.

I am grateful to everyone down the line who preserved this interesting old envelope. It documents the existence of a long forgotten local delivery service which, although not quite a Local Post, is at least a close relation.



# Brofos Reports

VOL. 2, NO. 2 1996



Publisher and Editor: Frederick Brofos, 191 Schoodac Road, Warner, NH 03278 USA  
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## The Kristiania Stationery Dealer's Society Delivery Service by Frederick A. Brofos

As the name indicates, an association of stationery dealers in Kristiania, Norway had a special delivery office organized to assure the immediate arrival of birthday, wedding, and other announcements on the same day sent. It was also cheaper than any express service available to the Post Office. This was apparently an area in which the Post Office didn't object to a little competition. Indeed, this private delivery service flourished for a surprisingly long time. The Society, and perhaps the delivery office too, seems to have been founded in 1909. However, the earliest stamp seen strongly resembles in border design that of the Constitution Centennial stamps issued by the Post Office in 1914. Although none have been reported, maybe rubber handstamp franks were in use before. Congratulatory greetings to youth confirmed in their faith by the church were also handled. These messages were written on special decorative forms and envelopes sold in the stationery shops. A rival "greetings telegram" service was also operated by a certain Osvald Gubberud. Of course, a real telegram sent via the State Telegraph System was more expensive. Eventually they too offered special colorful greeting forms, at an additional cost.

At some point, the Society's name was changed to reflect the inclusion of some new members and became the "Oslo Soap & Stationery Dealer's Society". The name-change did not alter the stamps or envelopes, and appeared only on one of their last cancels. The cancellations, of which I have seen eight different ones, were invariably struck in violet. None have changeable dates, but two include the founding date of 1909.

Besides adhesive stamps, the Society also issued a number of large-size envelopes with the stamp, similar to the adhesives, printed directly thereon. The last large-envelope issued had, however, a design unlike any other. This showed a dove flying leftward with an envelope in its beak. At the bottom left side of the envelope is a multicolored picture of two youths leaving a church.

The Society was listed in the Oslo telephone catalog as late as 1952, with an address of Dronningensgate 13 (not far from the main Post Office). I think it was later disbanded.

**List of Stamp Issues**

Letter Dove on White Background – Perf 11½

1. No value indicated. Carmine
2. 10 Øre red
3. 10 Øre blue
4. 10 Øre brown
5. 10 Øre green
6. 15 Øre pale violet

Dove on Colored Background – Perf 11½

7. 20 Øre ultramarine (chalk surface paper)

Text Change to “Oslo”

8. 15 Øre red
9. 15 Øre blue
10. 20 Øre blue

Primitive Type Set in Three Lines

11. 30 (Øre) black on blue
12. 30 (Øre) black on cream

**List of Stamped Envelopes**

Letter Dove on Colored Background With “Kristiania” – Lithographed

1. 20 Øre yellow

Dove on Colored Background With “OSLO” – Lithographed

2. 15 Øre pink
3. 30 Øre pink Type 1 “OSLO” small letters
4. 30 Øre pink Type 2 “OSLO” larger letters

Same, but Typographed

5. 15 Øre pink
6. 30 Øre blue

New Modernized Dove Design

7. 40 Øre red

Kortevarehandlernes  
60  
omringelseskontor



# Konfirmasjonsbilsen

TIL heru Leif Johansen

Seleneeng 37

Oppg. 6 VT





THE ADHESIVE STAMPS



Origin of Frame

Perf  
11 1/2



Chalky Paper



Perf 11



### ENVELOPE CUTOUTS

Lithographed



Lithographed



Type 1



Type 2

Typographed



Kortevarehandlernes  
Forening  
Oslo

### CANCELLATIONS



Oslo S pe- &  
Kortevarehandlernes  
Forening



## Gubberud's Delivery Service, Kristiania by Frederick A. Brofos

An enterprising fellow named Osvald Gubberud, who was a "Postpakmester" (i.e., Postal Package Master) at the Kristiania Parcel Post Office, also had an unofficial sideline. He ran a so-called Confirmation Telegram Service. This guaranteed the delivery, on the same day, of special congratulatory "telegrams", always so popular in Norway, that were sent by relatives and friends to youth just confirmed by the church. These were not real telegrams like those sent through the State Telegraph System which, incidentally also participated in this particular business. This private service probably operated more cheaply, by accepting messages directly by phone. With the State, one had to go and find a telegraph office (during limited office hours), fill out a form, and still get charged more.

An unintentional momento for philatelists from Gubberud's operation are the circa ten different stamps, produced over a period of time, for use on his envelopes. They were probably current during the first quarter of this century. An indication of that being the name "Kristiania", which appears on some issues, being later deleted. The capital's name of Kristiania was changed to Oslo in 1924. The following is a list of Gubberud's stamp issues.

- |                           |                                |
|---------------------------|--------------------------------|
| 1. 20 Øre dark blue       | 6. 15 Øre dark green on yellow |
| 2. 15 Øre black on pink   | 7. 15 Øre dark red on yellow   |
| 3. 15 Øre black on blue   | 8. 15 Øre light green          |
| 4. 15 Øre black on yellow | 9. 15 Øre light brown          |
| 5. 15 Øre black on green  | 10. 15 Øre light red           |

The stamp design shows the firm name in the center and the denomination in the four corners. At the left and right side are a letter-carrying dove flying over the clouds, and three more along the bottom. At the top are some snowy mountains with forest on the left, a town at the right and telegraph lines connecting them. From #4 on, the name KRISTIANIA in the central text has been lined out. The first issue was on ordinary rough paper, sometimes white, but often colored. They are perforated 11 on #1 through #5 and 10<sup>1</sup>/<sub>2</sub> on #6 through #10. Numbers 3, 4, 5, 9, and 10 have been seen imperforate on one side or on a corner stamp on two sides. This would indicate that the edges of the sheet were left imperforate on some issues. However, on #10, I have an example which shows a margin tab at the bottom, but is imperforate on the left side.

Two large oval rubber-stamp cancellations, in violet have been noted. One includes the title "Postpakmester" while the other doesn't. They both show the office address of Gøteborgsgate 11, Oslo, and the phone no. 72555.

Incidentally, I think it was this same Gubberud who, in connection with his other job at the Post Office, patented a special type of handstamp for use on parcels. This was tried out at several different post offices. It was a rather large, oblong-shaped affair which, when struck on postage stamps, effectively obliterated them (perhaps too much so).

### CANCELLATIONS



ADHESIVE STAMPS

With Kristiania

Before 1925



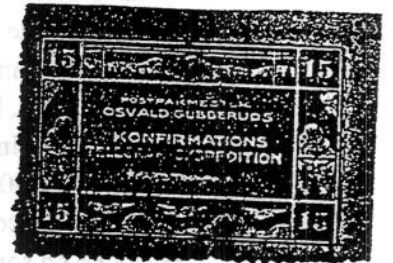
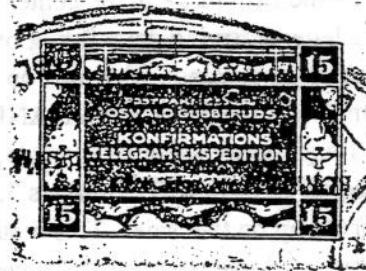
Reduced Rate

Perf 11

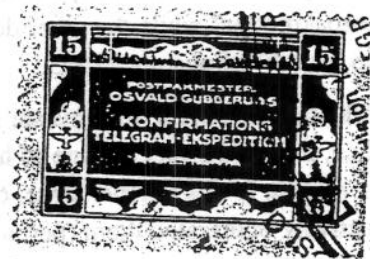
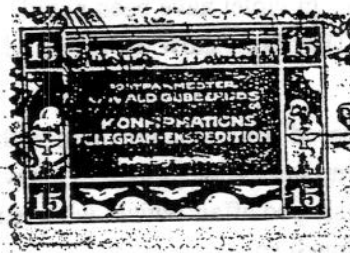


1925 and Later

"Kristiania" Scratched Out



Perf 10 1/2



Postmark 2



Postmark 2



Postmark 1



Postmark 1



The



# POST HORN

Sponsored by the  
SCANDINAVIAN COLLECTORS CLUB OF NEW YORK

Volume 15

January 1958

Number 1

## The Radio Tax Stamps of Norway

by Frederick A. Brofos (497)

DET NORSKE TELEGRAFVESEN *no* Oslo stasjon, nr *31074*

**KRINGKASTINGBEVIS**

Fullt navn: *Fru Fredrikke Brofos*

Full postadresse: *Collettsgt 7<sup>te</sup> kottet*

Adresse for apparatet: *Collettsgt 7<sup>te</sup> kottet*

De tillates herved på de betingelser som er angitt på dette skjemas bakside å opstille og bruke et radiomottagerapparat for kringkasting under ovennevnte adresse og i et tidsrom som er angitt på nedenfor påklebte merke utstedt av telegrafvesenet.

**RADIO**  
**AVGIFT**

**Husk!**

1. fornye beviset i god tid. Avgiften må betynges på forskudd.

2. medbringe dette bevis eller oppt ovenstående nummer ved fornyelse. Derved sikrer De Dem en hurtig ekspedisjon. Innbetalingen skjer i Ekspedisjonshallen i telegrafbygningen (ingg. Prinsensgt.) i tiden kl. 9 - 19.

3. medbringe beviset ved kjøp av radiomateriell.

4. innmelde adresseforandring til Telegrafvesenet, postboks 609, Oslo.

At De plikter å betale for neste termin, med mindre beviset er skriftlig søsagt til Telegrafvesenet, postboks 609, Oslo, innen 14 dager før utgangen av den termin beviset er betalt for.

*299 19*  
*5*

Norwegian radio license from 1928

This January it is the 35th anniversary of radio broadcasting in Norway. As the interesting and elusive revenue stamps issued by the Norwegian Government for the sales and listeners tax on radios are not generally known, I have chosen this occasion to prepare a list of these stamps as well as some background information on broadcasting in Norway from its inception up until the present.

In writing about this subject I am fortunate in that it was my father, Einar A. Brofos, who was instrumental in introducing radio broadcasting to Norway back in 1923. I shall quote below some of his reminiscences from those early days.

"My activities in the radio broadcasting field date from the first months of 1922 when I began discussing this new technical development with the authorities in the four Northern countries. I had been considerably impressed with the reports I had received about the rapid introduction of this service in America and, after having become acquainted with the very efficient broadcasting equipments which Western Electric Company, in New York, had placed on the market, active steps were taken to interest the authorities.

"The early attempts to start this new service were not encouraging. I fear that, to begin with, a great deal of skepticism was exhibited in many quarters and radio broadcasting looked upon rather as a scientific toy which America could afford to play with. One question which occupied the mind in those days was how one could collect a revenue so as to make the service pay, considering that there would be no physical connection between the broadcasting station and receiving sets.

"To begin with, I believe the favored scheme was to collect a special tax on all radio sets and loudspeakers sold, but later this was expanded to include a yearly license fee for the use of radio sets.

"In view of the restrictions imposed on radio transmission in general, there were, of course, great obstacles in the way of having a commercial service started. In order to further the matter, we applied in the spring of 1922 for a concession to operate broadcasting stations in Norway, a special company to be formed for this purpose.

"Other applications of a similar character followed, but the authorities were not disposed to make any decision.

"However, matters developed very rapidly and as early as the summer of 1922, the Norwegian Telegraph Administration became greatly interested in the new service. But, since funds for a broadcasting station were not available and there was no decision as to how and by whom it should be operated, it was not possible to place an order for the equipment.

"As I was firmly convinced of the great future of the new invention, I proposed during the autumn of 1922 to the Norwegian Telegraph Administration that my company, Norsk A/S Western Electric, now Standard Electric Aktieselskap, should lend the Administration a trial installation so that the system could be tried out in practice. As I remember it, the Western Electric Company had three sizes, namely, 50-, 100- and 500-watt stations, the latter being considered a very powerful installation at the time. The Administration agreed to accept my proposal for a 500-watt station which, after some delay, arrived in Oslo at the end of 1922 and, during the following January and February, it was installed at Tryvandshøiden.\* This station rapidly proved to be a complete success and functioned splendidly. It was the first complete

\* A recent picture of this station appeared on the 30 øre value of the 1954 postage stamps commemorating the centenary of the Norwegian State Telegraph System.



broadcasting station in the Northern countries and, in fact, the most modern European station outside of England where an exactly similar outfit installed in Birmingham was placed in service shortly before, namely in November 1922.

"In those days the ether was not, as now, jammed by high power broadcasting stations, and the result was that during the winter of 1923, the Christiania broadcasting station was a prominent one for the radio listeners in Europe, and many were the favourable reports we received from foreign countries.

"The year 1923 and the following winter was a very interesting period in broadcasting history in Scandinavia. The authorities and the public took an increasing interest in this new and far-reaching development, but how to operate and control it remained an unsolved problem for a long time."

The preliminary service was stopped in the autumn of 1923 when the trial station was purchased by the Swedish Telegraph Administration and installed in Stockholm. The same equipment was therefore used to start broadcasting in two countries.

Attempts to obtain a license from the Norwegian Government for a regular broadcasting service failed until February 1925, when "Oslo Kringkastingsselskab" was started. This broadcasting company was granted a license to operate one or more broadcasters within a radius of 150 km. from Oslo. Each listener in the service area paid a fee of 20 kroner, collected by the Telegraph Administration who kept 20% of the amount. There was also a stamp duty of approximately 10% of the retail value of all radio material sold, the duty being collected by the radio dealers. For controlling this arrangement and collecting the duty from the dealers, 20% of the total amount was retained by the Norwegian Government.

By 1928 there were three operating companies—in Oslo, Bergen and Tromsø, and the listeners licenses issued totaled 63,000, of which 48,000 belonged to the Oslo Zone. At the end of April 1930, the licenses numbered 77,555. By that time, the territory of the Oslo company had been extended to cover the greater part of the country.

The activities of the private companies were finally taken over by "Norsk Riks Kringkasting" (Norwegian State Broadcasting), which was given a monopoly in the field by the Broadcasting Act of June 24, 1933. "N.R.K." has the exclusive right to operate radio stations in Norway and the Norwegian territory of Svalbard in the far North. As there are no commercials or sponsored programs, its chief revenue is derived from the license fee paid annually by each owner of a radio set. This fee was 20 kroner until around 1954, and is now 25 kroner (about \$3.50).

The Listeners Tax stamps seem to have been superseded now by a Listeners License Certificate which is validated by postmark and signature at postoffices throughout Norway where the fee can be paid. In former years, when the radio tax stamps were affixed, it appears that the Post Office also helped with the fee collection. I have noticed the blue 10 kroner stamp (no's. 25, 28) and the Additional Fee stamp (no. 5) cancelled by Oslo postmark in 1938 and 1939. However, the cancellation generally seen is that of the Central Telegraph Office in Oslo.

There are at present about 1,480,000 registered receiving sets and an estimated 950,000 listeners. In 1940 there were 476,000 paid licenses, a figure which dropped drastically during the war years when the Germans confiscated the radios of every non-Nazi as the Norwegian broadcasts from London were too popular.

The Norwegian State Broadcasting is provided with a further revenue by the 10% stamp duty on the sale of receivers and radio parts. The special revenue stamps issued for this tax are affixed to the back of the equipment.

#### Radio license stamps for listeners in the Oslo Zone



1927. Coat of Arms. Text "K.N.T." (i.e. Kongelig Norsk Telegrafvesen) "Avgift betalt til \_\_\_\_\_" (i.e. Fee paid until \_\_\_\_\_). Perf. 11. Printed in sheets of at least 25 stamps (5x5), with one imperforate edge to the stamps around the borders and two imperforate edges on the corner stamps.

1. No value inscribed. Red and black on white.

The following stamps are inscribed "KRINGKASTING" and "RADIO AVGIFT" and are overprinted with the year date and value in black. Perf. 14.



1925.

2. 20 kroner light blue & black (for the whole year)
3. 15 kroner light blue & black (for the remaining  $\frac{3}{4}$  year)
4. 10 kroner light blue & black (for the remaining  $\frac{1}{2}$  year)
5. 5 kroner light blue & black (for the remaining  $\frac{1}{4}$  year)

1926. Overprinted with additional text subdividing the year.

6. 10 kroner vermilion and black (for 1st half year)
7. 5 kroner vermilion and black (for 2nd quarter)
8. 10 kroner light green and black (for 2nd half year)
9. 5 kroner light green and black (for 4th quarter)



**1927.**

10. 10 kroner yellow and black (for 1st half year)
11. 5 kroner yellow and black (for 2nd quarter)
12. 10 kroner violet and black (for 2nd half year)
13. 5 kroner violet and black (for 4th quarter)

**1928.**

14. 10 kroner blue and black (for 1st half year)
15. 5 kroner blue and black (for 2nd quarter)
16. 10 kroner light brown and black (for 2nd half year)
17. 5 kroner light brown and black (for 4th quarter)

**1929.**

18. 10 kroner scarlet and black (for 1st half year)
19. 5 kroner scarlet and black (for 2nd quarter)
  - a. Variety: broken "l" in "kvartal"
20. 10 kroner green and black (for 2nd half year)
21. 5 kroner green and black (for 4th quarter)

**1930.**

22. 10 kroner blue and black (for 1st half year)

There may have been a 5 kroner stamp for the 2nd quarter of 1930, but I have never seen such a stamp.



1930. Somewhat changed design. Star removed from under lion, and 4 new stars added around the circle. New lettering too. The value is now included in the basic design, not overprinted as before. Perf. 11½.

23. 2.50 kroner red to scarlet
  24. 10.00 kroner blue
- 1939? Same, but perforated 11.
25. 2.50 kroner red
  26. 5.00 kroner chocolate brown
  27. 10.00 kroner blue

#### Radio license stamps for listeners outside the Oslo Zone

1928. Design as the Oslo Zone stamps. Overprinted in black with just the year date and value. Perf. 14.

1. 5 kroner light brown and black



Back in 1960, while visiting Oslo, I heard from an official at the Norwegian Ministry of Finance that they were contemplating issuing a new high-value revenue stamp. Under consideration was a 500 kroner value, which would make it the highest denomination documentary tax stamp issued up to that time. The thought caught my imagination and, when I returned to America, I made some rough drawings of several possible ideas for the projected stamp. In most of my ten essays I retained certain ornaments from earlier issues, namely the four symbols representing Commerce, Shipping, Agriculture, and Industry.

The 500 kroner stamp was eventually issued the following year, and the final design chosen by the authorities was an enlarged version of the old 50 and 100 kroner stamps originally produced in 1915. The revamped version shows the new Coat of Arms of 1937 with the strange-looking lion which is not as attractive in my opinion as the old Coat of Arms of 1905.

Although none of my essays were used, they were not rejected either. The simple reason was--that I never got around to submitting them! Anyway, here's what "MIGHT HAVE BEEN":

Ah, Fred, the old lack of a Round Tuit strikes again! Shown here is the 500 kroner stamp, as issued, and which has catalog number 120a without control number and 120b with a control number in the forthcoming Scandinavian Revenue Stamp Catalog. Brofos is responsible for the vast majority of the data in the Norwegian section. Watch for ads telling about the availability of the catalog!



Falling into the category of revenue stamped paper, there exist some attractive cards which were used in connection with certain types of revenue meter machines. Used by large firms, meter impressions were apparently made on documents instead of using the usual adhesive Turnover Tax stamps. Prepayment was made by the purchase of these specially designed check cards for various sums. When the card was inserted into the machine, it eventually allowed the mechanism to lock off when the value of the card was spent. The machine gradually chopped up the card. This fact, together with the high face value, means there won't be many seen around in collections. They were current around 1965 or before, and in the following denominations:

Inscribed: Avgift på sjokolade og sukkervarer (Duty on chocolate and confectionery of sugar).  
Inscription and value overprinted in brown.

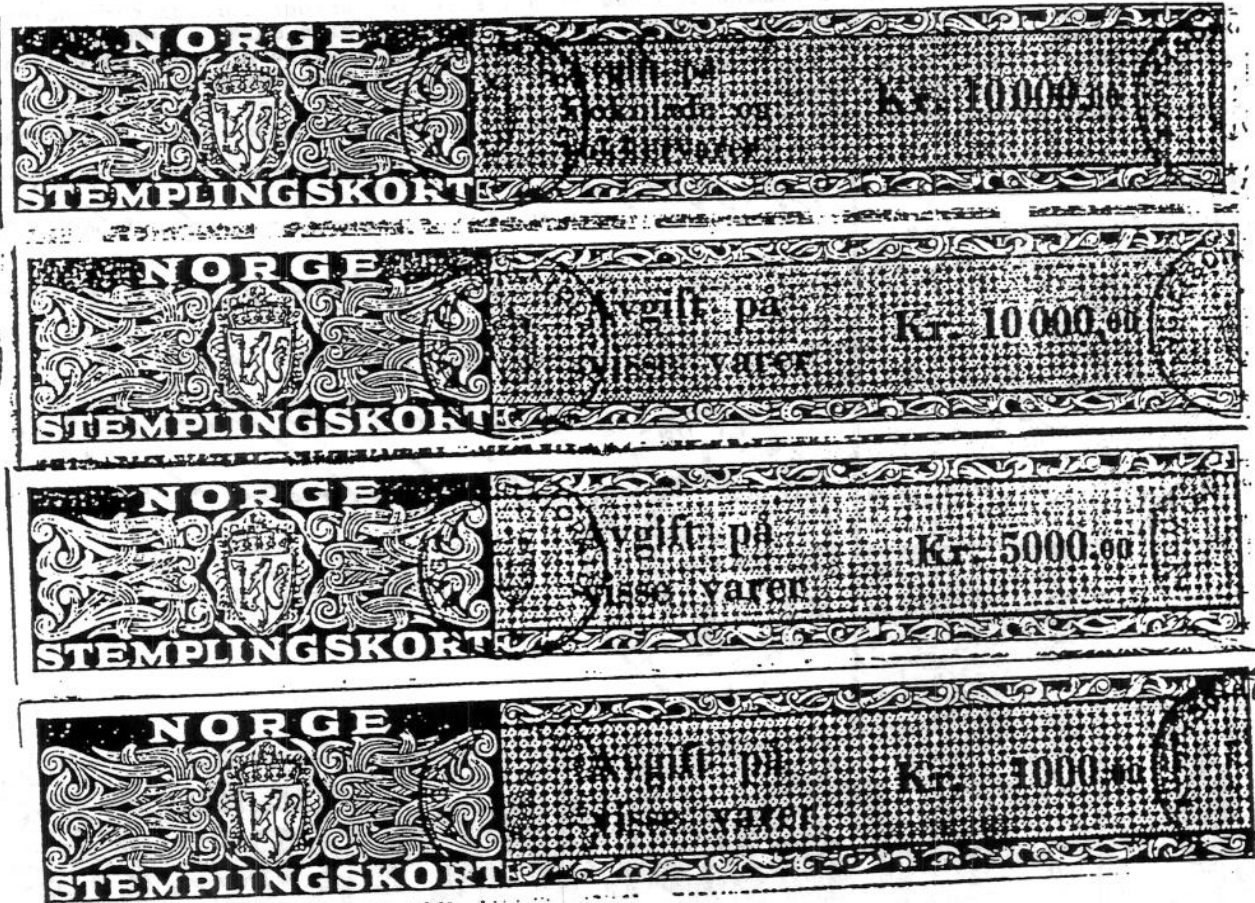
1. Kr. 10000,00 Grey

Inscribed: Avgift på visse varer (Duty on certain goods).  
Inscription and value overprinted in black.

2. Kr. 1000,00 Green

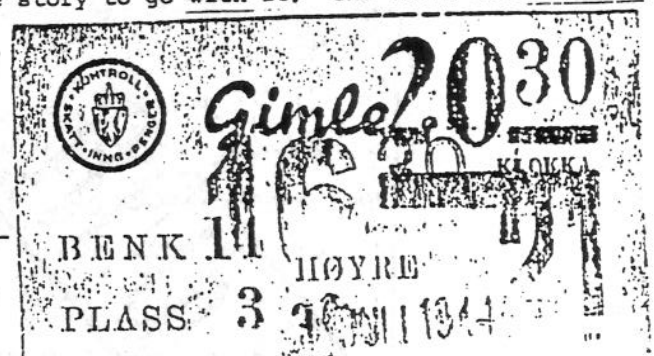
3. Kr. 5000,00 Red

4. Kr. 10000,00 Grey



NORWEGIAN ENTERTAINMENT TAX STAMP, by Frederick Brofos

For a number of years, the Norwegian government has imposed a tax on the admission price to movie and theatre performances. Although this entertainment tax did not produce an adhesive stamp per se, the collector of revenue stamped paper has something to add to his collection. All tickets had imprinted on them a small circular design reading: KONTROLL, SKATT, INNG, PENGER and the Norwegian coat of arms in the center. This black or green control mark showed that the tax had been paid on the admission price. The illustration, which shows a ticket from July, 1944, with this mark on, has an extra little story to go with it. The Gimle movie theatre in Oslo had to re-stamp the time of the performance thrice, until there was no space left, as the ticket didn't sell. The reason was that during the German occupation, the Norwegian public generally avoided all German-made films as they were usually full of Nazi-propaganda. Although this particular film was the quite innocent "Münchhausen", about the fantastic adventures and tall tales of the mythical Baron von Münchhausen, because it was German it was boycotted too. Besides, during the war, people had heard enough exaggerated yarns from Dr. Goebbels, himself!






Among the many things that I collect are old passports. My prize one is an 1851 US passport with a large attractive eagle decoration. It is signed by the Secretary of State, who at that time was none other than the famous Daniel Webster. Attached to the main passport page is a little booklet full of visas and fancy consular seals from all over Europe. One is from the Legation of Sweden and Norway in London which shows, in the figure, the double coat of arms with the three crowns of Sweden at left and the Norwegian lion at the right. Signed by the Legation secretary, Baron de Geer, the visa is apparently gratis. Eventually, special adhesive stamps for passport fees were used at the joint consulates. They were black on green and similar to the later Swedish type, shown in the figure with a FYRA KRONOR denomination, except that they had the double coat of arms.

The desire to have their own separate Norwegian consulates having been repeatedly denied by Sweden, the matter became one of the last bones of contention in the Norwegians' long struggle for independence. Things were finally settled without bloodshed in 1905, when the union was dissolved. Thereafter, each country had their own consulates with their own distinctive consular revenue stamps, as shown in the third figure, by the stamp with Fem Kroner denomination. Usually the denomination was also listed in various foreign currencies.

The use of these stamps was eventually discontinued in both countries quite a number of years ago, although visa fees continued to be charged. For a short while ordinary Norwegian documentary revenue stamps were in use. This special usage can be identified by the cancellation. The larger illustration shows a total of Kr. 55:- charged for such fees, and the Centralpaskontoret cancel from 1921 (Main Passport Office, Oslo), on a page from a US passport.

Visa nr. 647  
 Gjælder for reise fra Newcastle an 17/5  
 over Bergen  
Christiana  
 i tiden fra 16 mai  
 til 12 juni  
 Det Kgl. norske Botskabskontor  
 London den 12 juni 1851

*N<sup>o</sup> 55 Visa à la Legation de Suède et de Norvège - Non pass aller en Suède et en Norvège.*  
 Londres le 17 Juin 1851.  
 Le Secrétaire de Legation  
*B. De Geer*



Fem Kroner




Buldoñars	1.36
Franca. Posetas	7
Lira etc. (Guld)	8.85
Pund Sterling	11.58
Holl. Gylde	3.35
Riksmark	5.80
Port. Reis	12.50
Goldrubel	2.46

Legations-og Konsulatgebyr



*780* Visa nr. 647  
 Norge  
*John ...*  
*Plak ...*  
 PASKONTROL  
 20. MRZ 1921  
 KONGSVINGERBANEN  
 PASKONTROL  
 KONGSVINGERBANEN  
 FYRA KRONOR  
 4  
 4  
 BESKIKNINGEN



NORWEGIAN REVENUE METERS, by Frederick Brofos

Not often seen by collectors are meter impressions from machines made especially for showing revenue duty paid. They are mainly used by banks or the government instead of adhesive tax stamps. Those from Norway omit the word "POST" of the postage machines and include the word "STEMPEL" (stamp duty). The word "BETALT" (paid) is also usually incorporated.

The earliest example I have noted is in green from 1934 and is, I believe, a German-made "Francotyp" machine. The three others illustrated here are apparently Norwegian Krag machines. The two from Oslo (one with an advertising slug) are in red, and the one from Bergen is in blue. The large meter, with "KRONER" instead of the usual "ØRE", was used by the Superintendent of Revenue Stamped Paper for documentary stamp duty.

The illustrations are reduced approximately 25%.

Some rather odd-looking non-postal meters have also been used in Norway by certain railways and bus companies for freight payments instead of the earlier adhesive stamps. Maybe we will take a look at them another time.





211  
**LUREN**

SCANDINAVIAN PHILATELIC  
LIBRARY OF  
SOUTHERN CALIFORNIA, INC.

LOS ANGELES, CA.

ISSN 0739-0025  
Volume 26 Numbers 5-6  
May-June 1994  
Whole Numbers 309-310

## NORWEGIAN DOCUMENTARY REVENUE TYPES

Frederick A. Brofos

Awhile ago, I remembered some interesting subtypes of Norwegian revenues. That caused me to look over my material and make some enlarged pictures showing the type differences. The revenue stamps in question are those produced by the firm of Christian Knudsen of Oslo, during the period 1908 - 37. After that the press was sold to Fabritius & Sons, who continued printing stamps in the old design until, in 1941, a new shield and crown design was introduced.

During such a long period, as might be expected, quite a lot of varieties occurred, especially in the color shades of the various printings. The stamps were printed in three operations and in different colors; the underprint, the stamp design, and the denomination. Among the latter, there have been some distinctive differences in the type setting used in certain printings. Generally, there have been two main differences; what I call type 1, with figures close together, and type 2, with figures spaced more apart.

The Kr. 2.00 and Kr. 5.00 values are not as easy to separate as the other values. Here, the distance is wider between the period after Kr. and the bottom of the figure. The color shade of the stamp is also useful.

There is a variety of the Kr 1.00 in type 2, without a period after the "1", which I have called type 2a, temporarily. However, it may qualify as an entirely different type 3, as the distance between the period after Kr. and the figure "1" is wider yet.

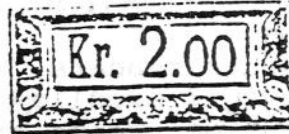
On the Kr. 20.00 value there is a curious variety with the "0" too high. Furthermore, the bottom of the first little "o" is broken on the left side.

See the illustrations on page three of this issue for details.

TYPE 1



TYPE 2



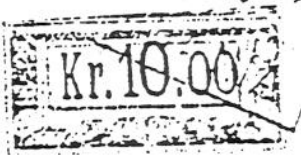
TYPE 2a



TYPE 1



TYPE 2



TYPE 2, VARIETY HIGH "0"  
ON "20"



# LUREN

213

## SCANDINAVIAN COLLECTORS CLUB

Chapter No. 17

Los Angeles, California

Volume 11, Number 12  
December, 1979  
Whole Number 126

### MORE ON NORWAY'S STAMPED PAPER

by Frederick Brofos

Together with other readers, I am awaiting with interest the continuation of Mr. Hannevig's excellent serial on Norwegian revenue stamped paper. In the meantime, there are a couple of points of interest that I would like to add regarding the subject. (Editor's note--Mr. Brofos translated the first installment of Hannevig's review which appeared in the September LUREN, and is a well-known collector of Norwegian philately, including the revenues.)

First, in the description of the make-up of the stamps, mention should be made of two signatures usually connected with it. In the early days, they were hand-written, later on they were printed at the same time as the stamp. One signature was apparently that of the Superintendent of Revenue Stamped Paper (at least in later years). Quite a study could be made of the various signature combinations.

Secondly, a number of rather attractive watermarks appear from time to time in the different issues of stamped paper. Holding the items in my possession to the window light, I have been able to trace off the designs. As they are on legal-size paper and quite large, the editor may have to reduce them in his illustrations. (Ed. note...reductions are as noted in the following illustrations.) The paper usually consists of a double page, with the watermark repeated on each. However, an example from 1800 (Christian VII) shows two different watermarks, one on each page, from the Orholm paper mill. An interesting watermark with the lion standing on a long-handled axe appears in 1833. Later on, in 1862, paper with the letters "P N" under the shield was used. This was changed to a monogram "B B" (Bentse Brug?) in 1879. Eventually, paper was bought from the well-known Alvøen paper mill and shows two similar coat of arms watermarks. One, from probably before the war, has pearls in the crown. The other lacks them, and I think is from after the war.

(...to page 3)





Chr VII, 1800 watermark  
Orholm papermill, Denmark



PAPIR  
1833 watermark



PAPIR  
PN

1862 watermark  
Papermaker Initials PN

Illustrations are reduced approximately 50%.

STEMPLET



PAPIR

BB

1879 watermark  
Papermaker Initials BB  
(Bentse Brug?)

STEMPLET

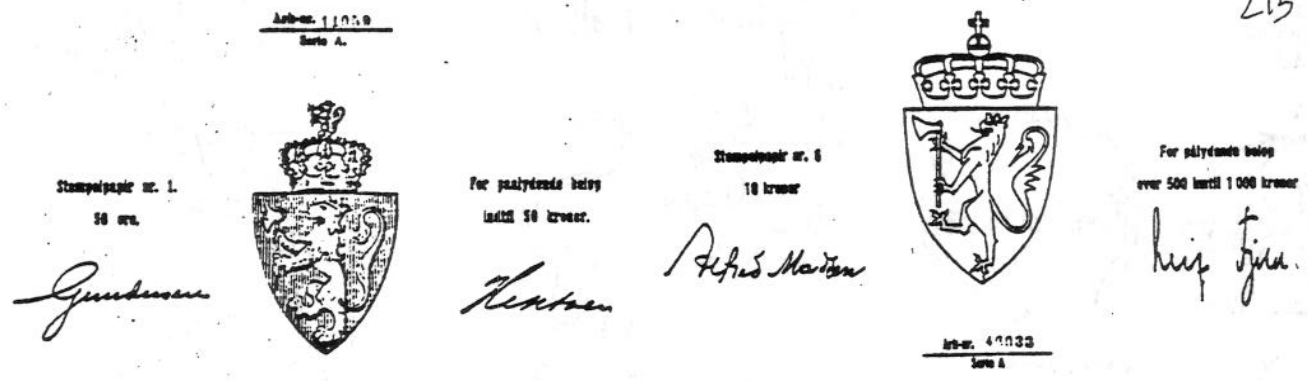


PAPIR

ALVØEN

c. 1946 watermark  
Alvøen papermill, Norway

Mr. Hannevig said in his article that he was unclear whether, and if so when, the use of stamped paper ceased. It was still on sale as late as 1960, when I visited the office of the Superintendent of Revenue Stamped Paper (Stempelpapirforvalteren) in the Trade Building, just a block down Drammensveien from the U. S. Embassy in Oslo. The accompanying list shows the official tariff of stamped paper available at that time. Some values, for which there was little demand and ample old stocks, were probably not reprinted in the final design. The illustrations show the last two designs in use, the first being the older type with the 1905 Coat of Arms. Revenue stamped paper was discontinued, I believe, when the post of Superintendent was abolished at the end of 1969. Remember, his facsimile autograph was printed on the paper. At the latest, I would think, its use must have ceased by December 31, 1975, when the general use of documentary revenue stamps was discontinued, except for payment of certain official fees.



The last two designs of Norwegian stamped revenue paper in use: To the left, the 1905 coat of arms; to the right, the modernized coat of arms. Note the facsimile autographs and the different locations of sheet numbers and series data on these printed forms.

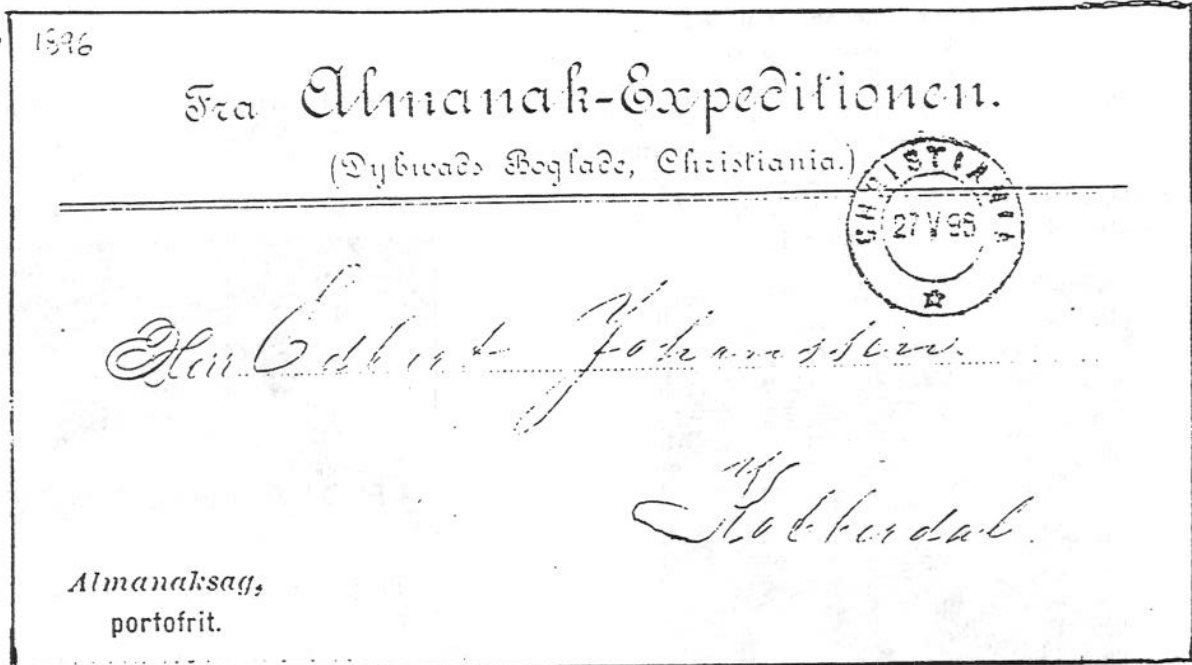
Table 1. Tariff list of Norwegian revenue stamped paper (as of July 1, 1959) (truncated)

No.	6 at kr.	10 for documents with face value over kr.	500 up to kr.	1 000
1	and 5	(then increments of... and	500	up to)
24	100		9 500	10 000
1	and 10	(then increments of... and	1 000	up to)
34	200		19 000	20 000
1	and 15	(then increments of... and	1 500	up to)
42	320		30 500	32 000
1	and 20	(then increments of... and	2 000	up to)
48	440		42 000	44 000
1	and 25	(then increments of... and	2 500	up to)
52	540		51 500	54 000
1	and 30	(then increments of... and	3 000	up to)
56	660		63 000	66 000

...and so on with increasing increments to No. 118, which cost kr 11 000 for documents with face values between 1,050,000 and 1,100,000 kroner. Beyond that value, a further kr 500 for each 50,000 kr or part thereof that the sum is higher than kr 1,100,000. A photocopy of this entire table is available from the chapter library for those interested.

The interesting little Almanac and Calendar Fee stamps of Norway are listed on page 34 of The Scandinavian Revenue Catalog, Volume I. They covered the fees paid to the University of Oslo, which held the royal monopoly on calendars and almanacs for many years. Printing and servicing contracts were let out annually by the University, after competitive bidding. The annual fee stamp had to appear on all calendars and almanacs in the country.

The printing firm of Jacob Dybwad held the contract during 1877-98, and again in 1907-12. That certain mail could be sent postage free as "almanac matter" is less known. I have seen specially printed franked envelopes used by the Almanac Service at Dybwads Bookstore, Christiania. These two are cancelled from 1896 and 1898 and show a different type face on each. Probably others existed too, but like our own "Penalty" envelopes, the majority seem to have vanished, unappreciated by philatelists, into wastebaskets.



1898 1898 1898 1898

"Fra Almanak-Expedition" covers

**U.S. REVENUE STAMP  
FOR "SCANDINAVIAN" PILLS**  
Frederick A. Brofos

The United States proprietary revenue stamps issued during the Civil War period present a fascinating study. Used mostly to cover the tax on matches and medicines, the stamps were printed by the government printer, but in a multitude of designs privately submitted and paid for. One issue particularly has caught my attention; this was called "Scandinavian Blood Pills". This was produced for the U.S. Proprietary Medicine Company, founded by Dr. C. W. Roback of Cincinnati, Ohio, around 1855, at which time he began registering his patent medicine. His stamps were unusually large and were used as wrappers around the medicine. They occur in denominations of 1, 4, and 6 cents, all in black, but on various colored paper (white, yellow, orange, orange-red).



From 1874 on, the name of "J. S. Burdsal & Co.:" (wholesale druggists and manufacturers of Cincinnati) was added beneath the stamp design. The picture of a gentleman with a sword looks more like Sir Walter Raleigh discovering the tobacco plant, than anything Scandinavian. Whether there really was a Scandinavian connec-

tion to the pills or Dr. (Carl?) Roback is unconfirmed. Perhaps he was simply catering to the early Scandinavian and German immigrants. He also produced a "Scandinavian Blood Purifier" as well as "Scandinavian Stomach Bitters".

**AN EARLY PARCEL STAMP  
FROM NORTHERN NORWAY**  
Frederick A. Brofos



Judging from the appearance of the old-fashioned vehicle, and the text spelling, I would guess that this interesting Norwegian parcel stamp probably dates from the 1920s or before. "The World's Northernmost and Longest Auto Route Traffic," as the stamp advertises, was run by the company A/S Polarbil, way up North in Vadsø. I imagine the long trip ran from there to Hammerfest or Vardø, perhaps. The picture shows four hardy passengers in hats and overcoats. Oddly enough, the car's top, if there was one, was not installed in spite of the cold weather. At least the driver was protected by a windshield. As they drive through the snow and ice, they pass a Laplander with a reindeer sled. Overhead, the moon and dancing Northern Lights show that it would be a memorable night trip - if they didn't break down somewhere. Each stamp had the denomination in black, added by handstamp on the 50 øre, but press-printed on the other two values. The values seen are 25 øre green, 50 øre blue, and Kr. 1.00 red.



## Norwegian Due Stamps Used as Postage

By Frederick A. Brofos

The special postage due stamps, introduced in Norway on July 1, 1889, were discontinued in 1927. The circular to postmasters from the Postal Administration, announcing this change, reads as follows: "From October 1, this year (1927), postage due stamps will be discontinued and ordinary postage stamps used instead. These will be cancelled with a T-mark. In ordering postage due stamps before Oct. 1, this year, one should take into careful consideration that the discontinuance takes effect from the aforementioned date. Under the circumstances, there is nothing to hinder that post offices use postage due stamps of lesser values, when these are on hand. The left-over postage due stamps should be sent in to the Superintendent of Stamps as soon as possible after October 1, this year."

The intent of the above instruction was, of course, that during the short period before the usage termination of the special postage due stamps, instead of ordering new supplies of them, post offices could use in multiples any smaller denominations on hand. Formerly, this would have probably considered wasteful.

It seems that a number of postal clerks misinterpreted this circular, and maybe others, to mean that they could use postage due stamps as a substitute for any higher values of postage stamps that they were lacking. Such unauthorized use occurred at several smaller post offices as well as at Rena, where certain necessary postage values were out of stock at the time and postage due stamps were pressed into use instead. Apparently they passed through the postal system, if not unnoticed, at least without repercussions beyond an occasional raised eyebrow or exclamation. Perhaps the surprise was not as much as one might expect, as this sort of usage had indeed occurred before at various small places during stamp shortages. These activities were, if not entirely legitimate, usually tolerated and certainly non-philatelic in origin. As most examples landed in the waste-basket, any surviving covers are not highly prized by collectors and highly priced by dealers.

Illustrated here is a picture postcard with five 1-øre postage dues used, owing to a lack of 5-øre postage stamps, at LURØ (later Lurøy), a small coastal island in the Sandnessjø postal district of Nordland county, northern Norway. The date is difficult to make out, but may have been as early as 15.X.01. It was sent to Selsøvik, another minor place in the same county, probably a quaint fishing village.

Another example, also pictured, is a parcel post card franked with three 20-øre postage due stamps, owing to the lack of a 60 øre stamp, at the small hamlet of KONESMO (later Konsmo) in the Mandal postal district of Vest Agder county, Southern Norway. It is clearly postmarked 22.3.12. Although it passed through the district post office at Mandal and was addressed to Kristiania itself, no cain was raised by the postal brass there, at least no marks appear on the card other than post marks!

Blanket nr. 72

Værdi N. 50.00

# Følgebrev.

Afsenderens navn og adresse:

Jens N. Karsano Kristiana

Hermed en *PK i papir*

til

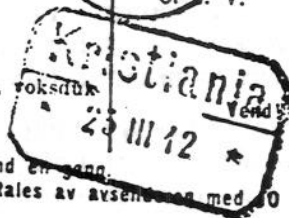
*H. P. Baekke*



Pakker til  
ales.  
for  
til  
0 øre  
0  
5  
90  
105  
120  
135  
Or.  
v.

Vegt: *1.05* kilogram.

*Kristiana*



\* Her angives forsendelsens art (pakke i papir, voksduk eller lerret, kasse o. s. v.)

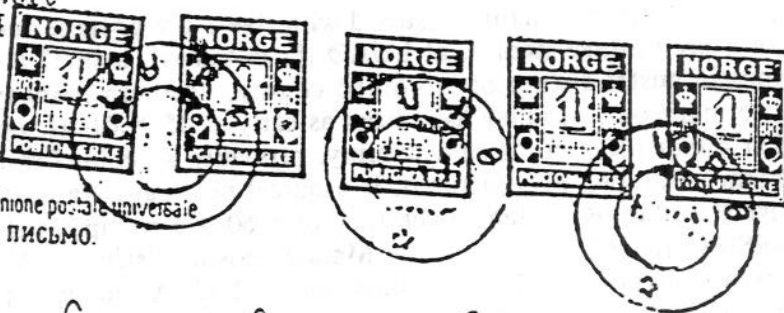
**NB.** Ny porto maa erlægges for eftersendelse af pakker mer end en gang.  
**NB.** Gebyr for ombringelse af pakker i Kristiania kan forudbetales af afsenderen med 10 øre pr. pakke. Gebyret opkræves ellers hos mottageren.

Januar 1909

## Brevkort

Brefkort - E  
Levelezó-Lap - Post  
Carte p  
Cartolina postale  
Weltpost

Union postale universelle - Unione postale universale  
ОТКРЫТОЕ ПИСЬМО.



*Frø Lida Schønning  
Sibirien*

*Frø*

## NORWEGIAN ROYALTY ON STAMPS

By: Frederick A. Brofos

When King Olav V of Norway paid an official visit to Iran on January 8 to 14, 1965, Northern weather seems to have followed him, as his plane was diverted from Tehran to Beirut by a snow storm. While in Beirut, he made a surprise call on the President of Lebanon. When the weather cleared, King Olav continued on to Iran where two special Iranian stamps, Scott 1314/5 were issued in honor of his visit. Time did not permit any Lebanese issue. The Iranian stamps, prepared well in advance, were of the two and four Rial denominations as shown:



This was the first time that King Olav has been shown on a foreign postage stamp. The second occurrence was on September 8, 1967 when Brazil issued a 10 Centavo brown-orange stamp (Scott #1057) honoring the King's visit to that country. These two issues mark the first time any modern King of Norway has appeared on foreign stamps.

Of course, King Haakon VII is shown on a stamp issued during his WWII visit to England, but it was part of a set issued by his own government in exile. Going back further, King Oscar II appears on certain Swedish stamps. However, Norway and Sweden were united at the time so the stamps are not foreign.

Now, you know that I said, in regard to the Brazil and Iranian stamps, that it was the first time a modern King of Norway had appeared on a foreign stamp. This qualification was necessary because a couple of earlier Kings from the Dano-Norwegian union period have appeared on Danish stamps, namely Christian IV (1588-1648) and Frederick V (1746-66). Also, King Erik Bloodaxe is pictured on two Lundy Island locals in 1954. Erik succeeded his father, Harold Fairhair, and reigned from 930 to 935 AD when he was dethroned and driven from Norway. After establishing himself as king in a part of England known as Northumbria, he reigned two years until he was assassinated in 954.

Kings of Norway shown on Norwegian stamps are Olav V, Haakon VII, Oscar II, Oscar I, Harald Haardraade (1046-66) and Olav Haraldsson or Olav the Holy (1015-30).

Queens of Norway so honored are Maud, wife of Haakon VII and Ragnhild (wife of Harald Fairhair). Martha, wife of Olav V appears on two semi-postals issued in 1956 but she died before her husband succeeded to the throne.

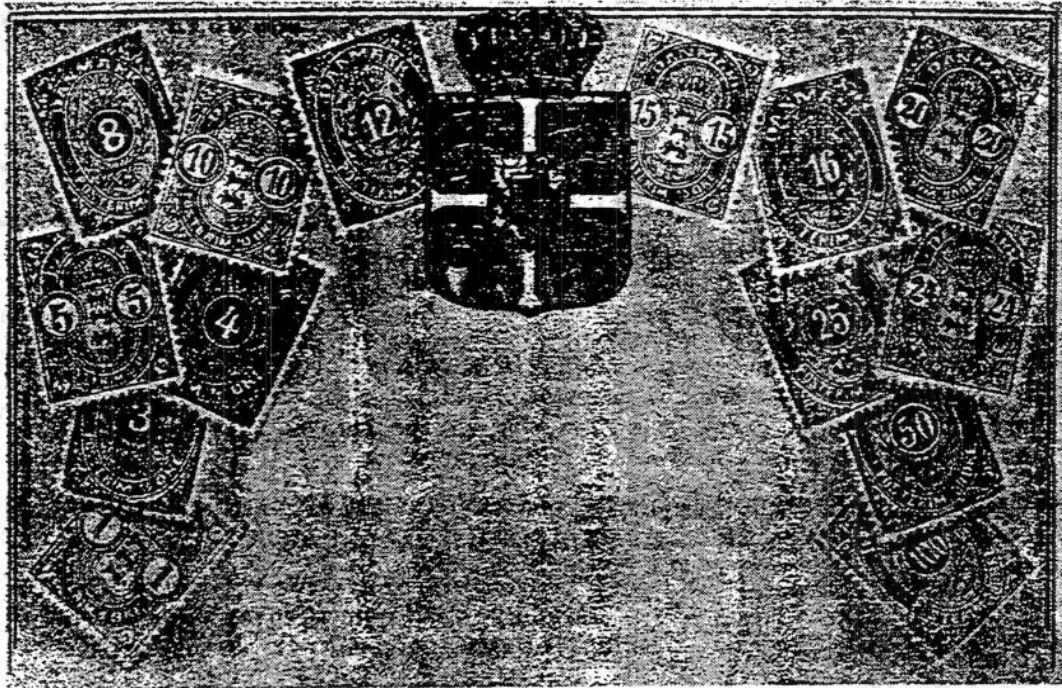
Yet to appear is Crown Prince Harald. <sup>(P.S. On stamps now, as King)</sup> He has, however, been featured on several Norwegian Christmas seals as have his sisters, Princesses Ragnhild and Astrid.

(Ed. Note: A couple of pages of these stamps and seals would make a nice topic of conversation the next time you are asked to speak at your local stamp club. Why not put them together, use the above as a start for your write up, and have some fun?)

## Stamp Picture Postcards of Scandinavia

221

by Frederick A. Brofos (497)



The cards picturing stamps of Sweden and Norway, which I illustrated and described on page 15, 16 of the January 1959 POSTHORN, aroused considerable interest, and several readers have been good enough to lend me some additional items. Theodore E. Stevenson sends the accompanying card, produced by Ottmar Zieher of Munich, which pictures the coat of arms and some older stamps of Denmark. Zieher apparently produced at least two different sets of cards in the course of the years, as I recall having once seen another and different Zieher card for Denmark.

Lorentz W. Hinrichsen sends a set of three cards produced by the Copenhagen Philatelist Club in connection with their 1902 exhibition. The cards show a parade of Danish postmen. Apparently they are holding posters showing the stamps which were current at the time the uniforms were in use. Incidentally, they all wear bright red coats—quite a difference from the drab grey uniform the U. S. mailman has to wear. The three mail carriers marching behind the horseman are carrying mail bags inscribed "Kongelig Fod Post" (i.e. Royal Foot Mail).



OLD ADVERTISING CARDS WITH STAMP PICTURES, by Frederick A. Brofos.

In the 19th Century it was the fashion, particularly in American stores, to give away so-called advertising cards. These were, as a rule, small cards with pretty colored pictures of all kinds of subjects. The firm's or the product's name was printed either on the front or the back of the cards. It became quite popular in those days to make collections of these interesting cards, which were being issued all over the country. Usually they got stuck in a suitable blank album, but otherwise some unreadable book was utilized for the same purpose. Presumably there also occurred a certain amount of exchanging between collectors.

Here we shall have a look at some cards of special interest to stamp collectors, as they illustrate old postage stamps. This subject was seldom chosen, possibly to avoid trouble with the authorities, who were very sensitive about forgeries. Anyway, a set of about 12 stamp cards was issued, around 1875/85, by the soap manufacturers James S. Kirk & Co., of Chicago, Illinois. This firm originated in 1837 and was in operation for almost a century. In 1930 it was purchased by the giant soap company Procter & Gamble of Cincinnati, Ohio, who continued it as their Chicago branch.

The Kirk & Co. cards had various advertising for their soap at the top of the card. Pictured were young ladies supposedly in national costumes, each holding a flag in one hand and a stamp in the other, representing their various countries. The stamps, which were in natural size and color, were invalidated by a printed cross enclosing the country's name in English. All cards had a gold background. The different countries represented were: Belgium, England, France, Greece, Italy, Russia, Spain, Switzerland, Germany, Turkey, and the dual monarchy of Norway-Sweden. The latter card is of course of special interest to us Scandinavians. "J. S. KIRK & CO'S Chicago SOAPS will not burn or blister the hands while washing", it says on this particular card. The illustrated young girl, in rather imaginary national costume, holds the old Swedish flag with the so-called "herring salad" in the upper corner. This was the union badge and consisted of a slice of the Norwegian and Swedish flags conjoined. Strangely enough, although postage stamps were shown on the rest of the set of these cards, on this card appears a local post stamp of Trondhjem, Norway, to represent the dual monarchy! It is copied from the blue 1/2 skilling stamp of Braekstad & Co's local post, which used this stamp type in the period 1872-77. On the copy, the buckle is missing from the garter and there are several spelling errors: "THRONDHJINS BY-POST", "BRAESTAD & CO.", and "1/2 RKI" (instead of 1/2 SKI). These small mistakes were probably not noticed by the general public and the stamp cards became sufficiently popular and in demand that even copies were made, possibly in France or Canada.



ORIGINAL



COPY, Type I



COPY, Type 2

DENMARK



COPY, Type 3

On the copies, the cancellations are now in French. Thus the local post stamp, instead of "SWEDEN & NORWAY" has "SUEDE & NORVEGE". Oddly enough, the French accents over the first "E" of Suede and of Norvege are missing. New spelling errors occur on the stamp itself, where it now reads "THRONOHIENS BY-POST", "RAESTAD & CO." and "1/2 OKI". These copies, obviously made from new drawings and plates, were probably made in the 1880's or 1890's. They are found in three different issues, the first one has dark gold background printing, the second a lighter shade of gold print and third no gold at all, just a light cream-colored background. All three are without the Kirk & Co. advertising text. However, I have seen one of these copies with "The Great Atlantic and Pacific Tea Co." imprinted in black across the top of the front. Also, I have seen one of these cards with a black imprint added to the reverse from the tobacco firm of Staern & Cossenias, New York. This shows that these copies, wherever they were made, were distributed commercially in America.

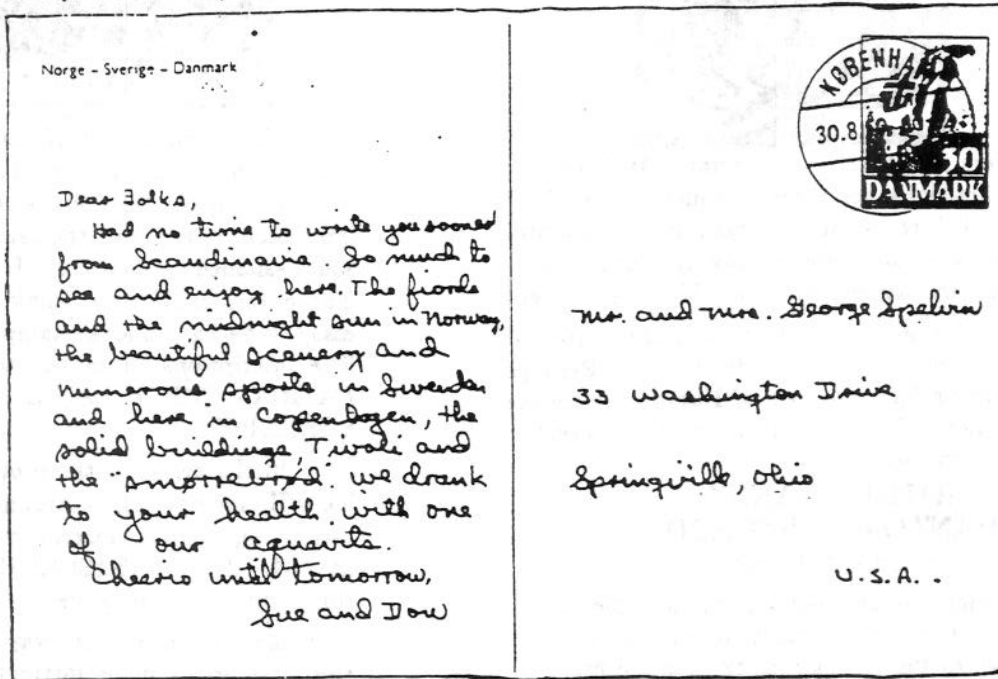
It seems that the copy series were expanded to 15 cards. In all events, I have seen cards representing Denmark, (on which card a version of the 16 skilling crown and sceptre stamp is shown), Holland, Portugal, and Roumania. These four countries I have never seen in the original set. The latter I once saw at a stamp bourse in Boston in 1979, with a price tag of \$125! A person with less money and more time to hunt around might be able to do better, perhaps. However, in 25 years I have only run across 3 complete sets. The Procter & Gamble Soap Co. is reported to only have five of the cards in their archives.

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## A PHANTOM CARD FROM DENMARK

Frederick A. Brofos

"Well, here's a piece of Danish postal stationery that I've never seen before!", was my first impression. But on closer examination, I realized that it was not a government issue at all. The imprinted red "Danish" stamp shows a denomination of 30 (øre) and a map of Norway, Sweden, and Denmark, each country being covered by its national flag. The black "postmark" is press-printed and dated 30.8.50, from "København 11". The message and address is also printed. The reverse of the card shows, in black, three separate scenes: a fjord in Norway, old farm houses in Sweden, and the City Hall area in Copenhagen.



It turns out that this interesting mystery card was part of a clever advertising campaign for KLM, the Royal Dutch Airlines Company. At least 14 different cards were produced between July and September, 1950. All had red imprinted stamps with imaginary designs, cancelled by imitation postmarks. The reverse of the cards showed various scenes, appropriate for each country. The cards were all sent from "Sue and Don" to the same addressee in Springfield, Ohio. The countries represented, aside from Denmark, were the Netherlands (3), U.K. (2), and one each from Austria, Belgium, Eire, France, Germany, Portugal, Spain and Switzerland.

Just how this unusual advertising promotion was arranged and functioned is unclear. Perhaps the cards were enclosed, one or more at a time, with other KLM marketing literature sent out to customers.

## AN OLD DANISH WEST INDIES FORGERY

Frederick A. Brofos

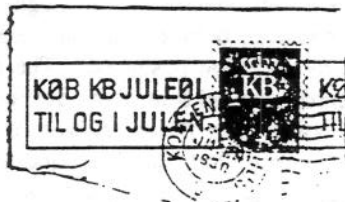


Here is a lovely (or horrible) DWI forgery, with a fictitious postmark — which I recall having seen before on other forged foreign stamps. Although the colors are reasonably good, the perforations are atrocious. I would have thought that rascal Fournier could have done better, if indeed he had anything to do with it. Perhaps the infamous Spiro bothers of Hamburg were the perpetrators? Does anyone know this answer? *(Yes, they were)*

## ANOTHER DANISH PHANTOM POSTCARD

Frederick A. Brofos

In looking through old albums for sale at stamp shows, I am occasionally pleased to find something out of the ordinary, stuck in at the back of the book.



The interesting little item I recently found this way is from Copenhagen. It is a cutout from a 3-color advertising card with an imaginary stamp in grey, blue and red. An imitation machine cancel in blue reads KONGENS BRYGHUS V., and the date is 24 XII JULEN 1930. The "V" probably was meant to be the Vesterbro postoffice.

The letters "KB" in the "stamp" stand for the same name as in the postmark, in translation, "The King's Brewery House". The red slogan reads "Buy KB Christmas Beer for and during Christmas". On the reverse side of the card appears a reproduction of their beer bottle label. Whether this card was sent in the mail individually addressed, as junk mail, or given out in the shops is yet to be determined. Whatever the case, I am happy to include it in my collection of the odd and unusual.

## A DANISH ENIGMA

Frederick A. Brofos

225



This curious imperforate stamp or label was found in an old Belgian collection dating from around the turn of the century. Printed in light blue, it is about the same size as the early square-shaped stamps of Denmark. At first glance, one might even think it a Danish stamp essay or perhaps a local stamp from Copenhagen. The inscriptions, from left to right, read: LA PATRIA - CHR. L. LANGE - KJOBENHAVN - 8 SKILLING.

In the center is the profile of King Frederick VII, facing right. Around the circle is the rather mysterious inscription: KONGEN AF DANMARKS BRYSTSUKKER. Could this be some kind of early advertising discount coupon for sugar perhaps? Anyway, from a distance, this item looks quite intriguing. Although my example is off-center, possibly die-cut, the missing part from the left can be seen on the right and at least proves that there was more than one of these mysteries to a sheet.

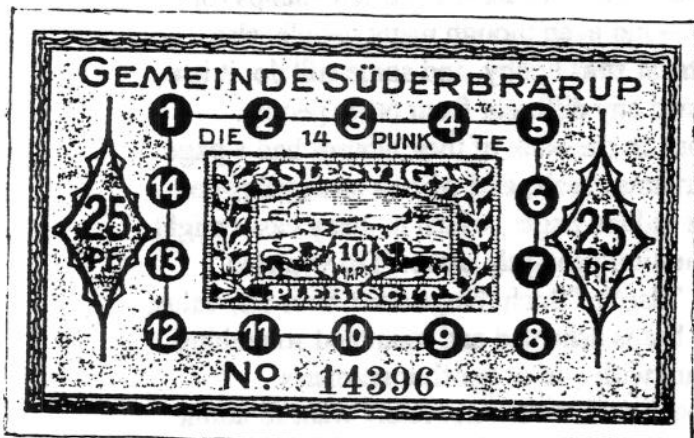


### SLESVIG STAMP ON PAPER MONEY

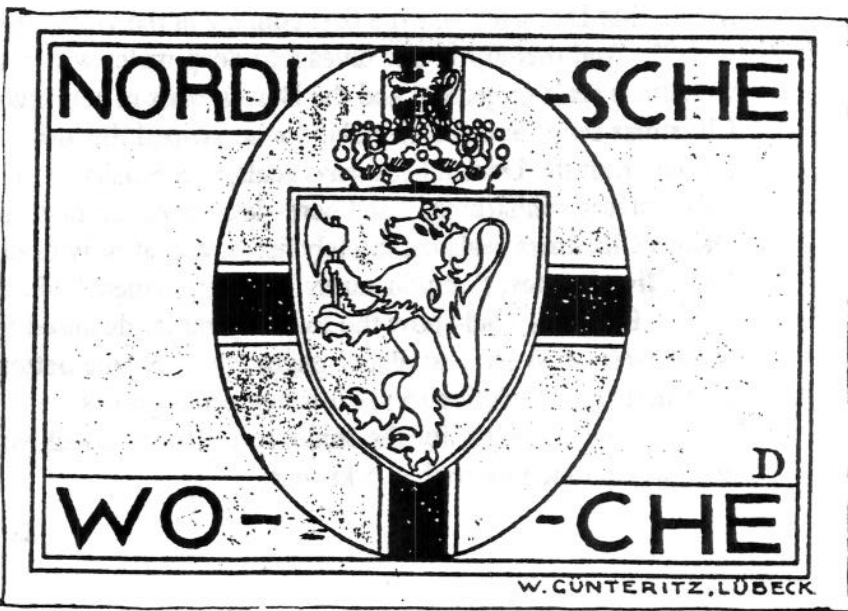
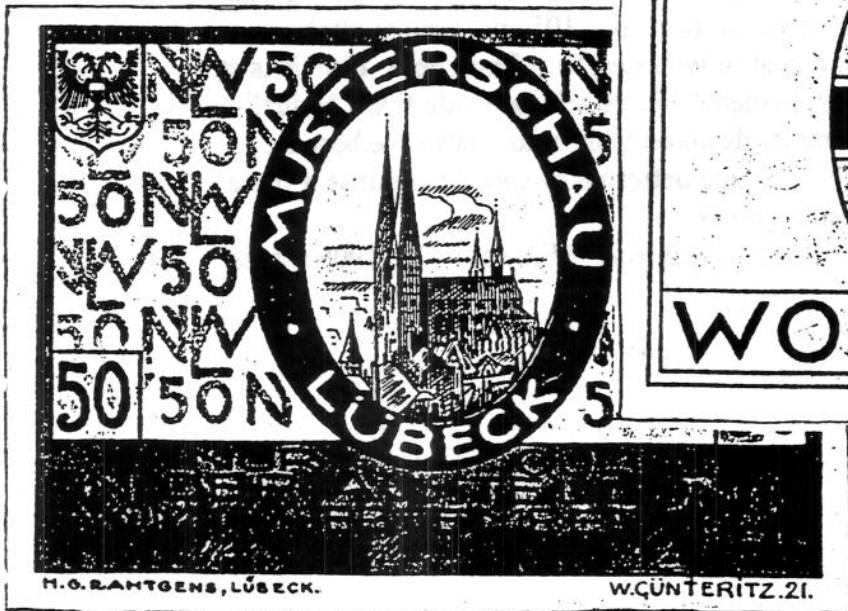
Frederick A. Brofos

The emergency paper money, or *notgeld*, issued by many German towns and institutions in the 1920's, is well known and has been a popular collecting field since the time of its issuance. Indeed, I have a small collection of them myself, picked up here and there over the years. I have about 50 different, and they didn't cost me much either. Just as well, I suppose, as I think most of them were originally produced to bilk collectors and tourists. Nevertheless, there are some unusual designs among them.

Recently, I came across two pieces that I had not seen before, with a "Scandinavian" flavor. One is a multicolored 25 pfennig note from the community of Süderbrarup, which is of particular interest as it shows the red 10 mark Slesvig plebiscite stamp. It is surrounded by "14 points", probably referring to President Woodrow Wilson's program. On the other side is a partial map of Denmark and Slesvig, together with a large dragon pulling St George (or the King of Denmark?) off his white horse. At the side are some pro-German slogans. The note was valid until an announcement of withdrawal appeared in the local newspaper, the *Schleswig-Holstein Landpost*.



The other interesting item is a special 50 pfennig note that was issued for a Design Exhibition in Lübeck. It shows the cathedral on one side and states that validity was limited to the period of the show, September 1-11, 1921. The other side reads, translated, Nordic Week, together with a nice multicolor rendition of the Norwegian national arms and flag. Whether there also existed similar notes honoring Sweden and Denmark, I have not yet determined.



**On Collecting " Back of the Book" Material**, by Frederick A. Brofos

There was an amusing little article in "Dansk Filatelistisk Tidsskrift" #9, back in 1953. It was immediately liked, cut out and stuck in the front of my general collection of Christmas seals. Many times since then, when I've had that album out, the story has been re-read and enjoyed over again. Besides Christmas seals, it could also well apply to collecting revenue stamps, airmail stickers, postal stationery and a number of other interesting things, which stuffy old philatelic puritans used to frown upon. My own views are similar to "Live and let live", namely, "Collect what you will and let others collect likewise". Anyway, I thought the story deserved to be passed along and I've tried not to lose the witty and easy-going Danish style in the translation: Neglected Graves, by Elwe

Collector's mania is a fun thing, don't you think? We have collected stamps for many years---shall we say for a hundred years---and even though many people, also many odd people, formerly smiled with sympathy at **that** hobby, and some still do, it is a fact that we philatelists don't feel ourselves formed any different from other people.

It has been so, that many stamp collectors, in the back of their albums had a page or two with more or less well-taken-care-of Christmas seals, and when a stranger paged through the album and came at last to the rather hidden pages, which in many cases might remind one of neglected grave sites, then the question promptly came: "Do you also collect Christmas seals?" (with the emphasis on "also"). "Such things don't have any value, surely?" Well, thereupon most of us bowed our heads ashamed and mumbled something about "just for fun" or "as a curiosity" or came up with one or another seaman's explanation held in a somewhat excusatory voice tone. One did not really want to admit that one was a cultivator of that little side-shoot on the trunk of philately called Christmas seals.

Today though, one no longer bows one's head in embarrassment, no, no! One makes a fine gesture with the hand and replies boldly, "I certainly do! I naturally collect also (with the emphasis on **also**) my country's Christmas seals, and did you know, my fine friend, that Denmark was the first country in the world that began issuing Christmas seals?" And thereupon one dives into deep water with a whole little lecture about Christmas seals in general and the Danish ones in particular, about Holboll, the father of Christmas seals, about Switzerland who swiped the idea for its Pro Juventute youth-aid stamps from the Danish Christmas seals, etc. Finally, with a certain pride, one shows one's AFA catalog, remarking, "and here--look here: on page 104, 105 and 106 are all the Danish Christmas seals completely listed, and at nifty prices, too! Look here: 1906 lists at 5 kr.--**five kroner**, that you surely hadn't imagined?" No, to tell the truth, that I hadn't!

But I **am** glad--now the formerly rather despised Christmas seals have become respectable--that the rear album pages have become better taken care of, because if there is something I don't like to see it is neglected graves.

Thanks, Fred, for the smile, and readers, check your AFA now. The 1906 seal is now worth much more than 5 kroner!

## Denmark's 1995 Christmas Seals by Frederick A. Brofos

The well-known Danish writer Ib Eichner-Larsen writes an excellent philatelic page called "Under Luppen" (i.e., Under the Magnifier) in Denmark's largest newspaper *Berlingske Tidende* of Copenhagen. In the issue of December 2, 1995, there was a particularly interesting write-up about this year's Danish Christmas seals. Under a large heading, "Julemaerkets hemmelighed" (i.e., The Secret of the Xmas Seal) was a long and fine article from which I have translated the following excerpts.

*There are two stamps in the center of the sheet (joined together). The yellow-colored letter in the foreground is addressed to "FRED B.", and who is that? It is indeed "one of ours" – a well-known philatelist in the U.S.A., Frederick Brofos of Warner, New Hampshire. "Fred" is a member of the Scandinavian Collectors Club for many years and a specialist in Scandinavian stamps of higher and highest quality. In addition, he distinguishes himself by being a dear and highly respected brother-in-law of Des Asmussen (the stamp designer).*

There were also two other seals in the sheet of 25 which had names, namely the artist's wife and daughter. The article continues by saying "*It is, as far as I know, the first time that the good old Christmas seals bring greetings to a specific address, so just for that reason it is advisable to save a sheet.*" I might add that the sheet was based on the theme "Nissenarrestreger" (i.e., Elf pranks). It is something akin to our Halloween Trick or Treat pranksters and the name-adding could be excused as a prank of the elves. It is unlikely that anything similar will slip through again though.

To see my name on the Christmas seal was a complete surprise for me. Actually, I hadn't noticed it until my sister wrote me about it. Des has always known of my great stamp collecting interest and I have often suggested that he get into designing stamps and seals. I am glad that my influence helped to inspire him and I am, of course, very proud to have as my brother-in-law a successful stamp designer.

The little greetings hidden in the Christmas seals were probably not noticed by most people. Anyone seeing "FRED" thought it meant "PEACE", which it does in Danish.

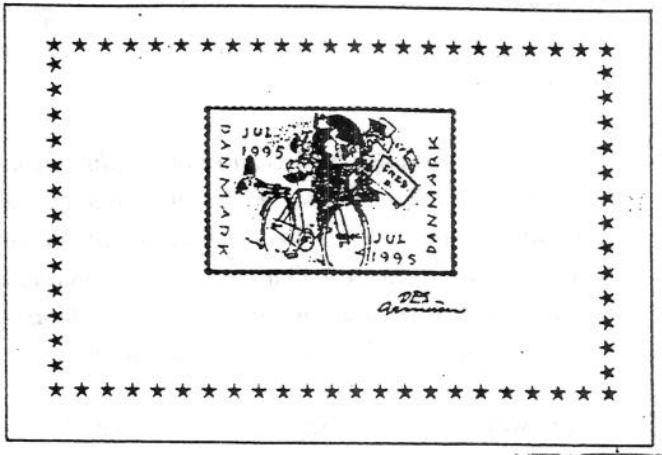
In Denmark, there is quite an interest in collecting the small prescription envelopes, often artistic and colorful, used by the various drug stores around the country. They even have their own collector's club and a 35-page publication, in its 18th year, called "Recept kuvert samleren" (i.e., The Prescription Envelope Collector). On the cover of no. 4, 1995, there is shown a prescription envelope reproducing this year's Xmas seal and not just any one, but the very one with "FRED B." on. A partial quotation from an article in the magazine reads: "*The Dalum and Hjallelse drug stores will use special envelopes for prescriptions, picturing this year's Xmas stamp. We have chosen the middle double-stamp, where the jumping gnome mailman brings a Christmas card with the message "FRED" (i.e., Peace). We found this to be a very timely message.*" The envelopes are also sold to collectors for 5 Kroner each, which is passed on to the Xmas Seal Fund that supports the Christmas Seal Homes for under-privileged children.

Des Asmussen, born in 1913, is a well-known and beloved illustrator of many books, newspapers, magazines, and posters. He also drew the Danish Xmas seals of 1987 as well as a set of three postage stamps, issued in 1992, showing Danish churches.

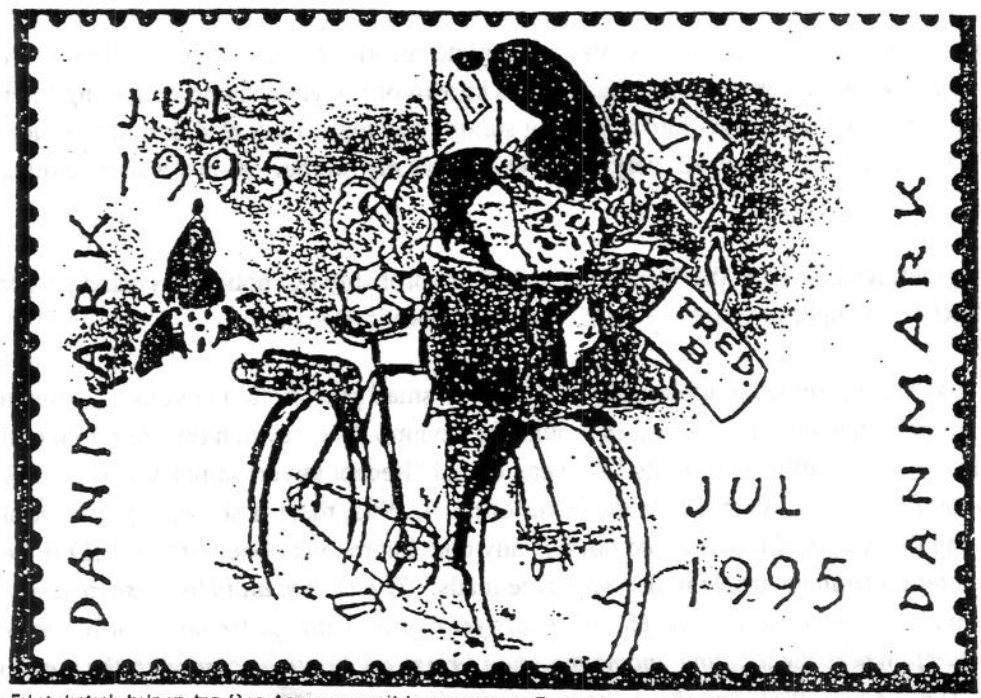
The Xmas seals are printed this year in a quantity of 41 million. There are also special seal booklets and a telecard showing the seal.



Essays for one of the church stamps



The prescription envelope (reduced)



—Filatelistisk hilsen fra Des Asmussen til hans svoger Fred.

Philatelic greeting from Des Asmussen to his brother-in-law Fred





Volume 15, Number 2  
 February, 1983  
 Whole Number 165

# LUREN

## SCANDINAVIAN COLLECTORS CLUB

### Chapter No. 17

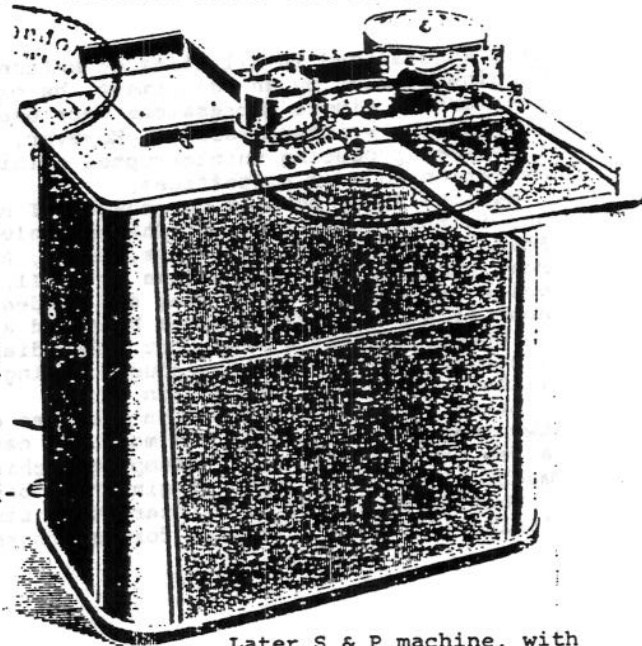
Los Angeles, California

## ~~CANCELLING MACHINES~~

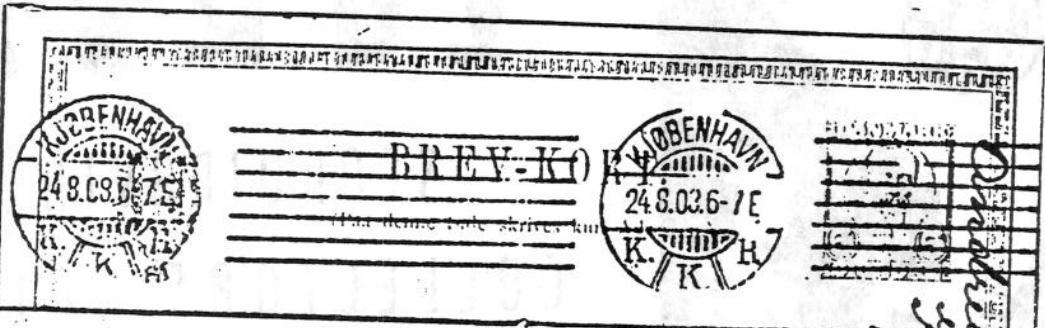
In this article, Frederick A. Brofos adds some very interesting information to the several articles provided to LUREN readers by Henry Tester, on the subject of Copenhagen machine postmarks.

If we had a collection of old cars and simply called them Type I, Type II, and so on, I am afraid much enjoyment would be missed by not having identified the manufacturers of the various makes such as Rolls Royce, Ford and the like. The same holds true with a smaller kind of machine which is of particular interest to us philatelists, namely the letter cancelling machine. It is the postmark impression that one collects, and entire covers or cards are preferable to "cut squares". If one is especially interested in the mechanics of the machine, one can examine their patent papers. Furthermore, many of the actual machines are on display in the various excellent Postal Museums in Scandinavia.

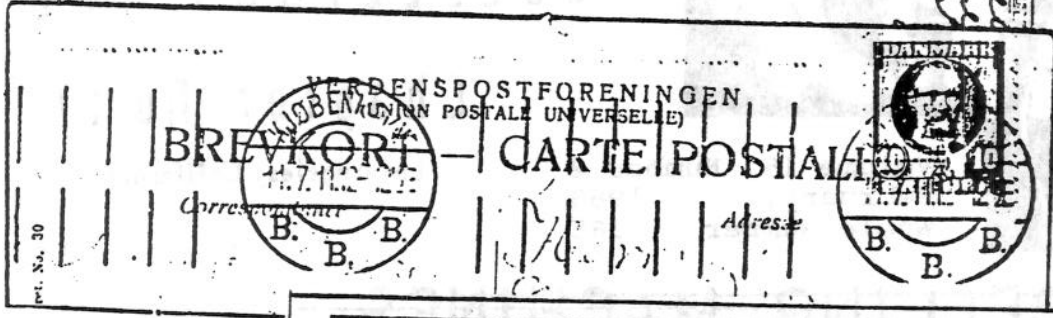
Having myself made a study of these matters for a number of years, I am able to fill in the "missing link" information about the manufacturers' identity, which was lacking in the two interesting articles in LUREN, Vol 14, Nos 6 & 7. In his first article, Mr. Tester describes two kinds of "band" or multiple impression machines. This Group I, consisting of Types I to VI, were all made by the Krag Machine Factory of Oslo, Norway. In 1905, the first Krag (Tester's Type II) was introduced in Denmark. Group II, with types VII to IX, were first used in Denmark in December, 1912. All these were made by the firm of Sylbe and Pondorf, of Schmölln, Saxony, Germany. This was a large iron foundry and machine building factory, which besides cancelling machines



Later S & P machine, with removable wooden side panels to protect the operator.

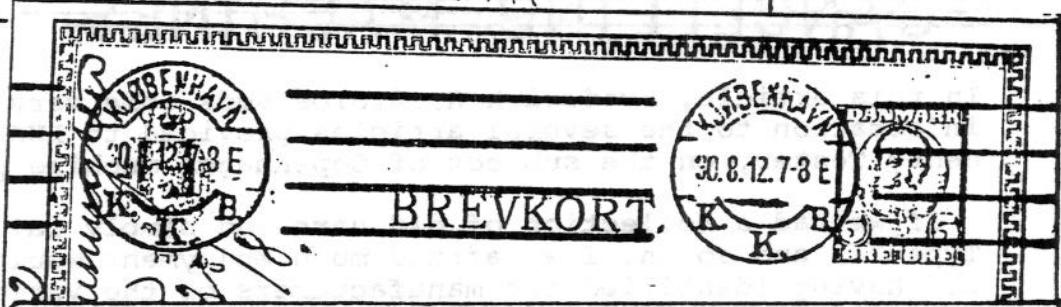


Krag Types II, top,

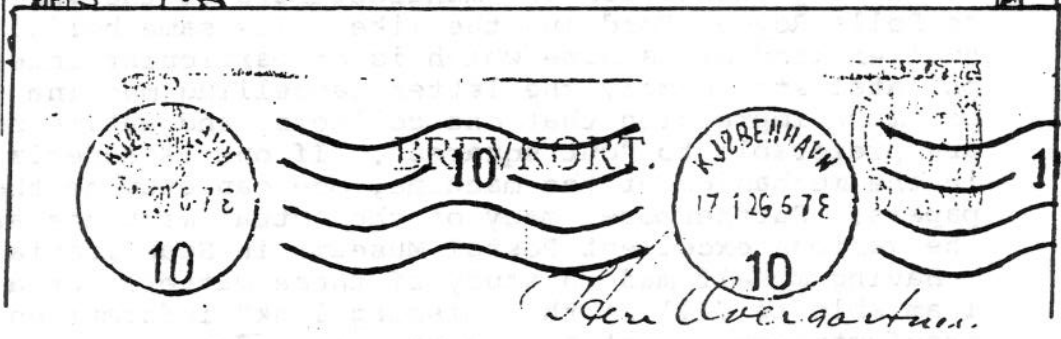


and I, bottom

Krag Type IV



Krag Type V



also specialised in all kinds of button-making machinery. Many, but not all, of the S & P machines could, by an adjustment, be made to produce either single or multiple impression postmarks. Single impressions were useful on postcards, as they did not run over and obscure the written message. However, as the machines cancelled more mail in a shorter time when producing uninterrupted multiple impressions, this was the preferred method of operation in most postoffices.

Besides 18 or more in Copenhagen, I have noticed S & P machines were at one time also in use in the Danish towns of Charlottenlund, Fredericia, Hellerup, Horsens, Nyborg, Odense, Roskilde, Silkeborg, Slagelse, Vejle, Aalborg, Aarhus; probably other towns used them too. Most machines were out of use by WW II. Aside from Denmark, S & P machines were also used quite extensively in Germany and Sweden. Only a few saw use in England and France, and none at all in Norway--where Krag had a monopoly for years. However, the first machine used in Norway was not a Krag, but a Canadian "Bickerdike", made under license in Germany. (Introduced in 1903, it produced a single impression showing the word "NORGE" in large letters in the killer portion.)

Later on, single impression machines of a different make saw use in Denmark. Produced by two American companies, the majority came from the International Postal Supply Company and a few from the Universal Stamping Machine Company. Several other kinds of cancelling machines, some of local origin, have been used in Sweden, but more about that another time.

Thanks, Fred, for this interesting stuff--how about the machines used in Finland and Iceland???? We're looking forward to some further data.

# SYLBE & PONDORF

Maschinenbaugesellschaft

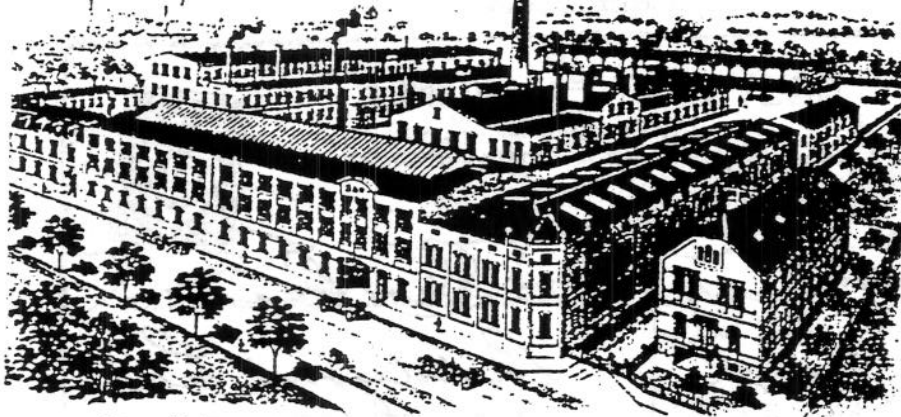
## SCHMÖLLN

SACHSEN-ALTENBURG

Telegramm-Adresse:  
*Fortuna Schmölln, S.A.*

Western Union Telegraphic Code  
FERNSPRECHER № 16.

Giroconto: { *REICHSBANK*, *Allgemeine Deutsche Credit-Anstalt*, *SCHWÖLLNER BANK* } Schmölln, S.-A.



Sämtliche MASCHINEN und EINRICHTUNGEN für die  
Steinuss-Horn-Bein-Metall-Perlmutter-Holz-Kunsthorn-  
u Zwirn-Knopffabrikation.

BRIEFSTEMPELMASCHINEN.  
SYLBE-KUPPLUNGEN.

19. Februar '12.

1912 S & P letterhead showing the factory

ENHAYN  
3.-3.12.25  
K

KOPENHAVN  
3 OMR. - 3.12.25

KOPENHAVN  
3 OMR. - 3.12.25  
K.

KØBENH  
3 OMR. 3  
K

REVKORT  
KØBENHAVN  
3.4.2  
5 K. 10 BRV. 3 H

STOCKHOLM  
15.9.14.7-8  
AVG \* LBR \*

MALMÖ  
23.4.24.5-7 e

POSTALE  
MALMÖ  
24.6-7 e

SVERIGE  
15 ÖRE  
6-7

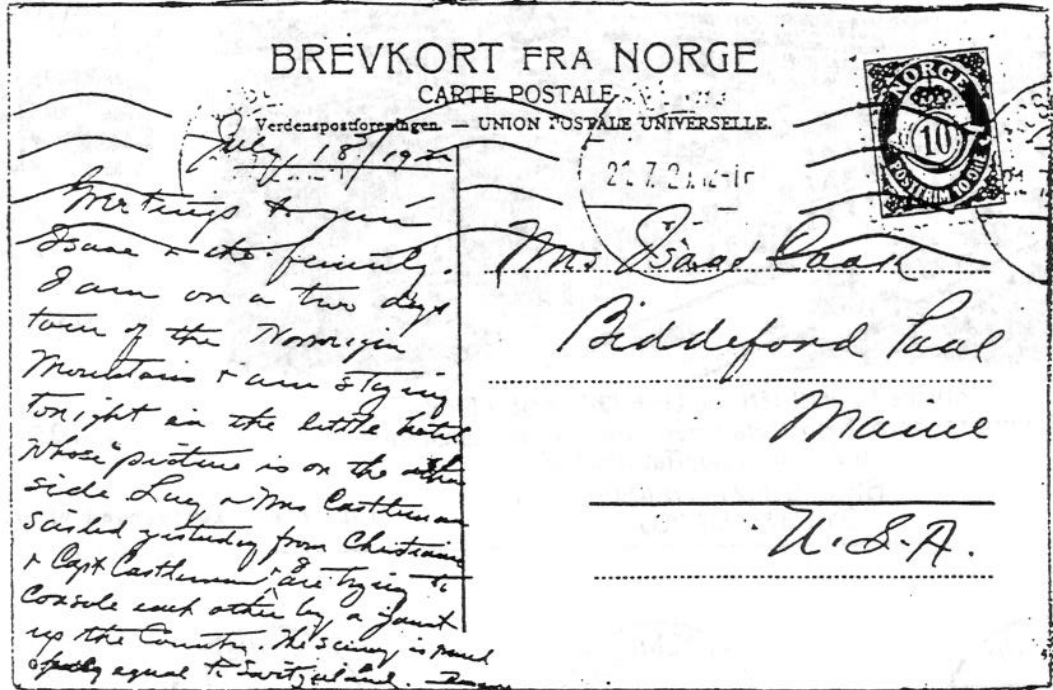
S & P machines of  
Denmark and Sweden



AN UNUSUAL COMBINATION

Frederick A. Brofos

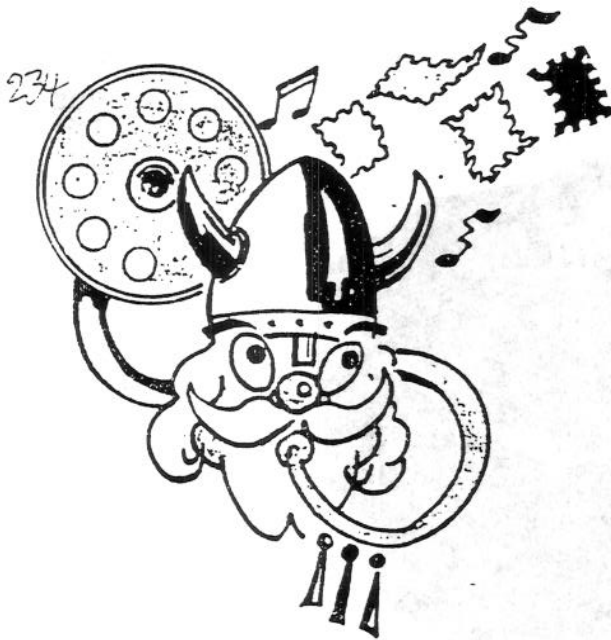
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It is interesting to ponder upon how two ordinarily common philatelic items can, when in unusual combination, produce a remarkable result. The card illustrated herewith had been in a dealer's box for a long time, having been passed over by collectors thinking it just a commonplace item. I was about to do the same thing, when I noticed the four very short wave-lines of the machine cancellation and the date-dials so close together. Having studied machine cancels in general, I was able to recognize this as from a Sylbe and Pondorf machine. Made in Germany years ago, it was used there, as well as exported to various foreign countries. However, I was certain that it had never been used in Norway.

Yet here was a Norwegian view card with a Norwegian stamp affixed and cancelled with a typical S&P cancel! How could this be possible? As Sherlock Holmes used to say to Watson: "When you have eliminated the impossible, whatever remains, however improbable, must be the truth". A little elementary detective work revealed that the card was written by a tourist in the Norwegian Jotunheim mountains, but he forgot to mail it until a couple of days later when he was on board a vessel heading for Denmark. It thus became "Paquebot" or ship mail, where stamps of various countries are valid. The somewhat faint cancel turned out to be København (Copenhagen) and dated 21.7.21. Now the mystery was solved, as Denmark had used lots of S&P machines. So this card, while not a rare new discovery, still produces a rather startling appearance (to those in the know), by combining two otherwise common items of Scandinavia.





# LUREN

SCANDINAVIAN PHILATELIC  
LIBRARY OF  
SOUTHERN CALIFORNIA, INC.

LOS ANGELES, CA.

ISSN 0739-0025  
Volume 26 Number 7  
July 1994  
Whole Number 311

## THE SWEDISH JÄRVE CANCELLING MACHINE

Frederick A. Brofos

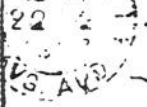
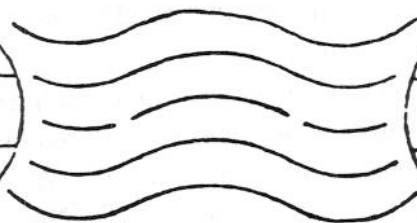
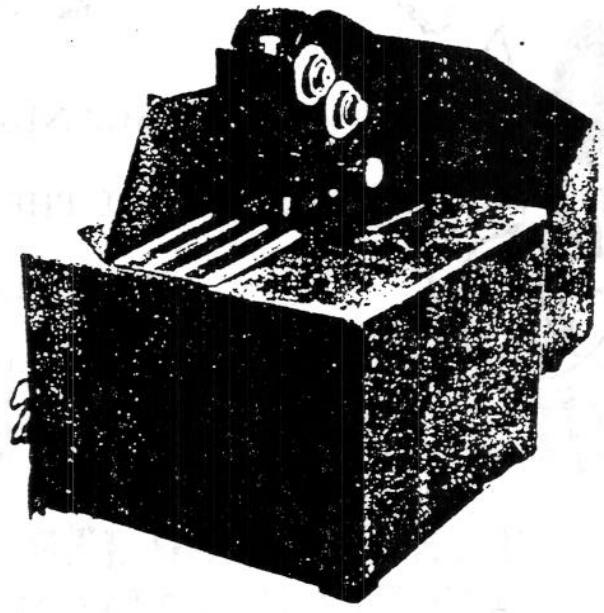
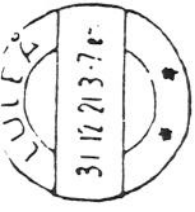
As the cancelling dies for the Järve and Nyberg machines were both made at the Swedish Postal Work Shop, they are of the same appearance, usually. Aside from the early trials, the well-known wavy line or the broken wave line were the types preferred. A careful study of the dates and lists of towns on record as having used the different machines is therefore necessary to properly identify them.

Among the earliest Järve machines there are several exceptions with easily identifiable post-mark designs. However, no impression is known from the 1919 trial at Västerås, where Paul Andreas Järve was a postal worker. His next machine was used in 1920/21 at Luleå and shows a distinctive 4-bar arrangement. A special pattern with six wavy lines was used at Malmö 6, between 1927 and 1963. It was used both in a Järve machine and on the Nyberg 30.

A very distinctive pattern with 3 wavy lines and small double-circle date marks, widely spaced, was used in 1927/28 at the Stockholm/AVG.AVD. (departure section) and at the P.O. at Stockholm CST (Central station). As for the later machines, it is difficult to distinguish between Järve and Nyberg machines from the impressions, without reference to lists.

The Järve machine was cheap to produce and of rather simple construction and appearance, with a weight of about 18 kilograms. A very unusual feature was that the cancelling wheel operated in a horizontal position. Letters were fed into the machine lying flat instead of being raised on end.

The Swedish Postal Museum has one of the early Järve trial machines as well as a 1928 model of the type made at the Postal Workshop. In 1953, two Järve machines were still in use but, of course, have now long since been retired.



Mr. Einar A. Brofos,  
44, Mount Street,  
Mayfair,  
London.

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Although the capacity of the Järve machines seems to have matched other types of machine, it had several handicaps. Besides sometimes blackening the reverse side of mail, the machine was considered unusually noisy.

The patent which Järve applied for in December, 1920, was granted by the Royal Swedish Patent and Registration Office as No. 54603. Norwegian Patent No. 36721 was granted in December, 1921.



-1435



Patent



N<sup>o</sup>: 54603

### Kungl. Patent- och Registreringsverket

gör vederlygt: Med stöd av Kungl. Maj:ts nådiga förordning angående patent den 16. Maj 1884 och under förbehåll av den i samma förordnings 18.8 emförmälda blanderrätt har Kungl. Patent- och Registreringsverket denna dag meddelat

Postexpeditionen  
Carl Andreas Järve  
patent ä  
Brevstämpelmaskin

Beskrivning över uppfinningen är bifogad detta patentbrev. Patenttiden löper från den 15 december 1920, då ansökan om patent till Patentmyndigheten inkom i Stockholm den

9 maj 1923

*Carl Järve*  
*Postexpeditionen*

*Stamps*

PATENT



N<sup>o</sup> 54603.

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# BESKRIVNING

OFFENTLIGGJORD AV

KUNGL. PATENT- OCH REGISTRERINGSVERKET.

P. A. JÄRVE,

VÄSTERÅS.

**Brevstämpningsmaskin.**

**Klass 15: h.**

Patent i Sverige från den 15 december 1920.

För liggande uppfinning avser en maskin för stämpling av brev, brevkort och dylikt, vilken hänför sig till det slag av dylika maskiner, som äro försedda med en frammatningsvals för tevens etc. överförande från en upplagsplats till

skrivning över en å bifogade ritningar visad utföringsform av uppfinningen.

Fig. 1 visar maskinen sedd från sidan och delvis i längdgenomskärning. Fig. 2 är en schematisk planvy av densamma i mindre skala. Fig. 3—7 visa detaljer.

NORSK



PATENT

Nr. 36721

KLASSE 15 h

# FREMSTILLING

MED TILHØRENDE TEGNING

OFFENTLIGGJORT AV STYRET FOR DET INDUSTRIELLE RETSVERN

5te februar 1923

**Brevstempningsmaskin.**

Postekspediter Paul Andreas Järve av Västerås, Sverige.

(Fuldmægtig: Ingeniør Ths. Berg i firma Bryns Patentkontor, Kristiania).

Patent i Norge fra 15de december 1921.



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*поз. Ленинград по бронетанковым машинам*

S. S. S. R.  
SOCIALISTISKA SOVJETREPUBLIKERNAS  
FORBUND

HANDELSREPRESENTATIONEN I SVERIGE

Telefoner:  
NAMNANROP: RYSKA HANDELSDELEGATIONEN

Telegramadress:  
VNESHTORG, STOCKHOLM

IMPORTAVDELNINGEN



EILT SEHR.

21 JAN 1926

G. S. S. R.  
ТОРГОВОЕ ПРЕДСТАВИТЕЛЬСТВО  
В ШВЕЦИИ

Адрес для телеграмм:  
ВНЕСХОТОРГ СТОКГОЛЬМ

STOCKHOLM 19. Januar 1926  
KUNINGSGATAN 28, I

Nr 1991/10.

Просьба ознакомиться при ответе  
Сванстленде номер behagade Ni lberopa

*II 434*

Kle/NE.

Kungl. Generalstyrelsen,

*IV F*  
Stockholm.

*1926 den 2 febr. exps  
P. Jarwe*

Betr.: Briefmarkenstempelmaschinen, System: "Paul Jarwe".

Wir bitten Sie höflich, uns unter Angabe der äussersten Preise, einschl. Verpackung fob schwed. Hafen, möglichst Stockholm, günstigsten Zahlungsbedingungen und der kürzesten Lieferzeit baldmöglichst zu offerieren:

12 Stueck Briefmarkenstempelmaschinen, System "Paul Jarwe", mit Elektromotor Universal Type 110/220 Volt. Gleich- und Wechselstrom: 50

12 Satz Reserveteile, die sich am meisten abnutzen.

Ihre Offerte, die in dreifacher Ausfertigung einzusenden ist, soll möglichst alle technischen Daten, welche die angebotenen Erzeugnisse charakterisieren, die Gewichte etc., enthalten und durch Beifügung von je 3 Exemplaren Prospekte, Kataloge, Masskizzen, Abbildungen und dergl. Drucksachen, eventl. Muster oder Qualitätsproben, ergänzt sein.

Ihrem gesch. Angebote gern entgegensehend, zeichnen wir

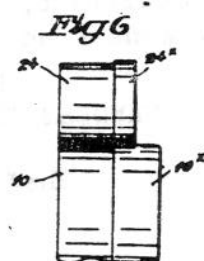
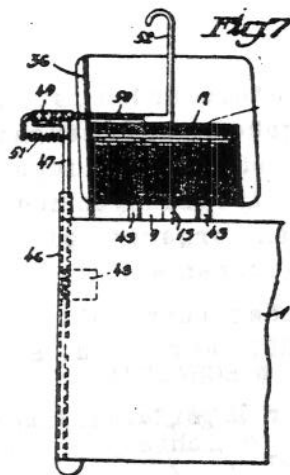
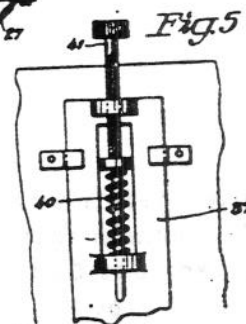
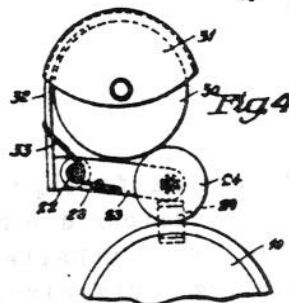
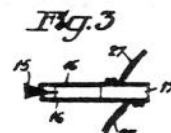
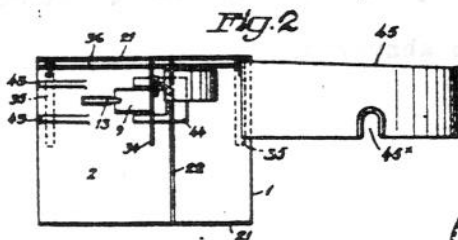
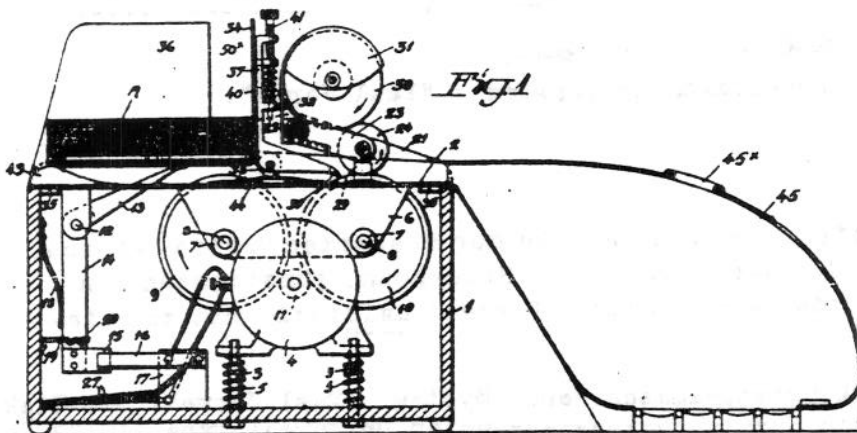
Hochachtungsvoll

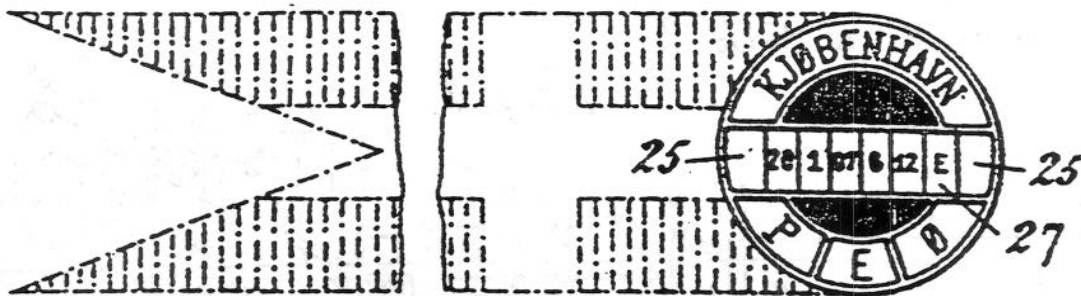
HANDELSVERTRETUNG d. U. d. S. S. R.  
IN SCHWEDEN

Chef der Importabteilung  
*Richter*

The Järve machines were never used abroad, however. A rather interesting development happened in 1926, when the Swedish Postal Administration received an urgent letter dated January 19th, from the Import Department of the Trade Delegation of the USSR in Stockholm. They wanted to buy, as soon as possible, 12 Järve cancelling machines with spare parts and wanted to know the price. The Swedish Postal Administration replied with offers regarding 12 Järve machines, as well as for 10 or 12 Nyberg machines. The recommended the latter machine for its greater capacity, and noted that 15 machines of that type were currently in use in Sweden and were found very durable and easy to maintain. On the other hand, they said, that the Järve machine was not at present (1926) in use, although 10 machines were to be manufactured for use at such postoffices which had less intense business.

JÄRVE Patent nr. 36721  
(NORWAY)





RARELY SEEN FLAG KILLER and cancel design are shown as drawn for the patent filing. This cancel on cover is a rarity despite its 20th century trials.

## The Pneuma-Danica-Duplex Machine *Patented 1906 in Denmark*

By Frederick A. Brofos

Some 132 years have passed since mail was first canceled by machinery [designed to replace the drudgery of hand-canceling]. And, quite a variety of ingenious contraptions have been produced by hopeful inventors. They all take their place in the historical line-up, whether successful or not, even though precious little is known about a number of them.

One of the ghosts from the past is a curious pneumatic canceling machine made in Denmark. At the beginning of the 20th century the Danish Postal Administration followed the lead of the world's larger nations and tried a variety of canceling machines. Experimentation went on for some years at the Copenhagen K. (Købmagergade) post office.

### A Variety of Cancels Tried

At first the trials were limited to machines of the Germany Sylbe & Pondorf make and another model from the Norwegian Krag Company — plus a Danish-made canceler. Now almost forgotten, this Danish machine was apparently the subject of several short trial runs; but it could not compete successfully with the faster foreign units.

The Pneuma-Danica-Duplex post-marking machine was the invention of two Danes, Postmaster Edmund A. Lund of the Copenhagen S. (Sundbyernes) post office in the Amager district, and engineer Jacob C. Hansen-Ellehammer.

Their Danish Patent No. 8928 was issued on Sept. 2, 1906, with patent protection retroactive to January 20th of the same year. They demonstrated their pneumatic canceler at the large Danish postal meeting of 1908 held in the rooms of the old Parliament at Fredericia Street, Copenhagen.

Later, in 1909, it was placed on trial at the letter post office at Copenhagen K. This unique canceler was hand-operated, not electricity-powered, and its postmark was connected to a vacuum pump which sucked the letters individually to the postmark that was thereupon impressed on them. The suction function affected only the surface of mail matter, without damaging the contents. Its canceler had an automatic supply of ink. It did not matter whether the mail was thick or thin, large or small since the canceling was said to be done equally well on con-

### Didn't Require Sorting

One attractive feature was that mail could be placed in the machine without advance sorting, other than making sure that the postage stamps were all facing towards the canceler. However, the capacity of the unit was relatively small and this undoubtedly doomed its future. It could not economically compete with other faster and more efficient foreign machines. The Pneuma-Danica-Duplex was not developed further and it eventu-

Dansk Patent N<sup>o</sup> 8928

Fig. 1.

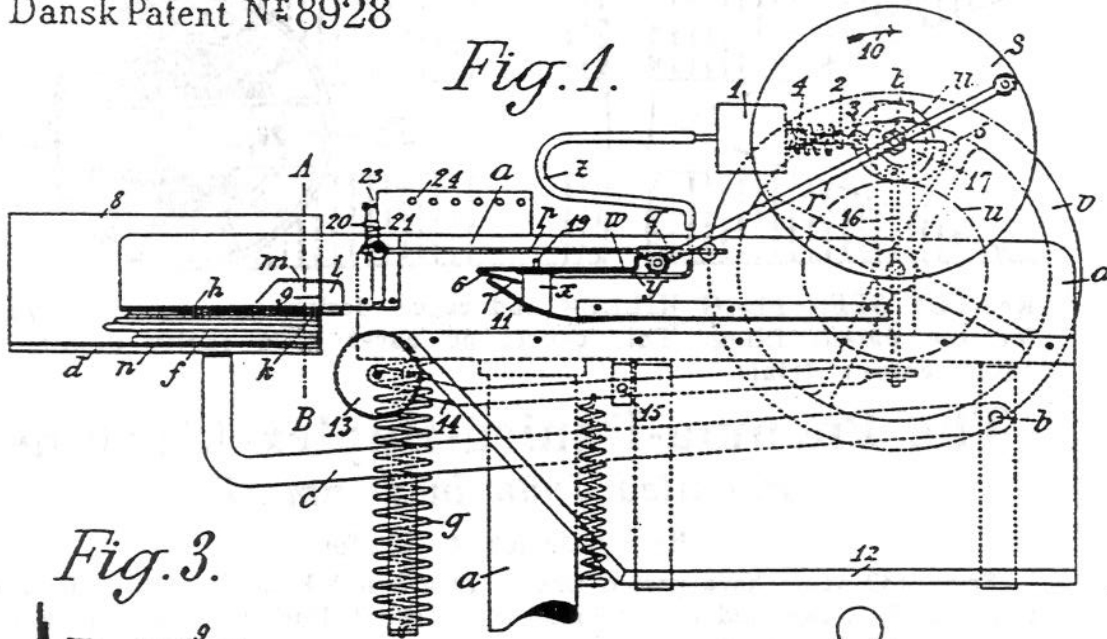


Fig. 3.

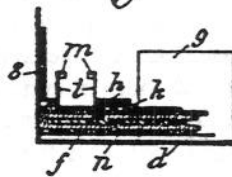
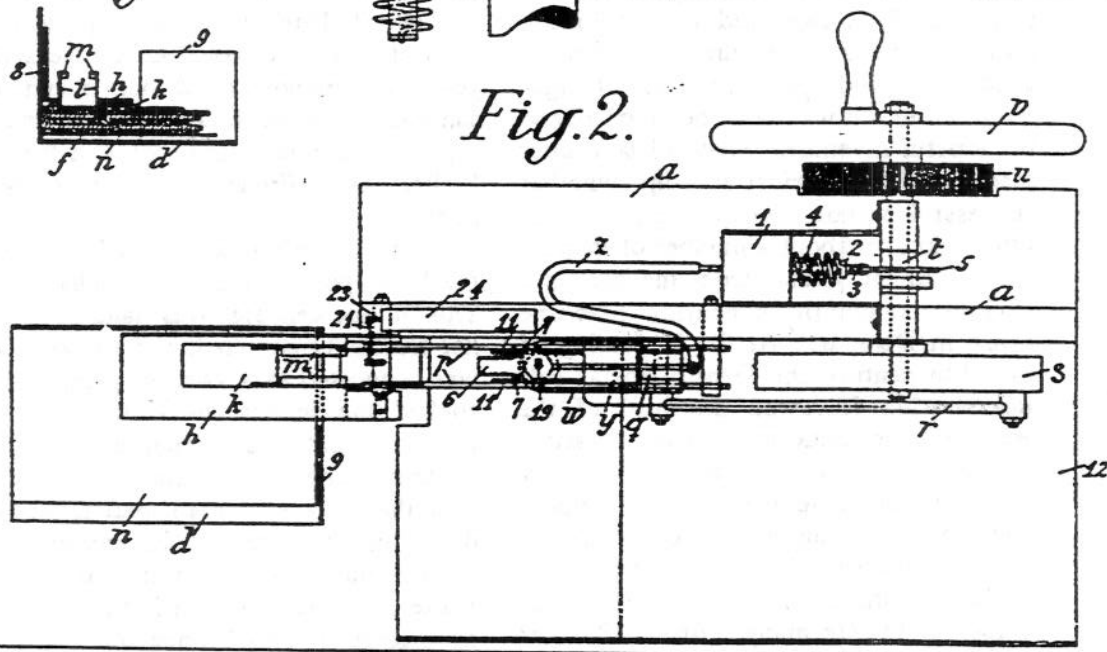


Fig. 2.



SIDE AND TOP VIEW of the pneumatic canceler as illustrated in the patent papers filed in 1906 by the two Danish inventors.

ally was abandoned altogether. Sadly, all that remains now is a photo in the Royal Danish P&T Museum, Copenhagen, which shows the two proud inventors displaying their machine.

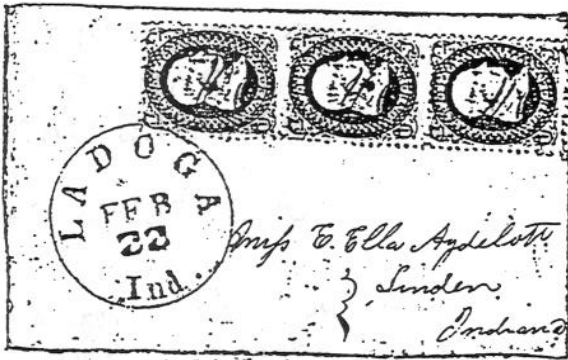
An indication of the probable appearance of cancels made by this device during official tests may be judged by studying the design in the patent papers. There, a circular dated dial is shown with an attractive killer (at the left) in the

form of a split Danish flag — indicating an official or naval flag design, as opposed to the straight-edged national flag, a white cross on a red field.

Called the Dannebrog, it is one of the world's oldest flags, dating from the 13th century. Legend says that it "fell down from Heaven" during a battle in 1219 of Danish King Valdemar Sejr's crusade in Russia.



FROM FINLAND TO INDIANA  
Frederick A. Brofos

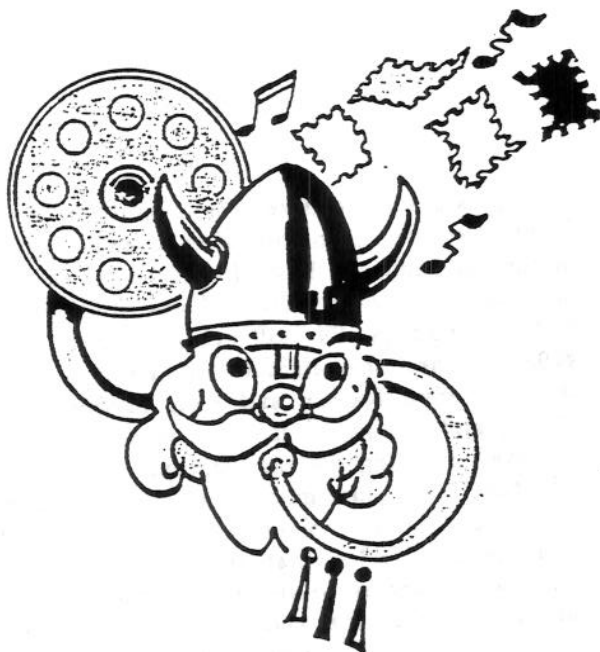


This neat little cover was probably used in the period 1862-1864. I like it because it shows a strip of three of the Civil War blue 1-centers, instead of the usual 3 cent stamp. However, what made me acquire it years ago was the clear postmark of Ladoga, Indiana.

This town, I believe, was founded by early Finnish settlers and named after a familiar spot in the old country. Upon looking it up in the National Zip Code Directory, I was surprised to find that Ladoga, IN, still exists, with the ZIP 47954. I knew the original Ladoga was a great lake bordering Karelia and lying northwest of Viborg and Leningrad in what is now Russia. However, checking the encyclopedia, I found the lake has 7000 square miles of area, and contains numerous small islands, two with old monasteries. No less than sixty rivers enter the lake, which begins to freeze in October and is under ice until the end of March. Perhaps Ladoga, Indiana, is located alongside a lake, but surely one not as large and cold as the one in the homeland. Collecting US and foreign postmarks from places with Scandinavian ties makes an interesting sideline.



Another very interesting cover sent by Fred Brofos is this Finnish postcard, franked with two 2 penni Finnish stamps from the Russian period, and cancelled in Sweden in 1900 with a PKXP No 83C railroad cancel on its way to Lübeck, Germany.



# LUREN

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SCANDINAVIAN PHILATELIC  
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LOS ANGELES, CA.

ISSN	0739-0025
Volume 26	Number 2
February	1994
Whole Number	306

## CZARIST RUSSIAN LOCAL POST IN KARELIA

Frederick A. Brofos

Here we are again, off the beaten track and in a distant and obscure place. We find ourselves examining Karelia, which at the start of this century was part of the Czarist Russian Empire, where it had been since the fall of Napoleon in 1815. Prior to that it had been under Swedish influence for a long time. Of course, we are not unacquainted with the area, due to several philatelic appearances. First, after WW I, with the Aunus and North Ingermanland issues. Then, during the period of WW II, came various issues for the Finnish Military Administration in East Karelia. However, most collectors are not familiar with the local posts that existed in Karelia during Czarist times.

Two towns had local posts, and both were situated in the Olonetz (Aunus) Government or district. Petrosavodsk (Petroskoi) was on the left side of Lake Onega and was called Äänislinna during its WW II Finnish occupation. The other place, Pudozh, was on the right side of the lake.

Although the stamp designs are not particularly exciting, they are typical of these Russian local posts or "Zemstvos", as they are called. Many towns throughout Russia have used them in the past. They were authorized by the Imperial edict of September 3, 1870, which called upon local assemblies to establish postal services within their jurisdictions to augment the general post.

The famous jeweler and great collector of Finnish stamps, Agathon Fabergé, also collected these Russian locals enthusiastically. He produced a fine handbook on the subject, which is a rarity in itself today. His son Oleg, just deceased, has continued in his footsteps and has also written a book.

Back in 1957, the large Russia collection of Charles Stibbe was auctioned by Robson Lowe, of London. It included a huge Zemstvo collection. I have the auction catalog and the list of prices realized. Interest seems to have been low, and a number of great bargains were had.

In our area I note lot 298: Petrozavodsk and Pudozh. Good collections, mint and used, including 15 complete sheets. Total stamps, 329. Valuation, 7 pounds. Sold for 3 pounds!

Lot 106 was a fine used collection of Zemstvos in general, 806 stamps. Valuation, 100 pounds, but sold for 50 pounds. It included an "attractive piece bearing adhesives of Petrozavodsk used in combination with current Imperial adhesives".

Petrozavodsk had one stamp issue, Figure 1, of seven values, running from 1 to 20 kopecks, showing the town shield. Originally issued in 1901, they were reissued in 1916 in duller colors and on thinner paper.

Illustrated here is a postcard of the Imperial post, additionally prepaid with a local 1 Kop. brown stamp. On the back of the card is a handstamped oval dated 10 March 1910, from the village of Vokhtozero. Upon arrival at the Zemstvo post at Petrozavodsk, the local stamp was cancelled by the CDS of the Zemstvo main post office and handed over to the Imperial post to be conveyed to its final destination in Moscow.



Figure 1, Petrosavodsk

Pudozh issued seven values of 1 to 20 Kopecks in 1903 and, in 1913, similar stamps in changed colors of 2 to 25 kopecks. The design was the same as that of the town of Ardatof (Nizhni Novgorod gov.) of 1902, except for a different town seal in the center. That particular frame design was also used then and later on by a number of other Zemstvos around the country.

Illustrated here is the back of a registered private letter from the village of Pochezero in the Pudozh district, sent to Narva. This 3 Kopeck green stamp was obliterated by the single line handstamp POCHEZERO. On the front of the envelope are two 7 Kop. Imperial stamps. The letter was handed over to the Imperial post in Pudozh on 7 August 1904, and reached Narva on the 13th.

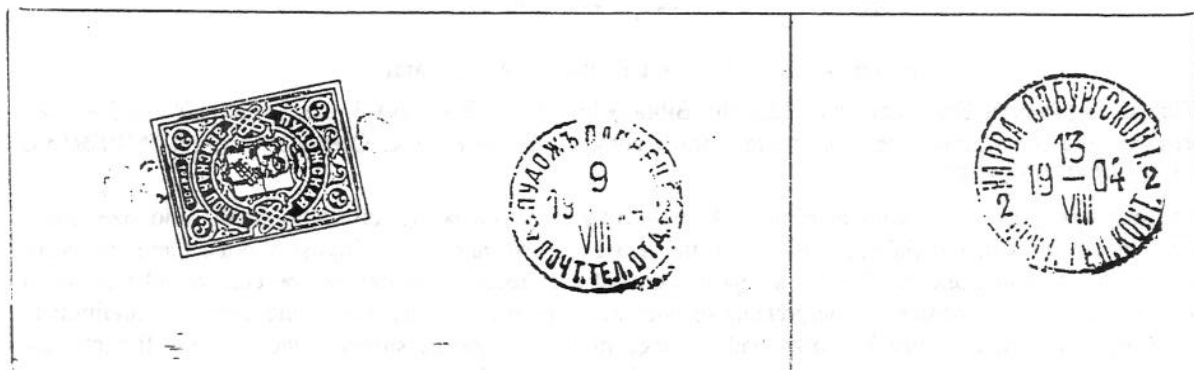


Figure 2, Pudozh

AVDEYEVO

BURAKOVA

KOLODOZERO

PUDOSH

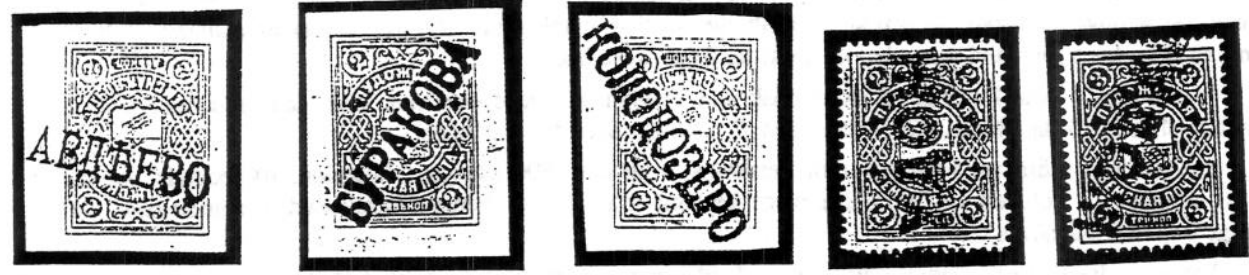


Figure 3, Straight line obliterations from villages in the Pudozh district.

In conclusion, I should also mention the Zemstvo post of Zadonsk (Figure 4), which although not in Karelia, but in the Voronezh government, are of interest to Scandinavian collectors since some of the designs were boldly copied from Danish stamps of 1870. The frames with the corner figures were, however, copied from the Imperial Russian Post issues of 1859/83. The Zadonsk locals were issued in 1880, in 3 values, the colors being changed in 1889. In 1890, the 5 kopeck stamp appeared printed in two colors.

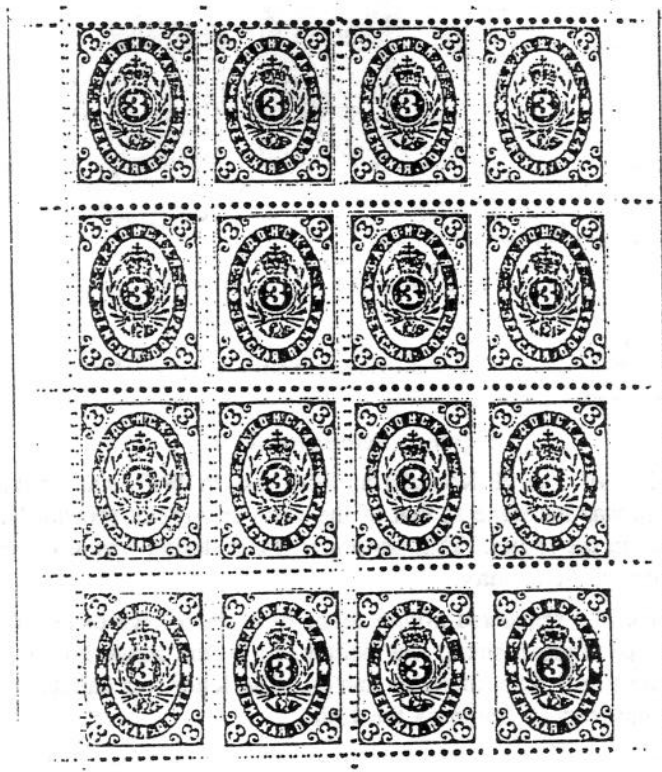


Figure 4, Zadonsk, in small sheet of 4 x 4 stamps

Thanks to Leonard Hartmann, the Philatelic Bibliopole, of P O Box 36006, Louisville, KY 40233-6006, who provided the illustrations for this article from a copy of the new book, Oleg A. Fabergé, **IMPERIAL RUSSIA ZEMSTVO POST**.

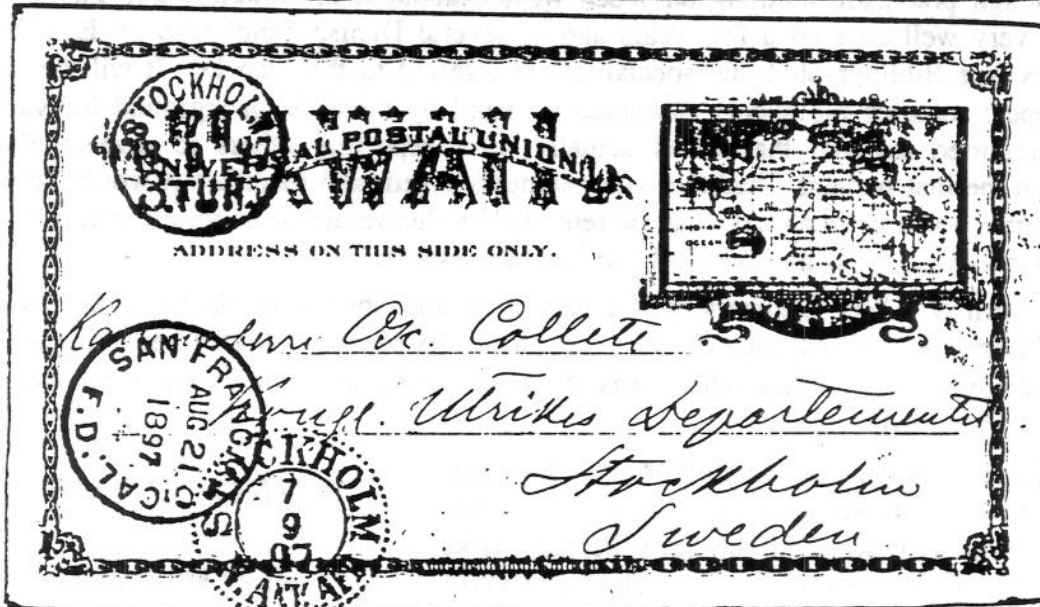
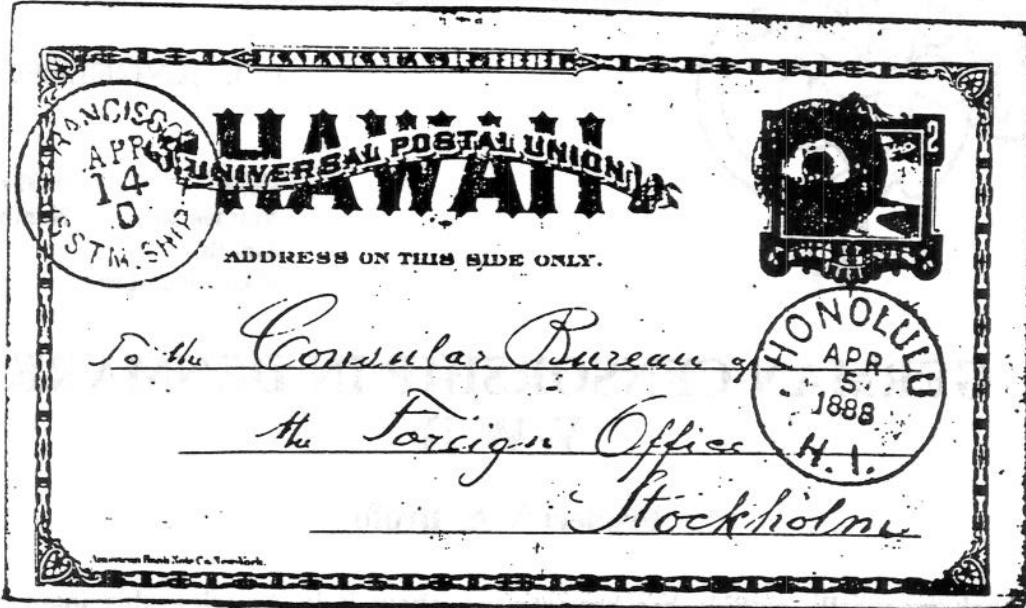
Quoting from Leonard's sales brochure, "A beautifully produced book, full color, small folio size, 8½ x 12 inches, of the magnificent Fabergé collection, the text is typeset and all in English though there are introductions in Finnish and Russian. This is a reproduction of a collection and can not be considered a study of all issues, however, it is extremely comprehensive with many plating pieces, proofs and essays in addition to covers. Arranged-alphabetically by town-with a large map in a pocket showing the various districts and governments. 1993, 431 pages, map in pocket, cloth, full color. \$195.00"



## FROM HAWAII TO SWEDEN, 1888

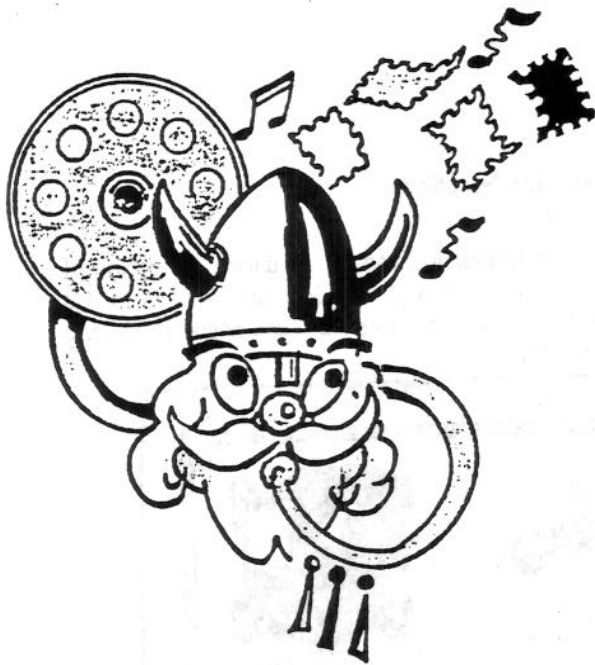
Frederick A. Brofos

The amount of mail that was sent from the exotic Hawaiian Islands to Scandinavia during the period of Hawaii's independence was probably negligible in the first place. Undoubtedly even less has survived to this day. It was, therefore, with quite some delight that I acquired two of the attractive Hawaiian postal cards, and furthermore addressed to the Foreign Ministry in Stockholm, Sweden.



The first card was sent on April 5, 1888, passing San Francisco on April 14. Just when it arrived in Stockholm is unclear. The other card was sent on August 10, 1897, passing San Francisco on August 21, and arriving in Stockholm on September 7. Both the cards were sent from the joint consulate for Sweden and Norway in Honolulu. The consul at that time was H. W. Schmidt.

I picked up these cards for a few shillings some years ago at a little stamp shop near Paddington station in London. Going back there last year, I was sorry to see that the old place had disappeared. Used Hawaiian postal stationery has been steadily rising in price, but, be that as it may, I always enjoy seeing these well-travelled cards again, whenever I run across them in my collection. I am especially glad that they had a Scandinavian destination, something which gave me the opportunity to write about them here.



# LUREN

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SCANDINAVIAN PHILATELIC  
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LOS ANGELES, CA.

ISSN 0739-0025  
Volume 26 Number 3  
March 1994  
Whole Number 307

## GERMAN CENSORSHIP IN DENMARK WW II

Frederick A. Brofos

Although practically nothing has been written about it in America, this interesting subject has been very well covered a few years ago in several Danish handbooks by E. Menne Larsen and others (see Bibliography) and specialists are referred to their works. It will be necessary to briefly repeat some of the history discussed in detail by them, as background for various previously unreported material that I had actually been expecting others to reveal. Eventually it dawned on me that perhaps I had the only examples saved, and therefore it would be up to me to record them. Some censor marks can be remarkably elusive and it is quite exciting for collectors when anything new turns up, especially so long afterwards.

On April 9, 1940, Denmark was invaded by and soon capitulated to the overwhelming forces of Germany. By its initial lack of resistance, the country avoided becoming a Protectorate or Reichskommissariat, as elsewhere was the case. Its political integrity and sovereignty was superficially retained.

In the beginning, many problems were arranged through the Foreign Ministries of the two countries. This is reflected in some of the early censor marks used in Denmark, namely those of the Danish Foreign Ministry Press Bureau which, for a short time, were in charge of controlling all printed matter. These are mentioned in 1), page 88, as being extremely rare. Since the impressions were usually faint, I am illustrating here, in Illustration 1, a beautifully clear one that I acquired in Copenhagen back in 1947, without at that time fully appreciating its significance.

In the first months of the German occupation, the foreign mail to and from Denmark went,

### PROGRAM NOTES . . .

#### FIRST WEDNESDAY

The March meeting will be held on the FIRST WEDNESDAY, March 2, at the Union Federal Savings Bank, 13300 Ventura Boulevard, Sherman Oaks, at 8. This is a few blocks east of the San Diego Freeway, on a corner.

Jerry Kasper will discuss the aerograms of Iceland; a subject of specialized interest to him.

according to destination and transport means, over the censor offices at Hamburg or Berlin. This was changed in mid July, 1940, when a censor office was started in Copenhagen. It was given the identification letter "k" (Kopenhagen) which, however, did not actually appear in the censor marks or labels until much later.

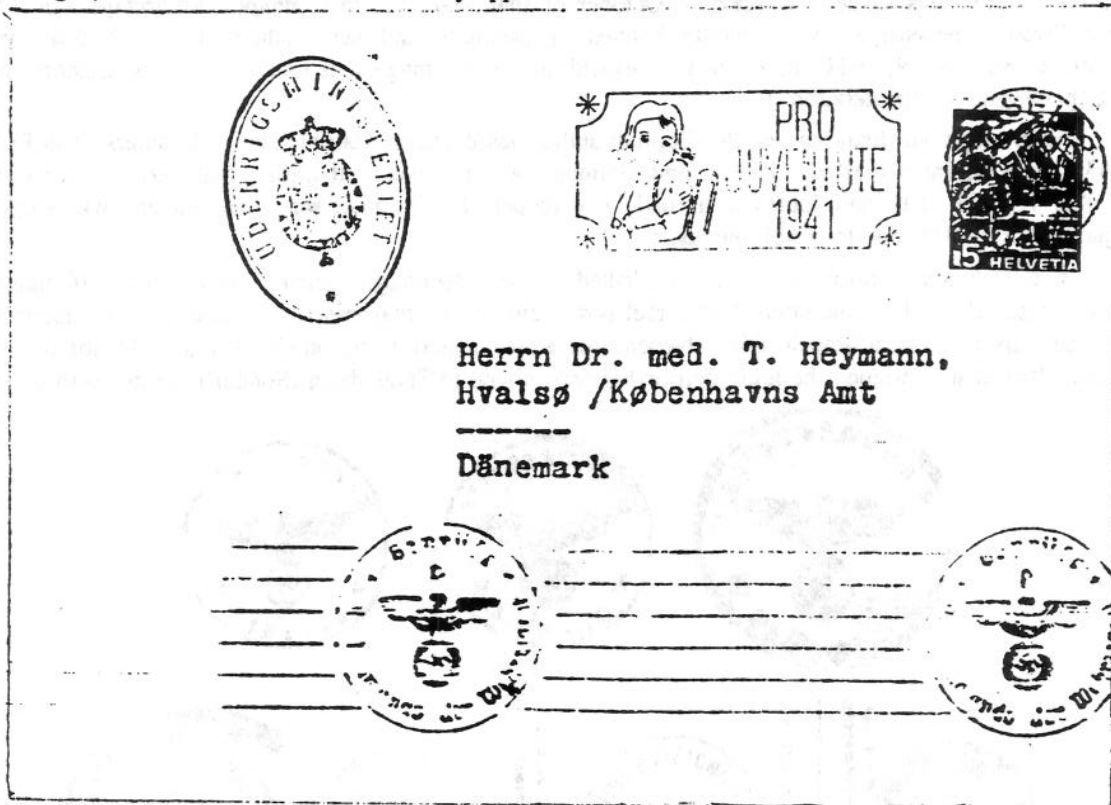


Illustration 1

Printed Matter card from Basel, Switzerland, 1941, to Denmark. German machine censor "e" (Frankfurt/Main). Extremely rare Danish Foreign Ministry Press Bureau censor mark.

The German censorship in Denmark was at first made to look like a Danish censor, but was really always under German supervision in spite of the many Danish postal workers involved. The censor office itself was located at Tietgensgade 32, Copenhagen V, from July 16, 1940, until October, 1944. This was in the Danish Post and Telegraph Museum, whose rooms were requisitioned. All displays had to be moved out and activities halted until the end of the war.



Illustration 2

The mask is dropped and the "Danish" censor is revealed as being German. "Zensurstelle k" marks in red on a 1944 cover to Norway, instead of usual P&T mark.

The whole German censorship apparatus had been under the direction of the German Counterespionage Service (Abwehr). This was changed in May, 1944, when the SS took over. Due to material shortages, the markers and labels were not changed from reading *Oberkommando der Wehrmacht* to *Zensurstelle* until the

end of 1944.

As regards foreign newspapers entering Denmark, these had been subject to censorship since September 15, 1940. This was suspended again in October of that year, due to a manpower shortage. In November, three Swedish newspapers were totally banned in Denmark and later, others were also forbidden entry. Effective December 9, 1941, the control of printed matter and magazines took place at the Customs postoffice in Copenhagen (Tollpostkontoret).

Following civil disturbances, the German authorities declared Martial Law in Denmark from February 1, 1943. Only business mail to Norway and Germany was allowed sent during that period. It was not until October 7, 1943, that mail routes to abroad were reopened. The mail service to Finland was suspended on September 21, 1944, due to conditions there.

A parcel post control had been established at the Copenhagen general sorting office (Omkareringen) since August 19, 1940. The control of parcel post, newspapers, magazines, and other printed matter remained in Copenhagen, but as a branch office (Nebenstelle Kopenhagen) when, on October 3, 1944, the main German censor office that continued the letter censorship was moved to Sønderborg (Sonderburg) in North Slesvig.

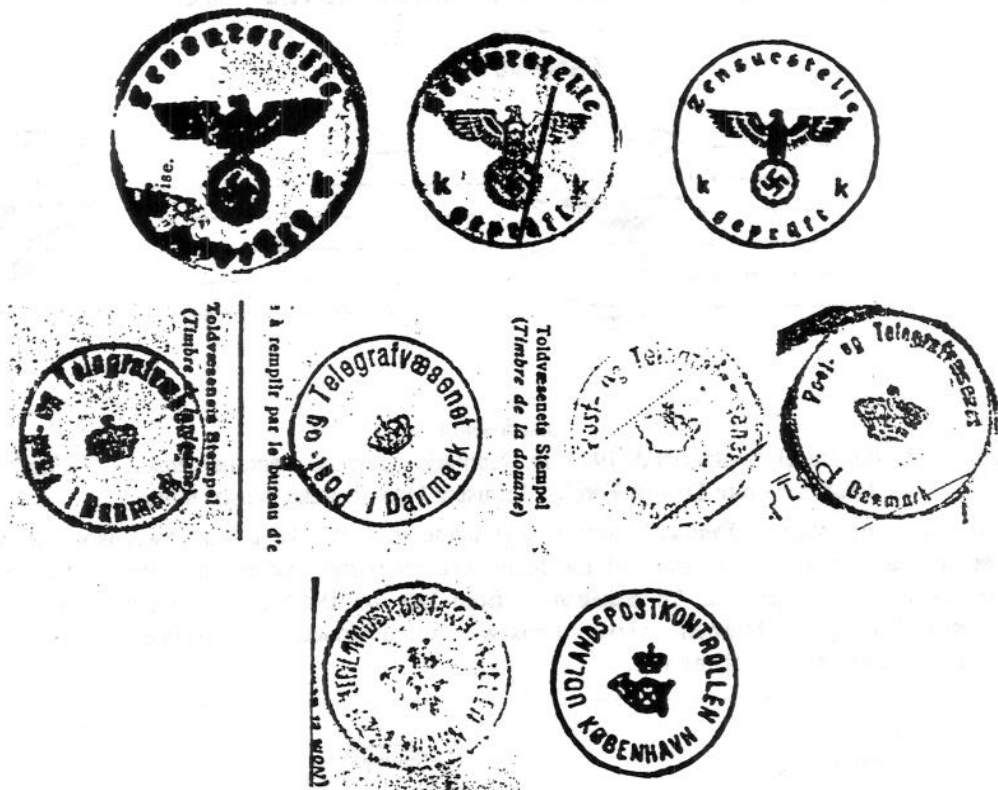


Illustration 3  
Various censor marks used in Denmark

And now for the new material which I have to report. First, there is a censor mark similar to the 27 mm. *Zensurstelle k* mark usually seen in red (rarely in blue or violet) on letters censored at Sønderborg. The new mark is much larger, 33 mm., and was applied in black. My example was on a package sent from Denmark to Norway. That parcel wrappings were seldom saved may account for this mark not having been reported before. This large version, apparently never used at Sønderborg, makes for a distinctive Copenhagen mark. The smaller type was also used in Copenhagen on printed matter, but is less distinguishable from those of Sønderborg, other than being used without the tape labels. Shown here is an example used in red on printed matter, with slightly bent down wings on the eagle. Also shown is a drawing of the type usually seen on the tapes of letters censored at Sønderborg.

Secondly, I have a few cutouts from parcel cards (Følgebrev), that accompanied packages from Denmark to Norway. These show censor control marks similar to those always applied in red on letters. However, these are in violet or black and were used at the censor office for parcel post in Copenhagen. They were



applied on the parcel cards in the lower left corner, in a space normally meant for customs marks. Occasionally, the lower right corner was used instead. Shown here are various examples, two from parcel labels.

Finally, there is a particularly interesting mark, of a type which I have not seen recorded before. It is circular in shape, with the text, **UDLANDSPOSTKONTROLLEN KØBENHAVN**, around the 25 mm. circle. In the center is the crowned posthorn emblem of the Danish Postal System, similar to what appeared in the censor labels. The only example I have seen of this mark was applied in an unusual pale orange color. It appears on the left side of a parcel card, a little higher up than the usual customs mark corner, in a spot meant for the sender's name and address. This may explain its rarity, as it may be an office stamp (kontorstempel) of the censor office. Shown here is the actual imprint, which doesn't reproduce too well, and a drawing I made therefrom. As the little cutout is all that remains from the parcel card now, one can only hazard a few guesses, such as that a parcel was sent in 1944 between the censor offices in Copenhagen and Oslo. Possibly it contained printed enclosure slips for mail, label rolls, or censor markers. Perhaps it contained seized correspondence, considered better dealt with from its place of origin. One can only speculate without ever knowing. However, it is hoped that new interest will be stirred up by these new additions to what many considered a closed book.

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- 1). Jakobsen, B. B. and E. Menne Larsen, *Danske Censurstempler 1914-49*. Posthistorisk Forlag, 1979.
- 2). Menne Larsen, E., *Kilder til postcensurens historie 1940-45*. Posthistorisk Forlag, 1977.
- 3). Riemer, K. H., *Die Überwachung des Auslandsbriefverkehrs*. Poststempelgilde "Rhein-Donau" e.V., 1979.

From Vol 1 No 1, 1983, of Brofos Reports, with permission of Frederick Brofos, we reprint the following:

#### OF SABOTEURS AND SPIES

A vivid impression of the volatile situation in Denmark during World War II may be gained from a visit to Copenhagen's Museum for Denmark's Freedom Fight. Among the many interesting subjects covered there, is the long and deadly struggle between saboteurs and spies, in which the mails also played a significant part.

In the Underground Resistance Movement, which arose against the oppression of the occupation forces, there was a Dane with the cover-name of "Knud". Since 1941, a main point in his work had been to collect material proof against those Danes who secretly collaborated with the Nazi Germans. His collection of incriminating evidence was greatly increased after he joined the illegal group "1944". He got a splendid haul the time they pulled an action off against the German Chamber of Commerce in Copenhagen. About 600,000 documents were removed, while the German staff stood by watching dumbfoundedly. Included in the booty was the Visitors Book, full of names and dates, as well as a whole sack of mail which had just arrived. Perhaps it was the contents of that sack which convinced them all of the importance of the mails and to seek more of it. Anyway, the Group decided to pay a surprise visit to several Copenhagen post offices, among them "Omkarteringen" - the distribution section of the Main Post Office at Tietgensgade. That was where the mail was collected before being delivered to the German HQ at the notorious "Dagmarhus", the "Stikker Sentral" (Spy Center) at Vesterport, and many other German offices. With the willing help of the postal personnel, all this type of mail was sorted out and handed over to the Resistance men. It was hidden away until after the Capitulation, when it was produced to help convict collaborators and traitors. The accumulated mail was divided into the following categories:

1. Various, including "Ausweis" (passes), "Waffenschein" (weapon permits), etc.
2. Anonymous denunciation letters, naming persons working against "Vaernemagten" (Wehrmacht), hereunder possession of arms, helping Jews, printing and distributing illegal papers, etc.
3. Public opinion reports from around the country, mostly supplied through the Vesterport Spy Center. The several hundred paid Danish spies - known only by a number - also had the job of denouncing to the Gestapo anyone in the Resistance they could sniff out.
4. Letters from Danish senders: applications to join the SS, offers to help the Wehrmacht, letters from Danish women to Germans demanding money, and so on.

- 5. Letters from German senders: letters to and from Werner Best, the German Plenipotentiary in Denmark, reports of gift packages from Germany, information to the German authorities regarding Danish "Ersatz" inventions (new substitutes) and agricultural deliveries, reports from the War Front, thank-you letters for comfortable stays in Denmark, private letters about the situation in Germany, etc.
- 6. Bills from Danish firms to the Wehrmacht for accomplished work and for deliveries important to the German war-effort.

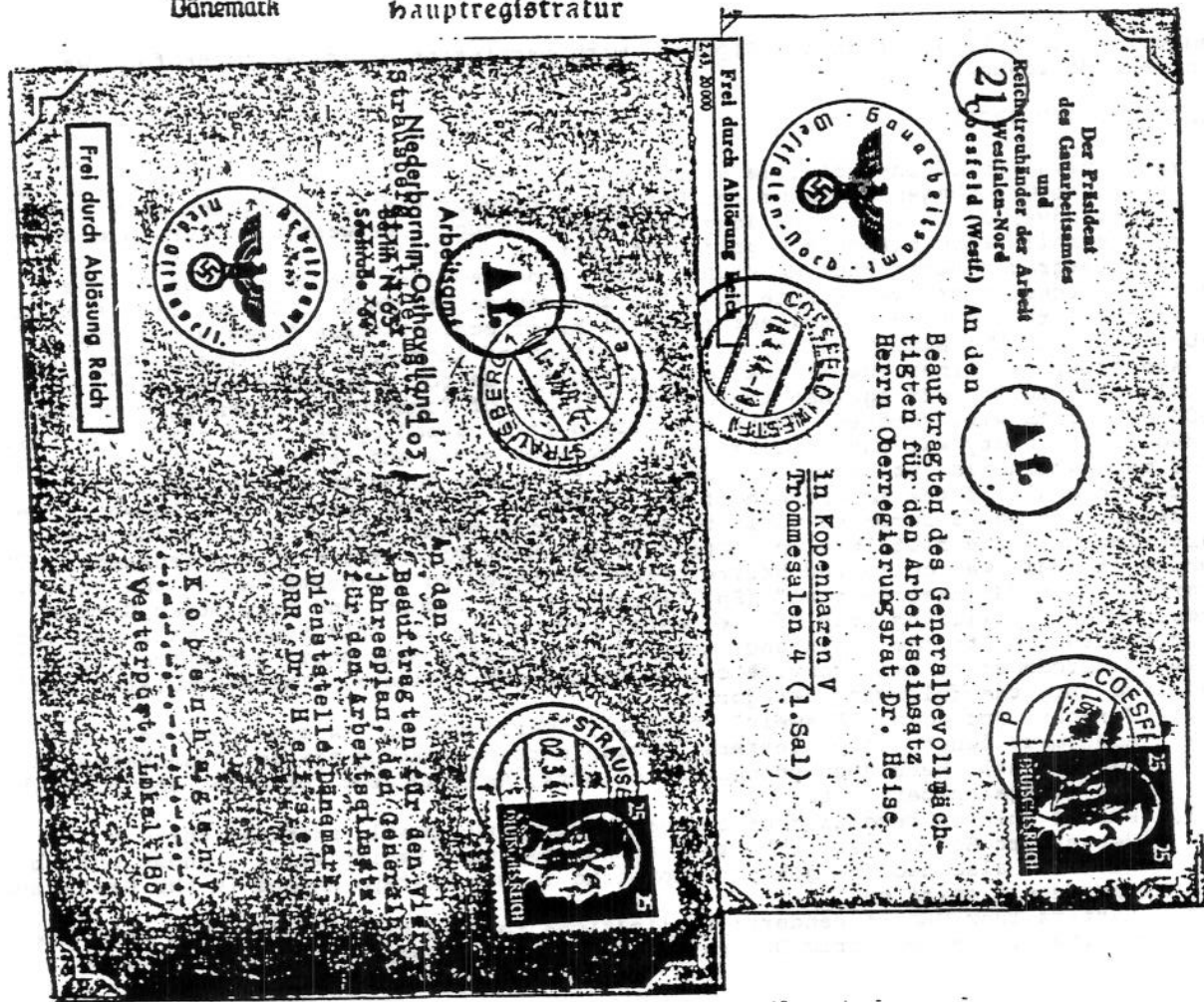
One will notice from the above, the variety of dangerous topics to write about. Later on, the senders were undoubtedly shocked to see their old letters suddenly showing up to damn them in court.

As we look back from this safe distance, it may all seem just like an exciting thriller movie. Of course, in reality, things were deadly serious in the Police State of that time. Displayed at the Copenhagen museum is a typical denouncement letter from an informer. Translated from Danish, the stark, typewritten note reads: To the German Police - One reports that the printer Henning Johansen is familiar with illegal printing. He works at Jydsk Paper Works in the daytime. Doesn't sleep at home at night. Anonymous.



A small selection of stamps and titles from German civil, police, military and naval domination of Denmark.

Wehrmachtbefehlshaber  
Dänemark  
Admiral  
Dänemark  
hauptregistratur



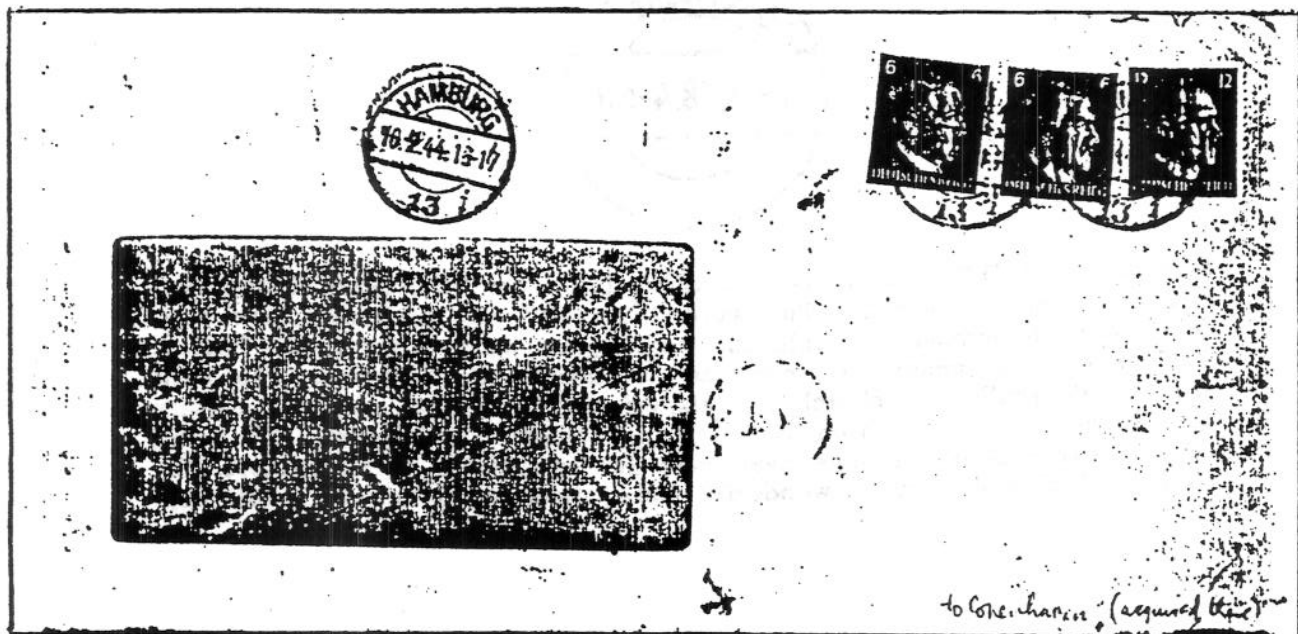
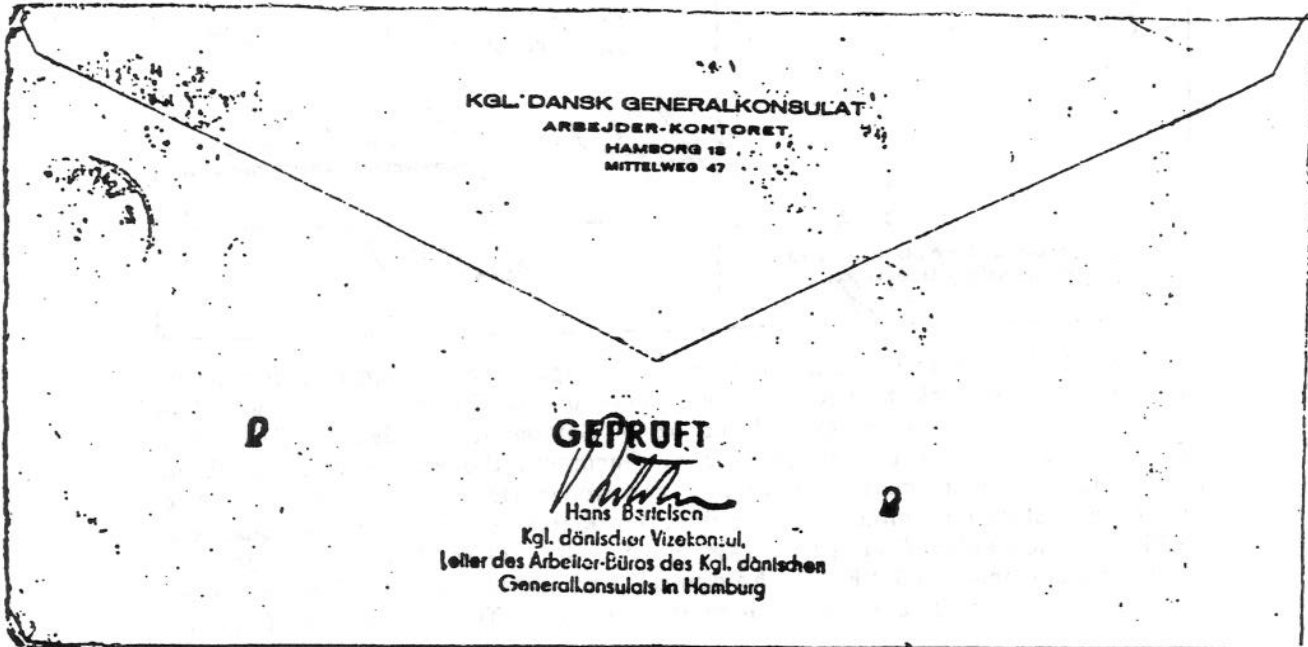
Letters to "The Representative for the 4-Year-Plan and General Deputy for the Work-Pool at Copenhagen-Vesterport in "independent" Denmark, required full 25 Rpf, foreign rate from Germany. Mail to occupied Norway during this time went at 12 Rpf, the German "inland" rate. "Af" marks indicate "Passed Unopened" by Hamburg censor.

DANISH CONSULAR CENSORSHIP IN GERMANY, WW II, by Frederick A. Brofos

The accompanying pictures show an unusual censor mark used by the Danish Consulate General at Hamburg, Germany, during WW II. The German-language marking is stamped in dark violet on the back of the envelope and is signed by Hans Bertelsen, Danish Vice Consul and leader of the Workers Office of the Consulate General.

Certain other markings were added by the German censor authorities at Hamburg: two small red figure "2" marks on the back, and "Af" within a circle in black on the front. This latter was the German "passed" mark. The letter went from Hamburg February 16, 1944, to Copenhagen.

This interesting Danish self-censoring was supposedly an additional attempt to try and preserve the privacy of diplomatic and consular mail, which was supposed to be inviolate. How successful it was, must be left to one's imagination. It was so simple to steam open an envelope and re-close it without a trace of a surreptitious examination.







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Hope things are going ahead in the West, so that the bad times are over when we return. Will write you a letter tomorrow. Greetings, your friend Max."

Following Finland's Declaration of Independence on December 6, 1917, events moved rapidly and the new country was faced by a civil war in the spring of 1918. On the one hand was the Red Guard and on the other the White Guard under the command of Baron Gustav Emil Mannerheim. A White committee, under the leadership of Pehr Svinhufvud, which claimed to be the legal government of the country, appealed to Sweden and Germany for help. The Swedish government, not very clear about the whole position, confined itself to sending supplies to the Whites. Although General Mannerheim would have preferred to do without German help, a composite division (apparently including our friend Max from Magdeburg) was sent from Germany under the command of the Prussian general, Count Rudiger von der Goltz. This was preceded by a Jäger battalion of Finns, who had gone to Germany during the early days of the war to fight against Russia, as well as some hundreds of Swedish volunteers. The Reds were beaten, and by June, 1918, nearly 74,000 of them, including 6,400 women, were prisoners of war.

FINNISH OFFICIAL POSTAL CARDS (cont.)



Figure 2

This card was used in February 1898 from Willmanstrand to Tavastehus. The reason why these official postal cards are not found more often, is probably that they were only for use within Finland.

# Finnish Official Postal Cards

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by Frederick A. Brofos (497)

A large fancy official postal card has adorned my collection of Finnish postal stationery for a number of years. Recently I was delighted to add a similar card from a different Finnish government office. It seems logical to expect that other types also exist. If readers will report what they have, we could make an interesting list.

The two cards I have, are printed in black on cream-colored cardboard and measure about 7-1/16x5-1/8 inches. Both cards are entitled "Fribrefskort" meaning "free postal card." In the center are various lines to be filled in, the first being for the name of the address town, the second for the name of the addressee. Then comes room for a file number and finally a line for the name of the sender. As Finland was under Russian domination at the time these cards were used, the imperial Russian double-headed eagle is shown on both cards in the upper left corner. A small version of the Finnish lion appears in a shield at the center of the eagle.



Figure 1

One of the cards was used by "Industristyrelsen"—The Industrial Board—and has the emblem of that office in the upper right corner. The printed text on the front is all in Swedish except in the emblem seal which contains the name of the board in both Swedish and Finnish. The reverse side of the card carries a printed text in Swedish about customs regulations. The card was sent in August 1898 from Helsingfors to Viborg.

The second card has a different ornamental border and the text lines are repeated in both Swedish and Finnish. In the upper right corner is the seal of the user of this card, namely "Fångvården i Finland"—The Prison Warden in Finland. In the center of the seal is a star, something like our sheriff's badge. The blank reverse side of the card was used for a written message.

The



# POST HORN

Sponsored by the  
SCANDINAVIAN COLLECTORS CLUB OF NEW YORK

Volume 13

October 1956

Number 4

## The Special Arrival Postmarks Used in France On Mail From Scandinavia

by Frederick A. Brofos (497)

Of great interest in the realm of foreign cancellations connected with Scandinavia are those which were applied to Scandinavian mail arriving in 18th and 19th century France.

These entry marks showing the country of origin of the mail were introduced in France as far back as 1699, but it was not until 1720 that there appeared any referring directly by name to a Scandinavian country. At that time, four straight-line postmarks were brought into use with capital serif letters: DANEMARC, DANNEMARK, and SUEDE (2 types), all being applied in black. Two-lined postmarks appeared in 1806, of which there are several varieties of spelling and lettering. They were mostly for letters sent via Hamburg which was then under French occupation. One has the last word misspelled, namely: DANNEMARC / P. HAMBOUG, instead of HAMBOURG. These postmarks were followed by other types, some of which had box frames. They are all found on stampless covers, and deserve special study. This article will deal with their successors—the circular type with date—which appeared on mail after the introduction of postage stamps.

The circular entry postmarks were introduced in 1839, according to Maury<sup>1</sup>, but the earliest date noted by Chase & Beaufond<sup>2</sup> was December 21, 1851, the most recent being from March 8, 1891. (Maury appears to be right, as I saw a stampless cover at the FIPEX show, from Strömstad, Sweden, to Bordeaux, with a clear 2-ring mark in blue: TOUR-T 3 GIVET 3, dated 27 JANV 39, the date being supported by other dated markings. The month JANV incidentally was inverted in this particular example.)

Of those circular entry postmarks that refer directly by name to Scandinavia the earliest ones were introduced in 1856 and the latest date seen was from 1880. The entry marks for Scandinavian mail are actually part of a large group of postmarks used in France for marking incoming mail from most of the civilized world. Special entry marks existed for mail arriving from such diverse places as Argentina, Australia, Bavaria, Dutch Possessions, Russia, Two Sicilies, South Seas, the United States, and so on. In all, for

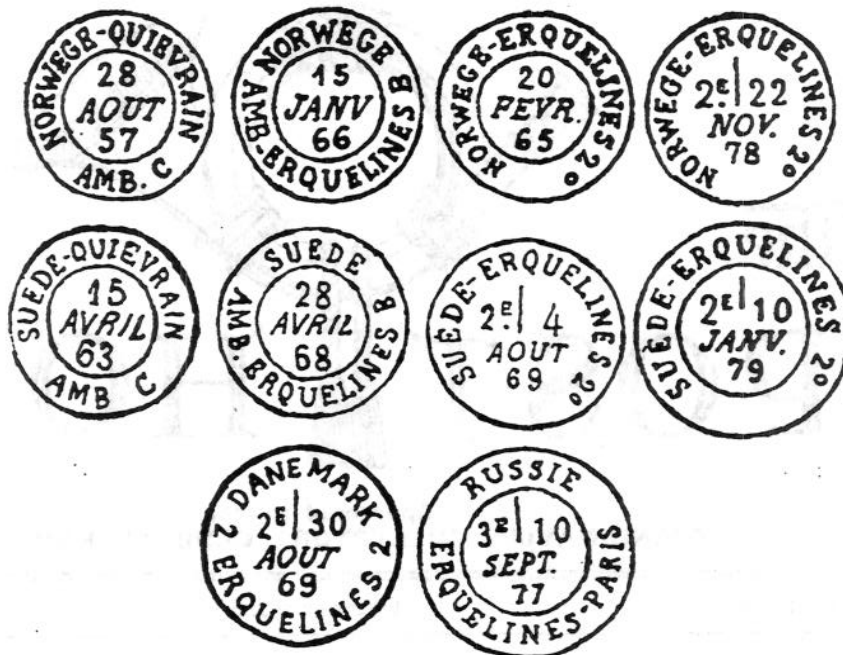


Fig. 1

about 44 different nations, colonies or geographical areas.

The circular entry postmarks bear the name of the country of origin of the mail at the top in French (NORWEGE—Norway, SUEDE—Sweden, DANEMARK—Denmark, and RUSSIE—Russia, including Finland) and also the name of the town or port of entry, the date being in the center. They are usually found struck on the face of the cover, but are also in rare cases to be found on the stamp itself. They are generally struck in blue, black or red, the latter color being the scarcest as regards the entry marks for Scandinavia.

The name of the port of entry or of the town on or near the frontier where the letter crossed the lines was usually included in the entry postmark.



Fig. 2



According to an authority on French postmarks, Dr. Carroll Chase<sup>3</sup>, most of these postmarks were applied aboard railroad postal cars. All those applied in black and with the abbreviation "AMB."—(ambulant) fall into this cate-

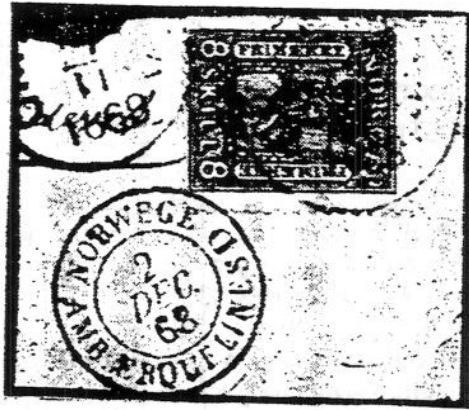


Fig. 3

gory. However, there was also a group of postmarks, showing the town of entry, which were not applied aboard the RPO cars but at the Main Post Office in Paris. These were as a rule struck in blue, though red and black impressions have been recorded. They usually show a figure (1-6 and a small E) or a star, to the left of the day date. This figure indicates what the French call the "levée"—the approximate time of collection from the mail boxes, etc. This is never found in an ambulant postmark.

The correspondence of Denmark, Norway and Sweden generally penetrated France through the intermediary of the postoffices of Thurn & Taxis and Prussia, later Germany, so it happens that the entry marks for these countries (TOUR-T., PRUSSE, ALLEMAGNE) were sometimes, somewhat misleadingly, applied to Scandinavian mail.



Fig. 4

The confusion of so many different postmarks was relieved around 1880 when general use entry marks inscribed PARIS/ETRANGER—(Foreign) were brought into use. These occur in several types, and were struck in blue on the face of the cover, and occasionally may even be found on the stamp itself. However, this group of postmarks does not have the same attraction to us as those which included the names of the Scandinavian countries.

A few words must be said about the two small entry towns of Quiévrain and Erquelines. They are south of Lille, near Valenciennes, but, oddly enough, on the Belgian side of the border.

In the following list, the postmarks have been divided into three main types. Type 1: small 2-ring, without "levée"; Type 2: small 1-ring, with "levée"; Type 3: larger 2-ring, with "levée". The list is a conglomeration of all the different "Scandinavian" circular entry marks mentioned in the works listed in the accompanying bibliography. Those postmarks that I have actu-

ally seen myself, I have made tracings of, and they are illustrated above. I would be glad to hear from anyone with additional material or information regarding these interesting markings.

TEXT IN POSTMARK	POSTMARK TYPE	IDENTIFICATION LETTERS	COLOR	WHERE USED	EARLIEST DATE RECORDED	LATEST DATE RECORDED	COLOR: N = BLACK, B = BLUE, R = RED WHERE USED: P = PARIS RPO = RAILROAD CAR
							REMARKS
DANEMARK AMB. ERQUEL.	1	—	N	RPO	?	?	USED BEFORE 1867
DANEMARK 2 ERQUELINES	2	—	B	P	1856	1864	WITH ASTERISK OR "LEVÉE"
DANEMARK 2 ERQUELINES	2	—	B	?	?	?	USED SINCE 1870
DANEMARK PAG. PARIS	3	—	B	P	?	?	USED SINCE 1870
NORWEGE QUIEVRAIN AMB. A	1	ABCDM	N	RPO	1855	1864	
NORWEGE AMB. ERQUELINES A	1	A,B,C,D	N	RPO	1856	1868	
NORWEGE ERQUELINES 2°	1	—	B	P	1865	1865	25.5 MM. NO "LEVÉE"
NORWEGE ERQUELINES 2°	2	—	B	P	1877	1878	20.5 MM. WITH "LEVÉE"
NORWEGE ERQUELINES 2°	?	—	N	P	1879	1879	23 MM. WITH "LEVÉE"
NORWEGE AMB. L.C.A.	1	—	N	?	?	?	LCA. REFERS TO CALAIS. USED BEFORE 1876.
NORWEGE LILLE	1	—	N	?	?	?	
NORWEGE LE HAVRE	1	—	?	?	?	?	USED BEFORE 1867
NORWEGE PAG. PARIS	3	—	N	P	?	?	USED SINCE 1870
SUEDE QUIEVRAIN AMB. B	1	A,B,C,D	N	RPO	1857	1863	
SUEDE AMB. ERQUELINES A	1	A,B,C,F	N	RPO	1864	1868	
SUEDE ERQUELINES 2°	1	—	R	?	1865	1865	
SUEDE ERQUELINES 2°	2	—	B	P	1869	1875	WITH "LEVÉE"
SUEDE ERQUELINES 2°	3	—	B	P	1879	1879	WITH "LEVÉE"
SUEDE ERQUELINES 2°	?	—	R	P	1877	1880	23 MM.
SUEDE LILLE	1	—	?	?	?	?	USED BEFORE 1867
SUEDE AMB. M. CENIS. A	1	A	?	RPO	?	?	USED BEFORE 1867 AMB. MONT CENIS - MÂCON (?)
SUEDE PAGNY PARIS	3	—	B	P	?	?	USED SINCE 1870

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2. "Catalogue des Cachets des Bureaux Ambulants de France de l'origine a 1900" by Dr. Carroll Chase and E. H. de Beaufond. Paris, 1951.
3. "The Railroad Postmarks of France" by Dr. Carroll Chase. "Collectors Club Philatelist," Oct., 1940, p. 266-69.
4. "Catalogue des Marques Postales & Obliterations du Nord de 1698 a 1876" by L. Dubus & E. Fregnac. Amiens, 1947.
5. "Catalogue des Marques Postales & Obliterations du Pas-de Calais de 1698 a 1876" by L. Dubus. Amiens, 1947.
6. "Les Estampilles Postales Francaises" by F. Doé. Amiens, 1900. (Pages 264-65).
7. "The Cancellations on French Stamps of the Classic Issues, 1849-76" by R. Lesgor & M. Minnigerode. New York, 1948.
8. "Covers" magazine, Sept., 1952 p. 6, 8, 17; Feb., 1954, p. 9.  
(Pictures some Scandinavian covers with French entry marks. The February issue shows an interesting cover of 1843, from Christiania to Bordeaux, with a straight-line mark not mentioned in Mr. Bentley's article. The 2 lines in antique read "DANEMARCK / PAR HAMBOURG". Other marks on the

# Norwegian Post Office Letter Seals

By Frederick A. Brofos (H-11)



Fig. 1

In the old days, before envelopes were invented, letters were carefully folded, the page-sides tucked in, and the address written on the outer side. As there was no gummed envelope flap, the letter was held together by a wax seal which insured privacy as well as certifying the origin. Even after envelopes came into general use, seals continued to be popular. In fact, they are still used today in many European, South and Central American countries on registered letters. In Norway, for instance, one can either seal an insured or registered letter oneself or pay a fee and have the post office seal it. Most post offices in Scandinavia have metal seals which are impressed in red sealing wax.

Wax seals are attractive but rather fragile, and special precautions must be taken in preserving a collection (weight pressure or excessive heat should be avoided). However, there have been cases of gummed PAPER seals being used instead of wax seals. These are a lot easier to collect, being as durable as postage stamps, but are not so often encountered. The post office paper seals have been produced by both typography and lithography, but by far the prettiest are those produced by cameo embossing. This is a process whereby color is applied to the flat parts of a design by a printing roller, and the letters and design in relief are left uncolored. The die is often set in a small handscrew press, opposite a force or counter die made of leather or mill-board faced with a coating of gutta-percha.

The earliest paper postal seal that I have from Norway is inscribed "FREDRIKSHALDS POSTKONTOR". In the center it has an un-crowned posthorn facing towards the right. Unfortunately it is not suitable for photographing, being entirely on shiny red paper. In Figure 1 we see an early embossed seal of the postmaster in Christiania, a seal of the Royal Post Office at Aalesund (lithographed by Thorvald Moestue) and one typographed in blue from Svolvaer post office. Figure 2 shows seals of the Norwegian Postal Administration when it, years ago, was attached to the Navy Department of all things, and later to the Department of Public Works. Figure 3 shows the seal used when postal affairs were moved to the Department of Trade. I also

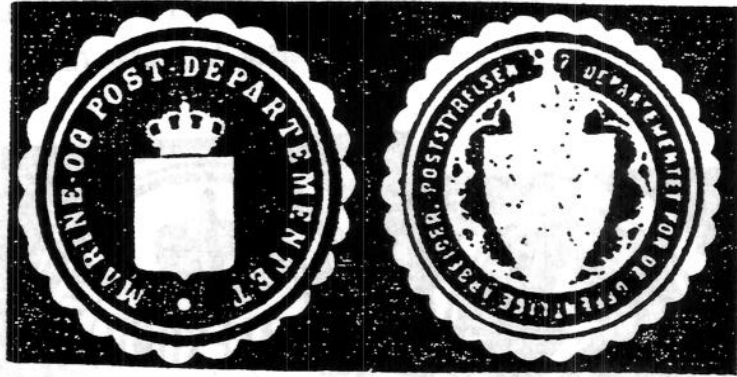


Fig. 2

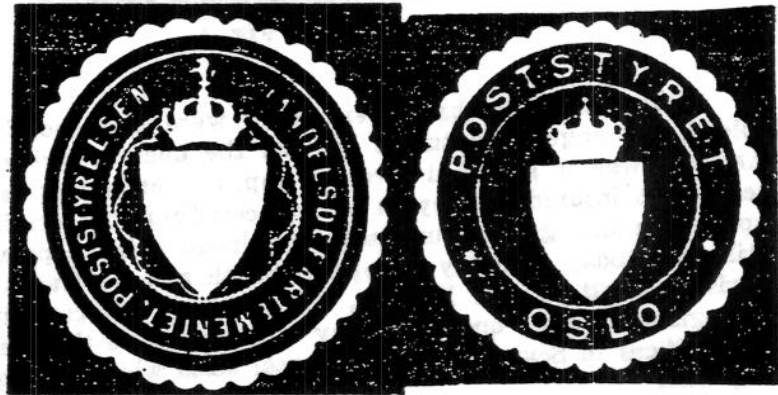


Fig. 3

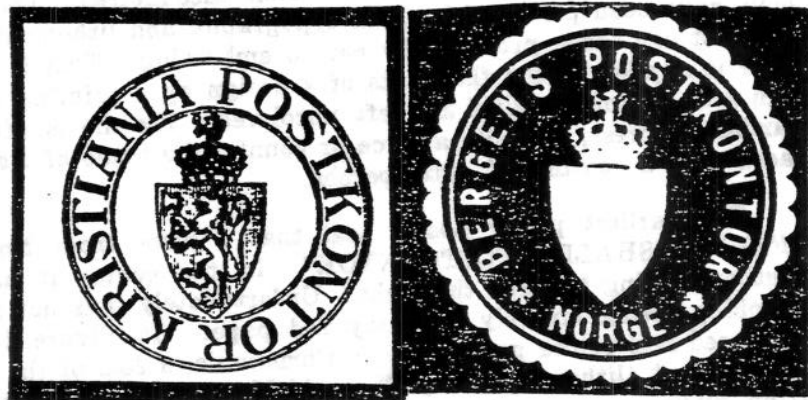


Fig. 4



have a similar seal but with the last part of the text reading "POSTSTYRET" instead of "POSTSTYRELSEN". This slight name change became effective from September 1, 1924. The other seal is the latest one I have seen. Nowadays, I believe, the Post Office is under the Ministry of Communications, which seems the logical place. Figure 4 shows a seal of the Kristiania post office, typographed in black, and an embossed seal from the Bergen post office. All the aforementioned seals are red, except where otherwise noted.

For more general usage, perhaps in sealing letters and parcels that came open, the Norwegian Post Office has used several types of seals typographed in coil form. The printed design on the three I have seen is circular, with a crowned posthorn in the center. The text on the first two is in French: "Administration des Postes de Norvège" and on the third the same text in Norwegian: "Postverket i Norge". The first two seals are imperforate, the third rouletted horizontally. The first seal is on white, the other two on brown paper.

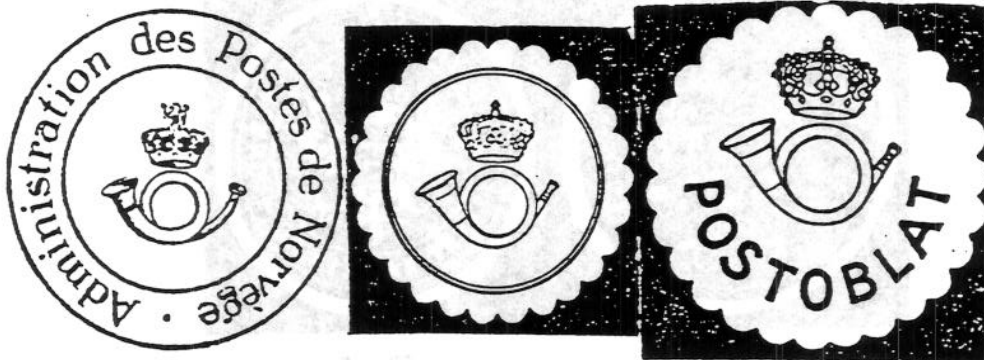


Fig. 5

During World War II, when everything was in short supply in Norway, the glue on available envelopes was very poor and lots of mail would come open in transit. Indeed, some of the envelopes on sale were simply small-size paper bags, without any gummed flap at all. The use of metal staples in closing this kind of envelope was damaging to the stamp cancelling machines. To remedy the situation the Post Office issued special gummed seals in packets for sale to the public at all post offices. The seals were circular with a rosette edge. In the center of a double circle was the crowned posthorn emblem of the Post Office. However, as the glue on these seals was hardly any better than on the wartime envelopes, a new supply was issued a little later with glue of much better quality. The design showed the crowned posthorn without the double circle border, but with added text: "POSTOBLAT". Both types of seals (Figure 5) came in two colors, blue for the general public, and red for the post offices. Such official use included the sealing of insured or registered letters, sealing wax being unobtainable. The paper seals were "tied" by circular numeral markers as a rule. Those I have seen had four figures within a circle and were not changeable. They were not meant for cancelling stamps, but a couple of isolated cases are known. The use of paper seals ceased at the end of hostilities in 1945, when proper envelopes soon became available. As things returned to normal, the Norwegian Post Office was able to use sealing wax again as it had before the war.

## Scandinavian Post Office Letter Seals

By Frederick A. Brofos (H-11)

In the April 1967 issue of THE POSTHORN, I reviewed the various paper postal seals that I have encountered from Norway. I have also seen a number of similar adhesive seals from the other Scandinavian countries and these are the subject of this article. There have undoubtedly been numerous other postal seals in use over the years, but if I were to wait until I got them all, this article would probably never be written. The accompanying illustrations will probably be clear enough to reproduce the seal inscriptions in their original language, so I shall limit myself to translations. All the seals are printed in red and embossed on white paper, unless specifically described otherwise.



Fig. 1

Fig. 2

Of the old Finnish postal seals from the days of Russian rule, I have two attractive examples. Both show the Czarist double-headed eagle enclosing the shield of the "Grand Duchy" of Finland. The first (Fig. 1) was used by the Postal Administration of Finland and shows (at the bottom) the interesting double posthorn which was emblematic of postal service during the Empire. It is printed in light blue on glossy paper. The second (Fig. 2) was used by the Traffic Section of the Postal Administration and is printed in emerald green, also on glossy paper. Both of these are without embossing.

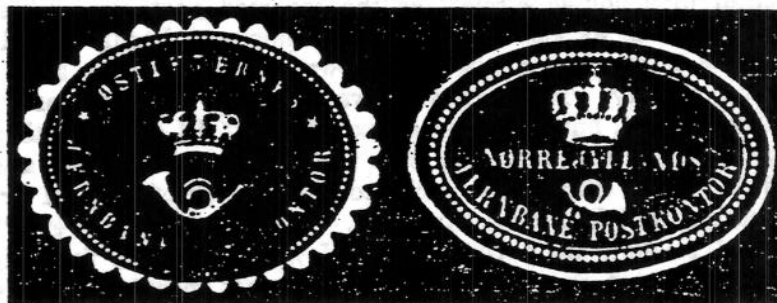


Fig. 3

Fig. 4

Moving on to Denmark, we find a number of seals used by various rail-

road post offices. First, there is the one shown in Fig. 3 from "ØSTIFTERNE", which means "Island Districts." However, it may possibly be an error for "ØSTSTIFTERNE", in which case it would mean "Eastern Districts." Figs. 4, 5, and 6 show the seals used by the Northern Jutland, Fyen, and Nyborg railroad post offices. The posthorns of the latter two have odd "pig-tail" loops, while those of Figs. 3 and 4 have cord tassels attached. Those shown



Fig. 5

Fig. 6

in Figs 7 and 8 were used by the Postal Administration of Denmark and show different sizes of the shield of the Danish coat of arms. I have also seen a seal from Vesterbro post office, Copenhagen. The text is within a double circle and there is a crowned posthorn in the center facing right. It is not embossed and, printed in red on square-shaped paper.

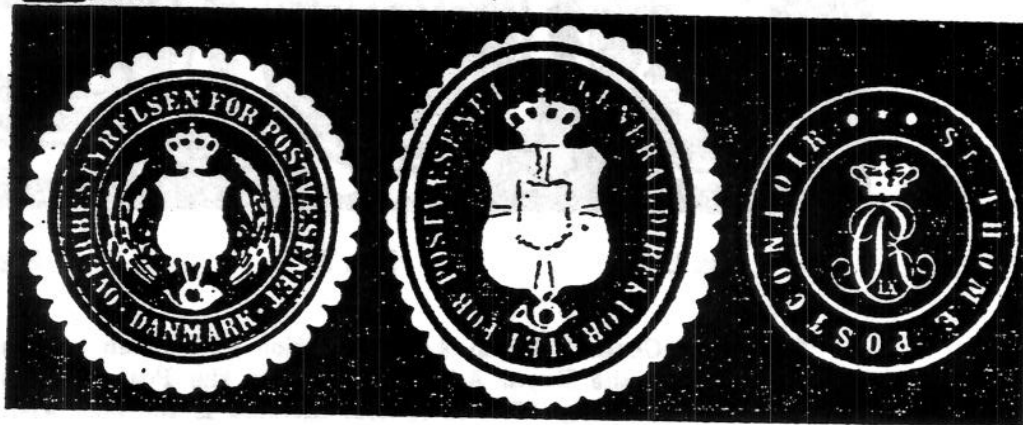


Fig. 7

Fig. 8

Fig. 9

The royal monogram of King Christian IX appears in Fig. 9, a seal used by the postoffice at St. Thomas, Danish West Indies. Interesting archaic language is used in the inscription.

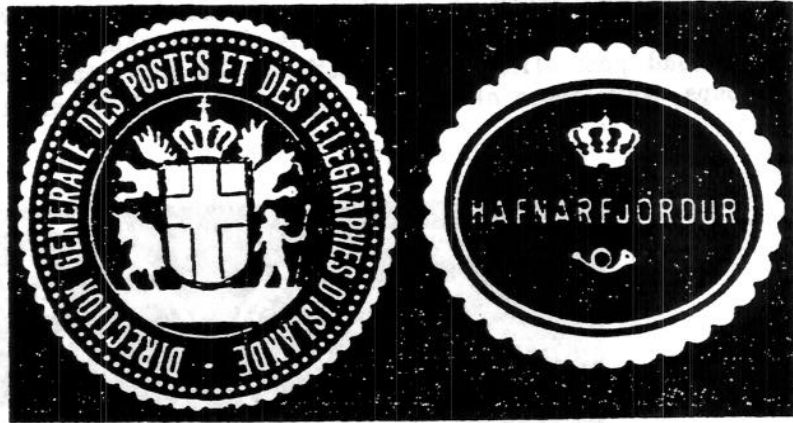


Fig. 10

Fig. 11

A fancy blue seal with French text (Fig. 10) was used by the Directorate General of Posts and Telegraphs of Iceland, before she became a republic. For the story about the strange creatures hanging around the shield, see "The Posthorn," April 1958, p. 24. The post office of Hafnarfjörður also had its own seal (Fig. 11).

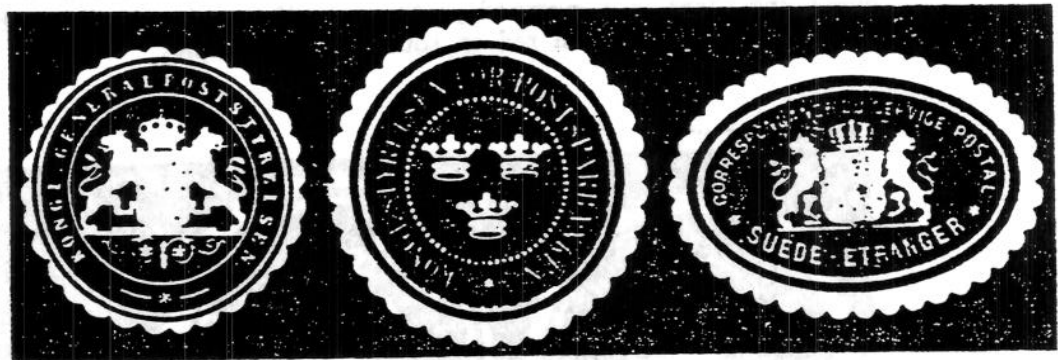


Fig. 12

Fig. 13

Fig. 14

The Royal General Postal Administration of Sweden used a blue seal as in Fig. 12, while the Royal Administration of the Postal Savings Bank used a seal as shown in Fig. 13. Of special interest is the seal with French text, (Fig. 14) reading "Correspondance of the Postal Service. Sweden—Foreign". It is said to have been in use from around 1876 until 1900 and exists in various shades of blue, indicating several printings. It was used on official mail from Swedish to foreign postmasters. There has indeed been some controversy over whether to classify it as a postal seal or a postage stamp. According to an article in "Svensk Filatelistisk Tidskrift" (vol. 51, 1950, pp. 203-204) postal clerks sometimes cancelled it as a stamp. One occasionally sees them in auctions, for instance Pelander's sale of September 17, 1953—lot 1487. Paper seals have been used as franking stamps elsewhere, too: I have one from the German Reichspostamt affixed in the upper right corner of a post-card from 1894.



OLDE ENGLISH TOUCH PIECES  
by Frederick A. Brofos

Perhaps you have a small coin lying around which you didn't like much due to a disfiguring hole in it. Yet you couldn't really discard it, as it was made of gold. You may have something more interesting than you imagined! To qualify, it should be an old English coin of a certain kind. Let us first look into the historical background of these particular coins known as "touch pieces".

In ancient times there arose a belief in the healing power imparted by a touch of the Royal Hand of the "Lord's Anointed", a superstition which became deeply rooted in the human mind. The royal power of healing by touch is said to have begun with Edward The Confessor (1042-1066) and descended to his successors on the English throne down through the reign of Queen Anne (1702-1714). The rite was apparently suspended during the Commonwealth period, although it is mentioned that the method had been tried by the late usurper, Cromwell, but without success. Although Edward, the Confessor, did not limit his healing power to one complaint, his successors claimed the right only to heal scrofula struma. This disease was commonly known as "King's Evil" says an old writer, because the King's touch could cure it.

It became customary for a small sum of money to be given by the King to those he healed, although there is no actual evidence of this practice until the time of Henry VII (1485-1509). This monarch gave to each person he healed a gold coin of the period, which afterwards became known as a touch piece. The Angel-noble was the gold coin chosen to be pierced and worn around the neck of the afflicted individual. This coin bears the figure of St. Michael slaying a dragon, which was held by some to symbolize an angel exterminating disease. Others believe the coin was chosen on account of the pious motto on it.

The original Latin motto is translated "Through your crucifixion save us from destruction". During Queen Elizabeth's (1558-1603) reign it was changed to one translated "What you say has been done by the Lord and is wonderful in our eyes". After Elizabeth's reign the size of the coin was reduced and the motto "SOLI DEO GLORIA" is translated to "Glory to God Alone".

An old chronicle from the time of Charles II (1660-1685) states "The giving of the gold coin or touch piece was a token of good will from His Majesty and was not supposed to be essential to the cure". For all that, many of the sufferers appear to have regarded the piece as very essential to the cure, and if they happened to lose it, or perhaps having sold it, they applied for another token of "His Majesty's Good Will". So great indeed was the increase in the number of applicants, that certain restrictions became necessary. It is recorded that Charles II touched 23,601 people during 1660-1664 and during 1667-1684 the number had risen to 68,506.

Several doctors of the court were appointed to insure that only those really troubled with the "Evil" could attend the ceremony and they had to submit certificates from their ministers and arrange for tickets in advance. It is said that none failed to receive benefits unless they had little faith. When the fortunes of Charles I decreased so he could not give away gold touch pieces, he had special coins struck for the purpose, of silver, and even copper. The latter being especially rare, carried on one side a hand with the words "He touched". One might imagine that touch pieces would be easy to acquire. I have, myself, however, not found this to be the case.

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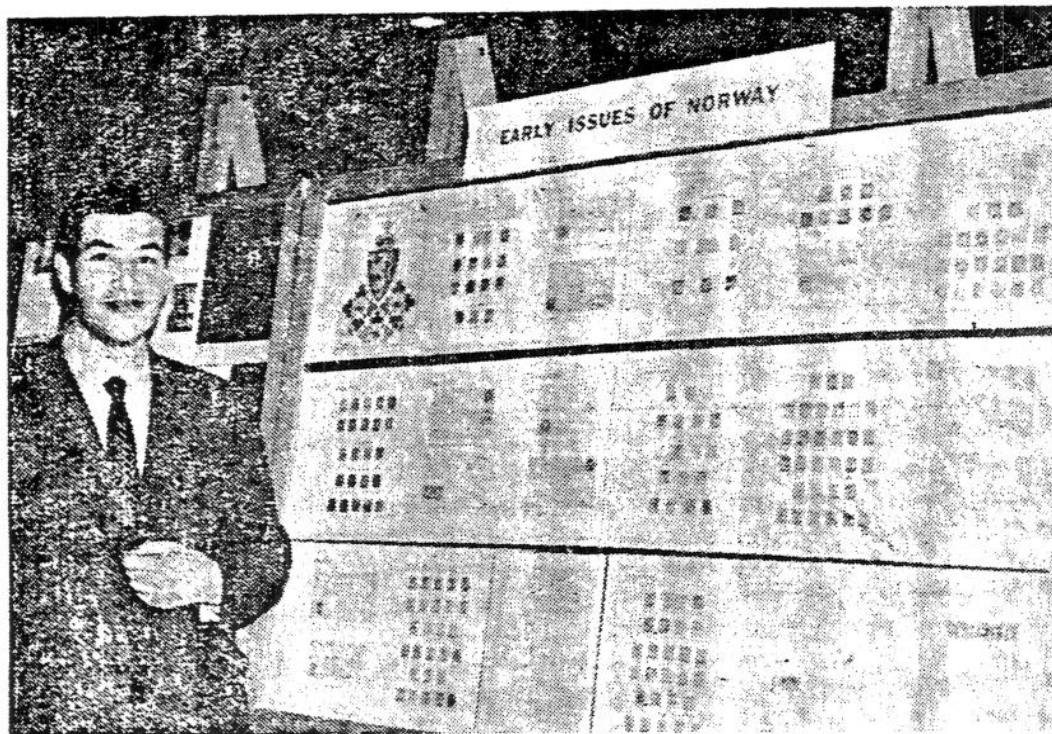
## Frederick A. Brofos Receives Pelander Award

The Board of Directors of the Scandinavian Collectors Club have awarded the Carl E. Pelander Award for Outstanding Service to SCC Honorary Member Frederick A. Brofos of Warner, New Hampshire.

Fred joined the club in 1947 and later held leading positions, serving alternately as Secretary, Librarian and Editor of "The Posthorn." He is best known as a prolific writer and for over 20 years his interesting articles have regularly appeared in "The Posthorn" dealing with, and often revealing new information about, such little known fields of Norwegian philately as steamship and railroad parcel stamps, revenues, postal stationery, local posts, field posts, machine and other cancellations. These articles are of permanent value and indeed some of the titles are intriguing in themselves: "A Philatelic Voyage to the North Cape," "Wild West Days in Northern Norway," "A Return to Viking Names," "A Daring Raid by Norwegian Postmen" and "The Night that Stamps Blew Around Bergen"! A complete list of his writings up to 1972 appeared in this magazine, Vol. 29, pg. 109.

"I always try to make my articles readable, not just cut and dry philatelic research," says Fred, who has also written chapters in four Billig Philatelic Handbooks, two Yearbooks of the American Philatelic Congress, three COMPEX Directories and in "Norske Filatelistika"—the third and final volume of the Norwegian Handbook. This latter work published by the Norwegian Philatelic Union carried 6 reprints of old stamps especially made for the book by the Norwegian Post Office, as well as Fred's comprehensive identification list of Norwegian fieldpost offices from 1888 on.

Fred has shared his wide philatelic knowledge not only through his articles but by answering innumerable inquiries over the years from SCC members and others, including several prominent Norwegian writers. He has



Fred Brofos and part of his prize-winning Norway collection at Tri-State Exhibition Concord, N. H., October, 1974.

1945
OSLO FILATELIST-KLUBS JUNIORAVDELING
GRUPPE B.
holder møte mandag 7. mai kl. 19.00 i
Lærerinnelagets Hus.
<u>PROGRAM:</u>
1. Referat.
2. Kåseri av Fredrik Brofos: San Marino.
3. Meldinger.
4. Gratis utlodning.
Styret.
1945
OSLO FILATELIST-KLUB
<u>Junioravdelingen. Gruppe B</u>
avholder ordinært møte i Lærerinnelagets Hus, Peder Claussensgt. 4,
mandag 17. september kl. 19 (7).
Program:
1. Referat.
2. Meldinger.
3. Foredrag: „Verdens minste republikk”
av herr Fredrick Brofos.
4. Eventuelt.
Medlemmene bes innfinne sig pris.
Følgende moter blir avholdt i hostsesongen:
3/9, 17/9, 1/10, 15/10, 5/11, 19/11, 3/12.
Styret.

A couple of old meeting-notice cards from the Oslo Philatelic Club's Junior Group, recall that I was scheduled to speak about San Marino on May 7, 1945. As that suddenly turned out to be Liberation Day, with attendant celebrating, only the Secretary and I showed up. The talk was held another time and the text reported in the November issue of "Norsk Filatelistisk Tidsskrift", forming my first philatelic article.

also collaborated in the writing of such varied works as "The Standard Encyclopedia of Doremus Machine Cancels," "The Stamp Duty of Great Britain and Ireland," "New Hampshire Post Offices 1787-1972," as well as the town and postal history of his home town of Warner.

Following nomination at SIPEX, Washington, D. C., in 1965, Fred was made the 11th Honorary Member of SCC in appreciation of his many services to the club in particular and to Norwegian Philately in general.

Fred is also a Life Member of the National Philatelic Society, London, and the Friends of the Norwegian Railroad Museum, as well as a member of the U. S. Cancellation Club, the New Hampshire Collectors Club, Vermont Philatelic Society and Warner Historical Society.

Born on December 7, 1927 in London, Fred started with stamps at age six. He spent the war years in Norway and witnessed the German occupation. As a junior member of the Oslo Philatelic Club, he was scheduled to give a talk there about San Marino on May 7, 1945. It was, however, postponed due to the Liberation festivities that day! Moving to America in 1946, he exhibited at CIPEX the following year and his postal study of East Karalia won the SPA Philatelic Research Award.

We take this opportunity to extend our heartiest congratulations to Fred on his receiving the Pelander Award, one of the two highest honors the club can bestow. We wish him continued success in his future researches into those unexplored or neglected areas of philately.

\* S \* C \* C \*

### Fred Brofos Honored, 1981

Frederick A. Brofos, SCC, former Editor of *The POSTHORN* and a prolific philatelic writer, was honored by the Norwegian Postdirektoratet (Postal Administration), Oslo, in May 1981, for his contributions to Norwegian philately and to the Norwegian Postal Museum.

He was awarded the Postal Museum's Gold Medal of Honor with Diploma. This is the first time that the Medal has been awarded. Fred was also the first recipient of SCC's Carl Pelander Award.

—Stanley H. Hanson



### NORWEX FUND AWARD, 1989

As the first foreigner to be so honored, Frederick A. Brofos was awarded Nkr 2000 and a nice diploma from the NORWEX Fund by the Norwegian Philatelic Union, for his writings on Norwegian philately over 40 years. Fred writes that this will be the first time he got paid for his writing! The \$288 won't go very far! Congratulations to Brofos for this singular honor.

### Jacobsen Award To Brofos, 1995

The Scandinavian Collectors Club (SCC) bestowed its Earl Grant Jacobsen Award to Frederick A. Brofos this spring. He received the award for his extensive involvement in various SCC activities for many years. He has been a prolific contributor to the club's journal, "The Posthorn" over a lifetime of pursuing Norwegian Philately and research.

Brofos was awarded an honorary membership in 1966 and received the Carl E. Pelander award in 1974. He is the first SCC member to receive all three service recognition awards.

(Linn's Stamp News, July 10, 1995)



## The Philatelic Writings of Frederick A. Brofos

(1945-71)<sup>ONLY</sup>Postmarks

- Early Norwegian Railroad Cancellations. P, April 1956. B, Vol. 28, p. 153-155.  
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Revenue Stamps

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Various

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Scandinavian Post Office Letter Seals. P, July 1967.  
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Names of the publications have been abbreviated as follows: APC—American Philatelic Congress Yearbook. BPH—Billig Philatelic Handbooks. C—“Covers” magazine. FCP—“France and Colonies Philatelist.” FK—“Frimærker — Kontakt.” (In Norwegian). HNF—“Håndbok over Norske Filatelistika” (In Norw.) 1969. NFT—“Norsk Filatelistisk Tidsskrift” (In Norw.). P—“The Posthorn.” PS—“Postal Stationery” magazine. SCC—Scandinavian Collectors Club. SS—“Scandinavian Scribe.” VP—“The Vermont Philatelist” G—“The German Postal Specialist.”



"Norway's philatelic ambassador to America", as Fred has become known after over 50 years of writing, almost met an abrupt end recently. While horseback riding in the country in N.H., a wild bear was encountered. The horse panicked, swerved and bolted, throwing Fred to the ground. Fortunately, only a rib was broken and not his neck. He will have a painful time for the next six weeks though. "Time to think about new articles to write", says Fred philosophically.

(“LUREN”, Sept. 1976)

As this book draws to a close, I hope readers have enjoyed it and appreciate the painstaking efforts made in compiling this material. Perfection is hard to achieve. Remember it was written in America, as a "labor of love", far from the scenes of action in dear old Norway. Even the most thorough work has its fallibilities, which time will prove right or wrong.



Northern lights. Pen drawing by Nansen.



SPITSBERGEN  
11-VII-97.

ADVENT-BAY  
14. VII. 06.

ADVENT-BAY  
9. Juli 1909  
SPITZBERGEN

REDBAY  
26. Juli 1911  
SPITZBERGEN

MAGDALENABAY  
29. Juli 1911  
Spitzbergen

Norddeutscher  
Lloyd  
Bremen  
Polarfahrt 1911  
Danziger Grasser Vertriebs

SMERENBERG BAY  
29. Juli 1913  
Spitsbergen

BELLSUND  
1 Aug. 1913  
Spitzbergen

SPITZBERGEN  
29 VIII 00  
EISFJORD

GREEN HARBOUR  
SPITSBERGEN

GREEN HARBOUR  
SPITZBERGEN

KINGS BAY  
SPITSBERGEN

VIRGO BAY  
1909.

SPITSBERGEN  
10VIII00  
SP. EXP.

SPITZBERGEN  
15. Juli 1904

SPITZBERGEN

S.S. COLUMBIA  
25. JULI 96  
SPITZBERGEN

S.S. AUGUSTE VICTORIA  
11. JULI 99.  
SPITZBERGEN

Yacht „Prinzessin Victoria Luise“  
August 1903  
Spitzbergen

ADVENT BAY  
SPITZBERGEN

ADVENT BAY  
19 JUL. 08  
SPITSBERGEN

SPITZBERGEN  
Blücher  
13 Juli 1906

SPITZBERGEN

NORDLICHES EISMEER  
9 - VIII 93  
BÄREN-INSEL

SPITZBERGEN  
HVALHEIM